4.12.2 Off-Airport Transportation

4.12.2.1 Introduction

The off-airport transportation analysis for the SPAS alternatives addresses traffic-related impacts outside the airport boundaries, including arterial roads, highway segments, and ramps that serve traffic approaching and departing the airport environs.

This analysis also considers remote facilities that serve airport-related functions, such as parking and off-airport cargo. The impacts of passengers, employees, cargo, ancillary, and collateral development (non-airport activities on airport property) on off-airport roads are also included. Impacts to on-airport transportation associated with operation of the SPAS alternatives are addressed in Section 4.12.1, *On-Airport Transportation*.

The primary focus of the analysis presented in this section is on changes in existing (baseline) traffic conditions that would result from the ground access improvements proposed under each SPAS alternative. Additionally, the off-airport transportation analysis completed for the SPAS alternatives accounts for increases in airport-related traffic that would occur in conjunction with increases in airport passenger activity projected to occur by 2025, the buildout horizon year for the SPAS alternatives. Such future growth in passenger activity levels at LAX is independent of the SPAS alternatives and would occur even if no improvements were implemented.

The off-airport transportation analysis was conducted in conjunction with the City of Los Angeles Department of Transportation (LADOT) and is consistent with LADOT methodologies and guidelines. The base assumptions, technical methodologies, and geographic coverage of the study were all identified during the LADOT Memorandum of Understanding (MOU) process, which is required when conducting traffic studies in order to agree on and confirm the key assumptions of the traffic study for LADOT approval.

The off-airport transportation analysis focuses on the roadway system within the SPAS off-airport transportation study area and was based on available information for the SPAS project alternatives design features at a programmatic level. The landside improvements associated with the SPAS alternatives are not expected to affect the existing and/or planned pedestrian and bike facilities in the SPAS off-airport transportation study area. Consistent with LAWA design practice and City requirements, existing and/or proposed bicycle and pedestrian facilities will be incorporated into specific project components during the design implementation phase.

The improvements proposed by the SPAS vary by alternative and are fully described in Chapter 2, *Project Description*. The SPAS alternatives offer various options to the Yellow Light Projects associated with the LAX Master Plan and include three categories of improvements: airfield improvements, terminal improvements, and ground access improvements. Alternatives 1 through 4 are "fully integrated" alternatives that include specific improvements in all three categories. Alternatives 5 through 7 focus on variations to the airfield improvements, which, in turn, affect the terminal improvements. Alternatives 8 and 9 focus on variations to the ground access improvements. Alternatives 5, 6, and 7 delineate various options focused on airfield improvements compatible with other alternatives under study; for that reason, Alternatives 5, 6, and 7 would not, in themselves, result in off-airport transportation impacts and are therefore not analyzed separately in this section.[679] The ground access improvements proposed under Alternatives 1 and 2 are identical; therefore, those two alternatives are referenced henceforth as "Alternative 1-2." Based on the above, the range of alternatives addressed in the off-airport transportation study includes Alternatives 1-2, 3, 4, 8, and 9.

[679] The airfield and terminal improvements associated with Alternatives 5 through 7 could ostensibly be paired with the ground access improvements proposed under Alternatives 1-2, 8, or 9. Given that Alternatives 5 through 7 would accommodate the same passenger loads as all other alternatives, the traffic impacts associated with Alternatives 5 through 7 would be the same as addressed herein for Alternatives 1-2, 8, and 9, depending on which set of ground access improvements one of those alternatives is paired with.

As further explained below, the following scenarios were analyzed in the SPAS off-airport transportation study:

- Baseline (2010) Without Alternative (i.e., existing traffic conditions without any SPAS alternatives)
- Baseline (2010) With Alternative (i.e., existing traffic conditions as affected by Alternatives 1-2, 3, 4, 8, and 9, each modeled separately)
- Future (2025) Without Alternative (i.e., future conditions with projected growth in background vehicle trips in the area surrounding LAX and anticipated roadway improvements, but without the ground access system improvements proposed under the SPAS alternatives and no increase in airport-related trips over that assumed for Baseline [2010] Without Alternative Conditions)
- Future (2025) With Alternative (i.e., the future conditions described above plus the ground access improvements associated with each SPAS alternative [Alternatives 1-2, 3, 4, 8, and 9] and the growth in vehicles trips in the area surrounding LAX and in airport-related vehicle trips projected to occur by 2025)

4.12.2.2 Methodology

This section describes the study area addressed in the off-airport transportation analysis; the traffic model used to identify changes in baseline traffic conditions and estimate future traffic conditions with and without each alternative; and the basis for how impacts were characterized in the analysis.

4.12.2.2.1 Off-Airport Traffic Analysis Study Area

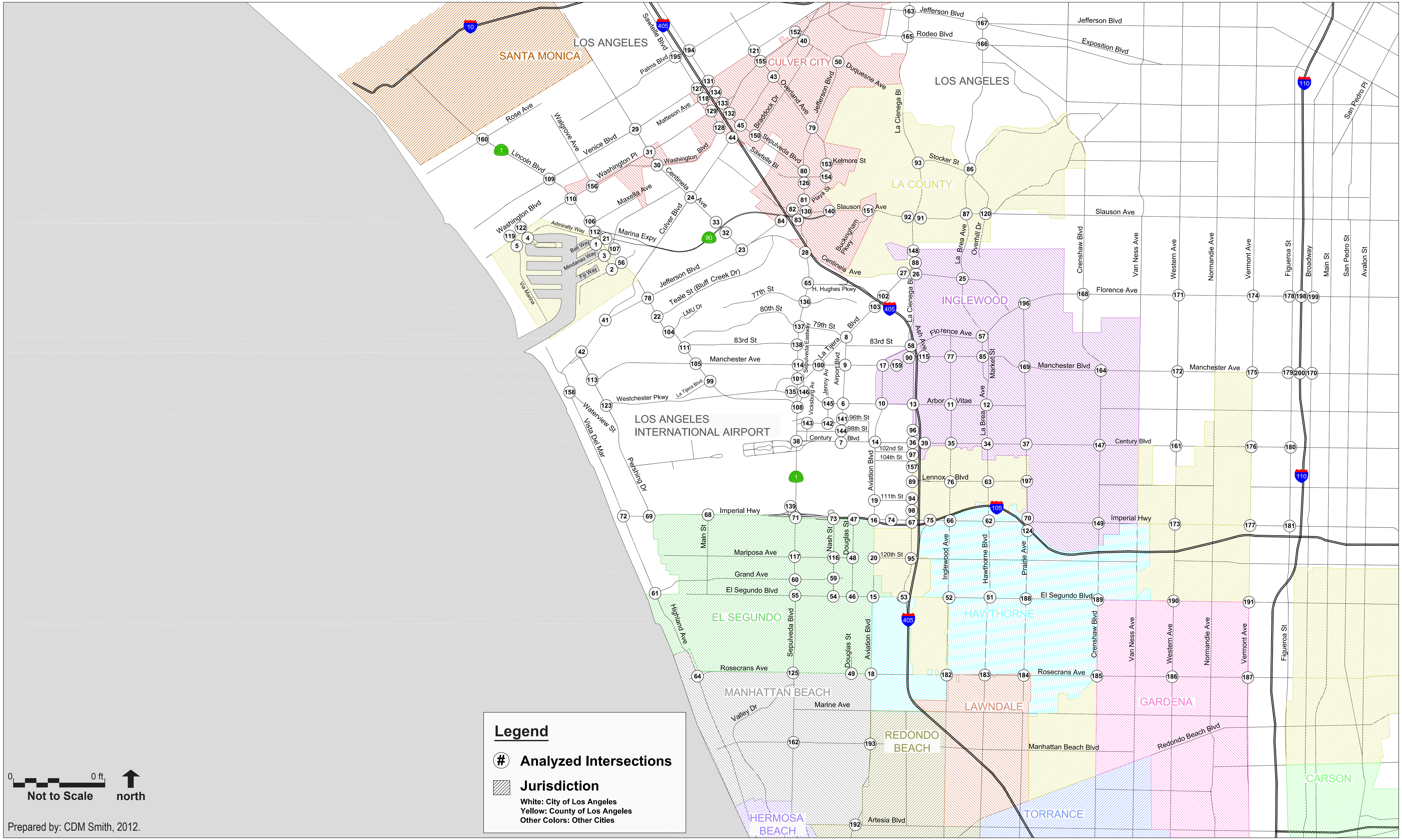
The ground access improvements associated with the SPAS alternatives are located on and around LAX, which is situated in the City of Los Angeles and Los Angeles County. **Figure 4.12.2-1** illustrates the location of LAX and the surrounding roadways. The off-airport transportation study area ("study area") was determined by LAWA and verified using the Travel Demand Forecasting (TDF) Model with input from LADOT during the MOU process. As further described below, future growth in airport-related trips was incorporated into the traffic model used for the SPAS EIR traffic analysis and assigned to the future roadway network. The study intersections were then selected for analysis. These study intersections were then presented to LADOT for their approval. As shown in **Figure 4.12.2-1**, the study area is bounded by Rose Avenue to the north, Artesia Boulevard to the south, Broadway to the east, and Vista del Mar to the west.

Primary regional access to the project is provided by the San Diego Freeway (I-405), which runs north/south, and the Glenn Anderson Freeway (I-105), which runs east/west. The main arterial streets serving the project are Century Boulevard and Sepulveda Boulevard, providing main entrances to the airport. Other key roadways providing access to the area are Airport Boulevard, Aviation Boulevard, La Cienega Boulevard, El Segundo Boulevard, Arbor Vitae Street/Westchester Parkway, Lincoln Boulevard, and Manchester Avenue.

Roadways

The key roadways providing access to LAX include the following freeways and arterials:

- **San Diego Freeway (I-405)** runs north/south east of LAX and extends from the San Fernando Valley to Orange County. The San Diego Freeway generally provides four lanes in each direction plus a carpool lane in certain segments. Ramps located in the study area provide access to/from Rosecrans Avenue, El Segundo Boulevard, Imperial Highway, Century Boulevard, Manchester Avenue/La Cienega Boulevard, La Tijera Boulevard, Howard Hughes Parkway, Sepulveda Boulevard, Jefferson Boulevard, Culver Boulevard, and Venice Boulevard/Washington Boulevard.



LAX Specific Plan Amendment Study Draft EIR

Off-Airport Traffic Analysis Study Area

Figure
4.12.2-1

This page intentionally left blank.

- **Glenn Anderson Freeway (I-105)** runs from its westerly terminus on Imperial Highway west of Sepulveda Boulevard to its easterly terminus at the San Gabriel Freeway (I-605) in the City of Norwalk. The Glenn Anderson Freeway generally provides four lanes in each direction, a carpool lane in each direction, and a light rail line (the Metro Green Line) down its center median. Ramps located in the study area include access to/from Imperial Highway, Sepulveda Boulevard/Imperial Highway, Nash Street, La Cienega Boulevard/Aviation Boulevard, Hawthorne Boulevard, Prairie Avenue, and Crenshaw Boulevard.
- **Marina Freeway (SR 90)** runs east/west and extends from Lincoln Boulevard in Marina del Rey eastward to Slauson Avenue in southern Culver City. The Marina Freeway generally provides two lanes in each direction plus auxiliary lanes in certain segments. Ramps include Lincoln Boulevard, Mindanao Way, Culver Boulevard, Centinela Avenue, Slauson Avenue, and I-405.
- **Admiralty Way** runs east/west with two lanes in each direction plus left-turn channelization at major intersections in the study area. Parking is generally not allowed along Admiralty Way, and the posted speed limit is 40 miles per hour (mph).
- **Airport Boulevard** is a Class II Major Highway that runs north/south with two to three lanes in each direction plus left-turn channelization at major intersections in the study area. Parking is generally prohibited on both sides of Airport Boulevard, and the posted speed limit is 35 mph in the study area.
- **Arbor Vitae Street** is a Class II Major Highway north of LAX that runs east/west with generally two lanes in each direction plus left-turn channelization at most major intersections through the study area. Restricted parking is allowed along certain segments of Arbor Vitae Street, and the posted speed limit is 35 mph.
- **Aviation Boulevard** is a Class II Major Highway that runs north/south with two lanes in each direction plus left-turn channelization at major intersections in the study area. Parking is generally prohibited on both sides of Aviation Boulevard, and the posted speed limit is 40 mph through the study area.
- **Centinela Avenue** is a Major Arterial (in Inglewood) and a Class II Major Highway (in the City of Los Angeles) with two to three lanes in each direction plus left-turn channelization at major intersections through the study area. Centinela Avenue runs east/west east of Jefferson Boulevard and north/south north of Jefferson Boulevard. Parking is allowed along Centinela Avenue with some restrictions, and the posted speed limit is 40 mph.
- **Century Boulevard** is a Class II Major Highway that runs east/west and directly feeds into the LAX Central Terminal Area (CTA). It has three to four lanes in each direction plus left-turn channelization at major intersections through the study area. Parking is not allowed along Century Boulevard, and the posted speed limit is 35 mph.
- **Crenshaw Boulevard** is a Major Arterial that runs north/south with two to three lanes in each direction plus left-turn channelization at major intersections through the study area. Parking is allowed on certain segments of Crenshaw Boulevard, and the posted speed limit ranges from 35 to 40 mph.
- **Culver Boulevard** is a Class II Major Highway with two lanes in each direction plus left-turn channelization at major intersections in the study area. Parking is generally not allowed along Culver Boulevard but there are some segments with restricted parking. The posted speed limit is 40 mph.
- **Douglas Street** is a Secondary Arterial that runs north/south with two to three lanes in each direction plus left-turn channelization at major intersections through the study area. Parking is generally not allowed along Douglas Street but there are some segments with restricted parking. The posted speed limit is 40 mph.
- **El Segundo Boulevard** is a Major Arterial south of LAX that runs east/west with one to three lanes in each direction plus left-turn channelization at major intersections through the study area. Parking is allowed on certain segments along El Segundo Boulevard, and the posted speed limit ranges from 35 to 40 mph.

- **Florence Avenue** is a Major Arterial that runs east/west with two to three lanes in each direction and left-turn channelization at major intersections through the study area. Parking is generally not allowed along most of Florence Avenue, although some parking is permitted east of La Brea Avenue. The posted speed limit is 35 mph.
- **Hawthorne Boulevard/La Brea Avenue** is a Major Arterial that runs north/south with three to four lanes in each direction plus left-turn channelization at major intersections through the study area. Parking is generally allowed along most of Hawthorne Boulevard/La Brea Avenue, with some center median parking provided. The posted speed limit is 35 mph.
- **Imperial Highway** is a Class II Major Highway directly south of LAX that runs east/west with two to three lanes in each direction plus left-turn channelization at major intersections through the study area. Parking is not allowed on Imperial Highway, and the posted speed limit ranges from 40 to 50 mph. Bike lanes currently exist on both sides of Imperial Highway between Vista del Mar and Aviation Boulevard.
- **Inglewood Avenue** is a Minor Arterial that runs north/south with one to two lanes in each direction plus left-turn channelization at most major intersections through the study area. Parking is generally allowed on both sides of Inglewood Avenue, and the posted speed limit is 35 mph.
- **Jefferson Boulevard** is a Class II Major Highway that runs east/west with two to three lanes in each direction plus left-turn channelization at most major intersections in the study area. With a few exceptions, parking is generally not allowed on either side of Jefferson Boulevard, and the speed limit ranges from 35 to 45 mph in the study area.
- **La Cienega Boulevard** is a Class II Major Highway that runs north/south with two to three lanes in each direction plus left-turn channelization at most major intersections in the study area. Parking is generally allowed south of La Tijera Boulevard. Between La Tijera Boulevard and Rodeo Road, La Cienega Boulevard is a Class I Major Highway with three lanes in each direction and restricted access; parking is not allowed. The speed limit in the study area ranges from 40 to 55 mph.
- **La Tijera Boulevard** is a Class II Major Highway north of LAX that runs northeast-southwest with two to three lanes in each direction plus left-turn channelization at major intersections. Parking is allowed on certain segments of La Tijera Boulevard, and it has a posted speed limit of 35 mph.
- **Lincoln Boulevard** is a Class I Major Highway northwest of LAX with two to four lanes in each direction plus left-turn channelization at major intersections through the study area. It begins at Sepulveda Boulevard just north of LAX and extends to the northwest. Parking is allowed on certain segments of Lincoln Boulevard, and the posted speed limit ranges from 40 to 55 mph. Lincoln Boulevard is State Route 1 in the study area. Bike lanes currently exist on both sides of Lincoln Boulevard between Jefferson Boulevard and Loyola Marymount University (LMU) Drive/Bluff Trail Road.
- **Manchester Avenue** is a Major Arterial north of LAX that runs east/west. It generally has two lanes in each direction plus left-turn channelization at major intersections through the study area. Parking is allowed along most of Manchester Avenue with some restricted segments. The posted speed limit along Manchester Avenue ranges from 25 to 35 mph. This arterial is known as Manchester Boulevard in the City of Inglewood. Bike lanes currently exist on both sides of Manchester Avenue between Lincoln Boulevard and Sepulveda Boulevard.
- **Nash Street** is a Secondary Arterial that runs north/south with two lanes in each direction plus left-turn channelization at major intersections through the study area. Parking is generally not allowed along Nash Street. The posted speed limit is 35 mph.
- **Overland Avenue** is a Class II Major Highway north of LAX that runs north/south with two lanes in each direction plus left-turn channelization at most major intersections through the study area. Restricted parking is allowed along most of Overland Avenue, and the posted speed limit is 35 mph.
- **Pershing Drive** is a Major Arterial west of LAX that runs north/south with primarily two lanes in each direction plus left-turn channelization at major intersections through the study area. Parking is allowed on both sides of Pershing Drive between Westchester Parkway and its northerly terminus at

Culver Boulevard. Although parking is prohibited between Imperial Highway and Westchester Parkway, there are bike lanes within these limits. Bike lanes currently exist on both sides of Pershing Drive between Westchester Parkway and Imperial Highway.

- **Prairie Avenue** is a Major Arterial east of LAX that runs north/south with three lanes in each direction plus left-turn channelization at most major intersections through the study area. Parking is generally allowed along both sides of Prairie Avenue and the posted speed limit is 35 mph.
- **Rosecrans Avenue** is a Major Arterial south of LAX that runs east/west with two to three lanes in each direction plus left-turn channelization at most major intersections through the study area. Parking is not allowed along Rosecrans Avenue through the study area, except for limited restricted parking segments. The posted speed limit ranges from 40 to 45 mph.
- **Sawtelle Boulevard** is a Secondary Highway north of LAX with one to two lanes in each direction. Parking is allowed along most of Sawtelle Boulevard on both sides, and the posted speed limit ranges from 25 to 35 mph.
- **Sepulveda Boulevard** is a Class I Major Highway with three to four lanes in each direction plus left-turn channelization at major intersections through the study area. It runs north/south and intersects with the main entrance and exit of the airport's CTA at Century Boulevard, providing direct access to LAX. Parking is generally prohibited on both sides of Sepulveda Boulevard in the study area, with the exception of the stretch between Manchester Avenue and 92nd Street. North of Ballona Creek, Sepulveda Boulevard has two lanes in each direction plus left-turn channelization at major intersections. Between Sawtelle Boulevard and Green Valley Circle, there are two southbound lanes and two left-turn lanes at major intersections. The speed limit ranges from 30 to 45 mph. Sepulveda Boulevard is State Route 1 south of its intersection with Lincoln Boulevard. Bike lanes currently exist on both sides of Sepulveda Boulevard between Centinela Avenue and Manchester Avenue.
- **Slauson Boulevard** ranges from a Local Street to a Class II Major Highway in the study area. It ranges from one to three lanes in each direction plus left-turn channelization at major intersections. Parking is only allowed on Slauson Boulevard where it is a local street. The posted speed limit ranges from 25 to 40 mph.
- **Venice Boulevard** is a Class II Major Highway that runs east/west with two to three lanes in each direction plus left-turn channelization at major intersections in the study area. Parking is generally allowed on both sides of Venice Boulevard, and the posted speed limit is 35 mph. Bike lanes currently exist on one or both sides of Venice Boulevard between Pacific Avenue and Crenshaw Boulevard.
- **Vista del Mar** is a Class II Major Highway that runs north/south with two lanes in each direction plus left-turn channelization at major intersections in the study area. Parking is allowed along some segments of Vista del Mar, and the posted speed limit is 45 mph.
- **Washington Boulevard** is a Class II Major Highway that runs east/west with two lanes in each direction plus left-turn channelization at major intersections in the study area. Restricted parking along Washington Boulevard is generally allowed, and the posted speed limit ranges from 30 to 35 mph. There are bike lanes on Washington Boulevard between Pacific Avenue and Abbot Kinney Boulevard.
- **Westchester Parkway** is a Class II Major Highway just north of LAX that runs east/west with two lanes plus bike lanes in each direction. Its limits are Pershing Drive to the west and Airport Boulevard to the east. Except for a short stretch in Westchester Village, parking is not allowed along Westchester Parkway. The posted speed limit ranges from 30 to 50 mph. There are bike lanes on both sides of Westchester Parkway between Sepulveda Boulevard and Pershing Drive.

Non-Motorized Transportation

Non-motorized transportation includes primarily biking and walking, and typically serves shorter trips than motorized travel. Bikeways facilitate and encourage this mode of non-motorized transportation in the study area. Class I bikeways are defined as separate off-street paths; Class II bikeways are defined as

striped lanes within streets; and Class III bikeways are defined as signed bicycle routes. Pedestrian access at and near public transit in the project area is facilitated by sidewalks, which are present on most streets.

Intersections

The analyzed intersections were selected in conjunction with LADOT. A total of 200 intersections were selected for analysis. These locations are shown in **Figure 4.12.2-1** and are listed in **Table 4.12.2-1**.[680]

Table 4.12.2-1

Study Intersections - Jurisdiction and Existing Signal System Controls

Int. #	Intersection	Jurisdiction	ATSAC	ATCS
1	Admiralty Way & Bali Way	LA County	X	X
2	Admiralty Way & Fiji Way	LA County	X	X
3	Admiralty Way & Mindanao Way	LA County	X	X
4	Palawan Way & Admiralty Way	LA County	X	
5	Via Marina & Admiralty Way	LA County	X	X
6	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	City of LA	X	X
7	Airport Boulevard & Century Boulevard	City of LA	X	X
8	La Tijera Boulevard & Airport Boulevard	City of LA	X	X
9	Airport Boulevard & Manchester Avenue	Caltrans/City of LA	X	X
10	Aviation Boulevard & Arbor Vitae Street	Inglewood/City of LA	X	X
11	Inglewood Avenue & Arbor Vitae Street	Inglewood		
12	La Brea Avenue & Arbor Vitae Street	Inglewood		
13	La Cienega Boulevard & Arbor Vitae Street	Inglewood/City of LA	X	X
14	Aviation Boulevard & Century Boulevard	City of LA	X	X
15	Aviation Boulevard & El Segundo Boulevard	El Segundo		
16	Aviation Boulevard & Imperial Highway	City of LA	X	X
17	Aviation Boulevard/Florence Avenue & Manchester Avenue	Caltrans/Inglewood	X	X
18	Aviation Boulevard & Rosecrans Avenue	El Segundo/Hawthorne/Manhattan Beach		
19	Aviation Boulevard & 111th Street	City of LA	X	X
20	Aviation Boulevard & West 120th Street	El Segundo/LA County		
21	Lincoln Boulevard & Bali Way	Caltrans/City of LA/LA County	X	X
22	Lincoln Boulevard & Bluff Creek Drive	Caltrans/City of LA	X	X
23	Centinela Avenue & Jefferson Boulevard	City of LA/LA County	X	X
24	Centinela Avenue & Culver Boulevard	City of LA	X	X
25	La Brea Avenue & Centinela Avenue	Inglewood		
26	La Cienega Boulevard & Centinela Avenue	Inglewood/City of LA	X	X
27	La Tijera Boulevard & Centinela Avenue	City of LA/LA County	X	X
28	Sepulveda Boulevard & Centinela Avenue	Culver City	X	
29	Centinela Avenue & Venice Boulevard	Caltrans/City of LA	X	X
30	Centinela Avenue & Washington Boulevard	Culver City	X	
31	Centinela Avenue & Washington Place	Culver City/City of LA	X	
32	Centinela Avenue & SR 90 Eastbound On-/Off-Ramps	Caltrans/City of LA	X	X
33	Centinela Avenue & Sandford/SR 90 Westbound Ramps	Caltrans/City of LA	X	X
34	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	Inglewood		
35	Inglewood Avenue & Century Boulevard	Inglewood		
36	La Cienega Boulevard & Century Boulevard	Inglewood/City of LA/LA County	X	X
37	Prairie Avenue & Century Boulevard	Inglewood		
38	Sepulveda Boulevard & Century Boulevard	Caltrans/City of LA	X	X
39	I-405 Northbound Ramps & Century Boulevard	Caltrans/Inglewood		
40	Duquesne Avenue & Culver Boulevard	Culver City	X	
41	Culver Boulevard & Jefferson Boulevard	City of LA	X	X
42	Nicholson Street & Culver Boulevard	City of LA	X	X
43	Overland Avenue & Culver Boulevard	Culver City	X	

680 The intersection numbers correspond with the numbering designations associated with the intersection traffic count database that has been collected to support analyses associated with the LAX Specific Plan Amendment Study.

Table 4.12.2-1

Study Intersections - Jurisdiction and Existing Signal System Controls

Int. #	Intersection	Jurisdiction	ATSAC	ATCS
44	Sawtelle Boulevard & Culver Boulevard	Culver City	X	
45	Sepulveda Boulevard & Culver Boulevard	Culver City	X	
46	Douglas Street & El Segundo Boulevard	El Segundo		
47	Douglas Street & Imperial Highway	El Segundo/City of LA	X	X
48	Douglas Street & Mariposa Avenue	El Segundo		
49	Douglas Street & Rosecrans Avenue	El Segundo/Manhattan Beach		
50	Duquesne Avenue & Jefferson Boulevard	Culver City	X	
51	Hawthorne Boulevard & El Segundo Boulevard	Hawthorne		
52	Inglewood Avenue & El Segundo Boulevard	Hawthorne/LA County		
53	La Cienega Boulevard & El Segundo Boulevard	Hawthorne/LA County		
54	Nash Street & El Segundo Boulevard	El Segundo		
55	Sepulveda Boulevard & El Segundo Boulevard	Caltrans/El Segundo		
56	Lincoln Boulevard & Fiji Way	Caltrans/City of LA/LA County	X	X
57	La Brea Avenue & Florence Avenue	Inglewood		
58	La Cienega Boulevard & Florence Avenue	Inglewood		
59	Nash Street & Grand Avenue	El Segundo		
60	Sepulveda Boulevard & Grand Avenue	Caltrans/El Segundo		
61	Vista del Mar & Grand Avenue	City of LA	X	X
62	Hawthorne Boulevard & Imperial Avenue	Hawthorne		
63	Hawthorne Boulevard & Lennox Boulevard	LA County		
64	Highland Avenue/Vista del Mar & Rosecrans Avenue	Manhattan Beach		
65	Sepulveda Boulevard & Howard Hughes Parkway	City of LA	X	X
66	Inglewood Avenue & Imperial Highway	Hawthorne		
67	La Cienega Boulevard & Imperial Highway	City of LA/LA County	X	X
68	Main Street & Imperial Highway	El Segundo/City of LA	X	X
69	Pershing Drive & Imperial Highway	City of LA	X	X
70	Prairie Avenue & Imperial Highway	Hawthorne/Inglewood		
71	Sepulveda Boulevard & Imperial Highway	Caltrans/El Segundo/City of LA	X	X
72	Vista del Mar & Imperial Highway	City of LA	X	X
73	Nash Street/I-105 Westbound Ramps & Imperial Highway	Caltrans/El Segundo/City of LA	X	X
74	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	Caltrans/City of LA	X	X
75	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	Caltrans/Hawthorne/LA County		
76	Inglewood Avenue & Lennox Boulevard	LA County		
77	Inglewood Avenue & Manchester Boulevard	Caltrans/Inglewood		
78	Lincoln Boulevard & Jefferson Boulevard	Caltrans/City of LA	X	X
79	Overland Avenue & Jefferson Boulevard	Culver City	X	
80	Sepulveda Boulevard & Jefferson Boulevard	Culver City	X	
81	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	Culver City	X	
82	Slauson Avenue & Jefferson Boulevard	Culver City	X	
83	I-405 Northbound Ramps & Jefferson Boulevard	Caltrans/Culver City/City of LA	X	X
84	I-405 Southbound Ramps & Jefferson Boulevard	Caltrans/Culver City/City of LA	X	X
85	La Brea Avenue & Manchester Boulevard	Caltrans/Inglewood		
86	La Brea Avenue/Overhill Drive & Stocker Street	LA County		
87	La Brea Avenue & Slauson Avenue	LA County		
88	La Cienega Boulevard & La Tijera Boulevard	Inglewood/City of LA	X	X
89	La Cienega Boulevard & Lennox Boulevard	City of LA/LA County	X	X
90	La Cienega Boulevard & Manchester Boulevard	Caltrans/Inglewood		
91	La Cienega Boulevard Northbound Ramps & Slauson Avenue	LA County		
92	La Cienega Boulevard Southbound Ramps & Slauson Avenue	LA County		
93	La Cienega Boulevard & Stocker Street	LA County		
94	La Cienega Boulevard & 111th Street	City of LA/LA County	X	X
95	La Cienega Boulevard & West 120th Street	LA County		
96	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	Caltrans/Inglewood/City of LA	X	X
97	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	Caltrans/City of LA/LA County	X	X

Table 4.12.2-1

Study Intersections - Jurisdiction and Existing Signal System Controls

Int. #	Intersection	Jurisdiction	ATSAC	ATCS
98	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	Caltrans/City of LA/LA County	X	X
99	Lincoln Boulevard & La Tijera Boulevard	Caltrans/City of LA	X	X
100	La Tijera Boulevard & Manchester Avenue	Caltrans/City of LA	X	X
101	Sepulveda Boulevard & La Tijera Boulevard	City of LA	X	X
102	I-405 Northbound Ramps & La Tijera Boulevard	Caltrans/City of LA	X	X
103	I-405 Southbound Ramps & La Tijera Boulevard	Caltrans/City of LA	X	X
104	Lincoln Boulevard & Loyola Marymount University Drive	Caltrans/City of LA	X	X
105	Lincoln Boulevard & Manchester Avenue	Caltrans/City of LA	X	X
106	Lincoln Boulevard & Maxella Avenue	Caltrans/City of LA	X	X
107	Lincoln Boulevard & Mindanao Way	Caltrans/City of LA/LA County	X	X
108	Sepulveda Boulevard & Lincoln Boulevard	Caltrans/City of LA	X	X
109	Lincoln Boulevard & Venice Boulevard	Caltrans/City of LA	X	X
110	Lincoln Boulevard & Washington Boulevard	Caltrans/City of LA	X	X
111	Lincoln Boulevard & 83rd Street	Caltrans/City of LA	X	X
112	Lincoln Boulevard & SR 90 Ramps	Caltrans/City of LA	X	X
113	Pershing Drive & Manchester Avenue	Caltrans/City of LA	X	X
114	Sepulveda Boulevard & Manchester Avenue	Caltrans/City of LA	X	X
115	Ash Avenue & Manchester Avenue	Caltrans/Inglewood		
116	Nash Street & Mariposa Avenue	El Segundo		
117	Sepulveda Boulevard & Mariposa Avenue	Caltrans/El Segundo		
118	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps	Caltrans/Culver City	X	
119	Ocean Avenue/Via Marina & Washington Boulevard	City of LA/LA County	X	X
120	Overhill Drive & Slauson Avenue	LA County		
121	Overland Avenue & Venice Boulevard	Caltrans/Culver City/City of LA	X	
122	Palawan Way & Washington Boulevard	City of LA/LA County		
123	Pershing Drive & Westchester Parkway	City of LA	X	X
124	Prairie Avenue & West 112th Street/I-105 Off-Ramp	Caltrans/Inglewood		
125	Sepulveda Boulevard & Rosecrans Avenue	Caltrans/El Segundo/Manhattan Beach		
126	Sepulveda Boulevard & Sawtelle Boulevard	Culver City	X	
127	Sawtelle Boulevard & Venice Boulevard	Caltrans/Culver City/City of LA	X	
128	Sawtelle Boulevard & Washington Boulevard	Culver City	X	
129	Sawtelle Boulevard & Washington Place	Culver City	X	
130	Sepulveda Boulevard & Slauson Avenue	Culver City	X	
131	Sepulveda Boulevard & Venice Boulevard	Caltrans/Culver City/City of LA	X	X
132	Sepulveda Boulevard & Washington Boulevard	Culver City	X	
133	Sepulveda Boulevard & Washington Place	Culver City	X	
134	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps	Caltrans/Culver City	X	
135	Sepulveda Boulevard & Westchester Parkway	City of LA	X	X
136	Sepulveda Boulevard & 76th Street	City of LA	X	X
137	Sepulveda Boulevard & 79th Street	City of LA	X	X
138	Sepulveda Boulevard & 83rd Street	City of LA	X	X
139	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	Caltrans/City of LA	X	X
140	SR 90 Westbound Ramps & Slauson Avenue	Caltrans/Culver City/LA County	X	
141	Airport Boulevard & 96th Street	City of LA	X	X
142	Jenny Avenue & 96th Street	City of LA	X	X
143	Vicksburg Avenue & 96th Street	City of LA	X	X
144	Airport Boulevard & 98th Street	City of LA	X	X
145	Jenny Avenue & Westchester Parkway	City of LA	X	X
146	Sepulveda Eastway & Westchester Parkway	City of LA	X	X
147	Crenshaw Boulevard & Century Boulevard	Inglewood		
148	La Cienega Boulevard & Fairview Boulevard	Inglewood/City of LA	X	X
149	Crenshaw Boulevard & Imperial Highway	Inglewood		
150	Sepulveda Boulevard & Braddock Drive	Culver City		
151	Buckingham Parkway & Slauson Avenue	Culver City		
152	Duquesne Avenue & Washington Boulevard	Culver City		
153	Overland Avenue & Kelmore Street/Ranch Road	Culver City		

Table 4.12.2-1

Study Intersections - Jurisdiction and Existing Signal System Controls

Int. #	Intersection	Jurisdiction	ATSAC	ATCS
154	Overland Avenue & Sawtelle Boulevard	Culver City		
155	Overland Avenue & Washington Boulevard	Culver City/City of LA		
156	Walgrove Avenue & Washington Boulevard	Culver City		
157	La Cienega Boulevard & 104th Street	City of LA/LA County	X	X
158	Vista del Mar & Waterview Street	City of LA	X	X
159	Hindry Avenue & Manchester Boulevard	Caltrans/Inglewood		
160	Lincoln Boulevard & Rose Avenue	Caltrans/City of LA	X	X
161	Western Avenue & Century Boulevard	City of LA	X	X
162	Sepulveda Boulevard & Manhattan Beach Boulevard	Caltrans/Manhattan Beach		
163	La Cienega Boulevard & Jefferson Boulevard	City of LA	X	
164	Crenshaw Boulevard & Manchester Avenue	Caltrans/Inglewood		
165	La Cienega Boulevard & Rodeo Road	City of LA	X	
166	La Brea Avenue & Rodeo Road	City of LA	X	
167	La Brea Avenue & Jefferson Boulevard	City of LA	X	
168	Crenshaw Boulevard & Florence Avenue	City of LA	X	X
169	Prairie Avenue & Manchester Boulevard	Inglewood		
170	I-110 Northbound Ramps & Manchester Avenue	Caltrans/City of LA	X	X
171	Western Avenue & Florence Avenue	City of LA	X	X
172	Western Avenue & Manchester Avenue	Caltrans/City of LA	X	X
173	Western Avenue & Imperial Highway	LA County	X	X
174	Vermont Avenue & Florence Avenue	City of LA	X	X
175	Vermont Avenue & Manchester Avenue	Caltrans/LA County/City of LA	X	X
176	Vermont Avenue & Century Boulevard	LA County/City of LA	X	X
177	Vermont Avenue & Imperial Highway	LA County/City of LA	X	X
178	Figueroa Street & Florence Avenue	City of LA	X	X
179	Figueroa Street & Manchester Avenue	Caltrans/City of LA	X	X
180	Figueroa Street & Century Boulevard	City of LA	X	X
181	Figueroa Street & Imperial Highway	City of LA	X	X
182	Inglewood Avenue & Rosecrans Avenue	Hawthorne		
183	Hawthorne Boulevard & Rosecrans Avenue	Hawthorne		
184	Prairie Avenue & Rosecrans Avenue	Hawthorne/Lawndale		
185	Crenshaw Boulevard & Rosecrans Avenue	Gardena/Hawthorne/LA County		
186	Western Avenue & Rosecrans Avenue	Gardena		
187	Vermont Avenue & Rosecrans Avenue	Gardena/City of LA	X	
188	Prairie Avenue & El Segundo Boulevard	Hawthorne		
189	Crenshaw Boulevard & El Segundo Boulevard	Hawthorne/Gardena		
190	Western Avenue & El Segundo Boulevard	Gardena/LA County		
191	Vermont Avenue & El Segundo Boulevard	Gardena/LA County/City of LA	X	
192	Aviation Boulevard & Artesia Boulevard	Redondo Beach/Manhattan Beach		
193	Aviation Boulevard & Manhattan Beach Boulevard	Redondo Beach/Manhattan Beach		
194	Sepulveda Boulevard & Palms Boulevard	City of LA	X	
195	Sawtelle Boulevard & Palms Boulevard	City of LA	X	
196	Prairie Avenue & Florence Avenue	Inglewood		
197	Prairie Avenue & Lennox Boulevard	Inglewood		
198	Flower Street (near I-110 Southbound Ramps) & Florence Avenue	Caltrans/City of LA	X	X
199	Grand Avenue (near I-110 Northbound Ramps) & Florence Avenue	Caltrans/City of LA	X	X
200	I-110 Southbound Ramps & Manchester Avenue	Caltrans/City of LA	X	X

Source: Fehr & Peers, 2012.

The 200 intersections are located in 11 different jurisdictions/agencies, namely:

- Los Angeles
- State of California (Caltrans)
- Unincorporated Los Angeles County

- Culver City
- Inglewood
- El Segundo
- Manhattan Beach
- Redondo Beach
- Hawthorne
- Gardena
- Lawndale

Of the 200 intersections, 39 intersections are located entirely in the City of Los Angeles, 75 intersections are shared between the City of Los Angeles and other jurisdictions/agencies, and 86 intersections are located in other jurisdictions.

Intersection Control and Geometry

All but four of the 200 study intersections listed in **Table 4.12.2-1** and illustrated in **Figure 4.12.2-1** are signalized. Many of the intersections are included in LADOT's Automated Traffic Surveillance and Control (ATSAC) and Adaptive Traffic Control System (ATCS) systems, with some exceptions. Refer to **Table 4.12.2-1** for full details.

Signal control information was provided by LADOT, specifically whether the intersection was under the control of ATSAC and ATCS. The ATSAC system provides for monitoring of intersection traffic conditions and the flexibility to adjust traffic signal timing in response to current conditions. The ATCS system continuously detects vehicular traffic volumes and computes "optimal" signal timings based on detected volumes that can then be implemented in the field.

In addition to the information regarding the signal control systems, detailed information was collected concerning the lane geometry/configurations and the signal phasing at each study intersection. This information is provided in Appendix K2-3 of this EIR.

Traffic Count Data

Intersection turning movement counts were collected in July and August 2010 during the weekday morning (a.m.), mid-day (m.d.) and afternoon (p.m.) time periods at 164 of the analyzed locations. July and August are considered to be the peak months for airport-related traffic around LAX; therefore, additional seasonal adjustments were not required to convert the counts to peak month conditions. Collecting counts during the peak months for airport-related traffic provides for a more conservative analysis because as traffic congestion gets progressively higher, the trigger for the significance threshold gets lower, as discussed in Section 4.12.2.4 below. Peak hour traffic count data for an additional 36 intersections were collected in March 2012, in conjunction with expanding the geographic extent of the study area. While the new data were collected approximately 18 months after the majority of the data used in the analysis, the 2012 counts are considered to be generally representative of the traffic conditions in 2010, given the overall built-out nature of the expanded study area (i.e., no new major local development projects or roadway improvements that would change traffic patterns) and relatively flat economic growth in the region.

Traffic count data sheets are provided in Appendix K2-4 and the existing (baseline) traffic volumes are summarized in Appendix K2-5.

Intersection Level of Service

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow. Intersection LOS ranges from excellent conditions at LOS A to overloaded conditions at LOS F. Intersection LOS was

analyzed using either the Circular 212/Critical Movement Analysis (CMA) methodology[681] or the Intersection Capacity Utilization (ICU) methodology to assess the estimated operating conditions for each of the traffic analysis scenarios during the a.m., m.d., and p.m. peak periods. The a.m. peak hour represents the 1-hour period with the highest volume of traffic between 7:00 and 9:00 a.m.; the m.d. peak hour represents the 1-hour period with the highest volume of traffic between 11:00 a.m. and 1:00 p.m.; and the p.m. peak hour represents the 1-hour period with the highest volume of traffic between 4:00 and 6:00 p.m.

LADOT requires the CMA methodology to be used to determine the intersection volume-to-capacity (V/C) ratio and corresponding LOS for the given turning movements and intersection characteristics at signalized intersections in the City of Los Angeles. As noted, however, 86 of the 200 study intersections in the study area are located in neighboring cities or in unincorporated areas of Los Angeles County that are not in the jurisdiction of the City of Los Angeles. The traffic analysis for intersections outside the City of Los Angeles was conducted using the methodologies of their respective jurisdictions. Specifically, the ICU methodology is required by all neighboring cities and Los Angeles County. Therefore, the 200 study intersections discussed in Section 4.12.2.3.2 below were analyzed using either the Circular 212/CMA or ICU methodology. For locations on the border of one or more jurisdictions, the intersection was analyzed under both methodologies, and the worst-case V/C and LOS were reported. The spreadsheet-based software developed by LADOT was used to implement the CMA methodology for this analysis. **Table 4.12.2-2** defines the ranges of V/C ratios and their corresponding levels of service using the CMA or ICU methodologies.

Table 4.12.2-2

Level of Service Thresholds and Definitions for Signalized Intersections

Level of Service (LOS)	Volume/Capacity Ratio Threshold	Definition
A	0 - 0.6	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.7	VERY GOOD. An occasional approach phase is fully used; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.8	GOOD. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.9	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.0	POOR. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.0	FAILURE. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: Los Angeles Department of Transportation, Traffic Study Policies and Procedures, revised August 2011.

In accordance with LADOT analysis procedures, the V/C ratio calculated using the CMA or ICU methodology is reduced by 0.07 for those intersections included in the ATSAC system and an additional 0.03 for ATSAC and ATCS, to account for the improved operation and increased efficiency from the ATSAC/ATCS signal operations that is not captured as part of the CMA or ICU methodology. Application

681 Transportation Research Board, Transportation Research Circular No. 212, Interim Materials on Highway Capacity, January 1980.

of the ATSAC reduction is described in Attachment D of LADOT's *Traffic Study Policies and Procedures*.[682]

Four of the study intersections are currently controlled by stop signs on the minor approaches. These four intersections are located in the City of Los Angeles and/or in the City of Culver City. For these stop-controlled intersections, Highway Capacity Manual[683] un-signalized methodology was used to evaluate the performance of the intersection, where the average delay experienced per vehicle for motorists traveling on the stop-controlled approach. The final LOS was reported based on the delay estimated for the worst-case movement. LOS definitions for un-signalized intersections are provided in **Table 4.12.2-3**. For the purpose of application of the City of Culver City and City of Los Angeles significance criteria, the V/C of these intersections were also calculated assuming a 2-phase signal operation for each location based on the ICU methodology or CMA methodology.

Table 4.12.2-3

Level of Service Thresholds and Definitions for Stop-Controlled Intersections

Level of Service (LOS)	Average Control Delay (seconds/vehicle)
A	< 10.0
B	> 10.0 and < 15.0
C	> 15.0 and < 25.0
D	> 25.0 and < 35.0
E	> 35.0 and < 50.0
F	> 50.0

Source: Transportation Research Board, Highway Capacity Manual, 2000.

Congestion Management Plan Facilities

The off-airport transportation evaluation for the SPAS EIR includes several analyses conducted to comply with Los Angeles County Congestion Management Plan (CMP) requirements.[684] Such analyses include evaluation of project-related impacts at CMP monitoring stations at specific intersections and freeway segments, as well as consideration of impacts to transit systems. The CMP facilities addressed in the SPAS EIR off-airport transportation analysis are identified below.

CMP Arterial Intersections

There are 15 CMP arterial monitoring stations (i.e., intersections) in the study area. The CMP arterial monitoring stations identified for analysis were analyzed using the CMA/Circular 212 method or the ICU method. They include:

- 26. La Cienega Boulevard and Centinela Avenue (CMP ID #47)
- 29. Centinela Avenue and Venice Boulevard (CMP ID #70)
- 55. El Segundo Boulevard and Sepulveda Boulevard (CMP ID #20)
- 85. La Brea Avenue and Manchester Boulevard (CMP ID #25)
- 93. La Cienega Boulevard and Stocker Street (CMP ID #95)

682 Los Angeles Department of Transportation, Traffic Study Policies and Procedures, revised August 2011.

683 Transportation Research Board, Highway Capacity Manual, 2000.

684 Los Angeles County Metropolitan Transportation Authority, 2010 Congestion Management Program for Los Angeles County, October 2010.

- 105. Lincoln Boulevard and Manchester Avenue (CMP ID #48)
- 108. Lincoln Boulevard and Sepulveda Boulevard (CMP ID #63)
- 109. Lincoln Boulevard and Venice Boulevard (CMP ID #50)
- 112. Lincoln Boulevard and SR 90 (CMP ID #49)
- 114. Manchester Avenue and Sepulveda Boulevard (CMP ID #52)
- 121. Overland Avenue and Venice Boulevard (CMP ID #15)
- 125. Rosecrans Avenue and Sepulveda Boulevard (CMP ID #110)
- 163. La Cienega Boulevard and Jefferson Boulevard (CMP ID #46)
- 164. Manchester Avenue and Crenshaw Boulevard (CMP ID #24)
- 175. Vermont Avenue and Manchester Avenue (CMP ID #53)

CMP Freeway Segments

A regional analysis was conducted to quantify potential impacts of project traffic on the regional freeway system serving the project area. A total of 30 freeway mainline locations were identified in the sphere of influence of the SPAS project along four major freeways, namely the I-10, I-105, I-110, and I-405. These 30 mainline locations are identified as CMP Freeway Monitoring Stations in the *2010 Congestion Management Program for Los Angeles County*:[685]

- Route 10, at postmile R2.17, Lincoln Boulevard
- Route 10, at postmile R6.75, east of Overland Avenue
- Route 10, at postmile R10.71, east of La Brea Avenue
- Route 10, at postmile 13.53, Budlong Avenue
- Route 10, at postmile 19.67, East Los Angeles City Limit
- Route 10, at postmile 23.28, Atlantic Boulevard
- Route 10, at postmile 26.79, Rosemead Boulevard
- Route 10, at postmile 30.30, east of Peck Road
- Route 10, at postmile 34.28 east of Puente Avenue
- Route 10, at postmile 38.48, Grande Avenue
- Route 10, at postmile 44.13, Dudley Street
- Route 10, at postmile 47.11, west of Indian Hill Boulevard
- Route 105, at postmile R1.00, east of Sepulveda Boulevard (Junction Route 1)
- Route 105, at postmile R5.50, east of Crenshaw Boulevard
- Route 105, at postmile R12.60, west of Junction Route 710
- Route 105, at postmile R17.00, east of Bellflower Boulevard
- Route 110, at postmile 2.77, Wilmington, south of C Street
- Route 110, at postmile 15.86, Manchester Avenue
- Route 110, at postmile 17.95, Slauson Avenue
- Route 110, at postmile 23.50, south of Route 101
- Route 110, at postmile 23.96, Alpine Street
- Route 110, at postmile 26.50, Pasadena Avenue

685 Los Angeles County Metropolitan Transportation Authority, 2010 Congestion Management Program for Los Angeles County, October 2010.

- Route 405, at postmile 0.40, north of Route 22
- Route 405, at postmile 8.02, Santa Fe Avenue
- Route 405, at postmile 11.90, south of Route 110
- Route 405, at postmile 18.63, north of Inglewood Avenue
- Route 405, at postmile 24.27, north of La Tijera Boulevard
- Route 405, at postmile 28.30, north of Venice Boulevard
- Route 405, at postmile 35.81, south of Mulholland Drive
- Route 405, at postmile 44.27, north of Roscoe Boulevard

Baseline freeway mainline capacities, traffic demand values, demand-to-capacity (D/C) ratios, and freeway LOS based on the D/C methodology were obtained for each direction of traffic flow from the *2010 Congestion Management Program for Los Angeles County*[686] for the selected CMP Freeway Monitoring Stations. Freeway segment LOS was determined based on D/C ratios and the definitions shown in **Table 4.12.2-4**.

Table 4.12.2-4

Freeway Segment Level of Service Definitions

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

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

In addition to the CMP arterial intersection and freeway analysis summarized above, additional analysis was conducted using the *Highway Capacity Manual* (HCM) methodology to comply with the requirements in the *Guide for the Preparation of Traffic Impact Studies*[687] and is included in Appendices K2-9 and K2-10. Appendices K2-9 and K2-10 display the average control delay per vehicle and operating conditions

686 Los Angeles County Metropolitan Transportation Authority, 2010 Congestion Management Program for Los Angeles County, October 2010.

687 California Department of Transportation, Guide for the Preparation of Traffic Impact Studies, December 2002.

for key ramp intersections based on the average delay of all vehicles passing through the intersection, as well as the density (passenger cars per hour per lane) and operating conditions for the key freeway ramp terminals.

The Baseline (2010) With Alternative scenario was then developed by adding the difference between the forecasted with-project traffic volumes (i.e., revisions to airport-related trip ends that would result from the ground access improvements associated with each alternative) and the validated baseline year traffic volumes to the traffic counts.

Traffic forecasts for the Future (2025) Without Alternative were developed by adding the difference between the forecasted non-airport traffic volume (i.e., future growth in background traffic, while holding airport-related traffic at baseline 2010 million annual passengers [MAP] level) and the validated baseline year traffic volume to the 2010 traffic counts. Future (2025) Without Alternative includes the anticipated and programmed roadway improvements not related to the SPAS alternatives, but does not account for any of the SPAS-related ground access improvements associated with the alternatives.

The Future (2025) With Alternative scenario was developed by adding the difference between the forecasted with-project traffic volumes (i.e., future growth in background traffic plus growth in airport-related traffic projected to occur by 2025, along with changes in airport-related trip ends (i.e., starting points and ending points of airport-related trips) that would result from each alternative's ground access improvements) and the validated baseline year traffic volumes to the 2010 traffic counts.

CMP Transit System

The project's CMP transit system impacts were analyzed in accordance with guidelines and procedures outlined in the 2010 CMP.[688] Eleven local and express bus service routes/lines along CMP facilities are located in the LAX area. The operators, line numbers, CMP networks, daily boardings, and daily passenger miles of travel associated with those transit facilities are described below in Section 4.12.2.3.3.

Information was assembled from a variety of sources for public transit routes and services. These services represent a portion of the ridership in and around the airport but do not include the private transit modes. Development of a new light rail transit line, the Crenshaw/LAX Transit Corridor, is planned along the existing right-of-way along the west side of Aviation Boulevard (former BNSF rail line) and is included in the LAX study area travel model. In addition, options to extend the Metro Green Line to LAX are currently being studied by Metro. However, given that this proposed extension to LAX is in its early environmental planning stage, has not been approved, and if approved and constructed would not be operational until after the SPAS horizon year, it was not included in the 2010 or the 2025 scenarios.

Transit Corridor Capacities

A detailed analysis was conducted to determine transit corridor capacities in the study area. Based upon the published headways of all the transit bus lines serving the corridors, the total number of buses in service during the a.m. peak hour (occurring within the 6:00 to 9:00 a.m. period) and the p.m. peak hour (occurring within the 3:00 to 7:00 p.m. period) was estimated for each line. The passenger capacities of the corridors were estimated assuming varying individual operator bus capacities for each line.

Table 4.12.2-5 presents the transit corridor capacities for several CMP corridors.

688 Los Angeles County Metropolitan Transportation Authority, 2010 Congestion Management Program for Los Angeles County, October 2010.

Table 4.12.2-5

Transit Corridor Capacities (Passengers Per Peak Hour)

	AM Peak Hour		PM Peak Hour	
Transit Corridor	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
N/S Corridors				
Crenshaw Blvd[2]	175	--	--	280
Crenshaw/LAX Transit[1]	5,500	5,500	5,500	5,500
Lincoln Blvd[2]	320	320	320	320
Sepulveda Blvd[2]	370	280	280	370
Pacific Coast Highway[2]	160	120	120	120
Hawthorne Blvd[2]	200	200	200	200
Total	**6,725**	**6,420**	**6,420**	**6,790**
E/W Corridors				
I-105/Imperial[2]	605	315	355	640
Florence Ave	120	120	160	160
Metro Green Line	2,640	2,640	2,640	2,640
Total	**3,365**	**3,075**	**3,155**	**3,440**

[1] Planned to open in late 2018. Source: http://www.metro.net/news/simple_pr/FTA-issues-milestone-approval-for-Crensha-LAX-lig/

[2] Denotes CMP Transit Corridor

Source: Fehr & Peers, 2012.

Transit Demand

Section D.8.4 of the CMP provides a methodology for estimating the number of transit trips expected to result from a proposed project based on the projected number of vehicle trips. The CMP requires that the transit impact analysis include local services within one-quarter mile of the project and express bus and rail routes within two miles of the project. Potential increases in transit person trips generated by the SPAS alternatives were evaluated based on the CMP methodology, combined with LAX-specific data on actual public transit usage. The CMP methodology assumes an average vehicle ridership ("AVR" average number of people per vehicle) factor of 1.4 to estimate the number of person trips to and from the project. The transit mode share for the airport-related transit trips was estimated to be five percent based on anticipated growth in the airport-related activities and current and historic data in the *Los Angeles International Airport 2006 Air Passenger Survey* on the mode of access to LAX. This yields an incremental transit ridership of approximately 237 to 293 transit trips, in any analyzed peak hour for various SPAS alternatives, as summarized in **Table 4.12.2-6**.

Table 4.12.2-6

Estimated Project Alternative Transit Demand

	Alternative 1-2			Alternative 3			Alternative 4			Alternative 8			Alternative 9		
Peak Hour/Location	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Trip Generation															
AM Peak Hour	5,625	5,751	11,376	5,348	5,480	10,828	5,540	5,685	11,225	5,538	5,650	11,190	5,369	5,496	10,865
PM Peak Hour	7,009	6,020	13,029	6,704	5,726	12,430	6,975	5,965	12,940	6,959	5,967	12,926	6,783	5,792	12,577
Net New Project Trips															
AM Peak Hour	1,541	2,394	3,935	1,264	2,123	3,387	1,456	2,328	3,784	1,454	2,293	3,747	1,285	2,139	3,424
PM Peak Hour	2,839	1,347	4,186	2,534	1,053	3,587	2,805	1,292	4,097	2,789	1,294	4,083	2,613	1,119	3,732
Net New Person Trips[1]															
AM Peak Hour	2,157	3,352	5,509	1,770	2,972	4,742	2,038	3,259	5,298	2,036	3,210	5,246	1,799	2,995	4,794
PM Peak Hour	3,975	1,886	5,860	3,548	1,474	5,022	3,927	1,809	5,736	3,905	1,812	5,716	3,658	1,567	5,225
Net New Transit Trips[2]															
AM Peak Hour	108	168	275	89	149	237	102	163	265	102	161	262	90	150	240
PM Peak Hour	199	94	293	177	74	251	196	90	287	195	91	286	183	78	261

[1] Assumes an Average Vehicle Ridership Factor of 1.4.
[2] Assumes a 5% public transit mode share.

Source: Fehr & Peers, 2012.

4.12.2.2.2 Description of Traffic Model

Traffic volume forecasts for this study were developed using a modified version of the City of Los Angeles TDF Model. This model was originally developed from the Southern California Association of Governments (SCAG) regional travel forecasting model and was tailored (i.e., calibrated and validated) for conditions in the City of Los Angeles. In addition, the model was enhanced to include greater sensitivity to built environment variables commonly known as the 4Ds.

The Ds predict the degree to which vehicle travel will increase or decline with changes to:

- Density - residential and non-residential development per acre
- Diversity - mix of residential, retail, and employment land uses on the site
- Destination Accessibility - location relative to major regional attractions, as infill sites generate fewer and shorter vehicle trips than fringe area development
- Distance to Transit - as residents and employees within one-quarter to one-half mile of premium transit generally have higher transit choice and lower automobile use

Without the Ds adjustments, travel models are often too aggregate in scale to capture the effects of land use and mobility alternatives. The Ds are recommended by Caltrans as one method for improving travel model sensitivity.

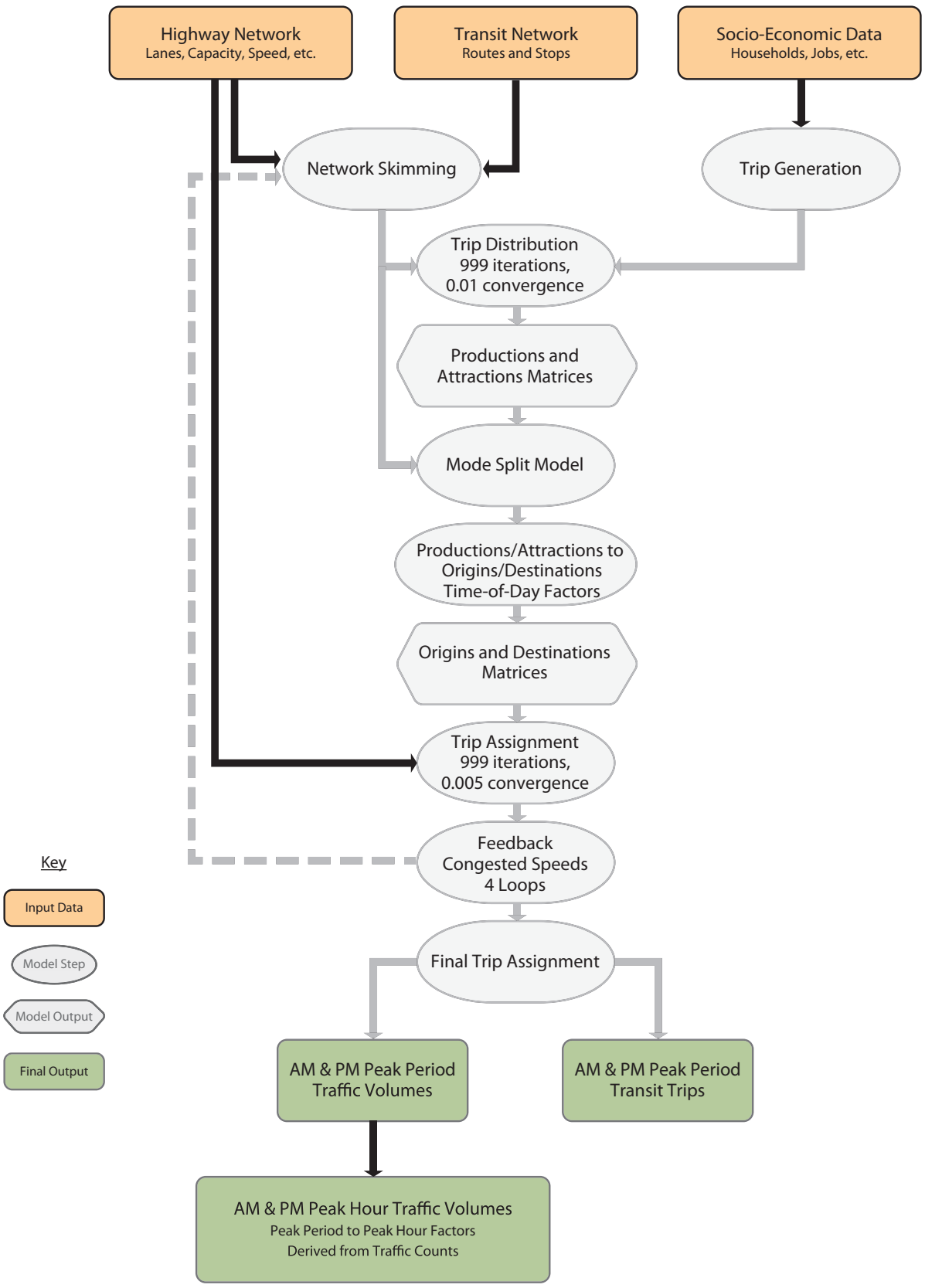
To accurately reflect the SPAS project, additional local area network, land use, and traffic analysis zone (TAZ) refinements to the City's TDF model were required, as explained in the model development section below.

Model Development

The LAX SPAS Traffic Model utilizes TransCAD Version 4.8 Build 500 modeling software consistent with the SCAG and City of Los Angeles TDF models. The LAX SPAS Traffic Model produces a.m. and p.m. peak period, as well as mid-day off-peak period, vehicle and transit flows on roadways within the study area based on comprehensive land use and socio-economic data (SED) plus a detailed transportation network. The model uses a conventional 4-step process consisting of trip generation, trip distribution, modal split, and assignment. The model components, including key model inputs and outputs, are summarized in **Figure 4.12.2-2**. Additional detail regarding the grandparent SCAG 2008 Regional Transportation Plan (RTP) traffic model can be obtained in the *User's Guide for the SCAG Planning Model*,[689] and additional detail regarding the parent City of Los Angeles Model can be obtained in the *City of Los Angeles Model Development Report*.[690] The roadway and transit networks along with the TAZ structure were modified in and around the study area to ensure the model produced traffic forecasts that reasonably resembled observed traffic counts.

689 Southern California Association of Governments, User's Guide for the SCAG Planning Model, June 2008. Although SCAG recently updated the 2008 RTP through the adoption of the 2012-2035 RTP/SCS on April 4, 2012, the SCAG 2008 RTP traffic model is still considered the most recent approved regional traffic model, as it typically takes several months to develop an updated regional traffic model and associated local subarea models following adoption of a new RTP. More information regarding the SCAG RTP is available at http://rtpscs.scag.ca.gov/Pages/2012-2035-RTP-SCS.aspx.

690 Fehr & Peers, City of Los Angeles Model Development Report, December 2010.



Prepared by: Fehr & Peers, 2012.

LAX Specific Plan Amendment Study Draft EIR	**LAX SPAS Traffic Model Components**	Figure **4.12.2-2**

This page intentionally left blank.

The LAX SPAS Traffic Model encompasses the entire study area described in Section 4.12.2.2.1. A detailed review of the model roadway network and land use inputs was performed in the model area, revealing the need to increase the detail of the TAZ[691] structure to model traffic flows on arterials and freeway facilities more accurately. Therefore, model TAZs were split proportionally, especially those representing the airport. The numbers of vehicle trips originating and terminating at the airport TAZs were then adjusted to match data published in the *Los Angeles International Airport 2006 Air Passenger Survey*,[692] followed by a comparison of the model-wide distribution of airport trips to annual data published in the aforementioned document.

Roadway network detail was added to the model and the majority of additional roadway network detail represents collector roadways, which are not typically included in regional models. However, they were included in the City of Los Angeles and LAX SPAS Traffic Models to improve forecast sensitivity and accuracy for these types of roadways. The inclusion of collector roadways also improves the loading of traffic onto arterials and highways, providing a more detailed representation of traffic flows and increasing the accuracy of the resulting traffic volume forecasts. As part of the SPAS EIR analysis, an additional 25 roadway link miles were added in the SPAS off-airport transportation study area.

The LAX SPAS Traffic Model includes an extensive transit network of routes and stops, which is used to help determine the number of person trips using various modes of transit in the model. All transit routes in the City of Los Angeles were included, along with all stops along the routes. The resulting transit network consists of approximately 800 transit routes and 30,960 transit stops, representing nearly half the transit facilities in the SCAG region.

Model Validation

Before applying the LAX SPAS version of the model, it was tested for accuracy and sensitivity based on the latest California modeling guidance specified in the 2010 *California Regional Transportation Plan Guidelines*.[693] A summary of how well the LAX SPAS Traffic Model performed against validation tests in these guidelines is provided below. Compliance with these guidelines and tests indicates the model is suitable for developing traffic volume forecasts to evaluate future land use changes and transportation system improvements in the study area. Having a locally valid model is a critical step in ensuring a high level of confidence for traffic volume forecasts.

Forecasting models are typically calibrated by adjusting model parameters until model estimated traffic volumes closely match observed traffic volume counts. The verification of the model estimates matching counts is called (static) validation. In this case, land use and roadway network modifications were made to the model, and the resulting modeled link volumes were compared to intersection approach and departure volumes derived from intersection turning movement counts collected in and around the study area. Additionally, the sub-area model was validated to traffic counts on freeway facilities. Model volumes were also compared to peak hour traffic counts along 10 model validation screenlines. The static validation results are presented in **Table 4.12.2-7**.

As shown in **Table 4.12.2-7**, the LAX SPAS Traffic Model meets and exceeds the guidelines for model accuracy in the a.m., m.d., and p.m. peak hours for unconstrained roadways; and the model validates along all screenlines, which indicates the directionality of inbound and outbound trips along major corridors in the study area is appropriate.

---

691 Traffic analysis zones are non-overlapping, statistical areas used to tabulate traffic-related data for use in regional transportation models.

692 Applied Management & Planning Group, 2006 Air Passenger Survey Los Angeles International Airport, December 2007. This is the most recent complete published passenger survey for LAX. Although an updated passenger survey was undertaken in 2011, the survey results are still in the process of being compiled and reviewed. Based on preliminary review of the 2011 survey data, the information contained in the 2007 survey is still considered to be reasonably representative basis for determining the airport TAZs.

693 California Transportation Commission, 2010 California Regional Transportation Plan Guidelines, January 2011, Available: http://www.catc.ca.gov/programs/rtp/2010_RTP_Guidelines.pdf.

Table 4.12.2-7

Static Model Validation Statistics

Validation Statistic	a.m. Peak Hour	m.d. Peak Hour	p.m. Peak Hour	Threshold
Model/Count Ratio	1.04	0.99	1.03	Within 10% of 1.0
Percent Within Maximum Deviation	76%	82%	78%	>75%
Percent Root Mean Square Error	31%	28%	24%	<40%
Correlation Coefficient	0.97	0.98	0.97	>0.88
Screenlines	100%	100%	100%	100%

Source: Fehr & Peers, 2012.

Furthermore, a demand model should overestimate constrained (counted) volumes on congested portions of the network. The California Transportation Commission guidelines for model accuracy only apply to unconstrained locations where demand volumes are fully accommodated by the network. To determine if the demand model volume estimates were higher than counted volumes on congested roadway segments, the counted roadway segments were divided into groupings of "uncongested" and "congested" locations based on field observations and travel speed data. As shown in **Table 4.12.2-8**, the model demand volume estimates closely match count volumes for uncongested locations (i.e., model volumes only higher by 4 percent or less). For congested locations, the model's peak hour demand volumes are higher than the constrained peak hour counts by 24 percent and 18 percent in the a.m. and p.m. peak hours, respectively. Therefore, the LAX baseline year (2010) traffic model is considered to be valid to 2010 traffic conditions and acceptable for forecasting future year traffic volumes.

Table 4.12.2-8

Congested and Uncongested Model Results

	Model Results		
Validation Statistic	a.m.	m.d.	p.m.
Uncongested Locations			
2-way Sum of All Links Counted	4%	<1%	3%
% of Links within Caltrans Standard Deviations	76%	82%	78%
Congested Locations			
2-way Sum of All Links Counted	24%	6%	18%
% of Links within Caltrans Standard Deviations	45%	64%	51%

Source: Fehr & Peers, 2012.

In addition to the static validation tests, dynamic validation tests were conducted to test the sensitivity of the model to changes in land uses or the transportation system. The traditional approach to the validation of travel demand models is to compare the roadway segment volumes for the model's baseline year with actual traffic counts collected in the same year. This approach provides information on a model's ability to reproduce a static condition. However, by far the most common use of models is to forecast how a change in inputs would result in a change in traffic conditions. Therefore, another test of a model's accuracy is to focus on the model's ability to predict realistic differences in outputs as inputs are changed; in other words, "dynamic" validation rather than "static" validation.

Dynamic validation determines a model's sensitivity to changes in the transportation system. These tests are recommended in the *2010 California Regional Transportation Plan Guidelines*.[694] The results of dynamic validation tests are inspected for reasonableness based on the direction and magnitude of the changes.

The LAX SPAS Traffic Model was developed to be used as a tool in the evaluation of project and transportation system alternatives, as well as to provide vehicle miles traveled (VMT) estimates. Therefore, tests were conducted on the statically validated baseline year (2010) LAX SPAS Traffic Model for daily, a.m. peak period, m.d. peak period, and p.m. peak period conditions. The dynamic validation results indicate the model performed acceptably for use in forecasting Future (2025) conditions.

Based on the static and dynamic model validation results, the LAX SPAS Traffic Model is appropriate for future year scenario forecasting of traffic volumes on roadway segments.

4.12.2.2.3 Methodology and Modeled Scenarios

Baseline (2010) Comparison Methodology

Baseline (2010) Without Alternative Scenario

The analysis scenario representing Baseline (2010) Without Alternative conditions prior to implementation of any of the SPAS alternatives is reflected by the base model described above (i.e., the base LAX Traffic Model as developed and validated for the SPAS EIR).

Baseline (2010) With Alternative Scenario

The analysis of the Baseline (2010) With Alternative scenarios examines how and where existing off-airport traffic conditions would change as a result of the ground access improvements proposed under each alternative. This analysis scenario assumes the existing baseline level of activity at the airport (i.e., existing generation of vehicle trips to and from the airport) remains, but that the location of the trip ends within LAX would differ according to each alternative as generally outlined below.

- The analysis of Baseline (2010) With Alternative 1-2 accounts for the change in the existing airport-related trip distribution that would result from the development of the Intermodal Transportation Facility (ITF) between 96th Street and 98th Street, the use of Manchester Square as a surface parking lot, and the connection of these new facilities to the CTA through the new elevated/dedicated busway and return route.
- The analysis of Baseline (2010) With Alternative 3 accounts for the change in the existing airport-related trip distribution that would result from closure of the CTA, the development of the Ground Transportation Center (GTC), the Intermodal Transportation Center (ITC), the Consolidated Rental Car Facility (CONRAC), new surface parking lots and two separate APM routes.
- The analysis of Baseline (2010) With Alternative 4 accounts for the change in the existing airport-related trip distribution that would result from the development of the CONRAC in what is currently public parking Lot C and new surface parking lots on Aviation Boulevard north of Imperial Boulevard.
- The analysis of Baseline (2010) With Alternatives 8 and 9 accounts for the change in the existing airport-related trip distribution that would result from the development of the ITF, the use of Manchester Square as a CONRAC and a surface parking lot, and the connection of these new facilities to the CTA through the new elevated/dedicated busway and return route under Alternative 8 or APM under Alternative 9.

Details regarding ground access system improvements associated with each alternative are provided in Chapter 2, *Project Description*, and additional discussion of the changes to existing airport-related trip ends resulting from each alternative are provided in Section 4.12.2.2.4 below.

---

694 California Transportation Commission, 2010 California Regional Transportation Plan Guidelines, January 2011, Available: http://www.catc.ca.gov/programs/rtp/2010_RTP_Guidelines.pdf.

Future (2025) Comparison Methodology

The off-airport transportation study includes analysis of impacts projected to occur at buildout of SPAS alternatives in the 2025 horizon year. Projected traffic conditions in 2025 include increases in background traffic volumes due to ambient area-wide growth between 2010 and 2025, as well as changes in the transportation network (i.e., roads and intersections) during that period. Project-related operational impacts were assessed against both Baseline (2010) Without Alternative conditions, as noted above, and against Future (2025) Without Alternative conditions, which are described in greater detail below.

Traffic volume forecasts for future (2025) scenarios were developed based on SCAG's land use projections for future interim year 2023 and future 2035 conditions plus planned development projects. Year 2035 is the horizon year reflected in the current SCAG regional traffic model based on the 2008 RTP.[695] This forecasting method accounts for growth in the study area as well as growth outside the study area that may utilize study area roadways. The TAZ splits performed for Baseline (2010) Without Alternative conditions were applied to the future year models prior to the subtraction of vehicle trips from the validated baseline year model. Growth at airport TAZs was eliminated to preserve baseline airport trip generation and distribution patterns. Vehicle trips were then developed to match trip generation data from entitled development projects.

The roadway network was modified to include roadway improvement projects to be constructed by 2025, along with roadway improvements that occurred since the counts were collected. These improvements were collected from information provided by local jurisdictions. Reasonably foreseeable and funded improvements were included if they would be constructed by 2025 (see Appendix K2-1). Over the course of the 15 years between Baseline (2010) Without Alternative conditions and 2025 completion of the SPAS improvements, the volume of passengers traveling through LAX is expected to increase due to growth in the Los Angeles region, irrespective of whether the proposed improvements are implemented. Nevertheless, this growth was not included in the "Future (2025) Without Alternative Scenario," but was included in the "Future (2025) With Alternative Scenarios." This approach is considered to be very conservative in delineating the future off-airport traffic impacts of the SPAS alternatives because the vehicle trips associated with projected growth in aviation activity at LAX would occur regardless of whether the project is implemented.

Planned development projects in the City of Los Angeles and neighboring communities within the vicinity of the study area are shown in Appendix K2-2. The list was prepared to document and describe all known local area development projects that may contribute traffic to the study area (i.e., contribute to background traffic). Appendix K2-2 includes the estimated net daily, a.m. peak hour and p.m. peak hour trip generation associated with each project (if known) as well as information relating to each project's proposed land use and project status. Related project information and the land use growth in the corresponding TAZs were checked against future year model SED and vehicle trip growth and increased as necessary to ensure the model accounted for the likely increase in traffic from the projects.

As further described below, traffic forecasts for the Future (2025) Without Alternative scenario and the Future (2025) With Alternative scenario were developed by adding the difference between the forecasted traffic volumes and the validated baseline year traffic volumes to the traffic counts. The resulting forecasts were then balanced[696] where appropriate. The balanced forecasts for each scenario were compared to existing (baseline) counts as well as one another to ensure the reasonableness of the forecasts.

---

695 Southern California Association of Governments, 2008 Regional Transportation Plan, May 2008, Available: http://rtpscs.scag.ca.gov/Pages/2008-RTP.aspx.

696 Traffic volumes, counted or forecasted, are balanced to ensure a reasonable amount of vehicles are either gained or lost between adjacent intersections.

Future (2025) Without Alternative Scenario

The Future (2025) Without Alternative scenario includes cumulative growth projections related to vehicle trips in the area surrounding LAX and traffic generated by reasonably foreseeable planned development, but holds airport-related trip generation levels at Baseline (2010) Without Alternative MAP level. The Future (2025) Without Alternative scenario includes the anticipated and programmed roadway improvements not related to the SPAS alternatives, but does not account for any of the SPAS-related ground access improvements associated with the alternatives.

These growth projections were based on regional forecasts, as discussed above. Therefore, baseline vehicle trips originating or terminating at airport TAZs were not modified in the Future (2025) Without Alternative scenario. The resulting vehicle trips were assigned to the 2025 roadway network to forecast Future (2025) Without Alternative traffic volumes in the study area. By using this scenario as the basis of comparison for evaluating Future (2025) With Alternative conditions, the alternatives' contribution to cumulative impacts includes ambient growth at the airport, even though the growth would occur regardless of adoption of a SPAS alternative.[697]

Future (2025) With Alternative Scenario

The Future (2025) With Alternative scenario includes cumulative growth projections related to vehicle trips in the area surrounding LAX and traffic generated by reasonably foreseeable planned development plus anticipated growth in airport-related traffic projected to occur by 2025. The Future (2025) With Alternative scenario includes the anticipated and programmed roadway improvements not related to the SPAS alternatives, and also accounts for any of the SPAS-related ground access improvements associated with each of the alternatives.

Vehicle trips originating or terminating at airport TAZs were developed to match trip generation estimates with the implementation of the SPAS alternatives. The resulting 2025 vehicle trips were assigned to the 2025 roadway network to forecast Future (2025) With Alternative traffic volumes. The Future (2025) With Alternative scenarios (Alternatives 1-2, 3, 4, 8, and 9) were compared to the Future (2025) Without Alternative scenario described above to determine the alternatives' contribution to cumulative impacts and alternative-related operational changes.

4.12.2.2.4 Project Trip Generation

The following is a synopsis of the methodology used to develop the airport-generated trips for the off-airport transportation analysis. The airport traffic volumes were developed for the off-airport commuter peak hours and the mid-day airport peak hour.

Baseline Peak Hour Trip Generation

The LAX off-airport driveway counts and the on-airport in-pavement loop detector counts collected in August 2009 by LAWA were used as a basis for the airport-generated vehicle trips for the off-airport trip analysis, whereas "Traffic Count Data" provided in Section 4.12.2.2.1 above provides traffic counts of overall off-airport vehicle trips. The driveway count database, representing the most recent data available at the time of the off-airport transportation analysis (August 2009), provided actual traffic volumes entering and exiting five main existing trip generators, including LAWA-owned public parking lots, LAWA-owned employee parking lots, air cargo facilities, rental car facilities, and off-airport private parking facilities. The counts are detailed separately for cars, trucks, and shuttles for three peak hours, a.m. (8:00 to 9:00 a.m.), m.d. (11:00 a.m. to 12:00 p.m.) and p.m. (5:00 to 6:00 p.m.). On-airport traffic data from August 2009, which included both inbound and outbound total vehicle counts, Automatic Vehicle Identification (AVI) counts for all commercial vehicles entering the CTA, and intersection turning movement counts at key CTA intersections, were used as the baseline data for this study, as they represented the most recent and complete CTA traffic data set available. This same on-airport data set

[697] As discussed, ongoing growth in passenger activity and employees at LAX that would occur over time while the proposed project is under construction is included in the "project traffic."

also formed the basis of the on-airport transportation analysis presented in Section 4.12.1 of this EIR. The use of the 2009 on- and off-airport traffic data sets are considered appropriate for defining the baseline traffic conditions for this EIR as these represented the most comprehensive data available when the SPAS EIR Notice of Preparation was published.

Passenger Activity Levels and Growth Rates for Future (2025) Conditions

The passenger activity level for the Baseline (2010) conditions is based on historical passenger data, while the Future (2025) passenger activity level was derived from air passenger forecasts developed for the SPAS EIR. The Future (2025) passenger activity level assumed in the analysis - 78.9 MAP - is consistent with the LAX growth projection in the 2012 RTP adopted by SCAG. The following assumptions were made to determine the rolling hour passenger's profiles throughout the design day:

- Scheduled arriving and departing aircraft "seats" were converted to origin and destination (O&D) passengers by using historical O&D data from the FAA's 10 percent survey sample (on a carrier-by-carrier basis) and estimated load factors. Different O&D and load factor assumptions were applied for domestic and international passengers.
- The rolling hourly passenger activity levels were then calculated by applying earliness of arrival and lateness of departure distributions to the O&D traffic to convert from passengers "at the gate" to passengers "at curbside." The passenger show-up profiles were based on information obtained from the 2006 LAX Airline Passenger Survey.

In projecting the peak hour trip generation characteristics for Future (2025) conditions, the passenger activity levels at curbside estimated for the SPAS alternatives at buildout in 2025 were compared to Baseline (2010) Without Alternative conditions. **Table 4.12.2-9** provides the growth rates for each of the alternatives in comparison to Baseline (2010) Without Alternative conditions.

Table 4.12.2-9

Future (2025) SPAS Growth Factors

	Future (2025) SPAS Alts. 1,2,3,4,8,9		
	a.m.	m.d.	p.m.
Originating PAX	139.1%	147.0%	174.4%
Terminating PAX	177.9%	143.4%	127.5%
A/C Operations Only	122.2%	122.2%	122.2%
Cargo Annual	146.5%	146.5%	146.5%
Employees	132%	132%	132%

Notes:

PAX = Passenger
A/C = Aircraft

Source: LAWA, Ricondo & Associates, Inc., November 2011.

The overall passenger activity level projected for LAX in the Future (2025) With Alternative scenario is the same for all alternatives (i.e., 78.9 MAP). Notable differences between the alternatives relative to the nature and location of trip generation are influenced primarily by the various assortments of off-airport facility combinations (i.e., what ground access facilities are located where under each alternative, as further described below) and three different aircraft gating allocations under the various alternatives. The differences in aircraft gating allocations are associated with different terminal configurations, such as those associated with Alternative 1-2 (i.e., addition of Terminal 0 and potential northerly extensions of the Bradley West Concourse and the future Midfield Satellite Concourse), which could also occur under

Alternatives 8 and 9, compared to those of Alternative 3 (i.e., linear concourse and no northerly extensions of the Bradley West Concourse or the future Midfield Satellite Concourse), or compared to those of Alternative 4 (i.e., no terminal improvements). These three general types of aircraft gating allocations resulted in a difference in the localized travel patterns of airport-related trips (passengers, employees, rental cars, cargo, etc.) and the timing of passenger activity on the curbside when comparing the individual terminals; however, the total number of passengers processed at the airport during any given hour would be the same for all the SPAS alternatives.

The volume of single-party vehicles, such as private vehicles, taxis, and limousines entering the CTA, were assumed to increase in proportion relative to increases in the airport's annual passenger activity level, while the volume of multi-party vehicles, such as shuttle buses, were increased by 10 percent between Baseline (2010) Without Alternative conditions and Future (2025) conditions. This slower rate in growth for multi-party vehicles accounted for available passenger capacity on existing shuttles which was assumed would be mostly consumed by future demand before an operator would add a new shuttle to the existing fleet. Traffic associated with the airport's public parking, rental car, and off-airport private parking facilities was assumed to increase in proportion relative to increases in off-airport peak hour O&D passenger activity and changes in mode split of personal vehicle use between Baseline (2010) Without Alternative conditions and Future (2025) conditions.

The number of employee vehicles entering and exiting each of the remote employee parking lots during the three peak hours was assumed to increase in proportion to the combined average growth of airline passengers and aircraft operations at the airport.

Future cargo traffic was assumed to increase in proportion to the growth in annual cargo tonnage between Baseline (2010) Without Alternative conditions and Future (2025) conditions.

Future (2025) Peak Hour Trip Generation

Based on the above approach and assumptions, Future (2025) peak hour trip generation estimates were developed for the alternatives. Trip generation was estimated at the CTA, airport parking facilities, employee parking facilities, rental car facilities, cargo facilities, off-airport parking facilities, the GTC, ITC, and ITF.

The trip generation estimates for each of the Future (2025) With Alternative scenarios accounts for the increase in passenger activity projected to occur at LAX by 2025 (i.e., 78.9 MAP) for both single- and multi-party vehicles; however, the airport-related trip generation for Future (2025) Without Alternative scenario were assumed to be the same level as the Baseline (2010) Without Alternative conditions. This approach is considered to be very conservative in delineating the future off-airport traffic impacts of the SPAS alternatives, because the vehicle trips associated with projected growth in aviation activity at LAX would occur regardless of whether the project is implemented, but are nevertheless included in the project's traffic generation estimates. More information regarding the off-airport trip generation is provided in Appendix K2-8. The peak hour project trip generation is summarized in **Table 4.12.2-10**.

Table 4.12.2-10

Summary of 2009 and Future Trip Generation by Alternative

	2009			Alternative 1-2			Alternative 3			Alternative 4			Alternative 8			Alternative 9		
Peak Hour/Location	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
AM Peak Hour																		
Airport Parking	117	28	145	170	53	223	186	61	247	163	50	213	170	53	223	170	53	223
Employee Parking	781	263	1,044	1,029	346	1,375	1,029	346	1,375	1,029	346	1,375	1,029	346	1,375	1,029	346	1,375
Cargo Facilities	995	571	1,566	1,384	1,016	2,400	1,384	1,016	2,400	1,384	1,016	2,400	1,384	1,016	2,400	1,384	1,016	2,400
Rental Car Facilities	603	353	956	839	628	1,467	839	628	1,467	839	628	1,467	839	628	1,467	839	628	1,467
Off-Airport Parking	156	54	210	194	84	278	194	84	278	217	96	313	194	84	278	194	84	278
Intermodal Transportation Facility	0	0	0	51	51	102	0	0	0	0	0	0	51	51	102	51	51	102
Manchester Square	0	0	0	76	76	152	3,931	4,980	8,911	0	0	0	76	76	152	76	76	152
CTA	3,030	3,012	6,042	4,157	5,193	9,350	9	9	18	4,131	5,193	9,324	4,070	5,092	9,162	3,902	4,937	8,839
Total	**5,682**	**4,281**	**9,963**	**7,899**	**7,466**	**15,345**	**7,571**	**7,124**	**14,695**	**7,763**	**7,329**	**15,092**	**7,812**	**7,345**	**15,159**	**7,643**	**7,191**	**14,836**
MD Peak Hour																		
Airport Parking	99	73	172	155	110	265	176	122	298	144	105	249	155	110	265	155	110	265
Employee Parking	603	533	1,136	794	702	1,496	794	702	1,496	794	702	1,496	794	702	1,496	794	702	1,496
Cargo Facilities	776	842	1,618	1,141	1,207	2,348	1,141	1,207	2,348	1,141	1,207	2,348	1,141	1,207	2,348	1,141	1,207	2,348
Rental Car Facilities	776	783	1,559	1,141	1,122	2,263	1,141	1,122	2,263	1,141	1,122	2,263	1,141	1,122	2,263	1,141	1,122	2,263
Off-Airport Parking	123	99	222	149	125	274	149	125	274	181	142	323	149	125	274	149	125	274
Intermodal Transportation Facility	0	0	0	76	76	152	0	0	0	0	0	0	76	76	152	76	76	152
Manchester Square	0	0	0	114	114	228	6,357	6,537	12,894	0	0	0	114	114	228	114	114	228
CTA	4,550	4,772	9,322	6,508	6,667	13,375	9	9	18	6,575	6,751	13,326	6,407	6,570	12,977	6,231	6,393	12,624
Total	**6,927**	**7,102**	**14,029**	**10,078**	**10,123**	**20,201**	**9,767**	**9,824**	**19,591**	**9,976**	**10,029**	**20,005**	**9,977**	**10,026**	**20,003**	**9,801**	**9,849**	**19,650**
PM Peak Hour																		
Airport Parking	116	104	220	212	141	353	236	162	398	202	133	335	212	141	353	212	141	353
Employee Parking	418	571	989	551	752	1,303	550	752	1,302	551	752	1,303	551	752	1,303	551	752	1,303
Cargo Facilities	1,045	1,081	2,126	1,823	1,378	3,201	1,823	1,378	3,201	1,823	1,378	3,201	1,823	1,378	3,201	1,823	1,378	3,201
Rental Car Facilities	482	456	938	841	623	1,464	841	623	1,464	841	623	1,464	841	623	1,464	841	623	1,464
Off-Airport Parking	102	185	287	145	206	351	145	206	351	178	236	414	145	206	351	145	206	351
Intermodal Transportation Facility	0	0	0	45	45	90	0	0	0	0	0	0	45	45	90	45	45	90
Manchester Square	0	0	0	67	67	134	5,765	4,596	10,361	0	0	0	67	67	134	67	67	134
CTA	3,534	3,813	7,347	6,036	4,853	10,889	9	9	18	6,045	4,844	10,889	5,986	4,800	10,786	5,810	4,626	10,436
Total	**5,697**	**6,210**	**11,907**	**9,718**	**8,066**	**17,784**	**9,368**	**7,727**	**17,095**	**9,639**	**7,966**	**17,605**	**9,668**	**8,013**	**17,681**	**9,492**	**7,839**	**17,331**

Source: Fehr & Peers, 2012.

4.12.2.2.5 Reallocation of Airport-Generated Traffic

With development of the ground access facilities particular to each of the alternatives, the allocation of airport-related trip ends would change from those of Baseline (2010) Without Alternative conditions. The following describes how the allocation of airport-generated traffic would change under each alternative.

Alternative 1-2

New off-airport transportation facilities defined as a part of this alternative include public and employee parking lots located at Manchester Square and the ITF located along 98th Street. Access between these off-airport transportation facilities and the CTA would be provided by an elevated busway along the 98th Street corridor. Under the "With Alternative 1-2" scenarios, the airport-generated traffic was redistributed as follows:

- 27.5 percent (based on respective parking lot capacities) of Park One traffic was redistributed to Manchester Square and the ITF
- 40.2 percent (based on respective parking lot capacities) of Park One traffic was redistributed to off-airport private parking lots
- 32.3 percent (based on respective parking lot capacities) of Park One traffic was redistributed to the CTA
- 55 percent of employee parking was assigned to the Lot D/Jenny Lot with the remaining 45 percent redistributed to Manchester Square
- Budget Rental Car traffic was relocated to Lot E
- 3 percent of private vehicles assigned to the CTA were relocated to a proposed (Kiss-and-Ride) location at Manchester Square
- 2 percent of private vehicles assigned to the CTA were relocated to a proposed (Kiss-and-Ride) location at the ITF

Shuttle Trips

Shuttle trips were assumed to increase approximately 10 percent between the Baseline (2010) Without Alternative conditions and Future (2025) With Alternative 1-2 conditions. In addition, the future shuttle trips were reassigned for this alternative based on the redistribution of parking vehicle trips to different and/or new LAWA-operated facilities. The growth in the number of employee parking shuttles was estimated based on a 30-passenger per shuttle occupancy using the existing employee shuttle occupancy as a baseline. In addition to the shuttles, FlyAway buses and shared ride vans currently picking up passengers in the CTA were relocated to the ITF. Off-airport parking shuttles and rental car shuttles would continue to use their current driveways.

Alternative 3

Alternative 3 represents the improvements contemplated in the approved LAX Master Plan (i.e., "Alternative D"), which include closing the CTA to private vehicles and creating a number of new off-airport landside facilities such as a new GTC at Manchester Square. Vehicle traffic on the CTA roadways under Alternative 3 would be limited to scheduled bus service and authorized vehicles only, while eliminating private vehicles trips within the CTA. This alternative includes a GTC at Manchester Square, a CONRAC located at the current Lot C, an ITC at the intersection of Aviation Boulevard and Imperial Highway, and two employee parking facilities, one located in the existing parking structure at the southeast corner of the Avion Drive and Century Boulevard intersection, and the second located south of World Way West on the west side of the airfield (i.e., the proposed West Employee Parking facility).

- Ground Transportation Center - 34.0 percent
- Intermodal Transportation Center - 41.3 percent
- Public Lot B - 24.7 percent

Alternative 4

New off-airport facilities proposed as a part of this alternative include a CONRAC located at the existing public parking Lot C and a 9,127-space parking structure located at the intersection of Imperial Boulevard and Aviation Boulevard (i.e., the northeast corner commonly referred to as the "Continental City" property). Based on this alternative, the airport-generated traffic was redistributed as described below.

Private Cars

- Lot C and Lot B public parking traffic was relocated to the Continental City property
- 27.5 percent (based on respective parking lot capacities) of Park One traffic was redistributed to the Continental City property
- 40.2 percent (based on respective parking lot capacities) of Park One traffic was redistributed to off-airport private parking lots
- 32.3 percent (based on respective parking lot capacities) of Park One Traffic was redistributed to the CTA
- All employee parking was relocated to Lot B/Lot E north of 111th Street
- All rental car traffic was relocated to the new CONRAC located at the existing Lot C

Shuttle Trips

Shuttle trips were assumed to increase approximately 10 percent between the Baseline (2010) Without Alternative conditions and Future (2025) With Alternative 4 conditions. In addition, the future shuttle trips were reassigned for this alternative based on the redistribution of parking vehicle trips to different and/or new LAWA-operated facilities. The growth in the number of employee parking shuttles was estimated based on a 30-passenger per shuttle occupancy using the existing employee shuttle occupancy as a baseline. Based on a previous CONRAC study conducted for LAWA, the analysis estimated that a fleet of 75 CONRAC shuttles would be required to meet the 2025 passenger demand level based on consolidated operations.

Alternative 8

The new off-airport transportation facilities defined as a part of this alternative include public parking facilities and a CONRAC located at Manchester Square, as well as an ITF located along 98th Street. Access between these off-airport transportation facilities and the CTA would be provided by an elevated busway along the 98th Street corridor. Under this alternative, the airport-generated traffic was redistributed as follows:

- 27.5 percent (based on respective parking lot capacities) of Park One traffic was redistributed to Manchester Square and the ITF
- 40.2 percent (based on respective parking lot capacities) of Park One traffic was redistributed to off-airport private parking lots
- 32.3 percent (based on respective parking lot capacities) of Park One Traffic was redistributed to the CTA
- Employee parking was relocated to Lot D/Jenny Lot and the former Avis Lot
- All rental car traffic was relocated to the new CONRAC located at Manchester Square
- 3 percent of private vehicles assigned to the CTA were relocated to a proposed (Kiss-and-Ride) location at Manchester Square
- 2 percent of private vehicles assigned to the CTA were relocated to a proposed (Kiss-and-Ride) location at the ITF

Shuttle Trips

Shuttle trips were assumed to increase approximately 10 percent between the Baseline (2010) Without Alternative conditions and Future (2025) With Alternative 8 conditions. In addition, the future shuttle trips were reassigned for this alternative based on the redistribution of parking vehicle trips to different and/or new LAWA-operated facilities. The growth in the number of employee parking shuttles was estimated based on a 30-passenger per shuttle occupancy using the existing employee shuttle occupancy as a baseline. In addition to the shuttles, FlyAway buses and shared ride vans currently picking up passengers in the CTA were relocated to the ITF. Off-airport parking shuttles and Rental Car shuttles would continue to use their current driveways. Based on a previous CONRAC study conducted for LAWA, the analysis estimated that a fleet of 75 CONRAC shuttles would be required to meet the 2025 passenger demand level based on consolidated operations.

Alternative 9

Alternative 9 is identical to Alternative 8 with the exception of an Automated People Mover (APM) system being used to transport passengers between Manchester Square, the ITF and the CTA. The APM replaces the elevated busway system used to transport passengers between Manchester Square, the ITF, and the CTA in Alternative 8. The private vehicle redistribution assumptions used in this alternative are identical to those used in Alternative 8. Alternative 9 assumes that most passengers using the various off-airport transportation facilities would use the APM to access the CTA with the exception of passengers using the following shuttles:

- Off-airport parking shuttles would continue to use their existing facilities
- Public parking customers using Lot C would continue to access the CTA using the Lot C shuttle
- Employee shuttles would both drop off and pick up employees at the ITF, while shared ride vans and the FlyAway buses would continue to drop off departing passengers in the CTA and pick up terminating passenger at the ITF

4.12.2.2.6 Trip Distribution

Following the reallocation of airport-related vehicle trips associated with changes in the airport's off-airport facilities (i.e., public and employee parking, CONRAC, etc.) for each alternative described above, the vehicle trips for each alternative were assigned to the regional roadway network by the LAX travel demand model. The model focuses on estimating regional travel for the entire Southern California region, supplemented by a more detailed sub-area model to better distribute trips in the study area. Additionally, the travel pattern of airport-related trips in the validated Baseline (2010) Without Alternative model was generally consistent with the annual distribution percentages published in the *Los Angeles International Airport 2006 Air Passenger Survey*.[698]

4.12.2.2.7 Delineation of Traffic Impacts

The direct project impacts were determined in two ways. Specifically, LOS and V/C data were calculated based on: (1) the difference between each of the Baseline (2010) With Alternative scenarios and Baseline (2010) Without Alternative conditions; and (2) the difference between each of the Future (2025) With Alternative scenarios and Future (2025) Without Alternative scenarios. These comparisons serve to delineate the direct impacts of the project under each alternative. With these comparisons, the difference in LOS and V/C were compared to the thresholds defined by the jurisdiction in which the intersection is located to determine if the project would result in a significant traffic impact (see Section 4.12.2.4). It should be noted, however, that the Future (2025) With Alternative scenarios include the growth in passenger activity levels at LAX between 2010 and 2025 anticipated to occur irrespective of the SPAS improvements; hence, the conclusions of significance relative to Future (2015) conditions are considered to be very conservative.

---

698 Applied Management & Planning Group, 2006 Air Passenger Survey Los Angeles International Airport, December 2007.

With regard to cumulative impacts, the methodology used in the off-airport transportation analysis for Future (2025) scenarios is cumulative by its nature. That is, it accounts for future regional, non-airport projects and their corresponding traffic growth as background traffic. The background traffic conditions used in the Future (2025) analysis also account for all funded roadway improvement projects that have been approved by local and regional transportation agencies.

4.12.2.2.8 Delineation of Mitigation Measures

The traffic analysis approach included provisions to identify mitigation measures for intersections determined to be significantly impacted as a result of the SPAS alternatives. Several types of improvements to the off-airport transportation system were evaluated relative to mitigating the impacts of the alternatives. Such improvements include the addition of, or improvements to, travel and turn lanes, traffic signal enhancements, and intersection restriping. See Section 4.12.2.7 below for further details on mitigation measures.

Locations where additional right-of-way may be required are noted. In several cases, existing rail lines or major structures are located where additional right-of-way would be required. Those instances are discussed in Section 4.12.2.7 below.

4.12.2.3 Existing Conditions

4.12.2.3.1 Existing Public Transit Service

The proposed project area is currently being served by 21 different transit lines, as well as the LAX Shuttle and LAX FlyAway. The transit lines listed below directly serve LAX or the Metro Green Line Station at Aviation Boulevard. These transit lines consist of Metro lines, LADOT Commuter Express lines, Culver City Bus lines, Santa Monica Big Blue Bus lines, a Beach Cities Transit line, a Torrance Transit line, and Municipal Area Express (MAX) lines.

Los Angeles County Metropolitan Transportation Authority

- Metro Local and Limited Lines: 40, 42, 42A, 111, 117, 120, 232, and 311
- Metro Shuttle and Circulator Lines: 625
- Metro Rail Line: Green Line

Los Angeles Department of Transportation

- LADOT Commuter Express Lines: 438 and 574

Culver City Bus

- Culver City Bus Lines: 6 and Rapid 6

Santa Monica Big Blue Bus

- Big Blue Bus Lines: 3 and Rapid 3

Beach Cities Transit

- Beach Cities Transit Line: 109

Torrance Transit

- Torrance Transit Line: 8

Municipal Area Express

- MAX Lines: 2, 3, and 3X

LAX Shuttle to Passenger Terminals

- LAX C, LAX G

LAX FlyAway

- Van Nuys, Union Station, Westwood/UCLA, Irvine

Section 4.12.2.3.3 below provides more information regarding many of these existing transit lines, as related to CMP facilities.

4.12.2.3.2 Existing Traffic Conditions

Intersection LOS was analyzed using either the CMA methodology[699] or the ICU methodology to assess the estimated operating conditions that currently exist for the a.m., m.d., and p.m. peak hours. These existing traffic conditions define the Baseline (2010) Without Alternative conditions against which the impacts associated with each SPAS alternative were assessed. As discussed, LOS is a qualitative measure used to describe the condition of traffic flow. Intersection LOS ranges from excellent conditions at LOS A to overloaded conditions at LOS F.

Table 4.12.2-11 summarizes the a.m., m.d., and p.m. existing (baseline) peak hour V/C ratios and corresponding LOS at each of the study intersections. The results of this analysis indicate that 170 of the 200 study intersections are currently operating at an acceptable LOS (LOS D or better) during all three of the analyzed peak hours (a.m., m.d., and p.m.). The remaining 30 intersections currently operate at LOS E or F during one or more of the peak hours, are:

- 26. La Cienega Boulevard and Centinela Avenue
- 29. Centinela Avenue and Venice Boulevard
- 43. Overland Avenue and Culver Boulevard
- 51. Hawthorne Boulevard and El Segundo Boulevard
- 52. Inglewood Avenue and El Segundo Boulevard
- 53. La Cienega Boulevard and El Segundo Boulevard
- 55. Sepulveda Boulevard and El Segundo Boulevard
- 66. Inglewood Avenue and Imperial Highway
- 71. Sepulveda Boulevard and Imperial Highway
- 86. La Brea Avenue/Overhill Drive and Stocker Street
- 87. La Brea Avenue and Slauson Avenue
- 93. La Cienega Boulevard and Stocker Street
- 110. Lincoln Boulevard and Washington Boulevard
- 120. Overhill Drive and Slauson Avenue
- 121. Overland Avenue and Venice Boulevard
- 125. Sepulveda Boulevard and Rosecrans Avenue
- 127. Sawtelle Boulevard and Venice Boulevard
- 131. Sepulveda Boulevard and Venice Boulevard
- 155. Overland Avenue and Washington Boulevard
- 156. Walgrove Avenue and Washington Boulevard
- 162. Sepulveda Boulevard and Manhattan Beach Boulevard

699 Transportation Research Board, Transportation Research Circular No. 212, Interim Materials on Highway Capacity, January 1980.

- 163. La Cienega Boulevard and Jefferson Boulevard
- 165. La Cienega Boulevard and Rodeo Road
- 166. La Brea Avenue and Rodeo Road
- 167. La Brea Avenue and Jefferson Boulevard
- 169. Prairie Avenue and Manchester Boulevard
- 192. Aviation Boulevard and Artesia Boulevard
- 193. Aviation Boulevard and Manhattan Beach Boulevard
- 194. Sepulveda Boulevard and Palms Boulevard
- 196. Prairie Avenue and Florence Avenue

Appendix K2-6 contains the LOS worksheets (including signal phasing and lane geometry) used in determining the existing (baseline) operating conditions of the intersections analyzed.

The baseline LOS values for the 15 CMP arterial monitoring stations are shown in **Table 4.12.2-11**. The baseline LOS values for the CMP freeway monitoring stations are shown in Appendix K2-7, Table 11.

Table 4.12.2-11

Baseline (2010) Without Alternative Intersection Level of Service Analysis

					Baseline (2010) Without Alternative					
					A.M.		M.D.		P.M.	
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
1	Admiralty Way & Bali Way	LA County	X	X	0.566	A	0.530	A	0.696	B
2	Admiralty Way & Fiji Way	LA County	X	X	0.297	A	0.276	A	0.443	A
3	Admiralty Way & Mindanao Way	LA County	X	X	0.549	A	0.537	A	0.623	B
4	Palawan Way & Admiralty Way	LA County	X		0.518	A	0.424	A	0.599	A
5	Via Marina & Admiralty Way	LA County	X	X	0.414	A	0.440	A	0.641	B
6	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	City of LA	X	X	0.299	A	0.485	A	0.579	A
7	Airport Boulevard & Century Boulevard	City of LA	X	X	0.516	A	0.552	A	0.517	A
8	La Tijera Boulevard & Airport Boulevard	City of LA	X	X	0.377	A	0.323	A	0.363	A
9	Airport Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.563	A	0.681	B	0.786	C
10	Aviation Boulevard & Arbor Vitae Street	Inglewood/City of LA	X	X	0.427	A	0.420	A	0.551	A
11	Inglewood Avenue & Arbor Vitae Street	Inglewood			0.423	A	0.495	A	0.689	B
12	La Brea Avenue & Arbor Vitae Street	Inglewood			0.392	A	0.480	A	0.669	B
13	La Cienega Boulevard & Arbor Vitae Street	Inglewood/City of LA	X	X	0.354	A	0.397	A	0.491	A
14	Aviation Boulevard & Century Boulevard	City of LA	X	X	0.738	C	0.664	B	0.892	D
15	Aviation Boulevard & El Segundo Boulevard	El Segundo			0.851	D	0.589	A	0.761	C
16	Aviation Boulevard & Imperial Highway	City of LA	X	X	0.630	B	0.370	A	0.595	A
17	Aviation Boulevard/Florence Avenue & Manchester Avenue	Caltrans/Inglewood	X	X	0.589	A	0.591	A	0.653	B
18	Aviation Boulevard & Rosecrans Avenue	El Segundo/Hawthorne/Manhattan Beach			0.684	B	0.760	C	0.827	D
19	Aviation Boulevard & 111th Street	City of LA	X	X	0.520	A	0.402	A	0.477	A
20	Aviation Boulevard & West 120th Street	El Segundo/LA County			0.592	A	0.365	A	0.516	A
21	Lincoln Boulevard & Bali Way	Caltrans/City of LA/LA County	X	X	0.449	A	0.497	A	0.696	B
22	Lincoln Boulevard & Bluff Creek Drive	Caltrans/City of LA	X	X	0.351	A	0.211	A	0.334	A
23	Centinela Avenue & Jefferson Boulevard	City of LA/LA County	X	X	0.459	A	0.420	A	0.600	A
24	Centinela Avenue & Culver Boulevard	City of LA	X	X	0.669	B	0.451	A	0.698	B
25	La Brea Avenue & Centinela Avenue	Inglewood			0.778	C	0.706	C	0.874	D
26	La Cienega Boulevard & Centinela Avenue	Inglewood/City of LA	X	X	0.933	E	0.590	A	0.973	E
27	La Tijera Boulevard & Centinela Avenue	City of LA/LA County	X	X	0.538	A	0.475	A	0.690	B
28	Sepulveda Boulevard & Centinela Avenue	Culver City	X		0.710	C	0.561	A	0.736	C
29	Centinela Avenue & Venice Boulevard	Caltrans/City of LA	X	X	0.955	E	0.800	C	0.893	D
30	Centinela Avenue & Washington Boulevard	Culver City	X		0.733	C	0.626	B	0.849	D
31	Centinela Avenue & Washington Place	Culver City/City of LA	X		0.721	C	0.589	A	0.754	C
32	Centinela Avenue & SR 90 Eastbound On-/Off-Ramps	Caltrans/City of LA	X	X	0.291	A	0.216	A	0.409	A
33	Centinela Avenue & Sandford/SR 90 Westbound Ramps	Caltrans/City of LA	X	X	0.351	A	0.216	A	0.454	A
34	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	Inglewood			0.574	A	0.605	B	0.746	C

Table 4.12.2-11

Baseline (2010) Without Alternative Intersection Level of Service Analysis

Int. #	Intersection	Jurisdiction	ATSAC	ATCS	Baseline (2010) Without Alternative					
					A.M.		M.D.		P.M.	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
35	Inglewood Avenue & Century Boulevard	Inglewood			0.558	A	0.562	A	0.800	C
36	La Cienega Boulevard & Century Boulevard	Inglewood/City of LA/LA County	X	X	0.515	A	0.582	A	0.682	B
37	Prairie Avenue & Century Boulevard	Inglewood			0.583	A	0.681	B	0.783	C
38	Sepulveda Boulevard & Century Boulevard	Caltrans/City of LA	X	X	0.546	A	0.473	A	0.620	B
39	I-405 Northbound Ramps & Century Boulevard	Caltrans/Inglewood			0.643	B	0.544	A	0.641	B
40	Duquesne Avenue & Culver Boulevard	Culver City	X		0.539	A	0.358	A	0.592	A
41	Culver Boulevard & Jefferson Boulevard	City of LA	X	X	0.687	B	0.299	A	0.652	B
42	Nicholson Street & Culver Boulevard	City of LA	X	X	0.541	A	0.337	A	0.737	C
43	Overland Avenue & Culver Boulevard	Culver City	X		1.070	F	0.574	A	0.849	D
44	Sawtelle Boulevard & Culver Boulevard	Culver City	X		0.601	B	0.417	A	0.787	C
45	Sepulveda Boulevard & Culver Boulevard	Culver City	X		0.677	B	0.477	A	0.642	B
46	Douglas Street & El Segundo Boulevard	El Segundo			0.657	B	0.511	A	0.864	D
47	Douglas Street & Imperial Highway	El Segundo/City of LA	X	X	0.292	A	0.230	A	0.387	A
48	Douglas Street & Mariposa Avenue	El Segundo			0.324	A	0.365	A	0.514	A
49	Douglas Street & Rosecrans Avenue	El Segundo/Manhattan Beach			0.587	A	0.638	B	0.662	B
50	Duquesne Avenue & Jefferson Boulevard	Culver City	X		0.514	A	0.475	A	0.625	B
51	Hawthorne Boulevard & El Segundo Boulevard	Hawthorne			0.597	A	0.654	B	1.157	F
52	Inglewood Avenue & El Segundo Boulevard	Hawthorne/LA County			0.582	A	0.632	B	0.961	E
53	La Cienega Boulevard & El Segundo Boulevard	Hawthorne/LA County			0.620	B	0.508	A	0.917	E
54	Nash Street & El Segundo Boulevard	El Segundo			0.524	A	0.402	A	0.634	B
55	Sepulveda Boulevard & El Segundo Boulevard	Caltrans/El Segundo			0.754	C	0.732	C	0.947	E
56	Lincoln Boulevard & Fiji Way	Caltrans/City of LA/LA County	X	X	0.550	A	0.544	A	0.752	C
57	La Brea Avenue & Florence Avenue	Inglewood			0.670	B	0.638	B	0.844	D
58	La Cienega Boulevard & Florence Avenue	Inglewood			0.667	B	0.658	B	0.895	D
59	Nash Street & Grand Avenue	El Segundo			0.422	A	0.324	A	0.426	A
60	Sepulveda Boulevard & Grand Avenue	Caltrans/El Segundo			0.753	C	0.695	B	0.828	D
61	Vista del Mar & Grand Avenue	City of LA	X	X	0.495	A	0.226	A	0.326	A
62	Hawthorne Boulevard & Imperial Avenue	Hawthorne			0.551	A	0.549	A	0.839	D
63	Hawthorne Boulevard & Lennox Boulevard	LA County			0.397	A	0.544	A	0.724	C
64	Highland Avenue/Vista del Mar & Rosecrans Avenue	Manhattan Beach			0.770	C	0.523	A	0.685	B
65	Sepulveda Boulevard & Howard Hughes Parkway	City of LA	X	X	0.388	A	0.365	A	0.540	A
66	Inglewood Avenue & Imperial Highway	Hawthorne			0.614	B	0.647	B	1.153	F
67	La Cienega Boulevard & Imperial Highway	City of LA/LA County	X	X	0.397	A	0.246	A	0.540	A
68	Main Street & Imperial Highway	El Segundo/City of LA	X	X	0.683	B	0.440	A	0.547	A
69	Pershing Drive & Imperial Highway	City of LA	X	X	0.515	A	0.368	A	0.354	A
70	Prairie Avenue & Imperial Highway	Hawthorne/Inglewood			0.611	B	0.581	A	0.820	D

Table 4.12.2-11

Baseline (2010) Without Alternative Intersection Level of Service Analysis

					Baseline (2010) Without Alternative					
					A.M.		M.D.		P.M.	
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
71	Sepulveda Boulevard & Imperial Highway	Caltrans/El Segundo/City of LA	X	X	0.650	B	0.674	B	1.013	F
72	Vista del Mar & Imperial Highway	City of LA	X	X	0.403	A	0.205	A	0.363	A
73	Nash Street/I-105 Westbound Ramps & Imperial Highway	Caltrans/El Segundo/City of LA	X	X	0.575	A	0.279	A	0.332	A
74	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	Caltrans/City of LA	X	X	0.544	A	0.308	A	0.534	A
75	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	Caltrans/Hawthorne/LA County			0.440	A	0.309	A	0.614	B
76	Inglewood Avenue & Lennox Boulevard	LA County			0.424	A	0.490	A	0.703	C
77	Inglewood Avenue & Manchester Boulevard	Caltrans/Inglewood			0.529	A	0.489	A	0.645	B
78	Lincoln Boulevard & Jefferson Boulevard	Caltrans/City of LA	X	X	0.610	B	0.487	A	0.624	B
79	Overland Avenue & Jefferson Boulevard	Culver City	X		0.630	B	0.468	A	0.687	B
80	Sepulveda Boulevard & Jefferson Boulevard	Culver City	X		0.384	A	0.336	A	0.406	A
81	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	Culver City	X		0.666	B	0.601	B	0.785	C
82	Slauson Avenue & Jefferson Boulevard	Culver City	X		0.278	A	0.401	A	0.416	A
83	I-405 Northbound Ramps & Jefferson Boulevard	Caltrans/Culver City/City of LA	X	X	0.382	A	0.366	A	0.678	B
84	I-405 Southbound Ramps & Jefferson Boulevard	Caltrans/Culver City/City of LA	X	X	0.275	A	0.322	A	0.365	A
85	La Brea Avenue & Manchester Boulevard	Caltrans/Inglewood			0.678	B	0.670	B	0.714	C
86	La Brea Avenue/Overhill Drive & Stocker Street	LA County			0.694	B	0.611	B	1.071	F
87	La Brea Avenue & Slauson Avenue	LA County			0.753	C	0.629	B	0.917	E
88	La Cienega Boulevard & La Tijera Boulevard	Inglewood/City of LA	X	X	0.780	C	0.689	B	0.871	D
89	La Cienega Boulevard & Lennox Boulevard	City of LA/LA County	X	X	0.346	A	0.280	A	0.371	A
90	La Cienega Boulevard & Manchester Boulevard	Caltrans/Inglewood			0.605	B	0.666	B	0.765	C
91	La Cienega Boulevard Northbound Ramps & Slauson Avenue	LA County			0.664	B	0.525	A	0.648	B
92	La Cienega Boulevard Southbound Ramps & Slauson Avenue	LA County			0.672	B	0.616	B	0.787	C
93	La Cienega Boulevard & Stocker Street	LA County			1.212	F	0.786	C	1.127	F
94	La Cienega Boulevard & 111th Street	City of LA/LA County	X	X	0.290	A	0.277	A	0.413	A
95	La Cienega Boulevard & West 120th Street	LA County			0.358	A	0.282	A	0.696	B
96	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	Caltrans/Inglewood/City of LA	X	X	0.627	B	0.571	A	0.589	A
97	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	Caltrans/City of LA/LA County	X	X	0.352	A	0.418	A	0.471	A
98	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	Caltrans/City of LA/LA County	X	X	0.400	A	0.290	A	0.285	A
99	Lincoln Boulevard & La Tijera Boulevard	Caltrans/City of LA	X	X	0.339	A	0.228	A	0.366	A
100	La Tijera Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.445	A	0.460	A	0.507	A
101	Sepulveda Boulevard & La Tijera Boulevard	City of LA	X	X	0.501	A	0.573	A	0.629	B
102	I-405 Northbound Ramps & La Tijera Boulevard	Caltrans/City of LA	X	X	0.534	A	0.631	B	0.536	A
103	I-405 Southbound Ramps & La Tijera Boulevard	Caltrans/City of LA	X	X	0.432	A	0.515	A	0.552	A
104	Lincoln Boulevard & Loyola Marymount University Drive	Caltrans/City of LA	X	X	0.427	A	0.320	A	0.525	A
105	Lincoln Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.597	A	0.475	A	0.618	B
106	Lincoln Boulevard & Maxella Avenue	Caltrans/City of LA	X	X	0.554	A	0.550	A	0.592	A

Table 4.12.2-11

Baseline (2010) Without Alternative Intersection Level of Service Analysis

					Baseline (2010) Without Alternative					
					A.M.		M.D.		P.M.	
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
107	Lincoln Boulevard & Mindanao Way	Caltrans/City of LA/LA County	X	X	0.624	B	0.697	B	0.771	C
108	Sepulveda Boulevard & Lincoln Boulevard	Caltrans/City of LA	X	X	0.621	B	0.510	A	0.769	C
109	Lincoln Boulevard & Venice Boulevard	Caltrans/City of LA	X	X	0.814	D	0.811	D	0.895	D
110	Lincoln Boulevard & Washington Boulevard	Caltrans/City of LA	X	X	0.746	C	0.816	D	0.936	E
111	Lincoln Boulevard & 83rd Street	Caltrans/City of LA	X	X	0.544	A	0.379	A	0.547	A
112	Lincoln Boulevard & SR 90 Ramps	Caltrans/City of LA	X	X	0.595	A	0.594	A	0.701	C
113	Pershing Drive & Manchester Avenue	Caltrans/City of LA	X	X	0.454	A	0.295	A	0.375	A
114	Sepulveda Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.747	C	0.648	B	0.754	C
115	Ash Avenue & Manchester Avenue	Caltrans/Inglewood			0.699	B	0.622	B	0.780	C
116	Nash Street & Mariposa Avenue	El Segundo			0.574	A	0.324	A	0.434	A
117	Sepulveda Boulevard & Mariposa Avenue	Caltrans/El Segundo			0.708	C	0.641	B	0.757	C
118	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps	Caltrans/Culver City	X		0.760	C	0.523	A	0.778	C
119	Ocean Avenue/Via Marina & Washington Boulevard	City of LA/LA County	X	X	0.531	A	0.476	A	0.694	B
120	Overhill Drive & Slauson Avenue	LA County			0.639	B	0.533	A	0.986	E
121	Overland Avenue & Venice Boulevard	Caltrans/Culver City/City of LA	X		0.819	D	0.657	B	0.873	D
122	Palawan Way & Washington Boulevard	City of LA/LA County			13.4	B	12.1	B	12.8	B
123	Pershing Drive & Westchester Parkway	City of LA	X	X	0.211	A	0.115	A	0.187	A
124	Prairie Avenue & West 112th Street/I-105 Off-Ramp	Caltrans/Inglewood			0.457	A	0.583	A	0.646	B
125	Sepulveda Boulevard & Rosecrans Avenue	Caltrans/El Segundo/Manhattan Beach			0.840	D	0.766	C	1.058	F
126	Sepulveda Boulevard & Sawtelle Boulevard	Culver City	X		0.421	A	0.526	A	0.595	A
127	Sawtelle Boulevard & Venice Boulevard	Caltrans/Culver City/City of LA	X		0.899	D	0.739	C	0.881	D
128	Sawtelle Boulevard & Washington Boulevard	Culver City	X		0.476	A	0.414	A	0.599	A
129	Sawtelle Boulevard & Washington Place	Culver City	X		0.427	A	0.325	A	0.515	A
130	Sepulveda Boulevard & Slauson Avenue	Culver City	X		0.487	A	0.526	A	0.703	C
131	Sepulveda Boulevard & Venice Boulevard	Caltrans/Culver City/City of LA	X	X	0.758	C	0.649	B	0.951	E
132	Sepulveda Boulevard & Washington Boulevard	Culver City	X		0.567	A	0.510	A	0.620	B
133	Sepulveda Boulevard & Washington Place	Culver City	X		0.588	A	0.487	A	0.577	A
134	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps	Caltrans/Culver City	X		0.824	D	0.565	A	0.762	C
135	Sepulveda Boulevard & Westchester Parkway	City of LA	X	X	0.447	A	0.528	A	0.683	B
136	Sepulveda Boulevard & 76th Street	City of LA	X	X	0.663	B	0.422	A	0.628	B
137	Sepulveda Boulevard & 79th Street	City of LA	X	X	0.445	A	0.351	A	0.507	A
138	Sepulveda Boulevard & 83rd Street	City of LA	X	X	0.390	A	0.312	A	0.456	A
139	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	Caltrans/City of LA	X	X	0.839	D	0.805	D	0.872	D
140	SR 90 Westbound Ramps & Slauson Avenue	Caltrans/Culver City/LA County	X		0.505	A	0.393	A	0.671	B
141	Airport Boulevard & 96th Street	City of LA	X	X	0.175	A	0.288	A	0.360	A
142	Jenny Avenue & 96th Street	City of LA	X	X	0.129	A	0.154	A	0.115	A

Table 4.12.2-11

Baseline (2010) Without Alternative Intersection Level of Service Analysis

					Baseline (2010) Without Alternative					
					A.M.		M.D.		P.M.	
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
143	Vicksburg Avenue & 96th Street	City of LA	X	X	0.180	A	0.292	A	0.219	A
144	Airport Boulevard & 98th Street	City of LA	X	X	0.292	A	0.381	A	0.439	A
145	Jenny Avenue & Westchester Parkway	City of LA	X	X	0.060	A	0.151	A	0.143	A
146	Sepulveda Eastway & Westchester Parkway	City of LA	X	X	0.221	A	0.340	A	0.423	A
147	Crenshaw Boulevard & Century Boulevard	Inglewood			0.563	A	0.674	B	0.781	C
148	La Cienega Boulevard & Fairview Boulevard	Inglewood/City of LA	X	X	0.834	D	0.603	B	0.851	D
149	Crenshaw Boulevard & Imperial Highway	Inglewood			0.566	A	0.620	B	0.818	D
150	Sepulveda Boulevard & Braddock Drive	Culver City			0.505	A	0.446	A	0.566	A
151	Buckingham Parkway & Slauson Avenue	Culver City			0.646	B	0.451	A	0.778	C
152	Duquesne Avenue & Washington Boulevard	Culver City			0.493	A	0.435	A	0.607	B
153	Overland Avenue & Kelmore Street/Ranch Road	Culver City			21.6	C	13.7	B	28.5	D
154	Overland Avenue & Sawtelle Boulevard	Culver City			20.3	C	15.1	C	27.2	D
155	Overland Avenue & Washington Boulevard	Culver City/City of LA			0.764	C	0.663	B	0.980	E
156	Walgrove Avenue & Washington Boulevard	Culver City			17.1	C	37.0	E	68.1	F
157	La Cienega Boulevard & 104th Street	City of LA/LA County	X	X	0.297	A	0.241	A	0.301	A
158	Vista del Mar & Waterview Street	City of LA	X	X	0.305	A	0.056	A	0.237	A
159	Hindry Avenue & Manchester Boulevard	Caltrans/Inglewood			0.387	A	0.550	A	0.542	A
160	Lincoln Boulevard & Rose Avenue	Caltrans/City of LA	X	X	0.873	D	0.775	C	0.797	C
161	Western Avenue & Century Boulevard	City of LA	X	X	0.440	A	0.509	A	0.637	B
162	Sepulveda Boulevard & Manhattan Beach Boulevard	Caltrans/Manhattan Beach			0.849	D	0.914	E	1.100	F
163	La Cienega Boulevard & Jefferson Boulevard	City of LA	X		0.898	D	0.679	B	1.014	F
164	Crenshaw Boulevard & Manchester Avenue	Caltrans/Inglewood			0.686	B	0.714	C	0.860	D
165	La Cienega Boulevard & Rodeo Road	City of LA	X		0.942	E	0.654	B	0.951	E
166	La Brea Avenue & Rodeo Road	City of LA	X		0.969	E	0.651	B	0.851	D
167	La Brea Avenue & Jefferson Boulevard	City of LA	X		0.980	E	0.578	A	0.866	D
168	Crenshaw Boulevard & Florence Avenue	City of LA	X	X	0.670	B	0.501	A	0.741	C
169	Prairie Avenue & Manchester Boulevard	Inglewood			0.942	E	0.646	B	0.785	C
170	I-110 Northbound Ramps & Manchester Avenue	Caltrans/City of LA	X	X	0.561	A	0.434	A	0.476	A
171	Western Avenue & Florence Avenue	City of LA	X	X	0.736	C	0.438	A	0.718	C
172	Western Avenue & Manchester Avenue	Caltrans/City of LA	X	X	0.648	B	0.493	A	0.748	C
173	Western Avenue & Imperial Highway	LA County	X	X	0.639	B	0.477	A	0.765	C
174	Vermont Avenue & Florence Avenue	City of LA	X	X	0.619	B	0.426	A	0.599	A
175	Vermont Avenue & Manchester Avenue	Caltrans/LA County/City of LA	X	X	0.661	B	0.471	A	0.611	B
176	Vermont Avenue & Century Boulevard	LA County/City of LA	X	X	0.605	B	0.399	A	0.563	A
177	Vermont Avenue & Imperial Highway	LA County/City of LA	X	X	0.728	C	0.458	A	0.758	C
178	Figueroa Street & Florence Avenue	City of LA	X	X	0.693	B	0.412	A	0.610	B

Table 4.12.2-11

Baseline (2010) Without Alternative Intersection Level of Service Analysis

					Baseline (2010) Without Alternative					
					A.M.		M.D.		P.M.	
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
179	Figueroa Street & Manchester Avenue	Caltrans/City of LA	X	X	0.776	C	0.549	A	0.796	C
180	Figueroa Street & Century Boulevard	City of LA	X	X	0.840	D	0.411	A	0.658	B
181	Figueroa Street & Imperial Highway	City of LA	X	X	0.757	C	0.323	A	0.651	B
182	Inglewood Avenue & Rosecrans Avenue	Hawthorne			0.694	B	0.608	B	0.840	D
183	Hawthorne Boulevard & Rosecrans Avenue	Hawthorne			0.709	C	0.621	B	0.770	C
184	Prairie Avenue & Rosecrans Avenue	Hawthorne/Lawndale			0.776	C	0.673	B	0.856	D
185	Crenshaw Boulevard & Rosecrans Avenue	Gardena/Hawthorne/LA County			0.729	C	0.644	B	0.800	C
186	Western Avenue & Rosecrans Avenue	Gardena			0.737	C	0.603	B	0.838	D
187	Vermont Avenue & Rosecrans Avenue	Gardena/City of LA	X		0.702	C	0.553	A	0.747	C
188	Prairie Avenue & El Segundo Boulevard	Hawthorne			0.883	D	0.627	B	0.889	D
189	Crenshaw Boulevard & El Segundo Boulevard	Hawthorne/Gardena			0.882	D	0.654	B	0.774	C
190	Western Avenue & El Segundo Boulevard	Gardena/LA County			0.798	C	0.518	A	0.759	C
191	Vermont Avenue & El Segundo Boulevard	Gardena/LA County/City of LA	X		0.634	B	0.330	A	0.550	A
192	Aviation Boulevard & Artesia Boulevard	Redondo Beach/Manhattan Beach			1.062	F	0.734	C	1.053	F
193	Aviation Boulevard & Manhattan Beach Boulevard	Redondo Beach/Manhattan Beach			0.895	D	0.724	C	0.979	E
194	Sepulveda Boulevard & Palms Boulevard	City of LA	X		0.766	C	0.552	A	0.929	E
195	Sawtelle Boulevard & Palms Boulevard	City of LA	X		0.769	C	0.401	A	0.757	C
196	Prairie Avenue & Florence Avenue	Inglewood			0.915	E	0.571	A	0.781	C
197	Prairie Avenue & Lennox Boulevard	Inglewood			0.538	A	0.468	A	0.606	B
198	Flower Street (near I-110 Southbound Ramps) & Florence Avenue	Caltrans/City of LA	X	X	0.443	A	0.418	A	0.458	A
199	Grand Avenue (near I-110 Northbound Ramps) & Florence Avenue	Caltrans/City of LA	X	X	0.540	A	0.503	A	0.561	A
200	I-110 Southbound Ramps & Manchester Avenue	Caltrans/City of LA	X	X	0.474	A	0.402	A	0.477	A

Source: Fehr & Peers, 2012.

4.12.2.3.3 Existing CMP Transit Conditions

CMP Transit Lines

Several (11) of the transit lines listed above provide local and express bus service on the CMP arterial system in the study area. **Table 4.12.2-12** identifies those lines and indicates the estimated daily boardings per line along with the passenger miles of travel.

Table 4.12.2-12

Existing Local and Express Bus Service on CMP Arterial Facilities

Operator	Line	CMP Arterial	Daily Boardings	Daily PMT[2]
Santa Monica	3[1]	Lincoln Blvd.	8,517	33,974
Culver City	6[1]	Sepulveda Blvd.	9,459	29,323
Torrance	MAX 3[1]	Crenshaw Blvd.	184	1,503
Torrance	8[1]	Hawthorne Blvd.	2,108	8,971
Metro	232[3]	Pacific Coast Hwy.	n/a	n/a
Metro	42[3]	Hawthorne Blvd.	4,864	17,736
Metro	40[3]	Hawthorne Blvd.	18,170	63,574
Metro	120[3]	Imperial Hwy.	2,848	8,980
Metro	232[3]	Pacific Coast Hwy.	n/a	n/a
LADOT	438[1]	I-105	807	15,206
LADOT	574[1]	I-405/Sepulveda Blvd.	343	8,357

1 2010 Congestion Management Program for Los Angeles County (2009 Monitoring Data).
2 Passenger Miles of Travel
3 http://isotp.metro.net/MetroRidership/index.aspx (2010 Ridership Data).

Source: Fehr & Peers, 2012.

4.12.2.4 Thresholds of Significance

Intersection Thresholds of Significance

Each study intersection was evaluated for potential significant traffic impacts using the significant traffic impact criteria utilized in the jurisdiction of the intersection. Intersections lying on the boundary of multiple jurisdictions were evaluated using the more conservative criteria. A description of the significant impact criteria for each jurisdiction is presented below.

City of Culver City Impact Criteria

For the City of Culver City, an impact is considered to be significant if one of the following thresholds is exceeded:[700]

- The LOS is D, its final V/C ratio is 0.801 to 0.900, and the project-related increase in V/C is 0.040 or greater; or
- The LOS is E or F, its final V/C ratio is 0.901 or greater, and the project-related increase in V/C is 0.020 or greater.

700 Kurtz, Barry, City Traffic Engineering Manager, City of Culver City, Personal Communication, March 2011.

City of El Segundo Impact Criteria

For the City of El Segundo, an impact is considered to be significant if the following threshold is exceeded:[701]

- The LOS is E or F, its final V/C ratio is 0.901 or greater, and the project-related increase in V/C is 0.020 or greater.

City of Inglewood Impact Criteria

For the City of Inglewood, an impact is considered to be significant if the following threshold is exceeded:[702]

- The LOS is F, its final V/C ratio is 1.001 or greater, and the project-related increase in V/C is 0.020 or greater.

City of Los Angeles Impact Criteria

In accordance with LADOT criteria defined in their *Traffic Study Policy and Procedures*,[703] an impact is considered to be significant if one of the following thresholds is exceeded:

- The LOS is C, its final V/C ratio is 0.701 to 0.800, and the project-related increase in V/C is 0.040 or greater; or
- The LOS is D, its final V/C ratio is 0.801 to 0.900, and the project-related increase in V/C is 0.020 or greater; or
- The LOS is E or F, its final V/C ratio is 0.901 or greater, and the project-related increase in V/C is 0.010 or greater.

City of Manhattan Beach Impact Criteria

For the City of Manhattan Beach, an impact is considered to be significant if one of the following thresholds is exceeded:[704]

- The LOS is D, its final V/C ratio is 0.801 to 0.900, and the project-related increase in V/C is 0.020 or greater; or
- The LOS is E or F, its final V/C ratio is 0.901 or greater, and the project-related increase in V/C is 0.010 or greater.

Los Angeles County Impact Criteria

In accordance with Los Angeles County criteria defined in their Traffic Impact Analysis Report Guidelines,[705] an impact is considered to be significant if one of the following thresholds is exceeded:

- The LOS is C, its final V/C ratio is 0.701 to 0.800, and the project-related increase in V/C is 0.040 or greater; or
- The LOS is D, its final V/C ratio is 0.801 to 0.900, and the project-related increase in V/C is 0.020 or greater; or
- The LOS is E or F, its final V/C ratio is 0.901 or greater, and the project-related increase in V/C is 0.010 or greater.

---

701 Samaras, Paul, Principal Planner, City of El Segundo, Personal Communication, March 2011.

702 Mai, Alan, Associate Traffic Engineer, City of Inglewood, Personal Communication, March 2011.

703 Los Angeles Department of Transportation, Traffic Study Policies and Procedures, revised August 2011.

704 Madrid, Nguh, City of Manhattan Beach, Personal Communication, March 2011.

705 Los Angeles County Department of Public Works, Traffic Impact Analysis Report Guidelines, January 1, 1997, Available: http://www.ladpw.org/Traffic/Traffic%20Impact%20Analysis%20Guidelines.pdf.

City of Gardena Impact Criteria

The City of Gardena follows the same impact criteria and thresholds as defined by Los Angeles County,[706] an impact is considered to be significant if one of the following thresholds is exceeded:

- The LOS is C, its final V/C ratio is 0.701 to 0.80, and the project-related increase in V/C is 0.040 or greater; or
- The LOS is D, its final V/C ratio is 0.801 to 0.90, and the project-related increase in V/C is 0.020 or greater; or
- The LOS is E or F, its final V/C ratio is 0.901 or greater, and the project-related increase in V/C is 0.010 or greater.

City of Redondo Beach Impact Criteria

For the City of Redondo Beach, an impact is considered to be significant if one of the following thresholds is exceeded:[707]

A project impact on a signalized intersection is deemed significant if any of the following occur:

- Four percentage point increase in the volume to capacity ratio at an intersection where the baseline intersection condition is LOS C; or
- Two percentage point increase in the volume to capacity ratio at an intersection where the baseline intersection condition is LOS D; or
- One percentage point increase in the volume to capacity ratio at an intersection where the baseline intersection condition is LOS E or worse.

City of Hawthorne Criteria

The City of Hawthorne applies the Los Angeles County criteria defined in their *Traffic Impact Analysis Report Guidelines*.[708] An impact is considered to be significant if one of the following thresholds is exceeded:

- The LOS is C, its final V/C ratio is 0.701 to 0.800, and the project-related increase in V/C is 0.040 or greater; or
- The LOS is D, its final V/C ratio is 0.801 to 0.900, and the project-related increase in V/C is 0.020 or greater; or
- The LOS is E or F, its final V/C ratio is 0.901 or greater, and the project-related increase in V/C is 0.010 or greater.

City of Lawndale Criteria

The City of Lawndale applies the Los Angeles County criteria defined in their *Traffic Impact Analysis Report Guidelines*.[709] An impact is considered to be significant if one of the following thresholds is exceeded:

- The LOS is C, its final V/C ratio is 0.701 to 0.800, and the project-related increase in V/C is 0.040 or greater; or
- The LOS is D, its final V/C ratio is 0.801 to 0.900, and the project-related increase in V/C is 0.020 or greater; or

---

706 Chew, Lawson, Planning Assistant, City of Gardena, Personal Communication, April 2012.

707 City of Redondo Beach, Shade Hotel Redondo, Mitigated Negative Declaration Initial Environmental Study, August 2011.

708 Los Angeles County Department of Public Works, Traffic Impact Analysis Report Guidelines, January 1, 1997, Available: http://www.ladpw.org/Traffic/Traffic%20Impact%20Analysis%20Guidelines.pdf.

709 Los Angeles County Department of Public Works, Traffic Impact Analysis Report Guidelines, January 1, 1997, Available: http://www.ladpw.org/Traffic/Traffic%20Impact%20Analysis%20Guidelines.pdf.

- The LOS is E or F, its final V/C ratio is 0.901 or greater, and the project-related increase in V/C is 0.010 or greater.

Thresholds for Construction Traffic Impacts

With regard to construction-related traffic impacts, a significant off-airport transportation impact would occur during construction if the direct and indirect changes in the environment by an alternative would potentially cause sufficient construction-related traffic to result in disruption to normal traffic flows, including substantial addition of project-generated traffic, long-term lane closures, loss of vehicular or pedestrian access to adjacent land uses, or long-term loss of bus stops or re-routing of bus lines.

4.12.2.4.1 CMP Thresholds of Significance

The guidelines set forth in the *2010 Congestion Management Program for Los Angeles County*[710] indicate that if a proposed development project adds 150 or more trips in either direction to the mainline freeway monitoring location during either the a.m. or p.m. weekday peak hour, then a CMP freeway analysis must be conducted. If a proposed project adds 50 or more peak hour trips in either the a.m. or p.m. weekday peak hour (of adjacent street traffic) to a CMP arterial intersection, then a CMP arterial intersection analysis must be conducted.

For the purpose of a CMP Traffic Impact Analysis, a project impact is considered to be significant if the proposed project increases traffic demand, as determined by comparing the Baseline (2010) With Alternative scenario to the Baseline (2010) Without Alternative scenario, and by comparing the Future (2025) With Alternative scenario to Future (2025) Without Alternative scenario, on a CMP facility by 2 percent of capacity (V/C ≥ 0.02), causing or worsening LOS F (V/C ≥ 1.00). Under these criteria, a project would not be considered to have a regionally significant impact if the analyzed facility is operating at LOS E or better after the addition of project traffic regardless of the increase in V/C ratio caused by the project. If the facility is operating at LOS F with project traffic, and the incremental change in the V/C ratio caused by the project is 0.02 or greater, the project would be considered to have a significant impact.

There is no established CMP threshold of significance regarding transit impacts; however, for the purposes of this EIR, a significant transit impact is considered to occur if implementation of a SPAS alternative would result in a substantial increase in transit demand compared to capacity of transit lines serving the project area.

4.12.2.5 Applicable LAX Master Plan Commitments and Mitigation Measures

As part of the LAX Master Plan, LAWA adopted 15 commitments and 12 mitigation measures pertaining to surface transportation (denoted with "ST") in the Alternative D Mitigation Monitoring and Reporting Program (MMRP), a subset of which address off-airport surface transportation. The following commitments and mitigation measures are applicable to the SPAS alternatives and were considered in the off-airport transportation analysis herein.

- **ST-9. Construction Deliveries.**

  Construction deliveries requiring lane closures shall receive prior approval from the Construction Coordination Office. Notification of deliveries shall be made with sufficient time to allow for any modifications to approved traffic detour plans.

- **ST-12. Designated Truck Delivery Hours.**

  Truck deliveries shall be encouraged to use night-time hours and shall avoid the peak periods of 7:00 a.m. to 9:00 a.m. and 4:30 p.m. to 6:30 p.m.

---

710 Los Angeles County Metropolitan Transportation Authority, 2010 Congestion Management Program for Los Angeles County, October 2010.

- **ST-14. Construction Employee Shift Hours.**

  Shift hours that do not coincide with the heaviest commuter traffic periods (7:00 a.m. to 9:00 a.m., 4:30 p.m. to 6:30 p.m.) will be established. Work periods will be extended to include weekends and multiple work shifts, to the extent possible and necessary.

- **ST-17. Maintenance of Haul Routes.**

  Haul routes on off-airport roadways will be maintained periodically and will comply with City of Los Angeles or other appropriate jurisdictional requirements for maintenance. Minor striping, lane configurations, and signal phasing modifications will be provided as needed.

- **ST-18. Construction Traffic Management Plan.**

  A complete construction traffic plan will be developed to designate detour and/or haul routes, variable message and other sign locations, communication methods with airport passengers, construction deliveries, construction employee shift hours, construction employee parking locations and other relevant factors.

- **ST-19. Closure Restrictions of Existing Roadways.**

  Other than short time periods during nighttime construction, existing roadways will remain open until they are no longer needed for regular traffic or construction traffic, unless a temporary detour route is available to serve the same function. This will recognize that there are three functions taking place concurrently: (1) airport traffic, (2) construction haul routes, and (3) construction of new facilities.

- **ST-20. Stockpile Locations.**

  Stockpile locations will be confined to the eastern area of the airport vicinity, to the extent practical and feasible. After the eastern facilities are under construction in Alternative D, stockpile locations will be selected that are as close to I-405 and I-105 as possible, and can be accessed by construction vehicles with minimal disruption to adjacent streets. Multiple stockpile locations may be provided, as required.

- **ST-21. Construction Employee Parking Locations.**

  During construction of the eastern airport facilities, employee parking locations will be selected that are as close to I-405 and I-105 as possible and can be accessed by employee vehicles with minimal disruption to adjacent streets. Shuttle buses will transport employees to construction sites. In addition, remote parking locations (of not less than 1 mile away from project construction activities) will be established for construction employees with shuttle service to the airport. An emergency return system will be established for employees that must leave unexpectedly.

- **ST-22. Designated Truck Routes.**

  For dirt and aggregate and all other materials and equipment, truck deliveries will be on designated routes only (freeways and non-residential streets). Every effort will be made for routes to avoid residential frontages. The designated routes on City of Los Angeles streets are subject to approval by LADOT's Bureau of Traffic Management and may include, but will not necessarily be limited to: Pershing Drive (Westchester Parkway to Imperial Highway); Florence Avenue (Aviation Boulevard to I-405); Manchester Boulevard (Aviation Boulevard to I-405); Aviation Boulevard (Manchester Avenue to Imperial Highway); Westchester Parkway/Arbor Vitae Street (Pershing Drive to I-405); Century Boulevard (Sepulveda Boulevard to I-405); Imperial Highway (Pershing Drive to I-405); La Cienega Boulevard (north of Imperial Highway); Airport Boulevard (Arbor Vitae Street to Century Boulevard); Sepulveda Boulevard (Westchester Parkway to Imperial Highway); I-405; and I-105.

- **ST-24. Fair Share Contribution to CMP Improvements.**

  At the time of substantial completion of the LAX Master Plan, LAWA will contribute funding on a fair share basis to future transportation improvements identified through the CMP analysis completed for Alternative D.

  LAWA's financial contribution will be based upon, and coordinated with, traffic impacts attributable to implementation of the LAX Master Plan, and will occur at the time the individual future improvements at the locations listed above are implemented, subject to federal approval regarding airport revenue diversion.

- **MM-ST-14. Ground Transportation/Construction Coordination Office Outreach Program.**

  The construction coordination office proposed in Master Plan Commitment C-1, Establishment of a Ground Transportation/Construction Coordination Office, shall establish appropriate mechanisms to involve and coordinate with other major airport-area development projects to the extent feasible, to ensure that the cumulative impacts of construction in the airport area are coordinated and minimized.

4.12.2.6 Impact Analysis

As described in Section 4.12.2.2, off-airport traffic-related impacts pertaining to operation of the SPAS alternatives were assessed in two ways; one by comparing Baseline (2010) With Alternative scenarios against Baseline (2010) Without Alternative scenarios, and the other by comparing the Future (2025) With Alternative scenarios against the Future (2025) Without Alternative scenarios. The comparison of Future (2025) scenarios involves holding the airport-related trip generation at current levels and evaluates it against each alternative with the airport at 2025 trip generation levels. This growth in trip generation is expected to occur with or without the SPAS and therefore yields a conservative analysis.

The subject comparisons, particularly the comparison to Baseline (2010) Without Alternative conditions, help account for the fact that the physical improvements proposed under the SPAS alternatives play a large role in influencing the travel patterns of localized airport-related trips (passengers, employees, rental cars, cargo, etc.) and the timing of those trips. The shifts in trips that occur for these new facilities have an effect on the non-airport related vehicular traffic. The change in airport trip patterns can influence existing and future background trip patterns, resulting in drivers choosing alternate routes and modifying their travel patterns.

4.12.2.6.1 Impacts Relative to Baseline (2010) Without Alternative Conditions

The impact comparison for the SPAS alternatives is depicted in **Table 4.12.2-13**. The associated LOS worksheets used to calculate those impacts is provided in Appendix K2-6. The traffic volume estimates for the Baseline (2010) Without Alternative scenario and the Baseline (2010) With Alternative scenario are provided in Appendix K2-5. Also described below are impacts related to CMP facilities. Detailed worksheets and resultant calculation tables are provided in Appendix K2-7.

Based on the aforementioned comparison calculations, all of the alternatives would result in significant impacts relative to Baseline (2010) Without Alternative conditions. The following summarizes the impacts associated with each alternative.

4.12.2.6.1.1 Alternative 1-2

Intersections

Table 4.12.2-14 delineates the intersection impacts of Alternative 1-2 by comparing the Baseline (2010) With Alternative scenario and the Baseline (2010) Without Alternative scenario. As indicated in **Table 4.12.2-14**, one of the 200 intersections would be significantly impacted during one or more peak hours.

CMP Facilities

Table 1 in Appendix K2-7 delineates the impacts of Alternative 1-2 to the 15 arterial monitoring stations by comparing the Baseline (2010) With Alternative scenario and the Baseline (2010) Without Alternative scenario. For this alternative, no CMP arterial monitoring stations would be significantly impacted.

Table 11 in Appendix K2-7 delineates the impacts of Alternative 1-2 to the 30 CMP freeway monitoring stations by comparing the Baseline (2010) With Alternative scenario and the Baseline (2010) Without Alternative scenario. As indicated in Table 11, no CMP freeway monitoring stations would be significantly impacted.

With regard to CMP transit analysis, transit demand is not expected to increase when comparing the Baseline (2010) With Alternative scenario and the Baseline (2010) Without Alternative scenario; therefore, no impact is identified.

4.12.2.6.1.2 Alternative 3

Intersections

Table 4.12.2-15 delineates the intersection impacts of Alternative 3 by comparing the Baseline (2010) With Alternative scenario and the Baseline (2010) Without Alternative scenario. As indicated in **Table 4.12.2-15**, 15 of the 200 intersections would be significantly impacted in one or more peak hours.

CMP Facilities

Table 2 in Appendix K2-7 delineates the impacts of Alternative 3 to the 15 arterial monitoring stations by comparing the Baseline (2010) With Alternative scenario and the Baseline (2010) Without Alternative scenario. For this alternative, one CMP arterial monitoring station would be significantly impacted:

- 26. La Cienega Boulevard and Centinela Avenue (CMP ID #47)

Table 12 in Appendix K2-7 delineates the impacts of Alternative 3 to the 30 CMP freeway monitoring stations by comparing the Baseline (2010) With Alternative scenario and the Baseline (2010) Without Alternative scenario. As indicated in Table 12, no CMP freeway monitoring stations would be significantly impacted.

With regard to CMP transit analysis, transit demand is not expected to increase when comparing the Baseline (2010) With Alternative scenario and the Baseline (2010) Without Alternative scenario; therefore, no impact is identified.

Table 4.12.2-13

Baseline (2010) With Alternative Impact Analysis Summary

		Alt. 1-2			Alt. 3			Alt. 4			Alt. 8			Alt. 9		
Int. #	Intersection	AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
7	Airport Boulevard & Century Boulevard	-	-	-	-	-	-	-	Yes	Yes	-	-	-	-	-	-
9	Airport Boulevard & Manchester Avenue	-	-	-	-	-	-	-	-	-	-	Yes	-	-	Yes	-
13	La Cienega Boulevard & Arbor Vitae Street	-	-	-	Yes	Yes	Yes	-	-	-	-	-	-	-	-	-
14	Aviation Boulevard & Century Boulevard	-	-	-	-	-	-	-	Yes	Yes	-	-	-	-	-	-
17	Aviation Boulevard/Florence Avenue & Manchester Avenue	-	-	-	-	-	Yes	-	-	-	-	-	-	-	-	-
26	La Cienega Boulevard & Centinela Avenue	-	-	-	-	-	Yes	-	-	-	-	-	-	-	-	-
36	La Cienega Boulevard & Century Boulevard	Yes	-	-	Yes	-	Yes	-	-	-	Yes	-	-	Yes	-	-
52	Inglewood Avenue & El Segundo Boulevard	-	-	-	-	-	Yes	-	-	-	-	-	-	-	-	-
53	La Cienega Boulevard & El Segundo Boulevard	-	-	-	-	-	Yes	-	-	-	-	-	-	-	-	-
58	La Cienega Boulevard & Florence Avenue	-	-	-	Yes	Yes	Yes	-	-	-	-	-	-	-	-	-
62	Hawthorne Boulevard & Imperial Avenue	-	-	-	-	-	Yes	-	-	-	-	-	-	-	-	-
66	Inglewood Avenue & Imperial Highway	-	-	-	Yes	-	Yes	-	-	Yes	-	-	-	-	-	-
71	Sepulveda Boulevard & Imperial Highway	-	-	-	Yes	Yes	Yes	-	-	-	-	-	Yes	-	-	Yes
74	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	-	-	-	Yes	Yes	Yes	-	-	-	-	-	-	-	-	-
76	Inglewood Avenue & Lennox Boulevard	-	-	-	-	-	Yes	-	-	-	-	-	-	-	-	-
85	La Brea Avenue & Manchester Boulevard	-	-	-	Yes	Yes	Yes	-	-	-	-	Yes	-	-	Yes	-
90	La Cienega Boulevard & Manchester Boulevard	-	-	-	Yes	Yes	Yes	-	-	-	-	-	-	-	-	-
96	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	-	-	-	-	-	-	-	-	-	-	-	Yes	-	-	Yes
125	Sepulveda Boulevard & Rosecrans Avenue	-	-	-	Yes	-	-	-	-	-	-	-	-	-	-	-
135	Sepulveda Boulevard & Westchester Parkway	-	-	-	-	-	-	-	-	Yes	-	-	-	-	-	-
	Number of Significant Impacts	1	0	0	9	6	14	0	2	4	1	2	2	1	2	2
	Number of Significantly Impacted Intersections		1			15			4			5			5	

Source: Fehr & Peers, 2012.

Table 4.12.2-14

Baseline (2010) With Alternative 1-2 Level of Service Analysis

					Baseline (2010) Without Alternative						Baseline (2010) With Alt. 1-2						Significant Impact?		
					AM		MD		PM		AM		MD		PM				
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
1	Admiralty Way & Bali Way	LA County	X	X	0.566	A	0.530	A	0.696	B	0.565	A	0.524	A	0.689	B	-	-	-
2	Admiralty Way & Fiji Way	LA County	X	X	0.297	A	0.276	A	0.443	A	0.297	A	0.273	A	0.443	A	-	-	-
3	Admiralty Way & Mindanao Way	LA County	X	X	0.549	A	0.537	A	0.623	B	0.548	A	0.525	A	0.622	B	-	-	-
4	Palawan Way & Admiralty Way	LA County	X		0.518	A	0.424	A	0.599	A	0.518	A	0.424	A	0.599	A	-	-	-
5	Via Marina & Admiralty Way	LA County	X	X	0.414	A	0.440	A	0.641	B	0.413	A	0.431	A	0.641	B	-	-	-
6	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	City of LA	X	X	0.299	A	0.485	A	0.579	A	0.299	A	0.469	A	0.563	A	-	-	-
7	Airport Boulevard & Century Boulevard	City of LA	X	X	0.516	A	0.552	A	0.517	A	0.563	A	0.674	B	0.679	B	-	-	-
8	La Tijera Boulevard & Airport Boulevard	City of LA	X	X	0.377	A	0.323	A	0.363	A	0.448	A	0.373	A	0.366	A	-	-	-
9	Airport Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.563	A	0.681	B	0.786	C	0.596	A	0.714	C	0.786	C	-	-	-
10	Aviation Boulevard & Arbor Vitae Street	Inglewood/City of LA	X	X	0.427	A	0.420	A	0.551	A	0.372	A	0.393	A	0.532	A	-	-	-
11	Inglewood Avenue & Arbor Vitae Street	Inglewood			0.423	A	0.495	A	0.689	B	0.436	A	0.501	A	0.703	C	-	-	-
12	La Brea Avenue & Arbor Vitae Street	Inglewood			0.392	A	0.480	A	0.669	B	0.392	A	0.487	A	0.681	B	-	-	-
13	La Cienega Boulevard & Arbor Vitae Street	Inglewood/City of LA	X	X	0.354	A	0.397	A	0.491	A	0.382	A	0.453	A	0.558	A	-	-	-
14	Aviation Boulevard & Century Boulevard	City of LA	X	X	0.738	C	0.664	B	0.892	D	0.771	C	0.701	C	0.895	D	-	-	-
15	Aviation Boulevard & El Segundo Boulevard	El Segundo			0.851	D	0.589	A	0.761	C	0.853	D	0.590	A	0.764	C	-	-	-
16	Aviation Boulevard & Imperial Highway	City of LA	X	X	0.630	B	0.370	A	0.595	A	0.646	B	0.382	A	0.629	B	-	-	-
17	Aviation Boulevard/Florence Avenue & Manchester Avenue	Caltrans/Inglewood	X	X	0.589	A	0.591	A	0.653	B	0.636	B	0.639	B	0.671	B	-	-	-
18	Aviation Boulevard & Rosecrans Avenue	El Segundo/Hawthorne/Manhattan Beach			0.684	B	0.760	C	0.827	D	0.688	B	0.763	C	0.828	D	-	-	-
19	Aviation Boulevard & 111th Street	City of LA	X	X	0.520	A	0.402	A	0.477	A	0.525	A	0.457	A	0.526	A	-	-	-
20	Aviation Boulevard & West 120th Street	El Segundo/LA County			0.592	A	0.365	A	0.516	A	0.593	A	0.367	A	0.517	A	-	-	-
21	Lincoln Boulevard & Bali Way	Caltrans/City of LA/LA County	X	X	0.449	A	0.497	A	0.696	B	0.448	A	0.482	A	0.691	B	-	-	-
22	Lincoln Boulevard & Bluff Creek Drive	Caltrans/City of LA	X	X	0.351	A	0.211	A	0.334	A	0.335	A	0.205	A	0.334	A	-	-	-
23	Centinela Avenue & Jefferson Boulevard	City of LA/LA County	X	X	0.459	A	0.420	A	0.600	A	0.460	A	0.420	A	0.602	B	-	-	-
24	Centinela Avenue & Culver Boulevard	City of LA	X	X	0.669	B	0.451	A	0.698	B	0.669	B	0.451	A	0.694	B	-	-	-
25	La Brea Avenue & Centinela Avenue	Inglewood			0.778	C	0.706	C	0.874	D	0.781	C	0.711	C	0.875	D	-	-	-
26	La Cienega Boulevard & Centinela Avenue	Inglewood/City of LA	X	X	0.933	E	0.590	A	0.973	E	0.934	E	0.597	A	0.976	E	-	-	-
27	La Tijera Boulevard & Centinela Avenue	City of LA/LA County	X	X	0.538	A	0.475	A	0.690	B	0.542	A	0.475	A	0.698	B	-	-	-
28	Sepulveda Boulevard & Centinela Avenue	Culver City	X		0.710	C	0.561	A	0.736	C	0.708	C	0.557	A	0.727	C	-	-	-
29	Centinela Avenue & Venice Boulevard	Caltrans/City of LA	X	X	0.955	E	0.800	C	0.893	D	0.957	E	0.805	D	0.900	D	-	-	-
30	Centinela Avenue & Washington Boulevard	Culver City	X		0.733	C	0.626	B	0.849	D	0.730	C	0.624	B	0.848	D	-	-	-
31	Centinela Avenue & Washington Place	Culver City/City of LA	X		0.721	C	0.589	A	0.754	C	0.721	C	0.591	A	0.754	C	-	-	-
32	Centinela Avenue & SR 90 Eastbound On-/Off-Ramps	Caltrans/City of LA	X	X	0.291	A	0.216	A	0.409	A	0.292	A	0.217	A	0.409	A	-	-	-
33	Centinela Avenue & Sandford/SR 90 Westbound Ramps	Caltrans/City of LA	X	X	0.351	A	0.216	A	0.454	A	0.356	A	0.217	A	0.456	A	-	-	-
34	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	Inglewood			0.574	A	0.605	B	0.746	C	0.577	A	0.613	B	0.760	C	-	-	-
35	Inglewood Avenue & Century Boulevard	Inglewood			0.558	A	0.562	A	0.800	C	0.563	A	0.572	A	0.808	D	-	-	-
36	La Cienega Boulevard & Century Boulevard	Inglewood/City of LA/LA County	X	X	0.515	A	0.582	A	0.682	B	0.705	C	0.595	A	0.684	B	Yes	-	-
37	Prairie Avenue & Century Boulevard	Inglewood			0.583	A	0.681	B	0.783	C	0.589	A	0.681	B	0.784	C	-	-	-
38	Sepulveda Boulevard & Century Boulevard	Caltrans/City of LA	X	X	0.546	A	0.473	A	0.620	B	0.580	A	0.515	A	0.659	B	-	-	-
39	I-405 Northbound Ramps & Century Boulevard	Caltrans/Inglewood			0.643	B	0.544	A	0.641	B	0.675	B	0.589	A	0.649	B	-	-	-
40	Duquesne Avenue & Culver Boulevard	Culver City	X		0.539	A	0.358	A	0.592	A	0.545	A	0.365	A	0.594	A	-	-	-
41	Culver Boulevard & Jefferson Boulevard	City of LA	X	X	0.687	B	0.299	A	0.652	B	0.684	B	0.293	A	0.649	B	-	-	-
42	Nicholson Street & Culver Boulevard	City of LA	X	X	0.541	A	0.337	A	0.737	C	0.530	A	0.330	A	0.736	C	-	-	-
43	Overland Avenue & Culver Boulevard	Culver City	X		1.070	F	0.574	A	0.849	D	1.070	F	0.574	A	0.844	D	-	-	-
44	Sawtelle Boulevard & Culver Boulevard	Culver City	X		0.601	B	0.417	A	0.787	C	0.585	A	0.408	A	0.780	C	-	-	-
45	Sepulveda Boulevard & Culver Boulevard	Culver City	X		0.677	B	0.477	A	0.642	B	0.680	B	0.480	A	0.647	B	-	-	-
46	Douglas Street & El Segundo Boulevard	El Segundo			0.657	B	0.511	A	0.864	D	0.655	B	0.508	A	0.858	D	-	-	-
47	Douglas Street & Imperial Highway	El Segundo/City of LA	X	X	0.292	A	0.230	A	0.387	A	0.313	A	0.231	A	0.390	A	-	-	-
48	Douglas Street & Mariposa Avenue	El Segundo			0.324	A	0.365	A	0.514	A	0.321	A	0.358	A	0.514	A	-	-	-
49	Douglas Street & Rosecrans Avenue	El Segundo/Manhattan Beach			0.587	A	0.638	B	0.662	B	0.581	A	0.634	B	0.658	B	-	-	-
50	Duquesne Avenue & Jefferson Boulevard	Culver City	X		0.514	A	0.475	A	0.625	B	0.513	A	0.475	A	0.621	B	-	-	-
51	Hawthorne Boulevard & El Segundo Boulevard	Hawthorne			0.597	A	0.654	B	1.157	F	0.596	A	0.651	B	1.142	F	-	-	-
52	Inglewood Avenue & El Segundo Boulevard	Hawthorne/LA County			0.582	A	0.632	B	0.961	E	0.584	A	0.636	B	0.968	E	-	-	-
53	La Cienega Boulevard & El Segundo Boulevard	Hawthorne/LA County			0.620	B	0.508	A	0.917	E	0.622	B	0.508	A	0.917	E	-	-	-
54	Nash Street & El Segundo Boulevard	El Segundo			0.524	A	0.402	A	0.634	B	0.516	A	0.395	A	0.631	B	-	-	-

Table 4.12.2-14

Baseline (2010) With Alternative 1-2 Level of Service Analysis

					Baseline (2010) Without Alternative						Baseline (2010) With Alt. 1-2						Significant Impact?		
					AM		MD		PM		AM		MD		PM				
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
55	Sepulveda Boulevard & El Segundo Boulevard	Caltrans/El Segundo			0.754	C	0.732	C	0.947	E	0.756	C	0.732	C	0.949	E	-	-	-
56	Lincoln Boulevard & Fiji Way	Caltrans/City of LA/LA County	X	X	0.550	A	0.544	A	0.752	C	0.549	A	0.541	A	0.752	C	-	-	-
57	La Brea Avenue & Florence Avenue	Inglewood			0.670	B	0.638	B	0.844	D	0.664	B	0.615	B	0.835	D	-	-	-
58	La Cienega Boulevard & Florence Avenue	Inglewood			0.667	B	0.658	B	0.895	D	0.678	B	0.676	B	0.900	D	-	-	-
59	Nash Street & Grand Avenue	El Segundo			0.422	A	0.324	A	0.426	A	0.403	A	0.317	A	0.416	A	-	-	-
60	Sepulveda Boulevard & Grand Avenue	Caltrans/El Segundo			0.753	C	0.695	B	0.828	D	0.760	C	0.702	C	0.832	D	-	-	-
61	Vista del Mar & Grand Avenue	City of LA	X	X	0.495	A	0.226	A	0.326	A	0.489	A	0.226	A	0.326	A	-	-	-
62	Hawthorne Boulevard & Imperial Avenue	Hawthorne			0.551	A	0.549	A	0.839	D	0.560	A	0.554	A	0.853	D	-	-	-
63	Hawthorne Boulevard & Lennox Boulevard	LA County			0.397	A	0.544	A	0.724	C	0.417	A	0.550	A	0.755	C	-	-	-
64	Highland Avenue/Vista del Mar & Rosecrans Avenue	Manhattan Beach			0.770	C	0.523	A	0.685	B	0.766	C	0.522	A	0.685	B	-	-	-
65	Sepulveda Boulevard & Howard Hughes Parkway	City of LA	X	X	0.388	A	0.365	A	0.540	A	0.391	A	0.365	A	0.542	A	-	-	-
66	Inglewood Avenue & Imperial Highway	Hawthorne			0.614	B	0.647	B	1.153	F	0.639	B	0.648	B	1.158	F	-	-	-
67	La Cienega Boulevard & Imperial Highway	City of LA/LA County	X	X	0.397	A	0.246	A	0.540	A	0.369	A	0.234	A	0.533	A	-	-	-
68	Main Street & Imperial Highway	El Segundo/City of LA	X	X	0.683	B	0.440	A	0.547	A	0.703	C	0.444	A	0.549	A	-	-	-
69	Pershing Drive & Imperial Highway	City of LA	X	X	0.515	A	0.368	A	0.354	A	0.496	A	0.339	A	0.347	A	-	-	-
70	Prairie Avenue & Imperial Highway	Hawthorne/Inglewood			0.611	B	0.581	A	0.820	D	0.603	B	0.580	A	0.813	D	-	-	-
71	Sepulveda Boulevard & Imperial Highway	Caltrans/El Segundo/City of LA	X	X	0.650	B	0.674	B	1.013	F	0.674	B	0.677	B	1.018	F	-	-	-
72	Vista del Mar & Imperial Highway	City of LA	X	X	0.403	A	0.205	A	0.363	A	0.397	A	0.192	A	0.360	A	-	-	-
73	Nash Street/I-105 Westbound Ramps & Imperial Highway	Caltrans/El Segundo/City of LA	X	X	0.575	A	0.279	A	0.332	A	0.594	A	0.280	A	0.335	A	-	-	-
74	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	Caltrans/City of LA	X	X	0.544	A	0.308	A	0.534	A	0.545	A	0.329	A	0.539	A	-	-	-
75	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	Caltrans/Hawthorne/LA County			0.440	A	0.309	A	0.614	B	0.444	A	0.314	A	0.614	B	-	-	-
76	Inglewood Avenue & Lennox Boulevard	LA County			0.424	A	0.490	A	0.703	C	0.434	A	0.501	A	0.720	C	-	-	-
77	Inglewood Avenue & Manchester Boulevard	Caltrans/Inglewood			0.529	A	0.489	A	0.645	B	0.531	A	0.492	A	0.658	B	-	-	-
78	Lincoln Boulevard & Jefferson Boulevard	Caltrans/City of LA	X	X	0.610	B	0.487	A	0.624	B	0.609	B	0.485	A	0.616	B	-	-	-
79	Overland Avenue & Jefferson Boulevard	Culver City	X		0.630	B	0.468	A	0.687	B	0.627	B	0.466	A	0.685	B	-	-	-
80	Sepulveda Boulevard & Jefferson Boulevard	Culver City	X		0.384	A	0.336	A	0.406	A	0.387	A	0.348	A	0.409	A	-	-	-
81	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	Culver City	X		0.666	B	0.601	B	0.785	C	0.676	B	0.607	B	0.793	C	-	-	-
82	Slauson Avenue & Jefferson Boulevard	Culver City	X		0.278	A	0.401	A	0.416	A	0.288	A	0.401	A	0.423	A	-	-	-
83	I-405 Northbound Ramps & Jefferson Boulevard	Caltrans/Culver City/City of LA	X	X	0.382	A	0.366	A	0.678	B	0.346	A	0.350	A	0.649	B	-	-	-
84	I-405 Southbound Ramps & Jefferson Boulevard	Caltrans/Culver City/City of LA	X	X	0.275	A	0.322	A	0.365	A	0.275	A	0.315	A	0.363	A	-	-	-
85	La Brea Avenue & Manchester Boulevard	Caltrans/Inglewood			0.678	B	0.670	B	0.714	C	0.696	B	0.705	C	0.743	C	-	-	-
86	La Brea Avenue/Overhill Drive & Stocker Street	LA County			0.694	B	0.611	B	1.071	F	0.694	B	0.612	B	1.071	F	-	-	-
87	La Brea Avenue & Slauson Avenue	LA County			0.753	C	0.629	B	0.917	E	0.743	C	0.623	B	0.913	E	-	-	-
88	La Cienega Boulevard & La Tijera Boulevard	Inglewood/City of LA	X	X	0.780	C	0.689	B	0.871	D	0.774	C	0.664	B	0.860	D	-	-	-
89	La Cienega Boulevard & Lennox Boulevard	City of LA/LA County	X	X	0.346	A	0.280	A	0.371	A	0.353	A	0.299	A	0.382	A	-	-	-
90	La Cienega Boulevard & Manchester Boulevard	Caltrans/Inglewood			0.605	B	0.666	B	0.765	C	0.605	B	0.674	B	0.769	C	-	-	-
91	La Cienega Boulevard Northbound Ramps & Slauson Avenue	LA County			0.664	B	0.525	A	0.648	B	0.664	B	0.519	A	0.646	B	-	-	-
92	La Cienega Boulevard Southbound Ramps & Slauson Avenue	LA County			0.672	B	0.616	B	0.787	C	0.706	C	0.616	B	0.790	C	-	-	-
93	La Cienega Boulevard & Stocker Street	LA County			1.212	F	0.786	C	1.127	F	1.210	F	0.785	C	1.124	F	-	-	-
94	La Cienega Boulevard & 111th Street	City of LA/LA County	X	X	0.290	A	0.277	A	0.413	A	0.269	A	0.270	A	0.361	A	-	-	-
95	La Cienega Boulevard & West 120th Street	LA County			0.358	A	0.282	A	0.696	B	0.368	A	0.281	A	0.694	B	-	-	-
96	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	Caltrans/Inglewood/City of LA	X	X	0.627	B	0.571	A	0.589	A	0.602	B	0.560	A	0.629	B	-	-	-
97	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	Caltrans/City of LA/LA County	X	X	0.352	A	0.418	A	0.471	A	0.362	A	0.423	A	0.481	A	-	-	-
98	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	Caltrans/City of LA/LA County	X	X	0.400	A	0.290	A	0.285	A	0.371	A	0.263	A	0.235	A	-	-	-
99	Lincoln Boulevard & La Tijera Boulevard	Caltrans/City of LA	X	X	0.339	A	0.228	A	0.366	A	0.355	A	0.228	A	0.366	A	-	-	-
100	La Tijera Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.445	A	0.460	A	0.507	A	0.414	A	0.444	A	0.487	A	-	-	-
101	Sepulveda Boulevard & La Tijera Boulevard	City of LA	X	X	0.501	A	0.573	A	0.629	B	0.442	A	0.475	A	0.579	A	-	-	-
102	I-405 Northbound Ramps & La Tijera Boulevard	Caltrans/City of LA	X	X	0.534	A	0.631	B	0.536	A	0.537	A	0.678	B	0.546	A	-	-	-
103	I-405 Southbound Ramps & La Tijera Boulevard	Caltrans/City of LA	X	X	0.432	A	0.515	A	0.552	A	0.432	A	0.518	A	0.571	A	-	-	-
104	Lincoln Boulevard & Loyola Marymount University Drive	Caltrans/City of LA	X	X	0.427	A	0.320	A	0.525	A	0.426	A	0.320	A	0.523	A	-	-	-
105	Lincoln Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.597	A	0.475	A	0.618	B	0.592	A	0.475	A	0.614	B	-	-	-
106	Lincoln Boulevard & Maxella Avenue	Caltrans/City of LA	X	X	0.554	A	0.550	A	0.592	A	0.553	A	0.549	A	0.587	A	-	-	-
107	Lincoln Boulevard & Mindanao Way	Caltrans/City of LA/LA County	X	X	0.624	B	0.697	B	0.771	C	0.623	B	0.691	B	0.771	C	-	-	-
108	Sepulveda Boulevard & Lincoln Boulevard	Caltrans/City of LA	X	X	0.621	B	0.510	A	0.769	C	0.610	B	0.472	A	0.761	C	-	-	-
109	Lincoln Boulevard & Venice Boulevard	Caltrans/City of LA	X	X	0.814	D	0.811	D	0.895	D	0.813	D	0.811	D	0.891	D	-	-	-
110	Lincoln Boulevard & Washington Boulevard	Caltrans/City of LA	X	X	0.746	C	0.816	D	0.936	E	0.744	C	0.816	D	0.936	E	-	-	-

Table 4.12.2-14

Baseline (2010) With Alternative 1-2 Level of Service Analysis

					Baseline (2010) Without Alternative						Baseline (2010) With Alt. 1-2						Significant Impact?		
					AM		MD		PM		AM		MD		PM				
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
111	Lincoln Boulevard & 83rd Street	Caltrans/City of LA	X	X	0.544	A	0.379	A	0.547	A	0.541	A	0.379	A	0.543	A	-	-	-
112	Lincoln Boulevard & SR 90 Ramps	Caltrans/City of LA	X	X	0.595	A	0.594	A	0.701	C	0.592	A	0.593	A	0.699	B	-	-	-
113	Pershing Drive & Manchester Avenue	Caltrans/City of LA	X	X	0.454	A	0.295	A	0.375	A	0.451	A	0.288	A	0.371	A	-	-	-
114	Sepulveda Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.747	C	0.648	B	0.754	C	0.744	C	0.631	B	0.740	C	-	-	-
115	Ash Avenue & Manchester Avenue	Caltrans/Inglewood			0.699	B	0.622	B	0.780	C	0.701	C	0.622	B	0.786	C	-	-	-
116	Nash Street & Mariposa Avenue	El Segundo			0.574	A	0.324	A	0.434	A	0.570	A	0.320	A	0.428	A	-	-	-
117	Sepulveda Boulevard & Mariposa Avenue	Caltrans/El Segundo			0.708	C	0.641	B	0.757	C	0.713	C	0.644	B	0.760	C	-	-	-
118	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps	Caltrans/Culver City	X		0.760	C	0.523	A	0.778	C	0.741	C	0.510	A	0.762	C	-	-	-
119	Ocean Avenue/Via Marina & Washington Boulevard	City of LA/LA County	X	X	0.531	A	0.476	A	0.694	B	0.527	A	0.476	A	0.694	B	-	-	-
120	Overhill Drive & Slauson Avenue	LA County			0.639	B	0.533	A	0.986	E	0.632	B	0.531	A	0.978	E	-	-	-
121	Overland Avenue & Venice Boulevard	Caltrans/Culver City/City of LA	X		0.819	D	0.657	B	0.873	D	0.817	D	0.655	B	0.873	D	-	-	-
122	Palawan Way & Washington Boulevard	City of LA/LA County			13.4	B	12.1	B	12.8	B	13.4	B	12.1	B	12.8	B	-	-	-
123	Pershing Drive & Westchester Parkway	City of LA	X	X	0.211	A	0.115	A	0.187	A	0.207	A	0.108	A	0.179	A	-	-	-
124	Prairie Avenue & West 112th Street/I-105 Off-Ramp	Caltrans/Inglewood			0.457	A	0.583	A	0.646	B	0.443	A	0.583	A	0.640	B	-	-	-
125	Sepulveda Boulevard & Rosecrans Avenue	Caltrans/El Segundo/Manhattan Beach			0.840	D	0.766	C	1.058	F	0.834	D	0.758	C	1.055	F	-	-	-
126	Sepulveda Boulevard & Sawtelle Boulevard	Culver City	X		0.421	A	0.526	A	0.595	A	0.424	A	0.528	A	0.599	A	-	-	-
127	Sawtelle Boulevard & Venice Boulevard	Caltrans/Culver City/City of LA	X		0.899	D	0.739	C	0.881	D	0.889	D	0.732	C	0.879	D	-	-	-
128	Sawtelle Boulevard & Washington Boulevard	Culver City	X		0.476	A	0.414	A	0.599	A	0.471	A	0.411	A	0.550	A	-	-	-
129	Sawtelle Boulevard & Washington Place	Culver City	X		0.427	A	0.325	A	0.515	A	0.417	A	0.322	A	0.510	A	-	-	-
130	Sepulveda Boulevard & Slauson Avenue	Culver City	X		0.487	A	0.526	A	0.703	C	0.490	A	0.532	A	0.709	C	-	-	-
131	Sepulveda Boulevard & Venice Boulevard	Caltrans/Culver City/City of LA	X	X	0.758	C	0.649	B	0.951	E	0.763	C	0.655	B	0.959	E	-	-	-
132	Sepulveda Boulevard & Washington Boulevard	Culver City	X		0.567	A	0.510	A	0.620	B	0.579	A	0.516	A	0.630	B	-	-	-
133	Sepulveda Boulevard & Washington Place	Culver City	X		0.588	A	0.487	A	0.577	A	0.594	A	0.494	A	0.582	A	-	-	-
134	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps	Caltrans/Culver City	X		0.824	D	0.565	A	0.762	C	0.785	C	0.536	A	0.733	C	-	-	-
135	Sepulveda Boulevard & Westchester Parkway	City of LA	X	X	0.447	A	0.528	A	0.683	B	0.424	A	0.445	A	0.614	B	-	-	-
136	Sepulveda Boulevard & 76th Street	City of LA	X	X	0.663	B	0.422	A	0.628	B	0.656	B	0.396	A	0.628	B	-	-	-
137	Sepulveda Boulevard & 79th Street	City of LA	X	X	0.445	A	0.351	A	0.507	A	0.431	A	0.327	A	0.506	A	-	-	-
138	Sepulveda Boulevard & 83rd Street	City of LA	X	X	0.390	A	0.312	A	0.456	A	0.383	A	0.289	A	0.453	A	-	-	-
139	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	Caltrans/City of LA	X	X	0.839	D	0.805	D	0.872	D	0.825	D	0.785	C	0.850	D	-	-	-
140	SR 90 Westbound Ramps & Slauson Avenue	Caltrans/Culver City/LA County	X		0.505	A	0.393	A	0.671	B	0.502	A	0.391	A	0.643	B	-	-	-
141	Airport Boulevard & 96th Street	City of LA	X	X	0.175	A	0.288	A	0.360	A	0.184	A	0.291	A	0.381	A	-	-	-
142	Jenny Avenue & 96th Street	City of LA	X	X	0.129	A	0.154	A	0.115	A	0.181	A	0.191	A	0.173	A	-	-	-
143	Vicksburg Avenue & 96th Street	City of LA	X	X	0.180	A	0.292	A	0.219	A	0.344	A	0.319	A	0.428	A	-	-	-
144	Airport Boulevard & 98th Street	City of LA	X	X	0.292	A	0.381	A	0.439	A	0.308	A	0.444	A	0.516	A	-	-	-
145	Jenny Avenue & Westchester Parkway	City of LA	X	X	0.060	A	0.151	A	0.143	A	0.040	A	0.149	A	0.128	A	-	-	-
146	Sepulveda Eastway & Westchester Parkway	City of LA	X	X	0.221	A	0.340	A	0.423	A	0.205	A	0.307	A	0.387	A	-	-	-
147	Crenshaw Boulevard & Century Boulevard	Inglewood			0.563	A	0.674	B	0.781	C	0.563	A	0.679	B	0.786	C	-	-	-
148	La Cienega Boulevard & Fairview Boulevard	Inglewood/City of LA	X	X	0.834	D	0.603	B	0.851	D	0.830	D	0.589	A	0.833	D	-	-	-
149	Crenshaw Boulevard & Imperial Highway	Inglewood			0.566	A	0.620	B	0.818	D	0.571	A	0.625	B	0.837	D	-	-	-
150	Sepulveda Boulevard & Braddock Drive	Culver City			0.505	A	0.446	A	0.566	A	0.505	A	0.453	A	0.571	A	-	-	-
151	Buckingham Parkway & Slauson Avenue	Culver City			0.646	B	0.451	A	0.778	C	0.646	B	0.453	A	0.778	C	-	-	-
152	Duquesne Avenue & Washington Boulevard	Culver City			0.493	A	0.435	A	0.607	B	0.495	A	0.437	A	0.615	B	-	-	-
153	Overland Avenue & Kelmore Street/Ranch Road	Culver City			21.6	C	13.7	B	28.5	D	21.6	C	13.7	B	28.5	D	-	-	-
154	Overland Avenue & Sawtelle Boulevard	Culver City			20.3	C	15.1	C	27.2	D	20.3	C	15.1	C	27.2	D	-	-	-
155	Overland Avenue & Washington Boulevard	Culver City/City of LA			0.764	C	0.663	B	0.980	E	0.762	C	0.660	B	0.978	E	-	-	-
156	Walgrove Avenue & Washington Boulevard	Culver City			17.1	C	37.0	E	68.1	F	17.1	C	37.0	E	68.1	F	-	-	-
157	La Cienega Boulevard & 104th Street	City of LA/LA County	X	X	0.297	A	0.241	A	0.301	A	0.259	A	0.241	A	0.293	A	-	-	-
158	Vista del Mar & Waterview Street	City of LA	X	X	0.305	A	0.056	A	0.237	A	0.300	A	0.053	A	0.235	A	-	-	-
159	Hindry Avenue & Manchester Boulevard	Caltrans/Inglewood			0.387	A	0.550	A	0.542	A	0.401	A	0.584	A	0.555	A	-	-	-
160	Lincoln Boulevard & Rose Avenue	Caltrans/City of LA	X	X	0.873	D	0.775	C	0.797	C	0.871	D	0.772	C	0.793	C	-	-	-
161	Western Avenue & Century Boulevard	City of LA	X	X	0.440	A	0.509	A	0.637	B	0.448	A	0.519	A	0.637	B	-	-	-
162	Sepulveda Boulevard & Manhattan Beach Boulevard	Caltrans/Manhattan Beach			0.849	D	0.914	E	1.100	F	0.850	D	0.916	E	1.105	F	-	-	-
163	La Cienega Boulevard & Jefferson Boulevard	City of LA	X		0.898	D	0.679	B	1.014	F	0.898	D	0.680	B	1.016	F	-	-	-
164	Crenshaw Boulevard & Manchester Avenue	Caltrans/Inglewood			0.686	B	0.714	C	0.860	D	0.687	B	0.716	C	0.867	D	-	-	-
165	La Cienega Boulevard & Rodeo Road	City of LA	X		0.942	E	0.654	B	0.951	E	0.941	E	0.653	B	0.950	E	-	-	-
166	La Brea Avenue & Rodeo Road	City of LA	X		0.969	E	0.651	B	0.851	D	0.955	E	0.650	B	0.851	D	-	-	-
167	La Brea Avenue & Jefferson Boulevard	City of LA	X		0.980	E	0.578	A	0.866	D	0.980	E	0.574	A	0.860	D	-	-	-

Table 4.12.2-14

Baseline (2010) With Alternative 1-2 Level of Service Analysis

					Baseline (2010) Without Alternative						Baseline (2010) With Alt. 1-2						Significant Impact?		
					AM		MD		PM		AM		MD		PM				
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
168	Crenshaw Boulevard & Florence Avenue	City of LA	X	X	0.670	B	0.501	A	0.741	C	0.670	B	0.507	A	0.742	C	-	-	-
169	Prairie Avenue & Manchester Boulevard	Inglewood			0.942	E	0.646	B	0.785	C	0.940	E	0.643	B	0.781	C	-	-	-
170	I-110 Northbound Ramps & Manchester Avenue	Caltrans/City of LA	X	X	0.561	A	0.434	A	0.476	A	0.556	A	0.431	A	0.470	A	-	-	-
171	Western Avenue & Florence Avenue	City of LA	X	X	0.736	C	0.438	A	0.718	C	0.755	C	0.451	A	0.733	C	-	-	-
172	Western Avenue & Manchester Avenue	Caltrans/City of LA	X	X	0.648	B	0.493	A	0.748	C	0.659	B	0.502	A	0.760	C	-	-	-
173	Western Avenue & Imperial Highway	LA County	X	X	0.639	B	0.477	A	0.765	C	0.639	B	0.483	A	0.791	C	-	-	-
174	Vermont Avenue & Florence Avenue	City of LA	X	X	0.619	B	0.426	A	0.599	A	0.625	B	0.450	A	0.608	B	-	-	-
175	Vermont Avenue & Manchester Avenue	Caltrans/LA County/City of LA	X	X	0.661	B	0.471	A	0.611	B	0.672	B	0.473	A	0.611	B	-	-	-
176	Vermont Avenue & Century Boulevard	LA County/City of LA	X	X	0.605	B	0.399	A	0.563	A	0.600	A	0.396	A	0.563	A	-	-	-
177	Vermont Avenue & Imperial Highway	LA County/City of LA	X	X	0.728	C	0.458	A	0.758	C	0.734	C	0.458	A	0.790	C	-	-	-
178	Figueroa Street & Florence Avenue	City of LA	X	X	0.693	B	0.412	A	0.610	B	0.704	C	0.432	A	0.618	B	-	-	-
179	Figueroa Street & Manchester Avenue	Caltrans/City of LA	X	X	0.776	C	0.549	A	0.796	C	0.777	C	0.557	A	0.808	D	-	-	-
180	Figueroa Street & Century Boulevard	City of LA	X	X	0.840	D	0.411	A	0.658	B	0.848	D	0.411	A	0.667	B	-	-	-
181	Figueroa Street & Imperial Highway	City of LA	X	X	0.757	C	0.323	A	0.651	B	0.767	C	0.325	A	0.696	B	-	-	-
182	Inglewood Avenue & Rosecrans Avenue	Hawthorne			0.694	B	0.608	B	0.840	D	0.700	B	0.608	B	0.844	D	-	-	-
183	Hawthorne Boulevard & Rosecrans Avenue	Hawthorne			0.709	C	0.621	B	0.770	C	0.704	C	0.621	B	0.770	C	-	-	-
184	Prairie Avenue & Rosecrans Avenue	Hawthorne/Lawndale			0.776	C	0.673	B	0.856	D	0.789	C	0.676	B	0.860	D	-	-	-
185	Crenshaw Boulevard & Rosecrans Avenue	Gardena/Hawthorne/LA County			0.729	C	0.644	B	0.800	C	0.743	C	0.648	B	0.800	C	-	-	-
186	Western Avenue & Rosecrans Avenue	Gardena			0.737	C	0.603	B	0.838	D	0.737	C	0.609	B	0.839	D	-	-	-
187	Vermont Avenue & Rosecrans Avenue	Gardena/City of LA	X		0.702	C	0.553	A	0.747	C	0.702	C	0.554	A	0.750	C	-	-	-
188	Prairie Avenue & El Segundo Boulevard	Hawthorne			0.883	D	0.627	B	0.889	D	0.883	D	0.629	B	0.897	D	-	-	-
189	Crenshaw Boulevard & El Segundo Boulevard	Hawthorne/Gardena			0.882	D	0.654	B	0.774	C	0.900	D	0.654	B	0.781	C	-	-	-
190	Western Avenue & El Segundo Boulevard	Gardena/LA County			0.798	C	0.518	A	0.759	C	0.798	C	0.520	A	0.761	C	-	-	-
191	Vermont Avenue & El Segundo Boulevard	Gardena/LA County/City of LA	X		0.634	B	0.330	A	0.550	A	0.634	B	0.331	A	0.550	A	-	-	-
192	Aviation Boulevard & Artesia Boulevard	Redondo Beach/Manhattan Beach			1.062	F	0.734	C	1.053	F	1.069	F	0.736	C	1.053	F	-	-	-
193	Aviation Boulevard & Manhattan Beach Boulevard	Redondo Beach/Manhattan Beach			0.895	D	0.724	C	0.979	E	0.900	D	0.726	C	0.981	E	-	-	-
194	Sepulveda Boulevard & Palms Boulevard	City of LA	X		0.766	C	0.552	A	0.929	E	0.781	C	0.559	A	0.929	E	-	-	-
195	Sawtelle Boulevard & Palms Boulevard	City of LA	X		0.769	C	0.401	A	0.757	C	0.756	C	0.393	A	0.741	C	-	-	-
196	Prairie Avenue & Florence Avenue	Inglewood			0.915	E	0.571	A	0.781	C	0.916	E	0.571	A	0.782	C	-	-	-
197	Prairie Avenue & Lennox Boulevard	Inglewood			0.538	A	0.468	A	0.606	B	0.542	A	0.468	A	0.606	B	-	-	-
198	Flower Street (near I-110 Southbound Ramps) & Florence Avenue	Caltrans/City of LA	X	X	0.443	A	0.418	A	0.458	A	0.445	A	0.431	A	0.471	A	-	-	-
199	Grand Avenue (near I-110 Northbound Ramps) & Florence Avenue	Caltrans/City of LA	X	X	0.540	A	0.503	A	0.561	A	0.542	A	0.516	A	0.566	A	-	-	-
200	I-110 Southbound Ramps & Manchester Avenue	Caltrans/City of LA	X	X	0.474	A	0.402	A	0.477	A	0.473	A	0.402	A	0.474	A	-	-	-

Source: Fehr & Peers, 2012.

Table 4.12.2-15

Baseline (2010) With Alternative 3 Level of Service Analysis

					Baseline (2010)						Baseline (2010) With Alt. 3								
					AM		MD		PM		AM		MD		PM		Significant Impact?		
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
1	Admiralty Way & Bali Way	LA County	X	X	0.566	A	0.530	A	0.696	B	0.568	A	0.531	A	0.698	B	-	-	-
2	Admiralty Way & Fiji Way	LA County	X	X	0.297	A	0.276	A	0.443	A	0.301	A	0.284	A	0.449	A	-	-	-
3	Admiralty Way & Mindanao Way	LA County	X	X	0.549	A	0.537	A	0.623	B	0.562	A	0.537	A	0.628	B	-	-	-
4	Palawan Way & Admiralty Way	LA County	X		0.518	A	0.424	A	0.599	A	0.523	A	0.427	A	0.601	B	-	-	-
5	Via Marina & Admiralty Way	LA County	X	X	0.414	A	0.440	A	0.641	B	0.417	A	0.441	A	0.642	B	-	-	-
6	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	City of LA	X	X	0.299	A	0.485	A	0.579	A	0.264	A	0.380	A	0.563	A	-	-	-
7	Airport Boulevard & Century Boulevard	City of LA	X	X	0.516	A	0.552	A	0.517	A	0.389	A	0.325	A	0.489	A	-	-	-
8	La Tijera Boulevard & Airport Boulevard	City of LA	X	X	0.377	A	0.323	A	0.363	A	0.375	A	0.272	A	0.339	A	-	-	-
9	Airport Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.563	A	0.681	B	0.786	C	0.561	A	0.574	A	0.699	B	-	-	-
10	Aviation Boulevard & Arbor Vitae Street	Inglewood/City of LA	X	X	0.427	A	0.420	A	0.551	A	0.424	A	0.317	A	0.460	A	-	-	-
11	Inglewood Avenue & Arbor Vitae Street	Inglewood			0.423	A	0.495	A	0.689	B	0.458	A	0.525	A	0.721	C	-	-	-
12	La Brea Avenue & Arbor Vitae Street	Inglewood			0.392	A	0.480	A	0.669	B	0.401	A	0.480	A	0.676	B	-	-	-
13	La Cienega Boulevard & Arbor Vitae Street	Inglewood/City of LA	X	X	0.354	A	0.397	A	0.491	A	1.395	F	0.859	D	1.522	F	Yes	Yes	Yes
14	Aviation Boulevard & Century Boulevard	City of LA	X	X	0.738	C	0.664	B	0.892	D	0.538	A	0.445	A	0.622	B	-	-	-
15	Aviation Boulevard & El Segundo Boulevard	El Segundo			0.851	D	0.589	A	0.761	C	0.851	D	0.593	A	0.772	C	-	-	-
16	Aviation Boulevard & Imperial Highway	City of LA	X	X	0.630	B	0.370	A	0.595	A	0.519	A	0.302	A	0.592	A	-	-	-
17	Aviation Boulevard/Florence Avenue & Manchester Avenue	Caltrans/Inglewood	X	X	0.589	A	0.591	A	0.653	B	0.592	A	0.596	A	0.713	C	-	-	Yes
18	Aviation Boulevard & Rosecrans Avenue	El Segundo/Hawthorne/Manhattan Beach			0.684	B	0.760	C	0.827	D	0.685	B	0.765	C	0.828	D	-	-	-
19	Aviation Boulevard & 111th Street	City of LA	X	X	0.520	A	0.402	A	0.477	A	0.472	A	0.246	A	0.470	A	-	-	-
20	Aviation Boulevard & West 120th Street	El Segundo/LA County			0.592	A	0.365	A	0.516	A	0.594	A	0.380	A	0.526	A	-	-	-
21	Lincoln Boulevard & Bali Way	Caltrans/City of LA/LA County	X	X	0.449	A	0.497	A	0.696	B	0.455	A	0.498	A	0.717	C	-	-	-
22	Lincoln Boulevard & Bluff Creek Drive	Caltrans/City of LA	X	X	0.351	A	0.211	A	0.334	A	0.352	A	0.211	A	0.348	A	-	-	-
23	Centinela Avenue & Jefferson Boulevard	City of LA/LA County	X	X	0.459	A	0.420	A	0.600	A	0.460	A	0.422	A	0.602	B	-	-	-
24	Centinela Avenue & Culver Boulevard	City of LA	X	X	0.669	B	0.451	A	0.698	B	0.676	B	0.454	A	0.699	B	-	-	-
25	La Brea Avenue & Centinela Avenue	Inglewood			0.778	C	0.706	C	0.874	D	0.798	C	0.718	C	0.875	D	-	-	-
26	La Cienega Boulevard & Centinela Avenue	Inglewood/City of LA	X	X	0.933	E	0.590	A	0.973	E	0.941	E	0.610	B	1.014	F	-	-	Yes
27	La Tijera Boulevard & Centinela Avenue	City of LA/LA County	X	X	0.538	A	0.475	A	0.690	B	0.542	A	0.477	A	0.690	B	-	-	-
28	Sepulveda Boulevard & Centinela Avenue	Culver City	X		0.710	C	0.561	A	0.736	C	0.717	C	0.563	A	0.757	C	-	-	-
29	Centinela Avenue & Venice Boulevard	Caltrans/City of LA	X	X	0.955	E	0.800	C	0.893	D	0.959	E	0.803	D	0.898	D	-	-	-
30	Centinela Avenue & Washington Boulevard	Culver City	X		0.733	C	0.626	B	0.849	D	0.734	C	0.633	B	0.851	D	-	-	-
31	Centinela Avenue & Washington Place	Culver City/City of LA	X		0.721	C	0.589	A	0.754	C	0.721	C	0.592	A	0.766	C	-	-	-
32	Centinela Avenue & SR 90 Eastbound On-/Off-Ramps	Caltrans/City of LA	X	X	0.291	A	0.216	A	0.409	A	0.293	A	0.217	A	0.414	A	-	-	-
33	Centinela Avenue & Sandford/SR 90 Westbound Ramps	Caltrans/City of LA	X	X	0.351	A	0.216	A	0.454	A	0.362	A	0.219	A	0.456	A	-	-	-
34	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	Inglewood			0.574	A	0.605	B	0.746	C	0.569	A	0.562	A	0.707	C	-	-	-
35	Inglewood Avenue & Century Boulevard	Inglewood			0.558	A	0.562	A	0.800	C	0.558	A	0.514	A	0.771	C	-	-	-
36	La Cienega Boulevard & Century Boulevard	Inglewood/City of LA/LA County	X	X	0.515	A	0.582	A	0.682	B	1.112	F	0.601	B	0.863	D	Yes	-	Yes
37	Prairie Avenue & Century Boulevard	Inglewood			0.583	A	0.681	B	0.783	C	0.582	A	0.618	B	0.781	C	-	-	-
38	Sepulveda Boulevard & Century Boulevard	Caltrans/City of LA	X	X	0.546	A	0.473	A	0.620	B	0.565	A	0.473	A	0.625	B	-	-	-
39	I-405 Northbound Ramps & Century Boulevard	Caltrans/Inglewood			0.643	B	0.544	A	0.641	B	0.699	B	0.559	A	0.658	B	-	-	-
40	Duquesne Avenue & Culver Boulevard	Culver City	X		0.539	A	0.358	A	0.592	A	0.542	A	0.367	A	0.599	A	-	-	-
41	Culver Boulevard & Jefferson Boulevard	City of LA	X	X	0.687	B	0.299	A	0.652	B	0.687	B	0.303	A	0.655	B	-	-	-
42	Nicholson Street & Culver Boulevard	City of LA	X	X	0.541	A	0.337	A	0.737	C	0.559	A	0.339	A	0.742	C	-	-	-
43	Overland Avenue & Culver Boulevard	Culver City	X		1.070	F	0.574	A	0.849	D	1.072	F	0.576	A	0.854	D	-	-	-
44	Sawtelle Boulevard & Culver Boulevard	Culver City	X		0.601	B	0.417	A	0.787	C	0.601	B	0.419	A	0.787	C	-	-	-
45	Sepulveda Boulevard & Culver Boulevard	Culver City	X		0.677	B	0.477	A	0.642	B	0.679	B	0.478	A	0.643	B	-	-	-
46	Douglas Street & El Segundo Boulevard	El Segundo			0.657	B	0.511	A	0.864	D	0.728	C	0.540	A	0.871	D	-	-	-
47	Douglas Street & Imperial Highway	El Segundo/City of LA	X	X	0.292	A	0.230	A	0.387	A	0.272	A	0.197	A	0.344	A	-	-	-
48	Douglas Street & Mariposa Avenue	El Segundo			0.324	A	0.365	A	0.514	A	0.325	A	0.365	A	0.515	A	-	-	-
49	Douglas Street & Rosecrans Avenue	El Segundo/Manhattan Beach			0.587	A	0.638	B	0.662	B	0.653	B	0.639	B	0.699	B	-	-	-
50	Duquesne Avenue & Jefferson Boulevard	Culver City	X		0.514	A	0.475	A	0.625	B	0.515	A	0.477	A	0.626	B	-	-	-
51	Hawthorne Boulevard & El Segundo Boulevard	Hawthorne			0.597	A	0.654	B	1.157	F	0.635	B	0.657	B	1.160	F	-	-	-
52	Inglewood Avenue & El Segundo Boulevard	Hawthorne/LA County			0.582	A	0.632	B	0.961	E	0.668	B	0.637	B	0.979	E	-	-	Yes
53	La Cienega Boulevard & El Segundo Boulevard	Hawthorne/LA County			0.620	B	0.508	A	0.917	E	0.639	B	0.520	A	0.944	E	-	-	Yes
54	Nash Street & El Segundo Boulevard	El Segundo			0.524	A	0.402	A	0.634	B	0.525	A	0.403	A	0.638	B	-	-	-

Table 4.12.2-15

Baseline (2010) With Alternative 3 Level of Service Analysis

					Baseline (2010)						Baseline (2010) With Alt. 3								
					AM		MD		PM		AM		MD		PM		Significant Impact?		
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
55	Sepulveda Boulevard & El Segundo Boulevard	Caltrans/El Segundo			0.754	C	0.732	C	0.947	E	0.790	C	0.733	C	0.953	E	-	-	-
56	Lincoln Boulevard & Fiji Way	Caltrans/City of LA/LA County	X	X	0.550	A	0.544	A	0.752	C	0.551	A	0.551	A	0.775	C	-	-	-
57	La Brea Avenue & Florence Avenue	Inglewood			0.670	B	0.638	B	0.844	D	0.673	B	0.639	B	0.848	D	-	-	-
58	La Cienega Boulevard & Florence Avenue	Inglewood			0.667	B	0.658	B	0.895	D	0.764	C	0.761	C	0.994	E	Yes	Yes	Yes
59	Nash Street & Grand Avenue	El Segundo			0.422	A	0.324	A	0.426	A	0.425	A	0.324	A	0.426	A	-	-	-
60	Sepulveda Boulevard & Grand Avenue	Caltrans/El Segundo			0.753	C	0.695	B	0.828	D	0.788	C	0.710	C	0.830	D	-	-	-
61	Vista del Mar & Grand Avenue	City of LA	X	X	0.495	A	0.226	A	0.326	A	0.508	A	0.231	A	0.326	A	-	-	-
62	Hawthorne Boulevard & Imperial Avenue	Hawthorne			0.551	A	0.549	A	0.839	D	0.633	B	0.571	A	0.953	E	-	-	Yes
63	Hawthorne Boulevard & Lennox Boulevard	LA County			0.397	A	0.544	A	0.724	C	0.419	A	0.544	A	0.762	C	-	-	-
64	Highland Avenue/Vista del Mar & Rosecrans Avenue	Manhattan Beach			0.770	C	0.523	A	0.685	B	0.772	C	0.526	A	0.702	C	-	-	-
65	Sepulveda Boulevard & Howard Hughes Parkway	City of LA	X	X	0.388	A	0.365	A	0.540	A	0.388	A	0.365	A	0.545	A	-	-	-
66	Inglewood Avenue & Imperial Highway	Hawthorne			0.614	B	0.647	B	1.153	F	0.755	C	0.672	B	1.247	F	Yes	-	Yes
67	La Cienega Boulevard & Imperial Highway	City of LA/LA County	X	X	0.397	A	0.246	A	0.540	A	0.479	A	0.367	A	0.593	A	-	-	-
68	Main Street & Imperial Highway	El Segundo/City of LA	X	X	0.683	B	0.440	A	0.547	A	0.689	B	0.473	A	0.576	A	-	-	-
69	Pershing Drive & Imperial Highway	City of LA	X	X	0.515	A	0.368	A	0.354	A	0.600	A	0.452	A	0.354	A	-	-	-
70	Prairie Avenue & Imperial Highway	Hawthorne/Inglewood			0.611	B	0.581	A	0.820	D	0.651	B	0.584	A	0.822	D	-	-	-
71	Sepulveda Boulevard & Imperial Highway	Caltrans/El Segundo/City of LA	X	X	0.650	B	0.674	B	1.013	F	0.707	C	0.824	D	1.096	F	Yes	Yes	Yes
72	Vista del Mar & Imperial Highway	City of LA	X	X	0.403	A	0.205	A	0.363	A	0.405	A	0.209	A	0.365	A	-	-	-
73	Nash Street/I-105 Westbound Ramps & Imperial Highway	Caltrans/El Segundo/City of LA	X	X	0.575	A	0.279	A	0.332	A	0.582	A	0.282	A	0.347	A	-	-	-
74	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	Caltrans/City of LA	X	X	0.544	A	0.308	A	0.534	A	1.244	F	0.962	E	1.118	F	Yes	Yes	Yes
75	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	Caltrans/Hawthorne/LA County			0.440	A	0.309	A	0.614	B	0.530	A	0.362	A	0.646	B	-	-	-
76	Inglewood Avenue & Lennox Boulevard	LA County			0.424	A	0.490	A	0.703	C	0.441	A	0.490	A	0.752	C	-	-	Yes
77	Inglewood Avenue & Manchester Boulevard	Caltrans/Inglewood			0.529	A	0.489	A	0.645	B	0.545	A	0.492	A	0.647	B	-	-	-
78	Lincoln Boulevard & Jefferson Boulevard	Caltrans/City of LA	X	X	0.610	B	0.487	A	0.624	B	0.627	B	0.488	A	0.626	B	-	-	-
79	Overland Avenue & Jefferson Boulevard	Culver City	X		0.630	B	0.468	A	0.687	B	0.630	B	0.468	A	0.690	B	-	-	-
80	Sepulveda Boulevard & Jefferson Boulevard	Culver City	X		0.384	A	0.336	A	0.406	A	0.390	A	0.343	A	0.412	A	-	-	-
81	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	Culver City	X		0.666	B	0.601	B	0.785	C	0.673	B	0.609	B	0.796	C	-	-	-
82	Slauson Avenue & Jefferson Boulevard	Culver City	X		0.278	A	0.401	A	0.416	A	0.277	A	0.386	A	0.409	A	-	-	-
83	I-405 Northbound Ramps & Jefferson Boulevard	Caltrans/Culver City/City of LA	X	X	0.382	A	0.366	A	0.678	B	0.345	A	0.334	A	0.657	B	-	-	-
84	I-405 Southbound Ramps & Jefferson Boulevard	Caltrans/Culver City/City of LA	X	X	0.275	A	0.322	A	0.365	A	0.251	A	0.307	A	0.360	A	-	-	-
85	La Brea Avenue & Manchester Boulevard	Caltrans/Inglewood			0.678	B	0.670	B	0.714	C	0.764	C	0.765	C	0.782	C	Yes	Yes	Yes
86	La Brea Avenue/Overhill Drive & Stocker Street	LA County			0.694	B	0.611	B	1.071	F	0.697	B	0.615	B	1.073	F	-	-	-
87	La Brea Avenue & Slauson Avenue	LA County			0.753	C	0.629	B	0.917	E	0.771	C	0.636	B	0.918	E	-	-	-
88	La Cienega Boulevard & La Tijera Boulevard	Inglewood/City of LA	X	X	0.780	C	0.689	B	0.871	D	0.786	C	0.689	B	0.876	D	-	-	-
89	La Cienega Boulevard & Lennox Boulevard	City of LA/LA County	X	X	0.346	A	0.280	A	0.371	A	0.580	A	0.310	A	0.525	A	-	-	-
90	La Cienega Boulevard & Manchester Boulevard	Caltrans/Inglewood			0.605	B	0.666	B	0.765	C	0.721	C	0.804	D	0.933	E	Yes	Yes	Yes
91	La Cienega Boulevard Northbound Ramps & Slauson Avenue	LA County			0.664	B	0.525	A	0.648	B	0.664	B	0.527	A	0.652	B	-	-	-
92	La Cienega Boulevard Southbound Ramps & Slauson Avenue	LA County			0.672	B	0.616	B	0.787	C	0.704	C	0.621	B	0.788	C	-	-	-
93	La Cienega Boulevard & Stocker Street	LA County			1.212	F	0.786	C	1.127	F	1.215	F	0.791	C	1.135	F	-	-	-
94	La Cienega Boulevard & 111th Street	City of LA/LA County	X	X	0.290	A	0.277	A	0.413	A	0.287	A	0.196	A	0.393	A	-	-	-
95	La Cienega Boulevard & West 120th Street	LA County			0.358	A	0.282	A	0.696	B	0.436	A	0.306	A	0.767	C	-	-	-
96	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	Caltrans/Inglewood/City of LA	X	X	0.627	B	0.571	A	0.589	A	0.678	B	0.578	A	0.618	B	-	-	-
97	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	Caltrans/City of LA/LA County	X	X	0.352	A	0.418	A	0.471	A	0.260	A	0.220	A	0.331	A	-	-	-
98	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	Caltrans/City of LA/LA County	X	X	0.400	A	0.290	A	0.285	A	0.334	A	0.146	A	0.166	A	-	-	-
99	Lincoln Boulevard & La Tijera Boulevard	Caltrans/City of LA	X	X	0.339	A	0.228	A	0.366	A	0.405	A	0.231	A	0.392	A	-	-	-
100	La Tijera Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.445	A	0.460	A	0.507	A	0.448	A	0.463	A	0.509	A	-	-	-
101	Sepulveda Boulevard & La Tijera Boulevard	City of LA	X	X	0.501	A	0.573	A	0.629	B	0.553	A	0.581	A	0.647	B	-	-	-
102	I-405 Northbound Ramps & La Tijera Boulevard	Caltrans/City of LA	X	X	0.534	A	0.631	B	0.536	A	0.571	A	0.642	B	0.605	B	-	-	-
103	I-405 Southbound Ramps & La Tijera Boulevard	Caltrans/City of LA	X	X	0.432	A	0.515	A	0.552	A	0.440	A	0.569	A	0.584	A	-	-	-
104	Lincoln Boulevard & Loyola Marymount University Drive	Caltrans/City of LA	X	X	0.427	A	0.320	A	0.525	A	0.439	A	0.346	A	0.571	A	-	-	-
105	Lincoln Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.597	A	0.475	A	0.618	B	0.631	B	0.484	A	0.672	B	-	-	-
106	Lincoln Boulevard & Maxella Avenue	Caltrans/City of LA	X	X	0.554	A	0.550	A	0.592	A	0.554	A	0.555	A	0.600	A	-	-	-
107	Lincoln Boulevard & Mindanao Way	Caltrans/City of LA/LA County	X	X	0.624	B	0.697	B	0.771	C	0.629	B	0.699	B	0.784	C	-	-	-
108	Sepulveda Boulevard & Lincoln Boulevard	Caltrans/City of LA	X	X	0.621	B	0.510	A	0.769	C	0.615	B	0.437	A	0.769	C	-	-	-
109	Lincoln Boulevard & Venice Boulevard	Caltrans/City of LA	X	X	0.814	D	0.811	D	0.895	D	0.815	D	0.813	D	0.899	D	-	-	-
110	Lincoln Boulevard & Washington Boulevard	Caltrans/City of LA	X	X	0.746	C	0.816	D	0.936	E	0.746	C	0.816	D	0.939	E	-	-	-

Table 4.12.2-15

Baseline (2010) With Alternative 3 Level of Service Analysis

					Baseline (2010)						Baseline (2010) With Alt. 3								
					AM		MD		PM		AM		MD		PM		Significant Impact?		
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
111	Lincoln Boulevard & 83rd Street	Caltrans/City of LA	X	X	0.544	A	0.379	A	0.547	A	0.544	A	0.379	A	0.559	A	-	-	-
112	Lincoln Boulevard & SR 90 Ramps	Caltrans/City of LA	X	X	0.595	A	0.594	A	0.701	C	0.600	A	0.595	A	0.704	C	-	-	-
113	Pershing Drive & Manchester Avenue	Caltrans/City of LA	X	X	0.454	A	0.295	A	0.375	A	0.454	A	0.304	A	0.394	A	-	-	-
114	Sepulveda Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.747	C	0.648	B	0.754	C	0.747	C	0.648	B	0.754	C	-	-	-
115	Ash Avenue & Manchester Avenue	Caltrans/Inglewood			0.699	B	0.622	B	0.780	C	0.710	C	0.623	B	0.789	C	-	-	-
116	Nash Street & Mariposa Avenue	El Segundo			0.574	A	0.324	A	0.434	A	0.574	A	0.326	A	0.436	A	-	-	-
117	Sepulveda Boulevard & Mariposa Avenue	Caltrans/El Segundo			0.708	C	0.641	B	0.757	C	0.716	C	0.657	B	0.772	C	-	-	-
118	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps	Caltrans/Culver City	X		0.760	C	0.523	A	0.778	C	0.761	C	0.529	A	0.779	C	-	-	-
119	Ocean Avenue/Via Marina & Washington Boulevard	City of LA/LA County	X	X	0.531	A	0.476	A	0.694	B	0.532	A	0.480	A	0.699	B	-	-	-
120	Overhill Drive & Slauson Avenue	LA County			0.639	B	0.533	A	0.986	E	0.641	B	0.536	A	0.992	E	-	-	-
121	Overland Avenue & Venice Boulevard	Caltrans/Culver City/City of LA	X		0.819	D	0.657	B	0.873	D	0.823	D	0.666	B	0.881	D	-	-	-
122	Palawan Way & Washington Boulevard	City of LA/LA County			13.4	B	12.1	B	12.8	B	13.4	B	12.1	B	12.8	B	-	-	-
123	Pershing Drive & Westchester Parkway	City of LA	X	X	0.211	A	0.115	A	0.187	A	0.211	A	0.124	A	0.188	A	-	-	-
124	Prairie Avenue & West 112th Street/I-105 Off-Ramp	Caltrans/Inglewood			0.457	A	0.583	A	0.646	B	0.470	A	0.608	B	0.650	B	-	-	-
125	Sepulveda Boulevard & Rosecrans Avenue	Caltrans/El Segundo/Manhattan Beach			0.840	D	0.766	C	1.058	F	0.879	D	0.781	C	1.067	F	Yes	-	-
126	Sepulveda Boulevard & Sawtelle Boulevard	Culver City	X		0.421	A	0.526	A	0.595	A	0.421	A	0.526	A	0.599	A	-	-	-
127	Sawtelle Boulevard & Venice Boulevard	Caltrans/Culver City/City of LA	X		0.899	D	0.739	C	0.881	D	0.902	E	0.742	C	0.881	D	-	-	-
128	Sawtelle Boulevard & Washington Boulevard	Culver City	X		0.476	A	0.414	A	0.599	A	0.479	A	0.416	A	0.611	B	-	-	-
129	Sawtelle Boulevard & Washington Place	Culver City	X		0.427	A	0.325	A	0.515	A	0.435	A	0.326	A	0.515	A	-	-	-
130	Sepulveda Boulevard & Slauson Avenue	Culver City	X		0.487	A	0.526	A	0.703	C	0.489	A	0.530	A	0.705	C	-	-	-
131	Sepulveda Boulevard & Venice Boulevard	Caltrans/Culver City/City of LA	X	X	0.758	C	0.649	B	0.951	E	0.758	C	0.656	B	0.959	E	-	-	-
132	Sepulveda Boulevard & Washington Boulevard	Culver City	X		0.567	A	0.510	A	0.620	B	0.569	A	0.511	A	0.629	B	-	-	-
133	Sepulveda Boulevard & Washington Place	Culver City	X		0.588	A	0.487	A	0.577	A	0.588	A	0.487	A	0.583	A	-	-	-
134	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps	Caltrans/Culver City	X		0.824	D	0.565	A	0.762	C	0.828	D	0.566	A	0.764	C	-	-	-
135	Sepulveda Boulevard & Westchester Parkway	City of LA	X	X	0.447	A	0.528	A	0.683	B	0.495	A	0.592	A	0.688	B	-	-	-
136	Sepulveda Boulevard & 76th Street	City of LA	X	X	0.663	B	0.422	A	0.628	B	0.670	B	0.425	A	0.635	B	-	-	-
137	Sepulveda Boulevard & 79th Street	City of LA	X	X	0.445	A	0.351	A	0.507	A	0.465	A	0.360	A	0.515	A	-	-	-
138	Sepulveda Boulevard & 83rd Street	City of LA	X	X	0.390	A	0.312	A	0.456	A	0.394	A	0.315	A	0.456	A	-	-	-
139	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	Caltrans/City of LA	X	X	0.839	D	0.805	D	0.872	D	0.763	C	0.663	B	0.781	C	-	-	-
140	SR 90 Westbound Ramps & Slauson Avenue	Caltrans/Culver City/LA County	X		0.505	A	0.393	A	0.671	B	0.512	A	0.396	A	0.646	B	-	-	-
141	Airport Boulevard & 96th Street	City of LA	X	X	0.175	A	0.288	A	0.360	A	0.320	A	0.337	A	0.467	A	-	-	-
142	Jenny Avenue & 96th Street	City of LA	X	X	0.129	A	0.154	A	0.115	A	0.213	A	0.322	A	0.185	A	-	-	-
143	Vicksburg Avenue & 96th Street	City of LA	X	X	0.180	A	0.292	A	0.219	A	0.003	A	0.090	A	-0.009	A	-	-	-
144	Airport Boulevard & 98th Street	City of LA	X	X	0.292	A	0.381	A	0.439	A	0.315	A	0.388	A	0.462	A	-	-	-
145	Jenny Avenue & Westchester Parkway	City of LA	X	X	0.060	A	0.151	A	0.143	A	0.139	A	0.353	A	0.205	A	-	-	-
146	Sepulveda Eastway & Westchester Parkway	City of LA	X	X	0.221	A	0.340	A	0.423	A	0.258	A	0.347	A	0.459	A	-	-	-
147	Crenshaw Boulevard & Century Boulevard	Inglewood			0.563	A	0.674	B	0.781	C	0.574	A	0.677	B	0.781	C	-	-	-
148	La Cienega Boulevard & Fairview Boulevard	Inglewood/City of LA	X	X	0.834	D	0.603	B	0.851	D	0.849	D	0.606	B	0.858	D	-	-	-
149	Crenshaw Boulevard & Imperial Highway	Inglewood			0.566	A	0.620	B	0.818	D	0.591	A	0.621	B	0.836	D	-	-	-
150	Sepulveda Boulevard & Braddock Drive	Culver City			0.505	A	0.446	A	0.566	A	0.508	A	0.449	A	0.569	A	-	-	-
151	Buckingham Parkway & Slauson Avenue	Culver City			0.646	B	0.451	A	0.778	C	0.647	B	0.454	A	0.781	C	-	-	-
152	Duquesne Avenue & Washington Boulevard	Culver City			0.493	A	0.435	A	0.607	B	0.501	A	0.437	A	0.608	B	-	-	-
153	Overland Avenue & Kelmore Street/Ranch Road	Culver City			21.6	C	13.7	B	28.5	D	21.7	C	13.8	B	28.5	D	-	-	-
154	Overland Avenue & Sawtelle Boulevard	Culver City			20.3	C	15.1	C	27.2	D	20.3	C	15.1	C	27.3	D	-	-	-
155	Overland Avenue & Washington Boulevard	Culver City/City of LA			0.764	C	0.663	B	0.980	E	0.767	C	0.665	B	0.981	E	-	-	-
156	Walgrove Avenue & Washington Boulevard	Culver City			17.1	C	37.0	E	68.1	F	17.1	C	38.2	E	68.8	F	-	-	-
157	La Cienega Boulevard & 104th Street	City of LA/LA County	X	X	0.297	A	0.241	A	0.301	A	0.183	A	0.174	A	0.288	A	-	-	-
158	Vista del Mar & Waterview Street	City of LA	X	X	0.305	A	0.056	A	0.237	A	0.307	A	0.061	A	0.239	A	-	-	-
159	Hindry Avenue & Manchester Boulevard	Caltrans/Inglewood			0.387	A	0.550	A	0.542	A	0.476	A	0.686	B	0.617	B	-	-	-
160	Lincoln Boulevard & Rose Avenue	Caltrans/City of LA	X	X	0.873	D	0.775	C	0.797	C	0.877	D	0.785	C	0.799	C	-	-	-
161	Western Avenue & Century Boulevard	City of LA	X	X	0.440	A	0.509	A	0.637	B	0.440	A	0.519	A	0.646	B	-	-	-
162	Sepulveda Boulevard & Manhattan Beach Boulevard	Caltrans/Manhattan Beach			0.849	D	0.914	E	1.100	F	0.868	D	0.922	E	1.109	F	-	-	-
163	La Cienega Boulevard & Jefferson Boulevard	City of LA	X		0.898	D	0.679	B	1.014	F	0.898	D	0.682	B	1.018	F	-	-	-
164	Crenshaw Boulevard & Manchester Avenue	Caltrans/Inglewood			0.686	B	0.714	C	0.860	D	0.689	B	0.720	C	0.866	D	-	-	-
165	La Cienega Boulevard & Rodeo Road	City of LA	X		0.942	E	0.654	B	0.951	E	0.946	E	0.666	B	0.951	E	-	-	-
166	La Brea Avenue & Rodeo Road	City of LA	X		0.969	E	0.651	B	0.851	D	0.970	E	0.652	B	0.857	D	-	-	-
167	La Brea Avenue & Jefferson Boulevard	City of LA	X		0.980	E	0.578	A	0.866	D	0.981	E	0.584	A	0.875	D	-	-	-

Table 4.12.2-15

Baseline (2010) With Alternative 3 Level of Service Analysis

					Baseline (2010)						Baseline (2010) With Alt. 3								
					AM		MD		PM		AM		MD		PM		Significant Impact?		
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
168	Crenshaw Boulevard & Florence Avenue	City of LA	X	X	0.670	B	0.501	A	0.741	C	0.687	B	0.503	A	0.756	C	-	-	-
169	Prairie Avenue & Manchester Boulevard	Inglewood			0.942	E	0.646	B	0.785	C	0.950	E	0.656	B	0.802	D	-	-	-
170	I-110 Northbound Ramps & Manchester Avenue	Caltrans/City of LA	X	X	0.561	A	0.434	A	0.476	A	0.561	A	0.434	A	0.477	A	-	-	-
171	Western Avenue & Florence Avenue	City of LA	X	X	0.736	C	0.438	A	0.718	C	0.774	C	0.460	A	0.755	C	-	-	-
172	Western Avenue & Manchester Avenue	Caltrans/City of LA	X	X	0.648	B	0.493	A	0.748	C	0.689	B	0.505	A	0.784	C	-	-	-
173	Western Avenue & Imperial Highway	LA County	X	X	0.639	B	0.477	A	0.765	C	0.654	B	0.479	A	0.792	C	-	-	-
174	Vermont Avenue & Florence Avenue	City of LA	X	X	0.619	B	0.426	A	0.599	A	0.624	B	0.461	A	0.633	B	-	-	-
175	Vermont Avenue & Manchester Avenue	Caltrans/LA County/City of LA	X	X	0.661	B	0.471	A	0.611	B	0.694	B	0.473	A	0.631	B	-	-	-
176	Vermont Avenue & Century Boulevard	LA County/City of LA	X	X	0.605	B	0.399	A	0.563	A	0.612	B	0.409	A	0.563	A	-	-	-
177	Vermont Avenue & Imperial Highway	LA County/City of LA	X	X	0.728	C	0.458	A	0.758	C	0.742	C	0.460	A	0.766	C	-	-	-
178	Figueroa Street & Florence Avenue	City of LA	X	X	0.693	B	0.412	A	0.610	B	0.699	B	0.438	A	0.645	B	-	-	-
179	Figueroa Street & Manchester Avenue	Caltrans/City of LA	X	X	0.776	C	0.549	A	0.796	C	0.776	C	0.555	A	0.801	D	-	-	-
180	Figueroa Street & Century Boulevard	City of LA	X	X	0.840	D	0.411	A	0.658	B	0.848	D	0.417	A	0.658	B	-	-	-
181	Figueroa Street & Imperial Highway	City of LA	X	X	0.757	C	0.323	A	0.651	B	0.786	C	0.329	A	0.699	B	-	-	-
182	Inglewood Avenue & Rosecrans Avenue	Hawthorne			0.694	B	0.608	B	0.840	D	0.706	C	0.616	B	0.852	D	-	-	-
183	Hawthorne Boulevard & Rosecrans Avenue	Hawthorne			0.709	C	0.621	B	0.770	C	0.728	C	0.636	B	0.775	C	-	-	-
184	Prairie Avenue & Rosecrans Avenue	Hawthorne/Lawndale			0.776	C	0.673	B	0.856	D	0.798	C	0.676	B	0.858	D	-	-	-
185	Crenshaw Boulevard & Rosecrans Avenue	Gardena/Hawthorne/LA County			0.729	C	0.644	B	0.800	C	0.756	C	0.647	B	0.814	D	-	-	-
186	Western Avenue & Rosecrans Avenue	Gardena			0.737	C	0.603	B	0.838	D	0.756	C	0.606	B	0.843	D	-	-	-
187	Vermont Avenue & Rosecrans Avenue	Gardena/City of LA	X		0.702	C	0.553	A	0.747	C	0.704	C	0.555	A	0.759	C	-	-	-
188	Prairie Avenue & El Segundo Boulevard	Hawthorne			0.883	D	0.627	B	0.889	D	0.899	D	0.630	B	0.893	D	-	-	-
189	Crenshaw Boulevard & El Segundo Boulevard	Hawthorne/Gardena			0.882	D	0.654	B	0.774	C	0.900	D	0.660	B	0.788	C	-	-	-
190	Western Avenue & El Segundo Boulevard	Gardena/LA County			0.798	C	0.518	A	0.759	C	0.800	C	0.518	A	0.766	C	-	-	-
191	Vermont Avenue & El Segundo Boulevard	Gardena/LA County/City of LA	X		0.634	B	0.330	A	0.550	A	0.652	B	0.333	A	0.572	A	-	-	-
192	Aviation Boulevard & Artesia Boulevard	Redondo Beach/Manhattan Beach			1.062	F	0.734	C	1.053	F	1.063	F	0.748	C	1.054	F	-	-	-
193	Aviation Boulevard & Manhattan Beach Boulevard	Redondo Beach/Manhattan Beach			0.895	D	0.724	C	0.979	E	0.896	D	0.735	C	0.986	E	-	-	-
194	Sepulveda Boulevard & Palms Boulevard	City of LA	X		0.766	C	0.552	A	0.929	E	0.778	C	0.559	A	0.931	E	-	-	-
195	Sawtelle Boulevard & Palms Boulevard	City of LA	X		0.769	C	0.401	A	0.757	C	0.769	C	0.402	A	0.760	C	-	-	-
196	Prairie Avenue & Florence Avenue	Inglewood			0.915	E	0.571	A	0.781	C	0.915	E	0.582	A	0.799	C	-	-	-
197	Prairie Avenue & Lennox Boulevard	Inglewood			0.538	A	0.468	A	0.606	B	0.570	A	0.509	A	0.624	B	-	-	-
198	Flower Street (near I-110 Southbound Ramps) & Florence Avenue	Caltrans/City of LA	X	X	0.443	A	0.418	A	0.458	A	0.449	A	0.429	A	0.501	A	-	-	-
199	Grand Avenue (near I-110 Northbound Ramps) & Florence Avenue	Caltrans/City of LA	X	X	0.540	A	0.503	A	0.561	A	0.545	A	0.524	A	0.596	A	-	-	-
200	I-110 Southbound Ramps & Manchester Avenue	Caltrans/City of LA	X	X	0.474	A	0.402	A	0.477	A	0.477	A	0.402	A	0.498	A	-	-	-

Source: Fehr & Peers, 2012.

4.12.2.6.1.3 Alternative 4

Intersections

Table 4.12.2-16 delineates the intersection impacts of Alternative 4 by comparing the Baseline (2010) With Alternative scenario and the Baseline (2010) Without Alternative scenario. As indicated in **Table 4.12.2-16**, four of the 200 intersections would be significantly impacted in one or more peak hours.

CMP Facilities

Table 3 in Appendix K2-7 delineates the impacts of Alternative 4 to the 15 arterial monitoring stations by comparing the Baseline (2010) With Alternative scenario and the Baseline (2010) Without Alternative scenario. For this alternative, no CMP arterial monitoring stations would be significantly impacted.

Table 13 in Appendix K2-7 delineates the impacts of Alternative 4 to the 30 CMP freeway monitoring stations by comparing the Baseline (2010) With Alternative scenario and the Baseline (2010) Without Alternative scenario. As indicated in Table 13, no CMP freeway monitoring stations would be significantly impacted.

With regard to CMP transit analysis, transit demand is not expected to increase when comparing the Baseline (2010) With Alternative scenario and the Baseline (2010) Without Alternative scenario; therefore, no impact is identified.

4.12.2.6.1.4 Alternative 8

Intersections

Table 4.12.2-17 delineates the intersection impacts of Alternative 8 by comparing the Baseline (2010) With Alternative scenario and the Baseline (2010) Without Alternative scenario. As indicated in **Table 4.12.2-17**, five of the 200 intersections would be significantly impacted in one or more peak hours.

CMP Facilities

Table 4 in Appendix K2-7 delineates the impacts of Alternative 8 to the 15 arterial monitoring stations by comparing the Baseline (2010) With Alternative scenario and the Baseline (2010) Without Alternative scenario. For this alternative, no CMP arterial monitoring stations would be significantly impacted.

Table 14 in Appendix K2-7 delineates the impacts of Alternative 8 to the 30 CMP freeway monitoring stations by comparing the Baseline (2010) With Alternative scenario and the Baseline (2010) Without Alternative scenario. As indicated in Table 14, no CMP freeway monitoring stations would be significantly impacted.

With regard to CMP transit analysis, transit demand is not expected to increase when comparing the Baseline (2010) With Alternative scenario and the Baseline (2010) Without Alternative scenario; therefore, no impact is identified.

4.12.2.6.1.5 Alternative 9

Intersections

Table 4.12.2-18 delineates the intersection impacts of Alternative 9 by comparing the Baseline (2010) With Alternative scenario and the Baseline (2010) Without Alternative scenario. As indicated in **Table 4.12.2-18**, five of the 200 intersections would be significantly impacted in one or more peak hours.

CMP Facilities

Table 5 in Appendix K2-7 delineates the impacts of Alternative 9 to the 15 arterial monitoring stations by comparing the Baseline (2010) With Alternative scenario and the Baseline (2010) Without Alternative scenario. For this alternative, no CMP arterial monitoring stations would be significantly impacted.

Table 14 in Appendix K2-7 delineates the impacts of Alternative 9 to the 30 CMP freeway monitoring stations by comparing the Baseline (2010) With Alternative scenario and the Baseline (2010) Without Alternative scenario. As indicated in Table 14, no CMP freeway monitoring stations would be significantly impacted.

With regard to CMP transit analysis, transit demand is not expected to increase when comparing the Baseline (2010) With Alternative scenario and the Baseline (2010) Without Alternative scenario; therefore, no impact is identified.

4.12.2.6.2 Impacts Relative to Future (2025) Conditions

The impact comparison for the SPAS alternatives is depicted in **Table 4.12.2-19**. This comparison provides the alternatives' contribution to cumulative impacts and determines whether the alternatives' contribution would be significant (cumulatively considerable). The associated LOS worksheets used to calculate those impacts are provided in Appendix K2-6. The traffic volume estimates for the Future (2025) Without Alternative scenarios and the Future (2025) With Alternative scenarios are provided in Appendix K2-5. Also described below are impacts related to CMP facilities. Detailed worksheets and resultant calculation tables are provided in Appendix K2-7.

Based on the aforementioned comparison calculations, all of the alternatives would result in significant impacts relative to Future (2025) conditions. The following summarizes the impacts associated with each alternative.

Table 4.12.2-16

Baseline (2010) With Alternative 4 Level of Service Analysis

					Baseline (2010)						Baseline (2010) With Alt. 4								
					AM		MD		PM		AM		MD		PM		Significant Impact?		
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
1	Admiralty Way & Bali Way	LA County	X	X	0.566	A	0.530	A	0.696	B	0.565	A	0.529	A	0.688	B	-	-	-
2	Admiralty Way & Fiji Way	LA County	X	X	0.297	A	0.276	A	0.443	A	0.297	A	0.281	A	0.445	A	-	-	-
3	Admiralty Way & Mindanao Way	LA County	X	X	0.549	A	0.537	A	0.623	B	0.558	A	0.538	A	0.624	B	-	-	-
4	Palawan Way & Admiralty Way	LA County	X		0.518	A	0.424	A	0.599	A	0.520	A	0.431	A	0.601	B	-	-	-
5	Via Marina & Admiralty Way	LA County	X	X	0.414	A	0.440	A	0.641	B	0.420	A	0.440	A	0.641	B	-	-	-
6	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	City of LA	X	X	0.299	A	0.485	A	0.579	A	0.270	A	0.483	A	0.549	A	-	-	-
7	Airport Boulevard & Century Boulevard	City of LA	X	X	0.516	A	0.552	A	0.517	A	0.647	B	0.779	C	0.719	C	-	Yes	Yes
8	La Tijera Boulevard & Airport Boulevard	City of LA	X	X	0.377	A	0.323	A	0.363	A	0.361	A	0.285	A	0.351	A	-	-	-
9	Airport Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.563	A	0.681	B	0.786	C	0.556	A	0.681	B	0.736	C	-	-	-
10	Aviation Boulevard & Arbor Vitae Street	Inglewood/City of LA	X	X	0.427	A	0.420	A	0.551	A	0.353	A	0.309	A	0.419	A	-	-	-
11	Inglewood Avenue & Arbor Vitae Street	Inglewood			0.423	A	0.495	A	0.689	B	0.431	A	0.502	A	0.695	B	-	-	-
12	La Brea Avenue & Arbor Vitae Street	Inglewood			0.392	A	0.480	A	0.669	B	0.392	A	0.490	A	0.680	B	-	-	-
13	La Cienega Boulevard & Arbor Vitae Street	Inglewood/City of LA	X	X	0.354	A	0.397	A	0.491	A	0.361	A	0.397	A	0.491	A	-	-	-
14	Aviation Boulevard & Century Boulevard	City of LA	X	X	0.738	C	0.664	B	0.892	D	0.752	C	0.747	C	0.914	E	-	Yes	Yes
15	Aviation Boulevard & El Segundo Boulevard	El Segundo			0.851	D	0.589	A	0.761	C	0.851	D	0.590	A	0.771	C	-	-	-
16	Aviation Boulevard & Imperial Highway	City of LA	X	X	0.630	B	0.370	A	0.595	A	0.631	B	0.408	A	0.595	A	-	-	-
17	Aviation Boulevard/Florence Avenue & Manchester Avenue	Caltrans/Inglewood	X	X	0.589	A	0.591	A	0.653	B	0.613	B	0.637	B	0.658	B	-	-	-
18	Aviation Boulevard & Rosecrans Avenue	El Segundo/Hawthorne/Manhattan Beach			0.684	B	0.760	C	0.827	D	0.692	B	0.762	C	0.828	D	-	-	-
19	Aviation Boulevard & 111th Street	City of LA	X	X	0.520	A	0.402	A	0.477	A	0.569	A	0.472	A	0.563	A	-	-	-
20	Aviation Boulevard & West 120th Street	El Segundo/LA County			0.592	A	0.365	A	0.516	A	0.630	B	0.370	A	0.525	A	-	-	-
21	Lincoln Boulevard & Bali Way	Caltrans/City of LA/LA County	X	X	0.449	A	0.497	A	0.696	B	0.450	A	0.498	A	0.699	B	-	-	-
22	Lincoln Boulevard & Bluff Creek Drive	Caltrans/City of LA	X	X	0.351	A	0.211	A	0.334	A	0.336	A	0.207	A	0.334	A	-	-	-
23	Centinela Avenue & Jefferson Boulevard	City of LA/LA County	X	X	0.459	A	0.420	A	0.600	A	0.458	A	0.418	A	0.598	A	-	-	-
24	Centinela Avenue & Culver Boulevard	City of LA	X	X	0.669	B	0.451	A	0.698	B	0.669	B	0.450	A	0.695	B	-	-	-
25	La Brea Avenue & Centinela Avenue	Inglewood			0.778	C	0.706	C	0.874	D	0.782	C	0.715	C	0.874	D	-	-	-
26	La Cienega Boulevard & Centinela Avenue	Inglewood/City of LA	X	X	0.933	E	0.590	A	0.973	E	0.937	E	0.594	A	0.973	E	-	-	-
27	La Tijera Boulevard & Centinela Avenue	City of LA/LA County	X	X	0.538	A	0.475	A	0.690	B	0.532	A	0.465	A	0.691	B	-	-	-
28	Sepulveda Boulevard & Centinela Avenue	Culver City	X		0.710	C	0.561	A	0.736	C	0.709	C	0.559	A	0.734	C	-	-	-
29	Centinela Avenue & Venice Boulevard	Caltrans/City of LA	X	X	0.955	E	0.800	C	0.893	D	0.957	E	0.803	D	0.897	D	-	-	-
30	Centinela Avenue & Washington Boulevard	Culver City	X		0.733	C	0.626	B	0.849	D	0.733	C	0.623	B	0.847	D	-	-	-
31	Centinela Avenue & Washington Place	Culver City/City of LA	X		0.721	C	0.589	A	0.754	C	0.721	C	0.589	A	0.758	C	-	-	-
32	Centinela Avenue & SR 90 Eastbound On-/Off-Ramps	Caltrans/City of LA	X	X	0.291	A	0.216	A	0.409	A	0.289	A	0.216	A	0.406	A	-	-	-
33	Centinela Avenue & Sandford/SR 90 Westbound Ramps	Caltrans/City of LA	X	X	0.351	A	0.216	A	0.454	A	0.356	A	0.216	A	0.454	A	-	-	-
34	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	Inglewood			0.574	A	0.605	B	0.746	C	0.574	A	0.608	B	0.775	C	-	-	-
35	Inglewood Avenue & Century Boulevard	Inglewood			0.558	A	0.562	A	0.800	C	0.565	A	0.566	A	0.803	D	-	-	-
36	La Cienega Boulevard & Century Boulevard	Inglewood/City of LA/LA County	X	X	0.515	A	0.582	A	0.682	B	0.616	B	0.578	A	0.697	B	-	-	-
37	Prairie Avenue & Century Boulevard	Inglewood			0.583	A	0.681	B	0.783	C	0.578	A	0.676	B	0.769	C	-	-	-
38	Sepulveda Boulevard & Century Boulevard	Caltrans/City of LA	X	X	0.546	A	0.473	A	0.620	B	0.563	A	0.473	A	0.647	B	-	-	-
39	I-405 Northbound Ramps & Century Boulevard	Caltrans/Inglewood			0.643	B	0.544	A	0.641	B	0.669	B	0.603	B	0.643	B	-	-	-
40	Duquesne Avenue & Culver Boulevard	Culver City	X		0.539	A	0.358	A	0.592	A	0.546	A	0.369	A	0.594	A	-	-	-
41	Culver Boulevard & Jefferson Boulevard	City of LA	X	X	0.687	B	0.299	A	0.652	B	0.683	B	0.290	A	0.650	B	-	-	-
42	Nicholson Street & Culver Boulevard	City of LA	X	X	0.541	A	0.337	A	0.737	C	0.532	A	0.333	A	0.732	C	-	-	-
43	Overland Avenue & Culver Boulevard	Culver City	X		1.070	F	0.574	A	0.849	D	1.072	F	0.575	A	0.849	D	-	-	-
44	Sawtelle Boulevard & Culver Boulevard	Culver City	X		0.601	B	0.417	A	0.787	C	0.598	A	0.406	A	0.784	C	-	-	-
45	Sepulveda Boulevard & Culver Boulevard	Culver City	X		0.677	B	0.477	A	0.642	B	0.679	B	0.477	A	0.648	B	-	-	-
46	Douglas Street & El Segundo Boulevard	El Segundo			0.657	B	0.511	A	0.864	D	0.663	B	0.511	A	0.864	D	-	-	-
47	Douglas Street & Imperial Highway	El Segundo/City of LA	X	X	0.292	A	0.230	A	0.387	A	0.294	A	0.267	A	0.470	A	-	-	-
48	Douglas Street & Mariposa Avenue	El Segundo			0.324	A	0.365	A	0.514	A	0.322	A	0.361	A	0.514	A	-	-	-
49	Douglas Street & Rosecrans Avenue	El Segundo/Manhattan Beach			0.587	A	0.638	B	0.662	B	0.584	A	0.631	B	0.662	B	-	-	-
50	Duquesne Avenue & Jefferson Boulevard	Culver City	X		0.514	A	0.475	A	0.625	B	0.512	A	0.475	A	0.621	B	-	-	-
51	Hawthorne Boulevard & El Segundo Boulevard	Hawthorne			0.597	A	0.654	B	1.157	F	0.599	A	0.655	B	1.157	F	-	-	-
52	Inglewood Avenue & El Segundo Boulevard	Hawthorne/LA County			0.582	A	0.632	B	0.961	E	0.584	A	0.633	B	0.965	E	-	-	-
53	La Cienega Boulevard & El Segundo Boulevard	Hawthorne/LA County			0.620	B	0.508	A	0.917	E	0.625	B	0.508	A	0.921	E	-	-	-
54	Nash Street & El Segundo Boulevard	El Segundo			0.524	A	0.402	A	0.634	B	0.524	A	0.400	A	0.632	B	-	-	-

Table 4.12.2-16

Baseline (2010) With Alternative 4 Level of Service Analysis

					Baseline (2010)						Baseline (2010) With Alt. 4								
					AM		MD		PM		AM		MD		PM		Significant Impact?		
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
55	Sepulveda Boulevard & El Segundo Boulevard	Caltrans/El Segundo			0.754	C	0.732	C	0.947	E	0.758	C	0.740	C	0.948	E	-	-	-
56	Lincoln Boulevard & Fiji Way	Caltrans/City of LA/LA County	X	X	0.550	A	0.544	A	0.752	C	0.551	A	0.545	A	0.754	C	-	-	-
57	La Brea Avenue & Florence Avenue	Inglewood			0.670	B	0.638	B	0.844	D	0.654	B	0.631	B	0.833	D	-	-	-
58	La Cienega Boulevard & Florence Avenue	Inglewood			0.667	B	0.658	B	0.895	D	0.667	B	0.672	B	0.896	D	-	-	-
59	Nash Street & Grand Avenue	El Segundo			0.422	A	0.324	A	0.426	A	0.392	A	0.324	A	0.412	A	-	-	-
60	Sepulveda Boulevard & Grand Avenue	Caltrans/El Segundo			0.753	C	0.695	B	0.828	D	0.766	C	0.698	B	0.837	D	-	-	-
61	Vista del Mar & Grand Avenue	City of LA	X	X	0.495	A	0.226	A	0.326	A	0.485	A	0.225	A	0.325	A	-	-	-
62	Hawthorne Boulevard & Imperial Avenue	Hawthorne			0.551	A	0.549	A	0.839	D	0.579	A	0.556	A	0.844	D	-	-	-
63	Hawthorne Boulevard & Lennox Boulevard	LA County			0.397	A	0.544	A	0.724	C	0.411	A	0.563	A	0.743	C	-	-	-
64	Highland Avenue/Vista del Mar & Rosecrans Avenue	Manhattan Beach			0.770	C	0.523	A	0.685	B	0.763	C	0.521	A	0.685	B	-	-	-
65	Sepulveda Boulevard & Howard Hughes Parkway	City of LA	X	X	0.388	A	0.365	A	0.540	A	0.390	A	0.365	A	0.541	A	-	-	-
66	Inglewood Avenue & Imperial Highway	Hawthorne			0.614	B	0.647	B	1.153	F	0.651	B	0.648	B	1.173	F	-	-	Yes
67	La Cienega Boulevard & Imperial Highway	City of LA/LA County	X	X	0.397	A	0.246	A	0.540	A	0.416	A	0.246	A	0.546	A	-	-	-
68	Main Street & Imperial Highway	El Segundo/City of LA	X	X	0.683	B	0.440	A	0.547	A	0.706	C	0.446	A	0.548	A	-	-	-
69	Pershing Drive & Imperial Highway	City of LA	X	X	0.515	A	0.368	A	0.354	A	0.481	A	0.335	A	0.335	A	-	-	-
70	Prairie Avenue & Imperial Highway	Hawthorne/Inglewood			0.611	B	0.581	A	0.820	D	0.613	B	0.585	A	0.820	D	-	-	-
71	Sepulveda Boulevard & Imperial Highway	Caltrans/El Segundo/City of LA	X	X	0.650	B	0.674	B	1.013	F	0.685	B	0.679	B	1.016	F	-	-	-
72	Vista del Mar & Imperial Highway	City of LA	X	X	0.403	A	0.205	A	0.363	A	0.387	A	0.192	A	0.359	A	-	-	-
73	Nash Street/I-105 Westbound Ramps & Imperial Highway	Caltrans/El Segundo/City of LA	X	X	0.575	A	0.279	A	0.332	A	0.607	B	0.280	A	0.333	A	-	-	-
74	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	Caltrans/City of LA	X	X	0.544	A	0.308	A	0.534	A	0.544	A	0.341	A	0.562	A	-	-	-
75	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	Caltrans/Hawthorne/LA County			0.440	A	0.309	A	0.614	B	0.448	A	0.318	A	0.614	B	-	-	-
76	Inglewood Avenue & Lennox Boulevard	LA County			0.424	A	0.490	A	0.703	C	0.427	A	0.500	A	0.716	C	-	-	-
77	Inglewood Avenue & Manchester Boulevard	Caltrans/Inglewood			0.529	A	0.489	A	0.645	B	0.522	A	0.485	A	0.645	B	-	-	-
78	Lincoln Boulevard & Jefferson Boulevard	Caltrans/City of LA	X	X	0.610	B	0.487	A	0.624	B	0.611	B	0.487	A	0.624	B	-	-	-
79	Overland Avenue & Jefferson Boulevard	Culver City	X		0.630	B	0.468	A	0.687	B	0.628	B	0.467	A	0.684	B	-	-	-
80	Sepulveda Boulevard & Jefferson Boulevard	Culver City	X		0.384	A	0.336	A	0.406	A	0.389	A	0.349	A	0.409	A	-	-	-
81	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	Culver City	X		0.666	B	0.601	B	0.785	C	0.678	B	0.610	B	0.793	C	-	-	-
82	Slauson Avenue & Jefferson Boulevard	Culver City	X		0.278	A	0.401	A	0.416	A	0.284	A	0.402	A	0.419	A	-	-	-
83	I-405 Northbound Ramps & Jefferson Boulevard	Caltrans/Culver City/City of LA	X	X	0.382	A	0.366	A	0.678	B	0.345	A	0.359	A	0.652	B	-	-	-
84	I-405 Southbound Ramps & Jefferson Boulevard	Caltrans/Culver City/City of LA	X	X	0.275	A	0.322	A	0.365	A	0.278	A	0.323	A	0.366	A	-	-	-
85	La Brea Avenue & Manchester Boulevard	Caltrans/Inglewood			0.678	B	0.670	B	0.714	C	0.691	B	0.695	B	0.739	C	-	-	-
86	La Brea Avenue/Overhill Drive & Stocker Street	LA County			0.694	B	0.611	B	1.071	F	0.691	B	0.609	B	1.059	F	-	-	-
87	La Brea Avenue & Slauson Avenue	LA County			0.753	C	0.629	B	0.917	E	0.750	C	0.627	B	0.912	E	-	-	-
88	La Cienega Boulevard & La Tijera Boulevard	Inglewood/City of LA	X	X	0.780	C	0.689	B	0.871	D	0.753	C	0.679	B	0.853	D	-	-	-
89	La Cienega Boulevard & Lennox Boulevard	City of LA/LA County	X	X	0.346	A	0.280	A	0.371	A	0.325	A	0.269	A	0.364	A	-	-	-
90	La Cienega Boulevard & Manchester Boulevard	Caltrans/Inglewood			0.605	B	0.666	B	0.765	C	0.615	B	0.675	B	0.766	C	-	-	-
91	La Cienega Boulevard Northbound Ramps & Slauson Avenue	LA County			0.664	B	0.525	A	0.648	B	0.658	B	0.519	A	0.636	B	-	-	-
92	La Cienega Boulevard Southbound Ramps & Slauson Avenue	LA County			0.672	B	0.616	B	0.787	C	0.706	C	0.616	B	0.788	C	-	-	-
93	La Cienega Boulevard & Stocker Street	LA County			1.212	F	0.786	C	1.127	F	1.212	F	0.793	C	1.128	F	-	-	-
94	La Cienega Boulevard & 111th Street	City of LA/LA County	X	X	0.290	A	0.277	A	0.413	A	0.330	A	0.327	A	0.460	A	-	-	-
95	La Cienega Boulevard & West 120th Street	LA County			0.358	A	0.282	A	0.696	B	0.373	A	0.282	A	0.696	B	-	-	-
96	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	Caltrans/Inglewood/City of LA	X	X	0.627	B	0.571	A	0.589	A	0.614	B	0.516	A	0.541	A	-	-	-
97	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	Caltrans/City of LA/LA County	X	X	0.352	A	0.418	A	0.471	A	0.355	A	0.423	A	0.472	A	-	-	-
98	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	Caltrans/City of LA/LA County	X	X	0.400	A	0.290	A	0.285	A	0.401	A	0.290	A	0.310	A	-	-	-
99	Lincoln Boulevard & La Tijera Boulevard	Caltrans/City of LA	X	X	0.339	A	0.228	A	0.366	A	0.350	A	0.232	A	0.374	A	-	-	-
100	La Tijera Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.445	A	0.460	A	0.507	A	0.473	A	0.511	A	0.517	A	-	-	-
101	Sepulveda Boulevard & La Tijera Boulevard	City of LA	X	X	0.501	A	0.573	A	0.629	B	0.556	A	0.656	B	0.667	B	-	-	-
102	I-405 Northbound Ramps & La Tijera Boulevard	Caltrans/City of LA	X	X	0.534	A	0.631	B	0.536	A	0.539	A	0.659	B	0.536	A	-	-	-
103	I-405 Southbound Ramps & La Tijera Boulevard	Caltrans/City of LA	X	X	0.432	A	0.515	A	0.552	A	0.432	A	0.532	A	0.562	A	-	-	-
104	Lincoln Boulevard & Loyola Marymount University Drive	Caltrans/City of LA	X	X	0.427	A	0.320	A	0.525	A	0.428	A	0.337	A	0.561	A	-	-	-
105	Lincoln Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.597	A	0.475	A	0.618	B	0.606	B	0.480	A	0.627	B	-	-	-
106	Lincoln Boulevard & Maxella Avenue	Caltrans/City of LA	X	X	0.554	A	0.550	A	0.592	A	0.556	A	0.550	A	0.592	A	-	-	-
107	Lincoln Boulevard & Mindanao Way	Caltrans/City of LA/LA County	X	X	0.624	B	0.697	B	0.771	C	0.625	B	0.701	C	0.775	C	-	-	-
108	Sepulveda Boulevard & Lincoln Boulevard	Caltrans/City of LA	X	X	0.621	B	0.510	A	0.769	C	0.661	B	0.564	A	0.799	C	-	-	-
109	Lincoln Boulevard & Venice Boulevard	Caltrans/City of LA	X	X	0.814	D	0.811	D	0.895	D	0.816	D	0.812	D	0.896	D	-	-	-
110	Lincoln Boulevard & Washington Boulevard	Caltrans/City of LA	X	X	0.746	C	0.816	D	0.936	E	0.746	C	0.816	D	0.936	E	-	-	-

Table 4.12.2-16

Baseline (2010) With Alternative 4 Level of Service Analysis

					Baseline (2010)						Baseline (2010) With Alt. 4								
					AM		MD		PM		AM		MD		PM		Significant Impact?		
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
111	Lincoln Boulevard & 83rd Street	Caltrans/City of LA	X	X	0.544	A	0.379	A	0.547	A	0.544	A	0.381	A	0.547	A	-	-	-
112	Lincoln Boulevard & SR 90 Ramps	Caltrans/City of LA	X	X	0.595	A	0.594	A	0.701	C	0.596	A	0.599	A	0.701	C	-	-	-
113	Pershing Drive & Manchester Avenue	Caltrans/City of LA	X	X	0.454	A	0.295	A	0.375	A	0.454	A	0.295	A	0.376	A	-	-	-
114	Sepulveda Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.747	C	0.648	B	0.754	C	0.760	C	0.649	B	0.754	C	-	-	-
115	Ash Avenue & Manchester Avenue	Caltrans/Inglewood			0.699	B	0.622	B	0.780	C	0.697	B	0.609	B	0.780	C	-	-	-
116	Nash Street & Mariposa Avenue	El Segundo			0.574	A	0.324	A	0.434	A	0.573	A	0.312	A	0.433	A	-	-	-
117	Sepulveda Boulevard & Mariposa Avenue	Caltrans/El Segundo			0.708	C	0.641	B	0.757	C	0.713	C	0.652	B	0.761	C	-	-	-
118	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps	Caltrans/Culver City	X		0.760	C	0.523	A	0.778	C	0.741	C	0.511	A	0.763	C	-	-	-
119	Ocean Avenue/Via Marina & Washington Boulevard	City of LA/LA County	X	X	0.531	A	0.476	A	0.694	B	0.540	A	0.478	A	0.697	B	-	-	-
120	Overhill Drive & Slauson Avenue	LA County			0.639	B	0.533	A	0.986	E	0.640	B	0.537	A	0.989	E	-	-	-
121	Overland Avenue & Venice Boulevard	Caltrans/Culver City/City of LA	X		0.819	D	0.657	B	0.873	D	0.819	D	0.658	B	0.880	D	-	-	-
122	Palawan Way & Washington Boulevard	City of LA/LA County			13.4	B	12.1	B	12.8	B	13.4	B	12.2	B	12.8	B	-	-	-
123	Pershing Drive & Westchester Parkway	City of LA	X	X	0.211	A	0.115	A	0.187	A	0.211	A	0.115	A	0.188	A	-	-	-
124	Prairie Avenue & West 112th Street/I-105 Off-Ramp	Caltrans/Inglewood			0.457	A	0.583	A	0.646	B	0.439	A	0.580	A	0.643	B	-	-	-
125	Sepulveda Boulevard & Rosecrans Avenue	Caltrans/El Segundo/Manhattan Beach			0.840	D	0.766	C	1.058	F	0.832	D	0.758	C	1.058	F	-	-	-
126	Sepulveda Boulevard & Sawtelle Boulevard	Culver City	X		0.421	A	0.526	A	0.595	A	0.423	A	0.529	A	0.597	A	-	-	-
127	Sawtelle Boulevard & Venice Boulevard	Caltrans/Culver City/City of LA	X		0.899	D	0.739	C	0.881	D	0.892	D	0.734	C	0.879	D	-	-	-
128	Sawtelle Boulevard & Washington Boulevard	Culver City	X		0.476	A	0.414	A	0.599	A	0.476	A	0.417	A	0.605	B	-	-	-
129	Sawtelle Boulevard & Washington Place	Culver City	X		0.427	A	0.325	A	0.515	A	0.418	A	0.322	A	0.510	A	-	-	-
130	Sepulveda Boulevard & Slauson Avenue	Culver City	X		0.487	A	0.526	A	0.703	C	0.490	A	0.528	A	0.707	C	-	-	-
131	Sepulveda Boulevard & Venice Boulevard	Caltrans/Culver City/City of LA	X	X	0.758	C	0.649	B	0.951	E	0.760	C	0.661	B	0.958	E	-	-	-
132	Sepulveda Boulevard & Washington Boulevard	Culver City	X		0.567	A	0.510	A	0.620	B	0.578	A	0.517	A	0.631	B	-	-	-
133	Sepulveda Boulevard & Washington Place	Culver City	X		0.588	A	0.487	A	0.577	A	0.590	A	0.494	A	0.584	A	-	-	-
134	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps	Caltrans/Culver City	X		0.824	D	0.565	A	0.762	C	0.781	C	0.539	A	0.735	C	-	-	-
135	Sepulveda Boulevard & Westchester Parkway	City of LA	X	X	0.447	A	0.528	A	0.683	B	0.487	A	0.605	B	0.813	D	-	-	Yes
136	Sepulveda Boulevard & 76th Street	City of LA	X	X	0.663	B	0.422	A	0.628	B	0.667	B	0.422	A	0.633	B	-	-	-
137	Sepulveda Boulevard & 79th Street	City of LA	X	X	0.445	A	0.351	A	0.507	A	0.451	A	0.353	A	0.510	A	-	-	-
138	Sepulveda Boulevard & 83rd Street	City of LA	X	X	0.390	A	0.312	A	0.456	A	0.391	A	0.312	A	0.457	A	-	-	-
139	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	Caltrans/City of LA	X	X	0.839	D	0.805	D	0.872	D	0.821	D	0.765	C	0.847	D	-	-	-
140	SR 90 Westbound Ramps & Slauson Avenue	Caltrans/Culver City/LA County	X		0.505	A	0.393	A	0.671	B	0.502	A	0.390	A	0.643	B	-	-	-
141	Airport Boulevard & 96th Street	City of LA	X	X	0.175	A	0.288	A	0.360	A	0.256	A	0.336	A	0.362	A	-	-	-
142	Jenny Avenue & 96th Street	City of LA	X	X	0.129	A	0.154	A	0.115	A	0.298	A	0.404	A	0.256	A	-	-	-
143	Vicksburg Avenue & 96th Street	City of LA	X	X	0.180	A	0.292	A	0.219	A	0.103	A	0.202	A	0.116	A	-	-	-
144	Airport Boulevard & 98th Street	City of LA	X	X	0.292	A	0.381	A	0.439	A	0.301	A	0.443	A	0.491	A	-	-	-
145	Jenny Avenue & Westchester Parkway	City of LA	X	X	0.060	A	0.151	A	0.143	A	0.105	A	0.373	A	0.202	A	-	-	-
146	Sepulveda Eastway & Westchester Parkway	City of LA	X	X	0.221	A	0.340	A	0.423	A	0.233	A	0.345	A	0.427	A	-	-	-
147	Crenshaw Boulevard & Century Boulevard	Inglewood			0.563	A	0.674	B	0.781	C	0.564	A	0.674	B	0.798	C	-	-	-
148	La Cienega Boulevard & Fairview Boulevard	Inglewood/City of LA	X	X	0.834	D	0.603	B	0.851	D	0.851	D	0.603	B	0.851	D	-	-	-
149	Crenshaw Boulevard & Imperial Highway	Inglewood			0.566	A	0.620	B	0.818	D	0.566	A	0.626	B	0.836	D	-	-	-
150	Sepulveda Boulevard & Braddock Drive	Culver City			0.505	A	0.446	A	0.566	A	0.511	A	0.453	A	0.570	A	-	-	-
151	Buckingham Parkway & Slauson Avenue	Culver City			0.646	B	0.451	A	0.778	C	0.647	B	0.453	A	0.779	C	-	-	-
152	Duquesne Avenue & Washington Boulevard	Culver City			0.493	A	0.435	A	0.607	B	0.497	A	0.440	A	0.607	B	-	-	-
153	Overland Avenue & Kelmore Street/Ranch Road	Culver City			21.6	C	13.7	B	28.5	D	21.6	C	13.7	B	28.5	D	-	-	-
154	Overland Avenue & Sawtelle Boulevard	Culver City			20.3	C	15.1	C	27.2	D	20.3	C	15.1	C	27.4	D	-	-	-
155	Overland Avenue & Washington Boulevard	Culver City/City of LA			0.764	C	0.663	B	0.980	E	0.767	C	0.668	B	0.989	E	-	-	-
156	Walgrove Avenue & Washington Boulevard	Culver City			17.1	C	37.0	E	68.1	F	17.8	C	40.6	E	68.2	F	-	-	-
157	La Cienega Boulevard & 104th Street	City of LA/LA County	X	X	0.297	A	0.241	A	0.301	A	0.281	A	0.241	A	0.283	A	-	-	-
158	Vista del Mar & Waterview Street	City of LA	X	X	0.305	A	0.056	A	0.237	A	0.296	A	0.053	A	0.232	A	-	-	-
159	Hindry Avenue & Manchester Boulevard	Caltrans/Inglewood			0.387	A	0.550	A	0.542	A	0.399	A	0.562	A	0.542	A	-	-	-
160	Lincoln Boulevard & Rose Avenue	Caltrans/City of LA	X	X	0.873	D	0.775	C	0.797	C	0.871	D	0.774	C	0.792	C	-	-	-
161	Western Avenue & Century Boulevard	City of LA	X	X	0.440	A	0.509	A	0.637	B	0.432	A	0.505	A	0.633	B	-	-	-
162	Sepulveda Boulevard & Manhattan Beach Boulevard	Caltrans/Manhattan Beach			0.849	D	0.914	E	1.100	F	0.850	D	0.917	E	1.104	F	-	-	-
163	La Cienega Boulevard & Jefferson Boulevard	City of LA	X		0.898	D	0.679	B	1.014	F	0.893	D	0.672	B	1.002	F	-	-	-
164	Crenshaw Boulevard & Manchester Avenue	Caltrans/Inglewood			0.686	B	0.714	C	0.860	D	0.684	B	0.708	C	0.860	D	-	-	-
165	La Cienega Boulevard & Rodeo Road	City of LA	X		0.942	E	0.654	B	0.951	E	0.937	E	0.654	B	0.950	E	-	-	-
166	La Brea Avenue & Rodeo Road	City of LA	X		0.969	E	0.651	B	0.851	D	0.954	E	0.647	B	0.855	D	-	-	-
167	La Brea Avenue & Jefferson Boulevard	City of LA	X		0.980	E	0.578	A	0.866	D	0.977	E	0.570	A	0.856	D	-	-	-

Table 4.12.2-16

Baseline (2010) With Alternative 4 Level of Service Analysis

					Baseline (2010)						Baseline (2010) With Alt. 4								
					AM		MD		PM		AM		MD		PM		Significant Impact?		
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
168	Crenshaw Boulevard & Florence Avenue	City of LA	X	X	0.670	B	0.501	A	0.741	C	0.677	B	0.504	A	0.742	C	-	-	-
169	Prairie Avenue & Manchester Boulevard	Inglewood			0.942	E	0.646	B	0.785	C	0.936	E	0.646	B	0.780	C	-	-	-
170	I-110 Northbound Ramps & Manchester Avenue	Caltrans/City of LA	X	X	0.561	A	0.434	A	0.476	A	0.554	A	0.433	A	0.469	A	-	-	-
171	Western Avenue & Florence Avenue	City of LA	X	X	0.736	C	0.438	A	0.718	C	0.748	C	0.455	A	0.736	C	-	-	-
172	Western Avenue & Manchester Avenue	Caltrans/City of LA	X	X	0.648	B	0.493	A	0.748	C	0.655	B	0.501	A	0.763	C	-	-	-
173	Western Avenue & Imperial Highway	LA County	X	X	0.639	B	0.477	A	0.765	C	0.647	B	0.483	A	0.788	C	-	-	-
174	Vermont Avenue & Florence Avenue	City of LA	X	X	0.619	B	0.426	A	0.599	A	0.629	B	0.443	A	0.600	A	-	-	-
175	Vermont Avenue & Manchester Avenue	Caltrans/LA County/City of LA	X	X	0.661	B	0.471	A	0.611	B	0.669	B	0.472	A	0.614	B	-	-	-
176	Vermont Avenue & Century Boulevard	LA County/City of LA	X	X	0.605	B	0.399	A	0.563	A	0.605	B	0.402	A	0.574	A	-	-	-
177	Vermont Avenue & Imperial Highway	LA County/City of LA	X	X	0.728	C	0.458	A	0.758	C	0.741	C	0.458	A	0.771	C	-	-	-
178	Figueroa Street & Florence Avenue	City of LA	X	X	0.693	B	0.412	A	0.610	B	0.693	B	0.435	A	0.610	B	-	-	-
179	Figueroa Street & Manchester Avenue	Caltrans/City of LA	X	X	0.776	C	0.549	A	0.796	C	0.775	C	0.539	A	0.762	C	-	-	-
180	Figueroa Street & Century Boulevard	City of LA	X	X	0.840	D	0.411	A	0.658	B	0.851	D	0.413	A	0.672	B	-	-	-
181	Figueroa Street & Imperial Highway	City of LA	X	X	0.757	C	0.323	A	0.651	B	0.778	C	0.326	A	0.699	B	-	-	-
182	Inglewood Avenue & Rosecrans Avenue	Hawthorne			0.694	B	0.608	B	0.840	D	0.695	B	0.614	B	0.844	D	-	-	-
183	Hawthorne Boulevard & Rosecrans Avenue	Hawthorne			0.709	C	0.621	B	0.770	C	0.711	C	0.631	B	0.771	C	-	-	-
184	Prairie Avenue & Rosecrans Avenue	Hawthorne/Lawndale			0.776	C	0.673	B	0.856	D	0.788	C	0.675	B	0.856	D	-	-	-
185	Crenshaw Boulevard & Rosecrans Avenue	Gardena/Hawthorne/LA County			0.729	C	0.644	B	0.800	C	0.746	C	0.647	B	0.802	D	-	-	-
186	Western Avenue & Rosecrans Avenue	Gardena			0.737	C	0.603	B	0.838	D	0.738	C	0.607	B	0.838	D	-	-	-
187	Vermont Avenue & Rosecrans Avenue	Gardena/City of LA	X		0.702	C	0.553	A	0.747	C	0.703	C	0.553	A	0.749	C	-	-	-
188	Prairie Avenue & El Segundo Boulevard	Hawthorne			0.883	D	0.627	B	0.889	D	0.886	D	0.629	B	0.899	D	-	-	-
189	Crenshaw Boulevard & El Segundo Boulevard	Hawthorne/Gardena			0.882	D	0.654	B	0.774	C	0.899	D	0.658	B	0.780	C	-	-	-
190	Western Avenue & El Segundo Boulevard	Gardena/LA County			0.798	C	0.518	A	0.759	C	0.800	C	0.524	A	0.766	C	-	-	-
191	Vermont Avenue & El Segundo Boulevard	Gardena/LA County/City of LA	X		0.634	B	0.330	A	0.550	A	0.635	B	0.332	A	0.550	A	-	-	-
192	Aviation Boulevard & Artesia Boulevard	Redondo Beach/Manhattan Beach			1.062	F	0.734	C	1.053	F	1.068	F	0.736	C	1.054	F	-	-	-
193	Aviation Boulevard & Manhattan Beach Boulevard	Redondo Beach/Manhattan Beach			0.895	D	0.724	C	0.979	E	0.899	D	0.726	C	0.981	E	-	-	-
194	Sepulveda Boulevard & Palms Boulevard	City of LA	X		0.766	C	0.552	A	0.929	E	0.780	C	0.563	A	0.929	E	-	-	-
195	Sawtelle Boulevard & Palms Boulevard	City of LA	X		0.769	C	0.401	A	0.757	C	0.758	C	0.395	A	0.730	C	-	-	-
196	Prairie Avenue & Florence Avenue	Inglewood			0.915	E	0.571	A	0.781	C	0.914	E	0.563	A	0.780	C	-	-	-
197	Prairie Avenue & Lennox Boulevard	Inglewood			0.538	A	0.468	A	0.606	B	0.550	A	0.468	A	0.617	B	-	-	-
198	Flower Street (near I-110 Southbound Ramps) & Florence Avenue	Caltrans/City of LA	X	X	0.443	A	0.418	A	0.458	A	0.443	A	0.435	A	0.469	A	-	-	-
199	Grand Avenue (near I-110 Northbound Ramps) & Florence Avenue	Caltrans/City of LA	X	X	0.540	A	0.503	A	0.561	A	0.547	A	0.511	A	0.567	A	-	-	-
200	I-110 Southbound Ramps & Manchester Avenue	Caltrans/City of LA	X	X	0.474	A	0.402	A	0.477	A	0.473	A	0.401	A	0.472	A	-	-	-

Source: Fehr & Peers, 2012.

Table 4.12.2-17

Baseline (2010) With Alternative 8 Level of Service Analysis

					Baseline (2010)						Baseline (2010) With Alt. 8								
					AM		MD		PM		AM		MD		PM		Significant Impact?		
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
1	Admiralty Way & Bali Way	LA County	X	X	0.566	A	0.530	A	0.696	B	0.566	A	0.535	A	0.696	B	-	-	-
2	Admiralty Way & Fiji Way	LA County	X	X	0.297	A	0.276	A	0.443	A	0.306	A	0.279	A	0.445	A	-	-	-
3	Admiralty Way & Mindanao Way	LA County	X	X	0.549	A	0.537	A	0.623	B	0.549	A	0.534	A	0.621	B	-	-	-
4	Palawan Way & Admiralty Way	LA County	X		0.518	A	0.424	A	0.599	A	0.522	A	0.441	A	0.599	A	-	-	-
5	Via Marina & Admiralty Way	LA County	X	X	0.414	A	0.440	A	0.641	B	0.415	A	0.440	A	0.642	B	-	-	-
6	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	City of LA	X	X	0.299	A	0.485	A	0.579	A	0.247	A	0.430	A	0.544	A	-	-	-
7	Airport Boulevard & Century Boulevard	City of LA	X	X	0.516	A	0.552	A	0.517	A	0.561	A	0.611	B	0.640	B	-	-	-
8	La Tijera Boulevard & Airport Boulevard	City of LA	X	X	0.377	A	0.323	A	0.363	A	0.435	A	0.361	A	0.372	A	-	-	-
9	Airport Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.563	A	0.681	B	0.786	C	0.591	A	0.735	C	0.804	D	-	Yes	-
10	Aviation Boulevard & Arbor Vitae Street	Inglewood/City of LA	X	X	0.427	A	0.420	A	0.551	A	0.339	A	0.320	A	0.475	A	-	-	-
11	Inglewood Avenue & Arbor Vitae Street	Inglewood			0.423	A	0.495	A	0.689	B	0.450	A	0.542	A	0.728	C	-	-	-
12	La Brea Avenue & Arbor Vitae Street	Inglewood			0.392	A	0.480	A	0.669	B	0.392	A	0.487	A	0.676	B	-	-	-
13	La Cienega Boulevard & Arbor Vitae Street	Inglewood/City of LA	X	X	0.354	A	0.397	A	0.491	A	0.422	A	0.430	A	0.613	B	-	-	-
14	Aviation Boulevard & Century Boulevard	City of LA	X	X	0.738	C	0.664	B	0.892	D	0.755	C	0.667	B	0.892	D	-	-	-
15	Aviation Boulevard & El Segundo Boulevard	El Segundo			0.851	D	0.589	A	0.761	C	0.851	D	0.591	A	0.765	C	-	-	-
16	Aviation Boulevard & Imperial Highway	City of LA	X	X	0.630	B	0.370	A	0.595	A	0.562	A	0.351	A	0.589	A	-	-	-
17	Aviation Boulevard/Florence Avenue & Manchester Avenue	Caltrans/Inglewood	X	X	0.589	A	0.591	A	0.653	B	0.654	B	0.649	B	0.683	B	-	-	-
18	Aviation Boulevard & Rosecrans Avenue	El Segundo/Hawthorne/Manhattan Beach			0.684	B	0.760	C	0.827	D	0.687	B	0.762	C	0.827	D	-	-	-
19	Aviation Boulevard & 111th Street	City of LA	X	X	0.520	A	0.402	A	0.477	A	0.516	A	0.353	A	0.453	A	-	-	-
20	Aviation Boulevard & West 120th Street	El Segundo/LA County			0.592	A	0.365	A	0.516	A	0.580	A	0.362	A	0.505	A	-	-	-
21	Lincoln Boulevard & Bali Way	Caltrans/City of LA/LA County	X	X	0.449	A	0.497	A	0.696	B	0.457	A	0.497	A	0.696	B	-	-	-
22	Lincoln Boulevard & Bluff Creek Drive	Caltrans/City of LA	X	X	0.351	A	0.211	A	0.334	A	0.352	A	0.213	A	0.341	A	-	-	-
23	Centinela Avenue & Jefferson Boulevard	City of LA/LA County	X	X	0.459	A	0.420	A	0.600	A	0.461	A	0.420	A	0.607	B	-	-	-
24	Centinela Avenue & Culver Boulevard	City of LA	X	X	0.669	B	0.451	A	0.698	B	0.669	B	0.449	A	0.693	B	-	-	-
25	La Brea Avenue & Centinela Avenue	Inglewood			0.778	C	0.706	C	0.874	D	0.780	C	0.712	C	0.875	D	-	-	-
26	La Cienega Boulevard & Centinela Avenue	Inglewood/City of LA	X	X	0.933	E	0.590	A	0.973	E	0.934	E	0.598	A	0.974	E	-	-	-
27	La Tijera Boulevard & Centinela Avenue	City of LA/LA County	X	X	0.538	A	0.475	A	0.690	B	0.539	A	0.475	A	0.696	B	-	-	-
28	Sepulveda Boulevard & Centinela Avenue	Culver City	X		0.710	C	0.561	A	0.736	C	0.712	C	0.567	A	0.736	C	-	-	-
29	Centinela Avenue & Venice Boulevard	Caltrans/City of LA	X	X	0.955	E	0.800	C	0.893	D	0.955	E	0.805	D	0.901	E	-	-	-
30	Centinela Avenue & Washington Boulevard	Culver City	X		0.733	C	0.626	B	0.849	D	0.734	C	0.626	B	0.848	D	-	-	-
31	Centinela Avenue & Washington Place	Culver City/City of LA	X		0.721	C	0.589	A	0.754	C	0.720	C	0.590	A	0.755	C	-	-	-
32	Centinela Avenue & SR 90 Eastbound On-/Off-Ramps	Caltrans/City of LA	X	X	0.291	A	0.216	A	0.409	A	0.293	A	0.219	A	0.409	A	-	-	-
33	Centinela Avenue & Sandford/SR 90 Westbound Ramps	Caltrans/City of LA	X	X	0.351	A	0.216	A	0.454	A	0.355	A	0.216	A	0.454	A	-	-	-
34	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	Inglewood			0.574	A	0.605	B	0.746	C	0.578	A	0.614	B	0.764	C	-	-	-
35	Inglewood Avenue & Century Boulevard	Inglewood			0.558	A	0.562	A	0.800	C	0.570	A	0.565	A	0.802	D	-	-	-
36	La Cienega Boulevard & Century Boulevard	Inglewood/City of LA/LA County	X	X	0.515	A	0.582	A	0.682	B	0.763	C	0.677	B	0.669	B	Yes	-	-
37	Prairie Avenue & Century Boulevard	Inglewood			0.583	A	0.681	B	0.783	C	0.587	A	0.681	B	0.783	C	-	-	-
38	Sepulveda Boulevard & Century Boulevard	Caltrans/City of LA	X	X	0.546	A	0.473	A	0.620	B	0.570	A	0.498	A	0.653	B	-	-	-
39	I-405 Northbound Ramps & Century Boulevard	Caltrans/Inglewood			0.643	B	0.544	A	0.641	B	0.664	B	0.588	A	0.642	B	-	-	-
40	Duquesne Avenue & Culver Boulevard	Culver City	X		0.539	A	0.358	A	0.592	A	0.546	A	0.366	A	0.595	A	-	-	-
41	Culver Boulevard & Jefferson Boulevard	City of LA	X	X	0.687	B	0.299	A	0.652	B	0.684	B	0.293	A	0.649	B	-	-	-
42	Nicholson Street & Culver Boulevard	City of LA	X	X	0.541	A	0.337	A	0.737	C	0.530	A	0.329	A	0.734	C	-	-	-
43	Overland Avenue & Culver Boulevard	Culver City	X		1.070	F	0.574	A	0.849	D	1.069	F	0.574	A	0.845	D	-	-	-
44	Sawtelle Boulevard & Culver Boulevard	Culver City	X		0.601	B	0.417	A	0.787	C	0.593	A	0.407	A	0.782	C	-	-	-
45	Sepulveda Boulevard & Culver Boulevard	Culver City	X		0.677	B	0.477	A	0.642	B	0.679	B	0.477	A	0.645	B	-	-	-
46	Douglas Street & El Segundo Boulevard	El Segundo			0.657	B	0.511	A	0.864	D	0.654	B	0.504	A	0.856	D	-	-	-
47	Douglas Street & Imperial Highway	El Segundo/City of LA	X	X	0.292	A	0.230	A	0.387	A	0.319	A	0.257	A	0.415	A	-	-	-
48	Douglas Street & Mariposa Avenue	El Segundo			0.324	A	0.365	A	0.514	A	0.319	A	0.360	A	0.506	A	-	-	-
49	Douglas Street & Rosecrans Avenue	El Segundo/Manhattan Beach			0.587	A	0.638	B	0.662	B	0.580	A	0.632	B	0.662	B	-	-	-
50	Duquesne Avenue & Jefferson Boulevard	Culver City	X		0.514	A	0.475	A	0.625	B	0.516	A	0.478	A	0.625	B	-	-	-
51	Hawthorne Boulevard & El Segundo Boulevard	Hawthorne			0.597	A	0.654	B	1.157	F	0.597	A	0.651	B	1.147	F	-	-	-
52	Inglewood Avenue & El Segundo Boulevard	Hawthorne/LA County			0.582	A	0.632	B	0.961	E	0.589	A	0.632	B	0.970	E	-	-	-
53	La Cienega Boulevard & El Segundo Boulevard	Hawthorne/LA County			0.620	B	0.508	A	0.917	E	0.615	B	0.500	A	0.909	E	-	-	-

Table 4.12.2-17

Baseline (2010) With Alternative 8 Level of Service Analysis

					Baseline (2010)						Baseline (2010) With Alt. 8								
					AM		MD		PM		AM		MD		PM		Significant Impact?		
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
54	Nash Street & El Segundo Boulevard	El Segundo			0.524	A	0.402	A	0.634	B	0.515	A	0.394	A	0.629	B	-	-	-
55	Sepulveda Boulevard & El Segundo Boulevard	Caltrans/El Segundo			0.754	C	0.732	C	0.947	E	0.755	C	0.734	C	0.949	E	-	-	-
56	Lincoln Boulevard & Fiji Way	Caltrans/City of LA/LA County	X	X	0.550	A	0.544	A	0.752	C	0.550	A	0.544	A	0.756	C	-	-	-
57	La Brea Avenue & Florence Avenue	Inglewood			0.670	B	0.638	B	0.844	D	0.658	B	0.611	B	0.826	D	-	-	-
58	La Cienega Boulevard & Florence Avenue	Inglewood			0.667	B	0.658	B	0.895	D	0.670	B	0.689	B	0.897	D	-	-	-
59	Nash Street & Grand Avenue	El Segundo			0.422	A	0.324	A	0.426	A	0.405	A	0.322	A	0.413	A	-	-	-
60	Sepulveda Boulevard & Grand Avenue	Caltrans/El Segundo			0.753	C	0.695	B	0.828	D	0.764	C	0.703	C	0.828	D	-	-	-
61	Vista del Mar & Grand Avenue	City of LA	X	X	0.495	A	0.226	A	0.326	A	0.490	A	0.225	A	0.324	A	-	-	-
62	Hawthorne Boulevard & Imperial Avenue	Hawthorne			0.551	A	0.549	A	0.839	D	0.561	A	0.551	A	0.843	D	-	-	-
63	Hawthorne Boulevard & Lennox Boulevard	LA County			0.397	A	0.544	A	0.724	C	0.423	A	0.557	A	0.754	C	-	-	-
64	Highland Avenue/Vista del Mar & Rosecrans Avenue	Manhattan Beach			0.770	C	0.523	A	0.685	B	0.763	C	0.523	A	0.685	B	-	-	-
65	Sepulveda Boulevard & Howard Hughes Parkway	City of LA	X	X	0.388	A	0.365	A	0.540	A	0.388	A	0.365	A	0.543	A	-	-	-
66	Inglewood Avenue & Imperial Highway	Hawthorne			0.614	B	0.647	B	1.153	F	0.627	B	0.653	B	1.154	F	-	-	-
67	La Cienega Boulevard & Imperial Highway	City of LA/LA County	X	X	0.397	A	0.246	A	0.540	A	0.361	A	0.220	A	0.529	A	-	-	-
68	Main Street & Imperial Highway	El Segundo/City of LA	X	X	0.683	B	0.440	A	0.547	A	0.699	B	0.445	A	0.537	A	-	-	-
69	Pershing Drive & Imperial Highway	City of LA	X	X	0.515	A	0.368	A	0.354	A	0.499	A	0.341	A	0.349	A	-	-	-
70	Prairie Avenue & Imperial Highway	Hawthorne/Inglewood			0.611	B	0.581	A	0.820	D	0.602	B	0.579	A	0.816	D	-	-	-
71	Sepulveda Boulevard & Imperial Highway	Caltrans/El Segundo/City of LA	X	X	0.650	B	0.674	B	1.013	F	0.677	B	0.683	B	1.024	F	-	-	Yes
72	Vista del Mar & Imperial Highway	City of LA	X	X	0.403	A	0.205	A	0.363	A	0.396	A	0.191	A	0.359	A	-	-	-
73	Nash Street/I-105 Westbound Ramps & Imperial Highway	Caltrans/El Segundo/City of LA	X	X	0.575	A	0.279	A	0.332	A	0.589	A	0.279	A	0.336	A	-	-	-
74	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	Caltrans/City of LA	X	X	0.544	A	0.308	A	0.534	A	0.515	A	0.308	A	0.530	A	-	-	-
75	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	Caltrans/Hawthorne/LA County			0.440	A	0.309	A	0.614	B	0.440	A	0.302	A	0.610	B	-	-	-
76	Inglewood Avenue & Lennox Boulevard	LA County			0.424	A	0.490	A	0.703	C	0.425	A	0.503	A	0.715	C	-	-	-
77	Inglewood Avenue & Manchester Boulevard	Caltrans/Inglewood			0.529	A	0.489	A	0.645	B	0.525	A	0.486	A	0.635	B	-	-	-
78	Lincoln Boulevard & Jefferson Boulevard	Caltrans/City of LA	X	X	0.610	B	0.487	A	0.624	B	0.627	B	0.492	A	0.630	B	-	-	-
79	Overland Avenue & Jefferson Boulevard	Culver City	X		0.630	B	0.468	A	0.687	B	0.628	B	0.466	A	0.685	B	-	-	-
80	Sepulveda Boulevard & Jefferson Boulevard	Culver City	X		0.384	A	0.336	A	0.406	A	0.389	A	0.349	A	0.407	A	-	-	-
81	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	Culver City	X		0.666	B	0.601	B	0.785	C	0.674	B	0.608	B	0.793	C	-	-	-
82	Slauson Avenue & Jefferson Boulevard	Culver City	X		0.278	A	0.401	A	0.416	A	0.284	A	0.401	A	0.419	A	-	-	-
83	I-405 Northbound Ramps & Jefferson Boulevard	Caltrans/Culver City/City of LA	X	X	0.382	A	0.366	A	0.678	B	0.348	A	0.351	A	0.652	B	-	-	-
84	I-405 Southbound Ramps & Jefferson Boulevard	Caltrans/Culver City/City of LA	X	X	0.275	A	0.322	A	0.365	A	0.274	A	0.315	A	0.364	A	-	-	-
85	La Brea Avenue & Manchester Boulevard	Caltrans/Inglewood			0.678	B	0.670	B	0.714	C	0.705	C	0.716	C	0.745	C	-	Yes	-
86	La Brea Avenue/Overhill Drive & Stocker Street	LA County			0.694	B	0.611	B	1.071	F	0.694	B	0.619	B	1.072	F	-	-	-
87	La Brea Avenue & Slauson Avenue	LA County			0.753	C	0.629	B	0.917	E	0.751	C	0.625	B	0.914	E	-	-	-
88	La Cienega Boulevard & La Tijera Boulevard	Inglewood/City of LA	X	X	0.780	C	0.689	B	0.871	D	0.760	C	0.667	B	0.868	D	-	-	-
89	La Cienega Boulevard & Lennox Boulevard	City of LA/LA County	X	X	0.346	A	0.280	A	0.371	A	0.356	A	0.291	A	0.379	A	-	-	-
90	La Cienega Boulevard & Manchester Boulevard	Caltrans/Inglewood			0.605	B	0.666	B	0.765	C	0.606	B	0.688	B	0.766	C	-	-	-
91	La Cienega Boulevard Northbound Ramps & Slauson Avenue	LA County			0.664	B	0.525	A	0.648	B	0.660	B	0.525	A	0.639	B	-	-	-
92	La Cienega Boulevard Southbound Ramps & Slauson Avenue	LA County			0.672	B	0.616	B	0.787	C	0.706	C	0.616	B	0.788	C	-	-	-
93	La Cienega Boulevard & Stocker Street	LA County			1.212	F	0.786	C	1.127	F	1.207	F	0.786	C	1.127	F	-	-	-
94	La Cienega Boulevard & 111th Street	City of LA/LA County	X	X	0.290	A	0.277	A	0.413	A	0.291	A	0.277	A	0.348	A	-	-	-
95	La Cienega Boulevard & West 120th Street	LA County			0.358	A	0.282	A	0.696	B	0.354	A	0.281	A	0.695	B	-	-	-
96	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	Caltrans/Inglewood/City of LA	X	X	0.627	B	0.571	A	0.589	A	0.659	B	0.695	B	0.803	D	-	-	Yes
97	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	Caltrans/City of LA/LA County	X	X	0.352	A	0.418	A	0.471	A	0.352	A	0.393	A	0.459	A	-	-	-
98	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	Caltrans/City of LA/LA County	X	X	0.400	A	0.290	A	0.285	A	0.384	A	0.286	A	0.243	A	-	-	-
99	Lincoln Boulevard & La Tijera Boulevard	Caltrans/City of LA	X	X	0.339	A	0.228	A	0.366	A	0.364	A	0.230	A	0.371	A	-	-	-
100	La Tijera Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.445	A	0.460	A	0.507	A	0.416	A	0.436	A	0.491	A	-	-	-
101	Sepulveda Boulevard & La Tijera Boulevard	City of LA	X	X	0.501	A	0.573	A	0.629	B	0.465	A	0.478	A	0.586	A	-	-	-
102	I-405 Northbound Ramps & La Tijera Boulevard	Caltrans/City of LA	X	X	0.534	A	0.631	B	0.536	A	0.534	A	0.688	B	0.536	A	-	-	-
103	I-405 Southbound Ramps & La Tijera Boulevard	Caltrans/City of LA	X	X	0.432	A	0.515	A	0.552	A	0.433	A	0.524	A	0.568	A	-	-	-
104	Lincoln Boulevard & Loyola Marymount University Drive	Caltrans/City of LA	X	X	0.427	A	0.320	A	0.525	A	0.438	A	0.335	A	0.560	A	-	-	-
105	Lincoln Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.597	A	0.475	A	0.618	B	0.593	A	0.475	A	0.613	B	-	-	-
106	Lincoln Boulevard & Maxella Avenue	Caltrans/City of LA	X	X	0.554	A	0.550	A	0.592	A	0.552	A	0.548	A	0.591	A	-	-	-
107	Lincoln Boulevard & Mindanao Way	Caltrans/City of LA/LA County	X	X	0.624	B	0.697	B	0.771	C	0.631	B	0.720	C	0.777	C	-	-	-
108	Sepulveda Boulevard & Lincoln Boulevard	Caltrans/City of LA	X	X	0.621	B	0.510	A	0.769	C	0.609	B	0.467	A	0.756	C	-	-	-

Table 4.12.2-17

Baseline (2010) With Alternative 8 Level of Service Analysis

					Baseline (2010)						Baseline (2010) With Alt. 8								
					AM		MD		PM		AM		MD		PM		Significant Impact?		
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
109	Lincoln Boulevard & Venice Boulevard	Caltrans/City of LA	X	X	0.814	D	0.811	D	0.895	D	0.817	D	0.813	D	0.896	D	-	-	-
110	Lincoln Boulevard & Washington Boulevard	Caltrans/City of LA	X	X	0.746	C	0.816	D	0.936	E	0.746	C	0.817	D	0.936	E	-	-	-
111	Lincoln Boulevard & 83rd Street	Caltrans/City of LA	X	X	0.544	A	0.379	A	0.547	A	0.544	A	0.381	A	0.547	A	-	-	-
112	Lincoln Boulevard & SR 90 Ramps	Caltrans/City of LA	X	X	0.595	A	0.594	A	0.701	C	0.597	A	0.605	B	0.703	C	-	-	-
113	Pershing Drive & Manchester Avenue	Caltrans/City of LA	X	X	0.454	A	0.295	A	0.375	A	0.451	A	0.288	A	0.374	A	-	-	-
114	Sepulveda Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.747	C	0.648	B	0.754	C	0.748	C	0.653	B	0.755	C	-	-	-
115	Ash Avenue & Manchester Avenue	Caltrans/Inglewood			0.699	B	0.622	B	0.780	C	0.696	B	0.612	B	0.780	C	-	-	-
116	Nash Street & Mariposa Avenue	El Segundo			0.574	A	0.324	A	0.434	A	0.571	A	0.322	A	0.434	A	-	-	-
117	Sepulveda Boulevard & Mariposa Avenue	Caltrans/El Segundo			0.708	C	0.641	B	0.757	C	0.711	C	0.642	B	0.759	C	-	-	-
118	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps	Caltrans/Culver City	X		0.760	C	0.523	A	0.778	C	0.739	C	0.507	A	0.764	C	-	-	-
119	Ocean Avenue/Via Marina & Washington Boulevard	City of LA/LA County	X	X	0.531	A	0.476	A	0.694	B	0.531	A	0.480	A	0.698	B	-	-	-
120	Overhill Drive & Slauson Avenue	LA County			0.639	B	0.533	A	0.986	E	0.633	B	0.532	A	0.976	E	-	-	-
121	Overland Avenue & Venice Boulevard	Caltrans/Culver City/City of LA	X		0.819	D	0.657	B	0.873	D	0.820	D	0.656	B	0.879	D	-	-	-
122	Palawan Way & Washington Boulevard	City of LA/LA County			13.4	B	12.1	B	12.8	B	13.4	B	12.2	B	12.8	B	-	-	-
123	Pershing Drive & Westchester Parkway	City of LA	X	X	0.211	A	0.115	A	0.187	A	0.208	A	0.108	A	0.184	A	-	-	-
124	Prairie Avenue & West 112th Street/I-105 Off-Ramp	Caltrans/Inglewood			0.457	A	0.583	A	0.646	B	0.447	A	0.583	A	0.638	B	-	-	-
125	Sepulveda Boulevard & Rosecrans Avenue	Caltrans/El Segundo/Manhattan Beach			0.840	D	0.766	C	1.058	F	0.835	D	0.760	C	1.058	F	-	-	-
126	Sepulveda Boulevard & Sawtelle Boulevard	Culver City	X		0.421	A	0.526	A	0.595	A	0.424	A	0.528	A	0.598	A	-	-	-
127	Sawtelle Boulevard & Venice Boulevard	Caltrans/Culver City/City of LA	X		0.899	D	0.739	C	0.881	D	0.895	D	0.732	C	0.880	D	-	-	-
128	Sawtelle Boulevard & Washington Boulevard	Culver City	X		0.476	A	0.414	A	0.599	A	0.476	A	0.413	A	0.554	A	-	-	-
129	Sawtelle Boulevard & Washington Place	Culver City	X		0.427	A	0.325	A	0.515	A	0.419	A	0.321	A	0.514	A	-	-	-
130	Sepulveda Boulevard & Slauson Avenue	Culver City	X		0.487	A	0.526	A	0.703	C	0.491	A	0.529	A	0.708	C	-	-	-
131	Sepulveda Boulevard & Venice Boulevard	Caltrans/Culver City/City of LA	X	X	0.758	C	0.649	B	0.951	E	0.767	C	0.657	B	0.956	E	-	-	-
132	Sepulveda Boulevard & Washington Boulevard	Culver City	X		0.567	A	0.510	A	0.620	B	0.579	A	0.516	A	0.632	B	-	-	-
133	Sepulveda Boulevard & Washington Place	Culver City	X		0.588	A	0.487	A	0.577	A	0.594	A	0.493	A	0.582	A	-	-	-
134	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps	Caltrans/Culver City	X		0.824	D	0.565	A	0.762	C	0.784	C	0.535	A	0.733	C	-	-	-
135	Sepulveda Boulevard & Westchester Parkway	City of LA	X	X	0.447	A	0.528	A	0.683	B	0.427	A	0.468	A	0.638	B	-	-	-
136	Sepulveda Boulevard & 76th Street	City of LA	X	X	0.663	B	0.422	A	0.628	B	0.658	B	0.398	A	0.624	B	-	-	-
137	Sepulveda Boulevard & 79th Street	City of LA	X	X	0.445	A	0.351	A	0.507	A	0.430	A	0.325	A	0.504	A	-	-	-
138	Sepulveda Boulevard & 83rd Street	City of LA	X	X	0.390	A	0.312	A	0.456	A	0.381	A	0.290	A	0.453	A	-	-	-
139	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	Caltrans/City of LA	X	X	0.839	D	0.805	D	0.872	D	0.825	D	0.787	C	0.851	D	-	-	-
140	SR 90 Westbound Ramps & Slauson Avenue	Caltrans/Culver City/LA County	X		0.505	A	0.393	A	0.671	B	0.504	A	0.391	A	0.642	B	-	-	-
141	Airport Boulevard & 96th Street	City of LA	X	X	0.175	A	0.288	A	0.360	A	0.227	A	0.320	A	0.437	A	-	-	-
142	Jenny Avenue & 96th Street	City of LA	X	X	0.129	A	0.154	A	0.115	A	0.169	A	0.193	A	0.159	A	-	-	-
143	Vicksburg Avenue & 96th Street	City of LA	X	X	0.180	A	0.292	A	0.219	A	0.322	A	0.325	A	0.420	A	-	-	-
144	Airport Boulevard & 98th Street	City of LA	X	X	0.292	A	0.381	A	0.439	A	0.325	A	0.463	A	0.534	A	-	-	-
145	Jenny Avenue & Westchester Parkway	City of LA	X	X	0.060	A	0.151	A	0.143	A	0.060	A	0.175	A	0.146	A	-	-	-
146	Sepulveda Eastway & Westchester Parkway	City of LA	X	X	0.221	A	0.340	A	0.423	A	0.219	A	0.330	A	0.421	A	-	-	-
147	Crenshaw Boulevard & Century Boulevard	Inglewood			0.563	A	0.674	B	0.781	C	0.567	A	0.679	B	0.785	C	-	-	-
148	La Cienega Boulevard & Fairview Boulevard	Inglewood/City of LA	X	X	0.834	D	0.603	B	0.851	D	0.834	D	0.595	A	0.838	D	-	-	-
149	Crenshaw Boulevard & Imperial Highway	Inglewood			0.566	A	0.620	B	0.818	D	0.570	A	0.625	B	0.834	D	-	-	-
150	Sepulveda Boulevard & Braddock Drive	Culver City			0.505	A	0.446	A	0.566	A	0.506	A	0.453	A	0.568	A	-	-	-
151	Buckingham Parkway & Slauson Avenue	Culver City			0.646	B	0.451	A	0.778	C	0.644	B	0.450	A	0.777	C	-	-	-
152	Duquesne Avenue & Washington Boulevard	Culver City			0.493	A	0.435	A	0.607	B	0.496	A	0.439	A	0.609	B	-	-	-
153	Overland Avenue & Kelmore Street/Ranch Road	Culver City			21.6	C	13.7	B	28.5	D	21.8	C	13.7	B	28.5	D	-	-	-
154	Overland Avenue & Sawtelle Boulevard	Culver City			20.3	C	15.1	C	27.2	D	20.3	C	15.1	C	27.2	D	-	-	-
155	Overland Avenue & Washington Boulevard	Culver City/City of LA			0.764	C	0.663	B	0.980	E	0.764	C	0.666	B	0.984	E	-	-	-
156	Walgrove Avenue & Washington Boulevard	Culver City			17.1	C	37.0	E	68.1	F	18.7	C	40.9	E	68.1	F	-	-	-
157	La Cienega Boulevard & 104th Street	City of LA/LA County	X	X	0.297	A	0.241	A	0.301	A	0.256	A	0.236	A	0.278	A	-	-	-
158	Vista del Mar & Waterview Street	City of LA	X	X	0.305	A	0.056	A	0.237	A	0.299	A	0.053	A	0.233	A	-	-	-
159	Hindry Avenue & Manchester Boulevard	Caltrans/Inglewood			0.387	A	0.550	A	0.542	A	0.388	A	0.599	A	0.542	A	-	-	-
160	Lincoln Boulevard & Rose Avenue	Caltrans/City of LA	X	X	0.873	D	0.775	C	0.797	C	0.872	D	0.775	C	0.793	C	-	-	-
161	Western Avenue & Century Boulevard	City of LA	X	X	0.440	A	0.509	A	0.637	B	0.440	A	0.519	A	0.640	B	-	-	-
162	Sepulveda Boulevard & Manhattan Beach Boulevard	Caltrans/Manhattan Beach			0.849	D	0.914	E	1.100	F	0.849	D	0.917	E	1.104	F	-	-	-
163	La Cienega Boulevard & Jefferson Boulevard	City of LA	X		0.898	D	0.679	B	1.014	F	0.891	D	0.673	B	1.006	F	-	-	-
164	Crenshaw Boulevard & Manchester Avenue	Caltrans/Inglewood			0.686	B	0.714	C	0.860	D	0.686	B	0.710	C	0.857	D	-	-	-

Table 4.12.2-17

Baseline (2010) With Alternative 8 Level of Service Analysis

					Baseline (2010)						Baseline (2010) With Alt. 8								
					AM		MD		PM		AM		MD		PM		Significant Impact?		
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
165	La Cienega Boulevard & Rodeo Road	City of LA	X		0.942	E	0.654	B	0.951	E	0.938	E	0.654	B	0.948	E	-	-	-
166	La Brea Avenue & Rodeo Road	City of LA	X		0.969	E	0.651	B	0.851	D	0.969	E	0.653	B	0.854	D	-	-	-
167	La Brea Avenue & Jefferson Boulevard	City of LA	X		0.980	E	0.578	A	0.866	D	0.984	E	0.578	A	0.876	D	-	-	-
168	Crenshaw Boulevard & Florence Avenue	City of LA	X	X	0.670	B	0.501	A	0.741	C	0.676	B	0.514	A	0.746	C	-	-	-
169	Prairie Avenue & Manchester Boulevard	Inglewood			0.942	E	0.646	B	0.785	C	0.943	E	0.652	B	0.786	C	-	-	-
170	I-110 Northbound Ramps & Manchester Avenue	Caltrans/City of LA	X	X	0.561	A	0.434	A	0.476	A	0.556	A	0.431	A	0.470	A	-	-	-
171	Western Avenue & Florence Avenue	City of LA	X	X	0.736	C	0.438	A	0.718	C	0.751	C	0.458	A	0.736	C	-	-	-
172	Western Avenue & Manchester Avenue	Caltrans/City of LA	X	X	0.648	B	0.493	A	0.748	C	0.651	B	0.500	A	0.759	C	-	-	-
173	Western Avenue & Imperial Highway	LA County	X	X	0.639	B	0.477	A	0.765	C	0.641	B	0.481	A	0.794	C	-	-	-
174	Vermont Avenue & Florence Avenue	City of LA	X	X	0.619	B	0.426	A	0.599	A	0.629	B	0.453	A	0.605	B	-	-	-
175	Vermont Avenue & Manchester Avenue	Caltrans/LA County/City of LA	X	X	0.661	B	0.471	A	0.611	B	0.667	B	0.475	A	0.621	B	-	-	-
176	Vermont Avenue & Century Boulevard	LA County/City of LA	X	X	0.605	B	0.399	A	0.563	A	0.605	B	0.402	A	0.565	A	-	-	-
177	Vermont Avenue & Imperial Highway	LA County/City of LA	X	X	0.728	C	0.458	A	0.758	C	0.729	C	0.461	A	0.777	C	-	-	-
178	Figueroa Street & Florence Avenue	City of LA	X	X	0.693	B	0.412	A	0.610	B	0.693	B	0.428	A	0.621	B	-	-	-
179	Figueroa Street & Manchester Avenue	Caltrans/City of LA	X	X	0.776	C	0.549	A	0.796	C	0.768	C	0.549	A	0.781	C	-	-	-
180	Figueroa Street & Century Boulevard	City of LA	X	X	0.840	D	0.411	A	0.658	B	0.853	D	0.411	A	0.663	B	-	-	-
181	Figueroa Street & Imperial Highway	City of LA	X	X	0.757	C	0.323	A	0.651	B	0.779	C	0.325	A	0.677	B	-	-	-
182	Inglewood Avenue & Rosecrans Avenue	Hawthorne			0.694	B	0.608	B	0.840	D	0.699	B	0.615	B	0.843	D	-	-	-
183	Hawthorne Boulevard & Rosecrans Avenue	Hawthorne			0.709	C	0.621	B	0.770	C	0.709	C	0.625	B	0.770	C	-	-	-
184	Prairie Avenue & Rosecrans Avenue	Hawthorne/Lawndale			0.776	C	0.673	B	0.856	D	0.779	C	0.674	B	0.859	D	-	-	-
185	Crenshaw Boulevard & Rosecrans Avenue	Gardena/Hawthorne/LA County			0.729	C	0.644	B	0.800	C	0.739	C	0.648	B	0.800	C	-	-	-
186	Western Avenue & Rosecrans Avenue	Gardena			0.737	C	0.603	B	0.838	D	0.738	C	0.608	B	0.839	D	-	-	-
187	Vermont Avenue & Rosecrans Avenue	Gardena/City of LA	X		0.702	C	0.553	A	0.747	C	0.702	C	0.554	A	0.747	C	-	-	-
188	Prairie Avenue & El Segundo Boulevard	Hawthorne			0.883	D	0.627	B	0.889	D	0.881	D	0.618	B	0.889	D	-	-	-
189	Crenshaw Boulevard & El Segundo Boulevard	Hawthorne/Gardena			0.882	D	0.654	B	0.774	C	0.898	D	0.656	B	0.782	C	-	-	-
190	Western Avenue & El Segundo Boulevard	Gardena/LA County			0.798	C	0.518	A	0.759	C	0.798	C	0.521	A	0.759	C	-	-	-
191	Vermont Avenue & El Segundo Boulevard	Gardena/LA County/City of LA	X		0.634	B	0.330	A	0.550	A	0.620	B	0.329	A	0.535	A	-	-	-
192	Aviation Boulevard & Artesia Boulevard	Redondo Beach/Manhattan Beach			1.062	F	0.734	C	1.053	F	1.067	F	0.737	C	1.054	F	-	-	-
193	Aviation Boulevard & Manhattan Beach Boulevard	Redondo Beach/Manhattan Beach			0.895	D	0.724	C	0.979	E	0.899	D	0.724	C	0.981	E	-	-	-
194	Sepulveda Boulevard & Palms Boulevard	City of LA	X		0.766	C	0.552	A	0.929	E	0.775	C	0.559	A	0.929	E	-	-	-
195	Sawtelle Boulevard & Palms Boulevard	City of LA	X		0.769	C	0.401	A	0.757	C	0.757	C	0.394	A	0.730	C	-	-	-
196	Prairie Avenue & Florence Avenue	Inglewood			0.915	E	0.571	A	0.781	C	0.915	E	0.571	A	0.781	C	-	-	-
197	Prairie Avenue & Lennox Boulevard	Inglewood			0.538	A	0.468	A	0.606	B	0.541	A	0.470	A	0.606	B	-	-	-
198	Flower Street (near I-110 Southbound Ramps) & Florence Avenue	Caltrans/City of LA	X	X	0.443	A	0.418	A	0.458	A	0.445	A	0.433	A	0.478	A	-	-	-
199	Grand Avenue (near I-110 Northbound Ramps) & Florence Avenue	Caltrans/City of LA	X	X	0.540	A	0.503	A	0.561	A	0.541	A	0.521	A	0.566	A	-	-	-
200	I-110 Southbound Ramps & Manchester Avenue	Caltrans/City of LA	X	X	0.474	A	0.402	A	0.477	A	0.473	A	0.402	A	0.473	A	-	-	-

Source: Fehr & Peers, 2012.

Table 4.12.2-18

Baseline (2010) With Alternative 9 Level of Service Analysis

					Baseline (2010)						Baseline (2010) With Alt. 9								
					AM		MD		PM		AM		MD		PM		Significant impact?		
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
1	Admiralty Way & Bali Way	LA County	X	X	0.566	A	0.530	A	0.696	B	0.566	A	0.535	A	0.696	B	-	-	-
2	Admiralty Way & Fiji Way	LA County	X	X	0.297	A	0.276	A	0.443	A	0.306	A	0.279	A	0.445	A	-	-	-
3	Admiralty Way & Mindanao Way	LA County	X	X	0.549	A	0.537	A	0.623	B	0.549	A	0.534	A	0.621	B	-	-	-
4	Palawan Way & Admiralty Way	LA County	X		0.518	A	0.424	A	0.599	A	0.522	A	0.441	A	0.599	A	-	-	-
5	Via Marina & Admiralty Way	LA County	X	X	0.414	A	0.440	A	0.641	B	0.415	A	0.440	A	0.642	B	-	-	-
6	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	City of LA	X	X	0.299	A	0.485	A	0.579	A	0.247	A	0.430	A	0.544	A	-	-	-
7	Airport Boulevard & Century Boulevard	City of LA	X	X	0.516	A	0.552	A	0.517	A	0.561	A	0.611	B	0.640	B	-	-	-
8	La Tijera Boulevard & Airport Boulevard	City of LA	X	X	0.377	A	0.323	A	0.363	A	0.435	A	0.361	A	0.372	A	-	-	-
9	Airport Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.563	A	0.681	B	0.786	C	0.591	A	0.735	C	0.804	D	-	Yes	-
10	Aviation Boulevard & Arbor Vitae Street	Inglewood/City of LA	X	X	0.427	A	0.420	A	0.551	A	0.339	A	0.320	A	0.475	A	-	-	-
11	Inglewood Avenue & Arbor Vitae Street	Inglewood			0.423	A	0.495	A	0.689	B	0.450	A	0.542	A	0.728	C	-	-	-
12	La Brea Avenue & Arbor Vitae Street	Inglewood			0.392	A	0.480	A	0.669	B	0.392	A	0.487	A	0.676	B	-	-	-
13	La Cienega Boulevard & Arbor Vitae Street	Inglewood/City of LA	X	X	0.354	A	0.397	A	0.491	A	0.422	A	0.430	A	0.613	B	-	-	-
14	Aviation Boulevard & Century Boulevard	City of LA	X	X	0.738	C	0.664	B	0.892	D	0.755	C	0.667	B	0.892	D	-	-	-
15	Aviation Boulevard & El Segundo Boulevard	El Segundo			0.851	D	0.589	A	0.761	C	0.851	D	0.591	A	0.765	C	-	-	-
16	Aviation Boulevard & Imperial Highway	City of LA	X	X	0.630	B	0.370	A	0.595	A	0.562	A	0.351	A	0.589	A	-	-	-
17	Aviation Boulevard/Florence Avenue & Manchester Avenue	Caltrans/Inglewood	X	X	0.589	A	0.591	A	0.653	B	0.654	B	0.649	B	0.683	B	-	-	-
18	Aviation Boulevard & Rosecrans Avenue	El Segundo/Hawthorne/Manhattan Beach			0.684	B	0.760	C	0.827	D	0.687	B	0.762	C	0.827	D	-	-	-
19	Aviation Boulevard & 111th Street	City of LA	X	X	0.520	A	0.402	A	0.477	A	0.516	A	0.353	A	0.453	A	-	-	-
20	Aviation Boulevard & West 120th Street	El Segundo/LA County			0.592	A	0.365	A	0.516	A	0.580	A	0.362	A	0.505	A	-	-	-
21	Lincoln Boulevard & Bali Way	Caltrans/City of LA/LA County	X	X	0.449	A	0.497	A	0.696	B	0.457	A	0.497	A	0.696	B	-	-	-
22	Lincoln Boulevard & Bluff Creek Drive	Caltrans/City of LA	X	X	0.351	A	0.211	A	0.334	A	0.352	A	0.213	A	0.341	A	-	-	-
23	Centinela Avenue & Jefferson Boulevard	City of LA/LA County	X	X	0.459	A	0.420	A	0.600	A	0.461	A	0.420	A	0.607	B	-	-	-
24	Centinela Avenue & Culver Boulevard	City of LA	X	X	0.669	B	0.451	A	0.698	B	0.669	B	0.449	A	0.693	B	-	-	-
25	La Brea Avenue & Centinela Avenue	Inglewood			0.778	C	0.706	C	0.874	D	0.780	C	0.712	C	0.875	D	-	-	-
26	La Cienega Boulevard & Centinela Avenue	Inglewood/City of LA	X	X	0.933	E	0.590	A	0.973	E	0.934	E	0.598	A	0.974	E	-	-	-
27	La Tijera Boulevard & Centinela Avenue	City of LA/LA County	X	X	0.538	A	0.475	A	0.690	B	0.539	A	0.475	A	0.696	B	-	-	-
28	Sepulveda Boulevard & Centinela Avenue	Culver City	X		0.710	C	0.561	A	0.736	C	0.712	C	0.567	A	0.736	C	-	-	-
29	Centinela Avenue & Venice Boulevard	Caltrans/City of LA	X	X	0.955	E	0.800	C	0.893	D	0.955	E	0.805	D	0.901	E	-	-	-
30	Centinela Avenue & Washington Boulevard	Culver City	X		0.733	C	0.626	B	0.849	D	0.734	C	0.626	B	0.848	D	-	-	-
31	Centinela Avenue & Washington Place	Culver City/City of LA	X		0.721	C	0.589	A	0.754	C	0.720	C	0.590	A	0.755	C	-	-	-
32	Centinela Avenue & SR 90 Eastbound On-/Off-Ramps	Caltrans/City of LA	X	X	0.291	A	0.216	A	0.409	A	0.293	A	0.219	A	0.409	A	-	-	-
33	Centinela Avenue & Sandford/SR 90 Westbound Ramps	Caltrans/City of LA	X	X	0.351	A	0.216	A	0.454	A	0.355	A	0.216	A	0.454	A	-	-	-
34	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	Inglewood			0.574	A	0.605	B	0.746	C	0.578	A	0.614	B	0.764	C	-	-	-
35	Inglewood Avenue & Century Boulevard	Inglewood			0.558	A	0.562	A	0.800	C	0.570	A	0.565	A	0.802	D	-	-	-
36	La Cienega Boulevard & Century Boulevard	Inglewood/City of LA/LA County	X	X	0.515	A	0.582	A	0.682	B	0.763	C	0.677	B	0.669	B	Yes	-	-
37	Prairie Avenue & Century Boulevard	Inglewood			0.583	A	0.681	B	0.783	C	0.587	A	0.681	B	0.783	C	-	-	-
38	Sepulveda Boulevard & Century Boulevard	Caltrans/City of LA	X	X	0.546	A	0.473	A	0.620	B	0.570	A	0.498	A	0.653	B	-	-	-
39	I-405 Northbound Ramps & Century Boulevard	Caltrans/Inglewood			0.643	B	0.544	A	0.641	B	0.664	B	0.588	A	0.642	B	-	-	-
40	Duquesne Avenue & Culver Boulevard	Culver City	X		0.539	A	0.358	A	0.592	A	0.546	A	0.366	A	0.595	A	-	-	-
41	Culver Boulevard & Jefferson Boulevard	City of LA	X	X	0.687	B	0.299	A	0.652	B	0.684	B	0.293	A	0.649	B	-	-	-
42	Nicholson Street & Culver Boulevard	City of LA	X	X	0.541	A	0.337	A	0.737	C	0.530	A	0.329	A	0.734	C	-	-	-
43	Overland Avenue & Culver Boulevard	Culver City	X		1.070	F	0.574	A	0.849	D	1.069	F	0.574	A	0.845	D	-	-	-
44	Sawtelle Boulevard & Culver Boulevard	Culver City	X		0.601	B	0.417	A	0.787	C	0.593	A	0.407	A	0.782	C	-	-	-
45	Sepulveda Boulevard & Culver Boulevard	Culver City	X		0.677	B	0.477	A	0.642	B	0.679	B	0.477	A	0.645	B	-	-	-
46	Douglas Street & El Segundo Boulevard	El Segundo			0.657	B	0.511	A	0.864	D	0.654	B	0.504	A	0.856	D	-	-	-
47	Douglas Street & Imperial Highway	El Segundo/City of LA	X	X	0.292	A	0.230	A	0.387	A	0.319	A	0.257	A	0.415	A	-	-	-
48	Douglas Street & Mariposa Avenue	El Segundo			0.324	A	0.365	A	0.514	A	0.319	A	0.360	A	0.506	A	-	-	-
49	Douglas Street & Rosecrans Avenue	El Segundo/Manhattan Beach			0.587	A	0.638	B	0.662	B	0.580	A	0.632	B	0.662	B	-	-	-
50	Duquesne Avenue & Jefferson Boulevard	Culver City	X		0.514	A	0.475	A	0.625	B	0.516	A	0.478	A	0.625	B	-	-	-
51	Hawthorne Boulevard & El Segundo Boulevard	Hawthorne			0.597	A	0.654	B	1.157	F	0.597	A	0.651	B	1.147	F	-	-	-
52	Inglewood Avenue & El Segundo Boulevard	Hawthorne/LA County			0.582	A	0.632	B	0.961	E	0.589	A	0.632	B	0.970	E	-	-	-
53	La Cienega Boulevard & El Segundo Boulevard	Hawthorne/LA County			0.620	B	0.508	A	0.917	E	0.615	B	0.500	A	0.909	E	-	-	-
54	Nash Street & El Segundo Boulevard	El Segundo			0.524	A	0.402	A	0.634	B	0.515	A	0.394	A	0.629	B	-	-	-

Table 4.12.2-18

Baseline (2010) With Alternative 9 Level of Service Analysis

					Baseline (2010)						Baseline (2010) With Alt. 9								
					AM		MD		PM		AM		MD		PM		Significant impact?		
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
55	Sepulveda Boulevard & El Segundo Boulevard	Caltrans/El Segundo			0.754	C	0.732	C	0.947	E	0.755	C	0.734	C	0.949	E	-	-	-
56	Lincoln Boulevard & Fiji Way	Caltrans/City of LA/LA County	X	X	0.550	A	0.544	A	0.752	C	0.550	A	0.544	A	0.756	C	-	-	-
57	La Brea Avenue & Florence Avenue	Inglewood			0.670	B	0.638	B	0.844	D	0.658	B	0.611	B	0.826	D	-	-	-
58	La Cienega Boulevard & Florence Avenue	Inglewood			0.667	B	0.658	B	0.895	D	0.670	B	0.689	B	0.897	D	-	-	-
59	Nash Street & Grand Avenue	El Segundo			0.422	A	0.324	A	0.426	A	0.405	A	0.322	A	0.413	A	-	-	-
60	Sepulveda Boulevard & Grand Avenue	Caltrans/El Segundo			0.753	C	0.695	B	0.828	D	0.764	C	0.703	C	0.828	D	-	-	-
61	Vista del Mar & Grand Avenue	City of LA	X	X	0.495	A	0.226	A	0.326	A	0.490	A	0.225	A	0.324	A	-	-	-
62	Hawthorne Boulevard & Imperial Avenue	Hawthorne			0.551	A	0.549	A	0.839	D	0.561	A	0.551	A	0.843	D	-	-	-
63	Hawthorne Boulevard & Lennox Boulevard	LA County			0.397	A	0.544	A	0.724	C	0.423	A	0.557	A	0.754	C	-	-	-
64	Highland Avenue/Vista del Mar & Rosecrans Avenue	Manhattan Beach			0.770	C	0.523	A	0.685	B	0.763	C	0.523	A	0.685	B	-	-	-
65	Sepulveda Boulevard & Howard Hughes Parkway	City of LA	X	X	0.388	A	0.365	A	0.540	A	0.388	A	0.365	A	0.543	A	-	-	-
66	Inglewood Avenue & Imperial Highway	Hawthorne			0.614	B	0.647	B	1.153	F	0.627	B	0.653	B	1.154	F	-	-	-
67	La Cienega Boulevard & Imperial Highway	City of LA/LA County	X	X	0.397	A	0.246	A	0.540	A	0.361	A	0.220	A	0.529	A	-	-	-
68	Main Street & Imperial Highway	El Segundo/City of LA	X	X	0.683	B	0.440	A	0.547	A	0.699	B	0.445	A	0.537	A	-	-	-
69	Pershing Drive & Imperial Highway	City of LA	X	X	0.515	A	0.368	A	0.354	A	0.499	A	0.341	A	0.349	A	-	-	-
70	Prairie Avenue & Imperial Highway	Hawthorne/Inglewood			0.611	B	0.581	A	0.820	D	0.602	B	0.579	A	0.816	D	-	-	-
71	Sepulveda Boulevard & Imperial Highway	Caltrans/El Segundo/City of LA	X	X	0.650	B	0.674	B	1.013	F	0.677	B	0.683	B	1.024	F	-	-	Yes
72	Vista del Mar & Imperial Highway	City of LA	X	X	0.403	A	0.205	A	0.363	A	0.396	A	0.191	A	0.359	A	-	-	-
73	Nash Street/I-105 Westbound Ramps & Imperial Highway	Caltrans/El Segundo/City of LA	X	X	0.575	A	0.279	A	0.332	A	0.589	A	0.279	A	0.336	A	-	-	-
74	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	Caltrans/City of LA	X	X	0.544	A	0.308	A	0.534	A	0.515	A	0.308	A	0.530	A	-	-	-
75	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	Caltrans/Hawthorne/LA County			0.440	A	0.309	A	0.614	B	0.440	A	0.302	A	0.610	B	-	-	-
76	Inglewood Avenue & Lennox Boulevard	LA County			0.424	A	0.490	A	0.703	C	0.425	A	0.503	A	0.715	C	-	-	-
77	Inglewood Avenue & Manchester Boulevard	Caltrans/Inglewood			0.529	A	0.489	A	0.645	B	0.525	A	0.486	A	0.635	B	-	-	-
78	Lincoln Boulevard & Jefferson Boulevard	Caltrans/City of LA	X	X	0.610	B	0.487	A	0.624	B	0.627	B	0.492	A	0.630	B	-	-	-
79	Overland Avenue & Jefferson Boulevard	Culver City	X		0.630	B	0.468	A	0.687	B	0.628	B	0.466	A	0.685	B	-	-	-
80	Sepulveda Boulevard & Jefferson Boulevard	Culver City	X		0.384	A	0.336	A	0.406	A	0.389	A	0.349	A	0.407	A	-	-	-
81	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	Culver City	X		0.666	B	0.601	B	0.785	C	0.674	B	0.608	B	0.793	C	-	-	-
82	Slauson Avenue & Jefferson Boulevard	Culver City	X		0.278	A	0.401	A	0.416	A	0.284	A	0.401	A	0.419	A	-	-	-
83	I-405 Northbound Ramps & Jefferson Boulevard	Caltrans/Culver City/City of LA	X	X	0.382	A	0.366	A	0.678	B	0.348	A	0.351	A	0.652	B	-	-	-
84	I-405 Southbound Ramps & Jefferson Boulevard	Caltrans/Culver City/City of LA	X	X	0.275	A	0.322	A	0.365	A	0.274	A	0.315	A	0.364	A	-	-	-
85	La Brea Avenue & Manchester Boulevard	Caltrans/Inglewood			0.678	B	0.670	B	0.714	C	0.705	C	0.716	C	0.745	C	-	Yes	-
86	La Brea Avenue/Overhill Drive & Stocker Street	LA County			0.694	B	0.611	B	1.071	F	0.694	B	0.619	B	1.072	F	-	-	-
87	La Brea Avenue & Slauson Avenue	LA County			0.753	C	0.629	B	0.917	E	0.751	C	0.625	B	0.914	E	-	-	-
88	La Cienega Boulevard & La Tijera Boulevard	Inglewood/City of LA	X	X	0.780	C	0.689	B	0.871	D	0.760	C	0.667	B	0.868	D	-	-	-
89	La Cienega Boulevard & Lennox Boulevard	City of LA/LA County	X	X	0.346	A	0.280	A	0.371	A	0.356	A	0.291	A	0.379	A	-	-	-
90	La Cienega Boulevard & Manchester Boulevard	Caltrans/Inglewood			0.605	B	0.666	B	0.765	C	0.606	B	0.688	B	0.766	C	-	-	-
91	La Cienega Boulevard Northbound Ramps & Slauson Avenue	LA County			0.664	B	0.525	A	0.648	B	0.660	B	0.525	A	0.639	B	-	-	-
92	La Cienega Boulevard Southbound Ramps & Slauson Avenue	LA County			0.672	B	0.616	B	0.787	C	0.706	C	0.616	B	0.788	C	-	-	-
93	La Cienega Boulevard & Stocker Street	LA County			1.212	F	0.786	C	1.127	F	1.207	F	0.786	C	1.127	F	-	-	-
94	La Cienega Boulevard & 111th Street	City of LA/LA County	X	X	0.290	A	0.277	A	0.413	A	0.291	A	0.277	A	0.348	A	-	-	-
95	La Cienega Boulevard & West 120th Street	LA County			0.358	A	0.282	A	0.696	B	0.354	A	0.281	A	0.695	B	-	-	-
96	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	Caltrans/Inglewood/City of LA	X	X	0.627	B	0.571	A	0.589	A	0.659	B	0.695	B	0.803	D	-	-	Yes
97	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	Caltrans/City of LA/LA County	X	X	0.352	A	0.418	A	0.471	A	0.352	A	0.393	A	0.459	A	-	-	-
98	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	Caltrans/City of LA/LA County	X	X	0.400	A	0.290	A	0.285	A	0.384	A	0.286	A	0.243	A	-	-	-
99	Lincoln Boulevard & La Tijera Boulevard	Caltrans/City of LA	X	X	0.339	A	0.228	A	0.366	A	0.364	A	0.230	A	0.371	A	-	-	-
100	La Tijera Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.445	A	0.460	A	0.507	A	0.416	A	0.436	A	0.491	A	-	-	-
101	Sepulveda Boulevard & La Tijera Boulevard	City of LA	X	X	0.501	A	0.573	A	0.629	B	0.465	A	0.478	A	0.586	A	-	-	-
102	I-405 Northbound Ramps & La Tijera Boulevard	Caltrans/City of LA	X	X	0.534	A	0.631	B	0.536	A	0.534	A	0.688	B	0.536	A	-	-	-
103	I-405 Southbound Ramps & La Tijera Boulevard	Caltrans/City of LA	X	X	0.432	A	0.515	A	0.552	A	0.433	A	0.524	A	0.568	A	-	-	-
104	Lincoln Boulevard & Loyola Marymount University Drive	Caltrans/City of LA	X	X	0.427	A	0.320	A	0.525	A	0.438	A	0.335	A	0.560	A	-	-	-
105	Lincoln Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.597	A	0.475	A	0.618	B	0.593	A	0.475	A	0.613	B	-	-	-
106	Lincoln Boulevard & Maxella Avenue	Caltrans/City of LA	X	X	0.554	A	0.550	A	0.592	A	0.552	A	0.548	A	0.591	A	-	-	-

Table 4.12.2-18

Baseline (2010) With Alternative 9 Level of Service Analysis

					Baseline (2010)						Baseline (2010) With Alt. 9								
					AM		MD		PM		AM		MD		PM		Significant impact?		
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
107	Lincoln Boulevard & Mindanao Way	Caltrans/City of LA/LA County	X	X	0.624	B	0.697	B	0.771	C	0.631	B	0.720	C	0.777	C	-	-	-
108	Sepulveda Boulevard & Lincoln Boulevard	Caltrans/City of LA	X	X	0.621	B	0.510	A	0.769	C	0.609	B	0.467	A	0.756	C	-	-	-
109	Lincoln Boulevard & Venice Boulevard	Caltrans/City of LA	X	X	0.814	D	0.811	D	0.895	D	0.817	D	0.813	D	0.896	D	-	-	-
110	Lincoln Boulevard & Washington Boulevard	Caltrans/City of LA	X	X	0.746	C	0.816	D	0.936	E	0.746	C	0.817	D	0.936	E	-	-	-
111	Lincoln Boulevard & 83rd Street	Caltrans/City of LA	X	X	0.544	A	0.379	A	0.547	A	0.544	A	0.381	A	0.547	A	-	-	-
112	Lincoln Boulevard & SR 90 Ramps	Caltrans/City of LA	X	X	0.595	A	0.594	A	0.701	C	0.597	A	0.605	B	0.703	C	-	-	-
113	Pershing Drive & Manchester Avenue	Caltrans/City of LA	X	X	0.454	A	0.295	A	0.375	A	0.451	A	0.288	A	0.374	A	-	-	-
114	Sepulveda Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.747	C	0.648	B	0.754	C	0.748	C	0.653	B	0.755	C	-	-	-
115	Ash Avenue & Manchester Avenue	Caltrans/Inglewood			0.699	B	0.622	B	0.780	C	0.696	B	0.612	B	0.780	C	-	-	-
116	Nash Street & Mariposa Avenue	El Segundo			0.574	A	0.324	A	0.434	A	0.571	A	0.322	A	0.434	A	-	-	-
117	Sepulveda Boulevard & Mariposa Avenue	Caltrans/El Segundo			0.708	C	0.641	B	0.757	C	0.711	C	0.642	B	0.759	C	-	-	-
118	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps	Caltrans/Culver City	X		0.760	C	0.523	A	0.778	C	0.739	C	0.507	A	0.764	C	-	-	-
119	Ocean Avenue/Via Marina & Washington Boulevard	City of LA/LA County	X	X	0.531	A	0.476	A	0.694	B	0.531	A	0.480	A	0.698	B	-	-	-
120	Overhill Drive & Slauson Avenue	LA County			0.639	B	0.533	A	0.986	E	0.633	B	0.532	A	0.976	E	-	-	-
121	Overland Avenue & Venice Boulevard	Caltrans/Culver City/City of LA	X		0.819	D	0.657	B	0.873	D	0.820	D	0.656	B	0.879	D	-	-	-
122	Palawan Way & Washington Boulevard	City of LA/LA County			13.4	B	12.1	B	12.8	B	13.4	B	12.2	B	12.8	B	-	-	-
123	Pershing Drive & Westchester Parkway	City of LA	X	X	0.211	A	0.115	A	0.187	A	0.208	A	0.108	A	0.184	A	-	-	-
124	Prairie Avenue & West 112th Street/I-105 Off-Ramp	Caltrans/Inglewood			0.457	A	0.583	A	0.646	B	0.447	A	0.583	A	0.638	B	-	-	-
125	Sepulveda Boulevard & Rosecrans Avenue	Caltrans/El Segundo/Manhattan Beach			0.840	D	0.766	C	1.058	F	0.835	D	0.760	C	1.058	F	-	-	-
126	Sepulveda Boulevard & Sawtelle Boulevard	Culver City	X		0.421	A	0.526	A	0.595	A	0.424	A	0.528	A	0.598	A	-	-	-
127	Sawtelle Boulevard & Venice Boulevard	Caltrans/Culver City/City of LA	X		0.899	D	0.739	C	0.881	D	0.895	D	0.732	C	0.880	D	-	-	-
128	Sawtelle Boulevard & Washington Boulevard	Culver City	X		0.476	A	0.414	A	0.599	A	0.476	A	0.413	A	0.554	A	-	-	-
129	Sawtelle Boulevard & Washington Place	Culver City	X		0.427	A	0.325	A	0.515	A	0.419	A	0.321	A	0.514	A	-	-	-
130	Sepulveda Boulevard & Slauson Avenue	Culver City	X		0.487	A	0.526	A	0.703	C	0.491	A	0.529	A	0.708	C	-	-	-
131	Sepulveda Boulevard & Venice Boulevard	Caltrans/Culver City/City of LA	X	X	0.758	C	0.649	B	0.951	E	0.767	C	0.657	B	0.956	E	-	-	-
132	Sepulveda Boulevard & Washington Boulevard	Culver City	X		0.567	A	0.510	A	0.620	B	0.579	A	0.516	A	0.632	B	-	-	-
133	Sepulveda Boulevard & Washington Place	Culver City	X		0.588	A	0.487	A	0.577	A	0.594	A	0.493	A	0.582	A	-	-	-
134	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps	Caltrans/Culver City	X		0.824	D	0.565	A	0.762	C	0.784	C	0.535	A	0.733	C	-	-	-
135	Sepulveda Boulevard & Westchester Parkway	City of LA	X	X	0.447	A	0.528	A	0.683	B	0.427	A	0.468	A	0.638	B	-	-	-
136	Sepulveda Boulevard & 76th Street	City of LA	X	X	0.663	B	0.422	A	0.628	B	0.658	B	0.398	A	0.624	B	-	-	-
137	Sepulveda Boulevard & 79th Street	City of LA	X	X	0.445	A	0.351	A	0.507	A	0.430	A	0.325	A	0.504	A	-	-	-
138	Sepulveda Boulevard & 83rd Street	City of LA	X	X	0.390	A	0.312	A	0.456	A	0.381	A	0.290	A	0.453	A	-	-	-
139	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	Caltrans/City of LA	X	X	0.839	D	0.805	D	0.872	D	0.825	D	0.787	C	0.851	D	-	-	-
140	SR 90 Westbound Ramps & Slauson Avenue	Caltrans/Culver City/LA County	X		0.505	A	0.393	A	0.671	B	0.504	A	0.391	A	0.642	B	-	-	-
141	Airport Boulevard & 96th Street	City of LA	X	X	0.175	A	0.288	A	0.360	A	0.227	A	0.320	A	0.437	A	-	-	-
142	Jenny Avenue & 96th Street	City of LA	X	X	0.129	A	0.154	A	0.115	A	0.169	A	0.193	A	0.159	A	-	-	-
143	Vicksburg Avenue & 96th Street	City of LA	X	X	0.180	A	0.292	A	0.219	A	0.322	A	0.325	A	0.420	A	-	-	-
144	Airport Boulevard & 98th Street	City of LA	X	X	0.292	A	0.381	A	0.439	A	0.325	A	0.463	A	0.534	A	-	-	-
145	Jenny Avenue & Westchester Parkway	City of LA	X	X	0.060	A	0.151	A	0.143	A	0.060	A	0.175	A	0.146	A	-	-	-
146	Sepulveda Eastway & Westchester Parkway	City of LA	X	X	0.221	A	0.340	A	0.423	A	0.219	A	0.330	A	0.421	A	-	-	-
147	Crenshaw Boulevard & Century Boulevard	Inglewood			0.563	A	0.674	B	0.781	C	0.567	A	0.679	B	0.785	C	-	-	-
148	La Cienega Boulevard & Fairview Boulevard	Inglewood/City of LA	X	X	0.834	D	0.603	B	0.851	D	0.834	D	0.595	A	0.838	D	-	-	-
149	Crenshaw Boulevard & Imperial Highway	Inglewood			0.566	A	0.620	B	0.818	D	0.570	A	0.625	B	0.834	D	-	-	-
150	Sepulveda Boulevard & Braddock Drive	Culver City			0.505	A	0.446	A	0.566	A	0.506	A	0.453	A	0.568	A	-	-	-
151	Buckingham Parkway & Slauson Avenue	Culver City			0.646	B	0.451	A	0.778	C	0.644	B	0.450	A	0.777	C	-	-	-
152	Duquesne Avenue & Washington Boulevard	Culver City			0.493	A	0.435	A	0.607	B	0.496	A	0.439	A	0.609	B	-	-	-
153	Overland Avenue & Kelmore Street/Ranch Road	Culver City			21.6	C	13.7	B	28.5	D	21.8	C	13.7	B	28.5	D	-	-	-
154	Overland Avenue & Sawtelle Boulevard	Culver City			20.3	C	15.1	C	27.2	D	20.3	C	15.1	C	27.2	D	-	-	-
155	Overland Avenue & Washington Boulevard	Culver City/City of LA			0.764	C	0.663	B	0.980	E	0.764	C	0.666	B	0.984	E	-	-	-
156	Walgrove Avenue & Washington Boulevard	Culver City			17.1	C	37.0	E	68.1	F	18.7	C	40.9	E	68.1	F	-	-	-
157	La Cienega Boulevard & 104th Street	City of LA/LA County	X	X	0.297	A	0.241	A	0.301	A	0.256	A	0.236	A	0.278	A	-	-	-
158	Vista del Mar & Waterview Street	City of LA	X	X	0.305	A	0.056	A	0.237	A	0.299	A	0.053	A	0.233	A	-	-	-
159	Hindry Avenue & Manchester Boulevard	Caltrans/Inglewood			0.387	A	0.550	A	0.542	A	0.388	A	0.599	A	0.542	A	-	-	-
160	Lincoln Boulevard & Rose Avenue	Caltrans/City of LA	X	X	0.873	D	0.775	C	0.797	C	0.872	D	0.775	C	0.793	C	-	-	-
161	Western Avenue & Century Boulevard	City of LA	X	X	0.440	A	0.509	A	0.637	B	0.440	A	0.519	A	0.640	B	-	-	-
162	Sepulveda Boulevard & Manhattan Beach Boulevard	Caltrans/Manhattan Beach			0.849	D	0.914	E	1.100	F	0.849	D	0.917	E	1.104	F	-	-	-
163	La Cienega Boulevard & Jefferson Boulevard	City of LA	X		0.898	D	0.679	B	1.014	F	0.891	D	0.673	B	1.006	F	-	-	-

Table 4.12.2-18

Baseline (2010) With Alternative 9 Level of Service Analysis

					Baseline (2010)						Baseline (2010) With Alt. 9								
					AM		MD		PM		AM		MD		PM		Significant impact?		
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
164	Crenshaw Boulevard & Manchester Avenue	Caltrans/Inglewood			0.686	B	0.714	C	0.860	D	0.686	B	0.710	C	0.857	D	-	-	-
165	La Cienega Boulevard & Rodeo Road	City of LA	X		0.942	E	0.654	B	0.951	E	0.938	E	0.654	B	0.948	E	-	-	-
166	La Brea Avenue & Rodeo Road	City of LA	X		0.969	E	0.651	B	0.851	D	0.969	E	0.653	B	0.854	D	-	-	-
167	La Brea Avenue & Jefferson Boulevard	City of LA	X		0.980	E	0.578	A	0.866	D	0.984	E	0.578	A	0.876	D	-	-	-
168	Crenshaw Boulevard & Florence Avenue	City of LA	X	X	0.670	B	0.501	A	0.741	C	0.676	B	0.514	A	0.746	C	-	-	-
169	Prairie Avenue & Manchester Boulevard	Inglewood			0.942	E	0.646	B	0.785	C	0.943	E	0.652	B	0.786	C	-	-	-
170	I-110 Northbound Ramps & Manchester Avenue	Caltrans/City of LA	X	X	0.561	A	0.434	A	0.476	A	0.556	A	0.431	A	0.470	A	-	-	-
171	Western Avenue & Florence Avenue	City of LA	X	X	0.736	C	0.438	A	0.718	C	0.751	C	0.458	A	0.736	C	-	-	-
172	Western Avenue & Manchester Avenue	Caltrans/City of LA	X	X	0.648	B	0.493	A	0.748	C	0.651	B	0.500	A	0.759	C	-	-	-
173	Western Avenue & Imperial Highway	LA County	X	X	0.639	B	0.477	A	0.765	C	0.641	B	0.481	A	0.794	C	-	-	-
174	Vermont Avenue & Florence Avenue	City of LA	X	X	0.619	B	0.426	A	0.599	A	0.629	B	0.453	A	0.605	B	-	-	-
175	Vermont Avenue & Manchester Avenue	Caltrans/LA County/City of LA	X	X	0.661	B	0.471	A	0.611	B	0.667	B	0.475	A	0.621	B	-	-	-
176	Vermont Avenue & Century Boulevard	LA County/City of LA	X	X	0.605	B	0.399	A	0.563	A	0.605	B	0.402	A	0.565	A	-	-	-
177	Vermont Avenue & Imperial Highway	LA County/City of LA	X	X	0.728	C	0.458	A	0.758	C	0.729	C	0.461	A	0.777	C	-	-	-
178	Figueroa Street & Florence Avenue	City of LA	X	X	0.693	B	0.412	A	0.610	B	0.693	B	0.428	A	0.621	B	-	-	-
179	Figueroa Street & Manchester Avenue	Caltrans/City of LA	X	X	0.776	C	0.549	A	0.796	C	0.768	C	0.549	A	0.781	C	-	-	-
180	Figueroa Street & Century Boulevard	City of LA	X	X	0.840	D	0.411	A	0.658	B	0.853	D	0.411	A	0.663	B	-	-	-
181	Figueroa Street & Imperial Highway	City of LA	X	X	0.757	C	0.323	A	0.651	B	0.779	C	0.325	A	0.677	B	-	-	-
182	Inglewood Avenue & Rosecrans Avenue	Hawthorne			0.694	B	0.608	B	0.840	D	0.699	B	0.615	B	0.843	D	-	-	-
183	Hawthorne Boulevard & Rosecrans Avenue	Hawthorne			0.709	C	0.621	B	0.770	C	0.709	C	0.625	B	0.770	C	-	-	-
184	Prairie Avenue & Rosecrans Avenue	Hawthorne/Lawndale			0.776	C	0.673	B	0.856	D	0.779	C	0.674	B	0.859	D	-	-	-
185	Crenshaw Boulevard & Rosecrans Avenue	Gardena/Hawthorne/LA County			0.729	C	0.644	B	0.800	C	0.739	C	0.648	B	0.800	C	-	-	-
186	Western Avenue & Rosecrans Avenue	Gardena			0.737	C	0.603	B	0.838	D	0.738	C	0.608	B	0.839	D	-	-	-
187	Vermont Avenue & Rosecrans Avenue	Gardena/City of LA	X		0.702	C	0.553	A	0.747	C	0.702	C	0.554	B	0.747	C	-	-	-
188	Prairie Avenue & El Segundo Boulevard	Hawthorne			0.883	D	0.627	B	0.889	D	0.881	D	0.618	B	0.889	D	-	-	-
189	Crenshaw Boulevard & El Segundo Boulevard	Hawthorne/Gardena			0.882	D	0.654	B	0.774	C	0.898	D	0.656	B	0.782	C	-	-	-
190	Western Avenue & El Segundo Boulevard	Gardena/LA County			0.798	C	0.518	A	0.759	C	0.798	C	0.521	A	0.759	C	-	-	-
191	Vermont Avenue & El Segundo Boulevard	Gardena/LA County/City of LA	X		0.634	B	0.330	A	0.550	A	0.620	B	0.329	A	0.535	A	-	-	-
192	Aviation Boulevard & Artesia Boulevard	Redondo Beach/Manhattan Beach			1.062	F	0.734	C	1.053	F	1.067	F	0.737	C	1.054	F	-	-	-
193	Aviation Boulevard & Manhattan Beach Boulevard	Redondo Beach/Manhattan Beach			0.895	D	0.724	C	0.979	E	0.899	D	0.724	C	0.981	E	-	-	-
194	Sepulveda Boulevard & Palms Boulevard	City of LA	X		0.766	C	0.552	A	0.929	E	0.775	C	0.559	A	0.929	E	-	-	-
195	Sawtelle Boulevard & Palms Boulevard	City of LA	X		0.769	C	0.401	A	0.757	C	0.757	C	0.394	A	0.730	C	-	-	-
196	Prairie Avenue & Florence Avenue	Inglewood			0.915	E	0.571	A	0.781	C	0.915	E	0.571	A	0.781	C	-	-	-
197	Prairie Avenue & Lennox Boulevard	Inglewood			0.538	A	0.468	A	0.606	B	0.541	A	0.470	A	0.606	B	-	-	-
198	Flower Street (near I-110 Southbound Ramps) & Florence Avenue	Caltrans/City of LA	X	X	0.443	A	0.418	A	0.458	A	0.445	A	0.433	A	0.478	A	-	-	-
199	Grand Avenue (near I-110 Northbound Ramps) & Florence Avenue	Caltrans/City of LA	X	X	0.540	A	0.503	A	0.561	A	0.541	A	0.521	A	0.566	A	-	-	-
200	I-110 Southbound Ramps & Manchester Avenue	Caltrans/City of LA	X	X	0.474	A	0.402	A	0.477	A	0.473	A	0.402	A	0.473	A	-	-	-

Source: Fehr & Peers, 2012.

Table 4.12.2-19

Future (2025) With Alternative Impact Analysis Summary

		Alt. 1-2			Alt. 3			Alt. 4			Alt. 8			Alt. 9		
Int. #	Intersection	AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
6	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	-	Yes	Yes	-	Yes	Yes	-	Yes	Yes	-	-	Yes	-	-	Yes
7	Airport Boulevard & Century Boulevard	Yes	Yes	Yes	-	-	-	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	Airport Boulevard & Manchester Avenue	Yes	Yes	Yes	-	-	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
10	Aviation Boulevard & Arbor Vitae Street	-	-	Yes	-	Yes	-	-	-	Yes	-	-	Yes	-	-	Yes
11	Inglewood Avenue & Arbor Vitae Street	-	-	Yes	-	-	-	-	-	Yes	-	-	Yes	-	-	Yes
12	La Brea Avenue & Arbor Vitae Street	-	-	Yes	-	-	-	-	-	-	-	-	Yes	-	-	Yes
13	La Cienega Boulevard & Arbor Vitae Street	-	-	-	Yes	Yes	Yes	-	-	-	-	-	-	-	-	-
14	Aviation Boulevard & Century Boulevard	Yes	Yes	Yes	-	-	-	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
15	Aviation Boulevard & El Segundo Boulevard	-	-	-	Yes	-	-	-	-	-	-	-	-	-	-	-
16	Aviation Boulevard & Imperial Highway	-	-	-	Yes	-	Yes	Yes	-	-	-	-	-	-	-	-
17	Aviation Boulevard/Florence Avenue & Manchester Avenue	Yes	Yes	Yes	-	-	Yes	-	Yes	Yes	Yes	-	Yes	Yes	-	Yes
25	La Brea Avenue & Centinela Avenue	Yes	-	-	-	Yes	-	-	-	-	Yes	Yes	-	Yes	Yes	-
26	La Cienega Boulevard & Centinela Avenue	Yes	Yes	-	Yes	Yes	Yes	Yes	Yes	-	Yes	Yes	-	Yes	Yes	-
27	La Tijera Boulevard & Centinela Avenue	-	-	Yes	-	-	-	-	-	Yes	-	-	Yes	-	-	Yes
28	Sepulveda Boulevard & Centinela Avenue	-	-	-	Yes	-	Yes	-	-	-	-	-	-	-	-	-
34	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	Yes	Yes	Yes	-	-	-	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
35	Inglewood Avenue & Century Boulevard	Yes	Yes	Yes	-	Yes	-	-	Yes	-	Yes	Yes	-	Yes	Yes	-
36	La Cienega Boulevard & Century Boulevard	Yes	Yes	Yes	Yes	-	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
37	Prairie Avenue & Century Boulevard	Yes	Yes	Yes	-	-	-	-	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
38	Sepulveda Boulevard & Century Boulevard	-	-	Yes	Yes	-	Yes	-	-	Yes	-	-	Yes	-	-	Yes
46	Douglas Street & El Segundo Boulevard	-	-	Yes	-	-	-	-	-	Yes	-	-	Yes	-	-	Yes
51	Hawthorne Boulevard & El Segundo Boulevard	-	-	Yes	Yes	Yes	Yes	-	Yes	Yes	-	-	Yes	-	-	Yes
52	Inglewood Avenue & El Segundo Boulevard	-	-	-	Yes	Yes	Yes	-	-	-	-	-	-	-	-	-
53	La Cienega Boulevard & El Segundo Boulevard	-	-	-	-	-	Yes	-	-	-	-	-	-	-	-	-
57	La Brea Avenue & Florence Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
58	La Cienega Boulevard & Florence Avenue	Yes	Yes	-	Yes	Yes	Yes	Yes	Yes	-	Yes	Yes	Yes	Yes	Yes	Yes
60	Sepulveda Boulevard & Grand Avenue	-	-	Yes	-	-	-	-	-	-	-	-	Yes	-	-	Yes
62	Hawthorne Boulevard & Imperial Avenue	-	-	Yes	Yes	Yes	Yes	-	-	Yes	-	-	Yes	-	-	Yes
63	Hawthorne Boulevard & Lennox Boulevard	-	-	Yes	-	-	-	-	-	Yes	-	-	Yes	-	-	Yes
64	Highland Avenue/Vista del Mar & Rosecrans Avenue	Yes	-	-	-	-	-	Yes	-	-	Yes	-	-	Yes	-	-
66	Inglewood Avenue & Imperial Highway	Yes	-	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
69	Pershing Drive & Imperial Highway	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
70	Prairie Avenue & Imperial Highway	-	-	-	Yes	-	-	-	-	-	-	-	-	-	-	-
71	Sepulveda Boulevard & Imperial Highway	Yes	Yes	Yes	-	Yes	Yes	Yes	-	Yes	Yes	Yes	Yes	Yes	Yes	Yes
74	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	-	-	-	Yes	Yes	Yes	-	-	-	-	-	-	-	-	-
76	Inglewood Avenue & Lennox Boulevard	-	-	Yes	-	-	Yes	-	-	Yes	-	-	Yes	-	-	Yes
77	Inglewood Avenue & Manchester Boulevard	-	-	-	-	-	-	-	-	-	-	-	Yes	-	-	Yes
85	La Brea Avenue & Manchester Boulevard	-	-	-	Yes	Yes	Yes	-	-	-	-	-	Yes	-	-	Yes
86	La Brea Avenue/Overhill Drive & Stocker Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	-	Yes	Yes	-	Yes	Yes	-	Yes
87	La Brea Avenue & Slauson Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
88	La Cienega Boulevard & La Tijera Boulevard	-	-	Yes	Yes	-	Yes	-	-	Yes	-	Yes	Yes	-	Yes	Yes
90	La Cienega Boulevard & Manchester Boulevard	-	-	Yes	Yes	Yes	Yes	-	-	Yes	Yes	Yes	Yes	Yes	Yes	Yes
93	La Cienega Boulevard & Stocker Street	Yes	-	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
95	La Cienega Boulevard & West 120th Street	-	-	Yes	-	-	Yes	-	-	Yes	-	-	Yes	-	-	Yes
96	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	Yes	-	-	-	-	-	-	-	-	-	Yes	Yes	-	Yes	Yes
101	Sepulveda Boulevard & La Tijera Boulevard	-	-	-	-	Yes	-	-	Yes	Yes	-	-	-	-	-	-
102	I-405 Northbound Ramps & La Tijera Boulevard	Yes	Yes	-	Yes	Yes	-	-	Yes	-	Yes	Yes	-	Yes	Yes	-
105	Lincoln Boulevard & Manchester Avenue	-	-	-	Yes	-	-	-	-	-	-	-	-	-	-	-
109	Lincoln Boulevard & Venice Boulevard	-	Yes	-	-	-	-	-	Yes	-	-	Yes	-	-	Yes	-
110	Lincoln Boulevard & Washington Boulevard	-	Yes	-	-	-	-	-	Yes	-	-	Yes	-	-	Yes	-
114	Sepulveda Boulevard & Manchester Avenue	Yes	-	-	Yes	-	-	Yes	-	-	Yes	-	-	Yes	-	-
115	Ash Avenue & Manchester Avenue	-	Yes	Yes	-	-	-	-	-	Yes	-	Yes	Yes	-	Yes	Yes
119	Ocean Avenue/Via Marina & Washington Boulevard	Yes	Yes	Yes	Yes	Yes	-	Yes	Yes	-	Yes	Yes	Yes	Yes	Yes	Yes
125	Sepulveda Boulevard & Rosecrans Avenue	-	Yes	-	Yes	Yes	-	Yes	Yes	-	-	Yes	-	-	Yes	-
135	Sepulveda Boulevard & Westchester Parkway	-	-	-	Yes	-	-	Yes	Yes	Yes	-	-	-	-	-	-
139	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	-	Yes	Yes	-	-	-	-	Yes	Yes	-	Yes	Yes	-	Yes	Yes

Table 4.12.2-19

Future (2025) With Alternative Impact Analysis Summary

		Alt. 1-2			Alt. 3			Alt. 4			Alt. 8			Alt. 9		
Int. #	Intersection	AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
143	Vicksburg Avenue & 96th Street	-	-	Yes	-	-	-	-	-	-	-	-	Yes	-	-	Yes
146	Sepulveda Eastway & Westchester Parkway	-	-	-	-	-	Yes	-	-	Yes	-	-	-	-	-	-
147	Crenshaw Boulevard & Century Boulevard	-	Yes	Yes	-	-	-	-	-	Yes	-	Yes	Yes	-	Yes	Yes
148	La Cienega Boulevard & Fairview Boulevard	Yes	-	-	Yes	Yes	Yes	-	-	-	-	-	-	-	-	-
149	Crenshaw Boulevard & Imperial Highway	Yes	Yes	Yes	-	-	Yes	Yes	Yes	Yes	-	Yes	Yes	-	Yes	Yes
153	Overland Avenue & Kelmore Street/Ranch Road	-	-	-	-	-	Yes	-	-	-	-	-	-	-	-	-
154	Overland Avenue & Sawtelle Boulevard	-	-	Yes	-	-	Yes	-	-	Yes	-	-	Yes	-	-	Yes
156	Walgrove Avenue & Washington Boulevard	Yes	Yes	Yes	-	Yes	Yes	-	Yes	Yes	-	Yes	Yes	-	Yes	Yes
159	Hindry Avenue & Manchester Boulevard	-	Yes	-	-	Yes	Yes	-	Yes	-	-	Yes	-	-	Yes	-
162	Sepulveda Boulevard & Manhattan Beach Boulevard	-	Yes	-	-	-	-	-	-	-	-	Yes	-	-	Yes	-
164	Crenshaw Boulevard & Manchester Avenue	Yes	Yes	Yes	-	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
165	La Cienega Boulevard & Rodeo Road	-	-	-	-	-	-	-	-	-	Yes	-	-	Yes	-	-
166	La Brea Avenue & Rodeo Road	Yes	-	Yes	Yes	-	-	-	-	-	-	-	-	-	-	-
169	Prairie Avenue & Manchester Boulevard	Yes	-	-	Yes	Yes	-	Yes	-	-	Yes	-	Yes	Yes	-	Yes
172	Western Avenue & Manchester Avenue	-	-	-	-	-	Yes	-	-	-	-	-	Yes	-	-	Yes
173	Western Avenue & Imperial Highway	-	-	Yes	-	-	-	-	-	Yes	-	-	Yes	-	-	Yes
188	Prairie Avenue & El Segundo Boulevard	Yes	-	-	Yes	-	Yes	Yes	-	-	Yes	-	-	Yes	-	-
197	Prairie Avenue & Lennox Boulevard	-	-	Yes	-	-	Yes	Yes	-	Yes	-	-	Yes	-	-	Yes
	Number of Significant Impacts	29	28	41	31	28	37	24	28	38	26	31	45	26	31	45
	Number of Significantly Impacted Intersections		56			51			52			58			58	

Source: Fehr & Peers, 2012.

4.12.2.6.2.1 Alternative 1-2

Intersections

Table 4.12.2-21 delineates the intersection impacts of Alternative 1-2 by comparing the Future (2025) With Alternative scenario and the Future (2025) Without Alternative scenario. As indicated in **Table 4.12.2-21**, 56 of the 200 intersections would be significantly impacted in one or more peak hours.

CMP Facilities

Table 6 in Appendix K2-7 delineates the impacts of Alternative 1-2 to the 15 arterial monitoring stations by comparing the Future (2025) With Alternative scenario and the Future (2025) Without Alternative scenario. For this alternative, the following CMP arterial monitoring station would be significantly impacted:

- 164. Manchester Avenue and Crenshaw Boulevard (CMP ID #24)

Table 15 in Appendix K2-7 delineates the impacts of Alternative 1-2 to the 30 CMP freeway monitoring stations by comparing the Future (2025) With Alternative scenario and the Future (2025) Without Alternative scenario. As indicated in Table 15, the following three CMP freeway monitoring stations would be significantly impacted (without LAX Master Plan Commitment ST-24, Fair Share Contribution to CMP Improvements):

- Route 405, at postmile 0.40, north of Route 22
- Route 405, at postmile 8.02, Santa Fe Avenue
- Route 405, at postmile 11.90, south of Route 110

With regard to CMP transit impacts, **Table 4.12.2-6**, presented in Section 4.12.2.2.1, shows the total incremental estimated transit demand due to airport-related growth under each alternative, including Alternative 1-2. An alternative's transit demand is defined as the difference in demand between that of Future (2025) conditions, without alternative, which is based on existing airport trip generation, and Future (2025) With Alternative conditions. **Table 4.12.2-20** indicates how the change in transit demand associated with each alternative in 2025 would affect the utilization of the major north/south and east/west CMP transit corridors in the LAX vicinity. As indicated in **Table 4.12.2-20**, implementation of Alternative 1-2 would increase transit system utilization by approximately 1.40 percent in the a.m. peak hour and 1.48 percent in the p.m. peak hour, which would not represent a substantial increase in transit demand. At this level of increase, impacts to the regional transit system would be considered less than significant.

Table 4.12.2-20

CMP Transit Analysis Future (2025) With Project Conditions

Alternative	AM Peak Hour Capacity	AM Peak Hour Change in Demand	AM Peak Hour Change in D/C	PM Peak Hour Capacity	PM Peak Hour Change in Demand	PM Peak Hour Change in D/C
Alternative 1-2						
North/South Corridor	13,145	--	--	13,210	--	--
East/West Corridor	6,440	--	--	6,595	--	--
Total	**19,585**	**275**	**1.40%**	**19,805**	**293**	**1.48%**
Alternative 3						
North/South Corridor	13,145	--	--	13,210	--	--
East/West Corridor	6,440	--	--	6,595	--	--
Total	**19,585**	**237**	**1.21%**	**19,805**	**251**	**1.27%**
Alternative 4						
North/South Corridor	13,145	--	--	13,210	--	--
East/West Corridor	6,440	--	--	6,595	--	--
Total	**19,585**	**265**	**1.35%**	**19,805**	**287**	**1.45%**
Alternative 8						
North/South Corridor	13,145	--	--	13,210	--	--
East/West Corridor	6,440	--	--	6,595	--	--
Total	**19,585**	**262**	**1.34%**	**19,805**	**286**	**1.44%**
Alternative 9						
North/South Corridor	13,145	--	--	13,210	--	--
East/West Corridor	6,440	--	--	6,595	--	--
Total	**19,585**	**240**	**1.23%**	**19,805**	**261**	**1.32%**

Source: Fehr & Peers, 2012.

4.12.2.6.2.2 Alternative 3

Intersections

Table 4.12.2-22 delineates the intersection impacts of Alternative 3 by comparing the Future (2025) With Alternative scenario and the Future (2025) Without Alternative scenario. As indicated in **Table 4.12.2-22**, 51 of the 200 intersections would be significantly impacted in one or more peak hours.

CMP Facilities

Table 7 in Appendix K2-7 delineates the impacts of Alternative 3 to the 14 arterial monitoring stations by comparing the Future (2025) With Alternative scenario and the Future (2025) Without Alternative scenario. For this alternative, the following two CMP arterial monitoring stations would be significantly impacted:

- 26. La Cienega Boulevard and Centinela Avenue (CMP ID #47)
- 164. Manchester Avenue and Crenshaw Boulevard (CMP ID #24)

Table 16 in Appendix K2-7 delineates the impacts of Alternative 3 to the 30 CMP freeway monitoring stations by comparing the Future (2025) With Alternative scenario and the Future (2025) Without Alternative scenario. As indicated in Table 16, the following three CMP freeway monitoring stations would be significantly impacted (without LAX Master Plan Commitment ST-24, Fair Share Contribution to CMP Improvements):

- Route 405, at postmile 0.40, north of Route 22
- Route 405, at postmile 8.02, Santa Fe Avenue
- Route 405, at postmile 11.90, south of Route 110

Table 4.12.2-6 shows the total incremental estimated transit demand due to airport-related growth under each alternative, including Alternative 3, and **Table 4.12.2-20** indicates the resulting impact on the utilization of the major north/south and east/west CMP transit corridors in the LAX vicinity. As indicated in **Table 4.12.2-20**, implementation of Alternative 3 would increase transit system utilization by approximately 1.21 percent in the a.m. peak hour and 1.27 percent in the p.m. peak hour, which would not represent a substantial increase in transit system utilization. At this level of increase, impacts to the regional transit system would be considered less than significant.

4.12.2.6.2.3 Alternative 4

Intersections

Table 4.12.2-23 delineates the intersection impacts of Alternative 4 by comparing the Future (2025) With Alternative scenario and the Future (2025) Without Alternative scenario. As indicated in **Table 4.12.2-23**, 52 of the 200 intersections would be significantly impacted in one or more peak hours.

CMP Facilities

Table 8 in Appendix K2-7 delineates the impacts of Alternative 4 to the 14 arterial monitoring stations by comparing the Future (2025) With Alternative scenario and the Future (2025) Without Alternative scenario. For this alternative, the following two CMP arterial monitoring stations would be significantly impacted:

- 93. La Cienega Boulevard and Stocker Avenue (CMP ID #95)
- 164. Manchester Avenue and Crenshaw Boulevard (CMP ID #24)

Table 17 in Appendix K2-7 delineates the impacts of Alternative 4 to the 30 CMP freeway monitoring stations by comparing the Future (2025) With Alternative scenario and the Future (2025) Without Alternative scenario. As indicated in Table 17, the following three CMP freeway monitoring stations would be significantly impacted (without LAX Master Plan Commitment ST-24, Fair Share Contribution to CMP Improvements):

- Route 405, at postmile 0.40, north of Route 22
- Route 405, at postmile 8.02, Santa Fe Avenue
- Route 405, at postmile 11.90, south of Route 110

Table 4.12.2-6 shows the total incremental estimated transit demand due to airport-related growth under each alternative, including Alternative 4, and **Table 4.12.2-20** indicates the resulting impact on the utilization of the major north/south and east/west CMP transit corridors in the LAX vicinity. As indicated in **Table 4.12.2-20**, implementation of Alternative 4 would increase transit system utilization by approximately 1.35 percent in the a.m. peak hour and 1.45 percent in the p.m. peak hour, which would not represent a substantial increase in transit system utilization. At this level of increase, impacts to the regional transit system would be considered less than significant.

4.12.2.6.2.4 Alternative 8

Intersections

Table 4.12.2-24 delineates the intersection impacts of Alternative 8 by comparing the Future (2025) With Alternative scenario and the Future (2025) Without Alternative scenario. As indicated in **Table 4.12.2-24**, 58 of the 200 intersections would be significantly impacted in one or more peak hours.

CMP Facilities

Table 9 in Appendix K2-7 delineates the impacts of Alternative 8 to the 14 arterial monitoring stations by comparing the Future (2025) With Alternative scenario and the Future (2025) Without Alternative scenario. For this alternative, the following CMP arterial monitoring station would be significantly impacted:

- 164. Manchester Avenue and Crenshaw Boulevard (CMP ID #24)

Table 18 in Appendix K2-7 delineates the impacts of Alternative 8 to the 30 CMP freeway monitoring stations by comparing the Future (2025) With Alternative scenario and the Future (2025) Without Alternative scenario. As indicated in Table 18, the following three CMP freeway monitoring stations would be significantly impacted (without LAX Master Plan Commitment ST-24, Fair Share Contribution to CMP Improvements):

- Route 405, at postmile 0.40, north of Route 22
- Route 405, at postmile 8.02, Santa Fe Avenue
- Route 405, at postmile 11.90, south of Route 110

Table 4.12.2-6 shows the total incremental estimated transit demand due to airport-related growth under each alternative, including Alternative 8, and **Table 4.12.2-20** indicates the resulting impact on the utilization of the major north/south and east/west CMP transit corridors in the LAX vicinity. As indicated in **Table 4.12.2-20**, implementation of Alternative 8 would increase transit system utilization by approximately 1.34 percent in the a.m. peak hour and 1.44 percent in the p.m. peak hour, which would not represent a substantial increase in transit demand. At this level of increase, impacts to the regional transit system would be considered less than significant.

4.12.2.6.2.5 Alternative 9

Intersections

Table 4.12.2-25 delineates the intersection impacts of Alternative 9 by comparing the Future (2025) With Alternative scenario and the Future (2025) Without Alternative scenario. As indicated in **Table 4.12.2-25**, 58 of the 200 intersections would be significantly impacted in one or more peak hours.

CMP Facilities

Table 10 in Appendix K2-7 delineates the impacts of Alternative 9 to the 14 arterial monitoring stations by comparing the Future (2025) With Alternative scenario and the Future (2025) Without Alternative scenario. For this alternative, the following CMP arterial monitoring station would be significantly impacted:

- 164. Manchester Avenue and Crenshaw Boulevard (CMP ID #24)

Table 18 in Appendix K2-7 delineates the impacts of Alternative 9 to the 30 CMP freeway monitoring stations by comparing the Future (2025) With Alternative scenario and the Future (2025) Without Alternative scenario. As indicated in Table 18, the following three CMP freeway monitoring stations would be significantly impacted (without LAX Master Plan Commitment ST-24, Fair Share Contribution to CMP Improvements):

- Route 405, at postmile 0.40, north of Route 22
- Route 405, at postmile 8.02, Santa Fe Avenue
- Route 405, at postmile 11.90, south of Route 110

Table 4.12.2-21

Future (2025) With Alternative 1-2 Level of Service Analysis

					Future (2025) Without Alternative						Future (2025) With Alt 1-2						Significant impact?		
					AM		MD		PM		AM		MD		PM				
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
1	Admiralty Way & Bali Way	LA County	X	X	0.794	C	0.707	C	0.950	E	0.810	D	0.720	C	0.959	E	-	-	-
2	Admiralty Way & Fiji Way	LA County	X	X	0.447	A	0.360	A	0.595	A	0.463	A	0.372	A	0.595	A	-	-	-
3	Admiralty Way & Mindanao Way	LA County	X	X	0.620	B	0.568	A	0.672	B	0.647	B	0.587	A	0.672	B	-	-	-
4	Palawan Way & Admiralty Way	LA County	X		0.616	B	0.458	A	0.682	B	0.625	B	0.499	A	0.699	B	-	-	-
5	Via Marina & Admiralty Way	LA County	X	X	0.598	A	0.576	A	0.833	D	0.601	B	0.595	A	0.839	D	-	-	-
6	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	City of LA	X	X	0.471	A	0.573	A	0.747	C	0.500	A	0.740	C	0.936	E	-	Yes	Yes
7	Airport Boulevard & Century Boulevard	City of LA	X	X	0.651	B	0.648	B	0.619	B	0.765	C	0.993	E	0.861	D	Yes	Yes	Yes
8	La Tijera Boulevard & Airport Boulevard	City of LA	X	X	0.520	A	0.441	A	0.580	A	0.621	B	0.626	B	0.660	B	-	-	-
9	Airport Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.740	C	0.849	D	0.951	E	0.831	D	1.096	F	1.035	F	Yes	Yes	Yes
10	Aviation Boulevard & Arbor Vitae Street	Inglewood/City of LA	X	X	0.550	A	0.525	A	0.791	C	0.606	B	0.649	B	0.878	D	-	-	Yes
11	Inglewood Avenue & Arbor Vitae Street	Inglewood			0.508	A	0.575	A	0.798	C	0.556	A	0.606	B	0.828	D	-	-	Yes
12	La Brea Avenue & Arbor Vitae Street	Inglewood			0.440	A	0.547	A	0.759	C	0.473	A	0.553	A	0.803	D	-	-	Yes
13	La Cienega Boulevard & Arbor Vitae Street	Inglewood/City of LA	X	X	0.542	A	0.501	A	0.701	C	0.591	A	0.541	A	0.732	C	-	-	-
14	Aviation Boulevard & Century Boulevard	City of LA	X	X	0.943	E	0.827	D	1.097	F	1.191	F	1.123	F	1.270	F	Yes	Yes	Yes
15	Aviation Boulevard & El Segundo Boulevard	El Segundo			0.922	E	0.643	B	0.850	D	0.931	E	0.681	B	0.886	D	-	-	-
16	Aviation Boulevard & Imperial Highway	City of LA	X	X	0.675	B	0.455	A	0.691	B	0.691	B	0.579	A	0.701	C	-	-	-
17	Aviation Boulevard/Florence Avenue & Manchester Avenue	Caltrans/Inglewood	X	X	0.854	D	0.903	E	0.894	D	0.875	D	0.932	E	0.988	E	Yes	Yes	Yes
18	Aviation Boulevard & Rosecrans Avenue	El Segundo/Hawthorne/Manhattan Beach			0.743	C	0.819	D	0.926	E	0.754	C	0.834	D	0.935	E	-	-	-
19	Aviation Boulevard & 111th Street	City of LA	X	X	0.573	A	0.478	A	0.555	A	0.576	A	0.547	A	0.613	B	-	-	-
20	Aviation Boulevard & West 120th Street	El Segundo/LA County			0.659	B	0.413	A	0.557	A	0.706	C	0.504	A	0.638	B	-	-	-
21	Lincoln Boulevard & Bali Way	Caltrans/City of LA/LA County	X	X	0.570	A	0.574	A	0.836	D	0.583	A	0.589	A	0.840	D	-	-	-
22	Lincoln Boulevard & Bluff Creek Drive	Caltrans/City of LA	X	X	0.553	A	0.333	A	0.567	A	0.553	A	0.348	A	0.567	A	-	-	-
23	Centinela Avenue & Jefferson Boulevard	City of LA/LA County	X	X	0.643	B	0.504	A	0.840	D	0.664	B	0.512	A	0.841	D	-	-	-
24	Centinela Avenue & Culver Boulevard	City of LA	X	X	0.777	C	0.577	A	0.907	E	0.795	C	0.581	A	0.907	E	-	-	-
25	La Brea Avenue & Centinela Avenue	Inglewood			0.913	E	0.794	C	0.991	E	0.928	E	0.813	D	0.991	E	Yes	-	-
26	La Cienega Boulevard & Centinela Avenue	Inglewood/City of LA	X	X	0.896	D	0.681	B	1.134	F	0.932	E	0.729	C	1.136	F	Yes	Yes	-
27	La Tijera Boulevard & Centinela Avenue	City of LA/LA County	X	X	0.643	B	0.502	A	0.840	D	0.682	B	0.539	A	0.865	D	-	-	Yes
28	Sepulveda Boulevard & Centinela Avenue	Culver City	X		0.884	D	0.711	C	0.879	D	0.886	D	0.724	C	0.892	D	-	-	-
29	Centinela Avenue & Venice Boulevard	Caltrans/City of LA	X	X	1.048	F	0.898	D	1.064	F	1.051	F	0.898	D	1.071	F	-	-	-
30	Centinela Avenue & Washington Boulevard	Culver City	X		0.853	D	0.707	C	1.003	F	0.860	D	0.713	C	1.020	F	-	-	-
31	Centinela Avenue & Washington Place	Culver City/City of LA	X		0.770	C	0.657	B	0.880	D	0.777	C	0.667	B	0.883	D	-	-	-
32	Centinela Avenue & SR 90 Eastbound On-/Off-Ramps	Caltrans/City of LA	X	X	0.391	A	0.282	A	0.525	A	0.402	A	0.300	A	0.532	A	-	-	-
33	Centinela Avenue & Sandford/SR 90 Westbound Ramps	Caltrans/City of LA	X	X	0.440	A	0.267	A	0.556	A	0.454	A	0.286	A	0.560	A	-	-	-
34	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	Inglewood			0.735	C	0.771	C	0.983	E	0.785	C	0.948	E	1.075	F	Yes	Yes	Yes
35	Inglewood Avenue & Century Boulevard	Inglewood			0.705	C	0.657	B	0.926	E	0.749	C	0.737	C	0.943	E	Yes	Yes	Yes
36	La Cienega Boulevard & Century Boulevard	Inglewood/City of LA/LA County	X	X	0.730	C	0.661	B	0.827	D	0.815	D	0.856	D	1.004	F	Yes	Yes	Yes
37	Prairie Avenue & Century Boulevard	Inglewood			0.678	B	0.754	C	0.927	E	0.721	C	0.800	C	0.977	E	Yes	Yes	Yes
38	Sepulveda Boulevard & Century Boulevard	Caltrans/City of LA	X	X	0.579	A	0.497	A	0.655	B	0.673	B	0.629	B	0.762	C	-	-	Yes
39	I-405 Northbound Ramps & Century Boulevard	Caltrans/Inglewood			0.743	C	0.586	A	0.714	C	0.760	C	0.640	B	0.720	C	-	-	-
40	Duquesne Avenue & Culver Boulevard	Culver City	X		0.585	A	0.432	A	0.661	B	0.588	A	0.432	A	0.668	B	-	-	-
41	Culver Boulevard & Jefferson Boulevard	City of LA	X	X	0.733	C	0.342	A	0.738	C	0.741	C	0.359	A	0.752	C	-	-	-
42	Nicholson Street & Culver Boulevard	City of LA	X	X	0.675	B	0.412	A	0.816	D	0.675	B	0.433	A	0.833	D	-	-	-
43	Overland Avenue & Culver Boulevard	Culver City	X		1.182	F	0.660	B	0.935	E	1.182	F	0.671	B	0.946	E	-	-	-
44	Sawtelle Boulevard & Culver Boulevard	Culver City	X		0.686	B	0.479	A	0.888	D	0.692	B	0.502	A	0.891	D	-	-	-
45	Sepulveda Boulevard & Culver Boulevard	Culver City	X		0.730	C	0.557	A	0.733	C	0.745	C	0.560	A	0.738	C	-	-	-
46	Douglas Street & El Segundo Boulevard	El Segundo			0.773	C	0.594	A	0.976	E	0.784	C	0.640	B	1.001	F	-	-	Yes
47	Douglas Street & Imperial Highway	El Segundo/City of LA	X	X	0.371	A	0.256	A	0.456	A	0.416	A	0.302	A	0.521	A	-	-	-
48	Douglas Street & Mariposa Avenue	El Segundo			0.400	A	0.444	A	0.592	A	0.434	A	0.483	A	0.606	B	-	-	-
49	Douglas Street & Rosecrans Avenue	El Segundo/Manhattan Beach			0.666	B	0.717	C	0.789	C	0.680	B	0.730	C	0.804	D	-	-	-
50	Duquesne Avenue & Jefferson Boulevard	Culver City	X		0.614	B	0.569	A	0.741	C	0.621	B	0.579	A	0.769	C	-	-	-
51	Hawthorne Boulevard & El Segundo Boulevard	Hawthorne			0.675	B	0.697	B	1.230	F	0.681	B	0.722	C	1.240	F	-	-	Yes
52	Inglewood Avenue & El Segundo Boulevard	Hawthorne/LA County			0.670	B	0.697	B	1.078	F	0.692	B	0.723	C	1.082	F	-	-	-
53	La Cienega Boulevard & El Segundo Boulevard	Hawthorne/LA County			0.710	C	0.562	A	1.015	F	0.732	C	0.577	A	1.024	F	-	-	-
54	Nash Street & El Segundo Boulevard	El Segundo			0.593	A	0.456	A	0.708	C	0.599	A	0.466	A	0.714	C	-	-	-

Table 4.12.2-21

Future (2025) With Alternative 1-2 Level of Service Analysis

					Future (2025) Without Alternative						Future (2025) With Alt 1-2								
					AM		MD		PM		AM		MD		PM		Significant impact?		
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
55	Sepulveda Boulevard & El Segundo Boulevard	Caltrans/El Segundo			0.821	D	0.843	D	1.013	F	0.833	D	0.860	D	1.018	F	-	-	-
56	Lincoln Boulevard & Fiji Way	Caltrans/City of LA/LA County	X	X	0.620	B	0.613	B	0.860	D	0.629	B	0.647	B	0.865	D	-	-	-
57	La Brea Avenue & Florence Avenue	Inglewood			0.791	C	0.763	C	1.054	F	0.841	D	0.853	D	1.135	F	Yes	Yes	Yes
58	La Cienega Boulevard & Florence Avenue	Inglewood			0.896	D	0.896	D	1.165	F	0.958	E	1.048	F	1.166	F	Yes	Yes	-
59	Nash Street & Grand Avenue	El Segundo			0.545	A	0.416	A	0.510	A	0.557	A	0.416	A	0.526	A	-	-	-
60	Sepulveda Boulevard & Grand Avenue	Caltrans/El Segundo			0.810	D	0.755	C	0.934	E	0.815	D	0.756	C	0.960	E	-	-	Yes
61	Vista del Mar & Grand Avenue	City of LA	X	X	0.549	A	0.265	A	0.388	A	0.588	A	0.279	A	0.409	A	-	-	-
62	Hawthorne Boulevard & Imperial Avenue	Hawthorne			0.664	B	0.602	B	0.959	E	0.682	B	0.629	B	1.000	E	-	-	Yes
63	Hawthorne Boulevard & Lennox Boulevard	LA County			0.508	A	0.607	B	0.810	D	0.516	A	0.646	B	0.859	D	-	-	Yes
64	Highland Avenue/Vista del Mar & Rosecrans Avenue	Manhattan Beach			0.823	D	0.563	A	0.737	C	0.857	D	0.569	A	0.744	C	Yes	-	-
65	Sepulveda Boulevard & Howard Hughes Parkway	City of LA	X	X	0.418	A	0.400	A	0.598	A	0.434	A	0.416	A	0.609	B	-	-	-
66	Inglewood Avenue & Imperial Highway	Hawthorne			0.765	C	0.695	B	1.286	F	0.807	D	0.733	C	1.313	F	Yes	-	Yes
67	La Cienega Boulevard & Imperial Highway	City of LA/LA County	X	X	0.536	A	0.276	A	0.698	B	0.546	A	0.326	A	0.702	C	-	-	-
68	Main Street & Imperial Highway	El Segundo/City of LA	X	X	0.763	C	0.526	A	0.639	B	0.770	C	0.542	A	0.655	B	-	-	-
69	Pershing Drive & Imperial Highway	City of LA	X	X	0.382	A	0.304	A	0.433	A	0.416	A	0.319	A	0.452	A	-	-	-
70	Prairie Avenue & Imperial Highway	Hawthorne/Inglewood			0.690	B	0.628	B	0.881	D	0.711	C	0.649	B	0.882	D	-	-	-
71	Sepulveda Boulevard & Imperial Highway	Caltrans/El Segundo/City of LA	X	X	0.805	D	0.807	D	1.223	F	0.845	D	0.872	D	1.240	F	Yes	Yes	Yes
72	Vista del Mar & Imperial Highway	City of LA	X	X	0.416	A	0.224	A	0.409	A	0.427	A	0.235	A	0.420	A	-	-	-
73	Nash Street/I-105 Westbound Ramps & Imperial Highway	Caltrans/El Segundo/City of LA	X	X	0.642	B	0.237	A	0.416	A	0.716	C	0.397	A	0.478	A	-	-	-
74	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	Caltrans/City of LA	X	X	0.647	B	0.340	A	0.609	B	0.669	B	0.382	A	0.660	B	-	-	-
75	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	Caltrans/Hawthorne/LA County			0.500	A	0.353	A	0.703	C	0.521	A	0.383	A	0.703	C	-	-	-
76	Inglewood Avenue & Lennox Boulevard	LA County			0.468	A	0.557	A	0.819	D	0.526	A	0.558	A	0.858	D	-	-	Yes
77	Inglewood Avenue & Manchester Boulevard	Caltrans/Inglewood			0.651	B	0.565	A	0.773	C	0.666	B	0.578	A	0.800	C	-	-	-
78	Lincoln Boulevard & Jefferson Boulevard	Caltrans/City of LA	X	X	0.688	B	0.560	A	0.741	C	0.688	B	0.577	A	0.743	C	-	-	-
79	Overland Avenue & Jefferson Boulevard	Culver City	X		0.678	B	0.542	A	0.777	C	0.686	B	0.546	A	0.789	C	-	-	-
80	Sepulveda Boulevard & Jefferson Boulevard	Culver City	X		0.475	A	0.419	A	0.503	A	0.479	A	0.421	A	0.505	A	-	-	-
81	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	Culver City	X		0.819	D	0.712	C	1.019	F	0.823	D	0.724	C	1.020	F	-	-	-
82	Slauson Avenue & Jefferson Boulevard	Culver City	X		0.388	A	0.528	A	0.505	A	0.398	A	0.536	A	0.506	A	-	-	-
83	I-405 Northbound Ramps & Jefferson Boulevard	Caltrans/Culver City/City of LA	X	X	0.506	A	0.424	A	0.782	C	0.506	A	0.429	A	0.786	C	-	-	-
84	I-405 Southbound Ramps & Jefferson Boulevard	Caltrans/Culver City/City of LA	X	X	0.329	A	0.349	A	0.446	A	0.361	A	0.358	A	0.476	A	-	-	-
85	La Brea Avenue & Manchester Boulevard	Caltrans/Inglewood			0.847	D	0.744	C	0.945	E	0.857	D	0.751	C	0.951	E	-	-	-
86	La Brea Avenue/Overhill Drive & Stocker Street	LA County			0.820	D	0.724	C	1.193	F	0.869	D	0.771	C	1.229	F	Yes	Yes	Yes
87	La Brea Avenue & Slauson Avenue	LA County			0.905	E	0.747	C	1.007	F	0.970	E	0.813	D	1.033	F	Yes	Yes	Yes
88	La Cienega Boulevard & La Tijera Boulevard	Inglewood/City of LA	X	X	0.794	C	0.738	C	1.005	F	0.794	C	0.769	C	1.018	F	-	-	Yes
89	La Cienega Boulevard & Lennox Boulevard	City of LA/LA County	X	X	0.419	A	0.354	A	0.497	A	0.472	A	0.422	A	0.541	A	-	-	-
90	La Cienega Boulevard & Manchester Boulevard	Caltrans/Inglewood			0.736	C	0.741	C	0.907	E	0.763	C	0.778	C	0.954	E	-	-	Yes
91	La Cienega Boulevard Northbound Ramps & Slauson Avenue	LA County			0.693	B	0.589	A	0.834	D	0.729	C	0.640	B	0.846	D	-	-	-
92	La Cienega Boulevard Southbound Ramps & Slauson Avenue	LA County			1.002	F	0.829	D	1.010	F	0.985	E	0.796	C	0.974	E	-	-	-
93	La Cienega Boulevard & Stocker Street	LA County			1.270	F	0.838	D	1.210	F	1.287	F	0.857	D	1.223	F	Yes	-	Yes
94	La Cienega Boulevard & 111th Street	City of LA/LA County	X	X	0.438	A	0.294	A	0.453	A	0.470	A	0.439	A	0.486	A	-	-	-
95	La Cienega Boulevard & West 120th Street	LA County			0.449	A	0.313	A	0.817	D	0.473	A	0.361	A	0.865	D	-	-	Yes
96	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	Caltrans/Inglewood/City of LA	X	X	0.669	B	0.695	B	0.694	B	0.718	C	0.698	B	0.690	B	Yes	-	-
97	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	Caltrans/City of LA/LA County	X	X	0.415	A	0.462	A	0.540	A	0.475	A	0.518	A	0.600	A	-	-	-
98	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	Caltrans/City of LA/LA County	X	X	0.478	A	0.341	A	0.369	A	0.528	A	0.429	A	0.396	A	-	-	-
99	Lincoln Boulevard & La Tijera Boulevard	Caltrans/City of LA	X	X	0.520	A	0.320	A	0.625	B	0.521	A	0.335	A	0.635	B	-	-	-
100	La Tijera Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.570	A	0.549	A	0.679	B	0.570	A	0.553	A	0.714	C	-	-	-
101	Sepulveda Boulevard & La Tijera Boulevard	City of LA	X	X	0.602	B	0.729	C	0.851	D	0.596	A	0.581	A	0.779	C	-	-	-
102	I-405 Northbound Ramps & La Tijera Boulevard	Caltrans/City of LA	X	X	0.619	B	0.693	B	0.609	B	0.744	C	0.851	D	0.692	B	Yes	Yes	-
103	I-405 Southbound Ramps & La Tijera Boulevard	Caltrans/City of LA	X	X	0.467	A	0.563	A	0.681	B	0.520	A	0.616	B	0.716	C	-	-	-
104	Lincoln Boulevard & Loyola Marymount University Drive	Caltrans/City of LA	X	X	0.569	A	0.441	A	0.698	B	0.570	A	0.467	A	0.724	C	-	-	-
105	Lincoln Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.800	C	0.547	A	0.871	D	0.800	C	0.560	A	0.873	D	-	-	-
106	Lincoln Boulevard & Maxella Avenue	Caltrans/City of LA	X	X	0.599	A	0.624	B	0.683	B	0.604	B	0.635	B	0.688	B	-	-	-
107	Lincoln Boulevard & Mindanao Way	Caltrans/City of LA/LA County	X	X	0.739	C	0.872	D	0.947	E	0.749	C	0.883	D	0.951	E	-	-	-
108	Sepulveda Boulevard & Lincoln Boulevard	Caltrans/City of LA	X	X	0.684	B	0.571	A	0.938	E	0.658	B	0.558	A	0.923	E	-	-	-
109	Lincoln Boulevard & Venice Boulevard	Caltrans/City of LA	X	X	0.892	D	0.915	E	1.036	F	0.899	D	0.933	E	1.043	F	-	Yes	-
110	Lincoln Boulevard & Washington Boulevard	Caltrans/City of LA	X	X	0.841	D	0.904	E	1.053	F	0.845	D	0.925	E	1.057	F	-	Yes	-

Table 4.12.2-21

Future (2025) With Alternative 1-2 Level of Service Analysis

					Future (2025) Without Alternative						Future (2025) With Alt 1-2						Significant impact?		
					AM		MD		PM		AM		MD		PM				
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
111	Lincoln Boulevard & 83rd Street	Caltrans/City of LA	X	X	0.609	B	0.435	A	0.700	B	0.612	B	0.455	A	0.706	C	-	-	-
112	Lincoln Boulevard & SR 90 Ramps	Caltrans/City of LA	X	X	0.629	B	0.639	B	0.802	D	0.638	B	0.656	B	0.815	D	-	-	-
113	Pershing Drive & Manchester Avenue	Caltrans/City of LA	X	X	0.464	A	0.329	A	0.475	A	0.467	A	0.340	A	0.482	A	-	-	-
114	Sepulveda Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.804	D	0.761	C	0.929	E	0.835	D	0.768	C	0.931	E	Yes	-	-
115	Ash Avenue & Manchester Avenue	Caltrans/Inglewood			0.786	C	0.711	C	0.945	E	0.805	D	0.752	C	0.979	E	-	Yes	Yes
116	Nash Street & Mariposa Avenue	El Segundo			0.650	B	0.385	A	0.538	A	0.672	B	0.416	A	0.557	A	-	-	-
117	Sepulveda Boulevard & Mariposa Avenue	Caltrans/El Segundo			0.783	C	0.759	C	0.839	D	0.813	D	0.767	C	0.841	D	-	-	-
118	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps	Caltrans/Culver City	X		0.926	E	0.611	B	1.081	F	0.926	E	0.625	B	1.088	F	-	-	-
119	Ocean Avenue/Via Marina & Washington Boulevard	City of LA/LA County	X	X	1.181	F	0.956	E	1.514	F	1.209	F	0.998	E	1.525	F	Yes	Yes	Yes
120	Overhill Drive & Slauson Avenue	LA County			0.736	C	0.620	B	1.147	F	0.754	C	0.692	B	1.152	F	-	-	-
121	Overland Avenue & Venice Boulevard	Caltrans/Culver City/City of LA	X	X	0.879	D	0.709	C	0.991	E	0.884	D	0.719	C	0.991	E	-	-	-
122	Palawan Way & Washington Boulevard	City of LA/LA County			16.5	C	14.5	B	16.5	C	17.0	C	14.7	B	17.0	C	-	-	-
123	Pershing Drive & Westchester Parkway	City of LA	X	X	0.244	A	0.166	A	0.311	A	0.286	A	0.180	A	0.334	A	-	-	-
124	Prairie Avenue & West 112th Street/I-105 Off-Ramp	Caltrans/Inglewood			0.553	A	0.623	B	0.759	C	0.555	A	0.630	B	0.784	C	-	-	-
125	Sepulveda Boulevard & Rosecrans Avenue	Caltrans/El Segundo/Manhattan Beach			0.918	E	0.836	D	1.158	F	0.925	E	0.863	D	1.163	F	-	Yes	-
126	Sepulveda Boulevard & Sawtelle Boulevard	Culver City	X		0.516	A	0.614	B	0.742	C	0.523	A	0.621	B	0.753	C	-	-	-
127	Sawtelle Boulevard & Venice Boulevard	Caltrans/Culver City/City of LA	X	X	1.077	F	0.843	D	0.956	E	1.077	F	0.844	D	0.961	E	-	-	-
128	Sawtelle Boulevard & Washington Boulevard	Culver City	X		0.660	B	0.517	A	0.787	C	0.660	B	0.530	A	0.797	C	-	-	-
129	Sawtelle Boulevard & Washington Place	Culver City	X		0.487	A	0.373	A	0.667	B	0.510	A	0.383	A	0.670	B	-	-	-
130	Sepulveda Boulevard & Slauson Avenue	Culver City	X		0.598	A	0.688	B	0.894	D	0.620	B	0.715	C	0.904	E	-	-	-
131	Sepulveda Boulevard & Venice Boulevard	Caltrans/Culver City/City of LA	X	X	0.893	D	0.734	C	1.115	F	0.893	D	0.744	C	1.120	F	-	-	-
132	Sepulveda Boulevard & Washington Boulevard	Culver City	X		0.610	B	0.597	A	0.727	C	0.627	B	0.610	B	0.727	C	-	-	-
133	Sepulveda Boulevard & Washington Place	Culver City	X		0.660	B	0.583	A	0.707	C	0.660	B	0.590	A	0.707	C	-	-	-
134	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps	Caltrans/Culver City	X		0.885	D	0.610	B	0.812	D	0.885	D	0.614	B	0.812	D	-	-	-
135	Sepulveda Boulevard & Westchester Parkway	City of LA	X	X	0.658	B	0.643	B	1.109	F	0.680	B	0.647	B	1.111	F	-	-	-
136	Sepulveda Boulevard & 76th Street	City of LA	X	X	0.691	B	0.484	A	0.700	B	0.706	C	0.496	A	0.736	C	-	-	-
137	Sepulveda Boulevard & 79th Street	City of LA	X	X	0.507	A	0.411	A	0.573	A	0.509	A	0.418	A	0.609	B	-	-	-
138	Sepulveda Boulevard & 83rd Street	City of LA	X	X	0.449	A	0.398	A	0.549	A	0.467	A	0.398	A	0.589	A	-	-	-
139	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	Caltrans/City of LA	X	X	0.877	D	0.840	D	0.923	E	0.892	D	0.893	D	0.956	E	-	Yes	Yes
140	SR 90 Westbound Ramps & Slauson Avenue	Caltrans/Culver City/LA County	X		0.534	A	0.426	A	0.682	B	0.546	A	0.434	A	0.683	B	-	-	-
141	Airport Boulevard & 96th Street	City of LA	X	X	0.234	A	0.348	A	0.456	A	0.315	A	0.461	A	0.531	A	-	-	-
142	Jenny Avenue & 96th Street	City of LA	X	X	0.183	A	0.203	A	0.153	A	0.260	A	0.313	A	0.337	A	-	-	-
143	Vicksburg Avenue & 96th Street	City of LA	X	X	0.279	A	0.363	A	0.335	A	0.433	A	0.700	B	0.861	D	-	-	Yes
144	Airport Boulevard & 98th Street	City of LA	X	X	0.357	A	0.447	A	0.500	A	0.447	A	0.633	B	0.640	B	-	-	-
145	Jenny Avenue & Westchester Parkway	City of LA	X	X	0.153	A	0.220	A	0.243	A	0.157	A	0.267	A	0.273	A	-	-	-
146	Sepulveda Eastway & Westchester Parkway	City of LA	X	X	0.427	A	0.543	A	0.693	B	0.430	A	0.557	A	0.693	B	-	-	-
147	Crenshaw Boulevard & Century Boulevard	Inglewood			0.708	C	0.773	C	0.928	E	0.738	C	0.807	D	0.961	E	-	Yes	Yes
148	La Cienega Boulevard & Fairview Boulevard	Inglewood/City of LA	X	X	0.881	D	0.657	B	0.952	E	0.901	E	0.688	B	0.954	E	Yes	-	-
149	Crenshaw Boulevard & Imperial Highway	Inglewood			0.680	B	0.705	C	1.001	F	0.721	C	0.746	C	1.048	F	Yes	Yes	Yes
150	Sepulveda Boulevard & Braddock Drive	Culver City			0.580	A	0.527	A	0.677	B	0.580	A	0.530	A	0.693	B	-	-	-
151	Buckingham Parkway & Slauson Avenue	Culver City			0.716	C	0.544	A	0.888	D	0.722	C	0.551	A	0.888	D	-	-	-
152	Duquesne Avenue & Washington Boulevard	Culver City			0.573	A	0.507	A	0.657	B	0.580	A	0.513	A	0.670	B	-	-	-
153	Overland Avenue & Kelmore Street/Ranch Road	Culver City			32.1	D	15.3	C	46.2	E	32.6	D	15.7	C	49.9	E	-	-	-
154	Overland Avenue & Sawtelle Boulevard	Culver City			31.4	D	17.6	C	45.9	E	32.6	D	18.4	C	51.4	F	-	-	Yes
155	Overland Avenue & Washington Boulevard	Culver City/City of LA			0.840	D	0.756	C	1.069	F	0.844	D	0.760	C	1.076	F	-	-	-
156	Walgrove Avenue & Washington Boulevard	Culver City			68.8	F	>100	F	>100	F	71.6	F	382.0	F	952.7	F	Yes	Yes	Yes
157	La Cienega Boulevard & 104th Street	City of LA/LA County	X	X	0.340	A	0.301	A	0.370	A	0.386	A	0.423	A	0.410	A	-	-	-
158	Vista del Mar & Waterview Street	City of LA	X	X	0.327	A	0.073	A	0.267	A	0.343	A	0.077	A	0.283	A	-	-	-
159	Hindry Avenue & Manchester Boulevard	Caltrans/Inglewood			0.513	A	0.638	B	0.597	A	0.515	A	0.744	C	0.682	B	-	Yes	-
160	Lincoln Boulevard & Rose Avenue	Caltrans/City of LA	X	X	0.920	E	0.847	D	0.843	D	0.927	E	0.857	D	0.850	D	-	-	-
161	Western Avenue & Century Boulevard	City of LA	X	X	0.576	A	0.629	B	0.824	D	0.598	A	0.667	B	0.829	D	-	-	-
162	Sepulveda Boulevard & Manhattan Beach Boulevard	Caltrans/Manhattan Beach			0.950	E	0.987	E	1.193	F	0.957	E	0.997	E	1.199	F	-	Yes	-
163	La Cienega Boulevard & Jefferson Boulevard	City of LA	X	X	0.986	E	0.700	B	0.955	E	0.988	E	0.716	C	0.964	E	-	-	-
164	Crenshaw Boulevard & Manchester Avenue	Caltrans/Inglewood			0.816	D	0.843	D	1.025	F	0.854	D	0.870	D	1.066	F	Yes	Yes	Yes
165	La Cienega Boulevard & Rodeo Road	City of LA	X	X	1.025	F	0.719	C	1.037	F	1.032	F	0.734	C	1.038	F	-	-	-
166	La Brea Avenue & Rodeo Road	City of LA	X	X	0.989	E	0.756	C	0.972	E	1.000	E	0.775	C	0.995	E	Yes	-	Yes
167	La Brea Avenue & Jefferson Boulevard	City of LA	X	X	1.035	F	0.659	B	1.063	F	1.042	F	0.685	B	1.072	F	-	-	-

Table 4.12.2-21

Future (2025) With Alternative 1-2 Level of Service Analysis

					Future (2025) Without Alternative						Future (2025) With Alt 1-2								
					AM		MD		PM		AM		MD		PM		Significant impact?		
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
168	Crenshaw Boulevard & Florence Avenue	City of LA	X	X	0.754	C	0.579	A	0.896	D	0.778	C	0.618	B	0.899	D	-	-	-
169	Prairie Avenue & Manchester Boulevard	Inglewood			1.042	F	0.701	C	0.922	E	1.073	F	0.726	C	0.930	E	Yes	-	-
170	I-110 Northbound Ramps & Manchester Avenue	Caltrans/City of LA	X	X	0.593	A	0.460	A	0.537	A	0.598	A	0.465	A	0.547	A	-	-	-
171	Western Avenue & Florence Avenue	City of LA	X	X	0.860	D	0.600	A	0.902	E	0.876	D	0.604	B	0.907	E	-	-	-
172	Western Avenue & Manchester Avenue	Caltrans/City of LA	X	X	0.727	C	0.560	A	0.887	D	0.733	C	0.560	A	0.899	D	-	-	-
173	Western Avenue & Imperial Highway	LA County	X	X	0.743	C	0.575	A	0.912	E	0.767	C	0.600	A	0.936	E	-	-	Yes
174	Vermont Avenue & Florence Avenue	City of LA	X	X	0.700	B	0.540	A	0.734	C	0.722	C	0.557	A	0.753	C	-	-	-
175	Vermont Avenue & Manchester Avenue	Caltrans/LA County/City of LA	X	X	0.722	C	0.542	A	0.760	C	0.749	C	0.551	A	0.772	C	-	-	-
176	Vermont Avenue & Century Boulevard	LA County/City of LA	X	X	0.700	B	0.556	A	0.726	C	0.714	C	0.603	B	0.763	C	-	-	-
177	Vermont Avenue & Imperial Highway	LA County/City of LA	X	X	0.823	D	0.545	A	0.992	E	0.823	D	0.552	A	0.992	E	-	-	-
178	Figueroa Street & Florence Avenue	City of LA	X	X	0.741	C	0.506	A	0.733	C	0.765	C	0.528	A	0.768	C	-	-	-
179	Figueroa Street & Manchester Avenue	Caltrans/City of LA	X	X	0.886	D	0.618	B	0.913	E	0.886	D	0.653	B	0.920	E	-	-	-
180	Figueroa Street & Century Boulevard	City of LA	X	X	0.893	D	0.500	A	0.784	C	0.901	E	0.540	A	0.793	C	-	-	-
181	Figueroa Street & Imperial Highway	City of LA	X	X	0.837	D	0.378	A	0.818	D	0.840	D	0.385	A	0.827	D	-	-	-
182	Inglewood Avenue & Rosecrans Avenue	Hawthorne			0.798	C	0.663	B	0.952	E	0.811	D	0.700	B	0.961	E	-	-	-
183	Hawthorne Boulevard & Rosecrans Avenue	Hawthorne			0.802	D	0.700	B	0.943	E	0.802	D	0.724	C	0.944	E	-	-	-
184	Prairie Avenue & Rosecrans Avenue	Hawthorne/Lawndale			0.872	D	0.736	C	0.969	E	0.876	D	0.761	C	0.976	E	-	-	-
185	Crenshaw Boulevard & Rosecrans Avenue	Gardena/Hawthorne/LA County			0.796	C	0.727	C	0.916	E	0.802	D	0.736	C	0.925	E	-	-	-
186	Western Avenue & Rosecrans Avenue	Gardena			0.810	D	0.672	B	0.927	E	0.824	D	0.678	B	0.936	E	-	-	-
187	Vermont Avenue & Rosecrans Avenue	Gardena/City of LA	X		0.757	C	0.604	B	0.857	D	0.757	C	0.612	B	0.865	D	-	-	-
188	Prairie Avenue & El Segundo Boulevard	Hawthorne			1.001	F	0.684	B	1.006	F	1.023	F	0.704	C	1.010	F	Yes	-	-
189	Crenshaw Boulevard & El Segundo Boulevard	Hawthorne/Gardena			0.969	E	0.722	C	0.890	D	0.969	E	0.742	C	0.898	D	-	-	-
190	Western Avenue & El Segundo Boulevard	Gardena/LA County			0.846	D	0.594	A	0.860	D	0.852	D	0.612	B	0.872	D	-	-	-
191	Vermont Avenue & El Segundo Boulevard	Gardena/LA County/City of LA	X		0.682	B	0.422	A	0.676	B	0.701	C	0.436	A	0.708	C	-	-	-
192	Aviation Boulevard & Artesia Boulevard	Redondo Beach/Manhattan Beach			1.132	F	0.769	C	1.078	F	1.136	F	0.769	C	1.084	F	-	-	-
193	Aviation Boulevard & Manhattan Beach Boulevard	Redondo Beach/Manhattan Beach			0.976	E	0.769	C	1.083	F	0.982	E	0.776	C	1.085	F	-	-	-
194	Sepulveda Boulevard & Palms Boulevard	City of LA	X	X	0.770	C	0.590	A	0.980	E	0.777	C	0.597	A	0.987	E	-	-	-
195	Sawtelle Boulevard & Palms Boulevard	City of LA	X	X	0.787	C	0.407	A	0.850	D	0.787	C	0.410	A	0.853	D	-	-	-
196	Prairie Avenue & Florence Avenue	Inglewood			0.965	E	0.647	B	0.851	D	0.972	E	0.657	B	0.862	D	-	-	-
197	Prairie Avenue & Lennox Boulevard	Inglewood			0.670	B	0.557	A	0.704	C	0.690	B	0.607	B	0.780	C	-	-	Yes
198	Flower Street (near I-110 Southbound Ramps) & Florence Avenue	Caltrans/City of LA	X	X	0.527	A	0.513	A	0.535	A	0.538	A	0.545	A	0.564	A	-	-	-
199	Grand Avenue (near I-110 Northbound Ramps) & Florence Avenue	Caltrans/City of LA	X	X	0.617	B	0.602	B	0.675	B	0.633	B	0.630	B	0.689	B	-	-	-
200	I-110 Southbound Ramps & Manchester Avenue	Caltrans/City of LA	X	X	0.487	A	0.436	A	0.531	A	0.489	A	0.451	A	0.537	A	-	-	-

Source: Fehr & Peers, 2012.

Table 4.12.2-22

Future (2025) With Alternative 3 Level of Service Analysis

					Future (2025) Without Alternative						Future (2025) With Alt. 3								
					AM		MD		PM		AM		MD		PM				
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	Significant impact? AM	MD	PM
1	Admiralty Way & Bali Way	LA County	X	X	0.794	C	0.707	C	0.950	E	0.794	C	0.707	C	0.956	E	-	-	-
2	Admiralty Way & Fiji Way	LA County	X	X	0.447	A	0.360	A	0.595	A	0.453	A	0.360	A	0.595	A	-	-	-
3	Admiralty Way & Mindanao Way	LA County	X	X	0.620	B	0.568	A	0.672	B	0.621	B	0.597	A	0.676	B	-	-	-
4	Palawan Way & Admiralty Way	LA County	X		0.616	B	0.458	A	0.682	B	0.619	B	0.483	A	0.702	C	-	-	-
5	Via Marina & Admiralty Way	LA County	X	X	0.598	A	0.576	A	0.833	D	0.599	A	0.589	A	0.839	D	-	-	-
6	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	City of LA	X	X	0.471	A	0.573	A	0.747	C	0.645	B	1.013	F	0.827	D	-	Yes	Yes
7	Airport Boulevard & Century Boulevard	City of LA	X	X	0.651	B	0.648	B	0.619	B	0.637	B	0.451	A	0.570	A	-	-	-
8	La Tijera Boulevard & Airport Boulevard	City of LA	X	X	0.520	A	0.441	A	0.580	A	0.559	A	0.539	A	0.688	B	-	-	-
9	Airport Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.740	C	0.849	D	0.951	E	0.747	C	0.853	D	0.962	E	-	-	Yes
10	Aviation Boulevard & Arbor Vitae Street	Inglewood/City of LA	X	X	0.550	A	0.525	A	0.791	C	0.678	B	0.791	C	0.792	C	-	Yes	-
11	Inglewood Avenue & Arbor Vitae Street	Inglewood			0.508	A	0.575	A	0.798	C	0.542	A	0.672	B	0.800	C	-	-	-
12	La Brea Avenue & Arbor Vitae Street	Inglewood			0.440	A	0.547	A	0.759	C	0.461	A	0.601	B	0.759	C	-	-	-
13	La Cienega Boulevard & Arbor Vitae Street	Inglewood/City of LA	X	X	0.542	A	0.501	A	0.701	C	1.590	F	2.242	F	2.159	F	Yes	Yes	Yes
14	Aviation Boulevard & Century Boulevard	City of LA	X	X	0.943	E	0.827	D	1.097	F	0.883	D	0.628	B	0.805	D	-	-	-
15	Aviation Boulevard & El Segundo Boulevard	El Segundo			0.922	E	0.643	B	0.850	D	0.972	E	0.686	B	0.897	D	Yes	-	-
16	Aviation Boulevard & Imperial Highway	City of LA	X	X	0.675	B	0.455	A	0.691	B	0.923	E	0.554	A	0.813	D	Yes	-	Yes
17	Aviation Boulevard/Florence Avenue & Manchester Avenue	Caltrans/Inglewood	X	X	0.854	D	0.903	E	0.894	D	0.856	D	0.910	E	0.936	E	-	-	Yes
18	Aviation Boulevard & Rosecrans Avenue	El Segundo/Hawthorne/Manhattan Beach			0.743	C	0.819	D	0.926	E	0.750	C	0.819	D	0.927	E	-	-	-
19	Aviation Boulevard & 111th Street	City of LA	X	X	0.573	A	0.478	A	0.555	A	0.574	A	0.480	A	0.574	A	-	-	-
20	Aviation Boulevard & West 120th Street	El Segundo/LA County			0.659	B	0.413	A	0.557	A	0.666	B	0.532	A	0.648	B	-	-	-
21	Lincoln Boulevard & Bali Way	Caltrans/City of LA/LA County	X	X	0.570	A	0.574	A	0.836	D	0.571	A	0.575	A	0.837	D	-	-	-
22	Lincoln Boulevard & Bluff Creek Drive	Caltrans/City of LA	X	X	0.553	A	0.333	A	0.567	A	0.553	A	0.358	A	0.569	A	-	-	-
23	Centinela Avenue & Jefferson Boulevard	City of LA/LA County	X	X	0.643	B	0.504	A	0.840	D	0.643	B	0.504	A	0.848	D	-	-	-
24	Centinela Avenue & Culver Boulevard	City of LA	X	X	0.777	C	0.577	A	0.907	E	0.784	C	0.584	A	0.907	E	-	-	-
25	La Brea Avenue & Centinela Avenue	Inglewood			0.913	E	0.794	C	0.991	E	0.922	E	0.838	D	0.994	E	-	Yes	-
26	La Cienega Boulevard & Centinela Avenue	Inglewood/City of LA	X	X	0.896	D	0.681	B	1.134	F	0.998	E	0.792	C	1.197	F	Yes	Yes	Yes
27	La Tijera Boulevard & Centinela Avenue	City of LA/LA County	X	X	0.643	B	0.502	A	0.840	D	0.669	B	0.541	A	0.848	D	-	-	-
28	Sepulveda Boulevard & Centinela Avenue	Culver City	X		0.884	D	0.711	C	0.879	D	0.910	E	0.741	C	0.940	E	Yes	-	Yes
29	Centinela Avenue & Venice Boulevard	Caltrans/City of LA	X	X	1.048	F	0.898	D	1.064	F	1.049	F	0.899	D	1.069	F	-	-	-
30	Centinela Avenue & Washington Boulevard	Culver City	X		0.853	D	0.707	C	1.003	F	0.853	D	0.743	C	1.013	F	-	-	-
31	Centinela Avenue & Washington Place	Culver City/City of LA	X		0.770	C	0.657	B	0.880	D	0.773	C	0.660	B	0.883	D	-	-	-
32	Centinela Avenue & SR 90 Eastbound On-/Off-Ramps	Caltrans/City of LA	X	X	0.391	A	0.282	A	0.525	A	0.391	A	0.289	A	0.537	A	-	-	-
33	Centinela Avenue & Sandford/SR 90 Westbound Ramps	Caltrans/City of LA	X	X	0.440	A	0.267	A	0.556	A	0.451	A	0.269	A	0.567	A	-	-	-
34	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	Inglewood			0.735	C	0.771	C	0.983	E	0.659	B	0.683	B	0.875	D	-	-	-
35	Inglewood Avenue & Century Boulevard	Inglewood			0.705	C	0.657	B	0.926	E	0.744	C	0.709	C	0.929	E	-	Yes	-
36	La Cienega Boulevard & Century Boulevard	Inglewood/City of LA/LA County	X	X	0.730	C	0.661	B	0.827	D	0.920	E	0.688	B	0.957	E	Yes	-	Yes
37	Prairie Avenue & Century Boulevard	Inglewood			0.678	B	0.754	C	0.927	E	0.678	B	0.757	C	0.932	E	-	-	-
38	Sepulveda Boulevard & Century Boulevard	Caltrans/City of LA	X	X	0.579	A	0.497	A	0.655	B	0.731	C	0.529	A	0.734	C	Yes	-	Yes
39	I-405 Northbound Ramps & Century Boulevard	Caltrans/Inglewood			0.743	C	0.586	A	0.714	C	0.760	C	0.597	A	0.729	C	-	-	-
40	Duquesne Avenue & Culver Boulevard	Culver City	X		0.585	A	0.432	A	0.661	B	0.588	A	0.439	A	0.668	B	-	-	-
41	Culver Boulevard & Jefferson Boulevard	City of LA	X	X	0.733	C	0.342	A	0.738	C	0.751	C	0.376	A	0.745	C	-	-	-
42	Nicholson Street & Culver Boulevard	City of LA	X	X	0.675	B	0.412	A	0.816	D	0.704	C	0.486	A	0.830	D	-	-	-
43	Overland Avenue & Culver Boulevard	Culver City	X		1.182	F	0.660	B	0.935	E	1.182	F	0.667	B	0.939	E	-	-	-
44	Sawtelle Boulevard & Culver Boulevard	Culver City	X		0.686	B	0.479	A	0.888	D	0.688	B	0.497	A	0.889	D	-	-	-
45	Sepulveda Boulevard & Culver Boulevard	Culver City	X		0.730	C	0.557	A	0.733	C	0.745	C	0.561	A	0.736	C	-	-	-
46	Douglas Street & El Segundo Boulevard	El Segundo			0.773	C	0.594	A	0.976	E	0.862	D	0.684	B	0.976	E	-	-	-
47	Douglas Street & Imperial Highway	El Segundo/City of LA	X	X	0.371	A	0.256	A	0.456	A	0.391	A	0.241	A	0.392	A	-	-	-
48	Douglas Street & Mariposa Avenue	El Segundo			0.400	A	0.444	A	0.592	A	0.417	A	0.447	A	0.601	B	-	-	-
49	Douglas Street & Rosecrans Avenue	El Segundo/Manhattan Beach			0.666	B	0.717	C	0.789	C	0.670	B	0.738	C	0.789	C	-	-	-
50	Duquesne Avenue & Jefferson Boulevard	Culver City	X		0.614	B	0.569	A	0.741	C	0.618	B	0.576	A	0.772	C	-	-	-
51	Hawthorne Boulevard & El Segundo Boulevard	Hawthorne			0.675	B	0.697	B	1.230	F	0.720	C	0.773	C	1.289	F	Yes	Yes	Yes
52	Inglewood Avenue & El Segundo Boulevard	Hawthorne/LA County			0.670	B	0.697	B	1.078	F	0.715	C	0.772	C	1.095	F	Yes	Yes	Yes

Table 4.12.2-22

Future (2025) With Alternative 3 Level of Service Analysis

					Future (2025) Without Alternative						Future (2025) With Alt. 3								
					AM		MD		PM		AM		MD		PM		Significant impact?		
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
53	La Cienega Boulevard & El Segundo Boulevard	Hawthorne/LA County			0.710	C	0.562	A	1.015	F	0.730	C	0.608	B	1.038	F	-	-	Yes
54	Nash Street & El Segundo Boulevard	El Segundo			0.593	A	0.456	A	0.708	C	0.608	B	0.462	A	0.708	C	-	-	-
55	Sepulveda Boulevard & El Segundo Boulevard	Caltrans/El Segundo			0.821	D	0.843	D	1.013	F	0.823	D	0.843	D	1.014	F	-	-	-
56	Lincoln Boulevard & Fiji Way	Caltrans/City of LA/LA County	X	X	0.620	B	0.613	B	0.860	D	0.624	B	0.678	B	0.875	D	-	-	-
57	La Brea Avenue & Florence Avenue	Inglewood			0.791	C	0.763	C	1.054	F	0.816	D	0.844	D	1.126	F	Yes	Yes	Yes
58	La Cienega Boulevard & Florence Avenue	Inglewood			0.896	D	0.896	D	1.165	F	1.229	F	1.327	F	1.525	F	Yes	Yes	Yes
59	Nash Street & Grand Avenue	El Segundo			0.545	A	0.416	A	0.510	A	0.581	A	0.419	A	0.576	A	-	-	-
60	Sepulveda Boulevard & Grand Avenue	Caltrans/El Segundo			0.810	D	0.755	C	0.934	E	0.841	D	0.777	C	0.940	E	-	-	-
61	Vista del Mar & Grand Avenue	City of LA	X	X	0.549	A	0.265	A	0.388	A	0.588	A	0.279	A	0.412	A	-	-	-
62	Hawthorne Boulevard & Imperial Avenue	Hawthorne			0.664	B	0.602	B	0.959	E	0.746	C	0.706	C	1.112	F	Yes	Yes	Yes
63	Hawthorne Boulevard & Lennox Boulevard	LA County			0.508	A	0.607	B	0.810	D	0.529	A	0.632	B	0.810	D	-	-	-
64	Highland Avenue/Vista del Mar & Rosecrans Avenue	Manhattan Beach			0.823	D	0.563	A	0.737	C	0.838	D	0.569	A	0.737	C	-	-	-
65	Sepulveda Boulevard & Howard Hughes Parkway	City of LA	X	X	0.418	A	0.400	A	0.598	A	0.418	A	0.404	A	0.605	B	-	-	-
66	Inglewood Avenue & Imperial Highway	Hawthorne			0.765	C	0.695	B	1.286	F	0.886	D	0.817	D	1.415	F	Yes	Yes	Yes
67	La Cienega Boulevard & Imperial Highway	City of LA/LA County	X	X	0.536	A	0.276	A	0.698	B	0.669	B	0.473	A	0.735	C	-	-	-
68	Main Street & Imperial Highway	El Segundo/City of LA	X	X	0.763	C	0.526	A	0.639	B	0.766	C	0.564	A	0.675	B	-	-	-
69	Pershing Drive & Imperial Highway	City of LA	X	X	0.382	A	0.304	A	0.433	A	0.470	A	0.415	A	0.488	A	-	-	-
70	Prairie Avenue & Imperial Highway	Hawthorne/Inglewood			0.690	B	0.628	B	0.881	D	0.740	C	0.645	B	0.896	D	Yes	-	-
71	Sepulveda Boulevard & Imperial Highway	Caltrans/El Segundo/City of LA	X	X	0.805	D	0.807	D	1.223	F	0.805	D	0.936	E	1.267	F	-	Yes	Yes
72	Vista del Mar & Imperial Highway	City of LA	X	X	0.416	A	0.224	A	0.409	A	0.445	A	0.231	A	0.409	A	-	-	-
73	Nash Street/I-105 Westbound Ramps & Imperial Highway	Caltrans/El Segundo/City of LA	X	X	0.642	B	0.237	A	0.416	A	0.683	B	0.334	A	0.428	A	-	-	-
74	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	Caltrans/City of LA	X	X	0.647	B	0.340	A	0.609	B	1.286	F	1.023	F	1.200	F	Yes	Yes	Yes
75	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	Caltrans/Hawthorne/LA County			0.500	A	0.353	A	0.703	C	0.570	A	0.436	A	0.732	C	-	-	-
76	Inglewood Avenue & Lennox Boulevard	LA County			0.468	A	0.557	A	0.819	D	0.531	A	0.558	A	0.888	D	-	-	Yes
77	Inglewood Avenue & Manchester Boulevard	Caltrans/Inglewood			0.651	B	0.565	A	0.773	C	0.651	B	0.585	A	0.798	C	-	-	-
78	Lincoln Boulevard & Jefferson Boulevard	Caltrans/City of LA	X	X	0.688	B	0.560	A	0.741	C	0.688	B	0.586	A	0.747	C	-	-	-
79	Overland Avenue & Jefferson Boulevard	Culver City	X		0.678	B	0.542	A	0.777	C	0.686	B	0.546	A	0.789	C	-	-	-
80	Sepulveda Boulevard & Jefferson Boulevard	Culver City	X		0.475	A	0.419	A	0.503	A	0.479	A	0.421	A	0.510	A	-	-	-
81	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	Culver City	X		0.819	D	0.712	C	1.019	F	0.829	D	0.729	C	1.019	F	-	-	-
82	Slauson Avenue & Jefferson Boulevard	Culver City	X		0.388	A	0.528	A	0.505	A	0.391	A	0.531	A	0.508	A	-	-	-
83	I-405 Northbound Ramps & Jefferson Boulevard	Caltrans/Culver City/City of LA	X	X	0.506	A	0.424	A	0.782	C	0.513	A	0.426	A	0.786	C	-	-	-
84	I-405 Southbound Ramps & Jefferson Boulevard	Caltrans/Culver City/City of LA	X	X	0.329	A	0.349	A	0.446	A	0.333	A	0.359	A	0.449	A	-	-	-
85	La Brea Avenue & Manchester Boulevard	Caltrans/Inglewood			0.847	D	0.744	C	0.945	E	0.888	D	0.844	D	0.982	E	Yes	Yes	Yes
86	La Brea Avenue/Overhill Drive & Stocker Street	LA County			0.820	D	0.724	C	1.193	F	0.844	D	0.789	C	1.222	F	Yes	Yes	Yes
87	La Brea Avenue & Slauson Avenue	LA County			0.905	E	0.747	C	1.007	F	0.969	E	0.902	E	1.047	F	Yes	Yes	Yes
88	La Cienega Boulevard & La Tijera Boulevard	Inglewood/City of LA	X	X	0.794	C	0.738	C	1.005	F	0.755	C	0.769	C	1.031	F	Yes*	-	Yes
89	La Cienega Boulevard & Lennox Boulevard	City of LA/LA County	X	X	0.419	A	0.354	A	0.497	A	0.397	A	0.276	A	0.413	A	-	-	-
90	La Cienega Boulevard & Manchester Boulevard	Caltrans/Inglewood			0.736	C	0.741	C	0.907	E	0.979	E	1.267	F	1.201	F	Yes	Yes	Yes
91	La Cienega Boulevard Northbound Ramps & Slauson Avenue	LA County			0.693	B	0.589	A	0.834	D	0.747	C	0.704	C	0.853	D	-	-	-
92	La Cienega Boulevard Southbound Ramps & Slauson Avenue	LA County			1.002	F	0.829	D	1.010	F	0.983	E	0.780	C	0.978	E	-	-	-
93	La Cienega Boulevard & Stocker Street	LA County			1.270	F	0.838	D	1.210	F	1.284	F	0.877	D	1.222	F	Yes	Yes	Yes
94	La Cienega Boulevard & 111th Street	City of LA/LA County	X	X	0.438	A	0.294	A	0.453	A	0.467	A	0.381	A	0.485	A	-	-	-
95	La Cienega Boulevard & West 120th Street	LA County			0.449	A	0.313	A	0.817	D	0.507	A	0.415	A	0.928	E	-	-	Yes
96	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	Caltrans/Inglewood/City of LA	X	X	0.669	B	0.695	B	0.694	B	0.589	A	0.623	B	0.587	A	-	-	-
97	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	Caltrans/City of LA/LA County	X	X	0.415	A	0.462	A	0.540	A	0.361	A	0.361	A	0.510	A	-	-	-
98	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	Caltrans/City of LA/LA County	X	X	0.478	A	0.341	A	0.369	A	0.475	A	0.323	A	0.302	A	-	-	-
99	Lincoln Boulevard & La Tijera Boulevard	Caltrans/City of LA	X	X	0.520	A	0.320	A	0.625	B	0.528	A	0.368	A	0.675	B	-	-	-
100	La Tijera Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.570	A	0.549	A	0.679	B	0.602	B	0.553	A	0.714	C	-	-	-
101	Sepulveda Boulevard & La Tijera Boulevard	City of LA	X	X	0.602	B	0.729	C	0.851	D	0.695	B	0.815	D	0.869	D	-	Yes	-
102	I-405 Northbound Ramps & La Tijera Boulevard	Caltrans/City of LA	X	X	0.619	B	0.693	B	0.609	B	0.811	D	0.828	D	0.688	B	Yes	Yes	-
103	I-405 Southbound Ramps & La Tijera Boulevard	Caltrans/City of LA	X	X	0.467	A	0.563	A	0.681	B	0.509	A	0.672	B	0.716	C	-	-	-

Table 4.12.2-22

Future (2025) With Alternative 3 Level of Service Analysis

					Future (2025) Without Alternative						Future (2025) With Alt. 3								
					AM		MD		PM		AM		MD		PM		Significant impact?		
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
104	Lincoln Boulevard & Loyola Marymount University Drive	Caltrans/City of LA	X	X	0.569	A	0.441	A	0.698	B	0.573	A	0.456	A	0.722	C	-	-	-
105	Lincoln Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.800	C	0.547	A	0.871	D	0.862	D	0.586	A	0.882	D	Yes	-	-
106	Lincoln Boulevard & Maxella Avenue	Caltrans/City of LA	X	X	0.599	A	0.624	B	0.683	B	0.605	B	0.635	B	0.686	B	-	-	-
107	Lincoln Boulevard & Mindanao Way	Caltrans/City of LA/LA County	X	X	0.739	C	0.872	D	0.947	E	0.761	C	0.872	D	0.947	E	-	-	-
108	Sepulveda Boulevard & Lincoln Boulevard	Caltrans/City of LA	X	X	0.684	B	0.571	A	0.938	E	0.682	B	0.491	A	0.935	E	-	-	-
109	Lincoln Boulevard & Venice Boulevard	Caltrans/City of LA	X	X	0.892	D	0.915	E	1.036	F	0.892	D	0.922	E	1.036	F	-	-	-
110	Lincoln Boulevard & Washington Boulevard	Caltrans/City of LA	X	X	0.841	D	0.904	E	1.053	F	0.847	D	0.912	E	1.053	F	-	-	-
111	Lincoln Boulevard & 83rd Street	Caltrans/City of LA	X	X	0.609	B	0.435	A	0.700	B	0.624	B	0.466	A	0.718	C	-	-	-
112	Lincoln Boulevard & SR 90 Ramps	Caltrans/City of LA	X	X	0.629	B	0.639	B	0.802	D	0.633	B	0.687	B	0.812	D	-	-	-
113	Pershing Drive & Manchester Avenue	Caltrans/City of LA	X	X	0.464	A	0.329	A	0.475	A	0.475	A	0.369	A	0.475	A	-	-	-
114	Sepulveda Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.804	D	0.761	C	0.929	E	0.835	D	0.764	C	0.929	E	Yes	-	-
115	Ash Avenue & Manchester Avenue	Caltrans/Inglewood			0.786	C	0.711	C	0.945	E	0.788	C	0.728	C	0.950	E	-	-	-
116	Nash Street & Mariposa Avenue	El Segundo			0.650	B	0.385	A	0.538	A	0.659	B	0.388	A	0.554	A	-	-	-
117	Sepulveda Boulevard & Mariposa Avenue	Caltrans/El Segundo			0.783	C	0.759	C	0.839	D	0.806	D	0.779	C	0.889	D	-	-	-
118	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps	Caltrans/Culver City	X		0.926	E	0.611	B	1.081	F	0.930	E	0.614	B	1.081	F	-	-	-
119	Ocean Avenue/Via Marina & Washington Boulevard	City of LA/LA County	X	X	1.181	F	0.956	E	1.514	F	1.202	F	1.005	F	1.518	F	Yes	Yes	-
120	Overhill Drive & Slauson Avenue	LA County			0.736	C	0.620	B	1.147	F	0.751	C	0.722	C	1.152	F	-	-	-
121	Overland Avenue & Venice Boulevard	Caltrans/Culver City/City of LA	X	X	0.879	D	0.709	C	0.991	E	0.887	D	0.713	C	0.991	E	-	-	-
122	Palawan Way & Washington Boulevard	City of LA/LA County			16.5	C	14.5	B	16.5	C	16.5	C	14.5	B	16.8	C	-	-	-
123	Pershing Drive & Westchester Parkway	City of LA	X	X	0.244	A	0.166	A	0.311	A	0.256	A	0.184	A	0.322	A	-	-	-
124	Prairie Avenue & West 112th Street/I-105 Off-Ramp	Caltrans/Inglewood			0.553	A	0.623	B	0.759	C	0.557	A	0.623	B	0.782	C	-	-	-
125	Sepulveda Boulevard & Rosecrans Avenue	Caltrans/El Segundo/Manhattan Beach			0.918	E	0.836	D	1.158	F	0.933	E	0.857	D	1.160	F	Yes	Yes	-
126	Sepulveda Boulevard & Sawtelle Boulevard	Culver City	X		0.516	A	0.614	B	0.742	C	0.525	A	0.627	B	0.756	C	-	-	-
127	Sawtelle Boulevard & Venice Boulevard	Caltrans/Culver City/City of LA	X	X	1.077	F	0.843	D	0.956	E	1.080	F	0.843	D	0.956	E	-	-	-
128	Sawtelle Boulevard & Washington Boulevard	Culver City	X		0.660	B	0.517	A	0.787	C	0.660	B	0.517	A	0.797	C	-	-	-
129	Sawtelle Boulevard & Washington Place	Culver City	X		0.487	A	0.373	A	0.667	B	0.493	A	0.373	A	0.667	B	-	-	-
130	Sepulveda Boulevard & Slauson Avenue	Culver City	X		0.598	A	0.688	B	0.894	D	0.612	B	0.709	C	0.901	E	-	-	-
131	Sepulveda Boulevard & Venice Boulevard	Caltrans/Culver City/City of LA	X	X	0.893	D	0.734	C	1.115	F	0.896	D	0.746	C	1.120	F	-	-	-
132	Sepulveda Boulevard & Washington Boulevard	Culver City	X		0.610	B	0.597	A	0.727	C	0.617	B	0.597	A	0.727	C	-	-	-
133	Sepulveda Boulevard & Washington Place	Culver City	X		0.660	B	0.583	A	0.707	C	0.660	B	0.583	A	0.710	C	-	-	-
134	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps	Caltrans/Culver City	X		0.885	D	0.610	B	0.812	D	0.885	D	0.614	B	0.812	D	-	-	-
135	Sepulveda Boulevard & Westchester Parkway	City of LA	X	X	0.658	B	0.643	B	1.109	F	0.800	C	0.672	B	1.118	F	Yes	-	-
136	Sepulveda Boulevard & 76th Street	City of LA	X	X	0.691	B	0.484	A	0.700	B	0.706	C	0.491	A	0.731	C	-	-	-
137	Sepulveda Boulevard & 79th Street	City of LA	X	X	0.507	A	0.411	A	0.573	A	0.529	A	0.413	A	0.620	B	-	-	-
138	Sepulveda Boulevard & 83rd Street	City of LA	X	X	0.449	A	0.398	A	0.549	A	0.465	A	0.413	A	0.565	A	-	-	-
139	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	Caltrans/City of LA	X	X	0.877	D	0.840	D	0.923	E	0.839	D	0.833	D	0.859	D	-	-	-
140	SR 90 Westbound Ramps & Slauson Avenue	Caltrans/Culver City/LA County	X		0.534	A	0.426	A	0.682	B	0.535	A	0.435	A	0.688	B	-	-	-
141	Airport Boulevard & 96th Street	City of LA	X	X	0.234	A	0.348	A	0.456	A	0.200	A	0.256	A	0.409	A	-	-	-
142	Jenny Avenue & 96th Street	City of LA	X	X	0.183	A	0.203	A	0.153	A	0.437	A	0.621	B	0.388	A	-	-	-
143	Vicksburg Avenue & 96th Street	City of LA	X	X	0.279	A	0.363	A	0.335	A	0.184	A	0.346	A	0.198	A	-	-	-
144	Airport Boulevard & 98th Street	City of LA	X	X	0.357	A	0.447	A	0.500	A	0.400	A	0.563	A	0.577	A	-	-	-
145	Jenny Avenue & Westchester Parkway	City of LA	X	X	0.153	A	0.220	A	0.243	A	0.313	A	0.540	A	0.440	A	-	-	-
146	Sepulveda Eastway & Westchester Parkway	City of LA	X	X	0.427	A	0.543	A	0.693	B	0.523	A	0.690	B	0.770	C	-	-	Yes
147	Crenshaw Boulevard & Century Boulevard	Inglewood			0.708	C	0.773	C	0.928	E	0.711	C	0.777	C	0.932	E	-	-	-
148	La Cienega Boulevard & Fairview Boulevard	Inglewood/City of LA	X	X	0.881	D	0.657	B	0.952	E	0.920	E	0.717	C	0.967	E	Yes	Yes	Yes
149	Crenshaw Boulevard & Imperial Highway	Inglewood			0.680	B	0.705	C	1.001	F	0.697	B	0.709	C	1.019	F	-	-	Yes
150	Sepulveda Boulevard & Braddock Drive	Culver City			0.580	A	0.527	A	0.677	B	0.580	A	0.530	A	0.693	B	-	-	-
151	Buckingham Parkway & Slauson Avenue	Culver City			0.716	C	0.544	A	0.888	D	0.722	C	0.549	A	0.888	D	-	-	-
152	Duquesne Avenue & Washington Boulevard	Culver City			0.573	A	0.507	A	0.657	B	0.583	A	0.513	A	0.657	B	-	-	-
153	Overland Avenue & Kelmore Street/Ranch Road	Culver City			32.1	D	15.3	C	46.2	E	33.1	D	16.3	C	51.3	F	-	-	Yes
154	Overland Avenue & Sawtelle Boulevard	Culver City			31.4	D	17.6	C	45.9	E	33.6	D	19.5	C	52.8	F	-	-	Yes
155	Overland Avenue & Washington Boulevard	Culver City/City of LA			0.840	D	0.756	C	1.069	F	0.840	D	0.771	C	1.073	F	-	-	-
156	Walgrove Avenue & Washington Boulevard	Culver City			68.8	F	>100	F	>100	F	68.8	F	382.0	F	OVRFL	F	-	Yes	Yes

Table 4.12.2-22

Future (2025) With Alternative 3 Level of Service Analysis

					Future (2025) Without Alternative						Future (2025) With Alt. 3								
					AM		MD		PM		AM		MD		PM				
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	Significant impact? AM	MD	PM
157	La Cienega Boulevard & 104th Street	City of LA/LA County	X	X	0.340	A	0.301	A	0.370	A	0.376	A	0.307	A	0.409	A	-	-	-
158	Vista del Mar & Waterview Street	City of LA	X	X	0.327	A	0.073	A	0.267	A	0.337	A	0.073	A	0.267	A	-	-	-
159	Hindry Avenue & Manchester Boulevard	Caltrans/Inglewood			0.513	A	0.638	B	0.597	A	0.611	B	0.923	E	0.834	D	-	Yes	Yes
160	Lincoln Boulevard & Rose Avenue	Caltrans/City of LA	X	X	0.920	E	0.847	D	0.843	D	0.923	E	0.857	D	0.850	D	-	-	-
161	Western Avenue & Century Boulevard	City of LA	X	X	0.576	A	0.629	B	0.824	D	0.589	A	0.659	B	0.824	D	-	-	-
162	Sepulveda Boulevard & Manhattan Beach Boulevard	Caltrans/Manhattan Beach			0.950	E	0.987	E	1.193	F	0.956	E	0.988	E	1.199	F	-	-	-
163	La Cienega Boulevard & Jefferson Boulevard	City of LA	X	X	0.986	E	0.700	B	0.955	E	0.989	E	0.722	C	0.963	E	-	-	-
164	Crenshaw Boulevard & Manchester Avenue	Caltrans/Inglewood			0.816	D	0.843	D	1.025	F	0.833	D	0.922	E	1.093	F	-	Yes	Yes
165	La Cienega Boulevard & Rodeo Road	City of LA	X	X	1.025	F	0.719	C	1.037	F	1.030	F	0.739	C	1.046	F	-	-	-
166	La Brea Avenue & Rodeo Road	City of LA	X	X	0.989	E	0.756	C	0.972	E	1.021	F	0.787	C	0.976	E	Yes	-	-
167	La Brea Avenue & Jefferson Boulevard	City of LA	X	X	1.035	F	0.659	B	1.063	F	1.042	F	0.689	B	1.067	F	-	-	-
168	Crenshaw Boulevard & Florence Avenue	City of LA	X	X	0.754	C	0.579	A	0.896	D	0.760	C	0.678	B	0.901	E	-	-	-
169	Prairie Avenue & Manchester Boulevard	Inglewood			1.042	F	0.701	C	0.922	E	1.076	F	0.793	C	0.929	E	Yes	Yes	-
170	I-110 Northbound Ramps & Manchester Avenue	Caltrans/City of LA	X	X	0.593	A	0.460	A	0.537	A	0.604	B	0.467	A	0.547	A	-	-	-
171	Western Avenue & Florence Avenue	City of LA	X	X	0.860	D	0.600	A	0.902	E	0.866	D	0.600	A	0.909	E	-	-	-
172	Western Avenue & Manchester Avenue	Caltrans/City of LA	X	X	0.727	C	0.560	A	0.887	D	0.760	C	0.576	A	0.901	E	-	-	Yes
173	Western Avenue & Imperial Highway	LA County	X	X	0.743	C	0.575	A	0.912	E	0.760	C	0.590	A	0.916	E	-	-	-
174	Vermont Avenue & Florence Avenue	City of LA	X	X	0.700	B	0.540	A	0.734	C	0.726	C	0.624	B	0.773	C	-	-	-
175	Vermont Avenue & Manchester Avenue	Caltrans/LA County/City of LA	X	X	0.722	C	0.542	A	0.760	C	0.760	C	0.568	A	0.780	C	-	-	-
176	Vermont Avenue & Century Boulevard	LA County/City of LA	X	X	0.700	B	0.556	A	0.726	C	0.701	C	0.569	A	0.762	C	-	-	-
177	Vermont Avenue & Imperial Highway	LA County/City of LA	X	X	0.823	D	0.545	A	0.992	E	0.827	D	0.563	A	0.995	E	-	-	-
178	Figueroa Street & Florence Avenue	City of LA	X	X	0.741	C	0.506	A	0.733	C	0.771	C	0.569	A	0.773	C	-	-	-
179	Figueroa Street & Manchester Avenue	Caltrans/City of LA	X	X	0.886	D	0.618	B	0.913	E	0.894	D	0.627	B	0.920	E	-	-	-
180	Figueroa Street & Century Boulevard	City of LA	X	X	0.893	D	0.500	A	0.784	C	0.901	E	0.534	A	0.789	C	-	-	-
181	Figueroa Street & Imperial Highway	City of LA	X	X	0.837	D	0.378	A	0.818	D	0.851	D	0.389	A	0.818	D	-	-	-
182	Inglewood Avenue & Rosecrans Avenue	Hawthorne			0.798	C	0.663	B	0.952	E	0.815	D	0.701	C	0.961	E	-	-	-
183	Hawthorne Boulevard & Rosecrans Avenue	Hawthorne			0.802	D	0.700	B	0.943	E	0.805	D	0.718	C	0.943	E	-	-	-
184	Prairie Avenue & Rosecrans Avenue	Hawthorne/Lawndale			0.872	D	0.736	C	0.969	E	0.886	D	0.761	C	0.975	E	-	-	-
185	Crenshaw Boulevard & Rosecrans Avenue	Gardena/Hawthorne/LA County			0.796	C	0.727	C	0.916	E	0.808	D	0.742	C	0.925	E	-	-	-
186	Western Avenue & Rosecrans Avenue	Gardena			0.810	D	0.672	B	0.927	E	0.824	D	0.673	B	0.936	E	-	-	-
187	Vermont Avenue & Rosecrans Avenue	Gardena/City of LA	X		0.757	C	0.604	B	0.857	D	0.771	C	0.610	B	0.859	D	-	-	-
188	Prairie Avenue & El Segundo Boulevard	Hawthorne			1.001	F	0.684	B	1.006	F	1.057	F	0.711	C	1.025	F	Yes	-	Yes
189	Crenshaw Boulevard & El Segundo Boulevard	Hawthorne/Gardena			0.969	E	0.722	C	0.890	D	0.975	E	0.748	C	0.899	D	-	-	-
190	Western Avenue & El Segundo Boulevard	Gardena/LA County			0.846	D	0.594	A	0.860	D	0.854	D	0.614	B	0.871	D	-	-	-
191	Vermont Avenue & El Segundo Boulevard	Gardena/LA County/City of LA	X		0.682	B	0.422	A	0.676	B	0.689	B	0.436	A	0.708	C	-	-	-
192	Aviation Boulevard & Artesia Boulevard	Redondo Beach/Manhattan Beach			1.132	F	0.769	C	1.078	F	1.132	F	0.776	C	1.084	F	-	-	-
193	Aviation Boulevard & Manhattan Beach Boulevard	Redondo Beach/Manhattan Beach			0.976	E	0.769	C	1.083	F	0.982	E	0.775	C	1.089	F	-	-	-
194	Sepulveda Boulevard & Palms Boulevard	City of LA	X	X	0.770	C	0.590	A	0.980	E	0.780	C	0.593	A	0.983	E	-	-	-
195	Sawtelle Boulevard & Palms Boulevard	City of LA	X	X	0.787	C	0.407	A	0.850	D	0.790	C	0.410	A	0.850	D	-	-	-
196	Prairie Avenue & Florence Avenue	Inglewood			0.965	E	0.647	B	0.851	D	0.965	E	0.684	B	0.859	D	-	-	-
197	Prairie Avenue & Lennox Boulevard	Inglewood			0.670	B	0.557	A	0.704	C	0.689	B	0.603	B	0.775	C	-	-	Yes
198	Flower Street (near I-110 Southbound Ramps) & Florence Avenue	Caltrans/City of LA	X	X	0.527	A	0.513	A	0.535	A	0.549	A	0.553	A	0.604	B	-	-	-
199	Grand Avenue (near I-110 Northbound Ramps) & Florence Avenue	Caltrans/City of LA	X	X	0.617	B	0.602	B	0.675	B	0.645	B	0.691	B	0.714	C	-	-	-
200	I-110 Southbound Ramps & Manchester Avenue	Caltrans/City of LA	X	X	0.487	A	0.436	A	0.531	A	0.491	A	0.467	A	0.558	A	-	-	-

Note:

Future (2025) Without Alternative V/C reported above was based on ICU Methodology. However, this intersection impact was determined based on CMA Methodology, where Future (2025) Without Alternative V/C was calculated as 0.698 (LOS B) and City of Los Angeles significant impact threshold is a V/C increase of 0.04 or greater for LOS C.

Source: Fehr & Peers, 2012.

Table 4.12.2-23

Future (2025) With Alternative 4 Level of Service Analysis

					Future (2025) Without Alternative						Future (2025) With Alt 4								
					AM		MD		PM		AM		MD		PM		Significant impact?		
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
1	Admiralty Way & Bali Way	LA County	X	X	0.794	C	0.707	C	0.950	E	0.810	D	0.716	C	0.959	E	-	-	-
2	Admiralty Way & Fiji Way	LA County	X	X	0.447	A	0.360	A	0.595	A	0.457	A	0.372	A	0.595	A	-	-	-
3	Admiralty Way & Mindanao Way	LA County	X	X	0.620	B	0.568	A	0.672	B	0.641	B	0.590	A	0.672	B	-	-	-
4	Palawan Way & Admiralty Way	LA County	X		0.616	B	0.458	A	0.682	B	0.625	B	0.502	A	0.695	B	-	-	-
5	Via Marina & Admiralty Way	LA County	X	X	0.598	A	0.576	A	0.833	D	0.601	B	0.595	A	0.839	D	-	-	-
6	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	City of LA	X	X	0.471	A	0.573	A	0.747	C	0.620	B	0.809	D	0.864	D	-	Yes	Yes
7	Airport Boulevard & Century Boulevard	City of LA	X	X	0.651	B	0.648	B	0.619	B	0.864	D	1.187	F	1.110	F	Yes	Yes	Yes
8	La Tijera Boulevard & Airport Boulevard	City of LA	X	X	0.520	A	0.441	A	0.580	A	0.533	A	0.453	A	0.580	A	-	-	-
9	Airport Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.740	C	0.849	D	0.951	E	0.798	C	0.969	E	1.031	F	Yes	Yes	Yes
10	Aviation Boulevard & Arbor Vitae Street	Inglewood/City of LA	X	X	0.550	A	0.525	A	0.791	C	0.616	B	0.588	A	0.816	D	-	-	Yes
11	Inglewood Avenue & Arbor Vitae Street	Inglewood			0.508	A	0.575	A	0.798	C	0.532	A	0.597	A	0.832	D	-	-	Yes
12	La Brea Avenue & Arbor Vitae Street	Inglewood			0.440	A	0.547	A	0.759	C	0.467	A	0.561	A	0.782	C	-	-	-
13	La Cienega Boulevard & Arbor Vitae Street	Inglewood/City of LA	X	X	0.542	A	0.501	A	0.701	C	0.551	A	0.501	A	0.739	C	-	-	-
14	Aviation Boulevard & Century Boulevard	City of LA	X	X	0.943	E	0.827	D	1.097	F	1.109	F	1.200	F	1.288	F	Yes	Yes	Yes
15	Aviation Boulevard & El Segundo Boulevard	El Segundo			0.922	E	0.643	B	0.850	D	0.928	E	0.677	B	0.891	D	-	-	-
16	Aviation Boulevard & Imperial Highway	City of LA	X	X	0.675	B	0.455	A	0.691	B	0.731	C	0.597	A	0.704	C	Yes	-	-
17	Aviation Boulevard/Florence Avenue & Manchester Avenue	Caltrans/Inglewood	X	X	0.854	D	0.903	E	0.894	D	0.866	D	0.941	E	0.942	E	-	Yes	Yes
18	Aviation Boulevard & Rosecrans Avenue	El Segundo/Hawthorne/Manhattan Beach			0.743	C	0.819	D	0.926	E	0.757	C	0.834	D	0.933	E	-	-	-
19	Aviation Boulevard & 111th Street	City of LA	X	X	0.573	A	0.478	A	0.555	A	0.693	B	0.656	B	0.642	B	-	-	-
20	Aviation Boulevard & West 120th Street	El Segundo/LA County			0.659	B	0.413	A	0.557	A	0.781	C	0.498	A	0.650	B	-	-	-
21	Lincoln Boulevard & Bali Way	Caltrans/City of LA/LA County	X	X	0.570	A	0.574	A	0.836	D	0.586	A	0.587	A	0.840	D	-	-	-
22	Lincoln Boulevard & Bluff Creek Drive	Caltrans/City of LA	X	X	0.553	A	0.333	A	0.567	A	0.555	A	0.355	A	0.570	A	-	-	-
23	Centinela Avenue & Jefferson Boulevard	City of LA/LA County	X	X	0.643	B	0.504	A	0.840	D	0.664	B	0.512	A	0.841	D	-	-	-
24	Centinela Avenue & Culver Boulevard	City of LA	X	X	0.777	C	0.577	A	0.907	E	0.795	C	0.581	A	0.907	E	-	-	-
25	La Brea Avenue & Centinela Avenue	Inglewood			0.913	E	0.794	C	0.991	E	0.916	E	0.813	D	0.991	E	-	-	-
26	La Cienega Boulevard & Centinela Avenue	Inglewood/City of LA	X	X	0.896	D	0.681	B	1.134	F	0.930	E	0.729	C	1.135	F	Yes	Yes	-
27	La Tijera Boulevard & Centinela Avenue	City of LA/LA County	X	X	0.643	B	0.502	A	0.840	D	0.669	B	0.551	A	0.863	D	-	-	Yes
28	Sepulveda Boulevard & Centinela Avenue	Culver City	X		0.884	D	0.711	C	0.879	D	0.885	D	0.718	C	0.888	D	-	-	-
29	Centinela Avenue & Venice Boulevard	Caltrans/City of LA	X	X	1.048	F	0.898	D	1.064	F	1.051	F	0.898	D	1.065	F	-	-	-
30	Centinela Avenue & Washington Boulevard	Culver City	X		0.853	D	0.707	C	1.003	F	0.857	D	0.710	C	1.017	F	-	-	-
31	Centinela Avenue & Washington Place	Culver City/City of LA	X		0.770	C	0.657	B	0.880	D	0.777	C	0.660	B	0.880	D	-	-	-
32	Centinela Avenue & SR 90 Eastbound On-/Off-Ramps	Caltrans/City of LA	X	X	0.391	A	0.282	A	0.525	A	0.402	A	0.300	A	0.532	A	-	-	-
33	Centinela Avenue & Sandford/SR 90 Westbound Ramps	Caltrans/City of LA	X	X	0.440	A	0.267	A	0.556	A	0.452	A	0.284	A	0.560	A	-	-	-
34	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	Inglewood			0.735	C	0.771	C	0.983	E	0.775	C	0.917	E	1.086	F	Yes	Yes	Yes
35	Inglewood Avenue & Century Boulevard	Inglewood			0.705	C	0.657	B	0.926	E	0.740	C	0.732	C	0.932	E	-	Yes	-
36	La Cienega Boulevard & Century Boulevard	Inglewood/City of LA/LA County	X	X	0.730	C	0.661	B	0.827	D	0.877	D	0.835	D	1.182	F	Yes	Yes	Yes
37	Prairie Avenue & Century Boulevard	Inglewood			0.678	B	0.754	C	0.927	E	0.713	C	0.794	C	0.973	E	-	Yes	Yes
38	Sepulveda Boulevard & Century Boulevard	Caltrans/City of LA	X	X	0.579	A	0.497	A	0.655	B	0.662	B	0.595	A	0.840	D	-	-	Yes
39	I-405 Northbound Ramps & Century Boulevard	Caltrans/Inglewood			0.743	C	0.586	A	0.714	C	0.760	C	0.632	B	0.720	C	-	-	-
40	Duquesne Avenue & Culver Boulevard	Culver City	X		0.585	A	0.432	A	0.661	B	0.588	A	0.432	A	0.661	B	-	-	-
41	Culver Boulevard & Jefferson Boulevard	City of LA	X	X	0.733	C	0.342	A	0.738	C	0.744	C	0.359	A	0.752	C	-	-	-
42	Nicholson Street & Culver Boulevard	City of LA	X	X	0.675	B	0.412	A	0.816	D	0.679	B	0.437	A	0.828	D	-	-	-
43	Overland Avenue & Culver Boulevard	Culver City	X		1.182	F	0.660	B	0.935	E	1.182	F	0.671	B	0.943	E	-	-	-
44	Sawtelle Boulevard & Culver Boulevard	Culver City	X		0.686	B	0.479	A	0.888	D	0.686	B	0.505	A	0.891	D	-	-	-
45	Sepulveda Boulevard & Culver Boulevard	Culver City	X		0.730	C	0.557	A	0.733	C	0.745	C	0.564	A	0.738	C	-	-	-
46	Douglas Street & El Segundo Boulevard	El Segundo			0.773	C	0.594	A	0.976	E	0.797	C	0.633	B	1.014	F	-	-	Yes
47	Douglas Street & Imperial Highway	El Segundo/City of LA	X	X	0.371	A	0.256	A	0.456	A	0.408	A	0.316	A	0.531	A	-	-	-
48	Douglas Street & Mariposa Avenue	El Segundo			0.400	A	0.444	A	0.592	A	0.423	A	0.481	A	0.598	A	-	-	-
49	Douglas Street & Rosecrans Avenue	El Segundo/Manhattan Beach			0.666	B	0.717	C	0.789	C	0.680	B	0.726	C	0.801	D	-	-	-
50	Duquesne Avenue & Jefferson Boulevard	Culver City	X		0.614	B	0.569	A	0.741	C	0.621	B	0.583	A	0.765	C	-	-	-
51	Hawthorne Boulevard & El Segundo Boulevard	Hawthorne			0.675	B	0.697	B	1.230	F	0.693	B	0.750	C	1.245	F	-	Yes	Yes
52	Inglewood Avenue & El Segundo Boulevard	Hawthorne/LA County			0.670	B	0.697	B	1.078	F	0.700	B	0.734	C	1.086	F	-	-	-
53	La Cienega Boulevard & El Segundo Boulevard	Hawthorne/LA County			0.710	C	0.562	A	1.015	F	0.741	C	0.577	A	1.021	F	-	-	-
54	Nash Street & El Segundo Boulevard	El Segundo			0.593	A	0.456	A	0.708	C	0.603	B	0.466	A	0.713	C	-	-	-

Table 4.12.2-23

Future (2025) With Alternative 4 Level of Service Analysis

					Future (2025) Without Alternative						Future (2025) With Alt 4								
					AM		MD		PM		AM		MD		PM		Significant impact?		
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
55	Sepulveda Boulevard & El Segundo Boulevard	Caltrans/El Segundo			0.821	D	0.843	D	1.013	F	0.827	D	0.857	D	1.013	F	-	-	-
56	Lincoln Boulevard & Fiji Way	Caltrans/City of LA/LA County	X	X	0.620	B	0.613	B	0.860	D	0.627	B	0.650	B	0.865	D	-	-	-
57	La Brea Avenue & Florence Avenue	Inglewood			0.791	C	0.763	C	1.054	F	0.825	D	0.854	D	1.128	F	Yes	Yes	Yes
58	La Cienega Boulevard & Florence Avenue	Inglewood			0.896	D	0.896	D	1.165	F	0.929	E	1.019	F	1.165	F	Yes	Yes	-
59	Nash Street & Grand Avenue	El Segundo			0.545	A	0.416	A	0.510	A	0.550	A	0.416	A	0.514	A	-	-	-
60	Sepulveda Boulevard & Grand Avenue	Caltrans/El Segundo			0.810	D	0.755	C	0.934	E	0.812	D	0.755	C	0.954	E	-	-	-
61	Vista del Mar & Grand Avenue	City of LA	X	X	0.549	A	0.265	A	0.388	A	0.574	A	0.275	A	0.398	A	-	-	-
62	Hawthorne Boulevard & Imperial Avenue	Hawthorne			0.664	B	0.602	B	0.959	E	0.701	C	0.642	B	1.007	F	-	-	Yes
63	Hawthorne Boulevard & Lennox Boulevard	LA County			0.508	A	0.607	B	0.810	D	0.526	A	0.643	B	0.848	D	-	-	Yes
64	Highland Avenue/Vista del Mar & Rosecrans Avenue	Manhattan Beach			0.823	D	0.563	A	0.737	C	0.857	D	0.576	A	0.750	C	Yes	-	-
65	Sepulveda Boulevard & Howard Hughes Parkway	City of LA	X	X	0.418	A	0.400	A	0.598	A	0.429	A	0.419	A	0.612	B	-	-	-
66	Inglewood Avenue & Imperial Highway	Hawthorne			0.765	C	0.695	B	1.286	F	0.851	D	0.743	C	1.330	F	Yes	Yes	Yes
67	La Cienega Boulevard & Imperial Highway	City of LA/LA County	X	X	0.536	A	0.276	A	0.698	B	0.622	B	0.339	A	0.717	C	-	-	-
68	Main Street & Imperial Highway	El Segundo/City of LA	X	X	0.763	C	0.526	A	0.639	B	0.776	C	0.542	A	0.652	B	-	-	-
69	Pershing Drive & Imperial Highway	City of LA	X	X	0.382	A	0.304	A	0.433	A	0.411	A	0.319	A	0.448	A	-	-	-
70	Prairie Avenue & Imperial Highway	Hawthorne/Inglewood			0.690	B	0.628	B	0.881	D	0.726	C	0.647	B	0.885	D	-	-	-
71	Sepulveda Boulevard & Imperial Highway	Caltrans/El Segundo/City of LA	X	X	0.805	D	0.807	D	1.223	F	0.839	D	0.826	D	1.271	F	Yes	-	Yes
72	Vista del Mar & Imperial Highway	City of LA	X	X	0.416	A	0.224	A	0.409	A	0.420	A	0.235	A	0.416	A	-	-	-
73	Nash Street/I-105 Westbound Ramps & Imperial Highway	Caltrans/El Segundo/City of LA	X	X	0.642	B	0.237	A	0.416	A	0.705	C	0.393	A	0.499	A	-*	-	-
74	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	Caltrans/City of LA	X	X	0.647	B	0.340	A	0.609	B	0.688	B	0.445	A	0.682	B	-	-	-
75	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	Caltrans/Hawthorne/LA County			0.500	A	0.353	A	0.703	C	0.526	A	0.402	A	0.705	C	-	-	-
76	Inglewood Avenue & Lennox Boulevard	LA County			0.468	A	0.557	A	0.819	D	0.538	A	0.563	A	0.888	D	-	-	Yes
77	Inglewood Avenue & Manchester Boulevard	Caltrans/Inglewood			0.651	B	0.565	A	0.773	C	0.657	B	0.575	A	0.794	C	-	-	-
78	Lincoln Boulevard & Jefferson Boulevard	Caltrans/City of LA	X	X	0.688	B	0.560	A	0.741	C	0.691	B	0.581	A	0.742	C	-	-	-
79	Overland Avenue & Jefferson Boulevard	Culver City	X		0.678	B	0.542	A	0.777	C	0.686	B	0.553	A	0.789	C	-	-	-
80	Sepulveda Boulevard & Jefferson Boulevard	Culver City	X		0.475	A	0.419	A	0.503	A	0.482	A	0.419	A	0.508	A	-	-	-
81	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	Culver City	X		0.819	D	0.712	C	1.019	F	0.834	D	0.724	C	1.019	F	-	-	-
82	Slauson Avenue & Jefferson Boulevard	Culver City	X		0.388	A	0.528	A	0.505	A	0.398	A	0.543	A	0.506	A	-	-	-
83	I-405 Northbound Ramps & Jefferson Boulevard	Caltrans/Culver City/City of LA	X	X	0.506	A	0.424	A	0.782	C	0.506	A	0.433	A	0.784	C	-	-	-
84	I-405 Southbound Ramps & Jefferson Boulevard	Caltrans/Culver City/City of LA	X	X	0.329	A	0.349	A	0.446	A	0.357	A	0.368	A	0.478	A	-	-	-
85	La Brea Avenue & Manchester Boulevard	Caltrans/Inglewood			0.847	D	0.744	C	0.945	E	0.857	D	0.763	C	0.951	E	-	-	-
86	La Brea Avenue/Overhill Drive & Stocker Street	LA County			0.820	D	0.724	C	1.193	F	0.844	D	0.749	C	1.229	F	Yes	-	Yes
87	La Brea Avenue & Slauson Avenue	LA County			0.905	E	0.747	C	1.007	F	0.963	E	0.810	D	1.033	F	Yes	Yes	Yes
88	La Cienega Boulevard & La Tijera Boulevard	Inglewood/City of LA	X	X	0.794	C	0.738	C	1.005	F	0.800	C	0.763	C	1.131	F	-	-	Yes
89	La Cienega Boulevard & Lennox Boulevard	City of LA/LA County	X	X	0.419	A	0.354	A	0.497	A	0.473	A	0.410	A	0.532	A	-	-	-
90	La Cienega Boulevard & Manchester Boulevard	Caltrans/Inglewood			0.736	C	0.741	C	0.907	E	0.749	C	0.776	C	0.925	E	-	-	Yes
91	La Cienega Boulevard Northbound Ramps & Slauson Avenue	LA County			0.693	B	0.589	A	0.834	D	0.717	C	0.633	B	0.846	D	-	-	-
92	La Cienega Boulevard Southbound Ramps & Slauson Avenue	LA County			1.002	F	0.829	D	1.010	F	0.994	E	0.784	C	0.974	E	-	-	-
93	La Cienega Boulevard & Stocker Street	LA County			1.270	F	0.838	D	1.210	F	1.286	F	0.873	D	1.237	F	Yes	Yes	Yes
94	La Cienega Boulevard & 111th Street	City of LA/LA County	X	X	0.438	A	0.294	A	0.453	A	0.634	B	0.544	A	0.564	A	-	-	-
95	La Cienega Boulevard & West 120th Street	LA County			0.449	A	0.313	A	0.817	D	0.495	A	0.376	A	0.853	D	-	-	Yes
96	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	Caltrans/Inglewood/City of LA	X	X	0.669	B	0.695	B	0.694	B	0.701	C	0.697	B	0.702	C	-	-	-
97	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	Caltrans/City of LA/LA County	X	X	0.415	A	0.462	A	0.540	A	0.457	A	0.547	A	0.590	A	-	-	-
98	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	Caltrans/City of LA/LA County	X	X	0.478	A	0.341	A	0.369	A	0.594	A	0.441	A	0.435	A	-	-	-
99	Lincoln Boulevard & La Tijera Boulevard	Caltrans/City of LA	X	X	0.520	A	0.320	A	0.625	B	0.523	A	0.347	A	0.635	B	-	-	-
100	La Tijera Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.570	A	0.549	A	0.679	B	0.689	B	0.686	B	0.711	C	-	-	-
101	Sepulveda Boulevard & La Tijera Boulevard	City of LA	X	X	0.602	B	0.729	C	0.851	D	0.616	B	0.949	E	0.964	E	-	Yes	Yes
102	I-405 Northbound Ramps & La Tijera Boulevard	Caltrans/City of LA	X	X	0.619	B	0.693	B	0.609	B	0.695	B	0.814	D	0.664	B	-	Yes	-
103	I-405 Southbound Ramps & La Tijera Boulevard	Caltrans/City of LA	X	X	0.467	A	0.563	A	0.681	B	0.509	A	0.605	B	0.704	C	-	-	-
104	Lincoln Boulevard & Loyola Marymount University Drive	Caltrans/City of LA	X	X	0.569	A	0.441	A	0.698	B	0.571	A	0.472	A	0.727	C	-	-	-
105	Lincoln Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.800	C	0.547	A	0.871	D	0.803	D	0.560	A	0.880	D	-	-	-
106	Lincoln Boulevard & Maxella Avenue	Caltrans/City of LA	X	X	0.599	A	0.624	B	0.683	B	0.608	B	0.635	B	0.695	B	-	-	-
107	Lincoln Boulevard & Mindanao Way	Caltrans/City of LA/LA County	X	X	0.739	C	0.872	D	0.947	E	0.752	C	0.885	D	0.951	E	-	-	-
108	Sepulveda Boulevard & Lincoln Boulevard	Caltrans/City of LA	X	X	0.684	B	0.571	A	0.938	E	0.706	C	0.680	B	0.944	E	-	-	-
109	Lincoln Boulevard & Venice Boulevard	Caltrans/City of LA	X	X	0.892	D	0.915	E	1.036	F	0.894	D	0.933	E	1.043	F	-	Yes	-
110	Lincoln Boulevard & Washington Boulevard	Caltrans/City of LA	X	X	0.841	D	0.904	E	1.053	F	0.845	D	0.925	E	1.057	F	-	Yes	-

Table 4.12.2-23

Future (2025) With Alternative 4 Level of Service Analysis

					Future (2025) Without Alternative						Future (2025) With Alt 4								
					AM		MD		PM		AM		MD		PM		Significant impact?		
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
111	Lincoln Boulevard & 83rd Street	Caltrans/City of LA	X	X	0.609	B	0.435	A	0.700	B	0.614	B	0.455	A	0.718	C	-	-	-
112	Lincoln Boulevard & SR 90 Ramps	Caltrans/City of LA	X	X	0.629	B	0.639	B	0.802	D	0.638	B	0.655	B	0.811	D	-	-	-
113	Pershing Drive & Manchester Avenue	Caltrans/City of LA	X	X	0.464	A	0.329	A	0.475	A	0.471	A	0.340	A	0.493	A	-	-	-
114	Sepulveda Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.804	D	0.761	C	0.929	E	0.861	D	0.761	C	0.929	E	Yes	-	-
115	Ash Avenue & Manchester Avenue	Caltrans/Inglewood			0.786	C	0.711	C	0.945	E	0.797	C	0.726	C	0.965	E	-	-	Yes
116	Nash Street & Mariposa Avenue	El Segundo			0.650	B	0.385	A	0.538	A	0.650	B	0.429	A	0.538	A	-	-	-
117	Sepulveda Boulevard & Mariposa Avenue	Caltrans/El Segundo			0.783	C	0.759	C	0.839	D	0.810	D	0.761	C	0.847	D	-	-	-
118	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps	Caltrans/Culver City	X		0.926	E	0.611	B	1.081	F	0.926	E	0.628	B	1.081	F	-	-	-
119	Ocean Avenue/Via Marina & Washington Boulevard	City of LA/LA County	X	X	1.181	F	0.956	E	1.514	F	1.216	F	1.012	F	1.514	F	Yes	Yes	-
120	Overhill Drive & Slauson Avenue	LA County			0.736	C	0.620	B	1.147	F	0.750	C	0.690	B	1.153	F	-	-	-
121	Overland Avenue & Venice Boulevard	Caltrans/Culver City/City of LA	X	X	0.879	D	0.709	C	0.991	E	0.885	D	0.715	C	0.992	E	-	-	-
122	Palawan Way & Washington Boulevard	City of LA/LA County			16.5	C	14.5	B	16.5	C	16.8	C	14.7	B	17.0	C	-	-	-
123	Pershing Drive & Westchester Parkway	City of LA	X	X	0.244	A	0.166	A	0.311	A	0.259	A	0.180	A	0.329	A	-	-	-
124	Prairie Avenue & West 112th Street/I-105 Off-Ramp	Caltrans/Inglewood			0.553	A	0.623	B	0.759	C	0.559	A	0.628	B	0.782	C	-	-	-
125	Sepulveda Boulevard & Rosecrans Avenue	Caltrans/El Segundo/Manhattan Beach			0.918	E	0.836	D	1.158	F	0.928	E	0.865	D	1.160	F	Yes	Yes	-
126	Sepulveda Boulevard & Sawtelle Boulevard	Culver City	X		0.516	A	0.614	B	0.742	C	0.525	A	0.619	B	0.756	C	-	-	-
127	Sawtelle Boulevard & Venice Boulevard	Caltrans/Culver City/City of LA	X	X	1.077	F	0.843	D	0.956	E	1.083	F	0.847	D	0.961	E	-	-	-
128	Sawtelle Boulevard & Washington Boulevard	Culver City	X		0.660	B	0.517	A	0.787	C	0.663	B	0.530	A	0.793	C	-	-	-
129	Sawtelle Boulevard & Washington Place	Culver City	X		0.487	A	0.373	A	0.667	B	0.497	A	0.383	A	0.670	B	-	-	-
130	Sepulveda Boulevard & Slauson Avenue	Culver City	X		0.598	A	0.688	B	0.894	D	0.611	B	0.715	C	0.902	E	-	-	-
131	Sepulveda Boulevard & Venice Boulevard	Caltrans/Culver City/City of LA	X	X	0.893	D	0.734	C	1.115	F	0.896	D	0.740	C	1.117	F	-	-	-
132	Sepulveda Boulevard & Washington Boulevard	Culver City	X		0.610	B	0.597	A	0.727	C	0.620	B	0.607	B	0.727	C	-	-	-
133	Sepulveda Boulevard & Washington Place	Culver City	X		0.660	B	0.583	A	0.707	C	0.660	B	0.587	A	0.708	C	-	-	-
134	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps	Caltrans/Culver City	X		0.885	D	0.610	B	0.812	D	0.885	D	0.614	B	0.812	D	-	-	-
135	Sepulveda Boulevard & Westchester Parkway	City of LA	X	X	0.658	B	0.643	B	1.109	F	0.749	C	0.832	D	1.411	F	Yes	Yes	Yes
136	Sepulveda Boulevard & 76th Street	City of LA	X	X	0.691	B	0.484	A	0.700	B	0.715	C	0.498	A	0.735	C	-	-	-
137	Sepulveda Boulevard & 79th Street	City of LA	X	X	0.507	A	0.411	A	0.573	A	0.545	A	0.431	A	0.580	A	-	-	-
138	Sepulveda Boulevard & 83rd Street	City of LA	X	X	0.449	A	0.398	A	0.549	A	0.489	A	0.420	A	0.573	A	-	-	-
139	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	Caltrans/City of LA	X	X	0.877	D	0.840	D	0.923	E	0.883	D	0.865	D	0.949	E	-	Yes	Yes
140	SR 90 Westbound Ramps & Slauson Avenue	Caltrans/Culver City/LA County	X		0.534	A	0.426	A	0.682	B	0.543	A	0.434	A	0.683	B	-	-	-
141	Airport Boulevard & 96th Street	City of LA	X	X	0.234	A	0.348	A	0.456	A	0.322	A	0.405	A	0.511	A	-	-	-
142	Jenny Avenue & 96th Street	City of LA	X	X	0.183	A	0.203	A	0.153	A	0.399	A	0.645	B	0.383	A	-	-	-
143	Vicksburg Avenue & 96th Street	City of LA	X	X	0.279	A	0.363	A	0.335	A	0.191	A	0.353	A	0.247	A	-	-	-
144	Airport Boulevard & 98th Street	City of LA	X	X	0.357	A	0.447	A	0.500	A	0.420	A	0.610	B	0.657	B	-	-	-
145	Jenny Avenue & Westchester Parkway	City of LA	X	X	0.153	A	0.220	A	0.243	A	0.327	A	0.627	B	0.503	A	-	-	-
146	Sepulveda Eastway & Westchester Parkway	City of LA	X	X	0.427	A	0.543	A	0.693	B	0.457	A	0.603	B	0.760	C	-	-	Yes
147	Crenshaw Boulevard & Century Boulevard	Inglewood			0.708	C	0.773	C	0.928	E	0.734	C	0.797	C	0.956	E	-	-	Yes
148	La Cienega Boulevard & Fairview Boulevard	Inglewood/City of LA	X	X	0.881	D	0.657	B	0.952	E	0.891	D	0.688	B	0.952	E	-	-	-
149	Crenshaw Boulevard & Imperial Highway	Inglewood			0.680	B	0.705	C	1.001	F	0.731	C	0.750	C	1.046	F	Yes	Yes	Yes
150	Sepulveda Boulevard & Braddock Drive	Culver City			0.580	A	0.527	A	0.677	B	0.583	A	0.530	A	0.683	B	-	-	-
151	Buckingham Parkway & Slauson Avenue	Culver City			0.716	C	0.544	A	0.888	D	0.722	C	0.551	A	0.890	D	-	-	-
152	Duquesne Avenue & Washington Boulevard	Culver City			0.573	A	0.507	A	0.657	B	0.580	A	0.517	A	0.667	B	-	-	-
153	Overland Avenue & Kelmore Street/Ranch Road	Culver City			32.1	D	15.3	C	46.2	E	32.6	D	15.8	C	49.9	E	-	-	-
154	Overland Avenue & Sawtelle Boulevard	Culver City			31.4	D	17.6	C	45.9	E	33.1	D	18.6	C	51.4	F	-	-	Yes
155	Overland Avenue & Washington Boulevard	Culver City/City of LA			0.840	D	0.756	C	1.069	F	0.844	D	0.764	C	1.076	F	-	-	-
156	Walgrove Avenue & Washington Boulevard	Culver City			68.8	F	>100	F	>100	F	69.7	F	394.8	F	952.7	F	-	Yes	Yes
157	La Cienega Boulevard & 104th Street	City of LA/LA County	X	X	0.340	A	0.301	A	0.370	A	0.392	A	0.335	A	0.398	A	-	-	-
158	Vista del Mar & Waterview Street	City of LA	X	X	0.327	A	0.073	A	0.267	A	0.343	A	0.077	A	0.280	A	-	-	-
159	Hindry Avenue & Manchester Boulevard	Caltrans/Inglewood			0.513	A	0.638	B	0.597	A	0.514	A	0.719	C	0.681	B	-	Yes	-
160	Lincoln Boulevard & Rose Avenue	Caltrans/City of LA	X	X	0.920	E	0.847	D	0.843	D	0.927	E	0.860	D	0.850	D	-	-	-
161	Western Avenue & Century Boulevard	City of LA	X	X	0.576	A	0.629	B	0.824	D	0.603	B	0.651	B	0.824	D	-	-	-
162	Sepulveda Boulevard & Manhattan Beach Boulevard	Caltrans/Manhattan Beach			0.950	E	0.987	E	1.193	F	0.951	E	0.995	E	1.199	F	-	-	-
163	La Cienega Boulevard & Jefferson Boulevard	City of LA	X	X	0.986	E	0.700	B	0.955	E	0.991	E	0.712	C	0.964	E	-	-	-
164	Crenshaw Boulevard & Manchester Avenue	Caltrans/Inglewood			0.816	D	0.843	D	1.025	F	0.848	D	0.867	D	1.057	F	Yes	Yes	Yes
165	La Cienega Boulevard & Rodeo Road	City of LA	X	X	1.025	F	0.719	C	1.037	F	1.032	F	0.732	C	1.037	F	-	-	-
166	La Brea Avenue & Rodeo Road	City of LA	X	X	0.989	E	0.756	C	0.972	E	0.998	E	0.775	C	0.979	E	-	-	-
167	La Brea Avenue & Jefferson Boulevard	City of LA	X	X	1.035	F	0.659	B	1.063	F	1.039	F	0.692	B	1.064	F	-	-	-

Table 4.12.2-23

Future (2025) With Alternative 4 Level of Service Analysis

					Future (2025) Without Alternative						Future (2025) With Alt 4								
					AM		MD		PM		AM		MD		PM		Significant impact?		
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
168	Crenshaw Boulevard & Florence Avenue	City of LA	X	X	0.754	C	0.579	A	0.896	D	0.771	C	0.611	B	0.904	E	-	-	-
169	Prairie Avenue & Manchester Boulevard	Inglewood			1.042	F	0.701	C	0.922	E	1.073	F	0.716	C	0.928	E	Yes	-	-
170	I-110 Northbound Ramps & Manchester Avenue	Caltrans/City of LA	X	X	0.593	A	0.460	A	0.537	A	0.596	A	0.467	A	0.542	A	-	-	-
171	Western Avenue & Florence Avenue	City of LA	X	X	0.860	D	0.600	A	0.902	E	0.878	D	0.602	B	0.909	E	-	-	-
172	Western Avenue & Manchester Avenue	Caltrans/City of LA	X	X	0.727	C	0.560	A	0.887	D	0.738	C	0.562	A	0.900	D	-	-	-
173	Western Avenue & Imperial Highway	LA County	X	X	0.743	C	0.575	A	0.912	E	0.765	C	0.600	A	0.928	E	-	-	Yes
174	Vermont Avenue & Florence Avenue	City of LA	X	X	0.700	B	0.540	A	0.734	C	0.720	C	0.557	A	0.751	C	-	-	-
175	Vermont Avenue & Manchester Avenue	Caltrans/LA County/City of LA	X	X	0.722	C	0.542	A	0.760	C	0.739	C	0.550	A	0.787	C	-	-	-
176	Vermont Avenue & Century Boulevard	LA County/City of LA	X	X	0.700	B	0.556	A	0.726	C	0.713	C	0.598	A	0.762	C	-	-	-
177	Vermont Avenue & Imperial Highway	LA County/City of LA	X	X	0.823	D	0.545	A	0.992	E	0.830	D	0.549	A	0.995	E	-	-	-
178	Figueroa Street & Florence Avenue	City of LA	X	X	0.741	C	0.506	A	0.733	C	0.746	C	0.520	A	0.765	C	-	-	-
179	Figueroa Street & Manchester Avenue	Caltrans/City of LA	X	X	0.886	D	0.618	B	0.913	E	0.899	D	0.644	B	0.916	E	-	-	-
180	Figueroa Street & Century Boulevard	City of LA	X	X	0.893	D	0.500	A	0.784	C	0.902	E	0.536	A	0.800	C	-	-	-
181	Figueroa Street & Imperial Highway	City of LA	X	X	0.837	D	0.378	A	0.818	D	0.854	D	0.391	A	0.836	D	-	-	-
182	Inglewood Avenue & Rosecrans Avenue	Hawthorne			0.798	C	0.663	B	0.952	E	0.818	D	0.701	C	0.960	E	-	-	-
183	Hawthorne Boulevard & Rosecrans Avenue	Hawthorne			0.802	D	0.700	B	0.943	E	0.807	D	0.715	C	0.945	E	-	-	-
184	Prairie Avenue & Rosecrans Avenue	Hawthorne/Lawndale			0.872	D	0.736	C	0.969	E	0.888	D	0.763	C	0.975	E	-	-	-
185	Crenshaw Boulevard & Rosecrans Avenue	Gardena/Hawthorne/LA County			0.796	C	0.727	C	0.916	E	0.812	D	0.746	C	0.924	E	-	-	-
186	Western Avenue & Rosecrans Avenue	Gardena			0.810	D	0.672	B	0.927	E	0.830	D	0.678	B	0.936	E	-	-	-
187	Vermont Avenue & Rosecrans Avenue	Gardena/City of LA	X		0.757	C	0.604	B	0.857	D	0.759	C	0.612	B	0.865	D	-	-	-
188	Prairie Avenue & El Segundo Boulevard	Hawthorne			1.001	F	0.684	B	1.006	F	1.028	F	0.707	C	1.008	F	Yes	-	-
189	Crenshaw Boulevard & El Segundo Boulevard	Hawthorne/Gardena			0.969	E	0.722	C	0.890	D	0.969	E	0.740	C	0.893	D	-	-	-
190	Western Avenue & El Segundo Boulevard	Gardena/LA County			0.846	D	0.594	A	0.860	D	0.857	D	0.617	B	0.872	D	-	-	-
191	Vermont Avenue & El Segundo Boulevard	Gardena/LA County/City of LA	X		0.682	B	0.422	A	0.676	B	0.710	C	0.445	A	0.710	C	-	-	-
192	Aviation Boulevard & Artesia Boulevard	Redondo Beach/Manhattan Beach			1.132	F	0.769	C	1.078	F	1.136	F	0.772	C	1.084	F	-	-	-
193	Aviation Boulevard & Manhattan Beach Boulevard	Redondo Beach/Manhattan Beach			0.976	E	0.769	C	1.083	F	0.982	E	0.776	C	1.086	F	-	-	-
194	Sepulveda Boulevard & Palms Boulevard	City of LA	X	X	0.770	C	0.590	A	0.980	E	0.777	C	0.593	A	0.980	E	-	-	-
195	Sawtelle Boulevard & Palms Boulevard	City of LA	X	X	0.787	C	0.407	A	0.850	D	0.790	C	0.410	A	0.853	D	-	-	-
196	Prairie Avenue & Florence Avenue	Inglewood			0.965	E	0.647	B	0.851	D	0.973	E	0.663	B	0.858	D	-	-	-
197	Prairie Avenue & Lennox Boulevard	Inglewood			0.670	B	0.557	A	0.704	C	0.711	C	0.598	A	0.759	C	Yes	-	Yes
198	Flower Street (near I-110 Southbound Ramps) & Florence Avenue	Caltrans/City of LA	X	X	0.527	A	0.513	A	0.535	A	0.533	A	0.544	A	0.558	A	-	-	-
199	Grand Avenue (near I-110 Northbound Ramps) & Florence Avenue	Caltrans/City of LA	X	X	0.617	B	0.602	B	0.675	B	0.628	B	0.621	B	0.686	B	-	-	-
200	I-110 Southbound Ramps & Manchester Avenue	Caltrans/City of LA	X	X	0.487	A	0.436	A	0.531	A	0.489	A	0.445	A	0.535	A	-	-	-

Note:

Future (2025) Without Alternative and With Alternative V/C reported above was based on ICU Methodology. Based on the City of El Segundo significance criteria, an intersection would only be impacted if the resulting LOS is E or F and the project-related traffic increase is greater than 0.02. This intersection was also analyzed based on City of Los Angeles CMA Methodology, where Future (2025) Without Alternative V/C was 0.504 (LOS A) and Future (2025) With Alternative V/C was 0.585 (LOS A). This intersection would not be impacted based on application of the significance criteria for both cities.

Source: Fehr & Peers, 2012.

Table 4.12.2-24

Future (2025) With Alternative 8 Level of Service Analysis

					Future (2025) Without Alternative						Future (2025) With Alt. 8								
					AM		MD		PM		AM		MD		PM		Significant impact?		
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
1	Admiralty Way & Bali Way	LA County	X	X	0.794	C	0.707	C	0.950	E	0.807	D	0.723	C	0.959	E	-	-	-
2	Admiralty Way & Fiji Way	LA County	X	X	0.447	A	0.360	A	0.595	A	0.451	A	0.372	A	0.595	A	-	-	-
3	Admiralty Way & Mindanao Way	LA County	X	X	0.620	B	0.568	A	0.672	B	0.644	B	0.587	A	0.676	B	-	-	-
4	Palawan Way & Admiralty Way	LA County	X		0.616	B	0.458	A	0.682	B	0.622	B	0.496	A	0.693	B	-	-	-
5	Via Marina & Admiralty Way	LA County	X	X	0.598	A	0.576	A	0.833	D	0.604	B	0.595	A	0.839	D	-	-	-
6	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	City of LA	X	X	0.471	A	0.573	A	0.747	C	0.500	A	0.685	B	0.925	E	-	-	Yes
7	Airport Boulevard & Century Boulevard	City of LA	X	X	0.651	B	0.648	B	0.619	B	0.736	C	0.979	E	0.861	D	Yes	Yes	Yes
8	La Tijera Boulevard & Airport Boulevard	City of LA	X	X	0.520	A	0.441	A	0.580	A	0.634	B	0.611	B	0.665	B	-	-	-
9	Airport Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.740	C	0.849	D	0.951	E	0.871	D	1.056	F	1.060	F	Yes	Yes	Yes
10	Aviation Boulevard & Arbor Vitae Street	Inglewood/City of LA	X	X	0.550	A	0.525	A	0.791	C	0.582	A	0.569	A	0.864	D	-	-	Yes
11	Inglewood Avenue & Arbor Vitae Street	Inglewood			0.508	A	0.575	A	0.798	C	0.553	A	0.606	B	0.848	D	-	-	Yes
12	La Brea Avenue & Arbor Vitae Street	Inglewood			0.440	A	0.547	A	0.759	C	0.473	A	0.553	A	0.802	D	-	-	Yes
13	La Cienega Boulevard & Arbor Vitae Street	Inglewood/City of LA	X	X	0.542	A	0.501	A	0.701	C	0.595	A	0.503	A	0.736	C	-	-	-
14	Aviation Boulevard & Century Boulevard	City of LA	X	X	0.943	E	0.827	D	1.097	F	1.180	F	1.069	F	1.208	F	Yes	Yes	Yes
15	Aviation Boulevard & El Segundo Boulevard	El Segundo			0.922	E	0.643	B	0.850	D	0.928	E	0.677	B	0.887	D	-	-	-
16	Aviation Boulevard & Imperial Highway	City of LA	X	X	0.675	B	0.455	A	0.691	B	0.680	B	0.557	A	0.707	C	-	-	-
17	Aviation Boulevard/Florence Avenue & Manchester Avenue	Caltrans/Inglewood	X	X	0.854	D	0.903	E	0.894	D	0.885	D	0.909	E	0.984	E	Yes	-	Yes
18	Aviation Boulevard & Rosecrans Avenue	El Segundo/Hawthorne/Manhattan Beach			0.743	C	0.819	D	0.926	E	0.752	C	0.833	D	0.932	E	-	-	-
19	Aviation Boulevard & 111th Street	City of LA	X	X	0.573	A	0.478	A	0.555	A	0.609	B	0.522	A	0.642	B	-	-	-
20	Aviation Boulevard & West 120th Street	El Segundo/LA County			0.659	B	0.413	A	0.557	A	0.700	B	0.501	A	0.650	B	-	-	-
21	Lincoln Boulevard & Bali Way	Caltrans/City of LA/LA County	X	X	0.570	A	0.574	A	0.836	D	0.579	A	0.587	A	0.840	D	-	-	-
22	Lincoln Boulevard & Bluff Creek Drive	Caltrans/City of LA	X	X	0.553	A	0.333	A	0.567	A	0.553	A	0.347	A	0.570	A	-	-	-
23	Centinela Avenue & Jefferson Boulevard	City of LA/LA County	X	X	0.643	B	0.504	A	0.840	D	0.664	B	0.510	A	0.845	D	-	-	-
24	Centinela Avenue & Culver Boulevard	City of LA	X	X	0.777	C	0.577	A	0.907	E	0.788	C	0.581	A	0.911	E	-	-	-
25	La Brea Avenue & Centinela Avenue	Inglewood			0.913	E	0.794	C	0.991	E	0.931	E	0.816	D	0.991	E	Yes	Yes	-
26	La Cienega Boulevard & Centinela Avenue	Inglewood/City of LA	X	X	0.896	D	0.681	B	1.134	F	0.938	E	0.741	C	1.134	F	Yes	Yes	-
27	La Tijera Boulevard & Centinela Avenue	City of LA/LA County	X	X	0.643	B	0.502	A	0.840	D	0.681	B	0.537	A	0.862	D	-	-	Yes
28	Sepulveda Boulevard & Centinela Avenue	Culver City	X		0.884	D	0.711	C	0.879	D	0.891	D	0.724	C	0.885	D	-	-	-
29	Centinela Avenue & Venice Boulevard	Caltrans/City of LA	X	X	1.048	F	0.898	D	1.064	F	1.051	F	0.899	D	1.069	F	-	-	-
30	Centinela Avenue & Washington Boulevard	Culver City	X		0.853	D	0.707	C	1.003	F	0.857	D	0.723	C	1.020	F	-	-	-
31	Centinela Avenue & Washington Place	Culver City/City of LA	X		0.770	C	0.657	B	0.880	D	0.777	C	0.660	B	0.883	D	-	-	-
32	Centinela Avenue & SR 90 Eastbound On-/Off-Ramps	Caltrans/City of LA	X	X	0.391	A	0.282	A	0.525	A	0.409	A	0.300	A	0.532	A	-	-	-
33	Centinela Avenue & Sandford/SR 90 Westbound Ramps	Caltrans/City of LA	X	X	0.440	A	0.267	A	0.556	A	0.454	A	0.286	A	0.560	A	-	-	-
34	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	Inglewood			0.735	C	0.771	C	0.983	E	0.796	C	0.959	E	1.089	F	Yes	Yes	Yes
35	Inglewood Avenue & Century Boulevard	Inglewood			0.705	C	0.657	B	0.926	E	0.754	C	0.754	C	0.929	E	Yes	Yes	-
36	La Cienega Boulevard & Century Boulevard	Inglewood/City of LA/LA County	X	X	0.730	C	0.661	B	0.827	D	0.929	E	0.861	D	0.984	E	Yes	Yes	Yes
37	Prairie Avenue & Century Boulevard	Inglewood			0.678	B	0.754	C	0.927	E	0.725	C	0.794	C	0.979	E	Yes	Yes	Yes
38	Sepulveda Boulevard & Century Boulevard	Caltrans/City of LA	X	X	0.579	A	0.497	A	0.655	B	0.679	B	0.633	B	0.769	C	-	-	Yes
39	I-405 Northbound Ramps & Century Boulevard	Caltrans/Inglewood			0.743	C	0.586	A	0.714	C	0.762	C	0.627	B	0.714	C	-	-	-
40	Duquesne Avenue & Culver Boulevard	Culver City	X		0.585	A	0.432	A	0.661	B	0.588	A	0.432	A	0.661	B	-	-	-
41	Culver Boulevard & Jefferson Boulevard	City of LA	X	X	0.733	C	0.342	A	0.738	C	0.741	C	0.359	A	0.752	C	-	-	-
42	Nicholson Street & Culver Boulevard	City of LA	X	X	0.675	B	0.412	A	0.816	D	0.679	B	0.430	A	0.833	D	-	-	-
43	Overland Avenue & Culver Boulevard	Culver City	X		1.182	F	0.660	B	0.935	E	1.182	F	0.671	B	0.946	E	-	-	-
44	Sawtelle Boulevard & Culver Boulevard	Culver City	X		0.686	B	0.479	A	0.888	D	0.689	B	0.503	A	0.891	D	-	-	-
45	Sepulveda Boulevard & Culver Boulevard	Culver City	X		0.730	C	0.557	A	0.733	C	0.741	C	0.564	A	0.738	C	-	-	-
46	Douglas Street & El Segundo Boulevard	El Segundo			0.773	C	0.594	A	0.976	E	0.782	C	0.628	B	1.006	F	-	-	Yes
47	Douglas Street & Imperial Highway	El Segundo/City of LA	X	X	0.371	A	0.256	A	0.456	A	0.414	A	0.302	A	0.515	A	-	-	-
48	Douglas Street & Mariposa Avenue	El Segundo			0.400	A	0.444	A	0.592	A	0.431	A	0.477	A	0.604	B	-	-	-
49	Douglas Street & Rosecrans Avenue	El Segundo/Manhattan Beach			0.666	B	0.717	C	0.789	C	0.678	B	0.728	C	0.807	D	-	-	-
50	Duquesne Avenue & Jefferson Boulevard	Culver City	X		0.614	B	0.569	A	0.741	C	0.621	B	0.579	A	0.769	C	-	-	-
51	Hawthorne Boulevard & El Segundo Boulevard	Hawthorne			0.675	B	0.697	B	1.230	F	0.679	B	0.730	C	1.242	F	-	-	Yes
52	Inglewood Avenue & El Segundo Boulevard	Hawthorne/LA County			0.670	B	0.697	B	1.078	F	0.690	B	0.710	C	1.080	F	-	-	-
53	La Cienega Boulevard & El Segundo Boulevard	Hawthorne/LA County			0.710	C	0.562	A	1.015	F	0.735	C	0.579	A	1.023	F	-	-	-
54	Nash Street & El Segundo Boulevard	El Segundo			0.593	A	0.456	A	0.708	C	0.599	A	0.468	A	0.711	C	-	-	-

Table 4.12.2-24

Future (2025) With Alternative 8 Level of Service Analysis

					Future (2025) Without Alternative						Future (2025) With Alt. 8								
					AM		MD		PM		AM		MD		PM		Significant impact?		
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
55	Sepulveda Boulevard & El Segundo Boulevard	Caltrans/El Segundo			0.821	D	0.843	D	1.013	F	0.821	D	0.860	D	1.014	F	-	-	-
56	Lincoln Boulevard & Fiji Way	Caltrans/City of LA/LA County	X	X	0.620	B	0.613	B	0.860	D	0.629	B	0.650	B	0.867	D	-	-	-
57	La Brea Avenue & Florence Avenue	Inglewood			0.791	C	0.763	C	1.054	F	0.838	D	0.849	D	1.144	F	Yes	Yes	Yes
58	La Cienega Boulevard & Florence Avenue	Inglewood			0.896	D	0.896	D	1.165	F	0.938	E	1.047	F	1.177	F	Yes	Yes	Yes
59	Nash Street & Grand Avenue	El Segundo			0.545	A	0.416	A	0.510	A	0.557	A	0.417	A	0.516	A	-	-	-
60	Sepulveda Boulevard & Grand Avenue	Caltrans/El Segundo			0.810	D	0.755	C	0.934	E	0.810	D	0.756	C	0.960	E	-	-	Yes
61	Vista del Mar & Grand Avenue	City of LA	X	X	0.549	A	0.265	A	0.388	A	0.588	A	0.279	A	0.409	A	-	-	-
62	Hawthorne Boulevard & Imperial Avenue	Hawthorne			0.664	B	0.602	B	0.959	E	0.675	B	0.638	B	1.026	F	-	-	Yes
63	Hawthorne Boulevard & Lennox Boulevard	LA County			0.508	A	0.607	B	0.810	D	0.518	A	0.652	B	0.863	D	-	-	Yes
64	Highland Avenue/Vista del Mar & Rosecrans Avenue	Manhattan Beach			0.823	D	0.563	A	0.737	C	0.857	D	0.569	A	0.744	C	Yes	-	-
65	Sepulveda Boulevard & Howard Hughes Parkway	City of LA	X	X	0.418	A	0.400	A	0.598	A	0.434	A	0.416	A	0.609	B	-	-	-
66	Inglewood Avenue & Imperial Highway	Hawthorne			0.765	C	0.695	B	1.286	F	0.810	D	0.739	C	1.324	F	Yes	Yes	Yes
67	La Cienega Boulevard & Imperial Highway	City of LA/LA County	X	X	0.536	A	0.276	A	0.698	B	0.537	A	0.315	A	0.701	C	-	-	-
68	Main Street & Imperial Highway	El Segundo/City of LA	X	X	0.763	C	0.526	A	0.639	B	0.766	C	0.548	A	0.652	B	-	-	-
69	Pershing Drive & Imperial Highway	City of LA	X	X	0.382	A	0.304	A	0.433	A	0.412	A	0.319	A	0.448	A	-	-	-
70	Prairie Avenue & Imperial Highway	Hawthorne/Inglewood			0.690	B	0.628	B	0.881	D	0.713	C	0.646	B	0.882	D	-	-	-
71	Sepulveda Boulevard & Imperial Highway	Caltrans/El Segundo/City of LA	X	X	0.805	D	0.807	D	1.223	F	0.851	D	0.864	D	1.245	F	Yes	Yes	Yes
72	Vista del Mar & Imperial Highway	City of LA	X	X	0.416	A	0.224	A	0.409	A	0.427	A	0.235	A	0.420	A	-	-	-
73	Nash Street/I-105 Westbound Ramps & Imperial Highway	Caltrans/El Segundo/City of LA	X	X	0.642	B	0.237	A	0.416	A	0.710	C	0.404	A	0.480	A	-	-	-
74	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	Caltrans/City of LA	X	X	0.647	B	0.340	A	0.609	B	0.662	B	0.365	A	0.655	B	-	-	-
75	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	Caltrans/Hawthorne/LA County			0.500	A	0.353	A	0.703	C	0.516	A	0.375	A	0.703	C	-	-	-
76	Inglewood Avenue & Lennox Boulevard	LA County			0.468	A	0.557	A	0.819	D	0.525	A	0.558	A	0.870	D	-	-	Yes
77	Inglewood Avenue & Manchester Boulevard	Caltrans/Inglewood			0.651	B	0.565	A	0.773	C	0.675	B	0.597	A	0.803	D	-	-	Yes
78	Lincoln Boulevard & Jefferson Boulevard	Caltrans/City of LA	X	X	0.688	B	0.560	A	0.741	C	0.691	B	0.575	A	0.743	C	-	-	-
79	Overland Avenue & Jefferson Boulevard	Culver City	X		0.678	B	0.542	A	0.777	C	0.686	B	0.546	A	0.793	C	-	-	-
80	Sepulveda Boulevard & Jefferson Boulevard	Culver City	X		0.475	A	0.419	A	0.503	A	0.479	A	0.421	A	0.505	A	-	-	-
81	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	Culver City	X		0.819	D	0.712	C	1.019	F	0.830	D	0.720	C	1.021	F	-	-	-
82	Slauson Avenue & Jefferson Boulevard	Culver City	X		0.388	A	0.528	A	0.505	A	0.394	A	0.536	A	0.506	A	-	-	-
83	I-405 Northbound Ramps & Jefferson Boulevard	Caltrans/Culver City/City of LA	X	X	0.506	A	0.424	A	0.782	C	0.512	A	0.428	A	0.786	C	-	-	-
84	I-405 Southbound Ramps & Jefferson Boulevard	Caltrans/Culver City/City of LA	X	X	0.329	A	0.349	A	0.446	A	0.361	A	0.360	A	0.480	A	-	-	-
85	La Brea Avenue & Manchester Boulevard	Caltrans/Inglewood			0.847	D	0.744	C	0.945	E	0.860	D	0.757	C	0.961	E	-	-	Yes
86	La Brea Avenue/Overhill Drive & Stocker Street	LA County			0.820	D	0.724	C	1.193	F	0.863	D	0.760	C	1.233	F	Yes	-	Yes
87	La Brea Avenue & Slauson Avenue	LA County			0.905	E	0.747	C	1.007	F	0.972	E	0.815	D	1.035	F	Yes	Yes	Yes
88	La Cienega Boulevard & La Tijera Boulevard	Inglewood/City of LA	X	X	0.794	C	0.738	C	1.005	F	0.788	C	0.782	C	1.131	F	-	Yes	Yes
89	La Cienega Boulevard & Lennox Boulevard	City of LA/LA County	X	X	0.419	A	0.354	A	0.497	A	0.466	A	0.441	A	0.551	A	-	-	-
90	La Cienega Boulevard & Manchester Boulevard	Caltrans/Inglewood			0.736	C	0.741	C	0.907	E	0.796	C	0.843	D	0.969	E	Yes	Yes	Yes
91	La Cienega Boulevard Northbound Ramps & Slauson Avenue	LA County			0.693	B	0.589	A	0.834	D	0.722	C	0.640	B	0.850	D	-	-	-
92	La Cienega Boulevard Southbound Ramps & Slauson Avenue	LA County			1.002	F	0.829	D	1.010	F	1.004	F	0.833	D	1.018	F	-	-	-
93	La Cienega Boulevard & Stocker Street	LA County			1.270	F	0.838	D	1.210	F	1.287	F	0.863	D	1.223	F	Yes	Yes	Yes
94	La Cienega Boulevard & 111th Street	City of LA/LA County	X	X	0.438	A	0.294	A	0.453	A	0.439	A	0.400	A	0.478	A	-	-	-
95	La Cienega Boulevard & West 120th Street	LA County			0.449	A	0.313	A	0.817	D	0.479	A	0.367	A	0.894	D	-	-	Yes
96	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	Caltrans/Inglewood/City of LA	X	X	0.669	B	0.695	B	0.694	B	0.674	B	0.864	D	0.810	D	-	Yes	Yes
97	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	Caltrans/City of LA/LA County	X	X	0.415	A	0.462	A	0.540	A	0.501	A	0.518	A	0.615	B	-	-	-
98	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	Caltrans/City of LA/LA County	X	X	0.478	A	0.341	A	0.369	A	0.509	A	0.431	A	0.381	A	-	-	-
99	Lincoln Boulevard & La Tijera Boulevard	Caltrans/City of LA	X	X	0.520	A	0.320	A	0.625	B	0.523	A	0.335	A	0.637	B	-	-	-
100	La Tijera Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.570	A	0.549	A	0.679	B	0.570	A	0.542	A	0.679	B	-	-	-
101	Sepulveda Boulevard & La Tijera Boulevard	City of LA	X	X	0.602	B	0.729	C	0.851	D	0.600	A	0.589	A	0.784	C	-	-	-
102	I-405 Northbound Ramps & La Tijera Boulevard	Caltrans/City of LA	X	X	0.619	B	0.693	B	0.609	B	0.746	C	0.842	D	0.664	B	Yes	Yes	-
103	I-405 Southbound Ramps & La Tijera Boulevard	Caltrans/City of LA	X	X	0.467	A	0.563	A	0.681	B	0.516	A	0.612	B	0.713	C	-	-	-
104	Lincoln Boulevard & Loyola Marymount University Drive	Caltrans/City of LA	X	X	0.569	A	0.441	A	0.698	B	0.570	A	0.470	A	0.724	C	-	-	-
105	Lincoln Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.800	C	0.547	A	0.871	D	0.802	D	0.549	A	0.878	D	-	-	-
106	Lincoln Boulevard & Maxella Avenue	Caltrans/City of LA	X	X	0.599	A	0.624	B	0.683	B	0.601	B	0.632	B	0.688	B	-	-	-
107	Lincoln Boulevard & Mindanao Way	Caltrans/City of LA/LA County	X	X	0.739	C	0.872	D	0.947	E	0.749	C	0.883	D	0.947	E	-	-	-
108	Sepulveda Boulevard & Lincoln Boulevard	Caltrans/City of LA	X	X	0.684	B	0.571	A	0.938	E	0.665	B	0.563	A	0.925	E	-	-	-
109	Lincoln Boulevard & Venice Boulevard	Caltrans/City of LA	X	X	0.892	D	0.915	E	1.036	F	0.899	D	0.925	E	1.043	F	-	Yes	-
110	Lincoln Boulevard & Washington Boulevard	Caltrans/City of LA	X	X	0.841	D	0.904	E	1.053	F	0.845	D	0.919	E	1.054	F	-	Yes	-

Table 4.12.2-24

Future (2025) With Alternative 8 Level of Service Analysis

					Future (2025) Without Alternative						Future (2025) With Alt. 8						Significant impact?		
					AM		MD		PM		AM		MD		PM				
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
111	Lincoln Boulevard & 83rd Street	Caltrans/City of LA	X	X	0.609	B	0.435	A	0.700	B	0.618	B	0.448	A	0.704	C	-	-	-
112	Lincoln Boulevard & SR 90 Ramps	Caltrans/City of LA	X	X	0.629	B	0.639	B	0.802	D	0.638	B	0.650	B	0.813	D	-	-	-
113	Pershing Drive & Manchester Avenue	Caltrans/City of LA	X	X	0.464	A	0.329	A	0.475	A	0.478	A	0.340	A	0.482	A	-	-	-
114	Sepulveda Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.804	D	0.761	C	0.929	E	0.837	D	0.768	C	0.933	E	Yes	-	-
115	Ash Avenue & Manchester Avenue	Caltrans/Inglewood			0.786	C	0.711	C	0.945	E	0.805	D	0.767	C	0.979	E	-	Yes	Yes
116	Nash Street & Mariposa Avenue	El Segundo			0.650	B	0.385	A	0.538	A	0.669	B	0.413	A	0.557	A	-	-	-
117	Sepulveda Boulevard & Mariposa Avenue	Caltrans/El Segundo			0.783	C	0.759	C	0.839	D	0.816	D	0.767	C	0.842	D	-	-	-
118	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps	Caltrans/Culver City	X		0.926	E	0.611	B	1.081	F	0.926	E	0.625	B	1.081	F	-	-	-
119	Ocean Avenue/Via Marina & Washington Boulevard	City of LA/LA County	X	X	1.181	F	0.956	E	1.514	F	1.216	F	1.005	F	1.539	F	Yes	Yes	Yes
120	Overhill Drive & Slauson Avenue	LA County			0.736	C	0.620	B	1.147	F	0.760	C	0.698	B	1.155	F	-	-	-
121	Overland Avenue & Venice Boulevard	Caltrans/Culver City/City of LA	X	X	0.879	D	0.709	C	0.991	E	0.884	D	0.713	C	0.994	E	-	-	-
122	Palawan Way & Washington Boulevard	City of LA/LA County			16.5	C	14.5	B	16.5	C	16.6	C	14.7	B	17.0	C	-	-	-
123	Pershing Drive & Westchester Parkway	City of LA	X	X	0.244	A	0.166	A	0.311	A	0.286	A	0.187	A	0.329	A	-	-	-
124	Prairie Avenue & West 112th Street/I-105 Off-Ramp	Caltrans/Inglewood			0.553	A	0.623	B	0.759	C	0.555	A	0.630	B	0.774	C	-	-	-
125	Sepulveda Boulevard & Rosecrans Avenue	Caltrans/El Segundo/Manhattan Beach			0.918	E	0.836	D	1.158	F	0.923	E	0.862	D	1.160	F	-	Yes	-
126	Sepulveda Boulevard & Sawtelle Boulevard	Culver City	X		0.516	A	0.614	B	0.742	C	0.523	A	0.621	B	0.756	C	-	-	-
127	Sawtelle Boulevard & Venice Boulevard	Caltrans/Culver City/City of LA	X	X	1.077	F	0.843	D	0.956	E	1.084	F	0.848	D	0.958	E	-	-	-
128	Sawtelle Boulevard & Washington Boulevard	Culver City	X		0.660	B	0.517	A	0.787	C	0.660	B	0.533	A	0.797	C	-	-	-
129	Sawtelle Boulevard & Washington Place	Culver City	X		0.487	A	0.373	A	0.667	B	0.497	A	0.380	A	0.673	B	-	-	-
130	Sepulveda Boulevard & Slauson Avenue	Culver City	X		0.598	A	0.688	B	0.894	D	0.615	B	0.719	C	0.904	E	-	-	-
131	Sepulveda Boulevard & Venice Boulevard	Caltrans/Culver City/City of LA	X	X	0.893	D	0.734	C	1.115	F	0.893	D	0.746	C	1.117	F	-	-	-
132	Sepulveda Boulevard & Washington Boulevard	Culver City	X		0.610	B	0.597	A	0.727	C	0.620	B	0.610	B	0.727	C	-	-	-
133	Sepulveda Boulevard & Washington Place	Culver City	X		0.660	B	0.583	A	0.707	C	0.660	B	0.587	A	0.710	C	-	-	-
134	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps	Caltrans/Culver City	X		0.885	D	0.610	B	0.812	D	0.886	D	0.618	B	0.812	D	-	-	-
135	Sepulveda Boulevard & Westchester Parkway	City of LA	X	X	0.658	B	0.643	B	1.109	F	0.680	B	0.644	B	1.113	F	-	-	-
136	Sepulveda Boulevard & 76th Street	City of LA	X	X	0.691	B	0.484	A	0.700	B	0.699	B	0.496	A	0.740	C	-	-	-
137	Sepulveda Boulevard & 79th Street	City of LA	X	X	0.507	A	0.411	A	0.573	A	0.507	A	0.411	A	0.609	B	-	-	-
138	Sepulveda Boulevard & 83rd Street	City of LA	X	X	0.449	A	0.398	A	0.549	A	0.462	A	0.398	A	0.589	A	-	-	-
139	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	Caltrans/City of LA	X	X	0.877	D	0.840	D	0.923	E	0.896	D	0.891	D	0.956	E	-	Yes	Yes
140	SR 90 Westbound Ramps & Slauson Avenue	Caltrans/Culver City/LA County	X		0.534	A	0.426	A	0.682	B	0.552	A	0.436	A	0.683	B	-	-	-
141	Airport Boulevard & 96th Street	City of LA	X	X	0.234	A	0.348	A	0.456	A	0.354	A	0.490	A	0.523	A	-	-	-
142	Jenny Avenue & 96th Street	City of LA	X	X	0.183	A	0.203	A	0.153	A	0.243	A	0.290	A	0.340	A	-	-	-
143	Vicksburg Avenue & 96th Street	City of LA	X	X	0.279	A	0.363	A	0.335	A	0.405	A	0.686	B	0.840	D	-	-	Yes
144	Airport Boulevard & 98th Street	City of LA	X	X	0.357	A	0.447	A	0.500	A	0.467	A	0.627	B	0.630	B	-	-	-
145	Jenny Avenue & Westchester Parkway	City of LA	X	X	0.153	A	0.220	A	0.243	A	0.157	A	0.253	A	0.263	A	-	-	-
146	Sepulveda Eastway & Westchester Parkway	City of LA	X	X	0.427	A	0.543	A	0.693	B	0.427	A	0.583	A	0.693	B	-	-	-
147	Crenshaw Boulevard & Century Boulevard	Inglewood			0.708	C	0.773	C	0.928	E	0.729	C	0.807	D	0.979	E	-	Yes	Yes
148	La Cienega Boulevard & Fairview Boulevard	Inglewood/City of LA	X	X	0.881	D	0.657	B	0.952	E	0.893	D	0.688	B	0.954	E	-	-	-
149	Crenshaw Boulevard & Imperial Highway	Inglewood			0.680	B	0.705	C	1.001	F	0.715	C	0.748	C	1.030	F	-	Yes	Yes
150	Sepulveda Boulevard & Braddock Drive	Culver City			0.580	A	0.527	A	0.677	B	0.580	A	0.537	A	0.683	B	-	-	-
151	Buckingham Parkway & Slauson Avenue	Culver City			0.716	C	0.544	A	0.888	D	0.724	C	0.551	A	0.888	D	-	-	-
152	Duquesne Avenue & Washington Boulevard	Culver City			0.573	A	0.507	A	0.657	B	0.580	A	0.517	A	0.663	B	-	-	-
153	Overland Avenue & Kelmore Street/Ranch Road	Culver City			32.1	D	15.3	C	46.2	E	32.6	D	15.7	C	49.9	E	-	-	-
154	Overland Avenue & Sawtelle Boulevard	Culver City			31.4	D	17.6	C	45.9	E	33.1	D	18.6	C	50.6	F	-	-	Yes
155	Overland Avenue & Washington Boulevard	Culver City/City of LA			0.840	D	0.756	C	1.069	F	0.847	D	0.771	C	1.069	F	-	-	-
156	Walgrove Avenue & Washington Boulevard	Culver City			68.8	F	>100	F	>100	F	68.8	F	355.8	F	952.7	F	-	Yes	Yes
157	La Cienega Boulevard & 104th Street	City of LA/LA County	X	X	0.340	A	0.301	A	0.370	A	0.417	A	0.379	A	0.417	A	-	-	-
158	Vista del Mar & Waterview Street	City of LA	X	X	0.327	A	0.073	A	0.267	A	0.343	A	0.077	A	0.283	A	-	-	-
159	Hindry Avenue & Manchester Boulevard	Caltrans/Inglewood			0.513	A	0.638	B	0.597	A	0.516	A	0.756	C	0.691	B	-	Yes	-
160	Lincoln Boulevard & Rose Avenue	Caltrans/City of LA	X	X	0.920	E	0.847	D	0.843	D	0.927	E	0.857	D	0.850	D	-	-	-
161	Western Avenue & Century Boulevard	City of LA	X	X	0.576	A	0.629	B	0.824	D	0.598	A	0.662	B	0.827	D	-	-	-
162	Sepulveda Boulevard & Manhattan Beach Boulevard	Caltrans/Manhattan Beach			0.950	E	0.987	E	1.193	F	0.957	E	0.997	E	1.199	F	-	Yes	-
163	La Cienega Boulevard & Jefferson Boulevard	City of LA	X	X	0.986	E	0.700	B	0.955	E	0.988	E	0.714	C	0.964	E	-	-	-
164	Crenshaw Boulevard & Manchester Avenue	Caltrans/Inglewood			0.816	D	0.843	D	1.025	F	0.857	D	0.873	D	1.066	F	Yes	Yes	Yes
165	La Cienega Boulevard & Rodeo Road	City of LA	X	X	1.025	F	0.719	C	1.037	F	1.035	F	0.734	C	1.038	F	Yes	-	-
166	La Brea Avenue & Rodeo Road	City of LA	X	X	0.989	E	0.756	C	0.972	E	0.996	E	0.775	C	0.981	E	-	-	-
167	La Brea Avenue & Jefferson Boulevard	City of LA	X	X	1.035	F	0.659	B	1.063	F	1.042	F	0.687	B	1.067	F	-	-	-

Table 4.12.2-24

Future (2025) With Alternative 8 Level of Service Analysis

					Future (2025) Without Alternative						Future (2025) With Alt. 8						Significant impact?		
					AM		MD		PM		AM		MD		PM				
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
168	Crenshaw Boulevard & Florence Avenue	City of LA	X	X	0.754	C	0.579	A	0.896	D	0.782	C	0.624	B	0.904	E	-	-	-
169	Prairie Avenue & Manchester Boulevard	Inglewood			1.042	F	0.701	C	0.922	E	1.079	F	0.732	C	0.941	E	Yes	-	Yes
170	I-110 Northbound Ramps & Manchester Avenue	Caltrans/City of LA	X	X	0.593	A	0.460	A	0.537	A	0.598	A	0.467	A	0.549	A	-	-	-
171	Western Avenue & Florence Avenue	City of LA	X	X	0.860	D	0.600	A	0.902	E	0.876	D	0.602	B	0.911	E	-	-	-
172	Western Avenue & Manchester Avenue	Caltrans/City of LA	X	X	0.727	C	0.560	A	0.887	D	0.733	C	0.571	A	0.906	E	-	-	Yes
173	Western Avenue & Imperial Highway	LA County	X	X	0.743	C	0.575	A	0.912	E	0.764	C	0.596	A	0.941	E	-	-	Yes
174	Vermont Avenue & Florence Avenue	City of LA	X	X	0.700	B	0.540	A	0.734	C	0.717	C	0.567	A	0.749	C	-	-	-
175	Vermont Avenue & Manchester Avenue	Caltrans/LA County/City of LA	X	X	0.722	C	0.542	A	0.760	C	0.755	C	0.553	A	0.784	C	-	-	-
176	Vermont Avenue & Century Boulevard	LA County/City of LA	X	X	0.700	B	0.556	A	0.726	C	0.718	C	0.607	B	0.764	C	-	-	-
177	Vermont Avenue & Imperial Highway	LA County/City of LA	X	X	0.823	D	0.545	A	0.992	E	0.834	D	0.547	A	0.995	E	-	-	-
178	Figueroa Street & Florence Avenue	City of LA	X	X	0.741	C	0.506	A	0.733	C	0.771	C	0.533	A	0.765	C	-	-	-
179	Figueroa Street & Manchester Avenue	Caltrans/City of LA	X	X	0.886	D	0.618	B	0.913	E	0.887	D	0.644	B	0.920	E	-	-	-
180	Figueroa Street & Century Boulevard	City of LA	X	X	0.893	D	0.500	A	0.784	C	0.899	D	0.539	A	0.800	C	-	-	-
181	Figueroa Street & Imperial Highway	City of LA	X	X	0.837	D	0.378	A	0.818	D	0.851	D	0.391	A	0.835	D	-	-	-
182	Inglewood Avenue & Rosecrans Avenue	Hawthorne			0.798	C	0.663	B	0.952	E	0.807	D	0.698	B	0.960	E	-	-	-
183	Hawthorne Boulevard & Rosecrans Avenue	Hawthorne			0.802	D	0.700	B	0.943	E	0.814	D	0.720	C	0.944	E	-	-	-
184	Prairie Avenue & Rosecrans Avenue	Hawthorne/Lawndale			0.872	D	0.736	C	0.969	E	0.890	D	0.769	C	0.977	E	-	-	-
185	Crenshaw Boulevard & Rosecrans Avenue	Gardena/Hawthorne/LA County			0.796	C	0.727	C	0.916	E	0.816	D	0.748	C	0.923	E	-	-	-
186	Western Avenue & Rosecrans Avenue	Gardena			0.810	D	0.672	B	0.927	E	0.828	D	0.675	B	0.934	E	-	-	-
187	Vermont Avenue & Rosecrans Avenue	Gardena/City of LA	X		0.757	C	0.604	B	0.857	D	0.757	C	0.610	B	0.862	D	-	-	-
188	Prairie Avenue & El Segundo Boulevard	Hawthorne			1.001	F	0.684	B	1.006	F	1.027	F	0.704	C	1.008	F	Yes	-	-
189	Crenshaw Boulevard & El Segundo Boulevard	Hawthorne/Gardena			0.969	E	0.722	C	0.890	D	0.975	E	0.742	C	0.896	D	-	-	-
190	Western Avenue & El Segundo Boulevard	Gardena/LA County			0.846	D	0.594	A	0.860	D	0.852	D	0.614	B	0.872	D	-	-	-
191	Vermont Avenue & El Segundo Boulevard	Gardena/LA County/City of LA	X		0.682	B	0.422	A	0.676	B	0.703	C	0.436	A	0.708	C	-	-	-
192	Aviation Boulevard & Artesia Boulevard	Redondo Beach/Manhattan Beach			1.132	F	0.769	C	1.078	F	1.138	F	0.769	C	1.084	F	-	-	-
193	Aviation Boulevard & Manhattan Beach Boulevard	Redondo Beach/Manhattan Beach			0.976	E	0.769	C	1.083	F	0.979	E	0.776	C	1.089	F	-	-	-
194	Sepulveda Boulevard & Palms Boulevard	City of LA	X	X	0.770	C	0.590	A	0.980	E	0.780	C	0.597	A	0.987	E	-	-	-
195	Sawtelle Boulevard & Palms Boulevard	City of LA	X	X	0.787	C	0.407	A	0.850	D	0.793	C	0.410	A	0.853	D	-	-	-
196	Prairie Avenue & Florence Avenue	Inglewood			0.965	E	0.647	B	0.851	D	0.969	E	0.672	B	0.868	D	-	-	-
197	Prairie Avenue & Lennox Boulevard	Inglewood			0.670	B	0.557	A	0.704	C	0.684	B	0.603	B	0.782	C	-	-	Yes
198	Flower Street (near I-110 Southbound Ramps) & Florence Avenue	Caltrans/City of LA	X	X	0.527	A	0.513	A	0.535	A	0.538	A	0.545	A	0.564	A	-	-	-
199	Grand Avenue (near I-110 Northbound Ramps) & Florence Avenue	Caltrans/City of LA	X	X	0.617	B	0.602	B	0.675	B	0.633	B	0.632	B	0.689	B	-	-	-
200	I-110 Southbound Ramps & Manchester Avenue	Caltrans/City of LA	X	X	0.487	A	0.436	A	0.531	A	0.489	A	0.449	A	0.540	A	-	-	-

Source: Fehr & Peers, 2012.

Table 4.12.2-25

Future (2025) With Alternative 9 Level of Service Analysis

					Future (2025) Without Alternative						Future (2025) With Alt. 9								
					AM		MD		PM		AM		MD		PM		Significant impact?		
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
1	Admiralty Way & Bali Way	LA County	X	X	0.794	C	0.707	C	0.950	E	0.807	D	0.723	C	0.959	E	-	-	-
2	Admiralty Way & Fiji Way	LA County	X	X	0.447	A	0.360	A	0.595	A	0.451	A	0.372	A	0.595	A	-	-	-
3	Admiralty Way & Mindanao Way	LA County	X	X	0.620	B	0.568	A	0.672	B	0.644	B	0.587	A	0.676	B	-	-	-
4	Palawan Way & Admiralty Way	LA County	X		0.616	B	0.458	A	0.682	B	0.622	B	0.496	A	0.693	B	-	-	-
5	Via Marina & Admiralty Way	LA County	X	X	0.598	A	0.576	A	0.833	D	0.604	B	0.595	A	0.839	D	-	-	-
6	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	City of LA	X	X	0.471	A	0.573	A	0.747	C	0.500	A	0.685	B	0.925	E	-	-	Yes
7	Airport Boulevard & Century Boulevard	City of LA	X	X	0.651	B	0.648	B	0.619	B	0.736	C	0.979	E	0.861	D	Yes	Yes	Yes
8	La Tijera Boulevard & Airport Boulevard	City of LA	X	X	0.520	A	0.441	A	0.580	A	0.634	B	0.611	B	0.665	B	-	-	-
9	Airport Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.740	C	0.849	D	0.951	E	0.871	D	1.056	F	1.060	F	Yes	Yes	Yes
10	Aviation Boulevard & Arbor Vitae Street	Inglewood/City of LA	X	X	0.550	A	0.525	A	0.791	C	0.582	A	0.569	A	0.864	D	-	-	Yes
11	Inglewood Avenue & Arbor Vitae Street	Inglewood			0.508	A	0.575	A	0.798	C	0.553	A	0.606	B	0.848	D	-	-	Yes
12	La Brea Avenue & Arbor Vitae Street	Inglewood			0.440	A	0.547	A	0.759	C	0.473	A	0.553	A	0.802	D	-	-	Yes
13	La Cienega Boulevard & Arbor Vitae Street	Inglewood/City of LA	X	X	0.542	A	0.501	A	0.701	C	0.595	A	0.503	A	0.736	C	-	-	-
14	Aviation Boulevard & Century Boulevard	City of LA	X	X	0.943	E	0.827	D	1.097	F	1.180	F	1.069	F	1.208	F	Yes	Yes	Yes
15	Aviation Boulevard & El Segundo Boulevard	El Segundo			0.922	E	0.643	B	0.850	D	0.928	E	0.677	B	0.887	D	-	-	-
16	Aviation Boulevard & Imperial Highway	City of LA	X	X	0.675	B	0.455	A	0.691	B	0.680	B	0.557	A	0.707	C	-	-	-
17	Aviation Boulevard/Florence Avenue & Manchester Avenue	Caltrans/Inglewood	X	X	0.854	D	0.903	E	0.894	D	0.885	D	0.909	E	0.984	E	Yes	-	Yes
18	Aviation Boulevard & Rosecrans Avenue	El Segundo/Hawthorne/Manhattan Beach			0.743	C	0.819	D	0.926	E	0.752	C	0.833	D	0.932	E	-	-	-
19	Aviation Boulevard & 111th Street	City of LA	X	X	0.573	A	0.478	A	0.555	A	0.609	B	0.522	A	0.642	B	-	-	-
20	Aviation Boulevard & West 120th Street	El Segundo/LA County			0.659	B	0.413	A	0.557	A	0.700	B	0.501	A	0.650	B	-	-	-
21	Lincoln Boulevard & Bali Way	Caltrans/City of LA/LA County	X	X	0.570	A	0.574	A	0.836	D	0.579	A	0.587	A	0.840	D	-	-	-
22	Lincoln Boulevard & Bluff Creek Drive	Caltrans/City of LA	X	X	0.553	A	0.333	A	0.567	A	0.553	A	0.347	A	0.570	A	-	-	-
23	Centinela Avenue & Jefferson Boulevard	City of LA/LA County	X	X	0.643	B	0.504	A	0.840	D	0.664	B	0.510	A	0.845	D	-	-	-
24	Centinela Avenue & Culver Boulevard	City of LA	X	X	0.777	C	0.577	A	0.907	E	0.788	C	0.581	A	0.911	E	-	-	-
25	La Brea Avenue & Centinela Avenue	Inglewood			0.913	E	0.794	C	0.991	E	0.931	E	0.816	D	0.991	E	Yes	Yes	-
26	La Cienega Boulevard & Centinela Avenue	Inglewood/City of LA	X	X	0.896	D	0.681	B	1.134	F	0.938	E	0.741	C	1.134	F	Yes	Yes	-
27	La Tijera Boulevard & Centinela Avenue	City of LA/LA County	X	X	0.643	B	0.502	A	0.840	D	0.681	B	0.537	A	0.862	D	-	-	Yes
28	Sepulveda Boulevard & Centinela Avenue	Culver City	X		0.884	D	0.711	C	0.879	D	0.891	D	0.724	C	0.885	D	-	-	-
29	Centinela Avenue & Venice Boulevard	Caltrans/City of LA	X	X	1.048	F	0.898	D	1.064	F	1.051	F	0.899	D	1.069	F	-	-	-
30	Centinela Avenue & Washington Boulevard	Culver City	X		0.853	D	0.707	C	1.003	F	0.857	D	0.723	C	1.020	F	-	-	-
31	Centinela Avenue & Washington Place	Culver City/City of LA	X		0.770	C	0.657	B	0.880	D	0.777	C	0.660	B	0.883	D	-	-	-
32	Centinela Avenue & SR 90 Eastbound On-/Off-Ramps	Caltrans/City of LA	X	X	0.391	A	0.282	A	0.525	A	0.409	A	0.300	A	0.532	A	-	-	-
33	Centinela Avenue & Sandford/SR 90 Westbound Ramps	Caltrans/City of LA	X	X	0.440	A	0.267	A	0.556	A	0.454	A	0.286	A	0.560	A	-	-	-
34	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	Inglewood			0.735	C	0.771	C	0.983	E	0.796	C	0.959	E	1.089	F	Yes	Yes	Yes
35	Inglewood Avenue & Century Boulevard	Inglewood			0.705	C	0.657	B	0.926	E	0.754	C	0.754	C	0.929	E	Yes	Yes	-
36	La Cienega Boulevard & Century Boulevard	Inglewood/City of LA/LA County	X	X	0.730	C	0.661	B	0.827	D	0.929	E	0.861	D	0.984	E	Yes	Yes	Yes
37	Prairie Avenue & Century Boulevard	Inglewood			0.678	B	0.754	C	0.927	E	0.725	C	0.794	C	0.979	E	Yes	Yes	Yes
38	Sepulveda Boulevard & Century Boulevard	Caltrans/City of LA	X	X	0.579	A	0.497	A	0.655	B	0.659	B	0.613	B	0.749	C	-	-	Yes
39	I-405 Northbound Ramps & Century Boulevard	Caltrans/Inglewood			0.743	C	0.586	A	0.714	C	0.762	C	0.627	B	0.714	C	-	-	-
40	Duquesne Avenue & Culver Boulevard	Culver City	X		0.585	A	0.432	A	0.661	B	0.588	A	0.432	A	0.661	B	-	-	-
41	Culver Boulevard & Jefferson Boulevard	City of LA	X	X	0.733	C	0.342	A	0.738	C	0.741	C	0.359	A	0.752	C	-	-	-
42	Nicholson Street & Culver Boulevard	City of LA	X	X	0.675	B	0.412	A	0.816	D	0.679	B	0.430	A	0.833	D	-	-	-
43	Overland Avenue & Culver Boulevard	Culver City	X		1.182	F	0.660	B	0.935	E	1.182	F	0.671	B	0.946	E	-	-	-
44	Sawtelle Boulevard & Culver Boulevard	Culver City	X		0.686	B	0.479	A	0.888	D	0.689	B	0.503	A	0.891	D	-	-	-
45	Sepulveda Boulevard & Culver Boulevard	Culver City	X		0.730	C	0.557	A	0.733	C	0.741	C	0.564	A	0.738	C	-	-	-
46	Douglas Street & El Segundo Boulevard	El Segundo			0.773	C	0.594	A	0.976	E	0.782	C	0.628	B	1.006	F	-	-	Yes
47	Douglas Street & Imperial Highway	El Segundo/City of LA	X	X	0.371	A	0.256	A	0.456	A	0.414	A	0.302	A	0.515	A	-	-	-
48	Douglas Street & Mariposa Avenue	El Segundo			0.400	A	0.444	A	0.592	A	0.431	A	0.477	A	0.604	B	-	-	-
49	Douglas Street & Rosecrans Avenue	El Segundo/Manhattan Beach			0.666	B	0.717	C	0.789	C	0.678	B	0.728	C	0.807	D	-	-	-
50	Duquesne Avenue & Jefferson Boulevard	Culver City	X		0.614	B	0.569	A	0.741	C	0.621	B	0.579	A	0.769	C	-	-	-
51	Hawthorne Boulevard & El Segundo Boulevard	Hawthorne			0.675	B	0.697	B	1.230	F	0.679	B	0.730	C	1.242	F	-	-	Yes
52	Inglewood Avenue & El Segundo Boulevard	Hawthorne/LA County			0.670	B	0.697	B	1.078	F	0.690	B	0.710	C	1.080	F	-	-	-
53	La Cienega Boulevard & El Segundo Boulevard	Hawthorne/LA County			0.710	C	0.562	A	1.015	F	0.735	C	0.579	A	1.023	F	-	-	-
54	Nash Street & El Segundo Boulevard	El Segundo			0.593	A	0.456	A	0.708	C	0.599	A	0.468	A	0.711	C	-	-	-

Table 4.12.2-25

Future (2025) With Alternative 9 Level of Service Analysis

					Future (2025) Without Alternative						Future (2025) With Alt. 9						Significant impact?		
					AM		MD		PM		AM		MD		PM				
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
55	Sepulveda Boulevard & El Segundo Boulevard	Caltrans/El Segundo			0.821	D	0.843	D	1.013	F	0.821	D	0.860	D	1.014	F	-	-	-
56	Lincoln Boulevard & Fiji Way	Caltrans/City of LA/LA County	X	X	0.620	B	0.613	B	0.860	D	0.629	B	0.650	B	0.867	D	-	-	-
57	La Brea Avenue & Florence Avenue	Inglewood			0.791	C	0.763	C	1.054	F	0.838	D	0.849	D	1.144	F	Yes	Yes	Yes
58	La Cienega Boulevard & Florence Avenue	Inglewood			0.896	D	0.896	D	1.165	F	0.938	E	1.047	F	1.177	F	Yes	Yes	Yes
59	Nash Street & Grand Avenue	El Segundo			0.545	A	0.416	A	0.510	A	0.557	A	0.417	A	0.516	A	-	-	-
60	Sepulveda Boulevard & Grand Avenue	Caltrans/El Segundo			0.810	D	0.755	C	0.934	E	0.810	D	0.756	C	0.960	E	-	-	Yes
61	Vista del Mar & Grand Avenue	City of LA	X	X	0.549	A	0.265	A	0.388	A	0.588	A	0.279	A	0.409	A	-	-	-
62	Hawthorne Boulevard & Imperial Avenue	Hawthorne			0.664	B	0.602	B	0.959	E	0.675	B	0.638	B	1.026	F	-	-	Yes
63	Hawthorne Boulevard & Lennox Boulevard	LA County			0.508	A	0.607	B	0.810	D	0.518	A	0.652	B	0.863	D	-	-	Yes
64	Highland Avenue/Vista del Mar & Rosecrans Avenue	Manhattan Beach			0.823	D	0.563	A	0.737	C	0.857	D	0.569	A	0.744	C	Yes	-	-
65	Sepulveda Boulevard & Howard Hughes Parkway	City of LA	X	X	0.418	A	0.400	A	0.598	A	0.434	A	0.416	A	0.609	B	-	-	-
66	Inglewood Avenue & Imperial Highway	Hawthorne			0.765	C	0.695	B	1.286	F	0.810	D	0.739	C	1.324	F	Yes	Yes	Yes
67	La Cienega Boulevard & Imperial Highway	City of LA/LA County	X	X	0.536	A	0.276	A	0.698	B	0.537	A	0.315	A	0.701	C	-	-	-
68	Main Street & Imperial Highway	El Segundo/City of LA	X	X	0.763	C	0.526	A	0.639	B	0.766	C	0.548	A	0.652	B	-	-	-
69	Pershing Drive & Imperial Highway	City of LA	X	X	0.382	A	0.304	A	0.433	A	0.412	A	0.319	A	0.448	A	-	-	-
70	Prairie Avenue & Imperial Highway	Hawthorne/Inglewood			0.690	B	0.628	B	0.881	D	0.713	C	0.646	B	0.882	D	-	-	-
71	Sepulveda Boulevard & Imperial Highway	Caltrans/El Segundo/City of LA	X	X	0.805	D	0.807	D	1.223	F	0.851	D	0.864	D	1.245	F	Yes	Yes	Yes
72	Vista del Mar & Imperial Highway	City of LA	X	X	0.416	A	0.224	A	0.409	A	0.427	A	0.235	A	0.420	A	-	-	-
73	Nash Street/I-105 Westbound Ramps & Imperial Highway	Caltrans/El Segundo/City of LA	X	X	0.642	B	0.237	A	0.416	A	0.710	C	0.404	A	0.480	A	-	-	-
74	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	Caltrans/City of LA	X	X	0.647	B	0.340	A	0.609	B	0.662	B	0.365	A	0.655	B	-	-	-
75	I-405 Northbound Ramps (e/o La Cienega Boulevard) & Imperial Highway	Caltrans/Hawthorne/LA County			0.500	A	0.353	A	0.703	C	0.516	A	0.375	A	0.703	C	-	-	-
76	Inglewood Avenue & Lennox Boulevard	LA County			0.468	A	0.557	A	0.819	D	0.525	A	0.558	A	0.870	D	-	-	Yes
77	Inglewood Avenue & Manchester Boulevard	Caltrans/Inglewood			0.651	B	0.565	A	0.773	C	0.675	B	0.597	A	0.803	D	-	-	Yes
78	Lincoln Boulevard & Jefferson Boulevard	Caltrans/City of LA	X	X	0.688	B	0.560	A	0.741	C	0.691	B	0.575	A	0.743	C	-	-	-
79	Overland Avenue & Jefferson Boulevard	Culver City	X		0.678	B	0.542	A	0.777	C	0.686	B	0.546	A	0.793	C	-	-	-
80	Sepulveda Boulevard & Jefferson Boulevard	Culver City	X		0.475	A	0.419	A	0.503	A	0.479	A	0.421	A	0.505	A	-	-	-
81	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	Culver City	X		0.819	D	0.712	C	1.019	F	0.830	D	0.720	C	1.021	F	-	-	-
82	Slauson Avenue & Jefferson Boulevard	Culver City	X		0.388	A	0.528	A	0.505	A	0.394	A	0.536	A	0.506	A	-	-	-
83	I-405 Northbound Ramps & Jefferson Boulevard	Caltrans/Culver City/City of LA	X	X	0.506	A	0.424	A	0.782	C	0.512	A	0.428	A	0.786	C	-	-	-
84	I-405 Southbound Ramps & Jefferson Boulevard	Caltrans/Culver City/City of LA	X	X	0.329	A	0.349	A	0.446	A	0.361	A	0.360	A	0.480	A	-	-	-
85	La Brea Avenue & Manchester Boulevard	Caltrans/Inglewood			0.847	D	0.744	C	0.945	E	0.860	D	0.757	C	0.961	E	-	-	Yes
86	La Brea Avenue/Overhill Drive & Stocker Street	City of LA/LA County			0.820	D	0.724	C	1.193	F	0.863	D	0.760	C	1.233	F	Yes	-	Yes
87	La Brea Avenue & Slauson Avenue	LA County			0.905	E	0.747	C	1.007	F	0.972	E	0.815	D	1.035	F	Yes	Yes	Yes
88	La Cienega Boulevard & La Tijera Boulevard	Inglewood/City of LA	X	X	0.794	C	0.738	C	1.005	F	0.788	C	0.782	C	1.131	F	-	Yes	Yes
89	La Cienega Boulevard & Lennox Boulevard	City of LA/LA County	X	X	0.419	A	0.354	A	0.497	A	0.466	A	0.441	A	0.551	A	-	-	-
90	La Cienega Boulevard & Manchester Boulevard	Caltrans/Inglewood			0.736	C	0.741	C	0.907	E	0.796	C	0.843	D	0.969	E	Yes	Yes	Yes
91	La Cienega Boulevard Northbound Ramps & Slauson Avenue	LA County			0.693	B	0.589	A	0.834	D	0.722	C	0.640	B	0.850	D	-	-	-
92	La Cienega Boulevard Southbound Ramps & Slauson Avenue	LA County			1.002	F	0.829	D	1.010	F	1.004	F	0.833	D	1.018	F	-	-	-
93	La Cienega Boulevard & Stocker Street	LA County			1.270	F	0.838	D	1.210	F	1.287	F	0.863	D	1.223	F	Yes	Yes	Yes
94	La Cienega Boulevard & 111th Street	City of LA/LA County	X	X	0.438	A	0.294	A	0.453	A	0.439	A	0.400	A	0.478	A	-	-	-
95	La Cienega Boulevard & West 120th Street	LA County			0.449	A	0.313	A	0.817	D	0.479	A	0.367	A	0.894	D	-	-	Yes
96	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	Caltrans/Inglewood/City of LA	X	X	0.669	B	0.695	B	0.694	B	0.674	B	0.864	D	0.810	D	-	Yes	Yes
97	La Cienega Boulevard & I-405 Southbound Ramps (s/o Century Boulevard)	Caltrans/City of LA/LA County	X	X	0.415	A	0.462	A	0.540	A	0.501	A	0.518	A	0.615	B	-	-	-
98	La Cienega Boulevard & I-405 Southbound Ramps (n/o Imperial Highway)	Caltrans/City of LA/LA County	X	X	0.478	A	0.341	A	0.369	A	0.509	A	0.431	A	0.381	A	-	-	-
99	Lincoln Boulevard & La Tijera Boulevard	Caltrans/City of LA	X	X	0.520	A	0.320	A	0.625	B	0.523	A	0.335	A	0.637	B	-	-	-
100	La Tijera Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.570	A	0.549	A	0.679	B	0.570	A	0.542	A	0.679	B	-	-	-
101	Sepulveda Boulevard & La Tijera Boulevard	City of LA	X	X	0.602	B	0.729	C	0.851	D	0.600	A	0.589	A	0.784	C	-	-	-
102	I-405 Northbound Ramps & La Tijera Boulevard	Caltrans/City of LA	X	X	0.619	B	0.693	B	0.609	B	0.746	C	0.842	D	0.664	B	Yes	Yes	-
103	I-405 Southbound Ramps & La Tijera Boulevard	Caltrans/City of LA	X	X	0.467	A	0.563	A	0.681	B	0.516	A	0.612	B	0.713	C	-	-	-
104	Lincoln Boulevard & Loyola Marymount University Drive	Caltrans/City of LA	X	X	0.569	A	0.441	A	0.698	B	0.570	A	0.470	A	0.724	C	-	-	-
105	Lincoln Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.800	C	0.547	A	0.871	D	0.802	D	0.549	A	0.878	D	-	-	-
106	Lincoln Boulevard & Maxella Avenue	Caltrans/City of LA	X	X	0.599	A	0.624	B	0.683	B	0.601	B	0.632	B	0.688	B	-	-	-
107	Lincoln Boulevard & Mindanao Way	Caltrans/City of LA/LA County	X	X	0.739	C	0.872	D	0.947	E	0.749	C	0.883	D	0.947	E	-	-	-
108	Sepulveda Boulevard & Lincoln Boulevard	Caltrans/City of LA	X	X	0.684	B	0.571	A	0.938	E	0.665	B	0.563	A	0.925	E	-	-	-
109	Lincoln Boulevard & Venice Boulevard	Caltrans/City of LA	X	X	0.892	D	0.915	E	1.036	F	0.899	D	0.925	E	1.043	F	-	Yes	-
110	Lincoln Boulevard & Washington Boulevard	Caltrans/City of LA	X	X	0.841	D	0.904	E	1.053	F	0.845	D	0.919	E	1.054	F	-	Yes	-

Table 4.12.2-25

Future (2025) With Alternative 9 Level of Service Analysis

					Future (2025) Without Alternative						Future (2025) With Alt. 9								
					AM		MD		PM		AM		MD		PM		Significant impact?		
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
111	Lincoln Boulevard & 83rd Street	Caltrans/City of LA	X	X	0.609	B	0.435	A	0.700	B	0.618	B	0.448	A	0.704	C	-	-	-
112	Lincoln Boulevard & SR 90 Ramps	Caltrans/City of LA	X	X	0.629	B	0.639	B	0.802	D	0.638	B	0.650	B	0.813	D	-	-	-
113	Pershing Drive & Manchester Avenue	Caltrans/City of LA	X	X	0.464	A	0.329	A	0.475	A	0.478	A	0.340	A	0.482	A	-	-	-
114	Sepulveda Boulevard & Manchester Avenue	Caltrans/City of LA	X	X	0.804	D	0.761	C	0.929	E	0.837	D	0.768	C	0.933	E	Yes	-	-
115	Ash Avenue & Manchester Avenue	Caltrans/Inglewood			0.786	C	0.711	C	0.945	E	0.805	D	0.767	C	0.979	E	-	Yes	Yes
116	Nash Street & Mariposa Avenue	El Segundo			0.650	B	0.385	A	0.538	A	0.669	B	0.413	A	0.557	A	-	-	-
117	Sepulveda Boulevard & Mariposa Avenue	Caltrans/El Segundo			0.783	C	0.759	C	0.839	D	0.816	D	0.767	C	0.842	D	-	-	-
118	Sawtelle Boulevard & Matteson Street/I-405 Southbound Ramps	Caltrans/Culver City	X		0.926	E	0.611	B	1.081	F	0.926	E	0.625	B	1.081	F	-	-	-
119	Ocean Avenue/Via Marina & Washington Boulevard	City of LA/LA County	X	X	1.181	F	0.956	E	1.514	F	1.216	F	1.005	F	1.539	F	Yes	Yes	Yes
120	Overhill Drive & Slauson Avenue	LA County			0.736	C	0.620	B	1.147	F	0.760	C	0.698	B	1.155	F	-	-	-
121	Overland Avenue & Venice Boulevard	Caltrans/Culver City/City of LA	X	X	0.879	D	0.709	C	0.991	E	0.884	D	0.713	C	0.994	E	-	-	-
122	Palawan Way & Washington Boulevard	City of LA/LA County			16.5	C	14.5	B	16.5	C	16.6	C	14.7	B	17.0	C	-	-	-
123	Pershing Drive & Westchester Parkway	City of LA	X	X	0.244	A	0.166	A	0.311	A	0.286	A	0.187	A	0.329	A	-	-	-
124	Prairie Avenue & West 112th Street/I-105 Off-Ramp	Caltrans/Inglewood			0.553	A	0.623	B	0.759	C	0.555	A	0.630	B	0.774	C	-	-	-
125	Sepulveda Boulevard & Rosecrans Avenue	Caltrans/El Segundo/Manhattan Beach			0.918	E	0.836	D	1.158	F	0.923	E	0.862	D	1.160	F	-	Yes	-
126	Sepulveda Boulevard & Sawtelle Boulevard	Culver City	X		0.516	A	0.614	B	0.742	C	0.523	A	0.621	B	0.756	C	-	-	-
127	Sawtelle Boulevard & Venice Boulevard	Caltrans/Culver City/City of LA	X	X	1.077	F	0.843	D	0.956	E	1.084	F	0.848	D	0.958	E	-	-	-
128	Sawtelle Boulevard & Washington Boulevard	Culver City	X		0.660	B	0.517	A	0.787	C	0.660	B	0.533	A	0.797	C	-	-	-
129	Sawtelle Boulevard & Washington Place	Culver City	X		0.487	A	0.373	A	0.667	B	0.497	A	0.380	A	0.673	B	-	-	-
130	Sepulveda Boulevard & Slauson Avenue	Culver City	X		0.598	A	0.688	B	0.894	D	0.615	B	0.719	C	0.904	E	-	-	-
131	Sepulveda Boulevard & Venice Boulevard	Caltrans/Culver City/City of LA	X	X	0.893	D	0.734	C	1.115	F	0.893	D	0.746	C	1.117	F	-	-	-
132	Sepulveda Boulevard & Washington Boulevard	Culver City	X		0.610	B	0.597	A	0.727	C	0.620	B	0.610	B	0.727	C	-	-	-
133	Sepulveda Boulevard & Washington Place	Culver City	X		0.660	B	0.583	A	0.707	C	0.660	B	0.587	A	0.710	C	-	-	-
134	Sepulveda Boulevard & I-405 Northbound On-/Off-Ramps	Caltrans/Culver City	X		0.885	D	0.610	B	0.812	D	0.886	D	0.618	B	0.812	D	-	-	-
135	Sepulveda Boulevard & Westchester Parkway	City of LA	X	X	0.658	B	0.643	B	1.109	F	0.680	B	0.644	B	1.113	F	-	-	-
136	Sepulveda Boulevard & 76th Street	City of LA	X	X	0.691	B	0.484	A	0.700	B	0.699	B	0.496	A	0.740	C	-	-	-
137	Sepulveda Boulevard & 79th Street	City of LA	X	X	0.507	A	0.411	A	0.573	A	0.507	A	0.411	A	0.609	B	-	-	-
138	Sepulveda Boulevard & 83rd Street	City of LA	X	X	0.449	A	0.398	A	0.549	A	0.462	A	0.398	A	0.589	A	-	-	-
139	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	Caltrans/City of LA	X	X	0.877	D	0.840	D	0.923	E	0.896	D	0.891	D	0.956	E	-	Yes	Yes
140	SR 90 Westbound Ramps & Slauson Avenue	Caltrans/Culver City/LA County	X		0.534	A	0.426	A	0.682	B	0.552	A	0.436	A	0.683	B	-	-	-
141	Airport Boulevard & 96th Street	City of LA	X	X	0.234	A	0.348	A	0.456	A	0.354	A	0.490	A	0.523	A	-	-	-
142	Jenny Avenue & 96th Street	City of LA	X	X	0.183	A	0.203	A	0.153	A	0.243	A	0.290	A	0.340	A	-	-	-
143	Vicksburg Avenue & 96th Street	City of LA	X	X	0.279	A	0.363	A	0.335	A	0.405	A	0.686	B	0.840	D	-	-	Yes
144	Airport Boulevard & 98th Street	City of LA	X	X	0.357	A	0.447	A	0.500	A	0.467	A	0.627	B	0.630	B	-	-	-
145	Jenny Avenue & Westchester Parkway	City of LA	X	X	0.153	A	0.220	A	0.243	A	0.157	A	0.253	A	0.263	A	-	-	-
146	Sepulveda Eastway & Westchester Parkway	City of LA	X	X	0.427	A	0.543	A	0.693	B	0.427	A	0.583	A	0.693	B	-	-	-
147	Crenshaw Boulevard & Century Boulevard	Inglewood			0.708	C	0.773	C	0.928	E	0.729	C	0.807	D	0.979	E	-	Yes	Yes
148	La Cienega Boulevard & Fairview Boulevard	Inglewood/City of LA	X	X	0.881	D	0.657	B	0.952	E	0.893	D	0.688	B	0.954	E	-	-	-
149	Crenshaw Boulevard & Imperial Highway	Inglewood			0.680	B	0.705	C	1.001	F	0.715	C	0.748	C	1.030	F	-	Yes	Yes
150	Sepulveda Boulevard & Braddock Drive	Culver City			0.580	A	0.527	A	0.677	B	0.580	A	0.537	A	0.683	B	-	-	-
151	Buckingham Parkway & Slauson Avenue	Culver City			0.716	C	0.544	A	0.888	D	0.724	C	0.551	A	0.888	D	-	-	-
152	Duquesne Avenue & Washington Boulevard	Culver City/City of LA			0.573	A	0.507	A	0.657	B	0.580	A	0.517	A	0.663	B	-	-	-
153	Overland Avenue & Kelmore Street/Ranch Road	Culver City			32.1	D	15.3	C	46.2	E	32.6	D	15.7	C	49.9	E	-	-	-
154	Overland Avenue & Sawtelle Boulevard	Culver City			31.4	D	17.6	C	45.9	E	33.1	D	18.6	C	50.6	F	-	-	Yes
155	Overland Avenue & Washington Boulevard	Culver City/City of LA			0.840	D	0.756	C	1.069	F	0.847	D	0.771	C	1.069	F	-	-	-
156	Walgrove Avenue & Washington Boulevard	Culver City			68.8	F	>100	F	>100	F	68.8	F	355.8	F	952.7	F	-	Yes	Yes
157	La Cienega Boulevard & 104th Street	City of LA/LA County	X	X	0.340	A	0.301	A	0.370	A	0.417	A	0.379	A	0.417	A	-	-	-
158	Vista del Mar & Waterview Street	City of LA	X	X	0.327	A	0.073	A	0.267	A	0.343	A	0.077	A	0.283	A	-	-	-
159	Hindry Avenue & Manchester Boulevard	Caltrans/Inglewood			0.513	A	0.638	B	0.597	A	0.516	A	0.756	C	0.691	B	-	Yes	-
160	Lincoln Boulevard & Rose Avenue	Caltrans/City of LA	X	X	0.920	E	0.847	D	0.843	D	0.927	E	0.857	D	0.850	D	-	-	-
161	Western Avenue & Century Boulevard	City of LA	X	X	0.576	A	0.629	B	0.824	D	0.598	A	0.662	B	0.827	D	-	-	-
162	Sepulveda Boulevard & Manhattan Beach Boulevard	Caltrans/Manhattan Beach			0.950	E	0.987	E	1.193	F	0.957	E	0.997	E	1.199	F	-	Yes	-
163	La Cienega Boulevard & Jefferson Boulevard	City of LA	X	X	0.986	E	0.700	B	0.955	E	0.988	E	0.714	C	0.964	E	-	-	-
164	Crenshaw Boulevard & Manchester Avenue	Caltrans/Inglewood			0.816	D	0.843	D	1.025	F	0.857	D	0.873	D	1.066	F	Yes	Yes	Yes
165	La Cienega Boulevard & Rodeo Road	City of LA	X	X	1.025	F	0.719	C	1.037	F	1.035	F	0.734	C	1.038	F	Yes	-	-
166	La Brea Avenue & Rodeo Road	City of LA	X	X	0.989	E	0.756	C	0.972	E	0.996	E	0.775	C	0.981	E	-	-	-
167	La Brea Avenue & Jefferson Boulevard	City of LA	X	X	1.035	F	0.659	B	1.063	F	1.042	F	0.687	B	1.067	F	-	-	-

Table 4.12.2-25

Future (2025) With Alternative 9 Level of Service Analysis

					Future (2025) Without Alternative						Future (2025) With Alt. 9						Significant impact?		
					AM		MD		PM		AM		MD		PM				
Int. #	Intersection	Jurisdiction	ATSAC	ATCS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
168	Crenshaw Boulevard & Florence Avenue	City of LA	X	X	0.754	C	0.579	A	0.896	D	0.782	C	0.624	B	0.904	E	-	-	-
169	Prairie Avenue & Manchester Boulevard	Inglewood			1.042	F	0.701	C	0.922	E	1.079	F	0.732	C	0.941	E	Yes	-	Yes
170	I-110 Northbound Ramps & Manchester Avenue	Caltrans/City of LA	X	X	0.593	A	0.460	A	0.537	A	0.598	A	0.467	A	0.549	A	-	-	-
171	Western Avenue & Florence Avenue	City of LA	X	X	0.860	D	0.600	A	0.902	E	0.876	D	0.602	B	0.911	E	-	-	-
172	Western Avenue & Manchester Avenue	Caltrans/City of LA	X	X	0.727	C	0.560	A	0.887	D	0.733	C	0.571	A	0.906	E	-	-	Yes
173	Western Avenue & Imperial Highway	LA County	X	X	0.743	C	0.575	A	0.912	E	0.764	C	0.596	A	0.941	E	-	-	Yes
174	Vermont Avenue & Florence Avenue	City of LA	X	X	0.700	B	0.540	A	0.734	C	0.717	C	0.567	A	0.749	C	-	-	-
175	Vermont Avenue & Manchester Avenue	Caltrans/LA County/City of LA	X	X	0.722	C	0.542	A	0.760	C	0.755	C	0.553	A	0.784	C	-	-	-
176	Vermont Avenue & Century Boulevard	LA County/City of LA	X	X	0.700	B	0.556	A	0.726	C	0.718	C	0.607	B	0.764	C	-	-	-
177	Vermont Avenue & Imperial Highway	LA County/City of LA	X	X	0.823	D	0.545	A	0.992	E	0.834	D	0.547	A	0.995	E	-	-	-
178	Figueroa Street & Florence Avenue	City of LA	X	X	0.741	C	0.506	A	0.733	C	0.771	C	0.533	A	0.765	C	-	-	-
179	Figueroa Street & Manchester Avenue	Caltrans/City of LA	X	X	0.886	D	0.618	B	0.913	E	0.887	D	0.644	B	0.920	E	-	-	-
180	Figueroa Street & Century Boulevard	City of LA	X	X	0.893	D	0.500	A	0.784	C	0.899	D	0.539	A	0.800	C	-	-	-
181	Figueroa Street & Imperial Highway	City of LA	X	X	0.837	D	0.378	A	0.818	D	0.851	D	0.391	A	0.835	D	-	-	-
182	Inglewood Avenue & Rosecrans Avenue	Hawthorne			0.798	C	0.663	B	0.952	E	0.807	D	0.698	B	0.960	E	-	-	-
183	Hawthorne Boulevard & Rosecrans Avenue	Hawthorne			0.802	D	0.700	B	0.943	E	0.814	D	0.720	C	0.944	E	-	-	-
184	Prairie Avenue & Rosecrans Avenue	Hawthorne/Lawndale			0.872	D	0.736	C	0.969	E	0.890	D	0.769	C	0.977	E	-	-	-
185	Crenshaw Boulevard & Rosecrans Avenue	Gardena/Hawthorne/LA County			0.796	C	0.727	C	0.916	E	0.816	D	0.748	C	0.923	E	-	-	-
186	Western Avenue & Rosecrans Avenue	Gardena			0.810	D	0.672	B	0.927	E	0.828	D	0.675	B	0.934	E	-	-	-
187	Vermont Avenue & Rosecrans Avenue	Gardena/City of LA	X		0.757	C	0.604	B	0.857	D	0.757	C	0.610	B	0.862	D	-	-	-
188	Prairie Avenue & El Segundo Boulevard	Hawthorne			1.001	F	0.684	B	1.006	F	1.027	F	0.704	C	1.008	F	Yes	-	-
189	Crenshaw Boulevard & El Segundo Boulevard	Hawthorne/Gardena			0.969	E	0.722	C	0.890	D	0.975	E	0.742	C	0.896	D	-	-	-
190	Western Avenue & El Segundo Boulevard	Gardena/LA County			0.846	D	0.594	A	0.860	D	0.852	D	0.614	B	0.872	D	-	-	-
191	Vermont Avenue & El Segundo Boulevard	Gardena/LA County/City of LA	X		0.682	B	0.422	A	0.676	B	0.703	C	0.436	A	0.708	C	-	-	-
192	Aviation Boulevard & Artesia Boulevard	Redondo Beach/Manhattan Beach			1.132	F	0.769	C	1.078	F	1.138	F	0.769	C	1.084	F	-	-	-
193	Aviation Boulevard & Manhattan Beach Boulevard	Redondo Beach/Manhattan Beach			0.976	E	0.769	C	1.083	F	0.979	E	0.776	C	1.089	F	-	-	-
194	Sepulveda Boulevard & Palms Boulevard	City of LA	X	X	0.770	C	0.590	A	0.980	E	0.780	C	0.597	A	0.987	E	-	-	-
195	Sawtelle Boulevard & Palms Boulevard	City of LA	X	X	0.787	C	0.407	A	0.850	D	0.793	C	0.410	A	0.853	D	-	-	-
196	Prairie Avenue & Florence Avenue	Inglewood			0.965	E	0.647	B	0.851	D	0.969	E	0.672	B	0.868	D	-	-	-
197	Prairie Avenue & Lennox Boulevard	Inglewood			0.670	B	0.557	A	0.704	C	0.684	B	0.603	B	0.782	C	-	-	Yes
198	Flower Street (near I-110 Southbound Ramps) & Florence Avenue	Caltrans/City of LA	X	X	0.527	A	0.513	A	0.535	A	0.538	A	0.545	A	0.564	A	-	-	-
199	Grand Avenue (near I-110 Northbound Ramps) & Florence Avenue	Caltrans/City of LA	X	X	0.617	B	0.602	B	0.675	B	0.633	B	0.632	B	0.689	B	-	-	-
200	I-110 Southbound Ramps & Manchester Avenue	Caltrans/City of LA	X	X	0.487	A	0.436	A	0.531	A	0.489	A	0.449	A	0.540	A	-	-	-

Source: Fehr & Peers, 2012.

Table 4.12.2-6 shows the total incremental estimated transit demand due to airport-related growth under each alternative, including Alternative 9, and **Table 4.12.2-20** indicates the resulting impact on the utilization of the major north/south and east/west CMP transit corridors in the LAX vicinity. As indicated in **Table 4.12.2-20**, implementation of Alternative 9 would increase transit system utilization by approximately 1.23 percent in the a.m. peak hour and 1.32 percent in the p.m. peak hour, which would not represent a substantial increase in transit demand. At this level of increase, impacts to the regional transit system would be considered less than significant.

4.12.2.6.3 Construction Impacts

The nine alternatives currently being considered for the SPAS project are only at a conceptual level of planning. No construction plans, programs, or schedules have been formulated for any of the alternatives. As such, it would be speculative to estimate construction-related vehicle trip generation and distribution onto the local roadway network in order to evaluate traffic impacts on specific streets and intersections during peak and non-peak traffic periods. The following provides a qualitative evaluation of the key factors that would influence construction traffic generation under any of the SPAS alternatives, how such traffic generation would relate, in general, to the roadway system around LAX, and which existing provisions of the LAX Master Plan would serve to reduce or avoid construction traffic impacts. Applicable LAX Master Plan commitments and mitigation measures cited below are discussed fully in Section 4.12.2.5.

For each of the SPAS alternatives, construction activities at LAX would extend over the course of several years. As individual projects are underway, traffic impacts would likely be experienced in the immediate area around the active development site(s). Three key considerations that would influence potential traffic impacts of these construction activities are:

- Deliveries of various construction materials
- Provision of labor to the construction sites
- Maintenance of traffic in the immediate construction zones

Section 2.3.1.12 identifies seven potential construction staging areas that could be utilized in some combination during development of any of the SPAS alternatives. Four of the potential construction staging areas are located within the LAX Northside planning area, which is planned for future development independent from SPAS. Depending on the nature and timing of such future development, use of those construction staging areas for SPAS-related construction staging may be limited.

Regional access for construction-related vehicles would occur via the I-405 and I-105 freeways. Pursuant to LAX Master Plan Commitment ST-22, Designated Truck Routes, designated truck routes for construction would include Pershing Drive (Westchester Parkway to Imperial Highway); Florence Avenue (Aviation Boulevard to I-405); Manchester Boulevard (Aviation Boulevard to I-405); Aviation Boulevard (Manchester Avenue to Imperial Highway); Westchester Parkway/Arbor Vitae Street (Pershing Drive to I-405); Century Boulevard (Sepulveda Boulevard to I-405); Imperial Highway (Pershing Drive to I-405); La Cienega Boulevard (north of Imperial Highway); Airport Boulevard (Arbor Vitae Street to Century Boulevard); Sepulveda Boulevard (Westchester Parkway to Imperial Highway); I-405; and I-105. LAX Master Plan Commitment ST-17, Maintenance of Haul Routes, provides for the maintenance of haul routes.

It is anticipated that implementation of any of the alternatives would, from time to time, require substantial deliveries of equipment, materials, and personnel to the construction site and the hauling and return of equipment, materials (i.e., excavated soils), and personnel from the site. Potential traffic impacts associated with such deliveries, haul trips, and construction worker trips would be reduced through the use of designated truck/haul routes, as described above, and by LAX Master Plan Commitment ST-12, Designated Truck Delivery Hours, which requires such activities be scheduled to avoid peak traffic hours (i.e., avoid 7:00 a.m. to 9:00 a.m. and 4:30 p.m. to 6:30 p.m.). Additionally, LAX Master Plan Commitment ST-18, Construction Traffic Management Plan, and LAX Master Plan Mitigation Measure MM-ST-14, Ground Transportation/Construction Coordination Office Outreach Program, require each

construction project to have a construction traffic management plan and coordinate with the LAX Ground Transportation/Construction Coordination Office for specific means to manage and reduce both worker-related traffic impacts and delivery/haul-related traffic impacts.

Each of the alternatives includes major construction projects that would be substantial generators of construction traffic, including substantial numbers of truck trips for materials delivery, removal of spoil materials, and other construction functions, as well as employee trips. A large construction work force would be required, which would also generate traffic. Potential traffic impacts associated with worker trips would be reduced through several LAX Master Plan commitments and an LAX Master Plan mitigation measure. LAX Master Plan Commitment ST-14, Construction Employee Shift Hours, requires that construction worker shift hours do not coincide with the heaviest commuter traffic periods (7:00 a.m. to 9:00 a.m., 4:30 p.m. to 6:30 p.m.). LAX Master Plan Commitment ST-21, Construction Employee Parking Locations, provides that during construction of improvements at or near the eastern portion of the airport, employee parking locations be selected as close to I-405 and I-105 as possible and be accessible by employee vehicles with minimal disruption to adjacent streets. Similarly, LAX Master Plan Commitment ST-20, Stockpile Locations, provides for situating stockpile locations as close to the I-405 and I-105 as possible.[711] LAX Master Plan Commitment ST-18, Construction Traffic Management Plan, and LAX Master Plan Mitigation Measure MM-ST-14, Ground Transportation/Construction Coordination Office Outreach Program, described above, provide additional mechanisms to manage and reduce worker-related traffic impacts.

In addition to potential disruption of local traffic conditions due to the addition of construction-related vehicle trips, there is the potential for additional disruption in the event a project-related improvement requires temporary closure of at least one lane adjacent to its site. Closures of key roadways and intersections could cause delays, except if done for short durations during periods of very low vehicular volumes. In addition to potential traffic disruption impacts, such closures could affect pedestrian access and/or bicycle lanes due to the need to temporarily close sidewalks, and transit service may be affected due to the need to temporarily relocate bus stops. The potential for, and impacts associated with, such lane closures are addressed by LAX Master Plan Commitment ST-9, Construction Deliveries, requiring that construction deliveries involving lane closures must receive prior approval from the LAX Ground Transportation/Construction Coordination Office and notification of deliveries shall be made with sufficient time to allow for any modifications to approved traffic detour plans. Additionally, LAX Master Plan Commitment ST-19, Closure Restrictions of Existing Roadways, requires that, other than short time periods during nighttime construction, existing roadways remain open until they are no longer needed for regular traffic or construction traffic, unless a temporary detour route is available to serve the same function. The related requirements associated with LAX Master Plan Commitment ST-18, Construction Traffic Management Plan, and LAX Master Plan Mitigation Measure MM-ST-14, Ground Transportation/Construction Coordination Office Outreach Program, described above, would also help reduce potential impacts associated with construction-related lane closures.

In summary, implementation of any of the SPAS alternatives would result in temporary construction-related traffic impacts. Although there are a number of Master Plan commitments and a mitigation measure specifically designed to reduce such impacts, it cannot be concluded at this time that all construction-related traffic impacts would be reduced to a level that is less than significant. As such, in addition to the intersection impacts described above in Section 4.12.2.6, construction-related traffic could, at times, result in temporary significant and unavoidable impacts on the streets surrounding LAX.

---

711 The intended construction traffic mitigation benefits of LAX Master Plan Commitments ST-20 and ST-21 would be best achieved relative to Alternative 3 based on the size, nature, and location of improvements proposed at the east end of the airport under that alternative; however, those benefits would not be realized relative to the other alternatives given the comparatively smaller and fewer improvements at the east end of the airport under those alternatives. The need for, and potential traffic implications of, placing construction employee parking and construction stockpile areas at the east end of the airport would be further assessed in conjunction with the preparation of the construction traffic management plan required under LAX Master Plan Commitment ST-18 as required for all alternatives.

4.12.2.6.4 Summary of Impacts

A summary of the impacts to the off-airport transportation system associated with the SPAS alternatives is provided in **Table 4.12.2-26** and in the text below. Alternatives 1, 2, 3, 4, 8, and 9 would all have operational impacts to intersections and CMP facilities, including impacts with respect to arterials, freeway segments, and transit demand when compared to either Baseline (2010) Without Alternative conditions or Future (2025) conditions. Potential intersection improvements were identified for all of the intersections that could be impacted by the alternatives. Such improvements include the addition of, or improvements to, travel lanes and turn lanes, traffic signal enhancements, and intersection restriping. Improvements that were considered in this analysis are identified in Section 4.12.2.7.1. In some cases, it was determined that the improvements would not be feasible due to right-of-way issues, physical constraints, other planned improvements, or motorist safety concerns. In other cases, the recommended improvements would only partially mitigate the impact. In still other cases, it would be feasible to implement the mitigation under consideration. The final mitigation measures resulting from this analysis are identified in Section 4.12.2.7.2.

Table 4.12.2-26 identifies the impacts associated with each alternative following the implementation of the recommended SPAS-specific mitigation measures identified in Section 4.12.2.7.2. As illustrated in **Table 4.12.2-26**, Alternative 1, 2, 3, 4, 8, and 9 would all have significant and unavoidable impacts to intersections when compared to either Baseline (2010) Without Alternative conditions or Future (2025) conditions. When comparing to Baseline (2010) Without Alternative conditions, Alternative 3 would have the greatest number of significant, unavoidable impacts (11 intersections) after mitigation, whereas Alternatives 1 and 2 would have the fewest (1 intersection each). When comparing to Future (2025) conditions, Alternatives 8 and 9 would have the greatest number of significant, unavoidable impacts (44 intersections) after mitigation, and Alternative 3 would have the fewest (37). Alternatives 1 and 2 would have 39 significant and unavoidable impacts after mitigation. Alternative 4 would have significant, unavoidable impacts to 40 intersections after mitigation.

Table 4.12.2-26

Summary of Off-Airport Transportation Impacts After Mitigation

	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 8	Alt. 9
Impacts Relative to Baseline (2010) Without Alternative Conditions						
Intersections	SU(1)	SU(1)	SU(11)	SU(2)	SU(2)	SU(2)
CMP Facilities - Arterial Monitoring Intersections	LS	LS	SU(1)	LS	LS	LS
CMP Facilities - Freeway Monitoring Stations	LS	LS	LS	LS	LS	LS
CMP Facilities - Transit Demand	LS	LS	LS	LS	LS	LS
Impacts Relative to Future (2025) Conditions						
Intersections	SU(39)	SU(39)	SU(37)	SU(40)	SU(44)	SU(44)
CMP Facilities - Arterial Monitoring Intersections	SU(1)	SU(1)	SU(2)	SU(2)	SU(1)	SU(1)
CMP Facilities - Freeway Monitoring Stations	SU(3)	SU(3)	SU(3)	SU(3)	SU(3)	SU(3)
CMP Facilities - Transit Demand	LS	LS	LS	LS	LS	LS
Construction Impacts[1]	SU	SU	SU	SU	SU	SU

Notes:

LS = Less Than Significant Impact
SU = Significant Unavoidable Impact

Numbers in parentheses indicate the number of affected intersections/facilities.

[1] The nine alternatives currently being considered for the SPAS project are only at a conceptual level of planning. No construction plans, programs, or schedules have been formulated for any of the alternatives. It would be speculative to estimate construction-related vehicle trip generation and distribution onto the local roadway network in order to evaluate traffic impacts on specific streets and intersections during peak and non-peak traffic periods. As such, the total number of intersections that may be temporarily significantly impacted during construction cannot be determined at this time.

Source: Fehr & Peers, 2012.

When compared to Baseline (2010) Without Alternative conditions, the alternatives would have no significant unavoidable impacts to CMP facilities, with the exception of one CMP arterial monitoring intersection under Alternative 3. When compared to Future (2025) conditions, there would be significant, unavoidable impacts to CMP arterial monitoring intersections and freeway monitoring stations under Alternatives 1, 2, 3, 4, 8, and 9, with the greatest number of impacts under Alternatives 3 and 4. Under all of the alternatives, impacts related to CMP transit demand would be less than significant under both comparison scenarios.

As indicated in Section 4.212.2.6.3, the nine alternatives currently being considered for the SPAS project are only at a conceptual level of planning. No construction plans, programs, or schedules have been formulated for any of the alternatives. As such, it would be speculative to estimate construction-related vehicle trip generation and distribution onto the local roadway network in order to evaluate traffic impacts on specific streets and intersections during peak and non-peak traffic periods. Nevertheless, based on a qualitative evaluation, implementation of any of the SPAS alternatives would result in temporary construction-related traffic impacts on the street surrounding LAX. These impacts are considered to be significant and unavoidable.

4.12.2.7 Mitigation Measures

Potential intersection improvements were identified and evaluated for all intersections identified in **Table 4.12.2-13** and **Table 4.12.2-19** as being significantly impacted. Such improvements include the addition of, or improvements to, travel lanes and turn lanes, traffic signal enhancements, and intersection restriping. Locations where additional right-of-way may be required are noted. The proposed and/or

adopted pedestrian and bike plans[712] from the local jurisdictions in the SPAS off-airport transportation study area were evaluated to ensure the feasibility of the proposed mitigation measures such that these mitigation measures would not affect nor conflict with the proposed pedestrian or bike facilities as shown in the adopted plans. In some cases, it was determined that the improvements would not be feasible and that the impact would be significant and unavoidable. In other cases, it would be feasible to implement the mitigation under consideration. For all locations where jurisdiction is shared with agencies other than the City of Los Angeles, or which lie wholly outside of the City of Los Angeles, review and approval by the responsible agencies would be required. The discussion below in Section 4.12.2.7.1 presents both those improvements that were considered but determined to be infeasible, as well as those improvements that would be feasible and are thereby included in the recommended mitigation program for the SPAS alternatives, which is presented in Section 4.12.2.7.2.

4.12.2.7.1 Identification and Evaluation of Mitigation Measures

The following discussion proposes mitigation measures, where feasible, for significant impacts identified in the impact analysis above.

Baseline (2010) with Alternatives

Intersection Improvements

- **7. Airport Boulevard and Century Boulevard (Alternative 4).**

  The potential improvement evaluated for this location is to reconfigure the traffic signal to add a southbound right-turn overlapping phase. This overlap phase would require the prohibition of the eastbound U-turn movement. This improvement would fully mitigate the identified project impact.

- **9. Airport Boulevard and Manchester Avenue (Alternatives 8 and 9).**

  The potential improvement that would fully mitigate the project impact at this location would be to restripe the eastbound approach to provide one left-turn lane, two through lanes, and a shared through/right-turn lane. Implementation of this improvement would entail removal of three parking spaces on the south side of Manchester Avenue west of Belford Avenue, and two parking spaces on the south side of Manchester Avenue east of Belford Avenue would need to be restricted during the p.m. peak period. However, the proposed restriping of the eastbound approach would conflict with the City of Los Angeles's vision for future bicycle lanes on this segment of Manchester Avenue, and therefore is considered infeasible. No other feasible improvements were identified. This impact would be significant and unavoidable under Alternatives 8 and 9.

- **13. La Cienega Boulevard and Arbor Vitae Street (Alternative 3).**

  The improvement evaluated for this location involves modifications to improvements proposed as part of Alternative 3 (i.e., improvements that were proposed as part of Alternative D in the LAX Master Plan, which is now Alternative 3 for SPAS), which called for improving Arbor Vitae Street west of La Cienega Boulevard and the west side of La Cienega Boulevard south of Arbor Vitae Street to meet City of Los Angeles standard roadway widths. The planned improvements would result in the following lane configuration: northbound one left-turn lane, two through lanes, and one right-turn lane; southbound one left-turn lane, one through lane and one shared through/right-turn lane; eastbound one left-turn lane, three through lanes, and one right-turn lane; westbound one left-turn lane, two through lanes, one shared through/right-turn lane, and one exclusive right-turn lane. These planned

[712] The adopted and proposed bike plans in the SPAS off-airport transportation study area include the following documents: Draft Culver City Bicycle & Pedestrian Master Plan, October 2010, Available: http://ccwalkbike.org/documents/; City of Los Angeles, Department of City Planning, 2010 Bicycle Plan, adopted March 1, 2011, Available: http://cityplanning.lacity.org/cwd/gnlpln/transelt/NewBikePlan/Txt/LA%20CITY%20BICYCLE%20PLAN.pdf; County of Los Angeles Bicycle Master Plan, Final Plan, March 2012, Available: http://dpw.lacounty.gov/pdd/bikepath/bikeplan/; and South Bay Bicycle Coalition, South Bay Bicycle Master Plan, August 2011, Available: http://www.southbaybicyclecoalition.org/pass-the-plan-action-plan/south-bay-bicycle-master-plan-review-copy/.

improvements would require widening of the Arbor Vitae Bridge, which is not an LAX SPAS project-related improvement. Based on the results of the traffic analysis completed for SPAS and the impacts anticipated to occur at this intersection under Alternative 3, the potential improvement would be to modify the planned changes to the eastbound approach to provide dual left-turn lanes, resulting in two left-turn lanes, two through lanes and one right-turn lane. Implementation of this additional improvement would partially mitigate the significant impact at this location, but would require modifications to the Arbor Vitae Bridge. Pending further study and available funding, the widening of the Arbor Vitae Bridge and the improvement to the eastbound approach may not be feasible. No other feasible improvements have been identified to fully mitigate the project impact. Therefore, this impact would remain significant and unavoidable under Alternative 3.

- **14. Aviation Boulevard and Century Boulevard (Alternative 4).**

  The potential improvement evaluated at this location is to widen the northbound, southbound, and westbound approaches, resulting in northbound two left-turn lanes, three through lanes, and one right-turn lane; southbound two left-turn lanes, two through lanes, and one shared through/right-turn lane; and westbound two left-turn lanes, four through lanes, and one right-turn lane. These geometry improvements are included as a project element in Alternative 3, and implementation of the physical improvements would improve intersection operations; however, they would only partially mitigate the significant impact at this location and the proposed physical improvements conflict with the City of Los Angeles' vision for planned bike lanes on Aviation Boulevard, which may result in policy infeasibility and impacts to alternative modes of transportation. Therefore, the proposed improvements are considered infeasible.

  The impact at this location could be reduced through increased service levels of the airport employee TDM/Vanpool program. This program would improve intersection operations; however, it would only partially mitigate the significant impact at this location. No other feasible improvements have been identified to fully mitigate the project impact. Therefore, this impact would remain significant and unavoidable under Alternative 4.

- **17. Aviation Boulevard/Florence Avenue and Manchester Avenue (Alternative 3).**

  The potential improvement evaluated at this location involves restriping both the eastbound and westbound lane configurations from one left-turn lane, two through lanes, and one right-turn lane to one left-turn lane, two through lanes, and one shared through/right-turn lane. This improvement would require the elimination of parking on the south side of Manchester Boulevard east of Aviation Boulevard and on the north side of Manchester Boulevard west of Aviation Boulevard in order to provide appropriate merging distances. This improvement would partially mitigate the identified project impact. No other feasible improvements have been identified to fully mitigate the project impact. Therefore, this impact would remain significant and unavoidable under Alternative 3.

- **26. La Cienega Boulevard and Centinela Avenue (Alternative 3).**

  The potential improvement evaluated at this location is to modify the southbound approach to provide dual left-turn lanes. This improvement would require modification of the raised median on La Cienega Boulevard north of Centinela Avenue. The resulting configuration would be two left-turn lanes, two through lanes, and one shared through/right-turn lane. This improvement would fully mitigate the project impact at this location.

- **36. La Cienega Boulevard and Century Boulevard (Alternatives 1-2, 3, 8, and 9).**

  The potential improvements evaluated at this location for Alternatives 1-2, 8, and 9 involves modifying each of the alternatives' assumptions for lane configuration to the following: the northbound and southbound lane configurations from one left-turn lane, two through lanes, and two right-turn lanes to two left-turn lanes, two through lanes, one shared through/right-turn lane, and one right-turn lane; the eastbound lane configuration from one left-turn lane, three through lanes, and one right-turn lane to two left-turn lanes, three through lanes, and two right-turn lanes; and the westbound lane

configuration from one left-turn lane, three through lanes, and one shared through/right-turn lane to two left-turn lanes, four through lanes, and two right-turn lanes with a westbound right-turn overlap phase. In addition, the potential improvements evaluated at this location for Alternative 3 involve modifying the alternative's baseline lane configuration to the following: northbound and southbound lane configurations from one left-turn lane, two through lanes, one shared through/right-turn lane, and one right-turn lane to two left-turn lanes, two through lanes, one shared through/right-turn lane, and one right-turn lane; the eastbound lane configuration from one left-turn lane, three through lanes, and two right-turn lanes to two left-turn lanes, three through lanes, and two right-turn lanes; and the westbound lane configuration from one left-turn lane, three through lanes, and one shared through/right-turn lane to two left-turn lanes, four through lanes, and two right-turn lanes with a westbound right-turn overlap phase.

Neither of the proposed physical improvements for Alternatives 1-2, 8, and 9 nor for Alternative 3 can be accommodated within the existing right-of-way. They would require removal of existing business (economic and policy infeasibility) and create additional environmental impacts associated with demolition and construction, such as noise, air quality, etc., and therefore are considered infeasible.

The impact at this location could be reduced through increased service levels of the airport employee TDM/Vanpool program. This program would improve intersection operations; however, it would only partially mitigate the significant impact at this location. Therefore, this impact would remain significant and unavoidable under Alternatives 1-2, 3, 8, and 9.

- **52. Inglewood Avenue and El Segundo Boulevard (Alternative 3).**

  The addition of a separate southbound right-turn lane would fully mitigate the project impact at this location. Due to existing right-of-way and physical constraints that would require narrowing of existing sidewalk on Inglewood Avenue north of El Segundo Boulevard, this improvement is not feasible. No other feasible improvements have been identified. Therefore, this impact would remain significant and unavoidable under Alternative 3.

- **53. La Cienega Boulevard and El Segundo Boulevard (Alternative 3).**

  The potential improvement evaluated at this location is to restripe the southbound approach to provide two left-turn lanes, one shared left-/right-turn lane, and one right-turn lane. This improvement would fully mitigate the identified impact.

- **58. La Cienega Boulevard and Florence Avenue (Alternative 3).**

  Potential improvements evaluated at this location are to modify the north/south split phasing to Protected-Variable and to restripe the southbound approach to provide two left-turn lanes, one through lane, and one shared through/right-turn lane. Implementation of these improvements would partially mitigate the identified project impact. To fully mitigate the intersection would require the following configuration: northbound one left-turn lane, three through lanes, and one right-turn lane; southbound two left-turn lanes, three through lanes, and two right-turn lanes; eastbound two left-turn lanes, one through lane, and one shared through/right-turn lane; and westbound two left-turn lanes, one through lane, and one shared through/right lane. These improvements would require obtaining right-of-way from the adjoining freeway corridor and would conflict with the planned Metro LAX/Crenshaw light rail line, resulting in policy infeasibility and impacts to alternative modes of transportation. Therefore, this impact would remain significant and unavoidable under Alternative 3.

- **62. Hawthorne Boulevard and Imperial Avenue (Alternative 3).**

  The potential improvement evaluated at this location is to restripe the southbound approach to provide a separate right-turn lane, resulting in one left-turn lane, three through lanes, and one right-turn lane. This improvement would partially mitigate the identified impact. To fully mitigate the impact at this location would require the provision of additional eastbound and westbound through lanes. This physical improvement could not be accommodated within the existing right-of-way and would require removal of existing business (economic and policy infeasibility) and create additional

environmental impacts associated with demolition and construction, such as noise, air quality, etc., and therefore is considered infeasible. Therefore, this impact would be significant and unavoidable under Alternative 3.

- **66. Inglewood Avenue and Imperial Highway (Alternatives 3 and 4).**

  The potential improvement evaluated at this location is to restripe the southbound approach to provide additional through capacity, resulting in one left-turn lane, one through lane, and one shared through/right-turn lane. Implementation of this improvement would fully mitigate the impact at this location under Alternative 4. This improvement would partially mitigate the identified impact at this location under Alternative 3. No other feasible improvements have been identified to fully mitigate the project impact. Therefore, this impact would be significant and unavoidable under Alternative 3.

- **71. Sepulveda Boulevard and Imperial Highway (Alternatives 3, 8, and 9).**

  Potential improvements evaluated at this location are to modify the traffic signal to include a northbound right-turn overlap phase and to restripe the northbound approach on Sepulveda Boulevard to provide one left-turn lane, three through lanes, and two right-turn lanes. Implementation of these improvements would fully mitigate the impact at this location under Alternatives 8 and 9, but would only partially mitigate the impact under Alternative 3. In order to fully mitigate the impacts under Alternative 3, additional improvements to provide a second westbound right-turn lane would need to be provided, which could be accommodated within existing right-of-way but would require relocation of the existing bike lane to south of the dual right-turn lanes. Therefore, this impact can be fully mitigated under Alternatives 3, 8, and 9.

- **74. I-105 Ramps (east of Aviation Boulevard) and Imperial Highway (Alternative 3).**

  Potential improvements evaluated at this location are to restripe the eastbound approach to provide an additional left-turn lane, resulting in two left-turn lanes, three through lanes, and one right-turn lane, and to modify the previously proposed lane configuration as part of the LAX Master Plan on the future southbound approach to provide an additional southbound left-turn lane, resulting in two left-turn lanes, two through lanes and one right-turn lane. Implementation of these improvements for the eastbound and southbound approaches would only partially mitigate the impact at this location. To fully mitigate the project impact at this location under Alternative 3 would also require widening the westbound approach to provide dual westbound right-turn movement from Imperial Highway to the airport property. This widening of the westbound approach would require narrowing of the existing sidewalk on Imperial Highway, resulting in policy infeasibility and impacts to alternative modes of transportation. Therefore, this additional westbound right-turn capacity is infeasible due to existing physical and right-of-way constraints. This impact would remain significant and unavoidable under Alternative 3.

- **76. Inglewood Avenue and Lennox Boulevard (Alternative 3).**

  The addition of a second through lane on both the northbound and southbound approaches would fully mitigate the project impact at this location; however, this widening of the northbound and southbound approaches would require narrowing of existing sidewalk on Imperial Highway, resulting in policy infeasibility and impacts to alternative modes of transportation. No other feasible improvements have been identified. Therefore, this impact would remain significant and unavoidable under Alternative 3.

- **85. La Brea Avenue and Manchester Boulevard (Alternatives 3, 8, and 9).**

  The potential improvement evaluated at this location is to restripe the northbound approach to provide a separate right-turn lane, resulting in one left-turn lane, two through lanes, and one right-turn lane. This improvement would require removal of up to approximately six metered parking spaces. This improvement would fully mitigate the impact under Alternatives 8 and 9; however, it would only partially mitigate the impact under Alternative 3.

The impact at this location under Alternative 3 could be fully mitigated through fair share contribution to the City of Inglewood's ITS improvement program (contribution to the system would be equivalent to a 0.10 reduction in volume/capacity) for this intersection, in addition to the above proposed physical improvements. Therefore, the project impact could be fully mitigated under Alternatives 3, 8, and 9.

- **90. La Cienega Boulevard and Manchester Boulevard (Alternative 3).**

  The improvement for this location included in the LAX Master Plan involves changing the north/south split phasing from split to protected and restriping La Cienega Boulevard from north of Florence Avenue to south of Olive Street in order to reconfigure the southbound approach to provide two left-turn lanes, one through lane, and one shared through/right-turn lane. Implementation of these improvements would partially mitigate the identified project impact under Alternative 3. To fully mitigate the impact at this location would require the provision of an additional westbound left-turn lane and northbound through lane, which would require widening of the Manchester Boulevard Bridge over the I-405 Freeway and approval from Caltrans. These additional improvements would require further engineering study and Caltrans review and approval, and therefore may not be feasible. No other feasible improvement is available to fully mitigate the project impact under Alternative 3.

  Although the partial mitigation of changing the north/south split phasing from split to protected and restriping La Cienega Boulevard from north of Florence Avenue to south of Olive Street in order to reconfigure the southbound approach to provide two left-turn lanes, one through lane, and one shared through/right-turn lane is physically feasible, the project impact at this location would remain significant and unavoidable under Alternative 3.

- **96. La Cienega Boulevard and Southbound I-405 Ramps (North of Century Boulevard) (Alternatives 8 and 9).**

  The potential mitigation evaluated at this location under Alternatives 8 and 9 involves widening the I-405 Freeway southbound off-ramp (the westbound approach) to provide one left-turn lane, one shared left-turn/through lane, one shared through/right-turn lane and widening the northbound approach to provide two left-turn lanes, one through lane, one shared through/right-turn lane, and one right-turn lane. The proposed physical improvements would not be sufficient to mitigate the identified impact under Alternatives 8 and 9. No other feasible improvement is available to fully mitigate the project impact under Baseline (2010) with Alternatives 8 and 9 scenarios.

- **125. Sepulveda Boulevard and Rosecrans Avenue (Alternative 3).**

  To address the significant impact at this location under Alternative 3 would require widening of the northbound approach to provide two left-turn lanes, five through lanes, and one right-turn lane. This physical improvement could not be accommodated within the existing right-of-way and would require removal of existing business (economic and policy infeasibility) and create additional environmental impacts associated with demolition and construction, such as noise, air quality, etc., and therefore is considered infeasible. No feasible physical improvements have been identified.

  The impact at this location could be reduced through increased service levels of the airport employee TDM/Vanpool program. This program would improve intersection operations; however, it would only partially mitigate the significant impact at this location. Therefore, this impact would remain significant and unavoidable under Alternative 3.

- **135. Sepulveda Boulevard and Westchester Parkway (Alternative 4).**

  The addition of a second westbound left-turn lane and a second northbound left-turn lane would fully mitigate the project impact at this location. However, the proposed improvements could not be accommodated within the existing right-of-way and would require removal of existing business on Westchester Parkway, which would result in economic and policy infeasibility, and would require narrowing of existing sidewalks on Sepulveda Boulevard, which would result in policy infeasibility and impacts to alternative modes of transportation.

The impact at this location could be reduced through increased service levels of the airport employee TDM/Vanpool program. This program would improve intersection operations; however, it would only partially mitigate the significant impact at this location. Therefore, this impact would remain significant and unavoidable under Alternative 4.

Future (2025) with Alternatives

Intersection Improvements

- **6. Airport Boulevard and Arbor Vitae Street/Westchester Parkway (Alternatives 1-2, 3, 4, 8, and 9).**

  The potential improvement for this location is to restripe the northbound approach and departure to provide a third through lane so that the resulting northbound lane configuration would be one left-turn lane, two through lanes, and one shared through/right-turn lane. Implementation of this improvement alone would partially mitigate the significant impact identified at this location under Alternatives 1-2, 3, 4, 8, and 9.

  To provide full mitigation for Alternatives 1-2, 4, 8, and 9 impacts, the improvement evaluated is to reconfigure the northbound approach and departure to provide a third through lane, and widen the eastbound and westbound approaches to add a third through lane in each direction. The proposed improvements for the north approach could be accommodated within the existing right-of-way; however, widening of the east and west legs could not be accommodated within the existing right-of-way and would require removal of existing business (economic and policy infeasibility) and create additional environmental impacts associated with demolition and construction, such as noise, air quality, etc. To fully mitigate the impact under Alternative 3 only, the eastbound approach would also need to be widened to provide two left-turn lanes, two through lanes, and one shared through/right-turn lane, which could not be accommodated within the existing right-of-way and would require removal of existing business (economic and policy infeasibility) and create additional environmental impacts associated with demolition and construction, such as noise, air quality, etc. The Westchester Community Plan, an element of the City's General Plan, includes policies to improve Airport Boulevard between La Tijera Boulevard and Century Boulevard to six through lanes and to improve Arbor Vitae Street between Airport Boulevard and Aviation Boulevard to six through lanes. Given the uncertainty of the implementation plan for the Westchester Community Plan, the widening of the eastbound and westbound approaches may not be feasible.

  Therefore, Alternatives 1-2, 3, 4, 8, and 9 can only be partially mitigated with the proposed improvements for the northbound approach and departure (which is to provide a third through lane so that the resulting northbound lane configuration would be one left-turn lane, two through lanes, and one shared through/right-turn lane). No other feasible improvements are available to fully mitigate the project impact under Alternatives 1-2, 3, 4, 8, and 9. Therefore, this impact would remain significant and unavoidable under Alternatives 1-2, 3, 4, 8, and 9.

- **7. Airport Boulevard and Century Boulevard (Alternatives 1-2, 4, 8, and 9).**

  Potential improvements evaluated at this location are to reconfigure the traffic signal to add a southbound right-turn overlapping phase, and reconfigure the northbound approach to provide additional left-turn capacity. The resulting northbound approach would provide one left-turn lane, one shared through/left-turn lane, one through lane, and one right-turn lane. The impact at this location could be reduced through increased service levels of the airport employee TDM/Vanpool program. This program would improve intersection operations; however, it would only partially mitigate the significant impact at this location. The combined effect of the physical improvement and the employee vanpool program would only partially mitigate the identified impact. No other feasible improvements have been identified to fully mitigate the project impact at this location. Therefore, this impact would remain significant and unavoidable under Alternatives 1-2, 4, 8, and 9.

- **9. Airport Boulevard and Manchester Avenue (Alternatives 1-2, 3, 4, 8, and 9).**

  The potential improvements evaluated at this location are to restripe the eastbound and westbound approach to provide one left-turn lane, two through lanes, and a shared through/right-turn lane. These improvements would fully mitigate the identified impact under Alternatives 3 and 4 and partially mitigate the identified impact under Alternatives 1-2, 8, and 9.

  Implementation of this improvement would entail removal of three parking spaces on the south side of Manchester Avenue west of Belford Avenue, and two parking spaces on the south side of Manchester Avenue east of Belford Avenue would need to be restricted during the p.m. peak period. However, the proposed restriping of the eastbound approach would conflict with the City of Los Angeles's vision for future bicycle lanes on this segment of Manchester Avenue; therefore, this improvement is considered infeasible. No other feasible improvements were identified. This impact would be significant and unavoidable.

- **10. Arbor Vitae Street and Aviation Boulevard (Alternatives 1-2, 3, 4, 8, and 9).**

  A component of the LAX Master Plan would include widening and reconfiguration of both streets at the subject intersection in order to achieve the following lane configuration: northbound one left-turn lane, two through lanes, and one right-turn lane; southbound one left-turn lane, one through lane, and one shared through/right-turn lane; eastbound one left-turn lane, two through lanes, and one shared through/right-turn lane; and westbound two left-turn lanes, two through lanes, and one right-turn lane. Implementation of this improvement would fully mitigate the significant impacts under Alternatives 1-2, 4, 8, and 9, however could not be accommodated within the existing right-of-way and would require removal of existing business (economic and policy infeasibility) and may create additional environmental impacts associated with demolition and construction, such as noise, air quality and therefore is considered infeasible. No feasible physical improvements have been identified. Therefore, this impact would remain significant and unavoidable under Alternatives 1-2, 4, 8 and 9.

  Under Alternative 3, the above improvements were found to be ineffective in improving the project impacts at this location; therefore, it is not recommended. The Westchester Community Plan, an element of the City's General Plan, includes policies to improve Arbor Vitae Street west of Aviation Boulevard and Aviation Boulevard south of Arbor Vitae Street south of Aviation Boulevard to provide six through lanes. To fully mitigate the impact under Alternative 3 would require the provision of dual left-turn lanes on the northbound approach, which may conflict with the cross-section adopted in the City's Westchester Community Plan, and therefore, may not be feasible. No other feasible improvements have been identified to mitigate the project impact under Alternative 3.

  In summary, no feasible improvements are available to fully mitigate the project impact under Alternatives 1-2, 3, 4, 8, and 9 without additional right-of-way acquisition. Therefore, this impact would remain significant and unavoidable under Alternatives 1-2, 3, 4, 8, and 9.

- **11. Arbor Vitae Street and Inglewood Avenue (Alternatives 1-2, 4, 8, and 9).**

  The mitigation measure for this location under the LAX Master Plan is to restripe the southbound approach to provide a separate right-turn lane, which would require removal of two parking stalls on the west side of Inglewood Avenue north of Arbor Vitae Street. Implementation of this improvement would fully mitigate the significant impact identified at this location under Alternatives 1-2, 4, 8, and 9.

- **12. La Brea Avenue and Arbor Vitae Street (Alternatives 1-2, 8, and 9).**

  The impact at this location could be mitigated through fair share contribution to the City of Inglewood's ITS improvement program. The contribution to the system would be equivalent to a 0.10 reduction in volume/capacity. This would fully mitigate the impacts under Alternatives 1-2, 8, and 9.

- **13. La Cienega Boulevard and Arbor Vitae Street (Alternative 3).**

  The improvement evaluated for this location involves modifications to improvements proposed as part of Alternative 3 (i.e., improvements that were proposed as part of Alternative D in the LAX Master

Plan, which is now Alternative 3 for SPAS), which called for improving Arbor Vitae Street west of La Cienega Boulevard and the west side of La Cienega Boulevard south of Arbor Vitae Street to meet City of Los Angeles standard roadway widths. The planned improvements would result in the following lane configuration: northbound one left-turn lane, two through lanes, and one right-turn lane; southbound one left-turn lane, one through lane and one shared through/right-turn lane; eastbound one left-turn lane, three through lanes, and one right-turn lane; westbound one-left-turn lane, two through lanes, one shared through/right-turn lane and one exclusive right-turn lane. These planned improvements would require widening of the Arbor Vitae Bridge, which is a not an LAX SPAS project-related improvement. Based on the results of the traffic analysis completed for SPAS and the impacts anticipated to occur at this intersection under Alternative 3, the potential improvement would be to modify the planned changes to the eastbound approach to provide dual left-turn lanes, resulting in two left-turn lanes, two through lanes and one right-turn lane. Implementation of this additional improvement would partially mitigate the significant impact at this location. However, the improvement would require modifications to the Arbor Vitae Bridge. Pending further study and available funding, the widening of the Arbor Vitae Bridge may not be feasible. No other feasible improvements have been identified to fully mitigate the project impact. Therefore, this impact would remain significant and unavoidable.

- **14. Aviation Boulevard and Century Boulevard (Alternatives 1-2, 4, 8, and 9).**

  The potential improvement evaluated at this location is to widen the northbound, southbound, and westbound approaches, resulting in northbound two left-turn lanes, three through lanes, and one right-turn lane; southbound two left-turn lanes, two through lanes, and one shared through/right-turn lane; and westbound two left-turn lanes, four through lanes, and one right-turn lane. These geometry improvements are included as a project element in Alternative 3, and implementation of these improvements would improve the intersection operations; however, they would only partially mitigate the significant impact at this location and the proposed physical improvement conflicts with the City of Los Angeles' vision for a planned bike lanes on Aviation Boulevard, which may result in policy infeasibility and impacts to alternative modes of transportation. Therefore, the proposed improvements are considered infeasible. The impact at this location could be reduced through increased service levels of the airport employee TDM/Vanpool program. This program would improve intersection operations; however, it would only partially mitigate the significant impact at this location. No other feasible improvements have been identified to fully mitigate the project impact. Therefore, this impact would remain significant and unavoidable under Alternatives 1-2, 4, 8, and 9.

- **15. Aviation Boulevard and El Segundo Boulevard (Alternative 3).**

  The potential improvement evaluated at this location is to restripe the northbound and southbound approaches of Aviation Boulevard to provide additional capacity. The northbound and southbound approaches would be modified to provide an additional through lane, resulting in northbound two left-turn lanes, two through lanes and one shared through/right-turn lane, and southbound one left-turn lane, three through lanes, and one right-turn lane. Implementation of this improvement would fully mitigate the significant impact at this location.

- **16. Aviation Boulevard and Imperial Highway (Alternatives 3 and 4).**

  The potential improvement evaluated at this location is to restripe the northbound approach to provide additional through capacity, resulting in two left-turn lanes, two through lanes, and one shared through/right-turn lane. This improvement would require additional right-of-way on the east side of Aviation Boulevard, north of Imperial Highway, which can be provided by the airport property. Implementation of this improvement would fully mitigate the significant impact at this location under Alternative 4; however, it would only partially mitigate the significant impact at this location under Alternative 3. No other feasible improvements have been identified to fully mitigate the project impact under Alternative 3. Therefore, this impact would remain significant and unavoidable under Alternative 3.

- **17. Aviation Boulevard/Florence Avenue and Manchester Avenue (Alternatives 1-2, 3, 4, 8, and 9).**

  The potential improvement evaluated at this location involves restriping both the eastbound and westbound lane configurations from one left-turn lane, two through lanes, and one right-turn lane to one left-turn lane, two through lanes, and one shared through/right-turn lane. This improvement would require the elimination of parking on the south side of Manchester Boulevard east of Aviation Boulevard and on the north side of Manchester Boulevard west of Aviation Boulevard in order to provide appropriate merging distances. This improvement would fully mitigate the identified project impact under Alternatives 1-2, 3, 4, 8, and 9.

- **25. La Brea Avenue and Centinela Avenue (Alternatives 1-2, 3, 8, and 9).**

  The potential improvement evaluated at this location is to restripe the northbound and southbound approaches to provide separate right-turn lanes. The resulting lane configuration would be northbound one left-turn lane, two through lanes, and one right-turn lane; and southbound one left-turn lane, two through lanes, and one right-turn lane. Implementation of this improvement would fully mitigate the identified project impact at this location.

- **26. La Cienega Boulevard and Centinela Avenue (Alternatives 1-2, 3, 4, 8, and 9).**

  The potential improvement evaluated at this location is to modify the southbound approach to provide dual left-turn lanes. This improvement would require modification of the raised median on La Cienega Boulevard north of Centinela Avenue. The resulting configuration would be two left-turn lanes, two through lanes, and one shared through/right-turn lane. Implementation of this improvement would fully mitigate the significant impact at this location under Alternatives 1-2, 4, 8, and 9; however, it would only partially mitigate the significant impact at this location under Alternative 3. It is noted that a recent study conducted for SCAG developed grade separation concept designs for La Cienega Boulevard at Centinela Avenue, La Tijera Boulevard, and Fairview Boulevard, which are pending further study to determine their feasibility as additional mitigation for Alternative 3. Therefore, the project impact could be fully mitigated under Alternatives 1-2, 4, 8, and 9, but would remain significant and unavoidable under Alternative 3.

- **27. La Tijera Boulevard and Centinela Avenue (Alternatives 1-2, 4, 8, and 9).**

  The addition of a second southbound left-turn lane would fully mitigate the project impact at this location. However, this improvement could not be accommodated within the existing right-of-way and would require narrowing of existing sidewalks on La Tijera Boulevard, which would result in policy infeasibility and impacts to alternative modes of transportation. No feasible improvements have been identified to fully mitigate the project impact. Therefore, this impact would remain significant and unavoidable.

  It is noted that a recent study conducted for SCAG developed grade separation concept designs for the adjacent intersection of La Cienega Boulevard at Centinela Avenue, La Tijera Boulevard, and Fairview Boulevard. If this grade separation concept becomes feasible, LAWA can provide fair share contribution, subject to FAA approval, to this improvement to fully mitigate the project impact at the adjacent intersection of La Cienega Boulevard at Centinela Avenue. This would then reduce the project traffic passing through the intersection of La Tijera Boulevard and Centinela Avenue and reduce the project impact at this location.

- **28. Sepulveda Boulevard and Centinela Avenue (Alternative 3).**

  The potential improvement to mitigate the project impact involves restriping Sepulveda Boulevard to provide a third northbound left-turn lane. This would require modification to the raised island at the southeast corner of the intersection as necessary to maintain the third northbound through lane and the northbound right-turn lane. The channelization and the raised median island on the west leg of Centinela Avenue would also need to be modified to provide three westbound departure lanes to

receive the additional lane of left-turning traffic from Sepulveda Boulevard northbound. This improvement is feasible and would fully mitigate the project impact at this location under Alternative 3.

- **34. La Brea Avenue/Hawthorne Boulevard and Century Boulevard (Alternatives 1-2, 4, 8, and 9).**

  To fully mitigate the project impact at this location under Alternatives 1-2, 4, 8, and 9 would require the fair share contribution to Inglewood's ITS improvement program (the contribution to the system would be equivalent to a 0.10 reduction in volume/capacity), increased service levels of the airport employee TDM/Vanpool program, and physical roadway improvements such as additional through lanes on the northbound, southbound, eastbound, and westbound approaches. However, these physical improvements could not be accommodated within the existing right-of-way and would require removal of existing business on Hawthorne Boulevard and narrowing of existing sidewalks on Century Boulevard, which may result in impacts to alternative modes of transportation. Therefore, the physical improvements are considered infeasible. No feasible improvements have been identified to fully mitigate the project impact at this location under Alternatives 1-2, 4, 8, and 9. This impact could be partially mitigated through contribution to the ITS program and the TDM/Vanpool program at the airport. Therefore, the impact at this location would remain significant and unavoidable under Alternatives 1-2, 4, 8, and 9.

- **35. Inglewood Avenue and Century Boulevard (Alternatives 1-2, 3, 4, 8, and 9).**

  The impact at this location could be mitigated through fair share contribution to the City of Inglewood's ITS improvement program. The contribution to the system would be equivalent to a 0.10 reduction in volume/capacity. This would fully mitigate the impacts under Alternatives 1-2, 3, 4, 8, and 9.

- **36. La Cienega Boulevard and Century Boulevard (Alternatives 1-2, 3, 4, 8, and 9).**

  The potential improvements evaluated at this location for Alternatives 1-2, 4, 8, and 9 involves modifying each of the alternatives' assumptions for lane configuration to the following: the northbound and southbound lane configurations from one left-turn lane, two through lanes, and two right-turn lanes to two left-turn lanes, two through lanes, one shared through/right-turn lane, and one right-turn lane; the eastbound lane configuration from one left-turn lane, three through lanes, and one right-turn lane to two left-turn lanes, three through lanes, and two right-turn lanes; and the westbound lane configuration from one left-turn lane, three through lanes, and one shared through/right-turn lane to two left-turn lanes, four through lanes, and two right-turn lanes with a westbound right-turn overlap phase.

  The potential improvements evaluated at this location for Alternative 3 involve modifying the alternative's baseline lane configuration to the following: northbound and southbound lane configurations from one left-turn lane, two through lanes, one shared through/right-turn lane, and one right-turn lane to two left-turn lanes, two through lanes, one shared through/right-turn lane, and one right-turn lane; the eastbound lane configuration from one left-turn lane, three through lanes, and two right-turn lanes to two left-turn lanes, three through lanes, and two right-turn lanes; and the westbound lane configuration from one left-turn lane, three through lanes, and one shared through/right-turn lane to two left-turn lanes, four through lanes, and two right-turn lanes with a westbound right-turn overlap phase.

  The physical improvements proposed above for Alternatives 1-2, 3, 4, 8, and 9 could not be accommodated within the existing right-of-way. They would require removal of existing business and therefore are considered infeasible.

  The impact at this location could be reduced through increased service levels of the airport employee TDM/Vanpool program. This program would improve intersection operations; however, it would only partially mitigate the significant impact at this location. No other feasible improvements have been identified to fully mitigate the project impact under Alternatives 1-2, 3, 4, 8, and 9. Therefore, the impact at this location would remain significant and unavoidable under Alternatives 1-2, 3, 4, 8, and 9.

- **37. Prairie Avenue and Century Boulevard (Alternatives 1-2, 4, 8, and 9).**

  The impact at this location could be mitigated through fair share contribution to the City of Inglewood's ITS improvement program. The contribution to the system would be equivalent to a 0.10 reduction in volume/capacity. This would fully mitigate the impacts under Alternatives 1-2, 4, 8, and 9.

- **38. Sepulveda Boulevard and Century Boulevard (Alternatives 1-2, 3, 4, 8, and 9).**

  The potential improvement evaluated at this location is to restripe the westbound approach to allow triple left turns from Century Boulevard westbound to southbound Sepulveda Boulevard. The westbound configuration would be two left turns, one shared left-turn/through/right-turn lane, and one right-turn lane. This would require removal of the raised median island on the westbound departure, which is considered physically feasible. Implementation of this physical improvement would fully mitigate the impacts for Alternatives 1-2, 8, and 9.

  Under Alternatives 3 and 4 the proposed physical improvement would only partially mitigate the impacts at this location. The impact at this location could be reduced through increased service levels of the airport employee TDM/Vanpool program. This program would improve intersection operations; however, it would only partially mitigate the significant impact at this location. No other feasible improvements have been identified to fully mitigate the project impact under Alternatives 3 and 4. Therefore, the impact at this location would remain significant and unavoidable under Alternatives 3 and 4.

- **46. Douglas Street and El Segundo Boulevard (Alternatives 1-2, 4, 8, and 9).**

  The potential improvements that would fully mitigate the project impact at this location would involve widening of the northbound approach to provide two left-turn lanes, two through lanes, and one shared through/right-turn lane; and widening of the eastbound approach to provide an additional eastbound through lane. Both improvements could not be accommodated within the existing right-of-way and would require removal of off-street surface parking spaces of existing businesses, and are therefore considered infeasible. Therefore, this impact would be significant and unavoidable under Alternatives 1-2, 4, 8, and 9.

- **51. Hawthorne Boulevard and El Segundo Boulevard (Alternatives 1-2, 3, 4, 8, and 9).**

  To fully mitigate the project impact at this location, the southbound configuration would need to provide one right-turn lane, four through lanes, and two left-turn lanes. However, this improvement is not feasible due to physical constraints such as removal of recently constructed streetscape improvements and on-street parking on the southbound departure. No feasible improvements have been identified. Therefore, this impact would remain significant and unavoidable under Alternatives 1-2, 3, 4, 8, and 9.

- **52. Inglewood Avenue and El Segundo Boulevard (Alternative 3).**

  The addition of a separate southbound right-turn lane and additional westbound through lane would fully mitigate the project impact at this location. Due to existing right-of-way and physical constraints that would require removal of existing business on El Segundo Boulevard and narrowing of the existing sidewalk on Inglewood Avenue north of El Segundo Boulevard, these improvements are considered infeasible. No feasible improvements have been identified. Therefore, this impact would remain significant and unavoidable under Alternative 3.

- **53. La Cienega Boulevard and El Segundo Boulevard (Alternative 3).**

  The potential improvement evaluated at this location is to restripe the southbound approach to provide two left-turn lanes, one shared left-/right-turn lane, and one right-turn lane. This improvement would fully mitigate the identified impact.

- **57. La Brea Avenue and Florence Avenue (Alternatives 1-2, 3, 4, 8, and 9).**

  The potential improvement evaluated at this location is to restripe the northbound approach to provide a separate right-turn lane, resulting in one left-turn lane, two through lanes, and one right-turn lane. This improvement would fully mitigate the identified impact under Alternatives 1-2, 4, 8, and 9, but would only partially mitigate the impact under Alternative 3. No other feasible improvements have been identified to fully mitigate the project impact under Alternative 3. Therefore, this impact can be fully mitigated under Alternatives 1-2, 4, 8, and 9; however, it would remain significant and unavoidable under Alternative 3.

- **58. La Cienega Boulevard and Florence Avenue (Alternatives 1-2, 3, 4, 8, and 9).**

  Potential improvements evaluated at this location are to modify the north/south split phasing to Protected-Variable and to restripe the southbound approach to provide two left-turn lanes, one through lane, and one shared through/right-turn lane. Implementation of these improvements would partially mitigate the identified project impact under Alternatives 1-2, 3, 4, 8, and 9. To fully mitigate the intersection would require the following configuration: northbound one left-turn lane, three through lanes, and one right-turn lane; southbound two left-turn lanes, three through lanes, and two right-turn lanes; eastbound two left-turn lanes, one through lane, and one shared through/right-turn lane; and westbound two left-turn lanes, one through lane, and one shared through/right-turn lane. These improvements would require obtaining right-of-way from the adjoining freeway and would conflict with the planned Metro LAX/Crenshaw light rail line, resulting in policy infeasibility and impacts to alternative modes of transportation. Therefore, this impact would remain significant and unavoidable under Alternatives 1-2, 3, 4, 8, and 9.

- **60. Sepulveda Boulevard and Grand Avenue (Alternatives 1-2, 8, and 9).**

  The potential improvement evaluated at this location is to restripe the eastbound approach to provide additional right-turn capacity. The resulting eastbound lane configuration would be one left-turn lane, one shared left-turn/through/right-turn lane, and one right-turn lane. Implementation of this improvement would fully mitigate the project impact.

- **62. Hawthorne Boulevard and Imperial Avenue (Alternatives 1-2, 3, 4, 8, and 9).**

  The potential improvement evaluated at this location is to restripe the southbound approach to provide a separate right-turn lane, resulting in one left-turn lane, three through lanes, and one right-turn lane. Implementation of this improvement would fully mitigate the identified impact under Alternative 1-2, but can only partially mitigate the identified impact under Alternatives 3, 4, 8, and 9. To fully mitigate the impact at this location under Alternatives 3, 4, 8, and 9 would require the provision of additional eastbound and westbound through lanes. This physical improvement could not be accommodated within the existing right-of-way and would require removal of existing businesses (economic and policy infeasibility) and create additional environmental impacts associated with demolition and construction, such as noise, air quality, etc., and therefore is considered infeasible. No other feasible improvements are available to fully mitigate the project impact under Alternatives 3, 4, 8, and 9. Therefore, this impact can be fully mitigated under Alternative 1-2, but would remain significant and unavoidable under Alternatives 3, 4, 8, and 9.

- **63. Hawthorne Boulevard and Lennox Boulevard (Alternatives 1-2, 4, 8, and 9).**

  The potential improvement evaluated at this location is to restripe the southbound approach to provide an additional left-turn lane and one additional through lane, which would require removal of the raised center median on Hawthorne Boulevard. The resulting southbound configuration would be two left-turn lanes, three through lanes, and one shared through/right-turn lane. This improvement would fully mitigate the identified impact; however, it could not be accommodated within the existing right-of-way and would require removal of existing business on Hawthorne Boulevard (economic and policy infeasibility) and create additional environmental impacts associated with demolition and construction, such as noise, air quality, etc. Therefore, this improvement is considered infeasible. No

other feasible improvements have been identified to fully mitigate the project impact. Therefore, this impact would remain significant and unavoidable under Alternatives 1-2, 4, 8, and 9.

- **64. Highland Avenue/Vista del Mar and Rosecrans Avenue (Alternatives 1-2, 4, 8, and 9).**

  The addition of a second westbound right-turn lane or a free westbound right-turn lane would fully mitigate the project impact at this location; however, it would require removal of off-street parking space and disrupt the existing business at the northeast corner of the intersection. Therefore, due to the existing right-of-way constraints on Highland Avenue, the proposed mitigation is infeasible. No other feasible improvements have been identified to fully mitigate the project impact. Therefore, this impact would remain significant and unavoidable under Alternatives 1-2, 4, 8, and 9.

- **66. Inglewood Avenue and Imperial Highway (Alternatives 1-2, 3, 4, 8, and 9).**

  The potential improvement evaluated at this location is to restripe the southbound approach to provide additional through capacity, resulting in one left-turn lane, one through lane, and one shared through/right-turn lane. Implementation of this improvement would fully mitigate the identified impact under Alternative 1-2. This improvement would partially mitigate the identified impact under Alternatives 3, 4, 8, and 9. No other feasible improvements have been identified to fully mitigate the project impact under Alternatives 3, 4, 8, and 9. Therefore, this impact could be fully mitigated under Alternative 1-2, but would remain significant and unavoidable under Alternatives 3, 4, 8, and 9.

- **70. Prairie Avenue and Imperial Highway (Alternative 3).**

  The impact at this location could be mitigated through fair share contribution to the City of Inglewood's ITS improvement program. The contribution to the system would be equivalent to a 0.10 reduction in volume/capacity. This would fully mitigate the impact under Alternative 3.

- **71. Sepulveda Boulevard and Imperial Highway (Alternatives 1-2, 3, 4, 8, and 9).**

  Potential improvements evaluated at this location are to modify the traffic signal to include a northbound right-turn overlap phase, restripe the westbound approach to provide a second right-turn lane, and restripe the northbound approach on Sepulveda Boulevard to provide one left-turn lane, three through lanes, and two right-turn lanes. The improvement to the westbound approach can be accommodated within the existing right-of-way, but would require relocation of the existing bike lane to south of the dual right-turn lanes. Implementation of these improvements would fully mitigate the impact at this location under Alternatives 1-2, 3, 4, 8, and 9.

- **74. I-105 Ramps East of Aviation Boulevard and Imperial Highway (Alternative 3).**

  Potential improvements evaluated at this location are to restripe the eastbound approach to provide an additional left-turn lane, resulting in two left-turn lanes, three through lanes, and one right-turn lane, and to modify the previously proposed lane configuration as part of the LAX Master Plan on the future southbound approach to provide an additional southbound left-turn lane, resulting in two left-turn lanes, two through lanes, and one right-turn lane. Implementation of these improvements for the eastbound and southbound approaches would only partially mitigate the impact at this location. To fully mitigate the project impact at this location under Alternative 3 would also require widening the westbound approach to provide dual westbound right-turn movement from Imperial Highway to the airport property. This widening of the westbound approach would require narrowing of existing sidewalk on Imperial Highway, resulting in policy infeasibility and impacts to alternative modes of transportation. Therefore, this additional westbound right-turn capacity is infeasible due to existing physical and right-of-way constraints. This impact would remain significant and unavoidable under Alternative 3.

- **76. Inglewood Avenue and Lennox Boulevard (Alternatives 1-2, 3, 4, 8, and 9).**

  The addition of a second through lane on both the northbound and southbound approaches would fully mitigate the project impact at this location, This widening of the northbound and southbound approaches would require narrowing of existing sidewalk on Imperial Highway, resulting in policy

infeasibility and impacts to alternative modes of transportation. No other feasible improvements have been identified. Therefore, this impact would remain significant and unavoidable under Alternatives 1-2, 3, 4, 8, and 9.

- **77. Inglewood Avenue and Manchester Boulevard (Alternatives 8 and 9).**

  The addition of a third eastbound through lane would fully mitigate the project impact at this location; however, it would require removing of existing mature landscaped raised median and removal of off-street surface parking spaces on existing business properties, and therefore is considered infeasible. No other feasible improvements have been identified to fully mitigate the project impact. Therefore, this impact would remain significant and unavoidable under Alternatives 8 and 9.

- **85. La Brea Avenue and Manchester Boulevard (Alternatives 3, 8, and 9).**

  The impact at this location could be mitigated through fair share contribution to the City of Inglewood's ITS improvement program. The contribution to the system would be equivalent to a 0.10 reduction in volume/capacity. This would fully mitigate the impacts under Alternatives 8 and 9. Under Alternative 3, the potential improvement evaluated at this location is to restripe the northbound approach to provide a separate right-turn lane, resulting in one left-turn lane, two through lanes, and one right-turn lane. Implementation of this improvement would result in the loss of approximately six metered parking spaces. Implementation of this improvement would partially mitigate the project impact at this location. In addition to the physical improvement, the impact at this location could be mitigated through fair share contribution to the City of Inglewood's ITS improvement program. The contribution to the system would be equivalent to a 0.10 reduction in volume/capacity. This would fully mitigate the impact under Alternative 3.

- **86. La Brea Avenue/Overhill Avenue and Stocker Street (Alternatives 1-2, 3, 4, 8, and 9).**

  The potential improvement evaluated at this location would modify the southbound approach to provide additional through capacity by converting the southbound free right-turn lane to a shared through/right-turn lane, resulting in two left-turn lanes, two through lanes, and one shared through/right-turn lane. Implementation of this improvement could be accomplished within the existing right-of-way, but would remove the raised island on the northwest corner of the intersection. Because this improvement would only partially mitigate the project impact in certain peak hours but would worsen conditions in others, it is not recommended. To fully mitigate the impact at this location would require the provision of a southbound through lane, which is not feasible within the existing right-of-way and would require narrowing sidewalks on La Brea Avenue, which would result in policy infeasibility and impacts to alternative modes of transportation. No other feasible improvements have been identified to fully mitigate the project impact. Therefore, this impact would remain significant and unavoidable under Alternatives 1-2, 3, 4, 8, and 9.

- **87. La Brea Avenue and Slauson Avenue (Alternatives 1-2, 3, 4, 8, and 9).**

  The potential improvement evaluated at this location is to restripe the southbound approach to provide one left-turn lane, two through lanes, and one shared through/right-turn lane and to eliminate the existing southbound right-turn overlap phase. Implementation of this improvement would partially mitigate the project impact at this location. No other feasible improvements have been identified to fully mitigate the project impact. Therefore, this impact would remain significant and unavoidable under Alternatives 1-2, 3, 4, 8, and 9.

- **88. La Cienega Boulevard and La Tijera Boulevard (Alternatives 1-2, 3, 4, 8, and 9).**

  Due to right-of-way and physical constraints at this intersection, no feasible improvements have been identified. It is noted that a recent study conducted for SCAG developed grade separation concept designs for La Cienega Boulevard at Centinela Avenue, La Tijera Boulevard, and Fairview Boulevard. Pending further study of these concepts to determine their feasibility, however, this impact would remain significant and unavoidable. If this grade separation concept becomes feasible, LAWA can

provide fair share contribution, subject to FAA approval, to this improvement to fully mitigate the project impact at this location.

- **90. La Cienega Boulevard and Manchester Boulevard (Alternatives 1-2, 3, 4, 8, and 9).**

  The improvement for this location included in the LAX Master Plan involves changing the north/south split phasing from split to protected and restriping La Cienega Boulevard from north of Florence Avenue to south of Olive Street in order to reconfigure the southbound approach to provide two left-turn lanes, one through lane, and one shared through/right-turn lane. Implementation of these improvements would partially mitigate the identified project impact under Alternative 3. To fully mitigate the impact at this location would require the provision of an additional westbound left-turn lane and northbound through lane, which would require widening of the Manchester Boulevard Bridge over the I-405 Freeway and approval from Caltrans. These additional improvements would require further engineering study and Caltrans review and approval, and therefore may not be feasible. No other feasible improvements are available to fully mitigate the project impact under Alternative 3. Although the partial mitigation of changing the north/south split phasing from split to protected and restriping La Cienega Boulevard from north of Florence Avenue to south of Olive Street in order to reconfigure the southbound approach to provide two left-turn lanes, one through lane, and one shared through/right-turn lane is physically feasible, the project impact at this location would remain significant and unavoidable under Alternative 3.

  The improvement for this location included in the LAX Master Plan involves changing the north/south split phasing from split to protected and restriping La Cienega Boulevard from north of Florence Avenue to south of Olive Street in order to reconfigure the southbound approach to provide two left-turn lanes, one through lane, and one shared through/right-turn lane. Implementation of this improvement would only partially mitigate the identified project impact under Alternatives 3, 8, and 9. Under Alternatives 1-2 and 4, the improvement would not effectively mitigate the project impact. To fully mitigate the impact at this location for Alternatives 1-2, 3, 4, 8, and 9 would require the provision of a second eastbound left-turn lane, a second westbound left-turn lane, and an additional northbound through lane. These additional improvements would require removal of an existing retaining wall on the eastside of La Cienega Boulevard and would require widening of the Manchester Boulevard Bridge over the I-405 Freeway. These additional improvements would require further engineering study and Caltrans review and approval, and therefore may not be feasible. No feasible improvements have been identified to fully mitigate the project impact at Alternatives 1-2, 3, 4, 8, and 9.

  Although the partial mitigation of changing the north/south split phasing from split to protected and restriping the southbound approach to provide two left-turn lanes, one through lane, and one shared through/right-turn lane is physically feasible; therefore, the project impact at this location would remain significant and unavoidable under Alternatives 1-2, 3, 4, 8, and 9.

- **93. La Cienega Boulevard and Stocker Street (Alternatives 1-2, 3, 4, 8, and 9).**

  Due to right-of-way and physical constraints at this intersection, no feasible improvements have been identified. It is noted that a recent study conducted for SCAG developed a grade separation concept design for La Cienega Boulevard at Stocker Street. Pending further study of these concepts to determine their feasibility, however, this impact would remain significant and unavoidable under Alternatives 1-2, 3, 4, 8, and 9. If this grade separation concept becomes feasible, LAWA can provide fair share contribution to this improvement, subject to FAA approval, to fully mitigate the project impact at this location.

- **95. La Cienega Boulevard and 120th Street (Alternatives 1-2, 3, 4, 8, and 9).**

  The addition of a second southbound left-turn lane would fully mitigate the project impact at this location. However, this improvement could not be accommodated within the existing right-of-way, but would require removal of existing business on the east side La Cienega Boulevard (economic and policy infeasibility) and create additional environmental impacts associated with demolition and

construction, such as noise, air quality, etc. Therefore, this improvement is considered infeasible. No feasible improvements have been identified. Therefore, this impact would remain significant and unavoidable.

- **96. La Cienega Boulevard and Southbound I-405 Ramps (north of Century Boulevard) (Alternatives 1-2, 8, and 9).**

  The potential improvement evaluated at this location involves widening of the I-405 Freeway southbound off-ramp (the westbound approach) to provide one left-turn lane, one shared left-turn/through lane, and one shared through/right-turn lane. This proposed improvement would fully mitigate the impact under Alternative 1-2 but would only partially mitigate the impact under Alternatives 8 and 9. Full mitigation of the impacts under Alternative 8 and 9 would also require widening the northbound approach to provide two left-turn lanes, one through lane, one shared through/right-turn lane, and one right-turn lane. The proposed physical improvements are considered feasible and would fully mitigate the project impacts at this location under Future (2025) with Alternatives 1-2, 8, and 9 scenarios.

- **101. Sepulveda Boulevard and La Tijera Boulevard (Alternatives 3 and 4).**

  Potential improvements evaluated at this location are to modify the traffic signal and restripe the westbound approach on La Tijera Boulevard to provide two left-turn lanes, one through lane, and one shared through/right-turn lane. These improvements would fully mitigate the project impact at this location under Alternatives 3 and 4.

- **102. Northbound I-405 Ramps and La Tijera Boulevard (Alternatives 1-2, 3, 4, 8, and 9).**

  A potential improvement that would fully mitigate the project impact at this location is the addition of a second eastbound left-turn lane from La Tijera Boulevard onto the I-405 northbound on-ramp and the widening of the westbound approach of La Tijera Boulevard from four to five through lanes plus a westbound right-turn lane. This improvement is identified as a potential improvement in the Coastal Corridor Specific Plan, but is subject to additional feasibility analysis and is not considered feasible at this time.

  The impact at this location could be reduced through increased service levels of the airport employee TDM/Vanpool program. This program would improve intersection operations; however, it would only partially mitigate the significant impact at this location. No other feasible improvements have been identified to fully mitigate the project impact under Alternatives 1-2, 3, 4, 8, and 9.

  If the widening of the La Tijera Boulevard Bridge becomes feasible, LAWA can provide fair share contribution to this improvement, subject to FAA approval, to fully mitigate the project impact at this location.

- **105. Lincoln Boulevard and Manchester Boulevard (Alternative 3).**

  Potential improvements evaluated at this location are to restripe the eastbound approach and the westbound approach to provide two left-turn lanes, two through lanes, and one right-turn lane. These improvements would fully mitigate the project impact at this location.

- **109. Lincoln Boulevard and Venice Boulevard (Alternatives 1-2, 4, 8, and 9).**

  The addition of one northbound through lane would fully mitigate the project impact at this location. However, this improvement could not be accommodated within the existing right-of-way and would require narrowing sidewalks on Lincoln Boulevard, which would result in policy infeasibility and impacts to alternative modes of transportation.

  The impact at this location could be reduced through increased service levels of the airport employee TDM/Vanpool program. This program would improve intersection operations; however, it would only partially mitigate the significant impact at this location. No other feasible improvements have been

identified to fully mitigate the project impact under Alternatives 1-2, 4, 8, and 9. Therefore, this impact would remain significant and unavoidable under Alternatives 1-2, 4, 8, and 9.

- **110. Lincoln Boulevard and Washington Boulevard (Alternatives 1-2, 4, 8, and 9).**

  The addition of a southbound through lane would fully mitigate the project impact at this location. However, adding a southbound through lane would require widening of the southbound approach and departure, which would require removal of existing business on the west side of Lincoln Boulevard (economic and policy infeasibility) and create additional environmental impacts associated with demolition and construction, such as noise, air quality, etc., and therefore is considered infeasible. The impact at this location could be reduced through increased service levels of the airport employee TDM/Vanpool program. This program would improve intersection operations; however, it would only partially mitigate the significant impact at this location. No other feasible improvements have been identified to fully mitigate the project impact under Alternatives 1-2, 4, 8, and 9. Therefore, this impact would remain significant and unavoidable under Alternatives 1-2, 4, 8, and 9.

- **114. Sepulveda Boulevard and Manchester Avenue (Alternatives 1-2, 3, 4, 8, and 9).**

  The addition of a westbound right-turn lane would be the potential improvement to mitigate the project impact at this location. However, this improvement would result in an offset of more than four feet for the westbound through travel lanes, removal of street parking on the north side of Manchester Avenue east of Sepulveda Boulevard, and may conflict with the City's roadway classification standards for Manchester Avenue. This improvement would require further exploration with LADOT and may not be feasible. No other feasible improvements have been identified to fully mitigate the project impact. Therefore, this impact would be significant and unavoidable under Alternatives 1-2, 3, 4, 8, and 9.

  If addition of the westbound right-turn lane becomes feasible, the project impact can be fully mitigated at this location under Alternatives 1-2, 3, 4, 8, and 9.

- **115. Ash Avenue and Manchester Avenue (Alternatives 1-2, 4, 8, and 9).**

  The potential improvement evaluated at this location is to restripe the northbound approach to provide additional left-turn capacity, resulting in two left-turn lanes and one shared through/right-turn lane. Implementation of this improvement would partially mitigate the impact at this location under Alternatives 1-2, 8, and 9. Under Alternative 4, the proposed improvement was found not to effectively mitigate the project impact, and therefore is not recommended for Alternative 4. No other feasible improvements have been identified to fully mitigate the project impact under Alternatives 1-2, 4, 8, and 9. Therefore, this impact would remain significant and unavoidable under Alternatives 1-2, 4, 8, and 9.

- **119. Ocean Avenue/Via Marina and Washington Boulevard (Alternatives 1-2, 3, 4, 8, and 9).**

  The potential improvement for this location would be restriping the westbound approach to provide a separate right-turn lane. Because it would not fully mitigate the project impact and because it would entail removal of approximately six on-street parking spaces, this improvement is not considered feasible. To fully mitigate the project impact at this location would require the provision of additional eastbound and westbound through lanes.

  However, these improvements would require widening of the eastbound and westbound approaches and departures, which would require removal of existing business on Washington Boulevard (economic and policy infeasibility) and create additional environmental impacts associated with demolition and construction, such as noise, air quality, etc., and therefore are considered infeasible. No feasible improvements have been identified to fully mitigate the project impact. Therefore, this impact would remain significant and unavoidable under Alternatives 1-2, 3, 4, 8, and 9.

- **125. Sepulveda Boulevard and Rosecrans Avenue (Alternatives 1-2, 3, 4, 8, and 9).**

  Addressing the significant impact at this location would require widening of the northbound approach to provide two left-turn lanes, five through lanes, and one right-turn lane. This physical improvement could not be accommodated within the existing right-of-way and would require removal of existing business (economic and policy infeasibility) on Sepulveda Boulevard and create additional environmental impacts associated with demolition and construction, such as noise, air quality, etc., and therefore is considered infeasible.

  The impact at this location could be reduced through increased service levels of the airport employee TDM/Vanpool program. This program would improve intersection operations; however, it would only partially mitigate the significant impact at this location. No other feasible improvements have been identified to fully mitigate the project impact under Alternatives 1-2, 3, 4, 8, and 9. Therefore, this impact would remain significant and unavoidable under Alternatives 1-2, 3, 4, 8, and 9.

- **135. Sepulveda Boulevard and Westchester Parkway (Alternatives 3 and 4).**

  The addition of a second northbound left-turn lane, second eastbound through lane, and second westbound through lane would fully mitigate the project impact at this location under Alternative 3 and partially mitigate the impact under Alternative 4. However, the proposed improvements could not be accommodated within the existing right-of-way and would require removal of existing business on Westchester Parkway, which would result in economic and policy infeasibility, and would require narrowing of existing sidewalks on Sepulveda Boulevard, which would result in policy infeasibility and impacts to alternative modes of transportation. No feasible improvements have been identified to fully mitigate the project impact under Alternatives 3 and 4. Therefore, this impact would remain significant and unavoidable under Alternatives 3 and 4.

- **139. Sepulveda Boulevard and I-105 Westbound Ramps (North of Imperial Avenue) (Alternatives 1-2, 4, 8, and 9).**

  The addition of a fourth northbound through lane would fully mitigate the project impact at this location. However, the proposed improvement could not be accommodated within the existing right-of-way and would require relocation of existing supporting structures of the I-105 Freeway and modification to the I-105 westbound off-ramp at Sepulveda Boulevard, which would require further engineering study and may not be acceptable to Caltrans. In addition, the merge from four lanes to the existing three lanes in the Sepulveda Tunnel north of this intersection could not be achieved using Caltrans standards.

  The impact at this location could be reduced through increased service levels of the airport employee TDM/Vanpool program. This program would improve intersection operations; however, it would only partially mitigate the significant impact at this location. No other feasible improvements have been identified to fully mitigate the project impact under Alternatives 1-2, 4, 8, and 9. Therefore, this impact would remain significant and unavoidable under Alternatives 1-2, 4, 8, and 9.

- **143. Vicksburg Avenue and 96th Street (Alternatives 1, 2, 8, and 9).**

  The potential improvement evaluated at this location is to widen the westbound approach to provide dual right-turn movements from Vicksburg Avenue to 96th Street Bridge, resulting in the following westbound configuration: one left-turn lane, one through lane, and two right-turn lanes. Implementation of this improvement would fully mitigate the project impact under Alternatives 1-2, 8, and 9.

- **146. Sepulveda Eastway and Westchester Parkway (Alternatives 3 and 4).**

  The potential improvement evaluated at this location is to restripe the northbound approach to provide one shared through/left-turn lane, and one right-turn lane. Implementation of this improvement would fully mitigate the project impact under Alternatives 3 and 4.

- **147. Crenshaw Boulevard and Century Boulevard (Alternatives 1-2, 4, 8, and 9).**

  The addition of a fourth southbound through lane would fully mitigate the project impact at this location. However, the proposed improvements could not be accommodated within the existing right-of-way and would require removal of existing business on the west side of Crenshaw Boulevard, which would result in economic and policy infeasibility, and therefore is considered infeasible. The impact at this location could be reduced through increased service levels of the airport employee TDM/Vanpool program. This program would improve intersection operations; however, it would only partially mitigate the significant impact at this location. No other feasible improvements have been identified to fully mitigate the project impact under Alternatives 1-2, 4, 8, and 9. Therefore, this impact would remain significant and unavoidable under Alternatives 1-2, 4, 8, and 9.

- **148. La Cienega Boulevard and Fairview Boulevard (Alternatives 1-2 and 3).**

  The potential improvement evaluated at this location is to widen the westbound approach to provide two left-turn lanes, one through lane, and one right-turn lane. Implementation of this improvement could fully mitigate the project impact; however, this would require narrowing of existing sidewalks on Fairview Boulevard, which would result in policy infeasibility and impacts to alternative modes of transportation. Therefore, the project impact would remain significant and unavoidable under Alternatives 1-2 and 3. It is noted that a recent study conducted for SCAG developed grade separation concept designs for La Cienega Boulevard at Centinela Avenue, La Tijera Boulevard, and Fairview Boulevard. If the grade-separation concept becomes feasible, LAWA can provide fair share contribution, subject to FAA approval, to this improvement to fully mitigate the project impact at this location.

- **149. Crenshaw Boulevard and Imperial Highway (Alternatives 1-2, 3, 4, 8, and 9).**

  The addition of one through lane in both the eastbound and westbound directions would fully mitigate the project impact at this location. However, the proposed improvement could not be accommodated within existing right-of-way and would require removal of existing business on Imperial Highway, which would result in economic and policy infeasibility, and therefore is considered infeasible. No feasible improvements have been identified to fully mitigate the project impact. This impact would remain significant and unavoidable under Alternatives 1-2, 3, 4, 8, and 9.

- **153. Overland Avenue and Kelmore Street/Ranch Road (Alternative 3).**

  This stop-controlled intersection meets the standard traffic signal warrants[713] recommended in the Federal Highway Administration Manual on Uniform Traffic Control Devices and associated State guidelines and the criteria for installation of a traffic signal under existing conditions. Installation of a signal would improve the traffic operations at this location and could fully mitigate the project impact. However, installation of a traffic signal at this location would be the responsibility of Culver City and may encourage additional through traffic in the Overland Avenue corridor, which may not be acceptable to Culver City. Therefore, the impact at this location would be significant and unavoidable under Alternative 3. If installation of the signal becomes feasible, LAWA would provide fair share contribution, subject to FAA approval, to this improvement, which would fully mitigate the project impact at this location.

- **154. Overland Avenue and Sawtelle Boulevard (Alternatives 1-2, 3, 4, 8, and 9).**

  This stop-controlled intersection meets the standard traffic signal warrants[714] recommended in the Federal Highway Administration Manual on Uniform Traffic Control Devices and associated State guidelines and the criteria for installation of a traffic signal under existing conditions. Installation of a signal would improve the traffic operations at this location and could fully mitigate the project impact. However, installation of a traffic signal at this location would be the responsibility of Culver City. No other feasible improvements have been identified to fully mitigate the project impact. Therefore, the impact at this location would remain significant and unavoidable under Alternatives 1-2, 3, 4, 8, and 9. If installation of the signal becomes feasible, LAWA would provide a fair share contribution, subject to FAA approval, to this improvement, which would fully mitigate the project impact at this location.

- **156. Walgrove Avenue and Washington Boulevard (Alternatives 1-2, 3, 4, 8, and 9).**

  This stop-controlled intersection meets the standard traffic signal warrants[715] recommended in the Federal Highway Administration Manual on Uniform Traffic Control Devices and associated State guidelines and the criteria for installation of a traffic signal under existing conditions. Installation of a signal would improve the traffic operations at this location and could fully mitigate the project impact. However, installation of a traffic signal at this location would be the responsibility of Culver City and,

---

713 This analysis is intended to examine the general correlation between the planned level of future development and the need to install new traffic signals. It estimates future development-generated traffic compared against a sub-set of the standard traffic signal warrants recommended in the Federal Highway Administration Manual on Uniform Traffic Control Devices and associated State guidelines. This analysis should not serve as the only basis for deciding whether and when to install a signal. To reach such a decision, the full set of warrants should be investigated based on field-measured, rather than forecast, traffic data and a thorough study of traffic and roadway conditions by an experienced engineer. Furthermore, the decision to install a signal should not be based solely upon the warrants, since the installation of signals can lead to certain types of collisions. The responsible local agency should undertake regular monitoring of actual traffic conditions and accident data, and timely re-evaluation of the full set of warrants in order to prioritize and program intersections for signalization.

714 This analysis is intended to examine the general correlation between the planned level of future development and the need to install new traffic signals. It estimates future development-generated traffic compared against a sub-set of the standard traffic signal warrants recommended in the Federal Highway Administration Manual on Uniform Traffic Control Devices and associated State guidelines. This analysis should not serve as the only basis for deciding whether and when to install a signal. To reach such a decision, the full set of warrants should be investigated based on field-measured, rather than forecast, traffic data and a thorough study of traffic and roadway conditions by an experienced engineer. Furthermore, the decision to install a signal should not be based solely upon the warrants, since the installation of signals can lead to certain types of collisions. The responsible local agency should undertake regular monitoring of actual traffic conditions and accident data, and timely re-evaluation of the full set of warrants in order to prioritize and program intersections for signalization.

715 This analysis is intended to examine the general correlation between the planned level of future development and the need to install new traffic signals. It estimates future development-generated traffic compared against a sub-set of the standard traffic signal warrants recommended in the Federal Highway Administration Manual on Uniform Traffic Control Devices and associated State guidelines. This analysis should not serve as the only basis for deciding whether and when to install a signal. To reach such a decision, the full set of warrants should be investigated based on field-measured, rather than forecast, traffic data and a thorough study of traffic and roadway conditions by an experienced engineer. Furthermore, the decision to install a signal should not be based solely upon the warrants, since the installation of signals can lead to certain types of collisions. The responsible local agency should undertake regular monitoring of actual traffic conditions and accident data, and timely re-evaluation of the full set of warrants in order to prioritize and program intersections for signalization.

given the close proximity to upstream/downstream signals, may not be acceptable to Culver City. No other feasible improvements have been identified to fully mitigate the project impact. Therefore, the impact at this location would be significant and unavoidable under Alternatives 1-2, 3, 4, 8, and 9.

- **159. Hindry Avenue and Manchester Boulevard (Alternatives 1-2, 3, 4, 8, and 9).**

  The potential improvement evaluated at this location is to reconfigure the eastbound approach to provide a separate right-turn lane, resulting in one left-turn lane, two through lanes, and one right-turn lane. Implementation of this improvement would require removal of approximately seven metered parking spaces. This improvement would fully mitigate the project impact under Alternative 4 and partially mitigate the project impact under Alternatives 1-2, 3, 8, and 9. No feasible improvements have been identified to fully mitigate the project impact for Alternatives 1-2, 3, 8, and 9. Therefore, the impact at this location can be fully mitigated under Alternative 4, but would remain significant and unavoidable under Alternatives 1-2, 3, 8, and 9.

- **162. Sepulveda Boulevard and Manhattan Beach Boulevard (Alternatives 1-2, 8, and 9).**

  The addition of a second northbound left-turn lane would fully mitigate the project impact at this location. Implementation of this improvement would require removal of the raised median on Sepulveda Boulevard and would require narrowing of existing sidewalk on the east side of Sepulveda Boulevard, which would result in policy infeasibility and impacts to alternative modes of transportation. Therefore, this improvement is considered infeasible due to right-of-way and physical constraints. The impact at this location could be reduced through increased service levels of the airport employee TDM/Vanpool program. This program would improve intersection operations; however, it would only partially mitigate the significant impact at this location. No other feasible improvements have been identified to fully mitigate the project impact under Alternatives 1-2, 8, and 9. Therefore, this impact would remain significant and unavoidable under Alternatives 1-2, 8, and 9.

- **164. Manchester Avenue and Crenshaw Boulevard (Alternatives 1-2, 3, 4, 8, and 9).**

  The addition of one through lane in the eastbound and westbound directions would fully mitigate the project impact at this location. Implementation of this improvement would require additional right-of-way and would require removal of the raised median and on-street parking on Manchester Boulevard, and therefore is considered infeasible. No other feasible improvements have been identified to fully mitigate the impact at this location. Therefore, this impact would remain significant and unavoidable under Alternatives 1-2, 3, 4, 8, and 9.

- **165. La Cienega Boulevard and Rodeo Road (Alternatives 8 and 9).**

  The project impact at this location would be fully mitigated with the addition of a separate southbound right-turn lane to serve the channelized free right-turn lane that exists at the intersection. Extending the southbound right-turn lane would require additional right-of-way and would significantly disrupt the existing business on the northwest corner of the intersection, which would result in economic and policy infeasibility; and is therefore determined to be infeasible. Therefore, this impact would remain significant and unavoidable under Alternatives 8 and 9.

  In addition, it is noted that a recent study conducted for SCAG developed a grade separation concept designs for La Cienega Boulevard at Rodeo Road. Pending further study of this concept to determine its feasibility, this impact, however, would remain significant and unavoidable. If this grade separation concept becomes feasible, LAWA can provide fair share contribution, subject to FAA approval, to this improvement to fully mitigate the project impact at this location.

- **166. La Brea Avenue and Rodeo Road (Alternatives 1-2 and 3).**

  Addition of a northbound through lane would fully mitigate the project impact at this location. However, this improvement would require additional right-of-way acquisition from private properties on the east side of La Brea Avenue and would disrupt the existing business on the east side of La Brea Avenue, which would result in economic and policy infeasibility; and is therefore determined to

be infeasible. No feasible improvements are available to fully mitigate the project impact. Therefore, this impact would remain significant and unavoidable under Alternatives 1-2 and 3.

- **169. Prairie Avenue and Manchester Boulevard (Alternatives 1-2, 3, 4, 8, and 9).**

  The potential improvement evaluated at this location is to reconfigure the eastbound approach to provide dual left-turn lanes. This improvement would require removing the raised center median and restriping the westbound departure lanes northward in the existing right-of-way. The resulting eastbound approach would provide two left-turn lanes, two through lanes, and one shared through/right-turn lane. This improvement is feasible and would fully mitigate the project impact under Alternatives 1-2 and 4. However, this improvement would only partially mitigate Alternatives 3, 8, and 9. No other feasible improvements have been identified to fully mitigate the project impacts under Alternatives 3, 8, and 9. Therefore, this impact could be fully mitigated under Alternatives 1-2 and 4, but would remain significant and unavoidable under Alternatives 3, 8, and 9.

- **172. Western Avenue and Manchester Avenue (Alternatives 3, 8, and 9).**

  The project impact at this location would be fully mitigated with the addition of westbound dual left-turn lanes. However, this improvement would require additional right-of-way acquisition from private properties on the west side of Western Avenue and would significantly disrupt those existing business due to loss of off-street parking spaces, which would result in economic and policy infeasibility; and is therefore determined to be infeasible. No feasible improvements are available to fully mitigate the project impact. Therefore, this impact would remain significant and unavoidable under Alternatives 3, 8, and 9.

- **173. Western Avenue and Imperial Highway (Alternatives 1-2, 4, 8, and 9).**

  The addition of a separate eastbound right-turn lane would fully mitigate the project impact at this location. However, this improvement would require additional right-of-way acquisition from private property on the southwest corner of this intersection, and would significantly disrupt that existing business due to loss of off-street parking spaces, which would result in economic and policy infeasibility. Therefore, this improvement is determined to be infeasible. No feasible improvements are available to fully mitigate the project impact. Therefore, this impact would remain significant and unavoidable under Alternatives 1-2, 4, 8, and 9.

- **188. Prairie Avenue and El Segundo Boulevard (Alternatives 1-2, 3, 4, 8, and 9).**

  The project impact at this location would be fully mitigated with the addition of separate eastbound and westbound right-turn lanes. However, these improvements would require additional right-of-way acquisition from the private property on the southwest corner of this intersection and public space from Hawthorne Memorial Park, which would result in economic and policy infeasibility. No other feasible improvements have been identified to fully mitigate the project impact at this location. Therefore, this impact would remain significant and unavoidable under Alternatives 1-2, 3, 4, 8, and 9.

- **197. Prairie Avenue and Lennox Boulevard (Alternatives 1-2, 3, 4, 8, and 9).**

  The potential improvement evaluated at this location is to restripe the eastbound approach to provide one left-turn lane, one shared through/left-turn lane, and one right-turn lane. This improvement would fully mitigate the project impact under Alternative 3; however, it would only partially mitigate the project impact under Alternatives 1-2, 4, 8, and 9. No other feasible improvements have been identified to fully mitigate the project impact under Alternatives 1-2, 4, 8, and 9. Therefore, this impact could be fully mitigated under Alternative 3, but would remain significant and unavoidable for Alternatives 1-2, 4, 8, and 9.

Freeway Segment Improvements

No feasible improvements have been identified for the three freeway segments that could be significantly impacted under Alternatives 1-2, 3, 4, 5, 8, and 9:

- Route 405, at postmile 0.40, north of Route 22
- Route 405, at postmile 8.02, Santa Fe Avenue
- Route 405, at postmile 11.90, south of Route 110

To fully mitigate the project impact at these locations would require the construction of an additional northbound travel lane at each location and an additional southbound travel lane on I-405 south of Route 110. Due to right-of-way and physical constraints, such as existing bridge structures and auxiliary lane and ramp configurations, the addition of travel lanes at these locations is not feasible. Therefore, impacts would remain significant and unavoidable.

4.12.2.7.2 Recommended Mitigation Program

Implementation of LAX Master Plan Commitments ST-9, ST-12, ST-14, ST-17, ST-18, ST-19, ST-20, ST-21,[716] and ST-22 and LAX Master Plan Mitigation Measure MM-ST-14 would reduce construction-related off-airport transportation impacts associated with Alternatives 1-2, 3, 4, 8, and 9. No additional measures are available to address construction-related off-airport transportation impacts at this stage of planning.

There would be significant impacts to some CMP arterial monitoring intersections and freeway monitoring stations under Alternatives 1-2, 3, 4, 8, and 9. Physical mitigation is available for Intersection 26 (La Cienega Boulevard and Centinela Avenue) as shown below under MM-ST (SPAS)-10. No additional measures are feasible and available to address the impacts to other impacted arterial and freeway facilities.

Based on the information provided in Section 4.12.7.2.1, the following mitigation measures are proposed to address off-airport transportation impacts associated with the SPAS alternatives:

Intersection Mitigation Measures

- **MM-ST (SPAS)-1. Transportation Demand Management Program (Alternatives 1-2, 3, 4, 8, and 9).**

  To reduce the impacts associated with the SPAS project alternatives, LAWA will provide additional vanpool services to airport employees. This would reduce vehicular trips on the major roadways that provide direct access to and from the airport facilities (e.g., Sepulveda Boulevard, Lincoln Boulevard, Century Boulevard, La Tijera Boulevard, Aviation Boulevard, and La Cienega Boulevard). The upgrades to the existing vanpool program would entail providing sufficient vehicles to accommodate up to 500 employees that would shift from driving to the airport to the program.

  The increased vanpool service will result in removal of approximately 740 daily vehicular trips to and from the airport parking facilities on a typical weekday. The net effect of this program would result in partial mitigation of project impacts at multiple locations associated with the Alternatives 1-2, 3, 4, 8, and 9.

[716] As discussed in Section 4.12.2.6.3, the construction traffic mitigation benefits of LAX Master Plan Commitments ST-20 and ST-21, which involve locating construction worker parking and construction stockpiles at the east end of the airport, would best be realized under Alternative 3, given the size, location, and nature of improvements proposed in that area; however, the mitigation benefits and traffic implications of those measures relative to other alternatives would need to be further assessed in conjunction with development of construction traffic control plans required under ST-18.

- **MM-ST (SPAS)-2. Modify the Intersection of Airport Boulevard and Arbor Vitae Street/ Westchester Parkway (Intersection 6) (Alternatives 1-2, 3, 4, 8, and 9).**

  The mitigation measure for this location is to restripe the northbound approach and departure to provide a third through lane so that the resulting northbound lane configuration would be one left-turn lane, two through lanes, and one shared through/right-turn lane. This would be a partial mitigation for the Future (2025) With Alternatives 1-2, 3, 4, 8, and 9 scenarios.

- **MM-ST (SPAS)-3. Modify the Intersection of Airport Boulevard and Century Boulevard (Intersection 7) (Alternatives 1-2, 4, 8, and 9).**

  The mitigation measure for this location is to reconfigure the traffic signal to add a southbound right-turn overlapping phase, and reconfigure the northbound approach to provide additional left-turn capacity. The resulting northbound approach would provide one left-turn lane, one shared through/left-turn lane, one through lane, and one right-turn lane. The impact at this location could be reduced through increased service levels of the airport employee TDM/Vanpool program. This program would improve intersection operations; however, the combined effect of the physical improvement and the employee vanpool program would fully mitigate the identified impact under Baseline (2010) with Alternative 4 scenario, and would partially mitigate the identified impact under the Future (2025) With Alternatives 1-2, 4, 8, and 9 scenarios.

- **MM-ST (SPAS)-4. Modify the Intersection of Arbor Vitae Street and Inglewood Avenue (Intersection 11) (Alternatives 1-2, 4, 8, and 9).**

  The mitigation measure for this location is to restripe the southbound approach to provide a separate right-turn lane. This improvement would be a full mitigation for the Future (2025) With Alternatives 1-2, 4, 8, and 9 scenarios.

- **MM-ST (SPAS)-5. La Brea Avenue and Arbor Vitae Street (Intersection 12) (Alternatives 1-2, 8, and 9).**

  The mitigation involves Fair share contribution to the City of Inglewood's ITS improvement program for this intersection. Implementation of the ITS improvement would be full mitigation for the project impact under the Future (2025) With Alternatives 1-2, 8, and 9 scenarios.

- **MM-ST (SPAS)-6. Modify the Intersection of Aviation Boulevard and El Segundo Boulevard (Intersection 15) (Alternative 3).**

  The mitigation measure for this location is to restripe the northbound and southbound approaches of Aviation Boulevard to provide an additional through lane in each direction, resulting in northbound two left-turn lanes, two through lanes, and one shared through/right-turn lane; and southbound one left-turn lane, three through lanes, and one right-turn lane. This improvement would be a full mitigation for the Future (2025) With Alternative 3 scenario.

- **MM-ST (SPAS)-7. Modify the Intersection of Aviation Boulevard and Imperial Highway (Intersection 16) (Alternatives 3 and 4).**

  The mitigation measure for this location is to widen the northbound approach to provide additional through capacity, resulting in two left-turn lanes, two through lanes, and one shared through/right-turn lane. This would be a full mitigation for Future (2025) with Alternative 4 scenario, but a partial mitigation for the Future (2025) with Alternative 3 scenario.

- **MM-ST (SPAS)-8. Modify the Intersection of Aviation Boulevard/Florence Avenue and Manchester Avenue (Intersection 17) (Alternatives 1-2, 3, 4, 8, and 9).**

  The mitigation measure for this location is to restripe both the eastbound and westbound lane configurations from one left-turn lane, two through lanes, and one right-turn lane to one left-turn lane, two through lanes, and one shared through/right-turn lane. This would be a partial mitigation for the

project impact under the Baseline (2010) With Alternative 3 scenario, and would be a full mitigation for the project impacts under the Future (2025) With Alternatives 1-2, 3, 4, 8, and 9 scenarios.

- **MM-ST (SPAS)-9. Modify the Intersection of La Brea Avenue and Centinela Avenue (Intersection 25) (Alternatives 1-2, 3, 8, and 9).**

  The mitigation measure for this location is to restripe the northbound and southbound approaches to provide separate right-turn lanes. The resulting lane configuration would be northbound one left-turn lane, two through lanes, and one right-turn lane; and southbound one left-turn lane, two through lanes, and one right-turn lane. This would be a full mitigation for the project impacts under the Future (2025) With Alternatives 1-2, 3, 8, and 9 scenarios.

- **MM-ST (SPAS)-10. Modify the Intersection of La Cienega Boulevard and Centinela Avenue (Intersection 26) (Alternatives 1-2, 3, 4, 8, and 9).**

  The mitigation measure for this location is to modify the southbound approach to provide dual left-turn lanes. This improvement would require modification to the raised median on La Cienega Boulevard north of Centinela Avenue. The resulting configuration would be two left-turn lanes, two through lanes, and one shared through/right-turn lane. This improvement would be a full mitigation for the project impact under the Baseline (2010) With Alternative 3 scenario. Furthermore, this improvement would be a full mitigation for project impacts identified at this location under the Future (2025) With Alternatives 1-2, 4, 8, and 9 scenarios and a partial mitigation for impact under the Future (2025) With Alternative 3 scenario. This would also be the mitigation for this impacted CMP arterial intersection.

- **MM-ST (SPAS)-11. Modify the Intersection of Sepulveda Boulevard and Centinela Avenue (Intersection 28) (Alternative 3).**

  The mitigation measure for this location is to restripe Sepulveda Boulevard to provide a third northbound left-turn lane. This would require modification to the raised island at the southeast corner of the intersection as necessary to maintain the third northbound through lane and the northbound right-turn lane. The channelization and the raised median island on the west leg of Centinela Avenue would also need to be modified to provide three westbound departure lanes to receive the additional lane of left-turning traffic from Sepulveda Boulevard northbound. This would be a full mitigation for the project impact under the Future (2025) With Alternative 3 scenario.

- **MM-ST (SPAS)-12. La Brea Avenue/Hawthorne Boulevard and Century Boulevard (Intersection 34) (Alternatives 1-2, 4, 8, and 9).**

  The mitigation involves fair share contribution to the City of Inglewood's ITS improvement program for this intersection. Implementation of the ITS improvement would be partial mitigation for the project impact under the Future (2025) With Alternatives 1-2, 4, 8, and 9 scenarios.

- **MM-ST (SPAS)-13. Inglewood Avenue and Century Boulevard (Intersection 35) (Alternatives 1-2, 3, 4, 8, and 9).**

  The mitigation involves fair share contribution to the City of Inglewood's ITS improvement program for this intersection. Implementation of the ITS improvement would be provide full mitigation for the project impact under the Future (2025) With Alternatives 1-2, 3, 4, 8, and 9 scenarios.

- **MM-ST (SPAS)-14. Prairie Avenue and Century Boulevard (Intersection 37) (Alternatives 1-2, 4, 8, and 9).**

  The mitigation involves fair share contribution to the City of Inglewood's ITS improvement program for this intersection. Implementation of the ITS improvement would provide full mitigation for the project impact under the Future (2025) With Alternatives 1-2, 4, 8, and 9 scenarios.

- **MM-ST (SPAS)-15. Modify the Intersection of Sepulveda Boulevard and Century Boulevard (Intersection 38) (Alternatives 1-2, 3, 4, 8, and 9).**

  The mitigation measure for this location is to restripe the westbound approach to provide two left-turn lanes, one shared left-turn/through/right-turn lane, and one right-turn lane. This improvement would be a full mitigation for the Future (2025) With Alternatives 1-2, 8, and 9 scenarios and would be a partial mitigation for the Future (2025) With Alternatives 3 and 4 scenarios.

- **MM-ST (SPAS)-16. Modify the Intersection of La Cienega Boulevard and El Segundo Boulevard (Intersection 53) (Alternative 3).**

  The mitigation measure for this location is to restripe the southbound approach to provide two left-turn lanes, one shared left-/right-turn lane, and one right-turn lane. This improvement would be a full mitigation for the project impact under the Baseline (2010) With Alternative 3 scenario and under the Future (2025) With Alternative 3 scenario.

- **MM-ST (SPAS)-17. Modify the Intersection of La Brea Avenue and Florence Avenue (Intersection 57) (Alternatives 1-2, 3, 4, 8, and 9).**

  The mitigation measure for this location is to restripe the northbound approach to provide a separate right-turn lane, resulting in one left-turn lane, two through lanes, and one right-turn lane. This improvement would be a full mitigation for project impacts identified at this location under the Future (2025) With Alternatives 1-2, 4, 8, and 9 scenarios and a partial mitigation for project impacts under the Future (2025) With Alternative 3 scenario.

- **MM-ST (SPAS)-18. Modify the Intersection of La Cienega Boulevard and Florence Avenue (Intersection 58) (Alternatives 1-2, 3, 4, 8, and 9).**

  The mitigation measure for this location is to modify the north/south split phasing to Protected-Variable and restripe the southbound approach to provide two left-turn lanes, one through lane, and one shared through/right-turn lane. This improvement would be a partial mitigation for the project impacts under the Baseline (2010) With Alternative 3 scenario and under the Future (2025) With Alternatives 1-2, 3, 4, 8, and 9 scenarios.

- **MM-ST (SPAS)-19. Modify the Intersection of Sepulveda Boulevard and Grand Avenue (Intersection 60) (Alternatives 1-2, 8, and 9).**

  The mitigation measure for this location is to restripe the eastbound approach to provide additional right-turn capacity. The resulting eastbound lane configuration would be one left-turn lane, one shared left-/through/right-turn lane, and one right-turn lane. This improvement would be a full mitigation for project impacts under the Future (2025) With Alternatives 1-2, 8, and 9 scenarios.

- **MM-ST (SPAS)-20. Modify the Intersection of Hawthorne Boulevard and Imperial Avenue (Intersection 62) (Alternatives 1-2, 3, 4, 8, and 9).**

  The mitigation measure for this location is to restripe the southbound approach to provide a separate right-turn lane, resulting in one left-turn lane, three through lanes, and one right-turn lane. This improvement would be a full mitigation for the project impact under the Future (2025) With Alternative 1-2 scenario. This improvement would be a partial mitigation for project impacts under the Baseline (2010) With Alternative 3 scenario and under the Future (2025) With Alternatives 3, 4, 8, and 9 scenarios.

- **MM-ST (SPAS)-21. Modify the Intersection of Inglewood Avenue and Imperial Highway (Intersection 66) (Alternatives 1-2, 3, 4, 8, and 9).**

  The mitigation measure for this location is to restripe the southbound approach to provide additional through capacity, resulting in one left-turn lane, one through lane, and one shared through/right-turn lane. This improvement would be a full mitigation for the project impact identified in the Baseline (2010) With Alternative 4 scenario and a partial mitigation for the Baseline (2010) With Alternative 3

scenario. Furthermore, it would be a full mitigation for the project impact under the Future (2025) With Alternative 1-2 scenarios and a partial mitigation for impacts under the Future (2025) With Alternatives 3, 4, 8, and 9 scenarios.

- **MM-ST (SPAS)-22. Prairie Avenue and Imperial Highway (Intersection 70) (Alternative 3).**

  The mitigation involves fair share contribution to the City of Inglewood's ITS improvement program for this intersection. Implementation of the ITS improvement would provide full mitigation for the project impact under the Future (2025) With Alternative 3.

- **MM-ST (SPAS)-23. Modify the Intersection of Sepulveda Boulevard and Imperial Highway (Intersection 71) (Alternatives 1-2, 3, 4, 8, and 9).**

  The mitigation measure for this location is to modify the traffic signal to include a northbound right-turn overlap phase, restripe the westbound approach to provide a second right-turn lane, and restripe the northbound approach on Sepulveda Boulevard to provide one left-turn lane, three through lanes, and two right-turn lanes. These would be a full mitigation for the project impacts under the Baseline (2010) with Alternatives 3, 8, and 9 scenarios and also those impacts under the Future (2025) With Alternatives 1-2, 3, 4, 8, and 9 scenarios.

- **MM-ST (SPAS)-24. Modify the Intersection of I-105 Ramps (east of Aviation Boulevard) and Imperial Highway (Intersection 74) (Alternative 3).**

  The mitigation measure for this location is to restripe the eastbound approach to provide an additional left-turn lane, resulting in two left-turn lanes, three through lanes, and one right-turn lane, and to modify the previously proposed lane configuration as part of the LAX Master Plan on the future southbound approach to provide an additional southbound left-turn lane, resulting in two left-turn lanes, two through lanes, and one right-turn lane. This would be a partial mitigation for the Baseline (2010) With Alternative 3 scenario and for the Future (2025) With Alternative 3 scenario.

- **MM-ST (SPAS)-25. Modify the Intersection of La Brea Avenue and Manchester Boulevard (Intersection 85) (Alternatives 3, 8, and 9).**

  The mitigation involves fair share contribution to the City of Inglewood's ITS improvement program for this intersection. Implementation of the ITS improvement would provide full mitigation for the project impact found Baseline (2010) With Alternatives 8 and 9 and under the Future (2025) With Alternatives 8 and 9.

  To fully mitigate project impact under Baseline (2010) With Alternative 3 and under the Future (2025) With Alternative 3, would require fair share contribution to the City of Inglewood's ITS improvement program for this intersection and modify the northbound approach to provide a separate right-turn lane, resulting in one left-turn lane, two through lanes, and one right-turn lane.

- **MM-ST (SPAS)-26. Modify the Intersection of La Brea Avenue and Slauson Avenue (Intersection 87) (Alternatives 1-2, 3, 4, 8, and 9).**

  The mitigation measure for this location is to restripe the southbound approach to provide one left-turn lane, two through lanes, and one shared through/right-turn lane and to eliminate the existing southbound right-turn overlap phase. This would be a partial mitigation for the Future (2025) With Alternatives 1-2, 3, 4, 8, and 9 scenarios.

- **MM-ST (SPAS)-27. Modify the Intersection of La Cienega Boulevard and Manchester Boulevard (Intersection 90) (Alternatives 3, 8, and 9).**

  The mitigation measure for this location is to change the north/south split phasing from split to protected and restripe La Cienega Boulevard from north of Florence Avenue to south of Olive Street in order to reconfigure the southbound approach to provide two left-turn lanes, one through lane, and one shared through/right-turn lane. This would be a partial mitigation for project impacts under the Baseline (2010) With Alternative 3 scenario and a partial mitigation for project impacts under the

Future (2025) With Alternatives 3, 8, and 9 scenarios only. This mitigation is not recommended for Alternatives 1-2 and 4 due to inability to mitigate the project impact.

- **MM-ST (SPAS)-28. Modify the intersection of La Cienega Boulevard and Southbound I-405 Ramps (north of Century Boulevard) (Intersection 96) (Alternatives 1-2, 8, and 9).**

  The mitigation measure for this location is to widen the I-405 Freeway southbound off-ramp (the westbound approach) to provide one left-turn lane, one shared left-turn/through lane, and one shared through/right-turn lane. This would be a full mitigation under Future (2025) with Alternative 1-2 scenarios.

  Full mitigation of the impacts under Future (2025) with Alternatives 8 and 9 would also require widening the northbound approach to provide two left-turn lanes, one through lane, one shared through/right-turn lane, and one right-turn lane.

- **MM-ST (SPAS)-29. Modify the Intersection of Sepulveda Boulevard and La Tijera Boulevard (Intersection 101) (Alternatives 3 and 4).**

  The mitigation measure for this location is to modify the traffic signal and restripe the westbound approach on La Tijera Boulevard to provide two left-turn lanes, one through lane, and one shared through/right-turn lane. This would be a full mitigation for the Future (2025) With Alternatives 3 and 4 scenarios.

- **MM-ST (SPAS)-30. Modify the Intersection of Lincoln Boulevard and Manchester Boulevard (Intersection 105) (Alternative 3).**

  The mitigation measure for this location is to restripe the eastbound approach and the westbound approach to provide two left-turn lanes, two through lanes, and one right-turn lane. This would be a full mitigation for the Future (2025) With Alternative 3 scenario.

- **MM-ST (SPAS)-31. Modify the Intersection of Ash Avenue and Manchester Avenue (Intersection 115) (Alternatives 1-2, 8, and 9).**

  The mitigation measure for this location is to restripe the northbound approach to provide additional left-turn capacity, resulting in two left-turn lanes and one shared through/right-turn lane. This would be a partial mitigation for the Future (2025) With Alternatives 1-2, 8, and 9 scenarios.

- **MM-ST (SPAS)-32. Vicksburg Avenue and 96th Street (Intersection 143) (Alternatives 1-2, 8, and 9).**

  The mitigation measure for this location is to widen the westbound approach to provide dual right-turn movements from Vicksburg Avenue to 96th Street Bridge, resulting in the following westbound configuration: one left-turn lane, one through lane, and two right-turn lanes. This would be a full mitigation for the Future (2025) With Alternatives 1-2, 8, and 9 scenarios.

- **MM-ST (SPAS)-33. Modify the Intersection of Sepulveda Eastway and Westchester Parkway (Intersection 146) (Alternatives 3 and 4).**

  The mitigation measure for this location is to restripe the northbound approach to provide one shared through/left-turn lane, and one right-turn lane. This would be a full mitigation for the Future (2025) With Alternatives 3 and 4 scenarios.

- **MM-ST (SPAS)-34. Modify the Intersection of Hindry Avenue and Manchester Boulevard (Intersection 159) (Alternatives 1-2, 3, 4, 8, and 9).**

  The mitigation measure for this location is to reconfigure the eastbound approach to provide a separate right-turn lane, resulting in one left-turn lane, two through lanes, and one right-turn lane. This would fully mitigate the project impacts under the Future (2025) With Alternative 4 scenario, and partially mitigate the impacts under the Future (2025) With Alternatives 1-2, 3, 8, and 9 scenarios.

- **MM-ST (SPAS)-35. Modify the Intersection of Prairie Avenue and Manchester Boulevard (Intersection 169) (Alternatives 1-2, 3, 4, 8, and 9).**

  The mitigation measure for this location is to reconfigure the eastbound approach to provide dual left-turn lanes. This improvement would require removing the raised center median and restriping the westbound departure lanes northward in the existing right-of-way. The resulting eastbound approach would provide two left-turn lanes, two through lanes, and one shared through/right-turn lane. This would fully mitigate the project impacts under the Future (2025) With Alternatives 1-2 and 4 scenarios, and partially mitigate the impacts under the Future (2025) With Alternatives 3, 8, and 9 scenarios.

- **MM-ST (SPAS)-36. Modify the Intersection of Prairie Avenue and Lennox Boulevard (Intersection 197) (Alternatives 1-2, 3, 4, 8, and 9).**

  The mitigation measure for this location is to restripe the eastbound approach to provide one left-turn lane, one shared through/left-turn lane, and one right-turn lane. This improvement would fully mitigate the project impact under the Future (2025) With Alternative 3 scenario, and would partially mitigate the project impact under the Future (2025) With Alternatives 1-2, 4, 8, and 9 scenarios.

As described, several types of improvements to the off-airport transportation system are recommended to mitigate the impacts associated with the SPAS alternatives. Such improvements include the addition of, or improvements to, travel and turn lanes, and traffic signal phasing modifications, fair share contribution to improve the computer-controlled traffic signal control systems in the City of Inglewood, and provision of additional vanpool services to LAWA, airport and cargo employees to and from the airport.

The potential environmental impacts associated with the proposed improvements to the off-airport transportation system would depend on the specific nature, location, and extent of such improvements. For example, the addition or improvement of travel and/or turn lanes that is accomplished by restriping of lanes within existing roadway segments would, in general, have a low potential for significant environmental effects other than improvement in traffic flows. The addition of lanes accomplished by the removal or modification of existing raised medians would have some level of environmental impacts such as construction-related noise, air quality impacts, temporary lane closures, and visual impacts if the removed median is currently landscaped. The addition of lanes accomplished with elimination of on-street parking could impact nearby off-street parking areas and/or remaining on-street parking areas to the extent that the affected parking redistributes to such areas. The addition of lanes accomplished by the physical widening of roadway segments could result in the types of potential environmental impacts described above relative to the removal or modification of raised medians, and could also result in the reduction of the widths of sidewalks or parkways, possibly impacting trees, utilities, or other existing improvements, if any, located within the needed rights-of-way.

4.12.2.8 Level of Significance after Mitigation

This section evaluates the level of significance after implementing the recommended mitigation measures identified above in Section 4.12.2.7.2. A summary of the effectiveness of the proposed intersection mitigation measures under Baseline (2010) with Alternatives conditions is presented in **Table 4.12.2-27** and a detailed listing of these intersections is shown above in **Table 4.12.2-13**. As shown in **Tables 4.12.2-27** through **4.12.2-32**, under Baseline (2010) with Alternatives, there are no feasible mitigation measures available for the one significantly impacted intersection that would occur under Alternative 1-2; there are four fully mitigated intersections, seven partially mitigated intersections,[717] and four intersections for which there are no feasible mitigation measures, for a total of 11 intersections with significant and unavoidable impacts[718] under Alternative 3; there are two fully mitigated intersections, one

[717] Partially mitigated intersections include those that may have one or more peak hour impacts fully mitigated but one or more peak hour impacts for which there are no feasible mitigation measures.

[718] Intersections with significant and unavoidable impacts include those with one or more peak hour impacts that are only partially mitigated or for which there are no feasible mitigation measures.

partially mitigated intersection, and one intersection for which there are no feasible physical mitigation measures, for a total of two intersections with significant and unavoidable impacts under Alternative 4; and there are three fully mitigated intersections and two intersections for which there are no feasible physical mitigation measures, for a total of two intersections with significant and unavoidable impacts under Alternatives 8 and 9. Under Alternative 3, the impact at one CMP arterial monitoring intersection would be significant and unavoidable.

A summary of the effectiveness of the proposed intersection mitigation measures under Future (2025) with Alternatives conditions is presented in **Table 4.12.2-33**, and a detailed listing for the impacted peak hours of these intersections is shown above in **Table 4.12.2-19**. As shown in **Tables 4.12.2-33** through **4.12.2-38**, under Future (2025) with Alternatives, there are 17 fully mitigated intersections, 13 partially mitigated intersections, and 26 intersections for which there are no feasible mitigation measures for a total of 39 intersections with significant and unavoidable residual impacts under Alternative 1-2; there are 14 fully mitigated intersections, 15 partially mitigated intersections, and 22 intersections for which there are no feasible mitigation measures for a total of 37 intersections with significant and unavoidable residual impacts under Alternative 3; there are 12 fully mitigated intersections, 15 partially mitigated intersections, and 25 intersections for which there are no feasible mitigation measures for a total of 40 intersections with significant and unavoidable residual impacts under Alternative 4; and there are 14 fully mitigated intersections, 17 partially mitigated intersections, and 27 intersections for which there are no feasible mitigation measures for a total of 44 intersections with significant and unavoidable residual impacts under Alternatives 8 and 9. Under Alternative 1- 2, impacts at one CMP arterial monitoring intersection and three CMP freeway monitoring stations would be significant and unavoidable. Under Alternatives 3 and 4, impacts at two CMP arterial monitoring intersections and three CMP freeway monitoring stations would be significant and unavoidable. Under Alternatives 8 and 9, impacts at one CMP arterial monitoring intersection and three CMP freeway monitoring stations would be significant and unavoidable. Under each alternative, transit impacts would be less than significant.

LAX Master Plan commitments and an LAX Master Plan mitigation measure would help reduce construction-related impacts to the off-airport transportation system under Alternatives 1-2, 3, 4, 8, and 9. However, no additional measures are available at this stage of planning to address these construction-related impacts. As such, construction-related off-airport traffic could, at times, result in temporary significant and unavoidable impacts on the streets surrounding LAX.

Table 4.12.2-27

Baseline (2010) With Alternative With Mitigation Impact Summary

		Alt. 1-2			Alt. 3			Alt. 4			Alt. 8			Alt. 9		
Int. #	Intersection	AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
7	Airport Boulevard & Century Boulevard	-	-	-	-	-	-	-	Full	Full	-	-	-	-	-	-
9	Airport Boulevard & Manchester Avenue	-	-	-	-	-	-	-	-	-	-	N.F.M.	-	-	N.F.M.	-
13	La Cienega Boulevard & Arbor Vitae Street	-	-	-	N.F.M.	N.F.M.	N.F.M.	-	-	-	-	-	-	-	-	-
14	Aviation Boulevard & Century Boulevard	-	-	-	-	-	-	-	Partial	N.F.M.	-	-	-	-	-	-
17	Aviation Boulevard/Florence Avenue & Manchester Avenue	-	-	-	-	-	Partial	-	-	-	-	-	-	-	-	-
26	La Cienega Boulevard & Centinela Avenue	-	-	-	-	-	Full	-	-	-	-	-	-	-	-	-
36	La Cienega Boulevard & Century Boulevard	N.F.M.	-	-	N.F.M.	-	N.F.M.	-	-	-	N.F.M.	-	-	N.F.M.	-	-
52	Inglewood Avenue & El Segundo Boulevard	-	-	-	-	-	N.F.M.	-	-	-	-	-	-	-	-	-
53	La Cienega Boulevard & El Segundo Boulevard	-	-	-	-	-	Full	-	-	-	-	-	-	-	-	-
58	La Cienega Boulevard & Florence Avenue	-	-	-	Partial	Full	Full	-	-	-	-	-	-	-	-	-
62	Hawthorne Boulevard & Imperial Avenue	-	-	-	-	-	Partial	-	-	-	-	-	-	-	-	-
66	Inglewood Avenue & Imperial Highway	-	-	-	Partial	-	Full	-	-	Full	-	-	-	-	-	-
71	Sepulveda Boulevard & Imperial Highway	-	-	-	Full	Full	Full	-	-	-	-	-	Full	-	-	Full
74	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	-	-	-	Partial	Partial	Partial	-	-	-	-	-	-	-	-	-
76	Inglewood Avenue & Lennox Boulevard	-	-	-	-	-	N.F.M.	-	-	-	-	-	-	-	-	-
85	La Brea Avenue & Manchester Boulevard	-	-	-	Full	Full	Full	-	-	-	-	Full	-	-	Full	-
90	La Cienega Boulevard & Manchester Boulevard	-	-	-	N.F.M.	Partial	Partial	-	-	-	-	-	-	-	-	-
96	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	-	-	-	-	-	-	-	-	-	-	-	Full	-	-	Full
125	Sepulveda Boulevard & Rosecrans Avenue	-	-	-	Partial	-	-	-	-	-	-	-	-	-	-	-
135	Sepulveda Boulevard & Westchester Parkway	-	-	-	-	-	-	-	-	N.F.M.	-	-	-	-	-	-
	Number of Intersections with Full Mitigation	0	0	0	2	3	6	0	1	2	0	1	2	0	1	2
	Number of Intersections with Partial Mitigation	0	0	0	4	2	4	0	1	0	0	0	0	0	0	0
	Number of Intersections with No Feasible Mitigation	1	0	0	3	1	4	0	0	2	1	1	0	1	1	0
	Number of Significantly Impacted Intersections after Mitigation		1			11			2			2			2	

Notes:

Full - Intersections that can be fully mitigated to a level less than significant with recommended mitigation measures.
Partial - Intersection operating conditions would be improved with recommended mitigation measures, however; would not be fully mitigated and would remain significant and unavoidable.
N.F.M. - No Feasible Physical Mitigation measures are available. Project impacts remain significant and unavoidable.

Source: Fehr & Peers, 2012.

Table 4.12.2-28

Baseline (2010) With Alternative 1-2 Plus Mitigation Level of Service Analysis

			Baseline (2010) Without Alternative						Baseline (2010) With Alt. 1-2 Plus Mitigation						Mitigation Effectiveness		
			AM		MD		PM		AM		MD		PM				
Int. #	Intersection	Jurisdiction	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	MD	PM
36	La Cienega Boulevard & Century Boulevard	Inglewood/City of LA/LA County	0.515	A	0.582	A	0.682	B	0.705	C	0.595	A	0.674	B	N.F.M.	-	-

Note:

N.F.M. - No Feasible Physical Mitigation measures are available. Project impacts remain significant and unavoidable.

Source: Fehr & Peers, 2012.

Table 4.12.2-29

Baseline (2010) With Alternative 3 Plus Mitigation Level of Service Analysis

			Baseline (2010) Without Alternative						Baseline (2010) With Alt. 3 Plus Mitigation						Mitigation Effectiveness		
			AM		MD		PM		AM		MD		PM				
Int. #	Intersection	Jurisdiction	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	AM	MD	PM
13	La Cienega Boulevard & Arbor Vitae Street	Inglewood/City of LA	0.354	A	0.397	A	0.491	A	1.395	F	0.859	D	1.522	F	N.F.M.	N.F.M.	N.F.M.
17	Aviation Boulevard/Florence Avenue & Manchester Avenue	Caltrans/Inglewood	0.589	A	0.591	A	0.653	B	0.519	A	0.556	A	0.707	C	-	-	Partial
26	La Cienega Boulevard & Centinela Avenue	Inglewood/City of LA	0.933	E	0.590	A	0.973	E	0.899	D	0.603	B	0.919	E	-	-	Full
36	La Cienega Boulevard & Century Boulevard	Inglewood/City of LA/LA County	0.515	A	0.582	A	0.682	B	1.112	F	0.601	B	0.863	D	N.F.M.	-	N.F.M.
52	Inglewood Avenue & El Segundo Boulevard	Hawthorne/LA County	0.582	A	0.632	B	0.961	E	0.668	B	0.637	B	0.979	E	-	-	N.F.M.
53	La Cienega Boulevard & El Segundo Boulevard	Hawthorne/LA County	0.620	B	0.508	A	0.917	E	0.639	B	0.500	A	0.803	D	-	-	Full
58	La Cienega Boulevard & Florence Avenue	Inglewood	0.667	B	0.658	B	0.895	D	0.719	C	0.700	B	0.862	D	Partial	Full	Full
62	Hawthorne Boulevard & Imperial Avenue	Hawthorne	0.551	A	0.549	A	0.839	D	0.612	B	0.538	A	0.930	E	-	-	Partial
66	Inglewood Avenue & Imperial Highway	Hawthorne	0.614	B	0.647	B	1.153	F	0.732	C	0.639	B	0.978	E	Partial	-	Full
71	Sepulveda Boulevard & Imperial Highway	Caltrans/El Segundo/City of LA	0.650	B	0.674	B	1.013	F	0.611	B	0.580	A	0.741	C	Full	Full	Full
74	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	Caltrans/City of LA	0.544	A	0.308	A	0.534	A	1.085	F	0.732	C	0.734	C	Partial	Partial	Partial
76	Inglewood Avenue & Lennox Boulevard	LA County	0.424	A	0.490	A	0.703	C	0.441	A	0.490	A	0.752	C	-	-	N.F.M.
85	La Brea Avenue & Manchester Boulevard	Caltrans/Inglewood	0.678	B	0.670	B	0.714	C	0.658	B	0.659	B	0.682	B	Full	Full	Full
90	La Cienega Boulevard & Manchester Boulevard	Caltrans/Inglewood	0.605	B	0.666	B	0.765	C	0.722	C	0.748	C	0.861	D	N.F.M.	Partial	Partial
125	Sepulveda Boulevard & Rosecrans Avenue	Caltrans/El Segundo/Manhattan Beach	0.840	D	0.766	C	1.058	F	0.874	D	0.779	C	1.060	F	Partial	-	-

Notes:

Full - Intersections that can be fully mitigated to a level less than significant with recommended mitigation measures.
Partial - Intersection operating conditions would be improved with recommended mitigation measures, however; would not be fully mitigated and would remain significant and unavoidable.
N.F.M. - No Feasible Physical Mitigation measures are available. Project impacts remain significant and unavoidable.

Source: Fehr & Peers, 2012.

Table 4.12.2-30

Baseline (2010) With Alternative 4 Plus Mitigation Level of Service Analysis

			Baseline (2010) Without Alternative						Baseline (2010) With Alt. 4 Plus Mitigation						Mitigation Effectiveness		
			AM		MD		PM		AM		MD		PM				
Int. #	Intersection	Jurisdiction	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	AM	MD	PM
7	Airport Boulevard & Century Boulevard	City of LA	0.516	A	0.552	A	0.517	A	0.597	A	0.691	B	0.672	B	-	Full	Full
14	Aviation Boulevard & Century Boulevard	City of LA	0.738	C	0.664	B	0.892	D	0.733	C	0.742	C	0.914	E	-	Partial	N.F.M.
66	Inglewood Avenue & Imperial Highway	Hawthorne	0.614	B	0.647	B	1.153	F	0.624	B	0.648	B	0.928	E	-	-	Full
135	Sepulveda Boulevard & Westchester Parkway	City of LA	0.447	A	0.528	A	0.683	B	0.483	A	0.605	B	0.813	D	-	-	N.F.M.

Notes:

Full - Intersections that can be fully mitigated to a level less than significant with recommended mitigation measures.
Partial - Intersection operating conditions would be improved with recommended mitigation measures, however; would not be fully mitigated and would remain significant and unavoidable.
N.F.M. - No Feasible Physical Mitigation measures are available. Project impacts remain significant and unavoidable.

Source: Fehr & Peers, 2012.

Table 4.12.2-31

Baseline (2010) With Alternative 8 Plus Mitigation Level of Service Analysis

			Baseline (2010) Without Alternative						Baseline (2010) With Alt. 8 Plus Mitigation								
			AM		MD		PM		AM		MD		PM		Mitigation Effectiveness		
Int. #	Intersection	Jurisdiction	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	AM	MD	PM
9	Airport Boulevard & Manchester Avenue	Caltrans/City of LA	0.563	A	0.681	B	0.786	C	0.591	A	0.735	C	0.804	D	-	N.F.M.	-
36	La Cienega Boulevard & Century Boulevard	Inglewood/City of LA/LA County	0.515	A	0.582	A	0.682	B	0.763	C	0.677	B	0.669	B	N.F.M.	-	-
71	Sepulveda Boulevard & Imperial Highway	Caltrans/El Segundo/City of LA	0.650	B	0.674	B	1.013	F	0.651	B	0.572	A	0.796	C	-	-	Full
85	La Brea Avenue & Manchester Boulevard	Caltrans/Inglewood	0.678	B	0.670	B	0.714	C	0.699	B	0.710	C	0.745	C	-	Full	-
96	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	Caltrans/Inglewood/City of LA	0.627	B	0.571	A	0.589	A	0.602	B	0.602	B	0.803	D	-	-	Partial

Notes:

Full - Intersections that can be fully mitigated to a level less than significant with recommended mitigation measures.
Partial - Intersection operating conditions would be improved with recommended mitigation measures, however; would not be fully mitigated and would remain significant and unavoidable.
N.F.M. - No Feasible Physical Mitigation measures are available. Project impacts remain significant and unavoidable.

Source: Fehr & Peers, 2012.

Table 4.12.2-32

Baseline (2010) With Alternative 9 Plus Mitigation Level of Service Analysis

			Baseline (2010) Without Alternative						Baseline (2010) With Alt. 9 Plus Mitigation								
			AM		MD		PM		AM		MD		PM		Mitigation Effectiveness		
Int. #	Intersection	Jurisdiction	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	AM	MD	PM
9	Airport Boulevard & Manchester Avenue	Caltrans/City of LA	0.563	A	0.681	B	0.786	C	0.591	A	0.735	C	0.804	D	-	N.F.M.	-
36	La Cienega Boulevard & Century Boulevard	Inglewood/City of LA/LA County	0.515	A	0.582	A	0.682	B	0.763	C	0.677	B	0.669	B	N.F.M.	-	-
71	Sepulveda Boulevard & Imperial Highway	Caltrans/El Segundo/City of LA	0.650	B	0.674	B	1.013	F	0.651	B	0.572	A	0.796	C	-	-	Full
85	La Brea Avenue & Manchester Boulevard	Caltrans/Inglewood	0.678	B	0.670	B	0.714	C	0.699	B	0.710	C	0.745	C	-	Full	-
96	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	Caltrans/Inglewood/City of LA	0.627	B	0.571	A	0.589	A	0.626	B	0.671	B	0.803	D	-	-	Partial

Notes:

Full - Intersections that can be fully mitigated to a level less than significant with recommended mitigation measures.
Partial - Intersection operating conditions would be improved with recommended mitigation measures, however; would not be fully mitigated and would remain significant and unavoidable.
N.F.M. - No Feasible Physical Mitigation measures are available. Project impacts remain significant and unavoidable.

Source: Fehr & Peers, 2012.

Table 4.12.2-33

Future (2025) With Alternative With Mitigation Impact Summary

		Alt. 1-2			Alt. 3			Alt. 4			Alt. 8			Alt. 9		
Int. #	Intersection	AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
6	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	-	Full	Partial	-	Partial	Full	-	Partial	Full	-	-	Partial	-	-	Partial
7	Airport Boulevard & Century Boulevard	Full	Partial	Partial	-	-	-	Partial	Partial	Partial	Full	Partial	Partial	Full	Partial	Partial
9	Airport Boulevard & Manchester Avenue	N.F.M.	N.F.M.	N.F.M.	-	-	N.F.M.	N.F.M.	N.F.M.	N.F.M.	N.F.M.	N.F.M.	N.F.M.	N.F.M.	N.F.M.	N.F.M.
10	Aviation Boulevard & Arbor Vitae Street	-	-	N.F.M.	-	N.F.M.	-	-	-	N.F.M.	-	-	N.F.M.	-	-	N.F.M.

Table 4.12.2-33

Future (2025) With Alternative With Mitigation Impact Summary

		Alt. 1-2			Alt. 3			Alt. 4			Alt. 8			Alt. 9		
Int. #	Intersection	AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
11	Inglewood Avenue & Arbor Vitae Street	-	-	Full	-	-	-	-	-	Full	-	-	Full	-	-	Full
12	La Brea Avenue & Arbor Vitae Street	-	-	Full	-	-	-	-	-	-	-	-	Full	-	-	Full
13	La Cienega Boulevard & Arbor Vitae Street	-	-	-	N.F.M.	N.F.M.	N.F.M.	-	-	-	-	-	-	-	-	-
14	Aviation Boulevard & Century Boulevard	Partial	Partial	N.F.M.	-	-	-	Partial	Partial	N.F.M.	Partial	Partial	N.F.M.	Partial	Partial	N.F.M.
15	Aviation Boulevard & El Segundo Boulevard	-	-	-	Full	-	-	-	-	-	-	-	-	-	-	-
16	Aviation Boulevard & Imperial Highway	-	-	-	Partial	-	N.F.M.	Full	-	-	-	-	-	-	-	-
17	Aviation Boulevard/Florence Avenue & Manchester Avenue	Full	Full	Full	-	-	Full	-	Full	Full	Full	-	Full	Full	-	Full
25	La Brea Avenue & Centinela Avenue	Full	-	-	-	Full	-	-	-	-	Full	Full	-	Full	Full	-
26	La Cienega Boulevard & Centinela Avenue	Full	Full	-	Partial	Partial	Full	Full	Full	-	Full	Full	-	Full	Full	-
27	La Tijera Boulevard & Centinela Avenue	-	-	N.F.M.	-	-	-	-	-	N.F.M.	-	-	N.F.M.	-	-	N.F.M.
28	Sepulveda Boulevard & Centinela Avenue	-	-	-	Full	-	Full	-	-	-	-	-	-	-	-	-
34	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	Full	Partial	Full	-	-	-	Full	Partial	Full	Full	Partial	Full	Full	Partial	Full
35	Inglewood Avenue & Century Boulevard	Full	Full	Full	-	Full	-	-	Full	-	Full	Full	-	Full	Full	-
36	La Cienega Boulevard & Century Boulevard	N.F.M.	N.F.M.	N.F.M.	N.F.M.	-	N.F.M.	Partial	N.F.M.	N.F.M.	N.F.M.	N.F.M.	N.F.M.	N.F.M.	N.F.M.	N.F.M.
37	Prairie Avenue & Century Boulevard	Full	Full	Full	-	-	-	-	Full	Full	Full	Full	Full	Full	Full	Full
38	Sepulveda Boulevard & Century Boulevard	-	-	Full	Partial	-	Partial	-	-	Partial	-	-	Full	-	-	Full
46	Douglas Street & El Segundo Boulevard	-	-	N.F.M.	-	-	-	-	-	N.F.M.	-	-	N.F.M.	-	-	N.F.M.
51	Hawthorne Boulevard & El Segundo Boulevard	-	-	N.F.M.	N.F.M.	N.F.M.	N.F.M.	-	N.F.M.	N.F.M.	-	-	N.F.M.	-	-	N.F.M.
52	Inglewood Avenue & El Segundo Boulevard	-	-	-	N.F.M.	N.F.M.	N.F.M.	-	-	-	-	-	-	-	-	-
53	La Cienega Boulevard & El Segundo Boulevard	-	-	-	-	-	Full	-	-	-	-	-	-	-	-	-
57	La Brea Avenue & Florence Avenue	Full	Full	Full	Full	Partial	Full	Full	Full	Full	Full	Full	Full	Full	Full	Full
58	La Cienega Boulevard & Florence Avenue	Partial	Partial	-	Partial	Partial	Partial	Partial	Partial	-	Partial	Partial	Full	Partial	Partial	Full
60	Sepulveda Boulevard & Grand Avenue	-	-	Full	-	-	-	-	-	-	-	-	Full	-	-	Full
62	Hawthorne Boulevard & Imperial Avenue	-	-	Full	Partial	Full	Partial	-	-	Partial	-	-	Partial	-	-	Partial
63	Hawthorne Boulevard & Lennox Boulevard	-	-	N.F.M.	-	-	-	-	-	N.F.M.	-	-	N.F.M.	-	-	N.F.M.
64	Highland Avenue/Vista del Mar & Rosecrans Avenue	N.F.M.	-	-	-	-	-	N.F.M.	-	-	N.F.M.	-	-	N.F.M.	-	-
66	Inglewood Avenue & Imperial Highway	Full	-	Full	Partial	Partial	Full	Full	N.F.M.	Full	Full	N.F.M.	Full	Full	N.F.M.	Full
70	Prairie Avenue & Imperial Highway	-	-	-	Full	-	-	-	-	-	-	-	-	-	-	-
71	Sepulveda Boulevard & Imperial Highway	Full	-	Full	-	-	Full	Full	-	Full	Full	-	Full	Full	-	Full
74	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	-	-	-	Partial	Full	Partial	-	-	-	-	-	-	-	-	-
76	Inglewood Avenue & Lennox Boulevard	-	-	N.F.M.	-	-	N.F.M.	-	-	N.F.M.	-	-	N.F.M.	-	-	N.F.M.
77	Inglewood Avenue & Manchester Boulevard	-	-	-	-	-	-	-	-	-	-	-	N.F.M.	-	-	N.F.M.
85	La Brea Avenue & Manchester Boulevard	-	-	-	Full	Full	Full	-	-	-	-	-	Full	-	-	Full
86	La Brea Avenue/Overhill Drive & Stocker Street	N.F.M.	N.F.M.	N.F.M.	N.F.M.	N.F.M.	N.F.M.	N.F.M.	-	N.F.M.	N.F.M.	-	N.F.M.	N.F.M.	-	N.F.M.
87	La Brea Avenue & Slauson Avenue	Partial	N.F.M.	Full	Partial	Partial	Full	Partial	N.F.M.	Full	Partial	N.F.M.	Full	Partial	N.F.M.	Full
88	La Cienega Boulevard & La Tijera Boulevard	-	-	N.F.M.	N.F.M.	-	N.F.M.	-	-	N.F.M.	-	N.F.M.	N.F.M.	-	N.F.M.	N.F.M.
90	La Cienega Boulevard & Manchester Boulevard	-	-	N.F.M.	Partial	Partial	Partial	-	-	N.F.M.	Full	Partial	N.F.M.	Full	Partial	N.F.M.
93	La Cienega Boulevard & Stocker Street	N.F.M.	-	N.F.M.	N.F.M.	N.F.M.	N.F.M.	N.F.M.	N.F.M.	N.F.M.	N.F.M.	N.F.M.	N.F.M.	N.F.M.	N.F.M.	N.F.M.
95	La Cienega Boulevard & West 120th Street	-	-	N.F.M.	-	-	N.F.M.	-	-	N.F.M.	-	-	N.F.M.	-	-	N.F.M.
96	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	Full	-	-	-	-	-	-	-	-	-	Full	Full	-	Full	Full
101	Sepulveda Boulevard & La Tijera Boulevard	-	-	-	-	Full	-	-	Full	Full	-	-	-	-	-	-
102	I-405 Northbound Ramps & La Tijera Boulevard	N.F.M.	N.F.M.	-	N.F.M.	N.F.M.	-	-	N.F.M.	-	N.F.M.	N.F.M.	-	N.F.M.	N.F.M.	-
105	Lincoln Boulevard & Manchester Avenue	-	-	-	Full	-	-	-	-	-	-	-	-	-	-	-
109	Lincoln Boulevard & Venice Boulevard	-	N.F.M.	-	-	-	-	-	N.F.M.	-	-	N.F.M.	-	-	N.F.M.	-
110	Lincoln Boulevard & Washington Boulevard	-	Partial	-	-	-	-	-	Partial	-	-	Partial	-	-	Partial	-
114	Sepulveda Boulevard & Manchester Avenue	N.F.M.	-	-	N.F.M.	-	-	N.F.M.	-	-	N.F.M.	-	-	N.F.M.	-	-
115	Ash Avenue & Manchester Avenue	-	Full	N.F.M.	-	-	-	-	-	N.F.M.	-	Full	N.F.M.	-	Full	N.F.M.
119	Ocean Avenue/Via Marina & Washington Boulevard	N.F.M.	N.F.M.	N.F.M.	N.F.M.	N.F.M.	-	N.F.M.	N.F.M.	-	N.F.M.	N.F.M.	N.F.M.	N.F.M.	N.F.M.	N.F.M.
125	Sepulveda Boulevard & Rosecrans Avenue	-	Partial	-	Partial	Full	-	Full	Partial	-	-	Partial	-	-	Partial	-
135	Sepulveda Boulevard & Westchester Parkway	-	-	-	Partial	-	-	Partial	N.F.M.	N.F.M.	-	-	-	-	-	-
139	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	-	Partial	Partial	-	-	-	-	Partial	Partial	-	Partial	Partial	-	Partial	Partial
143	Vicksburg Avenue & 96th Street	-	-	Full	-	-	-	-	-	-	-	-	Full	-	-	Full
146	Sepulveda Eastway & Westchester Parkway	-	-	-	-	-	Full	-	-	Full	-	-	-	-	-	-
147	Crenshaw Boulevard & Century Boulevard	-	Partial	Partial	-	-	-	-	-	Partial	-	Partial	Partial	-	Partial	Partial
148	La Cienega Boulevard & Fairview Boulevard	N.F.M.	-	-	N.F.M.	N.F.M.	N.F.M.	-	-	-	-	-	-	-	-	-
149	Crenshaw Boulevard & Imperial Highway	N.F.M.	N.F.M.	N.F.M.	-	-	N.F.M.	N.F.M.	N.F.M.	N.F.M.	-	N.F.M.	N.F.M.	-	N.F.M.	N.F.M.
153	Overland Avenue & Kelmore Street/Ranch Road	-	-	-	-	-	N.F.M.	-	-	-	-	-	-	-	-	-
154	Overland Avenue & Sawtelle Boulevard	-	-	N.F.M.	-	-	N.F.M.	-	-	N.F.M.	-	-	N.F.M.	-	-	N.F.M.

Table 4.12.2-33

Future (2025) With Alternative With Mitigation Impact Summary

		Alt. 1-2			Alt. 3			Alt. 4			Alt. 8			Alt. 9		
Int. #	Intersection	AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
156	Walgrove Avenue & Washington Boulevard	N.F.M.	N.F.M.	N.F.M.	-	N.F.M.	N.F.M.	-	N.F.M.	N.F.M.	-	N.F.M.	N.F.M.	-	N.F.M.	N.F.M.
159	Hindry Avenue & Manchester Boulevard	-	Partial	-	-	Partial	Partial	-	Full	-	-	Partial	-	-	Partial	-
162	Sepulveda Boulevard & Manhattan Beach Boulevard	-	N.F.M.	-	-	-	-	-	-	-	-	N.F.M.	-	-	N.F.M.	-
164	Crenshaw Boulevard & Manchester Avenue	N.F.M.	N.F.M.	N.F.M.	-	N.F.M.	N.F.M.	N.F.M.	N.F.M.	N.F.M.	N.F.M.	N.F.M.	N.F.M.	N.F.M.	N.F.M.	N.F.M.
165	La Cienega Boulevard & Rodeo Road	-	-	-	-	-	-	-	-	-	N.F.M.	-	-	N.F.M.	-	-
166	La Brea Avenue & Rodeo Road	N.F.M.	-	N.F.M.	N.F.M.	-	-	-	-	-	-	-	-	-	-	-
169	Prairie Avenue & Manchester Boulevard	Full	-	-	Full	N.F.M.	-	Full	-	-	Full	-	N.F.M.	Full	-	N.F.M.
172	Western Avenue & Manchester Avenue	-	-	-	-	-	N.F.M.	-	-	-	-	-	N.F.M.	-	-	N.F.M.
173	Western Avenue & Imperial Highway	-	-	N.F.M.	-	-	-	-	-	N.F.M.	-	-	N.F.M.	-	-	N.F.M.
188	Prairie Avenue & El Segundo Boulevard	N.F.M.	-	-	N.F.M.	-	N.F.M.	N.F.M.	-	-	N.F.M.	-	-	N.F.M.	-	-
197	Prairie Avenue & Lennox Boulevard	-	-	Partial	-	-	Full	Full	-	N.F.M.	-	-	Partial	-	-	Partial
	Number of Intersections with Full Mitigation	12	7	14	7	7	12	9	7	11	12	7	15	12	7	15
	Number of Intersections with Partial Mitigation	3	9	5	11	8	6	6	8	5	3	10	6	3	10	6
	Number of Intersections with No Feasible Mitigation	14	11	22	13	12	19	9	13	22	11	13	24	11	13	24
	Number of Significantly Impacted Intersections after Mitigation		40			38			40			44			44	

Notes:

Full - Intersections that can be fully mitigated to a level less than significant with recommended mitigation measures.
Partial - Intersection operating conditions would be improved with recommended mitigation measures, however; would not be fully mitigated and would remain significant and unavoidable.
N.F.M. - No Feasible Physical Mitigation measures are available. Project impacts remain significant and unavoidable.

Source: Fehr & Peers, 2012.

Table 4.12.2-34

Future (2025) With Alternative 1-2 Plus Mitigation Level of Service Analysis

			Future (2025) Without Alternative						Future (2025) With Alt. 1-2 Plus Mitigation								
			AM		MD		PM		AM		MD		PM		Mitigation Effectiveness		
Int. #	Intersection	Jurisdiction	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	AM	MD	PM
6	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	City of LA	0.471	A	0.573	A	0.747	C	0.484	A	0.691	B	0.797	C	-	Full	Partial
7	Airport Boulevard & Century Boulevard	City of LA	0.651	B	0.648	B	0.619	B	0.688	B	0.853	D	0.850	D	Full	Partial	Partial
9	Airport Boulevard & Manchester Avenue	Caltrans/City of LA	0.740	C	0.849	D	0.951	E	0.831	D	1.096	F	1.035	F	N.F.M.	N.F.M.	N.F.M.
10	Aviation Boulevard & Arbor Vitae Street	Inglewood/City of LA	0.550	A	0.525	A	0.791	C	0.606	B	0.649	B	0.878	D	-	-	N.F.M.
11	Inglewood Avenue & Arbor Vitae Street	Inglewood	0.508	A	0.575	A	0.798	C	0.525	A	0.563	A	0.797	C	-	-	Full
12	La Brea Avenue & Arbor Vitae Street	Inglewood	0.440	A	0.547	A	0.759	C	0.373	A	0.453	A	0.703	C	-	-	Full
14	Aviation Boulevard & Century Boulevard	City of LA	0.943	E	0.827	D	1.097	F	1.173	F	1.118	F	1.270	F	Partial	Partial	N.F.M.
17	Aviation Boulevard/Florence Avenue & Manchester Avenue	Caltrans/Inglewood	0.854	D	0.903	E	0.894	D	0.775	C	0.828	D	0.902	E	Full	Full	Full
25	La Brea Avenue & Centinela Avenue	Inglewood	0.913	E	0.794	C	0.991	E	0.878	D	0.760	C	0.976	E	Full	-	-
26	La Cienega Boulevard & Centinela Avenue	Inglewood/City of LA	0.896	D	0.681	B	1.134	F	0.883	D	0.674	B	1.029	F	Full	Full	-
27	La Tijera Boulevard & Centinela Avenue	City of LA/LA County	0.643	B	0.502	A	0.840	D	0.682	B	0.539	A	0.865	D	-	-	N.F.M.
34	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	Inglewood	0.735	C	0.771	C	0.983	E	0.679	B	0.848	D	0.968	E	Full	Partial	Full
35	Inglewood Avenue & Century Boulevard	Inglewood	0.705	C	0.657	B	0.926	E	0.649	B	0.637	B	0.843	D	Full	Full	Full
36	La Cienega Boulevard & Century Boulevard	Inglewood/City of LA/LA County	0.730	C	0.661	B	0.827	D	0.815	D	0.856	D	1.004	F	N.F.M.	N.F.M.	N.F.M.
37	Prairie Avenue & Century Boulevard	Inglewood	0.678	B	0.754	C	0.927	E	0.621	B	0.700	B	0.877	D	Full	Full	Full
38	Sepulveda Boulevard & Century Boulevard	Caltrans/City of LA	0.579	A	0.497	A	0.655	B	0.667	B	0.580	A	0.690	B	-	-	Full
46	Douglas Street & El Segundo Boulevard	El Segundo	0.773	C	0.594	A	0.976	E	0.784	C	0.640	B	1.001	F	-	-	N.F.M.
51	Hawthorne Boulevard & El Segundo Boulevard	Hawthorne	0.675	B	0.697	B	1.230	F	0.681	B	0.722	C	1.240	F	-	-	N.F.M.
57	La Brea Avenue & Florence Avenue	Inglewood	0.791	C	0.763	C	1.054	F	0.785	C	0.796	C	1.032	F	Full	Full	Full
58	La Cienega Boulevard & Florence Avenue	Inglewood	0.896	D	0.896	D	1.165	F	0.951	E	1.016	F	1.039	F	Partial	Partial	-
60	Sepulveda Boulevard & Grand Avenue	Caltrans/El Segundo	0.810	D	0.755	C	0.934	E	0.816	D	0.759	C	0.954	E	-	-	Full
62	Hawthorne Boulevard & Imperial Avenue	Hawthorne	0.664	B	0.602	B	0.959	E	0.638	B	0.621	B	0.967	E	-	-	Full

Table 4.12.2-34

Future (2025) With Alternative 1-2 Plus Mitigation Level of Service Analysis

			Future (2025) Without Alternative						Future (2025) With Alt. 1-2 Plus Mitigation								
			AM		MD		PM		AM		MD		PM		Mitigation Effectiveness		
Int. #	Intersection	Jurisdiction	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	AM	MD	PM
63	Hawthorne Boulevard & Lennox Boulevard	LA County	0.508	A	0.607	B	0.810	D	0.516	A	0.646	B	0.859	D	-	-	N.F.M.
64	Highland Avenue/Vista del Mar & Rosecrans Avenue	Manhattan Beach	0.823	D	0.563	A	0.737	C	0.857	D	0.569	A	0.744	C	N.F.M.	-	-
66	Inglewood Avenue & Imperial Highway	Hawthorne	0.765	C	0.695	B	1.286	F	0.760	C	0.733	C	1.069	F	Full	-	Full
71	Sepulveda Boulevard & Imperial Highway	Caltrans/El Segundo/City of LA	0.805	D	0.807	D	1.223	F	0.779	C	0.611	B	0.855	D	Full	-	Full
76	Inglewood Avenue & Lennox Boulevard	LA County	0.468	A	0.557	A	0.819	D	0.526	A	0.558	A	0.858	D	-	-	N.F.M.
86	La Brea Avenue/Overhill Drive & Stocker Street	LA County	0.820	D	0.724	C	1.193	F	0.869	D	0.771	C	1.229	F	N.F.M.	N.F.M.	N.F.M.
87	La Brea Avenue & Slauson Avenue	LA County	0.905	E	0.747	C	1.007	F	0.951	E	0.857	D	0.994	E	Partial	N.F.M.	Full
88	La Cienega Boulevard & La Tijera Boulevard	Inglewood/City of LA	0.794	C	0.738	C	1.005	F	0.794	C	0.769	C	1.018	F	-	-	N.F.M.
90	La Cienega Boulevard & Manchester Boulevard	Caltrans/Inglewood	0.736	C	0.741	C	0.907	E	0.763	C	0.778	C	0.954	E	-	-	N.F.M.
93	La Cienega Boulevard & Stocker Street	LA County	1.270	F	0.838	D	1.210	F	1.287	F	0.857	D	1.223	F	N.F.M.	-	N.F.M.
95	La Cienega Boulevard & West 120th Street	LA County	0.449	A	0.313	A	0.817	D	0.473	A	0.361	A	0.865	D	-	-	N.F.M.
96	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	Caltrans/Inglewood/City of LA	0.669	B	0.695	B	0.694	B	0.652	B	0.632	B	0.606	B	Full	-	-
102	I-405 Northbound Ramps & La Tijera Boulevard	Caltrans/City of LA	0.619	B	0.693	B	0.609	B	0.744	C	0.851	D	0.645	B	N.F.M.	N.F.M.	-
109	Lincoln Boulevard & Venice Boulevard	Caltrans/City of LA	0.892	D	0.915	E	1.036	F	0.899	D	0.933	E	1.019	F	-	N.F.M.	-
110	Lincoln Boulevard & Washington Boulevard	Caltrans/City of LA	0.841	D	0.904	E	1.053	F	0.829	D	0.921	E	1.057	F	-	Partial	-
114	Sepulveda Boulevard & Manchester Avenue	Caltrans/City of LA	0.804	D	0.761	C	0.929	E	0.835	D	0.768	C	0.931	E	N.F.M.	-	-
115	Ash Avenue & Manchester Avenue	Caltrans/Inglewood	0.786	C	0.711	C	0.945	E	0.735	C	0.716	C	1.072	F	-	Full	N.F.M.
119	Ocean Avenue/Via Marina & Washington Boulevard	City of LA/LA County	1.181	F	0.956	E	1.514	F	1.209	F	0.998	E	1.525	F	N.F.M.	N.F.M.	N.F.M.
125	Sepulveda Boulevard & Rosecrans Avenue	Caltrans/El Segundo/Manhattan Beach	0.918	E	0.836	D	1.158	F	0.920	E	0.861	D	1.156	F	-	Partial	-
139	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	Caltrans/City of LA	0.877	D	0.840	D	0.923	E	0.876	D	0.889	D	0.941	E	-	Partial	Partial
143	Vicksburg Avenue & 96th Street	City of LA	0.279	A	0.363	A	0.335	A	0.250	A	0.482	A	0.624	B	-	-	Full
147	Crenshaw Boulevard & Century Boulevard	Inglewood	0.708	C	0.773	C	0.928	E	0.731	C	0.805	D	0.955	E	-	Partial	Partial
148	La Cienega Boulevard & Fairview Boulevard	Inglewood/City of LA	0.881	D	0.657	B	0.952	E	0.901	E	0.688	B	0.954	E	N.F.M.	-	-
149	Crenshaw Boulevard & Imperial Highway	Inglewood	0.680	B	0.705	C	1.001	F	0.721	C	0.746	C	1.048	F	N.F.M.	N.F.M.	N.F.M.
154	Overland Avenue & Sawtelle Boulevard	Culver City	31.4	D	17.6	C	45.9	E	32.6	D	18.4	C	51.4	F	-	-	N.F.M.
156	Walgrove Avenue & Washington Boulevard	Culver City	68.8	F	>100	F	>100	F	71.6	F	>100	F	>100	F	N.F.M.[1]	N.F.M.[1]	N.F.M.[1]
159	Hindry Avenue & Manchester Boulevard	Caltrans/Inglewood	0.513	A	0.638	B	0.597	A	0.515	A	0.713	C	0.660	B	-	Partial	-
162	Sepulveda Boulevard & Manhattan Beach Boulevard	Caltrans/Manhattan Beach	0.950	E	0.987	E	1.193	F	0.950	E	0.997	E	1.193	F	-	N.F.M.	-
164	Crenshaw Boulevard & Manchester Avenue	Caltrans/Inglewood	0.816	D	0.843	D	1.025	F	0.854	D	0.870	D	1.066	F	N.F.M.	N.F.M.	N.F.M.
166	La Brea Avenue & Rodeo Road	City of LA	0.989	E	0.756	C	0.972	E	1.000	E	0.775	C	0.995	E	N.F.M.	-	N.F.M.
169	Prairie Avenue & Manchester Boulevard	Inglewood	1.042	F	0.701	C	0.922	E	1.042	F	0.726	C	0.930	E	Full	-	-
173	Western Avenue & Imperial Highway	LA County	0.743	C	0.575	A	0.912	E	0.767	C	0.600	A	0.936	E	-	-	N.F.M.
188	Prairie Avenue & El Segundo Boulevard	Hawthorne	1.001	F	0.684	B	1.006	F	1.023	F	0.704	C	1.010	F	N.F.M.	-	-
197	Prairie Avenue & Lennox Boulevard	Inglewood	0.670	B	0.557	A	0.704	C	0.664	B	0.564	A	0.761	C	-	-	Partial

Notes:

Full - Intersections that can be fully mitigated to a level less than significant with recommended mitigation measures.
Partial - Intersection operating conditions would be improved with recommended mitigation measures, however; would not be fully mitigated and would remain significant and unavoidable.
N.F.M. - No Feasible Physical Mitigation measures are available. Project impacts remain significant and unavoidable.

[1] This stop-controlled intersection is expected to operate at oversaturated condition, based on the vehicle delay reported for the worst-case approach. This intersection was also evaluated using the ICU methodology and the resulting project-related incremental increase in V/C ratio is greater than the City of Culver City adopted significance criteria.

Source: Fehr & Peers, 2012.

Table 4.12.2-35

Future (2025) With Alternative 3 Plus Mitigation Level of Service Analysis

			Future (2025) Without Alternative						Future (2025) With Alt. 3 Plus Mitigation								
			AM		MD		PM		AM		MD		PM		Mitigation Effectiveness		
Int. #	Intersection	Jurisdiction	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	AM	MD	PM
6	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	City of LA	0.471	A	0.573	A	0.747	C	0.645	B	0.920	E	0.706	C	-	Partial	Full
9	Airport Boulevard & Manchester Avenue	Caltrans/City of LA	0.740	C	0.849	D	0.951	E	0.747	C	0.853	D	0.962	E	-	-	N.F.M.
10	Aviation Boulevard & Arbor Vitae Street	Inglewood/City of LA	0.550	A	0.525	A	0.791	C	0.678	B	0.791	C	0.792	C	-	N.F.M.	-
13	La Cienega Boulevard & Arbor Vitae Street	Inglewood/City of LA	0.542	A	0.501	A	0.701	C	1.590	F	2.242	F	2.159	F	N.F.M.	N.F.M.	N.F.M.
15	Aviation Boulevard & El Segundo Boulevard	El Segundo	0.922	E	0.643	B	0.850	D	0.880	D	0.660	B	0.877	D	Full	-	-
16	Aviation Boulevard & Imperial Highway	City of LA	0.675	B	0.455	A	0.691	B	0.877	D	0.537	A	0.813	D	Partial	-	N.F.M.
17	Aviation Boulevard/Florence Avenue & Manchester Avenue	Caltrans/Inglewood	0.854	D	0.903	E	0.894	D	0.766	C	0.855	D	0.857	D	-	-	Full
25	La Brea Avenue & Centinela Avenue	Inglewood	0.913	E	0.794	C	0.991	E	0.872	D	0.785	C	0.979	E	-	Full	-
26	La Cienega Boulevard & Centinela Avenue	Inglewood/City of LA	0.896	D	0.681	B	1.134	F	0.943	E	0.743	C	1.076	F	Partial	Partial	Full
28	Sepulveda Boulevard & Centinela Avenue	Culver City	0.884	D	0.711	C	0.879	D	0.820	D	0.677	B	0.860	D	Full	-	Full
35	Inglewood Avenue & Century Boulevard	Inglewood	0.705	C	0.657	B	0.926	E	0.644	B	0.609	B	0.829	D	-	Full	-
36	La Cienega Boulevard & Century Boulevard	Inglewood/City of LA/LA County	0.730	C	0.661	B	0.827	D	0.920	E	0.688	B	0.957	E	N.F.M.	-	N.F.M.
38	Sepulveda Boulevard & Century Boulevard	Caltrans/City of LA	0.579	A	0.497	A	0.655	B	0.715	C	0.526	A	0.719	C	Partial	-	Partial
51	Hawthorne Boulevard & El Segundo Boulevard	Hawthorne	0.675	B	0.697	B	1.230	F	0.720	C	0.773	C	1.289	F	N.F.M.	N.F.M.	N.F.M.
52	Inglewood Avenue & El Segundo Boulevard	Hawthorne/LA County	0.670	B	0.697	B	1.078	F	0.715	C	0.772	C	1.095	F	N.F.M.	N.F.M.	N.F.M.
53	La Cienega Boulevard & El Segundo Boulevard	Hawthorne/LA County	0.710	C	0.562	A	1.015	F	0.730	C	0.603	B	0.899	D	-	-	Full
57	La Brea Avenue & Florence Avenue	Inglewood	0.791	C	0.763	C	1.054	F	0.757	C	0.810	D	1.019	F	Full	Partial	Full
58	La Cienega Boulevard & Florence Avenue	Inglewood	0.896	D	0.896	D	1.165	F	1.032	F	1.156	F	1.295	F	Partial	Partial	Partial
62	Hawthorne Boulevard & Imperial Avenue	Hawthorne	0.664	B	0.602	B	0.959	E	0.717	C	0.672	B	1.079	F	Partial	Full	Partial
66	Inglewood Avenue & Imperial Highway	Hawthorne	0.765	C	0.695	B	1.286	F	0.845	D	0.742	C	1.137	F	Partial	Partial	Full
70	Prairie Avenue & Imperial Highway	Hawthorne/Inglewood	0.690	B	0.628	B	0.881	D	0.640	B	0.545	A	0.796	C	Full	-	-
71	Sepulveda Boulevard & Imperial Highway	Caltrans/El Segundo/City of LA	0.805	D	0.807	D	1.223	F	0.694	B	0.603	B	0.840	D	-	-	Full
74	I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway	Caltrans/City of LA	0.647	B	0.340	A	0.609	B	0.970	E	0.689	B	0.884	D	Partial	Full	Partial
76	Inglewood Avenue & Lennox Boulevard	LA County	0.468	A	0.557	A	0.819	D	0.531	A	0.558	A	0.888	D	-	-	N.F.M.
85	La Brea Avenue & Manchester Boulevard	Caltrans/Inglewood	0.847	D	0.744	C	0.945	E	0.782	C	0.738	C	0.882	D	Full	Full	Full
86	La Brea Avenue/Overhill Drive & Stocker Street	LA County	0.820	D	0.724	C	1.193	F	0.844	D	0.789	C	1.222	F	N.F.M.	N.F.M.	N.F.M.
87	La Brea Avenue & Slauson Avenue	LA County	0.905	E	0.747	C	1.007	F	0.953	E	0.896	D	1.000	E	Partial	Partial	Full
88	La Cienega Boulevard & La Tijera Boulevard	Inglewood/City of LA	0.794	C	0.738	C	1.005	F	0.755	C	0.769	C	1.031	F	N.F.M.	-	N.F.M.
90	La Cienega Boulevard & Manchester Boulevard	Caltrans/Inglewood	0.736	C	0.741	C	0.907	E	0.848	D	1.051	F	1.113	F	Partial	Partial	Partial
93	La Cienega Boulevard & Stocker Street	LA County	1.270	F	0.838	D	1.210	F	1.284	F	0.877	D	1.222	F	N.F.M.	N.F.M.	N.F.M.
95	La Cienega Boulevard & West 120th Street	LA County	0.449	A	0.313	A	0.817	D	0.507	A	0.415	A	0.928	E	-	-	N.F.M.
101	Sepulveda Boulevard & La Tijera Boulevard	City of LA	0.602	B	0.729	C	0.851	D	0.695	B	0.677	B	0.791	C	-	Full	-
102	I-405 Northbound Ramps & La Tijera Boulevard	Caltrans/City of LA	0.619	B	0.693	B	0.609	B	0.811	D	0.828	D	0.642	B	N.F.M.	N.F.M.	-
105	Lincoln Boulevard & Manchester Avenue	Caltrans/City of LA	0.800	C	0.547	A	0.871	D	0.761	C	0.536	A	0.800	C	Full	-	-
114	Sepulveda Boulevard & Manchester Avenue	Caltrans/City of LA	0.804	D	0.761	C	0.929	E	0.835	D	0.764	C	0.929	E	N.F.M.	-	-
119	Ocean Avenue/Via Marina & Washington Boulevard	City of LA/LA County	1.181	F	0.956	E	1.514	F	1.202	F	1.005	F	1.518	F	N.F.M.	N.F.M.	-
125	Sepulveda Boulevard & Rosecrans Avenue	Caltrans/El Segundo/Manhattan Beach	0.918	E	0.836	D	1.158	F	0.928	E	0.855	D	1.154	F	Partial	Full	-
135	Sepulveda Boulevard & Westchester Parkway	City of LA	0.658	B	0.643	B	1.109	F	0.786	C	0.672	B	1.118	F	Partial	-	-
146	Sepulveda Eastway & Westchester Parkway	City of LA	0.427	A	0.543	A	0.693	B	0.503	A	0.663	B	0.583	A	-	-	Full
148	La Cienega Boulevard & Fairview Boulevard	Inglewood/City of LA	0.881	D	0.657	B	0.952	E	0.920	E	0.717	C	0.967	E	N.F.M.	N.F.M.	N.F.M.
149	Crenshaw Boulevard & Imperial Highway	Inglewood	0.680	B	0.705	C	1.001	F	0.697	B	0.709	C	1.019	F	-	-	N.F.M.
153	Overland Avenue & Kelmore Street/Ranch Road	Culver City	32.1	D	15.3	C	46.2	E	33.1	D	16.3	C	51.3	F	-	-	N.F.M.
154	Overland Avenue & Sawtelle Boulevard	Culver City	31.4	D	17.6	C	45.9	E	33.6	D	19.5	C	52.8	F	-	-	N.F.M.
156	Walgrove Avenue & Washington Boulevard	Culver City	68.8	F	>100	F	>100	F	68.8	F	>100	F	>100	F	-	N.F.M.[1]	N.F.M.[1]
159	Hindry Avenue & Manchester Boulevard	Caltrans/Inglewood	0.513	A	0.638	B	0.597	A	0.592	A	0.889	D	0.812	D	-	Partial	Partial
164	Crenshaw Boulevard & Manchester Avenue	Caltrans/Inglewood	0.816	D	0.843	D	1.025	F	0.833	D	0.922	E	1.093	F	-	N.F.M.	N.F.M.
166	La Brea Avenue & Rodeo Road	City of LA	0.989	E	0.756	C	0.972	E	1.021	F	0.787	C	0.976	E	N.F.M.	-	-
169	Prairie Avenue & Manchester Boulevard	Inglewood	1.042	F	0.701	C	0.922	E	1.045	F	0.793	C	0.929	E	Full	N.F.M.	-
172	Western Avenue & Manchester Avenue	Caltrans/City of LA	0.727	C	0.560	A	0.887	D	0.760	C	0.576	A	0.901	E	-	-	N.F.M.
188	Prairie Avenue & El Segundo Boulevard	Hawthorne	1.001	F	0.684	B	1.006	F	1.057	F	0.711	C	1.025	F	N.F.M.	-	N.F.M.
197	Prairie Avenue & Lennox Boulevard	Inglewood	0.670	B	0.557	A	0.704	C	0.651	B	0.556	A	0.720	C	-	-	Full

Table 4.12.2-35

Future (2025) With Alternative 3 Plus Mitigation Level of Service Analysis

			Future (2025) Without Alternative						Future (2025) With Alt. 3 Plus Mitigation								
			AM		MD		PM		AM		MD		PM		Mitigation Effectiveness		
Int. #	Intersection	Jurisdiction	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	AM	MD	PM

Notes:

Full - Intersections that can be fully mitigated to a level less than significant with recommended mitigation measures.
Partial - Intersection operating conditions would be improved with recommended mitigation measures, however; would not be fully mitigated and would remain significant and unavoidable.
N.F.M. - No Feasible Physical Mitigation measures are available. Project impacts remain significant and unavoidable.

[1] This stop-controlled intersection is expected to operate at oversaturated condition, based on the vehicle delay reported for the worst-case approach. This intersection was also evaluated using the ICU methodology and the resulting project-related incremental increase in V/C ratio is greater than the City of Culver City adopted significance criteria.

Source: Fehr & Peers, 2012.

Table 4.12.2-36

Future (2025) With Alternative 4 Plus Mitigation Level of Service Analysis

			Future (2025) Without Alternative						Future (2025) With Alt. 4 Plus Mitigation								
			AM		MD		PM		AM		MD		PM		Mitigation Effectiveness		
Int. #	Intersection	Jurisdiction	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	AM	MD	PM
6	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	City of LA	0.471	A	0.573	A	0.747	C	0.552	A	0.709	C	0.725	C	-	Partial	Full
7	Airport Boulevard & Century Boulevard	City of LA	0.651	B	0.648	B	0.619	B	0.730	C	0.971	E	0.924	E	Partial	Partial	Partial
8	La Tijera Boulevard & Airport Boulevard	City of LA	0.520	A	0.441	A	0.580	A	0.533	A	0.453	A	0.580	A	-	-	-
9	Airport Boulevard & Manchester Avenue	Caltrans/City of LA	0.740	C	0.849	D	0.951	E	0.798	C	0.969	E	1.031	F	N.F.M.	N.F.M.	N.F.M.
10	Aviation Boulevard & Arbor Vitae Street	Inglewood/City of LA	0.550	A	0.525	A	0.791	C	0.616	B	0.588	A	0.816	D	-	-	N.F.M.
11	Inglewood Avenue & Arbor Vitae Street	Inglewood	0.508	A	0.575	A	0.798	C	0.507	A	0.554	A	0.795	C	-	-	Full
14	Aviation Boulevard & Century Boulevard	City of LA	0.943	E	0.827	D	1.097	F	1.091	F	1.195	F	1.288	F	Partial	Partial	N.F.M.
16	Aviation Boulevard & Imperial Highway	City of LA	0.675	B	0.455	A	0.691	B	0.674	B	0.558	A	0.701	C	Full	-	-
17	Aviation Boulevard/Florence Avenue & Manchester Avenue	Caltrans/Inglewood	0.854	D	0.903	E	0.894	D	0.776	C	0.849	D	0.870	D	-	Full	Full
26	La Cienega Boulevard & Centinela Avenue	Inglewood/City of LA	0.896	D	0.681	B	1.134	F	0.881	D	0.674	B	1.027	F	Full	Full	-
27	La Tijera Boulevard & Centinela Avenue	City of LA/LA County	0.643	B	0.502	A	0.840	D	0.669	B	0.551	A	0.863	D	-	-	N.F.M.
34	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	Inglewood	0.735	C	0.771	C	0.983	E	0.669	B	0.817	D	0.979	E	Full	Partial	Full
35	Inglewood Avenue & Century Boulevard	Inglewood	0.705	C	0.657	B	0.926	E	0.640	B	0.632	B	0.832	D	-	Full	-
36	La Cienega Boulevard & Century Boulevard	Inglewood/City of LA/LA County	0.730	C	0.661	B	0.827	D	0.859	D	0.835	D	1.182	F	Partial	N.F.M.	N.F.M.
37	Prairie Avenue & Century Boulevard	Inglewood	0.678	B	0.754	C	0.927	E	0.613	B	0.694	B	0.873	D	-	Full	Full
38	Sepulveda Boulevard & Century Boulevard	Caltrans/City of LA	0.579	A	0.497	A	0.655	B	0.639	B	0.557	A	0.754	C	-	-	Partial
46	Douglas Street & El Segundo Boulevard	El Segundo	0.773	C	0.594	A	0.976	E	0.797	C	0.633	B	1.014	F	-	-	N.F.M.
51	Hawthorne Boulevard & El Segundo Boulevard	Hawthorne	0.675	B	0.697	B	1.230	F	0.693	B	0.750	C	1.245	F	-	N.F.M.	N.F.M.
57	La Brea Avenue & Florence Avenue	Inglewood	0.791	C	0.763	C	1.054	F	0.769	C	0.797	C	1.028	F	Full	Full	Full
58	La Cienega Boulevard & Florence Avenue	Inglewood	0.896	D	0.896	D	1.165	F	0.910	E	0.957	E	1.029	F	Partial	Partial	-
62	Hawthorne Boulevard & Imperial Avenue	Hawthorne	0.664	B	0.602	B	0.959	E	0.662	B	0.609	B	0.973	E	-	-	Partial
63	Hawthorne Boulevard & Lennox Boulevard	LA County	0.508	A	0.607	B	0.810	D	0.526	A	0.643	B	0.848	D	-	-	N.F.M.
64	Highland Avenue/Vista del Mar & Rosecrans Avenue	Manhattan Beach	0.823	D	0.563	A	0.737	C	0.857	D	0.576	A	0.750	C	N.F.M.	-	-
66	Inglewood Avenue & Imperial Highway	Hawthorne	0.765	C	0.695	B	1.286	F	0.797	C	0.743	C	1.086	F	Full	N.F.M.	Full
71	Sepulveda Boulevard & Imperial Highway	Caltrans/El Segundo/City of LA	0.805	D	0.807	D	1.223	F	0.795	C	0.626	B	0.849	D	Full	-	Full
76	Inglewood Avenue & Lennox Boulevard	LA County	0.468	A	0.557	A	0.819	D	0.538	A	0.563	A	0.888	D	-	-	N.F.M.
86	La Brea Avenue/Overhill Drive & Stocker Street	LA County	0.820	D	0.724	C	1.193	F	0.844	D	0.749	C	1.229	F	N.F.M.	-	N.F.M.
87	La Brea Avenue & Slauson Avenue	LA County	0.905	E	0.747	C	1.007	F	0.945	E	0.863	D	0.998	E	Partial	N.F.M.	Full
88	La Cienega Boulevard & La Tijera Boulevard	Inglewood/City of LA	0.794	C	0.738	C	1.005	F	0.800	C	0.763	C	1.131	F	-	-	N.F.M.
90	La Cienega Boulevard & Manchester Boulevard	Caltrans/Inglewood	0.736	C	0.741	C	0.907	E	0.749	C	0.776	C	0.925	E	-	-	N.F.M.

Table 4.12.2-36

Future (2025) With Alternative 4 Plus Mitigation Level of Service Analysis

			Future (2025) Without Alternative						Future (2025) With Alt. 4 Plus Mitigation								
			AM		MD		PM		AM		MD		PM		Mitigation Effectiveness		
Int. #	Intersection	Jurisdiction	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	AM	MD	PM
93	La Cienega Boulevard & Stocker Street	LA County	1.270	F	0.838	D	1.210	F	1.286	F	0.873	D	1.237	F	N.F.M.	N.F.M.	N.F.M.
95	La Cienega Boulevard & West 120th Street	LA County	0.449	A	0.313	A	0.817	D	0.495	A	0.376	A	0.853	D	-	-	N.F.M.
101	Sepulveda Boulevard & La Tijera Boulevard	City of LA	0.602	B	0.729	C	0.851	D	0.616	B	0.746	C	0.837	D	-	Full	Full
102	I-405 Northbound Ramps & La Tijera Boulevard	Caltrans/City of LA	0.619	B	0.693	B	0.609	B	0.695	B	0.814	D	0.617	B	-	N.F.M.	-
109	Lincoln Boulevard & Venice Boulevard	Caltrans/City of LA	0.892	D	0.915	E	1.036	F	0.894	D	0.933	E	1.019	F	-	N.F.M.	-
110	Lincoln Boulevard & Washington Boulevard	Caltrans/City of LA	0.841	D	0.904	E	1.053	F	0.829	D	0.921	E	1.057	F	-	Partial	-
114	Sepulveda Boulevard & Manchester Avenue	Caltrans/City of LA	0.804	D	0.761	C	0.929	E	0.861	D	0.761	C	0.929	E	N.F.M.	-	-
115	Ash Avenue & Manchester Avenue	Caltrans/Inglewood	0.786	C	0.711	C	0.945	E	0.797	C	0.726	C	0.965	E	-	-	N.F.M.
119	Ocean Avenue/Via Marina & Washington Boulevard	City of LA/LA County	1.181	F	0.956	E	1.514	F	1.216	F	1.012	F	1.514	F	N.F.M.	N.F.M.	-
125	Sepulveda Boulevard & Rosecrans Avenue	Caltrans/El Segundo/Manhattan Beach	0.918	E	0.836	D	1.158	F	0.923	E	0.863	D	1.153	F	Full	Partial	-
135	Sepulveda Boulevard & Westchester Parkway	City of LA	0.658	B	0.643	B	1.109	F	0.733	C	0.832	D	1.411	F	Partial	N.F.M.	N.F.M.
139	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	Caltrans/City of LA	0.877	D	0.840	D	0.923	E	0.867	D	0.861	D	0.934	E	-	Partial	Partial
146	Sepulveda Eastway & Westchester Parkway	City of LA	0.427	A	0.543	A	0.693	B	0.417	A	0.563	A	0.580	A	-	-	Full
147	Crenshaw Boulevard & Century Boulevard	Inglewood	0.708	C	0.773	C	0.928	E	0.727	C	0.795	C	0.950	E	-	-	Partial
149	Crenshaw Boulevard & Imperial Highway	Inglewood	0.680	B	0.705	C	1.001	F	0.731	C	0.750	C	1.046	F	N.F.M.	N.F.M.	N.F.M.
154	Overland Avenue & Sawtelle Boulevard	Culver City	31.4	D	17.6	C	45.9	E	33.1	D	18.6	C	51.4	F	-	-	N.F.M.
156	Walgrove Avenue & Washington Boulevard	Culver City	68.8	F	>100	F	>100	F	69.7	F	>100	F	>100	F	-	N.F.M.[1]	N.F.M.[1]
159	Hindry Avenue & Manchester Boulevard	Caltrans/Inglewood	0.513	A	0.638	B	0.597	A	0.501	A	0.672	B	0.663	B	-	Full	-
164	Crenshaw Boulevard & Manchester Avenue	Caltrans/Inglewood	0.816	D	0.843	D	1.025	F	0.848	D	0.867	D	1.057	F	N.F.M.	N.F.M.	N.F.M.
169	Prairie Avenue & Manchester Boulevard	Inglewood	1.042	F	0.701	C	0.922	E	1.042	F	0.716	C	0.928	E	Full	-	-
173	Western Avenue & Imperial Highway	LA County	0.743	C	0.575	A	0.912	E	0.765	C	0.600	A	0.928	E	-	-	N.F.M.
188	Prairie Avenue & El Segundo Boulevard	Hawthorne	1.001	F	0.684	B	1.006	F	1.028	F	0.707	C	1.008	F	N.F.M.	-	-
197	Prairie Avenue & Lennox Boulevard	Inglewood	0.670	B	0.557	A	0.704	C	0.675	B	0.557	A	0.759	C	Full	-	N.F.M.

Notes:

Full - Intersections that can be fully mitigated to a level less than significant with recommended mitigation measures.
Partial - Intersection operating conditions would be improved with recommended mitigation measures, however; would not be fully mitigated and would remain significant and unavoidable.
N.F.M. - No Feasible Physical Mitigation measures are available. Project impacts remain significant and unavoidable.

[1] This stop-controlled intersection is expected to operate at oversaturated condition, based on the vehicle delay reported for the worst-case approach. This intersection was also evaluated using the ICU methodology and the resulting project-related incremental increase in V/C ratio is greater than the City of Culver City adopted significance criteria.

Source: Fehr & Peers, 2012.

Table 4.12.2-37

Future (2025) With Alternative 8 Plus Mitigation Level of Service Analysis

			Future (2025) Without Alternative						Future (2025) With Alt. 8 Plus Mitigation								
			AM		MD		PM		AM		MD		PM		Mitigation Effectiveness		
Int. #	Intersection	Jurisdiction	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	AM	MD	PM
6	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	City of LA	0.471	A	0.573	A	0.747	C	0.444	A	0.595	A	0.787	C	-	-	Partial
7	Airport Boulevard & Century Boulevard	City of LA	0.651	B	0.648	B	0.619	B	0.686	B	0.869	D	0.858	D	Full	Partial	Partial
9	Airport Boulevard & Manchester Avenue	Caltrans/City of LA	0.740	C	0.849	D	0.951	E	0.871	D	1.056	F	1.060	F	N.F.M.	N.F.M.	N.F.M.
10	Aviation Boulevard & Arbor Vitae Street	Inglewood/City of LA	0.550	A	0.525	A	0.791	C	0.582	A	0.569	A	0.864	D	-	-	N.F.M.
11	Inglewood Avenue & Arbor Vitae Street	Inglewood	0.508	A	0.575	A	0.798	C	0.522	A	0.563	A	0.810	D	-	-	Full
12	La Brea Avenue & Arbor Vitae Street	Inglewood	0.440	A	0.547	A	0.759	C	0.373	A	0.453	A	0.702	C	-	-	Full
14	Aviation Boulevard & Century Boulevard	City of LA	0.943	E	0.827	D	1.097	F	1.162	F	1.064	F	1.208	F	Partial	Partial	N.F.M.
17	Aviation Boulevard/Florence Avenue & Manchester Avenue	Caltrans/Inglewood	0.854	D	0.903	E	0.894	D	0.788	C	0.810	D	0.902	E	Full	-	Full

Table 4.12.2-37

Future (2025) With Alternative 8 Plus Mitigation Level of Service Analysis

			Future (2025) Without Alternative						Future (2025) With Alt. 8 Plus Mitigation								
			AM		MD		PM		AM		MD		PM		Mitigation Effectiveness		
Int. #	Intersection	Jurisdiction	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	AM	MD	PM
25	La Brea Avenue & Centinela Avenue	Inglewood	0.913	E	0.794	C	0.991	E	0.878	D	0.763	C	0.975	E	Full	Full	-
26	La Cienega Boulevard & Centinela Avenue	Inglewood/City of LA	0.896	D	0.681	B	1.134	F	0.885	D	0.685	B	1.023	F	Full	Full	-
27	La Tijera Boulevard & Centinela Avenue	City of LA/LA County	0.643	B	0.502	A	0.840	D	0.681	B	0.537	A	0.862	D	-	-	N.F.M.
34	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	Inglewood	0.735	C	0.771	C	0.983	E	0.690	B	0.859	D	0.983	E	Full	Partial	Full
35	Inglewood Avenue & Century Boulevard	Inglewood	0.705	C	0.657	B	0.926	E	0.654	B	0.600	A	0.829	D	Full	Full	-
36	La Cienega Boulevard & Century Boulevard	Inglewood/City of LA/LA County	0.730	C	0.661	B	0.827	D	0.929	E	0.861	D	0.984	E	N.F.M.	N.F.M.	N.F.M.
37	Prairie Avenue & Century Boulevard	Inglewood	0.678	B	0.754	C	0.927	E	0.625	B	0.694	B	0.879	D	Full	Full	Full
38	Sepulveda Boulevard & Century Boulevard	Caltrans/City of LA	0.579	A	0.497	A	0.655	B	0.674	B	0.585	A	0.688	B	-	-	Full
46	Douglas Street & El Segundo Boulevard	El Segundo	0.773	C	0.594	A	0.976	E	0.782	C	0.628	B	1.006	F	-	-	N.F.M.
51	Hawthorne Boulevard & El Segundo Boulevard	Hawthorne	0.675	B	0.697	B	1.230	F	0.679	B	0.730	C	1.242	F	-	-	N.F.M.
57	La Brea Avenue & Florence Avenue	Inglewood	0.791	C	0.763	C	1.054	F	0.788	C	0.799	C	1.041	F	Full	Full	Full
58	La Cienega Boulevard & Florence Avenue	Inglewood	0.896	D	0.896	D	1.165	F	0.920	E	0.994	E	1.047	F	Partial	Partial	Full
60	Sepulveda Boulevard & Grand Avenue	Caltrans/El Segundo	0.810	D	0.755	C	0.934	E	0.814	D	0.759	C	0.954	E	-	-	Full
62	Hawthorne Boulevard & Imperial Avenue	Hawthorne	0.664	B	0.602	B	0.959	E	0.636	B	0.638	B	0.993	E	-	-	Partial
63	Hawthorne Boulevard & Lennox Boulevard	LA County	0.508	A	0.607	B	0.810	D	0.518	A	0.652	B	0.863	D	-	-	N.F.M.
64	Highland Avenue/Vista del Mar & Rosecrans Avenue	Manhattan Beach	0.823	D	0.563	A	0.737	C	0.857	D	0.569	A	0.744	C	N.F.M.	-	-
66	Inglewood Avenue & Imperial Highway	Hawthorne	0.765	C	0.695	B	1.286	F	0.763	C	0.739	C	1.061	F	Full	N.F.M.	Full
71	Sepulveda Boulevard & Imperial Highway	Caltrans/El Segundo/City of LA	0.805	D	0.807	D	1.223	F	0.784	C	0.606	B	0.857	D	Full	-	Full
76	Inglewood Avenue & Lennox Boulevard	LA County	0.468	A	0.557	A	0.819	D	0.525	A	0.558	A	0.870	D	-	-	N.F.M.
77	Inglewood Avenue & Manchester Boulevard	Caltrans/Inglewood	0.651	B	0.565	A	0.773	C	0.675	B	0.597	A	0.803	D	-	-	N.F.M.
85	La Brea Avenue & Manchester Boulevard	Caltrans/Inglewood	0.847	D	0.744	C	0.945	E	0.760	C	0.657	B	0.861	D	-	-	Full
86	La Brea Avenue/Overhill Drive & Stocker Street	LA County	0.820	D	0.724	C	1.193	F	0.863	D	0.760	C	1.233	F	N.F.M.	-	N.F.M.
87	La Brea Avenue & Slauson Avenue	LA County	0.905	E	0.747	C	1.007	F	0.955	E	0.871	D	0.996	E	Partial	N.F.M.	Full
88	La Cienega Boulevard & La Tijera Boulevard	Inglewood/City of LA	0.794	C	0.738	C	1.005	F	0.788	C	0.782	C	1.131	F	-	N.F.M.	N.F.M.
90	La Cienega Boulevard & Manchester Boulevard	Caltrans/Inglewood	0.736	C	0.741	C	0.907	E	0.742	C	0.787	C	0.969	E	Full	Partial	N.F.M.
93	La Cienega Boulevard & Stocker Street	LA County	1.270	F	0.838	D	1.210	F	1.287	F	0.863	D	1.223	F	N.F.M.	N.F.M.	N.F.M.
95	La Cienega Boulevard & West 120th Street	LA County	0.449	A	0.313	A	0.817	D	0.479	A	0.367	A	0.894	D	-	-	N.F.M.
96	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	Caltrans/Inglewood/City of LA	0.669	B	0.695	B	0.694	B	0.605	B	0.614	B	0.592	A	-	Full	Full
102	I-405 Northbound Ramps & La Tijera Boulevard	Caltrans/City of LA	0.619	B	0.693	B	0.609	B	0.746	C	0.842	D	0.617	B	N.F.M.	N.F.M.	-
109	Lincoln Boulevard & Venice Boulevard	Caltrans/City of LA	0.892	D	0.915	E	1.036	F	0.899	D	0.925	E	1.019	F	-	N.F.M.	-
110	Lincoln Boulevard & Washington Boulevard	Caltrans/City of LA	0.841	D	0.904	E	1.053	F	0.829	D	0.915	E	1.054	F	-	Partial	-
114	Sepulveda Boulevard & Manchester Avenue	Caltrans/City of LA	0.804	D	0.761	C	0.929	E	0.837	D	0.768	C	0.933	E	N.F.M.	-	-
115	Ash Avenue & Manchester Avenue	Caltrans/Inglewood	0.786	C	0.711	C	0.945	E	0.735	C	0.744	C	1.070	F	-	Full	N.F.M.
119	Ocean Avenue/Via Marina & Washington Boulevard	City of LA/LA County	1.181	F	0.956	E	1.514	F	1.216	F	1.005	F	1.539	F	N.F.M.	N.F.M.	N.F.M.
125	Sepulveda Boulevard & Rosecrans Avenue	Caltrans/El Segundo/Manhattan Beach	0.918	E	0.836	D	1.158	F	0.918	E	0.860	D	1.153	F	-	Partial	-
139	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	Caltrans/City of LA	0.877	D	0.840	D	0.923	E	0.880	D	0.887	D	0.941	E	-	Partial	Partial
143	Vicksburg Avenue & 96th Street	City of LA	0.279	A	0.363	A	0.335	A	0.237	A	0.478	A	0.583	A	-	-	Full
147	Crenshaw Boulevard & Century Boulevard	Inglewood	0.708	C	0.773	C	0.928	E	0.723	C	0.805	D	0.973	E	-	Partial	Partial
149	Crenshaw Boulevard & Imperial Highway	Inglewood	0.680	B	0.705	C	1.001	F	0.715	C	0.748	C	1.030	F	-	N.F.M.	N.F.M.
154	Overland Avenue & Sawtelle Boulevard	Culver City	31.4	D	17.6	C	45.9	E	33.1	D	18.6	C	50.6	F	-	-	N.F.M.
156	Walgrove Avenue & Washington Boulevard	Culver City	68.8	F	>100	F	>100	F	68.8	F	>100	F	>100	F	-	N.F.M.[1]	N.F.M.[1]
159	Hindry Avenue & Manchester Boulevard	Caltrans/Inglewood	0.513	A	0.638	B	0.597	A	0.503	A	0.725	C	0.673	B	-	Partial	-
162	Sepulveda Boulevard & Manhattan Beach Boulevard	Caltrans/Manhattan Beach	0.950	E	0.987	E	1.193	F	0.950	E	0.997	E	1.193	F	-	N.F.M.	-
164	Crenshaw Boulevard & Manchester Avenue	Caltrans/Inglewood	0.816	D	0.843	D	1.025	F	0.857	D	0.873	D	1.066	F	N.F.M.	N.F.M.	N.F.M.
165	La Cienega Boulevard & Rodeo Road	City of LA	1.025	F	0.719	C	1.037	F	1.035	F	0.734	C	1.038	F	N.F.M.	-	-
169	Prairie Avenue & Manchester Boulevard	Inglewood	1.042	F	0.701	C	0.922	E	1.048	F	0.732	C	0.941	E	Full	-	N.F.M.
172	Western Avenue & Manchester Avenue	Caltrans/City of LA	0.727	C	0.560	A	0.887	D	0.733	C	0.571	A	0.906	E	-	-	N.F.M.
173	Western Avenue & Imperial Highway	LA County	0.743	C	0.575	A	0.912	E	0.764	C	0.596	A	0.941	E	-	-	N.F.M.
188	Prairie Avenue & El Segundo Boulevard	Hawthorne	1.001	F	0.684	B	1.006	F	1.027	F	0.704	C	1.008	F	N.F.M.	-	-
197	Prairie Avenue & Lennox Boulevard	Inglewood	0.670	B	0.557	A	0.704	C	0.655	B	0.562	A	0.763	C	-	-	Partial

Notes:

Full - Intersections that can be fully mitigated to a level less than significant with recommended mitigation measures.
Partial - Intersection operating conditions would be improved with recommended mitigation measures, however; would not be fully mitigated and would remain significant and unavoidable.
N.F.M. - No Feasible Physical Mitigation measures are available. Project impacts remain significant and unavoidable.

Table 4.12.2-37

Future (2025) With Alternative 8 Plus Mitigation Level of Service Analysis

			Future (2025) Without Alternative						Future (2025) With Alt. 8 Plus Mitigation								
			AM		MD		PM		AM		MD		PM		Mitigation Effectiveness		
Int. #	Intersection	Jurisdiction	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	AM	MD	PM

[1] This stop-controlled intersection is expected to operate at oversaturated condition, based on the vehicle delay reported for the worst-case approach. This intersection was also evaluated using the ICU methodology and the resulting project-related incremental increase in V/C ratio is greater than the City of Culver City adopted significance criteria.

Source: Fehr & Peers, 2012.

Table 4.12.2-38

Future (2025) With Alternative 9 Plus Mitigation Level of Service Analysis

			Future (2025) Without Alternative						Future (2025) With Alt. 9 Plus Mitigation								
			AM		MD		PM		AM		MD		PM		Mitigation Effectiveness		
Int. #	Intersection	Jurisdiction	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	AM	MD	PM
6	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	City of LA	0.471	A	0.573	A	0.747	C	0.444	A	0.595	A	0.787	C	-	-	Partial
7	Airport Boulevard & Century Boulevard	City of LA	0.651	B	0.648	B	0.619	B	0.686	B	0.869	D	0.858	D	Full	Partial	Partial
9	Airport Boulevard & Manchester Avenue	Caltrans/City of LA	0.740	C	0.849	D	0.951	E	0.871	D	1.056	F	1.060	F	N.F.M.	N.F.M.	N.F.M.
10	Aviation Boulevard & Arbor Vitae Street	Inglewood/City of LA	0.550	A	0.525	A	0.791	C	0.582	A	0.569	A	0.864	D	-	-	N.F.M.
11	Inglewood Avenue & Arbor Vitae Street	Inglewood	0.508	A	0.575	A	0.798	C	0.522	A	0.563	A	0.810	D	-	-	Full
12	La Brea Avenue & Arbor Vitae Street	Inglewood	0.440	A	0.547	A	0.759	C	0.373	A	0.453	A	0.702	C	-	-	Full
14	Aviation Boulevard & Century Boulevard	City of LA	0.943	E	0.827	D	1.097	F	1.162	F	1.064	F	1.208	F	Partial	Partial	N.F.M.
17	Aviation Boulevard/Florence Avenue & Manchester Avenue	Caltrans/Inglewood	0.854	D	0.903	E	0.894	D	0.788	C	0.810	D	0.902	E	Full	-	Full
25	La Brea Avenue & Centinela Avenue	Inglewood	0.913	E	0.794	C	0.991	E	0.878	D	0.763	C	0.975	E	Full	Full	-
26	La Cienega Boulevard & Centinela Avenue	Inglewood/City of LA	0.896	D	0.681	B	1.134	F	0.885	D	0.685	B	1.023	F	Full	Full	-
27	La Tijera Boulevard & Centinela Avenue	City of LA/LA County	0.643	B	0.502	A	0.840	D	0.681	B	0.537	A	0.862	D	-	-	N.F.M.
34	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	Inglewood	0.735	C	0.771	C	0.983	E	0.690	B	0.859	D	0.983	E	Full	Partial	Full
35	Inglewood Avenue & Century Boulevard	Inglewood	0.705	C	0.657	B	0.926	E	0.654	B	0.654	B	0.829	D	Full	Full	-
36	La Cienega Boulevard & Century Boulevard	Inglewood/City of LA/LA County	0.730	C	0.661	B	0.827	D	0.929	E	0.861	D	0.984	E	N.F.M.	N.F.M.	N.F.M.
37	Prairie Avenue & Century Boulevard	Inglewood	0.678	B	0.754	C	0.927	E	0.625	B	0.694	B	0.879	D	Full	Full	Full
38	Sepulveda Boulevard & Century Boulevard	Caltrans/City of LA	0.579	A	0.497	A	0.655	B	0.663	B	0.577	A	0.685	B	-	-	Full
46	Douglas Street & El Segundo Boulevard	El Segundo	0.773	C	0.594	A	0.976	E	0.782	C	0.628	B	1.006	F	-	-	N.F.M.
51	Hawthorne Boulevard & El Segundo Boulevard	Hawthorne	0.675	B	0.697	B	1.230	F	0.679	B	0.730	C	1.242	F	-	-	N.F.M.
57	La Brea Avenue & Florence Avenue	Inglewood	0.791	C	0.763	C	1.054	F	0.788	C	0.799	C	1.041	F	Full	Full	Full
58	La Cienega Boulevard & Florence Avenue	Inglewood	0.896	D	0.896	D	1.165	F	0.920	E	0.994	E	1.047	F	Partial	Partial	Full
60	Sepulveda Boulevard & Grand Avenue	Caltrans/El Segundo	0.810	D	0.755	C	0.934	E	0.814	D	0.759	C	0.954	E	-	-	Full
62	Hawthorne Boulevard & Imperial Avenue	Hawthorne	0.664	B	0.602	B	0.959	E	0.636	B	0.638	B	0.993	E	-	-	Partial
63	Hawthorne Boulevard & Lennox Boulevard	LA County	0.508	A	0.607	B	0.810	D	0.518	A	0.652	B	0.863	D	-	-	N.F.M.
64	Highland Avenue/Vista del Mar & Rosecrans Avenue	Manhattan Beach	0.823	D	0.563	A	0.737	C	0.857	D	0.569	A	0.744	C	N.F.M.	-	-
66	Inglewood Avenue & Imperial Highway	Hawthorne	0.765	C	0.695	B	1.286	F	0.763	C	0.739	C	1.061	F	Full	N.F.M.	Full
71	Sepulveda Boulevard & Imperial Highway	Caltrans/El Segundo/City of LA	0.805	D	0.807	D	1.223	F	0.784	C	0.606	B	0.857	D	Full	-	Full
76	Inglewood Avenue & Lennox Boulevard	LA County	0.468	A	0.557	A	0.819	D	0.525	A	0.558	A	0.870	D	-	-	N.F.M.
77	Inglewood Avenue & Manchester Boulevard	Caltrans/Inglewood	0.651	B	0.565	A	0.773	C	0.675	B	0.597	A	0.803	D	-	-	N.F.M.
85	La Brea Avenue & Manchester Boulevard	Caltrans/Inglewood	0.847	D	0.744	C	0.945	E	0.760	C	0.657	B	0.861	D	-	-	Full
86	La Brea Avenue/Overhill Drive & Stocker Street	LA County	0.820	D	0.724	C	1.193	F	0.863	D	0.760	C	1.233	F	N.F.M.	-	N.F.M.
87	La Brea Avenue & Slauson Avenue	LA County	0.905	E	0.747	C	1.007	F	0.955	E	0.871	D	0.996	E	Partial	N.F.M.	Full
88	La Cienega Boulevard & La Tijera Boulevard	Inglewood/City of LA	0.794	C	0.738	C	1.005	F	0.788	C	0.782	C	1.131	F	-	N.F.M.	N.F.M.
90	La Cienega Boulevard & Manchester Boulevard	Caltrans/Inglewood	0.736	C	0.741	C	0.907	E	0.742	C	0.787	C	0.969	E	Full	Partial	N.F.M.
93	La Cienega Boulevard & Stocker Street	LA County	1.270	F	0.838	D	1.210	F	1.287	F	0.863	D	1.223	F	N.F.M.	N.F.M.	N.F.M.
95	La Cienega Boulevard & West 120th Street	LA County	0.449	A	0.313	A	0.817	D	0.479	A	0.367	A	0.894	D	-	-	N.F.M.
96	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	Caltrans/Inglewood/City of LA	0.669	B	0.695	B	0.694	B	0.605	B	0.614	B	0.592	A	-	Full	Full
102	I-405 Northbound Ramps & La Tijera Boulevard	Caltrans/City of LA	0.619	B	0.693	B	0.609	B	0.746	C	0.842	D	0.617	B	N.F.M.	N.F.M.	-
109	Lincoln Boulevard & Venice Boulevard	Caltrans/City of LA	0.892	D	0.915	E	1.036	F	0.899	D	0.925	E	1.019	F	-	N.F.M.	-
110	Lincoln Boulevard & Washington Boulevard	Caltrans/City of LA	0.841	D	0.904	E	1.053	F	0.829	D	0.915	E	1.054	F	-	Partial	-
114	Sepulveda Boulevard & Manchester Avenue	Caltrans/City of LA	0.804	D	0.761	C	0.929	E	0.837	D	0.768	C	0.933	E	N.F.M.	-	-

Table 4.12.2-38

Future (2025) With Alternative 9 Plus Mitigation Level of Service Analysis

			Future (2025) Without Alternative						Future (2025) With Alt. 9 Plus Mitigation						Mitigation Effectiveness		
			AM		MD		PM		AM		MD		PM				
Int. #	Intersection	Jurisdiction	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	AM	MD	PM
115	Ash Avenue & Manchester Avenue	Caltrans/Inglewood	0.786	C	0.711	C	0.945	E	0.735	C	0.744	C	1.070	F	-	Full	N.F.M.
119	Ocean Avenue/Via Marina & Washington Boulevard	City of LA/LA County	1.181	F	0.956	E	1.514	F	1.216	F	1.005	F	1.539	F	N.F.M.	N.F.M.	N.F.M.
125	Sepulveda Boulevard & Rosecrans Avenue	Caltrans/El Segundo/Manhattan Beach	0.918	E	0.836	D	1.158	F	0.918	E	0.860	D	1.153	F	-	Partial	-
139	Sepulveda Boulevard & I-105 Westbound Ramps (n/o Imperial Highway)	Caltrans/City of LA	0.877	D	0.840	D	0.923	E	0.880	D	0.887	D	0.941	E	-	Partial	Partial
143	Vicksburg Avenue & 96th Street	City of LA	0.279	A	0.363	A	0.335	A	0.257	A	0.506	A	0.623	B	-	-	Full
147	Crenshaw Boulevard & Century Boulevard	Inglewood	0.708	C	0.773	C	0.928	E	0.723	C	0.805	D	0.973	E	-	Partial	Partial
149	Crenshaw Boulevard & Imperial Highway	Inglewood	0.680	B	0.705	C	1.001	F	0.715	C	0.748	C	1.030	F	-	N.F.M.	N.F.M.
154	Overland Avenue & Sawtelle Boulevard	Culver City	31.4	D	17.6	C	45.9	E	33.1	D	18.6	C	50.6	F	-	-	N.F.M.
156	Walgrove Avenue & Washington Boulevard	Culver City	68.8	F	>100	F	>100	F	68.8	F	>100	F	>100	F	-	N.F.M.[1]	N.F.M.[1]
159	Hindry Avenue & Manchester Boulevard	Caltrans/Inglewood	0.513	A	0.638	B	0.597	A	0.503	A	0.725	C	0.673	B	-	Partial	-
162	Sepulveda Boulevard & Manhattan Beach Boulevard	Caltrans/Manhattan Beach	0.950	E	0.987	E	1.193	F	0.950	E	0.997	E	1.193	F	-	N.F.M.	-
164	Crenshaw Boulevard & Manchester Avenue	Caltrans/Inglewood	0.816	D	0.843	D	1.025	F	0.857	D	0.873	D	1.066	F	N.F.M.	N.F.M.	N.F.M.
165	La Cienega Boulevard & Rodeo Road	City of LA	1.025	F	0.719	C	1.037	F	1.035	F	0.734	C	1.038	F	N.F.M.	-	-
169	Prairie Avenue & Manchester Boulevard	Inglewood	1.042	F	0.701	C	0.922	E	1.048	F	0.732	C	0.941	E	Full	-	N.F.M.
172	Western Avenue & Manchester Avenue	Caltrans/City of LA	0.727	C	0.560	A	0.887	D	0.733	C	0.571	A	0.906	E	-	-	N.F.M.
173	Western Avenue & Imperial Highway	LA County	0.743	C	0.575	A	0.912	E	0.764	C	0.596	A	0.941	E	-	-	N.F.M.
188	Prairie Avenue & El Segundo Boulevard	Hawthorne	1.001	F	0.684	B	1.006	F	1.027	F	0.704	C	1.008	F	N.F.M.	-	-
197	Prairie Avenue & Lennox Boulevard	Inglewood	0.670	B	0.557	A	0.704	C	0.655	B	0.562	A	0.763	C	-	-	Partial

Notes:

Full - Intersections that can be fully mitigated to a level less than significant with recommended mitigation measures.
Partial - Intersection operating conditions would be improved with recommended mitigation measures, however; would not be fully mitigated and would remain significant and unavoidable.
N.F.M. - No Feasible Physical Mitigation measures are available. Project impacts remain significant and unavoidable.

[1] This stop-controlled intersection is expected to operate at oversaturated condition, based on the vehicle delay reported for the worst-case approach. This intersection was also evaluated using the ICU methodology and the resulting project-related incremental increase in V/C ratio is greater than the City of Culver City adopted significance criteria.

Source: Fehr & Peers, 2012.