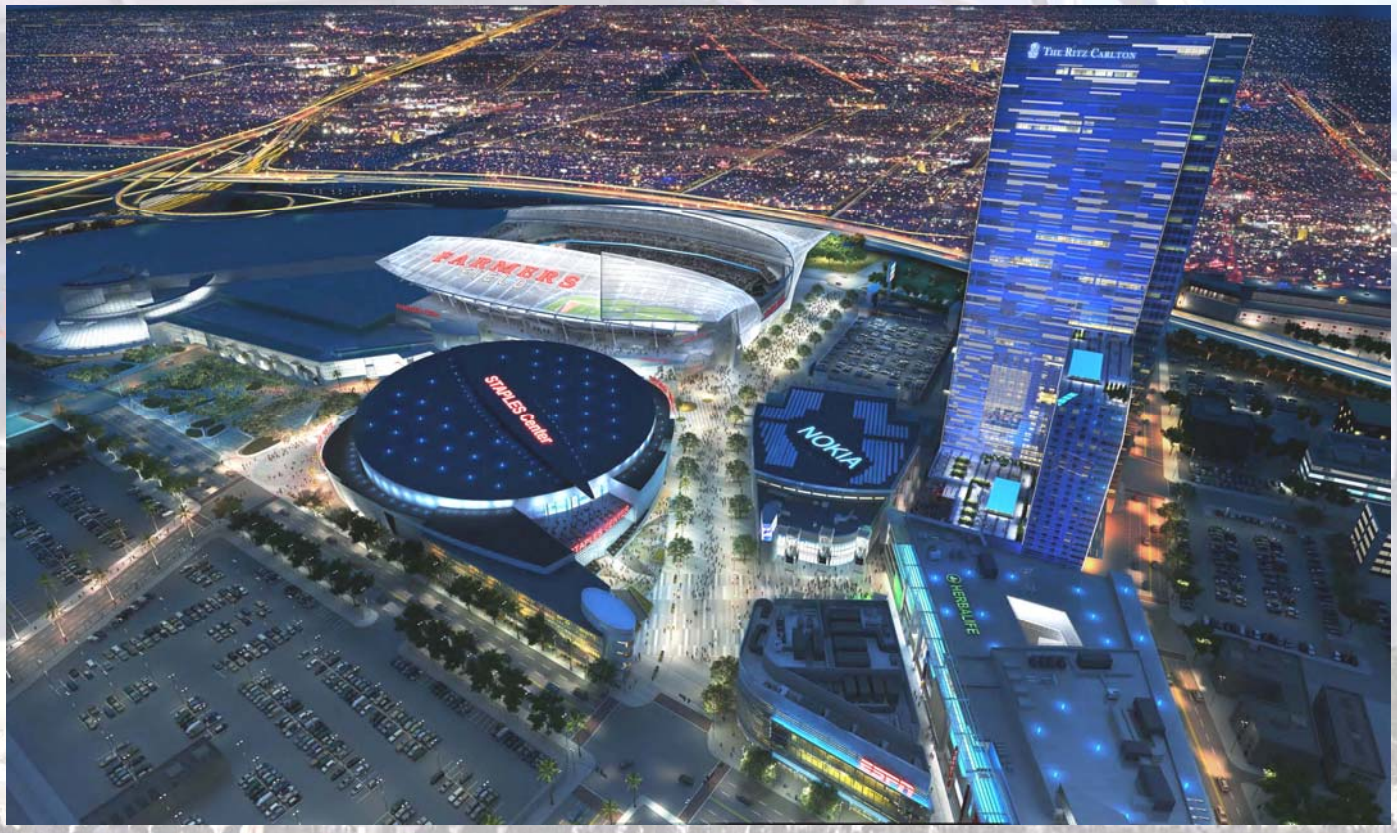
Appendix I.1

EIR Transportation Study

Convention Center Modernization and Farmers Field Project

EIR Transportation Study



March 21, 2012

Prepared by

The **Mobility** Group

Convention Center Modernization and Farmers Field Project

EIR Transportation Study

March 21, 2012

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Figure A.10.4.1.2 Chick Hearn Court – Improvement Concept Plan

Figure A.10.4.1.3 Pico Boulevard – Improvement Concept Plan

Figure A.10.5.7.1 SR-110 Southbound Off-Ramp at Blain Street Improvement Concept Plan

Figure A.10.5.7.2 17th Street & 18th Street Corridor – Improvement Concept Plan

Table A.10.5.1.1 Future With Project With Mitigation – Transit Analysis Sunday Day: Pre-Event Hour: (12:00 – 1:00pm) With Added Transit Capacity to Meet Policy Load Factors

Table A.10.5.1.2 Future With Project With Mitigation – Transit Analysis Sunday Day: Post-Event Hour: (4:30 – 5:30pm) With Added Transit Capacity to Meet Policy Load Factors

Table A.10.5.1.3 Future With Project With Mitigation – Transit Analysis Saturday Day: Pre-Event Hour: (12:00 – 1:00pm) With Added Transit Capacity to Meet Policy Load Factors

Table A.10.5.1.4 Future With Project With Mitigation – Transit Analysis Saturday Day: Post-Event Hour: (4:30 – 5:30pm) With Added Transit Capacity to Meet Policy Load Factors

Table A.10.5.1.5 Future With Project With Mitigation – Transit Analysis Weekday Evening: Pre-Event Hour: (4:30 – 5:30pm) With Added Transit Capacity to Meet Policy Load Factors

Table A.10.5.1.6 Future With Project With Mitigation – Transit Analysis Weekday Evening: Post-Event Hour: (9:00 – 10:00pm) With Added Transit Capacity to Meet Policy Load Factors

Table A.10.5.3.1 Future With Project With Mitigation Pedestrian Sidewalk Level of Service Weekend Day: Pre-Event Hour: (12:00 – 1:00pm) & Weekend Day: Post-Event Hour: (4:30 – 5:30pm) – Results

Table A.10.5.3.2 Future With Project With Mitigation Pedestrian Sidewalk Level of Service Calculations Weekend Day: Pre-Event Hour: (12:00 – 1:00pm) – Inputs

Table A.10.5.3.3 Future With Project With Mitigation Pedestrian Sidewalk Level of Service Calculations Weekend Day: Post-Event Hour: (4:30 – 5:30pm) – Inputs

Table A.10.5.3.4 Future With Project With Mitigation Pedestrian Sidewalk Level of Service Weekday Evening: Pre-Event Hour: (4:30 – 5:30pm) & Weekday Evening: Post-Event Hour: (9:00 – 10:00pm) – Results

Table A.10.5.3.5 Future With Project With Mitigation
Pedestrian Sidewalk Level of Service Calculations
Weekday Evening: Pre-Event Hour: (4:30 – 5:30pm) – Inputs

Table A.10.5.3.6 Future With Project With Mitigation
Pedestrian Sidewalk Level of Service Calculations
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Table A.10.5.7.1 Future With Project With Mitigation – Intersection Level of Service
Sunday Day: Pre-Event Hour: (12:00 – 1:00pm)

Table A.10.5.7.2 Future With Project With Mitigation – Intersection Level of Service
Sunday Day: Post-Event Hour: (4:30 – 5:30pm)

Table A.10.5.7.3 Future With Project With Mitigation – Intersection Level of Service
Saturday Day: Pre-Event Hour: (12:00 – 1:00pm)

Table A.10.5.7.4 Future With Project With Mitigation – Intersection Level of Service
Saturday Day: Post-Event Hour: (4:30 – 5:30pm)

Table A.10.5.7.5 Future With Project With Mitigation – Intersection Level of Service
Weekday Evening: Pre-Event Hour: (4:30 – 5:30pm)

Table A.10.5.7.6 Future With Project With Mitigation – Intersection Level of Service
Weekday Evening: Post-Event Hour: (9:00 – 10:00pm)

Table A.10.5.8.1 Future With Project With Mitigation – Freeway Off-Ramp Analysis
Sunday Day: Pre-Event Hour: (12:00 – 1:00pm)

Table A.10.5.8.2 Future With Project With Mitigation – Freeway Off-Ramp Analysis
Saturday Day: Pre-Event Hour: (12:00 – 1:00pm)

Table A.10.5.8.3 Future With Project With Mitigation – Freeway Off-Ramp Analysis
Weekday Evening: Pre-Event Hour: (4:30 – 5:30pm)

Table A.10.5.8.4 Future With Project With Mitigation – Freeway On-Ramp Analysis
Sunday Day: Post-Event Hour: (4:30 – 5:30pm)

Table A.10.5.8.5 Future With Project With Mitigation – Freeway On-Ramp Analysis
Saturday Day: Post-Event Hour: (4:30 – 5:30pm)

Table A.10.5.8.6 Future With Project With Mitigation – Freeway On-Ramp Analysis
Weekday Evening: Post-Event Hour: (9:00 – 10:00pm)

Appendix 11

No Content in This Appendix

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1. Introduction

This report documents a transportation analysis of the proposed Convention Center Modernization and Farmers Field Project in the City of Los Angeles. The Project Site is located in the downtown area of the City of Los Angeles and includes all of the existing Los Angeles Convention Center property, the Bond Street Parking Lot, the Cherry Street Parking Garage, and STAPLES Center, as well as the air space over Pico Boulevard and LA Live Way. This report supports the proposed Convention and Event Center Specific Plan under which the development of the Project would occur, as well the EIR proposed for the Project.

1.1 Project Description

Description of Facilities

The Project Site is generally bounded by the following major roadways: the SR-110 Harbor Freeway to the west; Chick Hearn Court to the north; Figueroa Street to the east; and Venice Boulevard to the south. Figure 1.1.1 shows the existing Project Site and Figure 1.1.2 shows the Proposed Project condition

The Proposed Project would provide for the modernization and expansion of the Convention Center and the creation of a multi-purpose event center ("Event Center"). Upon completion of the Proposed Project, the Project Site would function as a unified center for convention, sports and entertainment uses. A brief overview of the three primary components that comprise the Proposed Project is provided below:

(1) The existing West Hall of the Convention Center would be demolished and replaced with a new structure (the "New Hall"), which is proposed to be located immediately to the south of where the existing West Hall is located. The New Hall would be of a similar size (up to 470,850 useable square feet compared to 462,201 useable square feet within the existing West Hall), and would bridge over of Pico Boulevard such that it would adjoin the existing South Hall.[1] While the New Hall would consist of roughly the same amount of square footage as the existing West Hall, the functionality of the Convention Center is expected to be significantly enhanced because of the contiguous configuration of the New Hall to the South Hall. In addition, the New Hall would include an up to 50,000

[1] "Useable area" as set forth herein is consistent with the LAMC definition of floor area set forth in LAMC Section 12.03.

square foot multi-purpose exhibit hall that could serve as an exhibit hall or ballroom.

(2) The Event Center, a state-of-the-art multi-purpose, entertainment and sports venue, would be constructed on the former West Hall site. A primary function of the Event Center would be as the home venue for up to two National Football League (NFL) franchises to return to Los Angeles, as well as hosting a variety of other events, such as concerts, international soccer matches and NCAA Final Four Basketball Championships. To support certain of these uses, the Event Center would have a roof, which may be an operable roof allowing it to be retracted during most events. This would allow the Event Center to be used for exhibition events. The Event Center would be configured with 72,000 permanent seats for spectator events and that would be expandable to 76,250 seats for a major event such as the Super Bowl. The Event Center could also host convention, exhibition, and/or meeting room events, with up to 143,500 square feet of usable exhibition space and up to 102,150 square feet of useable meeting room space for a combined total of up to 245,650 square feet of useable floor area for exhibitions, meetings and ancillary convention center uses.

(3) Two larger, more efficient parking garages would be constructed west of LA Live Way to replace the existing Bond Street surface parking lot, the existing Cherry Street Garage and the parking that is currently located beneath the existing West Hall.

No modifications or improvements are proposed for either the South Hall of the Convention Center or the Concourse Hall, including the existing parking facilities located beneath the South Hall.

Description of Events

The Event Center will be a multi-purpose facility that will hold exhibition and spectator events. The event types are described briefly below, to set the context for subsequent report sections. The anticipated event scenarios are discussed in more detail in Chapter 4 of this report.

Exhibition Events

The Convention Center would continue to hold events of the same type and size as it does currently. Many of the events at LACC do not use the entire facility nor utilize all the parking. The majority of events are trade shows and conventions for out of town attendees which occur typically more on weekdays between 9am and 5pm or 6pm, and utilize the least

parking. Consumer shows, which are less frequent, occur primarily on weekends, tend to be open in the evenings sometimes, and have higher parking needs because they serve the local population.

The creation of a larger and more efficient contiguous exhibit and meeting space would make the Convention Center more competitive nationally and allow the Convention Center to attract and book more events. It is expected that the majority of such events would be trade shows and conventions (attracting largely out-of-town visitors) rather than consumer shows (which attract more locally-based visitors). Typically this would increase the number of times the LACC facility is used, but would not necessarily significantly increase the event size over those currently staged, though some increases in the size of events would occur.

Spectator Events

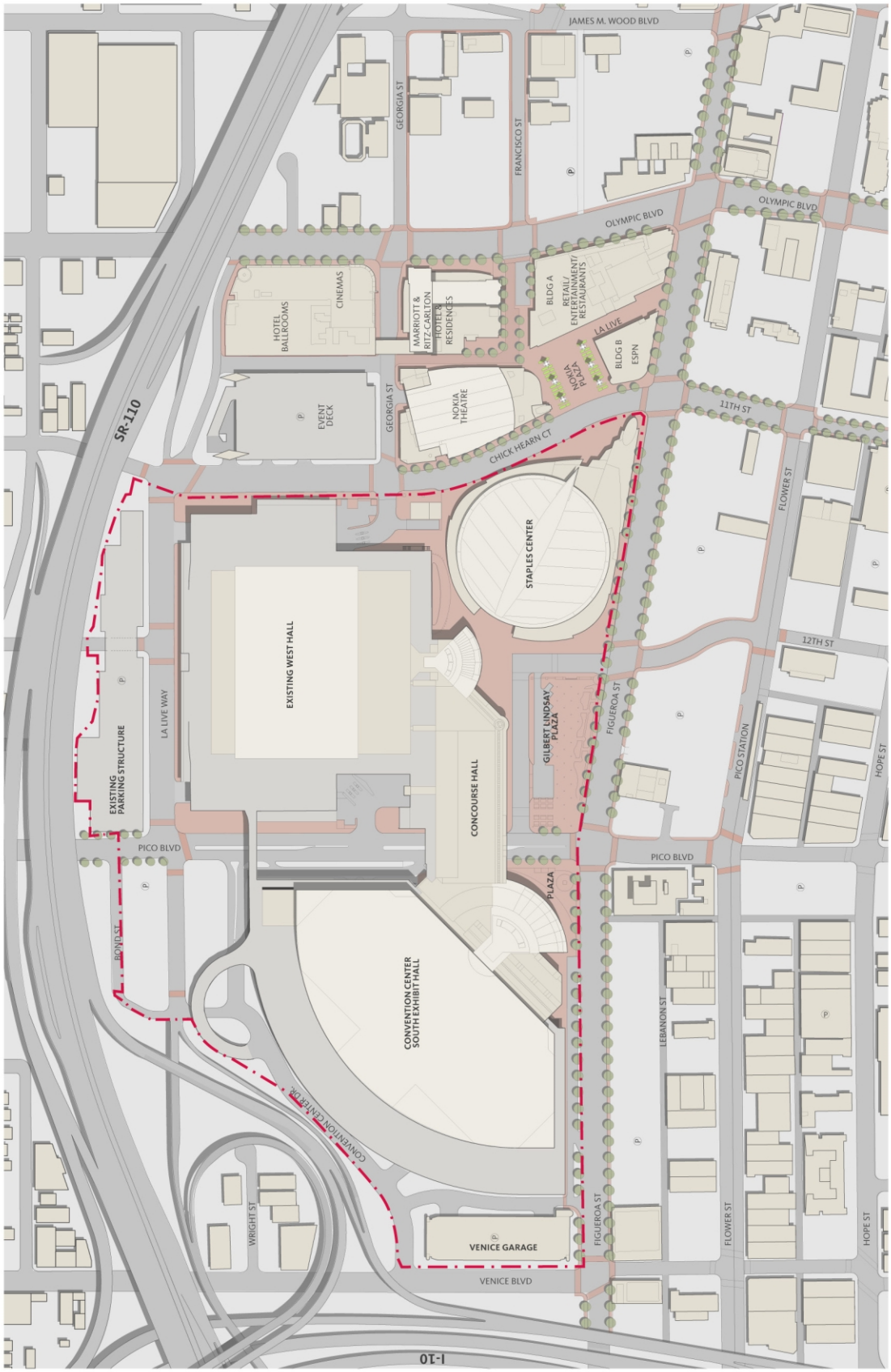
The 72,000 seat event center will also operate as a stadium and would accommodate a variety of events, including NFL games for up to two local NFL teams. Other events could include a college football championship game (e.g. PAC-12 Football Championship), a college football bowl game, international soccer matches, MLS soccer championship games, special holiday events/games (e.g. Los Angeles Lakers Christmas Day game), a rodeo, music concerts or festivals, religious gatherings, X-Games events (already held at L.A. Live), boxing, motor sports (Monster Truck and Super Cross), and high school football championships. For occasional major events, the stadium would be expandable to 76,250 seats, and could host major sporting events like an NFL Super Bowl, and an NCAA Final Four Tournament, although such events would occur only every four to five years. While many events would be full attendance events, there would also be events where the attendance could be significantly less than the 72,000 seat capacity.

It is expected that on the order of about fifty (50) spectator events a year would be held at the Event Center. While these would occur primarily at weekends (Saturday or Sunday, daytime or evening), a small number of events each year could occur on weekday evenings (primarily NFL games which could occur up to 2-3 times per year).

Key Event Scenarios

Clearly then, there are many different potential uses of the Event Center. An evaluation of the possible range, type, and size of events (discussed further in Chapter 4 of this report), identified that the key event scenarios that should be addressed in the transportation impact analysis are the following:

1.	Sunday Daytime Event	NFL Game	1:00pm to 4:30pm
2.	Saturday Daytime Event	NFL Game or Other Event	1:00pm to 4:30pm
3.	Weekday Evening Event	NFL Game	5:30pm to 9:00pm



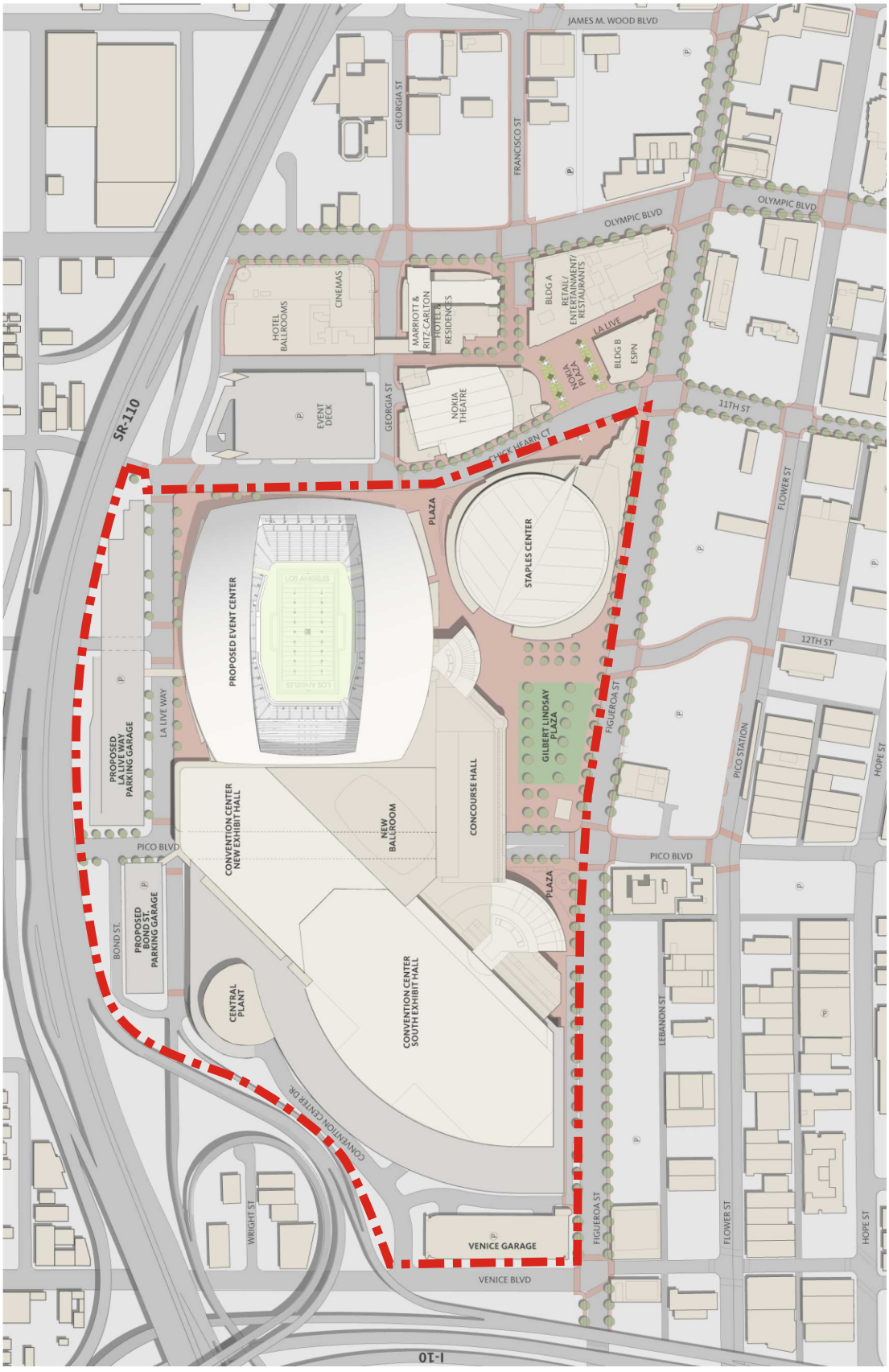
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Source: Gensler

Figure 1.1.1
Project Site - Existing Condition

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions



Source: Gensler

Figure 1.1.2
Project Site - Proposed Condition

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions

These three event scenarios represent the highest likely combination of event attendance and background traffic on the road system. Other events scenarios would either draw lower attendances or occur at times when background traffic levels are lower than those identified above.

The analysis focuses on spectator events as these would be those with the highest number of attendees at any one time. When the Event Center is used for a spectator event, it cannot be used by LACC for exhibit space, so concurrent LACC events would utilize the same amount of overall exhibit space as currently exists today. If the Event Center were to be used for exhibit space, even in conjunction with the remainder of the LACC space, the attendee level at any one time would not exceed that of a sold-out spectator event at the Event Center.

The analysis of these event scenarios focuses on the immediate pre-event hour and post-event hour, representing the hours of maximum access and egress activity to events (as discussed further in Chapter 4).

1.2 Study Scope

The scope and methodology for this study were determined in conjunction with the City of Los Angeles Department of Transportation, including the study area and geographic coverage, input assumptions, and technical methodologies. The study has been conducted in accordance with the guidelines for traffic studies established by LADOT. The analysis addresses a future year of 2017 (the Project is expected to be completed by the fall of 2016).

Based on the identification of key events scenarios and times (as described above), the traffic analysis addresses the following time periods:

- Sunday Day: Pre-Event Hour: (12:00 – 1:00pm)
- Sunday Day: Post-Event Hour: (4:30 – 5:30pm)
- Saturday Day: Pre-Event Hour: (12:00 – 1:00pm)
- Saturday Day: Post-Event Hour: (4:30 – 5:30pm)
- Weekday Evening: Pre-Event Hour: (4:30 – 5:30pm)
- Weekday Evening: Post-Event Hour: (9:00 – 10:00pm)

The analysis addresses traffic circulation on local streets and freeways, the transit system, parking, and pedestrian circulation, as well as a Congestion Management Plan evaluation.

The study addresses the following scenarios:

Existing Conditions (Year 2011):
This analysis describes existing transportation conditions in the study area, and provides the baseline for analysis of future conditions.

Future Without Project Conditions (Year 2017):
This analysis describes projected transportation conditions in the Year 2017, including traffic from other planned developments in the area and from regional growth. It provides the baseline for an analysis of potential Project impacts on the transportation system.

Future With Project Conditions (Year 2017):
This analysis identifies the potential transportation impacts of the Project in the year 2017, prior to any specific mitigation measures being applied to reduce or eliminate identified impacts.

Existing With Project Conditions (Year 2011):
This analysis identifies the potential impacts of the Project over current existing conditions in the Year 2011, without the growth in traffic from other planned developments in the area and from regional growth, and prior to any specific mitigation measures being applied to reduce or eliminate identified impacts.

Future With Project Conditions (Year 2017) With LACC Dark:
This analysis identifies the potential transportation impacts of the Project in the Year 2017, assuming that there is no activity at the Los Angeles Convention Center in the Existing Condition and the Future Without Project Scenarios, and prior to any specific mitigation measures being applied to reduce or eliminate identified impacts.

Future With Project Conditions (Year 2017) With Concurrent Event at the Los Angeles Coliseum and at Dodgers Stadium:
This analysis addresses the Project in the Year 2017 if there was a concurrent event at both the Los Angeles Coliseum and at Dodgers Stadium. It is provided for information purposes, to support development of the Transportation Management Plan.

Future With Project Conditions (Year 2017) With Concurrent Auto Show Event at the Los Angeles Convention Center:
This analysis addresses the Project in the Year 2017 if there was a concurrent Auto Show event at the Los Angeles Convention Center. It is provided for information purposes, to support development of the Transportation Management Plan.

Future With Project With Mitigation Conditions (Various):
These scenarios identify the potential transportation impacts of the Project with a proposed mitigation program. A mitigation condition scenario was analyzed for the various Future With Project Conditions scenarios identified above as appropriate.

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2. Existing Conditions

This chapter describes the existing transportation conditions in the area of the Project. A comprehensive data collection effort was undertaken to develop a detailed description of existing transportation conditions within the study area. The assessment of existing conditions includes an assessment of existing street and freeway systems, current traffic volumes and operating conditions, existing transit services, existing parking conditions, and pedestrian circulation.

2.1 Site Location and Context

The Project Site is located in downtown Los Angeles adjacent to LA LIVE and the Los Angeles Convention Center (LACC), and also includes STAPLES Center, and as such it is located at the heart of the regional transportation system for the metropolitan Los Angeles area. As a result, excellent transportation access is available to the Project Area from locations throughout Southern California. Figure 2.1.1 shows the regional transportation facilities serving downtown Los Angeles and the Project Area.

Seven freeways serve downtown Los Angeles and the greater Project Area, with four freeways directly serving the Project Site (I-10 Santa Monica to the west; I-10 Santa Monica to the east – with direct connections to the I-5 Santa Ana, SR-60 Pomona, and I-10 San Bernardino freeways); I-110 Harbor to the south; and SR-110 Harbor to the north – with direct connections to the SR-110 Pasadena and US-101 Hollywood freeways). These freeways also provide direct connections to several other freeways thereby providing efficient freeway access to the Project Area from throughout Southern California. There are over forty-five freeway ramps connecting freeway access routes to downtown streets to access/egress the Project Site, with twenty of these freeway ramps located in close proximity to the Project Site.

The area of the Project Site is served by eight arterial roadways with many more arterials comprising the Downtown street grid and serving the downtown area. Many of the streets within the Downtown are one-way streets, which substantially enhance the ability of the street system to effectively facilitate travel in the Downtown area.

The Project Site is located at the hub of the regional rail and bus transit system in the metropolitan Los Angeles area. There are two rail transit stations within short walking distance (Flower & Pico Station and Seventh Street Metro Center Station – with station entries/exits on 7th Street at Figueroa Street, Flower Street, and Hope Street), and

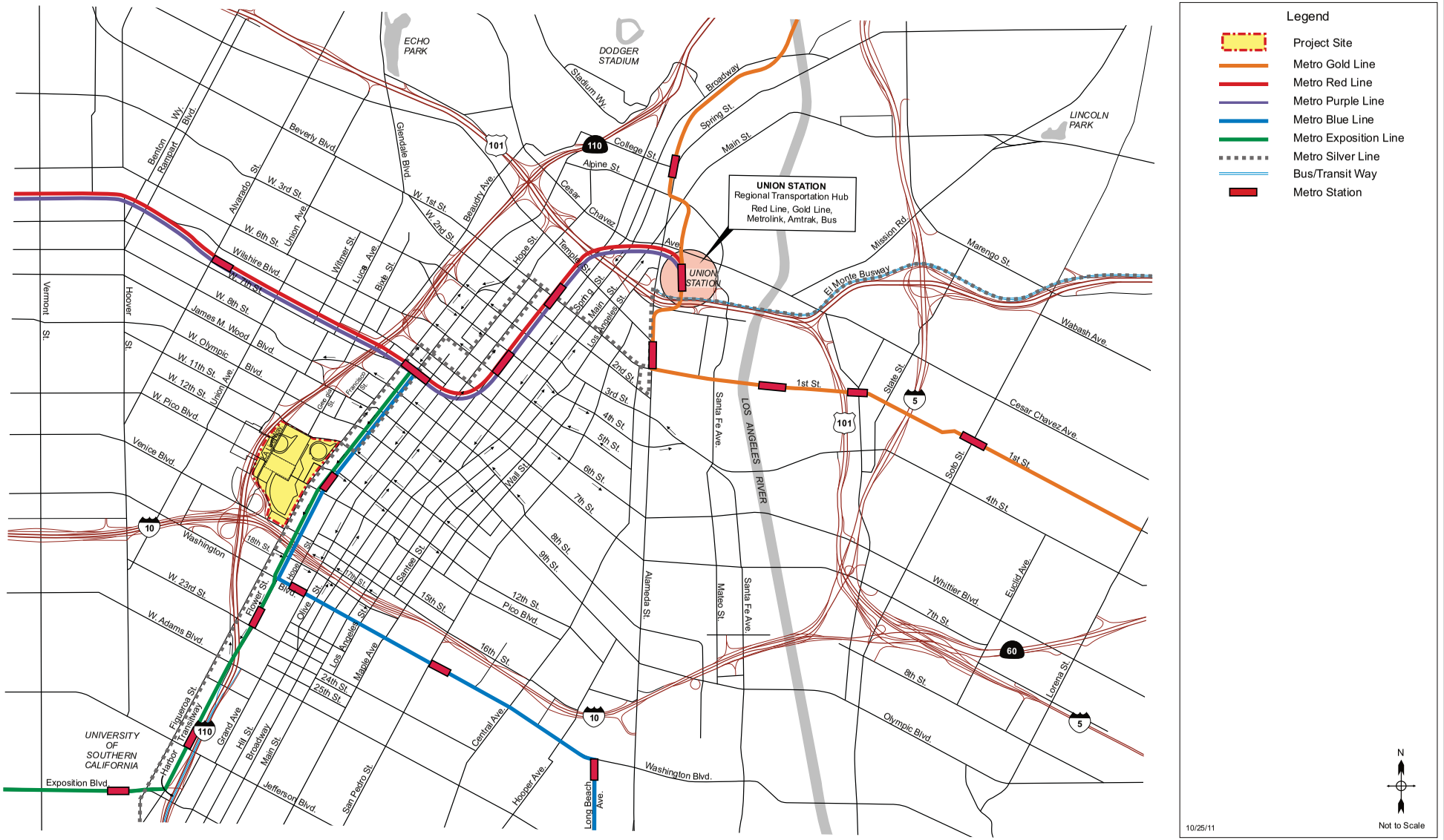
approximately 35 bus lines, including five Metro Rapid bus lines, within three-quarters-of-a-mile (15-minute walking distance) of the Project Site.

The Metro Red and Purple subway lines serve downtown Los Angeles from the San Fernando Valley, Hollywood and Mid-Wilshire areas, and the station at 7th Street Metro Center, only five blocks from the Project. The Long Beach to Los Angeles Blue Line light rail runs along Flower Street two blocks east of the Project Site, with a station at Flower Street & Pico Boulevard/12th Street. The Exposition Line will serve downtown from Culver City (opening in 2012) and from Santa Monica (anticipated to open in 2015), and will also run along Flower Street and stop at the Flower Street & Pico/12th station. These lines both connect to the Red & Purple Lines at 7th Street Metro Center to connect to Union Station and access the Pasadena Gold Line, the Eastside Gold Line, and the five regional Metrolink commuter rail lines serving Ventura, Los Angeles, San Bernardino, Riverside, and Orange Counties. Also within a similar walking distance from the Project Site as the 7th Street Metro Center Station, are the Blue Line station on Washington Street at Grand Avenue, and the planned Exposition Line Station on Flower Street at 23rd Street.

2.2 Regional Roadway System

The Project Site is served by an extensive freeway network. Primary regional access to the study area is provided by the Santa Monica Freeway (I-10) and the Harbor/Pasadena Freeway (I-110/SR-110), as shown in Figure 2.2.1. The Santa Monica Freeway runs in an east-west direction immediately south of the Project Site, while the Harbor/Pasadena Freeway runs north-south immediately west of the site. These two facilities also provide access to the Hollywood (US 101) and Golden State (I-5) freeways to the north, to the San Bernardino (I-10) and Pomona (SR 60) freeways to the east, and to the Santa Ana (I-5) freeway to the south (as shown in Figure 2.1.1). The Santa Monica Freeway also extends to the west from the Project Site, and all these freeways connect to several other freeways in the region. There are also two regional Freeway Transitways serving the Downtown, both of which provide exclusive lanes for buses and high-occupancy vehicles (HOV's). The Harbor Freeway Transitway runs in the center of the Harbor Freeway from the SR-91 Artesia Freeway to Adams Street just south of Downtown, and the El Monte Freeway Transitway runs in the San Bernardino Freeway from El Monte to Alameda Street in Downtown at Union Station.

Within the Downtown area, and greater Project area, there are over forty-five freeway ramps that connect these freeways to Downtown streets. Twenty-one of these ramps are located in close proximity to the Project Site, as shown in Figure 2.2.1 which illustrates the roadway system surrounding the Project Site. These twenty-one ramps are at the following locations (see Figure 2.2.1):


Legend
Project Site
Metro Gold Line
Metro Red Line
Metro Purple Line
Metro Blue Line
Metro Exposition Line
Metro Silver Line
Bus/Transit Way
Metro Station
UNION STATION
Regional Transportation Hub
Red Line, Gold Line,
Metrolink, Amtrak, Bus
UNION STATION
ECHO PARK
DODGER STADIUM
LINCOLN PARK
LOS ANGELES RIVER
UNIVERSITY OF SOUTHERN CALIFORNIA
Exposition Blvd.
Washington Blvd.
Olympic Blvd.
Whittier Blvd.
Cesar Chavez Ave.
Wilshire Blvd.
Venice Blvd.
W. Pico Blvd.
W. Adams Blvd.
W. 23rd St.
Vermont St.
Hoover St.
Beverly Blvd.
Glendale Blvd.
Broadway
Spring St.
Main St.
College St.
Alpine St.
Mission Rd.
Marengo St.
El Monte Busway
Wabash Ave.
1st St.
2nd St.
3rd St.
4th St.
5th St.
6th St.
7th St.
8th St.
9th St.
12th St
15th St
16th St
Pico Blvd.
Alameda St.
Mateo St.
Santa Fe Ave.
State St.
Soto St.
Euclid Ave.
Lorena St.
Hope St.
Grand Ave.
Hill St.
Broadway
Main St.
Jefferson Blvd.
San Pedro St.
Central Ave.
Hooper Ave.
Long Beach Ave.
Figueroa St.
Harbor Freeway
Flower St.
Maple Ave.
Los Angeles St.
Santee St.
Wall St.
Union Ave.
Witmer St.
Lucas Ave.
Bixel St.
Alvarado St.
Benton Rampart Blvd.
James M. Wood Blvd.
W. Olympic Blvd.
W. 11th St.
W. 12th St.
W. 9th St.
W. 7th St.
W. 6th St.
W. 3rd St.
W. 2nd St.
W. 1st St.
Beaudry Ave.
Cesar Chavez Ave.
Stadium Wy.
Temple St.
Sgnm g St.
Main St.
Los Angeles St.
Olive St.
Hope St.
Figueroa St.
Flower St.
Grand Ave.
Hill St.
Broadway
Main St.
Jefferson Blvd.
San Pedro St.
Central Ave.
Hooper Ave.
Long Beach Ave.
Alameda St.
Mateo St.
Santa Fe Ave.
Soto St.
Euclid Ave.
Lorena St.
Whittier Blvd.
Olympic Blvd.
Washington Blvd.
Pico Blvd.
Venice Blvd.
W. Adams Blvd.
W. 23rd St.
Vermont St.
Hoover St.
Wilshire Blvd.
W. 7th St.
W. 9th St.
W. 11th St.
W. 12th St.
W. Pico Blvd.
W. Olympic Blvd.
James M. Wood Blvd.
Union Ave.
Witmer St.
Lucas Ave.
Bixel St.
Alvarado St.
Benton Rampart Wy.
Beverly Blvd.
W. 3rd St.
W. 6th St.
W. 1st St.
W. 2nd St.
Glendale Blvd.
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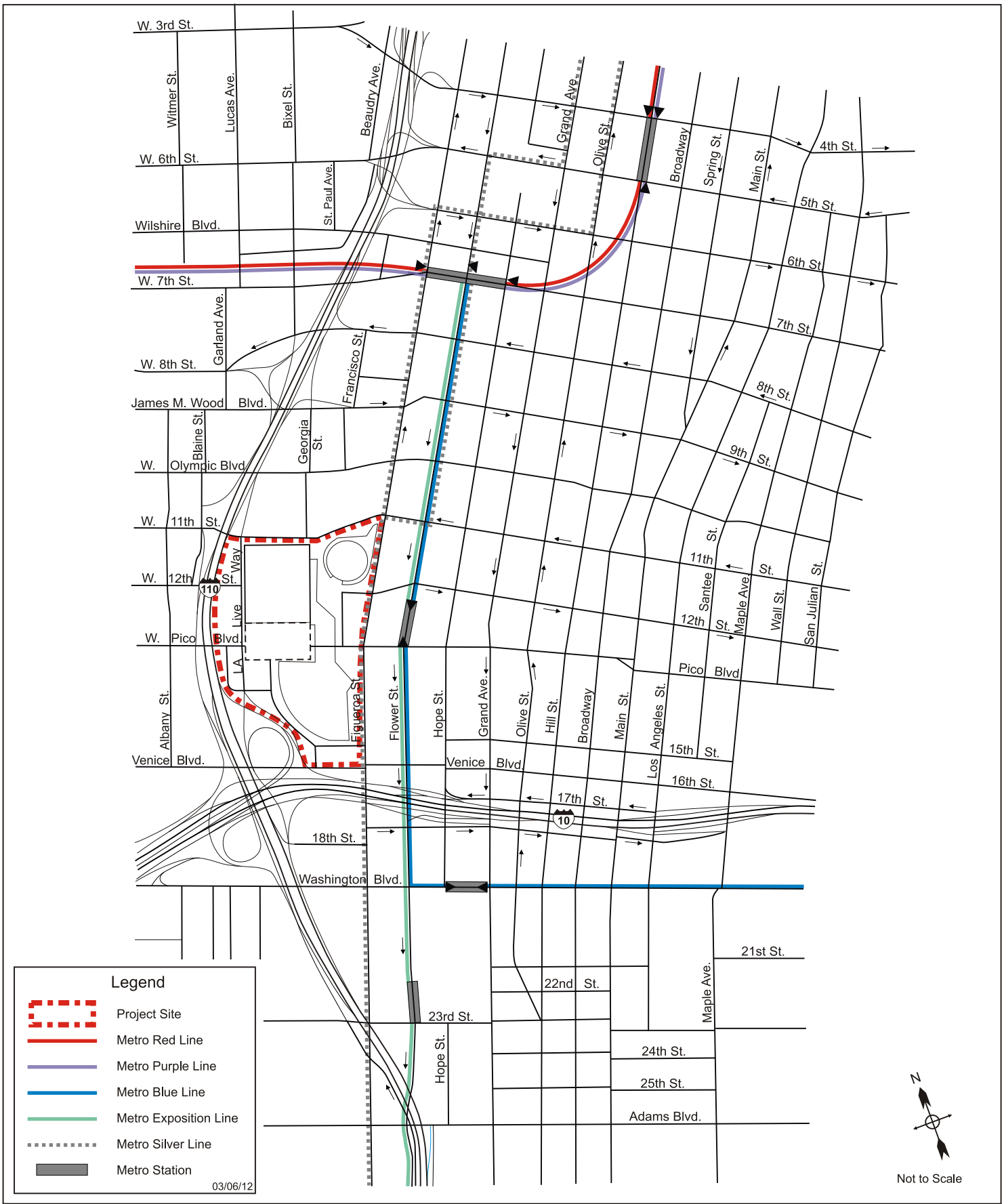


Figure 2.2.1
Transportation System in Vicinity of Project Site

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions

I-10 Santa Monica Freeway from the east:

- Westbound off-ramp at Los Angeles Street
- Westbound off-ramp at Pico Boulevard
- Eastbound on-ramp at Flower Street
- Eastbound on-ramp at Los Angeles Street

I-110 Harbor Freeway (South of I-10)

- Northbound HOV and general traffic off-ramps at Adams Boulevard
- Northbound off-ramp at Pico Boulevard
- Northbound off-ramp at 9th Street

- Southbound on-ramp at 8th Street
- Southbound on-ramp at Blaine Street
- Southbound on-ramp at Washington Boulevard
- Southbound HOV on-ramp at Flower south of Adams
- Southbound on-ramp at Grand Avenue & 17th Street

I-10 Santa Monica Freeway

- Eastbound off-ramp at Hoover Street
- Eastbound off-ramp at Grand Avenue
- Westbound on-ramp at Grand Avenue & 17th Street
- Westbound on-ramp at Hoover Street via 20th Street

SR-110 Pasadena Freeway (North of I-10)

- Southbound off-ramp at Olympic Boulevard
- Southbound off-ramp at 9th Street
- Northbound on-ramp at 11th Street
- Northbound on-ramp at 9th Street
- Northbound on-ramp at 8th Street

2.3 Street System

The arterial roadway system in the vicinity of the Project Site forms a comprehensive grid system allowing for several options to access the area, as shown in Figure 2.2.1. Several of the streets function as one-way couplets, while others provide for two-way travel. The major north/south streets serving the Project Area include Figueroa Street, Flower Street, Grand Avenue, Olive Street, Hill Street, Broadway, Spring Street and Main Street. The major east-

west streets are Wilshire Boulevard, 8th Street, 9th Street, Olympic Boulevard, Pico Boulevard, Venice Boulevard, and Washington Boulevard.

The Project Site is directly served by Olympic Boulevard on the north, Pico Boulevard on the south, Figueroa and Flower Streets on the east and LA Live Way (formerly Cherry Street) on the west. The physical characteristics of the streets serving the Project Area, including the number of lanes, median type, and on-street parking restrictions, are presented in Table 2.3.1.

Brief descriptions of these facilities are included below:

North-South Streets

Figueroa Street – Figueroa Street is a north-south roadway located immediately to the east of the Project Site. The City's General Plan classifies this facility as a Modified Major Class II Highway. South of Olympic Boulevard, Figueroa Street is a two-way street, providing two southbound lanes and four northbound lanes. No on-street parking is permitted in the vicinity of the Project Site. North of Olympic Boulevard, Figueroa Street is a one-way northbound street providing five travel lanes with on-street parking generally prohibited along both sides of the street. The northbound curb lane is a "bus only" lane during the morning peak period (6:00 AM – 9:00 AM).

Flower Street – Flower Street is a north-south street located east of Figueroa Street. In the vicinity of the Project, it is classified as a Modified Secondary Highway. Flower Street is a one-way southbound street, providing four travel lanes north of 11th Street. On-street parking is permitted along both sides of the street with some restrictions. South of 11th Street, this roadway narrows to three travel lanes and on-street parking is prohibited along both sides of the street. A Blue Line station is located on Flower Street between 12th Street and Pico Boulevard.

Grand Avenue – Grand Avenue is a north-south street located east of Flower Street. The City's General Plan classifies this facility a Modified Major Class II Highway. North of 5th Street, Grand Avenue is a two-way street with two travel lanes in each direction. On-street parking is permitted with some restrictions. South of 5th Street, this facility becomes a one-way southbound street, providing four travel lanes in the vicinity of the Project Site. On-street parking is permitted along both sides of the street with some restrictions.

Olive Street – Olive Street is a north-south street located east of Grand Avenue. This street is classified as a Modified Secondary Highway under the City's General Plan. North of 5th Street, Olive Street is a two-way street with three travel lanes in the northbound direction and one or two travel lanes in the southbound direction. On-street parking is generally not permitted along either side of the street. South of 5th Street, Olive Street is a one-way northbound facility with four travel lanes in the vicinity of the project. On-street parking is generally allowed with some restrictions.

Hill Street – Hill Street is a north-south street located east of Olive Street. This facility is classified as a Modified Secondary Highway. In the vicinity of the Project Site it is a two-way street with two travel lanes in both directions. On-street parking is generally allowed with some restrictions.

Spring Street – Spring Street is north-south street located east of Hill Street. It extends north from 9th Street. It is classified as a Modified Secondary Highway under the City's General Plan. This facility is a one-way southbound street with five travel lanes. On-street parking is generally allowed with some restrictions.

Main Street – Main Street is a north-south street located east of Spring Street. North of 9th Street, this facility is classified as a Modified Secondary Highway under the City's General Plan. It is a one-way northbound street with four travel lanes. On-street parking is generally allowed along both sides of the street with some restrictions. South of 9th Street, Main Street is a two-way street and is classified as a Major Class II Highway. It generally consists of two travel lanes in each direction with on-street parking allowed along both sides with some restrictions.

East-West Streets

Wilshire Boulevard – Wilshire Boulevard is an east-west street located north of the Project Site. Between the Harbor Freeway (SR-110) and Figueroa Street, this facility is classified as a Modified Major Class II Highway in the City's General Plan. From Figueroa Street to Grand Avenue, this street is classified as a Modified Secondary Highway. In both segments, this facility consists of two travel lanes in each direction. On-street parking is prohibited along both sides of the street.

8th Street – 8th Street is an east-west street located north of the Project Site. In the vicinity of the Project Site, it is classified as a Modified Secondary Highway in the City's General Plan. It is a one-way westbound street with five travel lanes. On-street parking is prohibited along both sides of the street.

9th Street – 9th Street is an east-west street located north of the Project Site. It is classified as a Modified Secondary Highway under the City's General Plan. This facility is a one-way eastbound street, generally providing five travel lanes in the vicinity of the Project Site. No on-street parking is permitted between the Harbor Freeway (SR-110) and Flower Street. East of Flower Street, on-street parking is allowed with some restrictions.

Olympic Boulevard – Olympic Boulevard is an east-west street located one block north of the Project Site. In the vicinity of the Project Site, it is classified as a Modified Major Class II Highway. Olympic Boulevard is a two-way street with three travel lanes in each direction. On-street parking is allowed along the northern side of the street with some restrictions.

Pico Boulevard – Pico Boulevard is an east-west street that bisects the Project Site. In the City's General Plan, it is classified as a Modified Secondary Highway. This facility provides a total of five travel lanes west of Figueroa Street (two westbound and three eastbound). East of Figueroa Street, Pico Boulevard provides two travel lanes in both directions. In the vicinity of the Project Site, on-street parking is prohibited along both sides of the street.

Venice Boulevard – Venice Boulevard is an east-west street located south of the Project Site. The City's General Plan classifies this street as a Modified Secondary Highway. It consists of two travel lanes in each direction in the vicinity of the Project Site. On-street parking is prohibited west of Figueroa Street. East of Figueroa Street, on-street parking is generally allowed with some restrictions.

Washington Boulevard – Washington Boulevard is an east-west street located south of the Project Site. The City's General Plan classifies this facility as a Major Class II Highway. In the vicinity of the Project Site, Washington Boulevard has three travel lanes in each direction. On-street parking is generally prohibited along both sides of the street.

Other Streets Serving the Project Area

Hope Street – Hope Street is a north-south street located east of the Project Site. In the City's General Plan, this facility is classified as a Modified Secondary Highway. Hope Street is a two-way street providing two travel lanes in each direction. South of Pico Boulevard, Hope Street narrows to one travel lane in each direction. On-street parking is allowed along both sides of the street with some restrictions.

Chick Hearn Court/11th Street/– Chick Hearn Court is an east-west street on the north edge of the Project Site between LA Live Way and Figueroa Street. In the vicinity of the Project Site, this facility is classified as a Modified Collector Street. West of the SR-110 Freeway it is called 11th Street and is a two-lane Collector Street. East of Figueroa Street it is also called 11th Street. Between the I-110 Freeway and Flower Street, Chick Hearn Court/11th Street is a two-way street with two travel lanes in both directions, except east of Figueroa Street where there is only one eastbound lane. On-street parking is prohibited along both sides of the street. East of Flower Street, this facility becomes a one-way westbound street. It consists of two westbound travel lanes. On-street parking is allowed along both sides with some restrictions.

12th Street – 12th Street is an east-west street that is located on both the western and eastern side of the Project Site. From Albany Street to LA Live Way, 12th Street is classified as a Collector Street in the City's General Plan. This section consists of one travel lane in each direction. On-street parking is allowed along both sides of the street with some restrictions. East of Figueroa Street, 12th Street is classified as a Modified Collector Street. The segment between Figueroa Street and Flower Street is a two-way street with two eastbound travel lanes

Table 2.3.1. Surface Roadway System - Characteristics

10/24/2011

Street	Segment		Classification	# of Lanes Peak Hour (Non-Peak Hour)		Median Type [1]	Parking Restriction [2, 3]	
	From	To		Northbound/ Eastbound	Southbound/ Westbound		Northbound/Eastbound	Southbound/Westbound
North-South Streets								
Vermont Avenue	North of US 101	Beverley Blvd.	Major Highway -Class II	3(3)	3(3)	CLT	NSAT	NSAT
	Beverley Blvd.	6th St.	Major Highway -Class II	3(2)	3(2)	CLT	NP 7A-9A, 4P-7P except Sat & Sun /1 hr 9A-4P except Sun	NP 7A-9A, 4P-7P except Sat & Sun /1 hr 9A-4P except Sun
	6th St.	Wilshire Blvd.	Major Highway -Class II	3(3)	3(3)	CLT	NSAT	NSAT
	Wilshire Blvd.	South of I-10	Major Highway -Class II	2(2)	2(2)	CLT	NP 7A-9A, 4P-7P except Sat & Sun /1 hr 9A-4P except Sun	NP 7A-9A, 4P-7P except Sat & Sun /1 hr 9A-4P except Sun
Hoover Street	Pico Blvd.	South of I-10	Major Highway -Class II	2 (2)	2 (2)	NM	1 hr 8A-6P except Sat & Sun	1 hr 8A-6P except Sat & Sun
Alvarado Street	Beverley Blvd.	6th St.	Major Highway -Class II	3(2)	3(2)	NM/CLT	NS 4P-7P except Sat & Sun / 2 hr 8A-4P M-F, 8A-8P Sat	NS 7A-9A except Sat & Sun / 2 hr 9A-8P except Sun
	6th St.	7th St.	Major Highway -Class II	3(2)	3(3)	NM	NS 7A-9A 4P-7P except Sat & Sun / 1 hr 9A-4P 6P-8P M-F, 8A-8P Sat	NSAT
	7th St.	Olympic Blvd.	Major Highway -Class II	3(2)	3(2)	NM	NS 4P-7P except Sat & Sun / 1 hr 8A-4P M-F, 8A-8P Sat	NS 7A-9A except Sat & Sun / 1 hr 9A-8P except Sun
	Olympic Blvd.	Hoover St.	Major Highway -Class II	2(2)	2(2)	NM	1 hr 8A-8P except Sat & Sun	1 hr 8A-8P except Sat & Sun
Union Avenue	Olympic Blvd.	Pico Blvd.	Secondary Highway	1(1)	1(1)	CLT/NM	2 hr 8A-8P except Sun	2 hr 8A-8P except Sun
Glendale Boulevard	North of US 101	US 101	Major Highway -Class II	3(3)	2(2)	NM	NSAT	NSAT
	US 101	1st St.	Major Highway -Class II	2(2)	2(2)	CLT	NS 3P-7P except Sat & Sun	NSAT or NS 7A-9A M-F / 1hr 9A-6P except Sun
Lucas Avenue	1st St.	Emerald Dr.	Secondary Highway	1(1)	1(1)	NM	No parking restrictions	No parking restrictions
	Emerald Dr.	3rd St.	Secondary Highway	2(2)	2(2)	CLT	NSAT	NS 7A-9A except Sun
	3rd St.	4th St.	Secondary Highway	4(4)	2(2)	NM	Passenger loading 6:30A-9A, 1:30P-4P school days	Passenger loading 6:30A-9A, 1:30P-4P school days
	4th St.	7th St.	Secondary Highway	1(1)	1(1)	NM	1hr 8A-6P except Sun	1hr 8A-6P except Sun
Blaine Street	James Wood Blvd.	Olympic Blvd.	Secondary Highway	1(1)	1(1)	NM	No parking restrictions	2hr 9A-1:30P - school days
	Olympic Blvd.	SR 110 SB Off Ramp	Secondary Highway	2(2)	2(1)	NM	NSAT	NS 3P-7P except Sat & Sun
	SR 110 SB Off Ramp	11th St.	Secondary Highway	n/a	3(3)	NM	NSAT	NSAT
Bixel Street	3rd St.	7th St.	Secondary Highway	1(1)	1(1)	CLT	NP 3P-6P except Sat & Sun / 2 hr 8A-3P except Sun	NP 3P-6P except Sat & Sun / 1 hr 8A-3P except Sun
	7th St.	8th St.	Major Highway -Class II	1(1)	2(2)	NM	NSAT	NSAT
L.A. Live Way (formerly Cherry St.)	Olympic Blvd.	11th St.	Local Street	2(2)	n/a	NM	NSAT	NSAT
	11th St.	Pico Blvd.	Collector	2(2)	2(2)	CLT	NSAT	NSAT
	Pico Blvd.	SR 110 / I-10 Off Ramp	Local Street	3(3)	n/a	NM	NSAT	NSAT
Georgia Street	9th St.	11th St.	Collector	2(2)	1(1) - 2(2)	NM	NP 6A-6P Sat & Sun / 2hr 8A-6P M-F	NP 6A-6P Sat & Sun / 2hr 8A-6P M-F
Francisco Street	8th St.	Olympic Blvd.	Collector	1(1)-2(2)	1(1)	NM	NS 3P-6P except Sun	1hr 8A-3P except Sun

Table 2.3.1. Surface Roadway System - Characteristics

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Street	Segment		Classification	# of Lanes Peak Hour (Non-Peak Hour)		Median Type [1]	Parking Restriction [2, 3]	
	From	To		Northbound/ Eastbound	Southbound/ Westbound		Northbound/Eastbound	Southbound/Westbound
Figueroa Street	1st St.	3rd St.	Modified Major Highway - Class II	3(3)	2(2)-4(4)	CLT	NSAT	NSAT
	3rd St.	7th St.	Modified Major Highway - Class II	5(5)-6 (6)	n/a	NM	NSAT	NSAT
	7th St.	9th St.	Modified Major Highway - Class II	5(4)-5(5)	n/a	NM	1hr 8A-8P except Sun	NP 7A-9A 3P-6P except Sat & Sun / 1hr 9A-3P except Sun
	9th St.	Olympic Blvd.	Modified Major Highway - Class II	4(4)	n/a	NM	NSAT	NSAT
	Olympic Blvd.	I-10	Modified Major Highway - Class II	4(3) - 4(4)	2(2)	CLT	NP 7A-9A 3P-6P except Sat & Sun / 2hr 9A-3P except Sun	NSAT
	I-10	23rd St.	Major Highway -Class II	4(3)	2(1)	CLT	NP 7A-9A 3P-6P except Sat & Sun / 1hr 9A-3P except Sun	NP 7A-9A 3P-6P except Sat & Sun / 1hr 9A-3P except Sun
	23rd St.	Exposition Blvd.	Major Highway -Class II	3(3) - 4(3)	2(2)	CLT	NP 7A-9A except Sat & Sun / 1hr 9A-6P except Sun	NP 4P-7P except Sat & Sun / 1hr 8A-4P except Sun
	Exposition Blvd.	39th St	Major Highway -Class II	3(3)	3(2)	CLT	NPAT	NPAT
Flower Street	2nd St.	3rd St.	Modified Secondary Highway	1(1)	2(2)	RM	NSAT	NSAT
	3rd St.	4th St.	Modified Secondary Highway	1(1)	3(3)	CLT	2hr 8A-8P except Sun	2hr 8A-8P except Sun
	4th St.	6th St.	Modified Secondary Highway	n/a	5(5)-6(6)	NM	2hr 8A-8P except Sun	2hr 8A-8P except Sun
	6th St.	11th St.	Modified Secondary Highway	n/a	4(4)-5(4)	NM	1hr 8A-8P except Sun	NSAT or NP 7A-9A 3P-7P except Sat & Sun / 1hr 9A-3P except Sun
	11th St.	I-10	Modified Secondary Highway	n/a	3(2) - 4(4)	NM	NSAT	NSAT
	I-10	37th St.	Secondary Highway	n/a	2(2)	NM	NSAT	NSAT
	37th St.	Figueroa	Secondary Highway	2(2)	2(2)	CLT	2hr 8A-8P except Sun	2hr 8A-8P except Sun
Hope Street	Temple St.	2nd St.	Modified Secondary Highway	2(2)	2(2)	CLT	NSAT	NSAT
	6th St.	Pico Blvd.	Modified Secondary Highway	2(2)	2(2)	NM	1hr 8A-6P except Sun	1hr 8A-6P except Sun
	Pico Blvd.	Venice Blvd.	Modified Secondary Highway	1(1)	1(1)	CLT	1hr 8A-6P except Sun	1hr 8A-6P except Sun
Grand Avenue	Cesar Chavez	US 101	Modified Highway - Class II	2(2)	2(2)	CLT	NSAT	NSAT
	US 101	2nd St.	Modified Major Highway - Class II	2(2)	2(2)	CLT	NSAT	NSAT
	2nd St.	5th St.	Modified Major Highway - Class II	2(2)	2(2)	RM	1hr 8A-8P except Sun	1hr 8A-8P except Sun
	5th St.	I-10	Modified Major Highway - Class II	n/a	3(3) - 5(5)	NM	1hr 8A-6P except Sun	1hr 8A-6P except Sun
	I-10	Washington Blvd.	Major Highway -Class II	1(1)	3(3)	CLT	NSAT	NSAT
	Washington Blvd.	39th St.	Major Highway -Class II	1(1)-2(2)	1(1)-2(2)	CLT/NM	6hr 7A-7P except Sun or 2hr 8A-6P except Sun	6hr 7A-7P except Sun or 2hr 8A-6P except Sun
Olive Street	1st St.	4th St.	Modified Secondary Highway	3(2)	2(2)	CLT	NP 3P-7P except Sat & Sun / 2hr 8A-3P except Sun	NSAT
	4th St.	5th St.	Modified Secondary Highway	3(3)	1(1)	NM	NSAT	NSAT
	5th St.	6th St.	Modified Secondary Highway	5(5)	n/a	NM	NSAT	NS 8A-6P except Sat & Sun
	6th St.	Pico Blvd.	Modified Secondary Highway	4(4)	n/a	NM	NS 3P-6P except Sat & Sun / 1hr 8A-3P except Sun	NS 3P-6P except Sat & Sun / 1hr 8A-3P except Sun
	Pico Blvd.	Washington Blvd.	Modified Secondary Highway	4(4)	n/a	NM	2hr 8A-6P except Sat & Sun	2hr 8A-6P except Sat & Sun
	Washington Blvd.	23rd St.	Secondary Highway	2(2)	2(2)	NM	NSAT	2hr 8A-6P except Sat & Sun

Table 2.3.1. Surface Roadway System - Characteristics

10/24/2011

Street	Segment		Classification	# of Lanes Peak Hour (Non-Peak Hour)		Median Type [1]	Parking Restriction [2, 3]	
	From	To		Northbound/ Eastbound	Southbound/ Westbound		Northbound/Eastbound	Southbound/Westbound
Hill Street	SR 110	US 101	Secondary Highway	2(2)	2(2)	NM	NP 4P-6P except Sat & Sun / 2hr 8A-4P 6P-8P M-F; 8A-8P Sat	NP 7A-9A except Sat & Sun / 2hr 9A-8P except Sun
	US 101	1st St.	Modified Secondary Highway	2(2)	3(3)	CLT	NSAT	NSAT
	1st St.	Olympic Blvd.	Modified Secondary Highway	2(1) - 3(2)	2(1) - 3(2)	CLT	NP 4P-7P except Sat & Sun / 1hr 8A-4P except Sun	NP 7A-9A 4P-6P except Sat & Sun / 1hr 9A-4P except Sun
	Olympic Blvd.	I-10	Modified Secondary Highway	2(1) - 2(2)	2(2)	CLT	NP 4P-7P except Sat & Sun / 1hr 8A-4P except Sun	1hr 8A-6P except Sun
	I-10	39th St.	Secondary Highway	2(2)	2(2)	NM	2hr 8A-6P except Sun	2hr 8A-6P except Sun
Broadway	Cesar Chavez	Temple St.	Secondary Highway	2(2)	2(2)	CLT	NSAT	NSAT
	Temple St.	37th St.	Modified Secondary Highway	2(2) - 3(3)	2(2)	NM	1hr 9A-6P except Sun	1hr 9A-6P except Sun
	37th St.	39th St.	Secondary Highway	3(2)	3(2)	NM	NP 4P-7P except Sat & Sun	NP 4P-7P except Sat & Sun
Spring Street	Cesar Chavez	Temple St.	Major Highway - Class II	2(2)	3(3)	CLT	NSAT	NSAT
	Temple St.	1st St.	Modified Major Highway - Class II	2 (bus only)	4(4)	NM	NSAT	NSAT
	1st St.	2nd St.	Modified Major Highway - Class II	n/a	4(4)	NM	NSAT	NSAT
	2nd St.	South of 8th St.	Modified Secondary Highway	n/a	5(3)	NM	NP 7A-9A 4P-6P / 1hr 9A-4P	NP 7A-9A 4P-6P / 1hr 9A-4P
Main Street	Cesar Chavez	1st St.	Secondary Highway	4(4)	n/a	NM	NSAT	NSAT
	1st St.	6th St.	Modified Secondary Highway	4(4)	n/a	NM	NP 7A-9A except Sat & Sun / 2hr 9A-4P except Sun	NP 8A-6P except Sat & Sun / 2hr 8A-4P except Sun
	6th St.	Olympic Blvd.	Modified Secondary Highway	5(3)	n/a	NM	NP 7A-9A except Sat & Sun / 1hr 9A-4P except Sun	NS 4P-6P except Sat & Sun / 1hr 8A-4P except Sun
	Olympic Blvd.	I-10	Modified Major Highway - Class II	2(2)	2(2)	CLT	1hr 8A-6P except Sun	1hr 8A-6P except Sun
	I-10	39th St.	Major Highway - Class II	1(1)	2(2)	CLT	1hr 8A-6P except Sun	1hr 8A-6P except Sun
Los Angeles Street	US 101	I-10	Modified Secondary Highway	2(2)	2(2) - 3(3)	CLT	1hr 8A-6P except Sun	1hr 8A-6P except Sun
	I-10	Washington Blvd.	Modified Secondary Highway	2(2)	3(2)	NM	1hr 8A-6P except Sun	NS 4P-6P except Sat & Sun / 1hr 8A-4P except Sun
	Washington Blvd.	24th St.	Secondary Highway	2(2)	2(2)	NM	2hr 9A-1:30P school days	1hr 8A-6P except Sun
East-West Streets								
1st Street	Glendale Blvd.	Hope St.	Major Highway - Class II	3(3)	3(3)	CLT	NSAT	NSAT
	Hope St.	Olive St.	Modified Major Highway - Class II	3(2)	3(3)	2 LT	NS 7A-9A, 4P-6P except Sat & Sun / 1hr 9A-4P except Sun	NSAT
	Olive St.	Spring St.	Modified Major Highway - Class II	3(3)	3(3)	2 LT	NSAT	NSAT
	Spring St.	Main St.	Modified Major Highway - Class II	3(2)	3(3)	2 LT	NS 7A-9A, 4P-6P except Sat & Sun / 1hr 9A-4P except Sun	NSAT
	Main St.	Los Angeles St.	Modified Major Highway - Class II	3(3)	3(3)	NM	NSAT	NSAT
2nd Street	Glendale Blvd.	Figueroa St.	Major Highway - Class II	2(2)	2(2)		2hr or 4hr 8A-6P except Sun	2hr or 4hr 8A-6P except Sun
5th Street	SR 110	Hope St.	Modified Secondary Highway	n/a	6(6)	NM	NSAT or NS 7A-9A, 3P-7P except Sat & Sun / 1hr 9A-3P except Sun	NSAT
	Hope St.	Hill St.	Modified Secondary Highway	n/a	6(5)	NM	NSAT	NSAT
	Hill St.	Spring St.	Modified Secondary Highway	n/a	4(2)	NM	NS 7A-9A, 3P-7P except Sat & Sun / 2hr 9A-3P except Sun	NS 7A-9A, 3P-7P except Sat & Sun / 2hr 9A-3P except Sun
	Spring St.	Los Angeles St.	Modified Secondary Highway	n/a	4(3)	NM	NS 7A-9A, 3P-7P except Sat & Sun / 1hr 9A-3P except Sun	NSAT

Table 2.3.1. Surface Roadway System - Characteristics

10/24/2011

Street	Segment		Classification	# of Lanes Peak Hour (Non-Peak Hour)		Median Type [1]	Parking Restriction [2, 3]	
	From	To		Northbound/ Eastbound	Southbound/ Westbound		Northbound/Eastbound	Southbound/Westbound
6th Street	Witmer St.	Beaudry Ave.	Secondary Highway	2(2)	3(2)	CLT	NSAT	NS 7A-9A, 4P-7P except Sat & Sun / 1hr 9A-4P except Sun
	Beaudry Ave.	SR-110	Secondary Highway	2(2)	n/a	NM	NSAT	NSAT
	SR-110	Broadway	Modified Secondary Highway	4(4)	n/a	NM	NSAT	NSAT
	Broadway	Spring St.	Modified Secondary Highway	4(2)	n/a	NM	NS 7A-9A, 3P-7P except Sat & Sun / 1hr 9A-3P except Sun	NS 7A-9A, 3P-7P except Sat & Sun / 1hr 9A-3P except Sun
	Spring St.	Los Angeles St.	Modified Secondary Highway	4(3)	n/a	NM	NSAT	NS 7A-9A, 3P-7P except Sat & Sun / 1hr 9A-3P except Sun
Wilshire Boulevard	Vermont Ave.	SR-110	Major Highway - Class II	3(2)	3(2)	NM	NS 7A-9A, 4P-7P except Sat & Sun / 1hr 9A-4P M-F, 8A-8P Sat	NS 7A-9A, 4P-7P except Sat & Sun / 1hr 9A-4P M-F, 8A-8P Sat
	SR-110	Figueroa St.	Modified Major Highway - Class II	2(2)	2(2)	NM	NSAT	NSAT
	Figueroa St.	Grand Ave.	Modified Secondary Highway	2(2)	2(2)	NM	NSAT	NSAT
8th Street	Vermont Ave.	Rampart Blvd.	Secondary Highway	3(2)	3(2)	NM	NS 7A-9A, 4P-7P except Sat & Sun / 1hr 9A-4P M-F, 8A-6P Sat	NS 7A-9A, 4P-7P except Sat & Sun / 1hr 9A-4P M-F, 8A-6P Sat
	Rampart Blvd.	Bixel St.	Secondary Highway	2(2)	2(2)	NM	1hr 8A-6P except Sun	1hr 8A-6P except Sun
	Bixel St.	SR-110	Secondary Highway	n/a	2(2)	NM	1hr 8A-6P except Sun	1hr 8A-6P except Sun
	SR-110	Grand Ave.	Modified Secondary Highway	n/a	5(5)	NM	NSAT	NSAT
9th Street	SR-110	Flower St.	Modified Secondary Highway	5(5)	n/a	NM	NSAT	NSAT
	Flower St.	Olive St.	Modified Secondary Highway	4(3)	n/a	NM	1hr 8A-8P except Sun	NS 7A-9A, 3P-7P except Sat & Sun / 1hr 9A-3P except Sun
	Olive St.	Los Angeles St.	Modified Secondary Highway	5(3)	n/a	NM	NS 7A-9A, 4P-6P except Sat & Sun / 1hr 9A-4P except Sun	NS 7A-9A, 3P-7P except Sat & Sun / 1hr 9A-3P except Sun
Olympic Boulevard	Vermont Ave.	US 110	Major Highway - Class II	3(2)	3(2)	CLT	NP 7A-10A, 3P-7P except Sat & Sun / 2hr 10A-3P except Sun	NP 7A-9A, 3P-7P except Sat & Sun / 2hr 9A-3P except Sun
	US 110	Flower St.	Modified Major Highway - Class II	3(3)	3(3)	CLT	NSAT	NSAT
	Flower St.	Los Angeles St.	Modified Major Highway - Class II	2(2)	3(2)	CLT	NSAT	NP 7A-10A, 3P-7P except Sat & Sun / 2hr 10A-3P except Sun
11th Street	Alvarado St.	US 110	Collector	1(1)	1(1) - 2(1)	NM	No parking restrictions	NP 4P-6P except Sat & Sun
	US 110	Flower St.	Modified Collector	1(1) - 2(2)	2(2)	NM	NSAT	NSAT
	Flower St.	Los Angeles St.	Modified Collector	n/a	2(2)	NM	2hr 8A-6P except Sat & Sun	1hr 8A-6P except Sat & Sun
12th Street	US 110	L.A. Live Way	Collector	1(1)	1(1)	NM	NSAT or No parking restrictions	NSAT or No parking restrictions
	Figueroa St.	Flower St.	Modified Collector	2(2)	1(1)	NM	NSAT	NSAT
	Flower St.	Los Angeles St.	Modified Collector	2(2) - 3(3)	n/a	NM	2hr 8A-6P Mon-Sat, 11A-6P Sun	2hr 8A-6P Mon-Sat, 11A-6P Sun
Pico Boulevard	Vermont Ave.	US 110	Secondary Highway	3(2)	3(2)	CLT	NP 7A-9A except Sat & Sun / 1hr 9A-6P except Sun	NP 4P-6P except Sat & Sun / 1hr 8A-4P except Sun
	US 110	Hill St.	Modified Secondary Highway	2(2)	2(2)	NM	NSAT	NSAT
	Hill St.	Broadway	Modified Secondary Highway	2(1)	2(2)	CLT	NP 7A-9A 4P-6P except Sat & Sun / 1hr 9A-4P except Sun	NP 7A-9A 4P-6P except Sat & Sun / 1hr 9A-4P except Sun
	Broadway	Main St.	Modified Secondary Highway	1(1)	1(1)	CLT	NSAT	NSAT
	Main St.	Los Angeles St.	Modified Secondary Highway	2(1)	2(1)	NM	NP 7A-9A 4P-6P except Sat & Sun / 1hr 9A-4P except Sun	NP 7A-9A 4P-6P except Sat & Sun / 1hr 9A-4P except Sun

Table 2.3.1. Surface Roadway System - Characteristics

10/24/2011

Street	Segment		Classification	# of Lanes Peak Hour (Non-Peak Hour)		Median Type [1]	Parking Restriction [2, 3]	
	From	To		Northbound/ Eastbound	Southbound/ Westbound		Northbound/Eastbound	Southbound/Westbound
Venice Boulevard / 16th Street	Vermont Ave.	Hoover St.	Secondary Highway	2(2)	2(2)	NM	NSAT	NSAT
	Hoover St.	US 110	Secondary Highway	2(2)	3(2)	NM	NSAT or 1hr 8A-6P except Sun	NP 4P-6P except Sat & Sun / 1hr 8A-4P except Sun
	US 110	Figueroa St.	Modified Secondary Highway	2(2)	2(2)	CLT	NSAT	NSAT
	Figueroa St.	Los Angeles St.	Modified Secondary Highway	2(1)	2(1) - 2(2)	NM	NP 7A-9A 4P-6P except Sat & Sun / 1hr 9A-4P except Sun	NP 7A-9A 4P-6P except Sat & Sun / 1hr 9A-4P except Sun
18th Street	Figueroa St.	Grand Ave.	Local Street	2(2) - 4(4)	n/a	NM	1hr 8A-6P except Sun	1hr 8A-6P except Sun
	Grand Ave.	Los Angeles St.	Unclassified	3(3)	n/a	NM	1hr 8A-6P except Sun	NSAT
Washington Boulevard	Vermont Ave.	Hoover St.	Major Highway - Class II	2(2)	2(2)	CLT	NP 7A-9A except Sat & Sun / 1hr 9A-6P except Sun	NP 4P-6P except Sat & Sun / 1hr 8A-4P except Sun
	Hoover St.	Figueroa St.	Major Highway - Class II	3(3)	3(2)	CLT	NSAT	NP 4P-6P except Sat & Sun / 1hr 8A-4P except Sun
	Figueroa St.	Los Angeles St.	Major Highway - Class II	2(2)	2(2)	Rail track	NSAT	NSAT
Adams Boulevard	Figueroa St.	Main St.	Major Highway - Class II	2(1) - 2(2)	2(1) - 2(2)	NM/CLT	NSAT	NSAT
Jefferson Boulevard	Figueroa St.	Grand Ave.	Secondary Highway	2(2) - 3(3)	2(2)	NM	NSAT	NP 7A-9A 4P-6P except Sat & Sun / 1hr 9A-4P except Sun
	Grand Ave.	Main St.	Secondary Highway	2(2)	1(1)	CLT	1hr 8A-6P except Sun or No parking restriction	No parking restriction
37th Street	Figueroa St.	Hope St.	Secondary Highway	5(5)	n/a	NM	NSAT	NSAT
	Hope St.	Main St.	Secondary Highway	1(1) - 2(2)	1(1)	NM	No parking restriction	No parking restriction
39th Street	Figueroa St.	Grand Ave.	Secondary Highway	2(2)	2(2)	NM	NSAT	NSAT
	Grand Ave.	Broadway Place	Secondary Highway	2(2)	2(2)	NM	No parking restriction	No parking restriction

Note:

1. NM - No Median; RM - Raised Median; CLT - Central Left Turn Lane
2. NS - No Stopping; NP - No Parking; NSAT - No Stopping at Any Time; NPAT - No Parking at Any Time
2. Certain roads or road segments are one-way streets, the parking restrictions for left-hand side shown under other direction.

and one westbound travel lane. On-street parking is prohibited along both sides of the street. East of Flower Street, this facility becomes a one-way eastbound street with two travel lanes. On-street parking is allowed along both sides of the street with some restrictions.

LA Live Way – LA Live Way (formerly Cherry Street) is a north-south street that bisects the Project Site. The City's General Plan classifies this street as a Collector Street. This street is a two-way facility with two travel lanes in each direction and a central turn lane. On-street parking is prohibited along both sides of the street.

2.4 Study Intersections

A total of 177 study intersections were identified for analysis, as shown in Figure 2.4.1. These analysis locations and the associated study area were determined, in conjunction with LADOT. These locations were identified to be those where the majority of trips associated with the Project would be focused and through which Project trips would travel before dispersing to multiple routes – and therefore those locations where potential traffic impacts were most likely to occur. All intersections are located in the City of Los Angeles, and all intersections are signalized. Figure 2.4.2 illustrates the existing lane configurations at each intersection.

2.5 Existing Traffic Volumes

Based on the identification of key events scenarios and times (as described in Chapter 1), the traffic analysis addresses the following time periods:

- Sunday Day: Pre-Event Hour: (12:00 – 1:00pm)
- Sunday Day: Post-Event Hour: (4:30 – 5:30pm)
- Saturday Day: Pre-Event Hour: (12:00 – 1:00pm)
- Saturday Day: Post-Event Hour: (4:30 – 5:30pm)
- Weekday Evening: Pre-Event Hour: (4:30 – 5:30pm)
- Weekday Evening: Post-Event Hour: (9:00 – 10:00pm)

Traffic Count Baseline

There are many different permutations of events that can occur in the Project Area, including events at the Los Angeles Convention Center, STAPLES Center, and NOKIA Theater. In addition there is regular ongoing activity that occurs at LA LIVE (restaurants, cinemas, nightclubs, etc.).



Figure 2.4.1
Study Intersections

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions

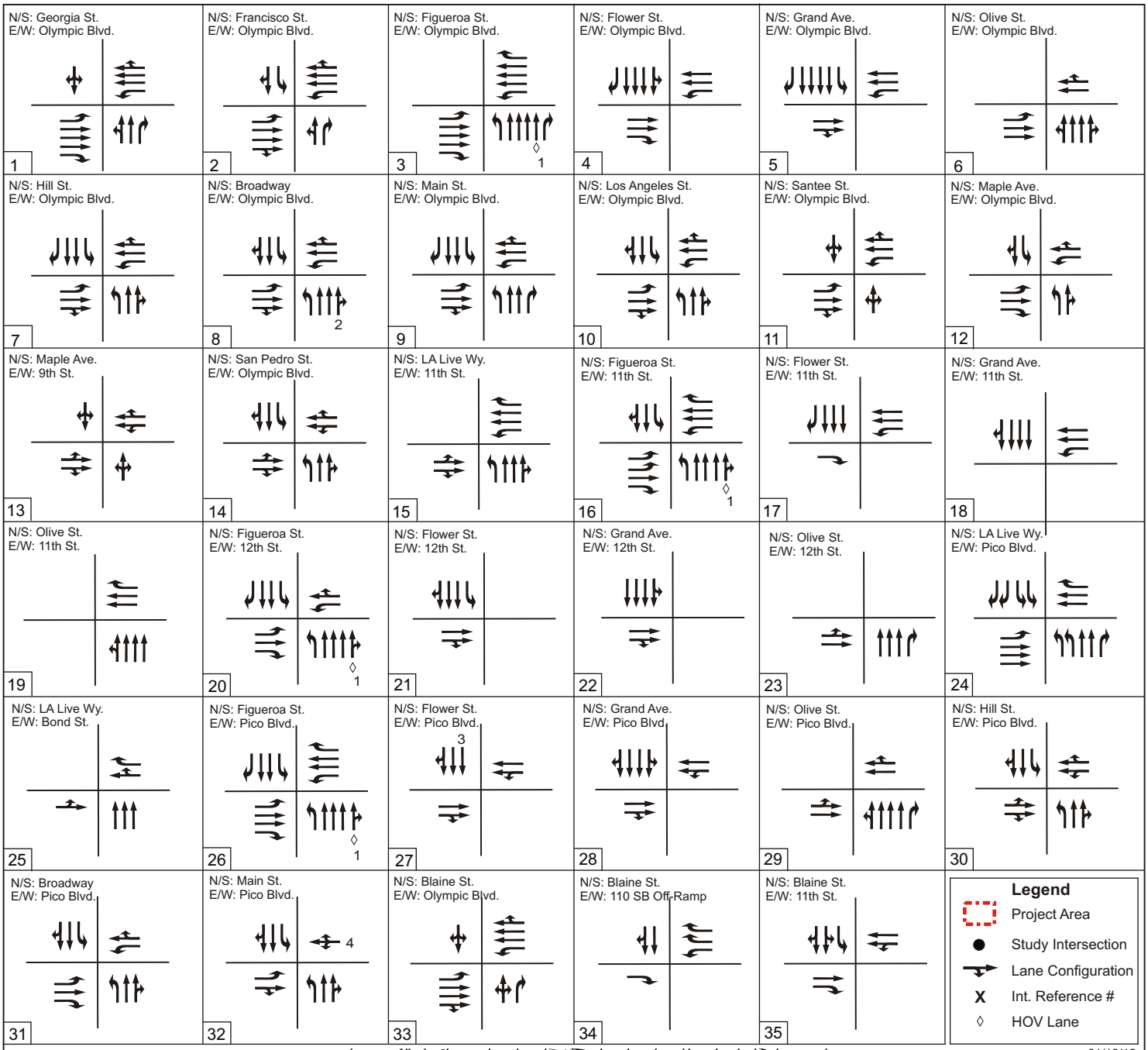


Figure 2.4.2
Intersection Lane Configuration - Intersections 1-35

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions

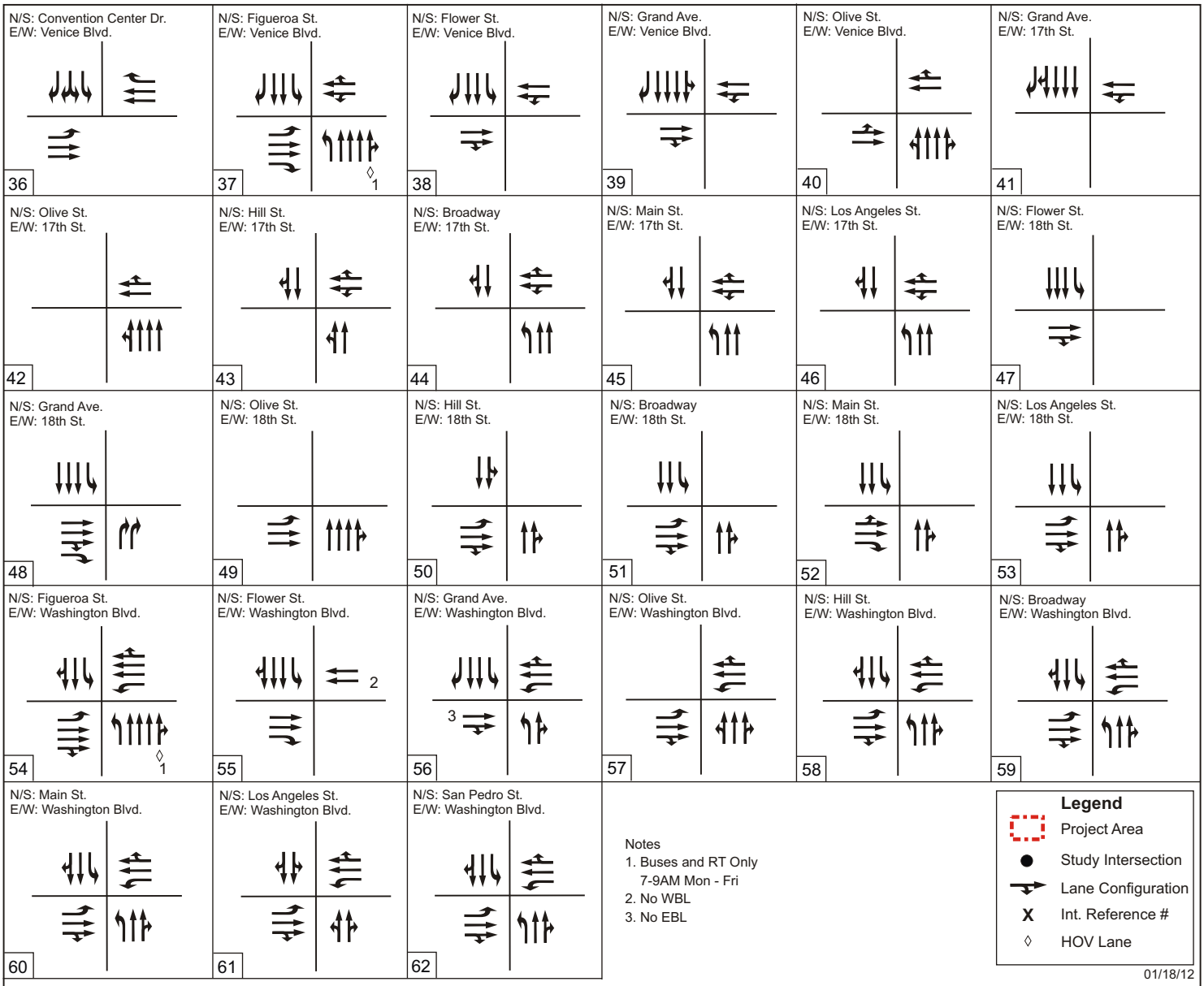
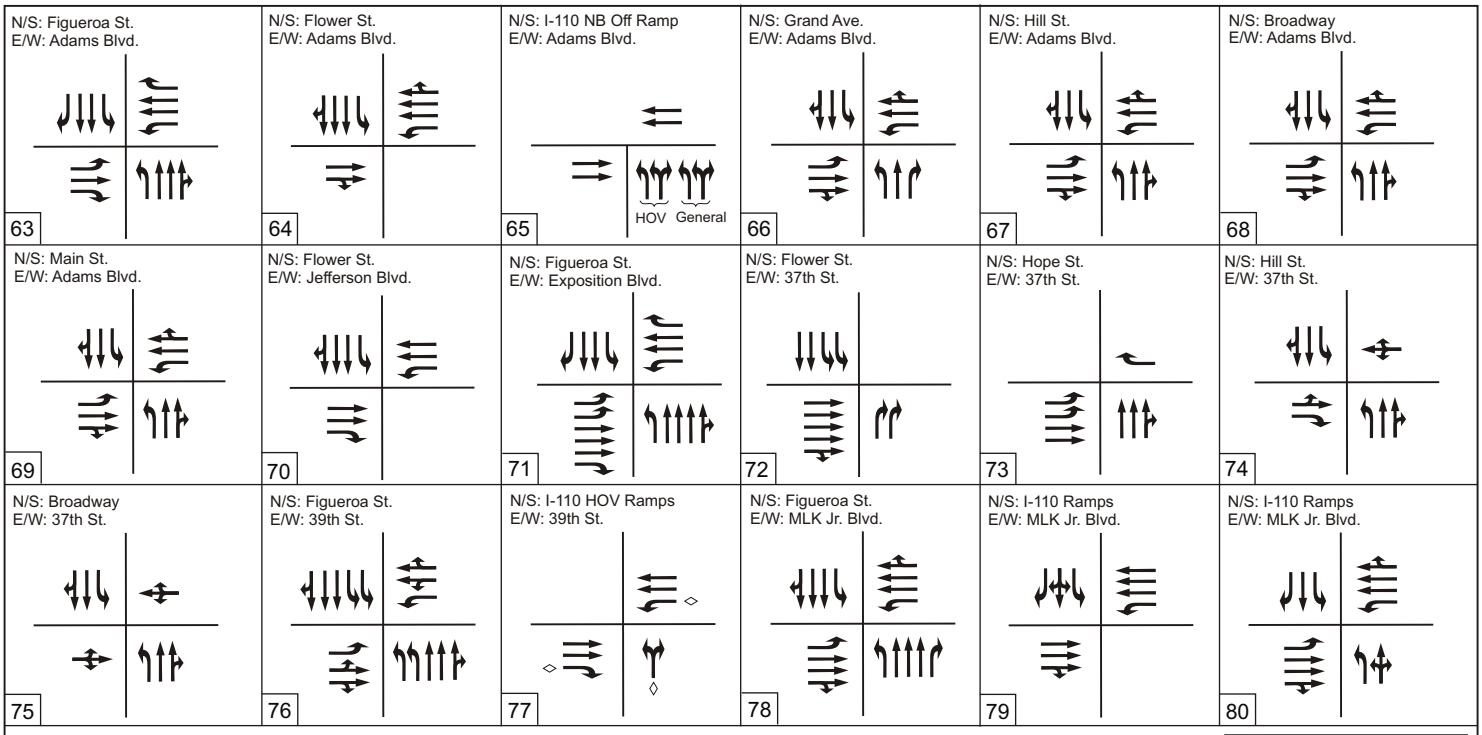


Figure 2.4.2
Intersection Lane Configuration - Intersections 36-62



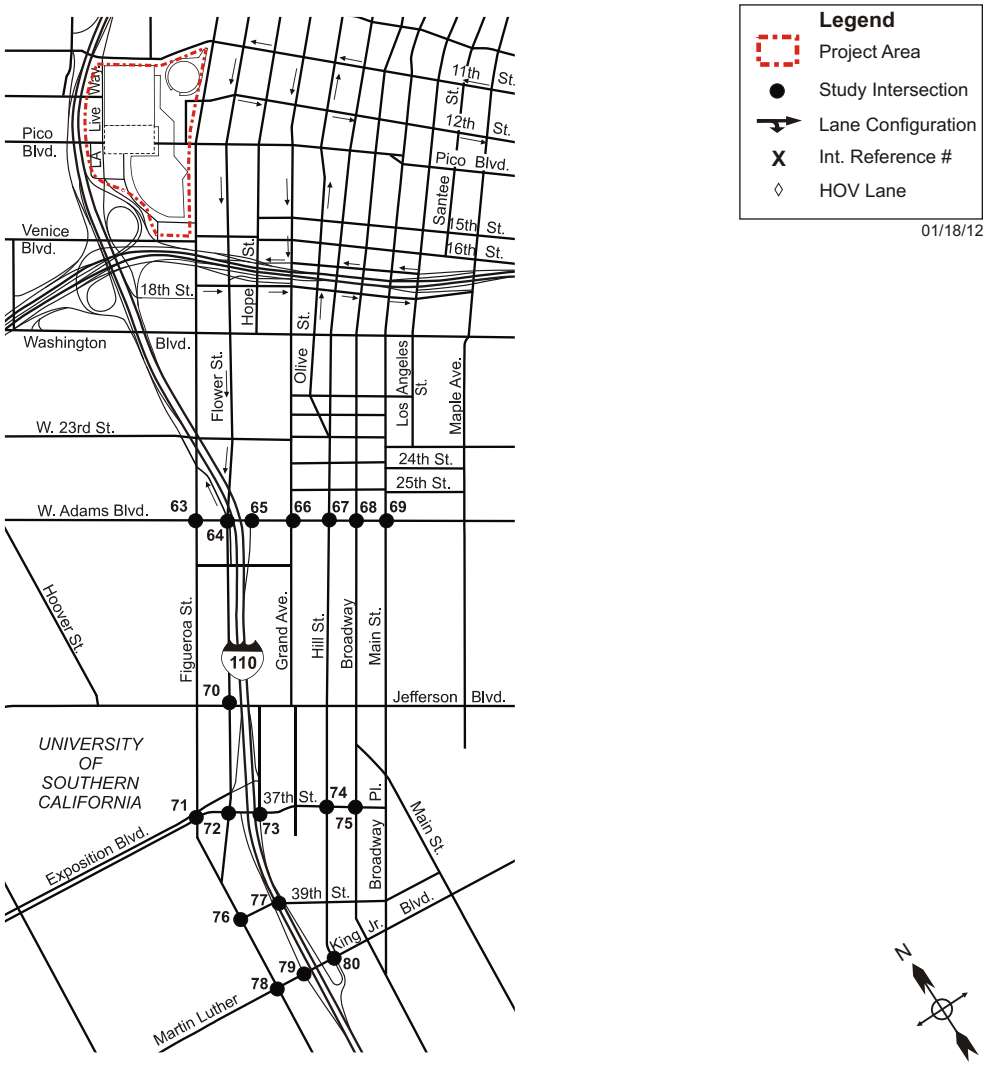
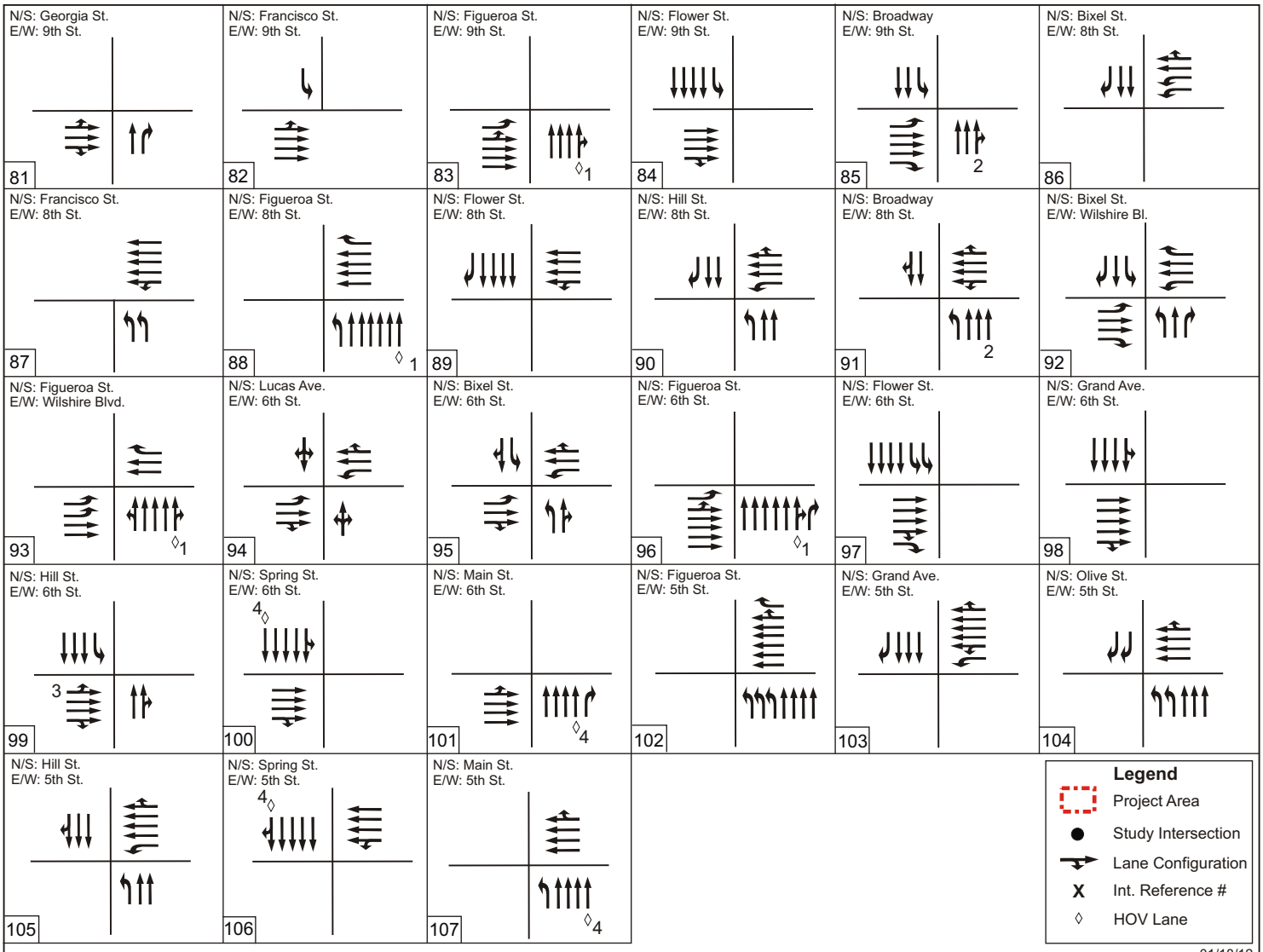


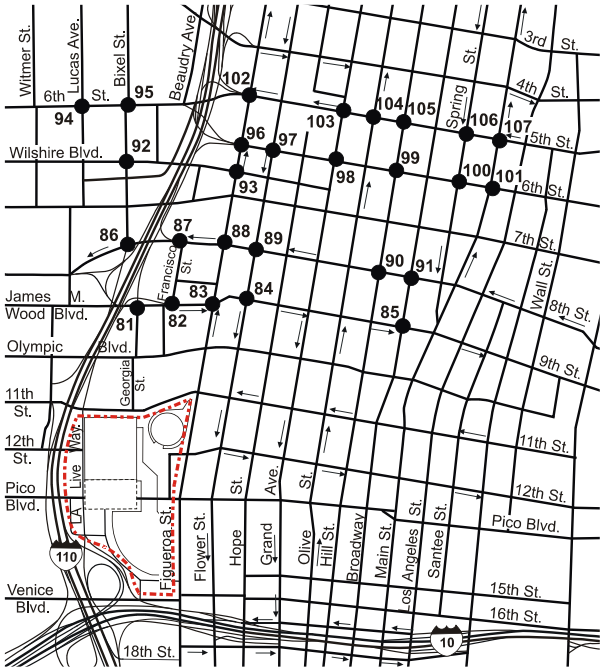
Figure 2.4.2
Intersection Lane Configuration - Intersections 63-80

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01/18/12



Notes
1. Buses and RT Only 7-9AM Mon - Fri
2. Peak Period Only 7-9AM, 3-6PM Mon-Fri
3. No EBL 4-7PM Mon-Fri
4. Buses and RT Only 7-9AM, 4-7PM Mon-Fri

Figure 2.4.2
Intersection Lane Configuration - Intersections 81-107

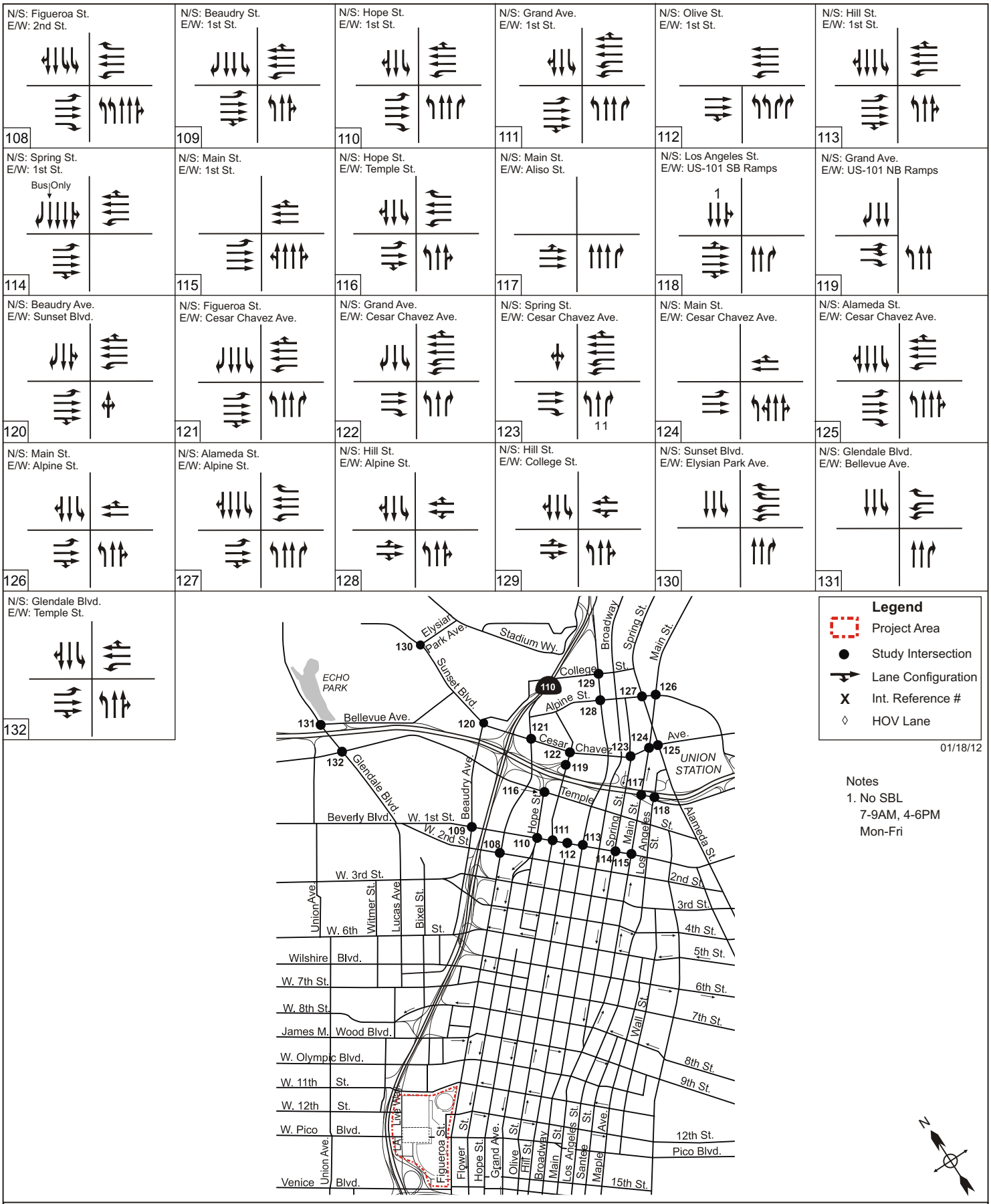


Figure 2.4.2
Intersection Lane Configuration - Intersections 108-132

Convention Center Modernization and Farmers Field Project

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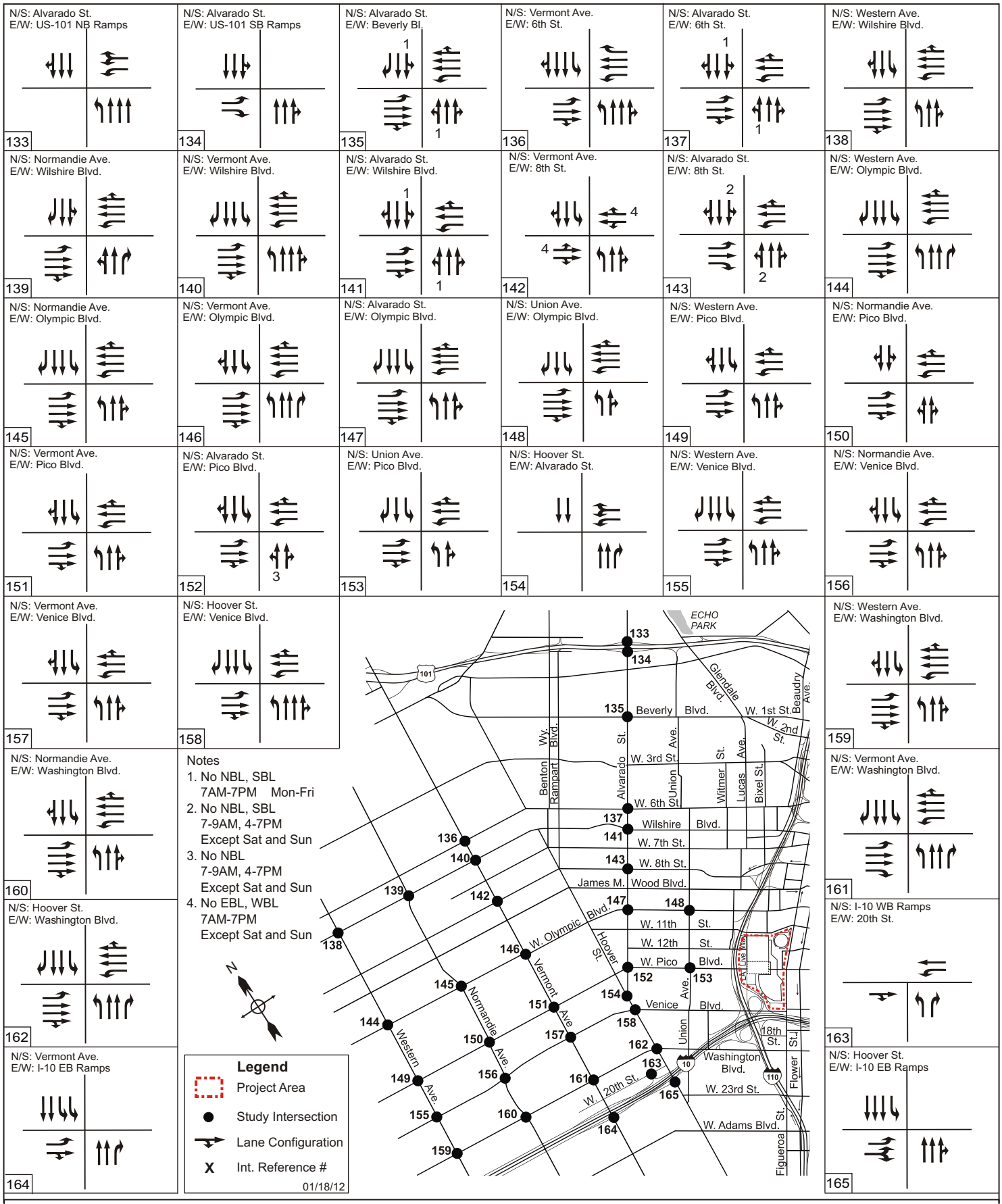


Figure 2.4.2
Intersection Lane Configuration - Intersections 133-165

Convention Center Modernization and Farmers Field Project

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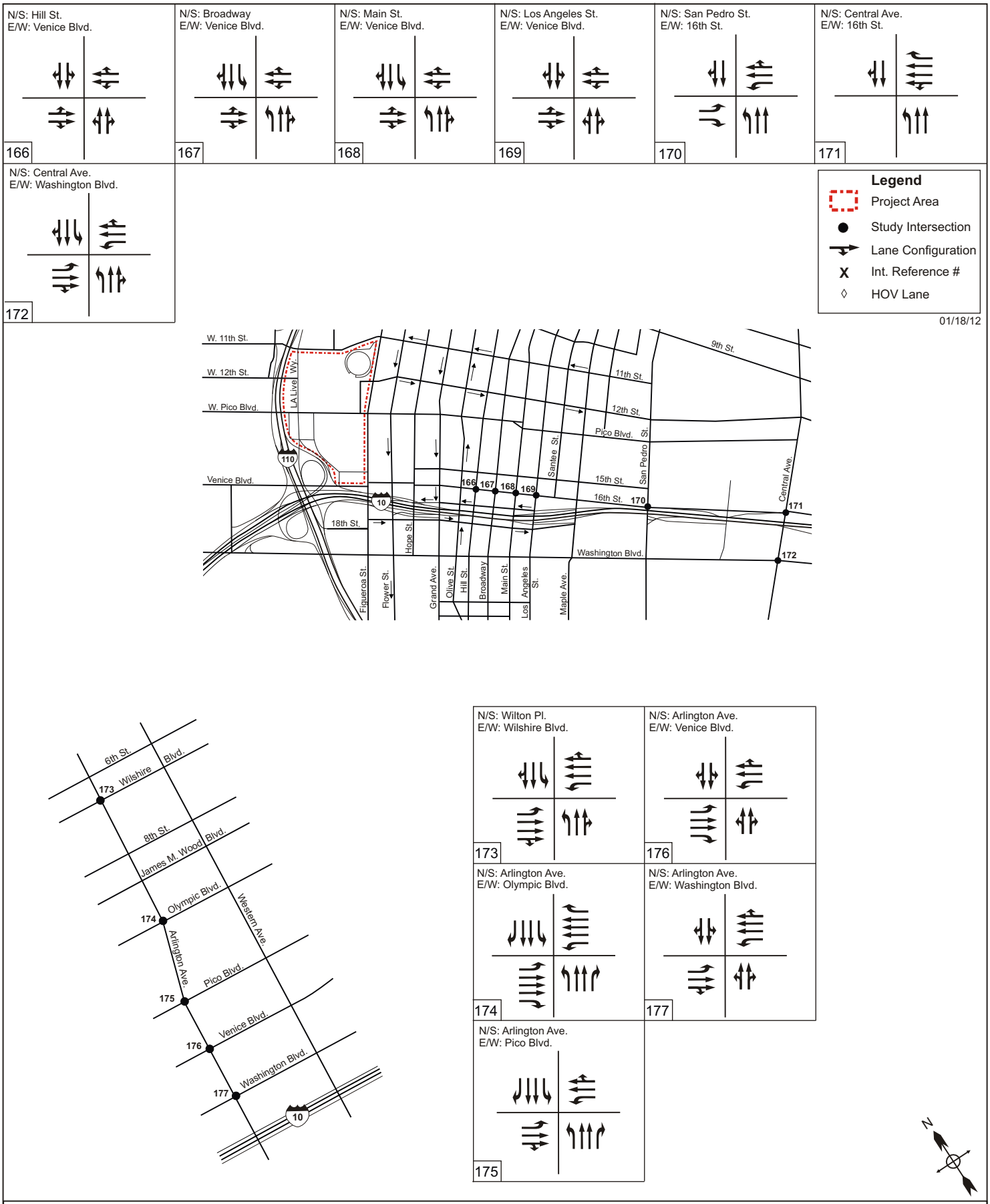


Figure 2.4.2
Intersection Lane Configuration - Intersections 166-177

Convention Center Modernization and Farmers Field Project

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A baseline condition was therefore established for the existing traffic counts to provide a consistent basis for the analysis. This baseline comprised the following:

Regular (Ongoing) Activity at LA LIVE – This represents the regular day to day activities occurring at LA LIVE on a typical day[1].

No Concurrent Event at STAPLES Center – AEG has stated that no events would be scheduled at STAPLES Center at the same time as a ticketed full attendance spectator event in the Event Center. The baseline condition for the Project impact analysis therefore excludes a concurrent STAPLES Center event.

Concurrent Event at the Los Angeles Convention Center (LACC) – It is assumed that an event in the Event Center would not preclude a concurrent event occurring at the LACC. It is therefore necessary to assume an LACC event in the baseline condition. For a weekday, a typical high attendance tradeshow or convention event was assumed to occur. For the weekend, a typical high attendance consumer show was assumed to occur. A typical high event was defined as the 90th percentile (i.e. exceeded only 10% of the time).

Traffic Data Collection

Sunday, Saturday and Weekday traffic counts were conducted at all 177 analyzed intersections shown on Figure 2.4.1. The weekend counts were conducted on Saturday, March 5th and Sunday, March 6th, 2011 from 11:00 am – 1:00 pm and from 4:30 – 6:30 pm. The weekday counts were conducted on Tuesday, March 15th, 2011 from 3:30 – 5:30 pm and from 9:00 – 11:00 pm. The traffic counts were thus collected for the two hours before and two hours after the key event scenarios identified for analysis.

Due to the infinite number of combinations of events at the facilities at the Project Site, it was not possible to identify a specific day with all of the above conditions occurring simultaneously. It was, however, considered desirable to conduct traffic counts at all analysis locations on the same day, so that the same baseline conditions were represented at all intersections.

The three days when traffic counts were conducted represented those days when event scenarios were closest to baseline conditions and represent days when no event occurred at STAPLES Center, and when typical activities occurred at L.A. Live. An exception was the Saturday Day period when there was an L.A. Kings hockey game at STAPLES Center starting at 1:00pm, so Saturday midday traffic counts included the STAPLES Center traffic.

[1] NOKIA Theater and Club NOKIA events would not conflict with the Weekday Evening Event Scenario analyzed for the Event Center, as they start later (7:30 – 8:00pm) and finish later (10:30 – 11:30pm or later) than the start and end times of the Event Center Scenario (5:30 – 9:00pm). NOKIA Theater events do sometimes occur during the weekend daytime and are typically low to medium attendance events such as family-oriented shows.

This traffic was estimated and subtracted out from the midday counts to represent a no-STAPLES Center event condition. This adjustment accounted for the trip generation and trip distribution characteristics of an L.A. Kings game, and is described further in Appendix 2. For the days selected for traffic counts with no STAPLES Center event, it was not possible to find a day when typically high attendance events at LACC were scheduled on the same day. It was therefore decided to collect traffic data when there were no events at the Convention Center, so that typical high events (or any other type of event) could be simulated and added to the traffic counts to represent the baseline condition. The traffic characteristics of typical high weekday and weekend events at the LACC were therefore estimated based on available event data and added to the traffic counts to represent traffic conditions with an LACC Event. This process is also described further in Appendix 2.

Finally, based on an analysis of typical NOKIA Theater events and start and end times, and frequency of events, it was determined that an adjustment was necessary for these events for certain time periods being studied. The Saturday and Sunday Day event analysis hours were adjusted to account for a typical NOKIA Theater event on weekend afternoons (family-oriented show starting at 1:00pm). This process is described further in Appendix 2.

The traffic volumes for existing conditions thus represent the baseline condition, obtained through collecting traffic count data for the six analysis periods, and making adjustments for certain events as described above.

Existing Traffic Volumes

The existing traffic volumes for the Sunday, Saturday and Weekday time periods are illustrated in Appendix 2 in Figures A.2.5.1 through A.2.5.6 respectively, for each of the analyzed intersections.

2.6 Existing Intersection Conditions - Level of Service

Level of Service Methodology

Level of Service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent (free-flow) conditions at LOS A to overloaded (stop and go) conditions at LOS F. LOS D is typically recognized by many cities as an acceptable service level in urban areas, and LOS E is often recognized by many cities as an acceptable standard in downtown areas, major commercial areas, and at freeway ramp intersections.

The "Critical Movement Analysis (CMA) – Planning Method" (Transportation Research Board, 1980) method of intersection capacity analysis was used to determine the intersection volume-to-capacity (V/C) ratio and corresponding level of service for the turning movements and intersection characteristics at the 177 analyzed intersections. This method of analysis is

required by LADOT, and their CMA software was used for all intersection LOS calculations. Table 2.6.1 defines the ranges of V/C ratios and their corresponding levels of service for signalized intersections.

Computerized Traffic Signal Control System

The City of Los Angeles currently operates a computerized traffic control system called ATSAC (Automated Traffic Surveillance and Control) which is a centralized control system that provides for the coordination of traffic signal timing to maximize the street capacities and to minimize traffic delays on City streets. LADOT estimates that implementation of this system improves intersection capacity by an average of 7 percent. In addition to ATSAC, the City is also in the process of implementing the second generation ATCS (Adaptive Traffic Control System) in some areas, which utilizes enhanced surveillance and control technologies to adapt traffic signal timings to respond to actual traffic conditions on the ground to further improve the effectiveness of the ATSAC system by minimizing the number of stops and the amount of delay with improved traffic signal coordination throughout the network. LADOT estimates that implementation of this system improves intersection capacity by an additional 3 percent over those operating under the ATSAC system alone.

A total of 51 of the 177 signalized study intersections are currently controlled by the City of Los Angeles' ATSAC system. In accordance with standard LADOT procedures, a capacity increase of 7 percent was applied to reflect the benefits of ATSAC control at these intersections. The remaining 126 intersections also currently operate under the City's ATCS system. For these intersections, per LADOT procedures, a total capacity increase of 10 percent was applied to reflect the benefit of both ATSAC and ATCS control at these intersections.

Existing Intersection Levels of Service

Tables 2.6.2 through 2.6.4 summarize the existing Sunday, Saturday and Weekday V/C ratios and corresponding levels of service respectively for the pre-event and post-event hours for the analyzed intersections.

Sunday Day: Pre-Event Hour (12:00 – 1:00pm)

Virtually all of the studied intersections currently operate at LOS A during the Sunday Day Pre-Event Hour (12:00 – 1:00pm) with two intersections operating at LOS B and one at LOS D.

Sunday Day Post Event Hour (4:30-5:30pm)

Virtually all of the studied intersections currently operate at LOS A during the Sunday Day Post-Event Hour (4:30 – 5:30pm) with none of the intersections operating worse than LOS C.

Saturday Day Pre-Event Hour (12:00 – 1:00pm)

The majority of the studied intersections currently operate at LOS A during the Saturday Day Pre-Event Hour (12:00 – 1:00pm) with eight intersections operating at LOS B, four operating at LOS C and one at LOS D.

Saturday Day Post-Event Hour (4:30 – 5:30pm)

The majority of the studied intersections currently operate at LOS A during the Saturday Day Post-Event Hour (4:30 – 5:30pm) with twelve intersections operating at LOS B and one intersection at LOS C.

Weekday Evening Pre-Event Hour (4:30 – 5:30pm)

The majority of the studied intersections currently operate at LOS D or better during the Weekday Evening Pre-Event Hour (4:30 – 5:30pm) with nearly one-third of the intersections operating at LOS B or LOS C. Three intersections are currently operating at LOS E. Those intersections are as follows (with the resultant LOS in parentheses):

93.	Figueroa Street & Wilshire Boulevard	(LOS E)
120.	Beaudry Avenue & Sunset Boulevard	(LOS E)
132.	Glendale Boulevard & Temple Street	(LOS E)

Weekday Evening Post-Event Hour (9:00 – 10:00pm)

All studied intersections currently operate at LOS A during the Weekday Evening Post-Event Hour (9:00 – 10:00pm).

Table 2.6.1 Level of Service Definitions for Signalized Intersections

Level of Service	Description	Volume to Capacity Ratio
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	< 0.600
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	0.601-.700
C	Good operation. Occasionally drivers may have to wait for more than 60 seconds, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.701-.800
D	Fair operation. Cars are sometimes required to wait for more than 60 seconds during short peaks. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	0.801-.900
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	0.901-1.000
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop-and-go type traffic flow.	Over 1.001

Source: *Highway Capacity Manual*, Special Report 209, Transportation Research Board, Washington, D.C., 1985 and *Interim Materials on Highway Capacity*, MCHRP Circular 212, 1982.

Table 2.6.2 **Existing Intersection Level of Service** 12/30/2011
Sunday Day: Pre-Event Hour: (12:00-1:00 PM) &
Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Sunday Day			
		Pre-Event Hour (12:00-1:00 PM)		Post-Event Hour (4:30-5:30 PM)	
		V/C	LOS	V/C	LOS
1	Georgia Street & Olympic Boulevard	0.205	A	0.191	A
2	Francisco Street & Olympic Boulevard	0.214	A	0.131	A
3	Figueroa Street & Olympic Boulevard	0.255	A	0.253	A
4	Flower Street & Olympic Boulevard	0.306	A	0.242	A
5	Grand Avenue & Olympic Boulevard	0.156	A	0.123	A
6	Olive Street & Olympic Boulevard	0.145	A	0.138	A
7	Hill Street & Olympic Boulevard	0.132	A	0.125	A
8	Broadway & Olympic Boulevard	0.207	A	0.163	A
9	Main Street & Olympic Boulevard	0.177	A	0.158	A
10	Los Angeles Street & Olympic Boulevard	0.215	A	0.099	A
11	Santee Street & Olympic Boulevard	0.228	A	0.119	A
12	Maple Avenue & Olympic Boulevard	0.292	A	0.172	A
13	Maple Avenue & 9th Street	0.308	A	0.157	A
14	San Pedro Street & 9th Street	0.256	A	0.142	A
15	LA Live Way & 11th Street	0.147	A	0.103	A
16	Figueroa Street & 11th Street	0.105	A	0.099	A
17	Flower Street & 11th Street	0.095	A	0.057	A
18	Grand Avenue & 11th Street	0.054	A	0.051	A
19	Olive Street & 11th Street	0.048	A	0.041	A
20	Figueroa Street & 12th Street	0.067	A	0.071	A
21	Flower Street & 12th Street	0.028	A	0.035	A
22	Grand Avenue & 12th Street	0.040	A	0.041	A
23	Olive Avenue & 12th Street	0.046	A	0.036	A
24	LA Live Way & Pico Boulevard	0.354	A	0.306	A
25	LA Live Way & Bond Street / I-10 & I-110 Off-Ramps	0.230	A	0.205	A
26	Figueroa Street & Pico Boulevard	0.187	A	0.248	A
27	Flower Street & Pico Boulevard	0.102	A	0.144	A
28	Grand Avenue & Pico Boulevard	0.080	A	0.078	A
29	Olive Street & Pico Boulevard	0.069	A	0.066	A
30	Hill Street & Pico Boulevard	0.081	A	0.068	A
31	Broadway & Pico Boulevard	0.159	A	0.126	A
32	Main Street & Pico Boulevard	0.193	A	0.163	A
33	Blaine Street & Olympic Boulevard	0.304	A	0.275	A
34	Blaine Street & SR-110 SB Off-Ramp	0.209	A	0.129	A
35	Blaine Street & 11th Street	0.315	A	0.359	A
36	Convention Center Drive/Georgia Street & Venice Boulevard	0.066	A	0.131	A
37	Figueroa Street & Venice Boulevard	0.162	A	0.181	A
38	Flower Street & Venice Boulevard	0.087	A	0.096	A
39	Grand Avenue & Venice Boulevard	0.065	A	0.066	A
40	Olive Street & Venice Boulevard	0.064	A	0.058	A
41	Grand Avenue & 17th Street	0.147	A	0.137	A

Table 2.6.2 **Existing Intersection Level of Service** 12/30/2011
Sunday Day: Pre-Event Hour: (12:00-1:00 PM) &
Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Sunday Day			
		Pre-Event Hour (12:00-1:00 PM)		Post-Event Hour (4:30-5:30 PM)	
		V/C	LOS	V/C	LOS
42	Olive Street & 17th Street	0.179	A	0.118	A
43	Hill Street & 17th Street	0.159	A	0.127	A
44	Broadway & 17th Street	0.195	A	0.139	A
45	Main Street & 17th Street	0.158	A	0.110	A
46	Los Angeles Street & 17th Street	0.221	A	0.119	A
47	Flower Street & 18th Street	0.020	A	0.023	A
48	Grand Avenue & 18th Street	0.093	A	0.088	A
49	Olive Street & 18th Street	0.115	A	0.076	A
50	Hill Street & 18th Street	0.089	A	0.076	A
51	Broadway & 18th Street	0.124	A	0.087	A
52	Main Street & 18th Street	0.115	A	0.099	A
53	Los Angeles Street & 18th Street	0.135	A	0.158	A
54	Figueroa Street & Washington Boulevard	0.299	A	0.290	A
55	Flower Street & Washington Boulevard	0.126	A	0.093	A
56	Grand Avenue & Washington Boulevard	0.150	A	0.108	A
57	Olive Street & Washington Boulevard	0.098	A	0.091	A
58	Hill Street & Washington Boulevard	0.095	A	0.081	A
59	Broadway & Washington Boulevard	0.155	A	0.104	A
60	Main Street & Washington Boulevard	0.210	A	0.150	A
61	Los Angeles Street & Washington Boulevard	0.109	A	0.087	A
62	San Pedro Street & Washington Boulevard	0.336	A	0.267	A
63	Figueroa Street & Adams Boulevard	0.498	A	0.468	A
64	Flower Street & Adams Boulevard	0.102	A	0.125	A
65	I-110 NB Off-Ramps & Adams Boulevard	0.278	A	0.289	A
66	Grand Avenue & Adams Boulevard	0.127	A	0.112	A
67	Hill Street & Adams Boulevard	0.123	A	0.092	A
68	Broadway & Adams Boulevard	0.167	A	0.134	A
69	Main Street & Adams Boulevard	0.234	A	0.181	A
70	Flower Street & Jefferson Boulevard	0.097	A	0.100	A
71	Figueroa Street & Exposition Boulevard	0.464	A	0.309	A
72	Flower Street & 37th Street	0.093	A	0.140	A
73	Hope Street & 37th Street	0.163	A	0.186	A
74	Hill Street & 37th Street	0.034	A	0.033	A
75	Broadway & 37th Street	0.068	A	0.049	A
76	Figueroa Street & 39th Street	0.131	A	0.188	A
77	I-110 HOV Ramps & 39th Street	0.068	A	0.088	A
78	Figueroa Street & Martin Luther King Jr Boulevard	0.481	A	0.515	A
79	I-110 SB Ramps & Martin Luther King Jr Boulevard	0.593	A	0.587	A
80	I-110 NB Ramps & Martin Luther King Jr Boulevard	0.453	A	0.377	A
81	Georgia Street &9th Street	0.229	A	0.168	A

Table 2.6.2 **Existing Intersection Level of Service** 12/30/2011
Sunday Day: Pre-Event Hour: (12:00-1:00 PM) &
Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Sunday Day			
		Pre-Event Hour (12:00-1:00 PM)		Post-Event Hour (4:30-5:30 PM)	
		V/C	LOS	V/C	LOS
82	Francisco Street & 9th Street	0.115	A	0.092	A
83	Figueroa Street & 9th Street	0.168	A	0.139	A
84	Flower Street & 9th Street	0.185	A	0.111	A
85	Broadway & 9th Street	0.180	A	0.096	A
86	Bixel Street & 8th Street	0.256	A	0.289	A
87	Francisco Street & 8th Street	0.099	A	0.117	A
88	Figueroa Street & 8th Street	0.125	A	0.124	A
89	Flower Street & 8th Street	0.109	A	0.119	A
90	Hill Street & 8th Street	0.111	A	0.098	A
91	Broadway & 8th Street	0.195	A	0.138	A
92	Bixel Street & Wilshire Boulevard	0.222	A	0.241	A
93	Figueroa Street & Wilshire Boulevard	0.185	A	0.221	A
94	Lucas Avenue & 6th Street	0.210	A	0.201	A
95	Bixel Street & 6th Street	0.169	A	0.183	A
96	Figueroa Street & 6th Street	0.141	A	0.147	A
97	Flower Street & 6th Street	0.117	A	0.120	A
98	Grand Avenue & 6th Street	0.117	A	0.075	A
99	Hill Street & 6th Street	0.171	A	0.117	A
100	Spring Street & 6th Street	0.147	A	0.136	A
101	Main Street & 6th Street	0.129	A	0.145	A
102	Figueroa Street & 5th Street	0.112	A	0.122	A
103	Grand Avenue & 5th Street	0.097	A	0.139	A
104	Olive Street & 5th Street	0.133	A	0.142	A
105	Hill Street & 5th Street	0.106	A	0.090	A
106	Spring Street & 5th Street	0.113	A	0.120	A
107	Main Street & 5th Street	0.112	A	0.097	A
108	Figueroa Street & 2nd Street	0.145	A	0.174	A
109	Beaudry Street & 1st Street	0.106	A	0.120	A
110	Hope Street & 1st Street	0.190	A	0.182	A
111	Grand Avenue & 1st Street	0.208	A	0.199	A
112	Olive Street & 1st Street	0.099	A	0.090	A
113	Hill Street & 1st Street	0.141	A	0.123	A
114	Spring Street & 1st Street	0.086	A	0.083	A
115	Main Street & 1st Street	0.106	A	0.103	A
116	Hope Street & Temple Street	0.302	A	0.248	A
117	Main Street & Aliso Street	0.114	A	0.125	A
118	Los Angeles Street & Aliso Street / US-101 SB On-Ramps	0.124	A	0.146	A
119	Grand Avenue & US-101 NB Ramps	0.279	A	0.266	A
120	Beaudry Avenue & Sunset Boulevard	0.341	A	0.518	A
121	Figueroa Street & Cesar Chavez Avenue	0.387	A	0.435	A
122	Grand Avenue & Cesar Chavez Avenue	0.454	A	0.217	A
123	Spring Street & Cesar Chavez Avenue	0.339	A	0.378	A

Table 2.6.2 **Existing Intersection Level of Service** 12/30/2011
Sunday Day: Pre-Event Hour: (12:00-1:00 PM) &
Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Sunday Day			
		Pre-Event Hour (12:00-1:00 PM)		Post-Event Hour (4:30-5:30 PM)	
		V/C	LOS	V/C	LOS
124	Main Street & Cesar Chavez Avenue	0.386	A	0.465	A
125	Alameda Street & Cesar Chavez Avenue	0.534	A	0.609	B
126	Main Street & Alpine Street	0.159	A	0.126	A
127	Alameda Street & Alpine Street	0.126	A	0.103	A
128	Hill Street & Alpine Street	0.268	A	0.197	A
129	Hill Street & College Street	0.371	A	0.312	A
130	Sunset Boulevard & Elysian Park Avenue	0.839	D	0.632	B
131	Glendale Boulevard & Bellevue Avenue	0.308	A	0.292	A
132	Glendale Boulevard & Temple Street	0.477	A	0.461	A
133	Alvarado Street & US-101 WB Ramps	0.444	A	0.470	A
134	Alvarado Street & US-101 EB Ramps	0.375	A	0.388	A
135	Alvarado Street & Beverly Boulevard	0.357	A	0.402	A
136	Vermont Avenue & 6th Street	0.473	A	0.438	A
137	Alvarado Street & 6th Street	0.376	A	0.373	A
138	Western Avenue & Wilshire Boulevard	0.574	A	0.614	B
139	Normandie Avenue & Wilshire Boulevard	0.301	A	0.382	A
140	Vermont Avenue & Wilshire Boulevard	0.662	B	0.642	B
141	Alvarado Street & Wilshire Boulevard	0.403	A	0.452	A
142	Vermont Avenue & 8th Street	0.585	A	0.515	A
143	Alvarado Street & 8th Street	0.351	A	0.338	A
144	Western Avenue & Olympic Boulevard	0.560	A	0.732	C
145	Normandie Avenue & Olympic Boulevard	0.421	A	0.414	A
146	Vermont Avenue & Olympic Boulevard	0.689	B	0.691	B
147	Alvarado Street & Olympic Boulevard	0.437	A	0.505	A
148	Union Avenue & Olympic Boulevard	0.432	A	0.503	A
149	Western Avenue & Pico Boulevard	0.501	A	0.475	A
150	Normandie Avenue & Pico Boulevard	0.471	A	0.393	A
151	Vermont Avenue & Pico Boulevard	0.593	A	0.557	A
152	Alvarado Street & Pico Boulevard	0.537	A	0.552	A
153	Union Avenue & Pico Boulevard	0.540	A	0.581	A
154	Alvarado Street & Hoover Street	0.265	A	0.336	A
155	Western Avenue & Venice Boulevard	0.445	A	0.499	A
156	Normandie Avenue & Venice Boulevard	0.395	A	0.350	A
157	Vermont Avenue & Venice Boulevard	0.485	A	0.487	A
158	Hoover Street & Venice Boulevard	0.444	A	0.519	A
159	Western Avenue & Washington Boulevard	0.529	A	0.457	A
160	Normandie Avenue & Washington Boulevard	0.472	A	0.386	A
161	Vermont Avenue & Washington Boulevard	0.494	A	0.502	A
162	Hoover Street & Washington Boulevard	0.464	A	0.449	A
163	I-10 WB Ramps & 20th Street	0.458	A	0.459	A
164	Vermont Avenue & I-10 EB Ramps	0.573	A	0.607	B
165	Hoover Street & I-10 EB Ramps	0.521	A	0.490	A

Table 2.6.2 **Existing Intersection Level of Service** 12/30/2011
Sunday Day: Pre-Event Hour: (12:00-1:00 PM) &
Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Sunday Day			
		Pre-Event Hour (12:00-1:00 PM)		Post-Event Hour (4:30-5:30 PM)	
		V/C	LOS	V/C	LOS
166	Hill Street & 16th Street	0.073	A	0.077	A
167	Broadway & 16th Street	0.087	A	0.083	A
168	Main Street & 16th Street	0.080	A	0.067	A
169	Los Angeles Street & 16th Street	0.082	A	0.070	A
170	San Pedro Street & 16th Street	0.326	A	0.275	A
171	Central Avenue & 16th Street	0.349	A	0.278	A
172	Central Avenue & Washington Boulevard	0.323	A	0.226	A
173	Wilton Place & Wilshire Boulevard	0.456	A	0.428	A
174	Arlington Avenue & Olympic Boulevard	0.329	A	0.346	A
175	Arlington Avenue & Pico Boulevard	0.357	A	0.313	A
176	Arlington Avenue & Venice Boulevard	0.480	A	0.458	A
177	Arlington Avenue & Washington Boulevard	0.431	A	0.390	A

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Table 2.6.3 **Existing Intersection Level of Service** 12/30/2011
Saturday Day: Pre-Event Hour: (12:00-1:00 PM) &
Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Saturday Day			
		Pre-Event Hour (12:00-1:00 PM)		Post-Event Hour (4:30-5:30 PM)	
		V/C	LOS	V/C	LOS
1	Georgia Street & Olympic Boulevard	0.389	A	0.350	A
2	Francisco Street & Olympic Boulevard	0.328	A	0.272	A
3	Figueroa Street & Olympic Boulevard	0.442	A	0.451	A
4	Flower Street & Olympic Boulevard	0.466	A	0.409	A
5	Grand Avenue & Olympic Boulevard	0.281	A	0.225	A
6	Olive Street & Olympic Boulevard	0.299	A	0.253	A
7	Hill Street & Olympic Boulevard	0.301	A	0.229	A
8	Broadway & Olympic Boulevard	0.359	A	0.297	A
9	Main Street & Olympic Boulevard	0.343	A	0.310	A
10	Los Angeles Street & Olympic Boulevard	0.337	A	0.210	A
11	Santee Street & Olympic Boulevard	0.312	A	0.205	A
12	Maple Avenue & Olympic Boulevard	0.367	A	0.245	A
13	Maple Avenue & 9th Street	0.422	A	0.281	A
14	San Pedro Street & 9th Street	0.467	A	0.270	A
15	LA Live Way & 11th Street	0.192	A	0.222	A
16	Figueroa Street & 11th Street	0.264	A	0.288	A
17	Flower Street & 11th Street	0.139	A	0.127	A
18	Grand Avenue & 11th Street	0.056	A	0.079	A
19	Olive Street & 11th Street	0.059	A	0.082	A
20	Figueroa Street & 12th Street	0.162	A	0.233	A
21	Flower Street & 12th Street	0.055	A	0.058	A
22	Grand Avenue & 12th Street	0.066	A	0.055	A
23	Olive Avenue & 12th Street	0.074	A	0.071	A
24	LA Live Way & Pico Boulevard	0.464	A	0.452	A
25	LA Live Way & Bond Street / I-10 & I-110 Off-Ramps	0.270	A	0.304	A
26	Figueroa Street & Pico Boulevard	0.314	A	0.437	A
27	Flower Street & Pico Boulevard	0.159	A	0.166	A
28	Grand Avenue & Pico Boulevard	0.135	A	0.109	A
29	Olive Street & Pico Boulevard	0.111	A	0.127	A
30	Hill Street & Pico Boulevard	0.200	A	0.129	A
31	Broadway & Pico Boulevard	0.289	A	0.199	A
32	Main Street & Pico Boulevard	0.348	A	0.260	A
33	Blaine Street & Olympic Boulevard	0.472	A	0.440	A
34	Blaine Street & SR-110 SB Off-Ramp	0.205	A	0.196	A
35	Blaine Street & 11th Street	0.375	A	0.571	A
36	Convention Center Drive/Georgia Street & Venice Boulevard	0.095	A	0.129	A
37	Figueroa Street & Venice Boulevard	0.372	A	0.413	A
38	Flower Street & Venice Boulevard	0.155	A	0.183	A
39	Grand Avenue & Venice Boulevard	0.092	A	0.086	A
40	Olive Street & Venice Boulevard	0.078	A	0.078	A
41	Grand Avenue & 17th Street	0.223	A	0.228	A

Table 2.6.3 **Existing Intersection Level of Service** 12/30/2011
Saturday Day: Pre-Event Hour: (12:00-1:00 PM) &
Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Saturday Day			
		Pre-Event Hour (12:00-1:00 PM)		Post-Event Hour (4:30-5:30 PM)	
		V/C	LOS	V/C	LOS
42	Olive Street & 17th Street	0.263	A	0.239	A
43	Hill Street & 17th Street	0.317	A	0.203	A
44	Broadway & 17th Street	0.318	A	0.201	A
45	Main Street & 17th Street	0.295	A	0.243	A
46	Los Angeles Street & 17th Street	0.367	A	0.291	A
47	Flower Street & 18th Street	0.036	A	0.046	A
48	Grand Avenue & 18th Street	0.139	A	0.181	A
49	Olive Street & 18th Street	0.175	A	0.165	A
50	Hill Street & 18th Street	0.189	A	0.193	A
51	Broadway & 18th Street	0.289	A	0.251	A
52	Main Street & 18th Street	0.332	A	0.309	A
53	Los Angeles Street & 18th Street	0.367	A	0.405	A
54	Figueroa Street & Washington Boulevard	0.412	A	0.391	A
55	Flower Street & Washington Boulevard	0.214	A	0.167	A
56	Grand Avenue & Washington Boulevard	0.306	A	0.250	A
57	Olive Street & Washington Boulevard	0.208	A	0.144	A
58	Hill Street & Washington Boulevard	0.214	A	0.146	A
59	Broadway & Washington Boulevard	0.294	A	0.209	A
60	Main Street & Washington Boulevard	0.429	A	0.345	A
61	Los Angeles Street & Washington Boulevard	0.211	A	0.189	A
62	San Pedro Street & Washington Boulevard	0.478	A	0.397	A
63	Figueroa Street & Adams Boulevard	0.742	C	0.713	C
64	Flower Street & Adams Boulevard	0.222	A	0.221	A
65	I-110 NB Off-Ramps & Adams Boulevard	0.478	A	0.468	A
66	Grand Avenue & Adams Boulevard	0.303	A	0.240	A
67	Hill Street & Adams Boulevard	0.299	A	0.223	A
68	Broadway & Adams Boulevard	0.293	A	0.231	A
69	Main Street & Adams Boulevard	0.424	A	0.333	A
70	Flower Street & Jefferson Boulevard	0.259	A	0.256	A
71	Figueroa Street & Exposition Boulevard	0.517	A	0.464	A
72	Flower Street & 37th Street	0.234	A	0.271	A
73	Hope Street & 37th Street	0.256	A	0.268	A
74	Hill Street & 37th Street	0.084	A	0.092	A
75	Broadway & 37th Street	0.109	A	0.083	A
76	Figueroa Street & 39th Street	0.222	A	0.227	A
77	I-110 HOV Ramps & 39th Street	0.132	A	0.150	A
78	Figueroa Street & Martin Luther King Jr Boulevard	0.561	A	0.497	A
79	I-110 SB Ramps & Martin Luther King Jr Boulevard	0.667	B	0.602	B
80	I-110 NB Ramps & Martin Luther King Jr Boulevard	0.545	A	0.483	A
81	Georgia Street &9th Street	0.227	A	0.263	A

Table 2.6.3 **Existing Intersection Level of Service** 12/30/2011
Saturday Day: Pre-Event Hour: (12:00-1:00 PM) &
Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Saturday Day			
		Pre-Event Hour (12:00-1:00 PM)		Post-Event Hour (4:30-5:30 PM)	
		V/C	LOS	V/C	LOS
82	Francisco Street & 9th Street	0.159	A	0.145	A
83	Figueroa Street & 9th Street	0.295	A	0.301	A
84	Flower Street & 9th Street	0.367	A	0.226	A
85	Broadway & 9th Street	0.325	A	0.239	A
86	Bixel Street & 8th Street	0.377	A	0.323	A
87	Francisco Street & 8th Street	0.164	A	0.159	A
88	Figueroa Street & 8th Street	0.203	A	0.238	A
89	Flower Street & 8th Street	0.239	A	0.212	A
90	Hill Street & 8th Street	0.320	A	0.238	A
91	Broadway & 8th Street	0.310	A	0.236	A
92	Bixel Street & Wilshire Boulevard	0.289	A	0.297	A
93	Figueroa Street & Wilshire Boulevard	0.260	A	0.364	A
94	Lucas Avenue & 6th Street	0.266	A	0.264	A
95	Bixel Street & 6th Street	0.273	A	0.233	A
96	Figueroa Street & 6th Street	0.197	A	0.249	A
97	Flower Street & 6th Street	0.149	A	0.156	A
98	Grand Avenue & 6th Street	0.173	A	0.138	A
99	Hill Street & 6th Street	0.293	A	0.261	A
100	Spring Street & 6th Street	0.139	A	0.137	A
101	Main Street & 6th Street	0.173	A	0.183	A
102	Figueroa Street & 5th Street	0.163	A	0.201	A
103	Grand Avenue & 5th Street	0.153	A	0.176	A
104	Olive Street & 5th Street	0.284	A	0.302	A
105	Hill Street & 5th Street	0.222	A	0.221	A
106	Spring Street & 5th Street	0.124	A	0.128	A
107	Main Street & 5th Street	0.156	A	0.149	A
108	Figueroa Street & 2nd Street	0.315	A	0.286	A
109	Beaudry Street & 1st Street	0.124	A	0.163	A
110	Hope Street & 1st Street	0.156	A	0.203	A
111	Grand Avenue & 1st Street	0.185	A	0.308	A
112	Olive Street & 1st Street	0.109	A	0.102	A
113	Hill Street & 1st Street	0.184	A	0.336	A
114	Spring Street & 1st Street	0.106	A	0.130	A
115	Main Street & 1st Street	0.130	A	0.142	A
116	Hope Street & Temple Street	0.232	A	0.291	A
117	Main Street & Aliso Street	0.129	A	0.172	A
118	Los Angeles Street & Aliso Street / US-101 SB On-Ramps	0.211	A	0.217	A
119	Grand Avenue & US-101 NB Ramps	0.281	A	0.345	A
120	Beaudry Avenue & Sunset Boulevard	0.725	C	0.523	A
121	Figueroa Street & Cesar Chavez Avenue	0.497	A	0.479	A
122	Grand Avenue & Cesar Chavez Avenue	0.420	A	0.480	A
123	Spring Street & Cesar Chavez Avenue	0.383	A	0.371	A

Table 2.6.3 **Existing Intersection Level of Service** 12/30/2011
Saturday Day: Pre-Event Hour: (12:00-1:00 PM) &
Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Saturday Day			
		Pre-Event Hour (12:00-1:00 PM)		Post-Event Hour (4:30-5:30 PM)	
		V/C	LOS	V/C	LOS
124	Main Street & Cesar Chavez Avenue	0.444	A	0.505	A
125	Alameda Street & Cesar Chavez Avenue	0.574	A	0.582	A
126	Main Street & Alpine Street	0.171	A	0.137	A
127	Alameda Street & Alpine Street	0.120	A	0.092	A
128	Hill Street & Alpine Street	0.384	A	0.311	A
129	Hill Street & College Street	0.433	A	0.400	A
130	Sunset Boulevard & Elysian Park Avenue	0.677	B	0.597	A
131	Glendale Boulevard & Bellevue Avenue	0.388	A	0.356	A
132	Glendale Boulevard & Temple Street	0.570	A	0.583	A
133	Alvarado Street & US-101 WB Ramps	0.517	A	0.505	A
134	Alvarado Street & US-101 EB Ramps	0.462	A	0.474	A
135	Alvarado Street & Beverly Boulevard	0.426	A	0.437	A
136	Vermont Avenue & 6th Street	0.533	A	0.629	B
137	Alvarado Street & 6th Street	0.436	A	0.438	A
138	Western Avenue & Wilshire Boulevard	0.603	B	0.696	B
139	Normandie Avenue & Wilshire Boulevard	0.555	A	0.462	A
140	Vermont Avenue & Wilshire Boulevard	0.603	B	0.613	B
141	Alvarado Street & Wilshire Boulevard	0.411	A	0.419	A
142	Vermont Avenue & 8th Street	0.519	A	0.511	A
143	Alvarado Street & 8th Street	0.372	A	0.342	A
144	Western Avenue & Olympic Boulevard	0.507	A	0.519	A
145	Normandie Avenue & Olympic Boulevard	0.511	A	0.505	A
146	Vermont Avenue & Olympic Boulevard	0.874	D	0.640	B
147	Alvarado Street & Olympic Boulevard	0.617	B	0.581	A
148	Union Avenue & Olympic Boulevard	0.553	A	0.507	A
149	Western Avenue & Pico Boulevard	0.595	A	0.621	B
150	Normandie Avenue & Pico Boulevard	0.532	A	0.549	A
151	Vermont Avenue & Pico Boulevard	0.599	A	0.540	A
152	Alvarado Street & Pico Boulevard	0.612	B	0.640	B
153	Union Avenue & Pico Boulevard	0.597	A	0.563	A
154	Alvarado Street & Hoover Street	0.319	A	0.328	A
155	Western Avenue & Venice Boulevard	0.487	A	0.529	A
156	Normandie Avenue & Venice Boulevard	0.457	A	0.469	A
157	Vermont Avenue & Venice Boulevard	0.543	A	0.593	A
158	Hoover Street & Venice Boulevard	0.579	A	0.591	A
159	Western Avenue & Washington Boulevard	0.598	A	0.651	B
160	Normandie Avenue & Washington Boulevard	0.557	A	0.556	A
161	Vermont Avenue & Washington Boulevard	0.663	B	0.679	B
162	Hoover Street & Washington Boulevard	0.539	A	0.605	B
163	I-10 WB Ramps & 20th Street	0.565	A	0.531	A
164	Vermont Avenue & I-10 EB Ramps	0.745	C	0.688	B
165	Hoover Street & I-10 EB Ramps	0.636	B	0.570	A

Table 2.6.3 **Existing Intersection Level of Service** 12/30/2011
Saturday Day: Pre-Event Hour: (12:00-1:00 PM) &
Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Saturday Day			
		Pre-Event Hour (12:00-1:00 PM)		Post-Event Hour (4:30-5:30 PM)	
		V/C	LOS	V/C	LOS
166	Hill Street & 16th Street	0.221	A	0.152	A
167	Broadway & 16th Street	0.240	A	0.151	A
168	Main Street & 16th Street	0.265	A	0.137	A
169	Los Angeles Street & 16th Street	0.252	A	0.137	A
170	San Pedro Street & 16th Street	0.705	C	0.417	A
171	Central Avenue & 16th Street	0.555	A	0.386	A
172	Central Avenue & Washington Boulevard	0.527	A	0.341	A
173	Wilton Place & Wilshire Boulevard	0.515	A	0.600	A
174	Arlington Avenue & Olympic Boulevard	0.401	A	0.471	A
175	Arlington Avenue & Pico Boulevard	0.390	A	0.452	A
176	Arlington Avenue & Venice Boulevard	0.454	A	0.700	B
177	Arlington Avenue & Washington Boulevard	0.519	A	0.561	A

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Table 2.6.4 **Existing Intersection Level of Service** 12/30/2011
Weekday Evening: Pre-Event Hour: (4:30-5:30 PM) &
Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Intersection	Weekday Evening			
		Pre-Event Hour (4:30-5:30 PM)		Post-Event Hour (9:00-10:00 PM)	
		V/C	LOS	V/C	LOS
1	Georgia Street & Olympic Boulevard	0.349	A	0.155	A
2	Francisco Street & Olympic Boulevard	0.281	A	0.098	A
3	Figueroa Street & Olympic Boulevard	0.731	C	0.129	A
4	Flower Street & Olympic Boulevard	0.445	A	0.117	A
5	Grand Avenue & Olympic Boulevard	0.447	A	0.087	A
6	Olive Street & Olympic Boulevard	0.474	A	0.070	A
7	Hill Street & Olympic Boulevard	0.462	A	0.051	A
8	Broadway & Olympic Boulevard	0.406	A	0.064	A
9	Main Street & Olympic Boulevard	0.630	B	0.050	A
10	Los Angeles Street & Olympic Boulevard	0.367	A	0.042	A
11	Santee Street & Olympic Boulevard	0.289	A	0.013	A
12	Maple Avenue & Olympic Boulevard	0.334	A	0.025	A
13	Maple Avenue & 9th Street	0.407	A	0.041	A
14	San Pedro Street & 9th Street	0.530	A	0.053	A
15	LA Live Way & 11th Street	0.233	A	0.049	A
16	Figueroa Street & 11th Street	0.329	A	0.064	A
17	Flower Street & 11th Street	0.292	A	0.038	A
18	Grand Avenue & 11th Street	0.252	A	0.035	A
19	Olive Street & 11th Street	0.233	A	0.029	A
20	Figueroa Street & 12th Street	0.252	A	0.034	A
21	Flower Street & 12th Street	0.187	A	0.022	A
22	Grand Avenue & 12th Street	0.222	A	0.039	A
23	Olive Avenue & 12th Street	0.175	A	0.025	A
24	LA Live Way & Pico Boulevard	0.487	A	0.129	A
25	LA Live Way & Bond Street / I-10 & I-110 Off-Ramps	0.322	A	0.065	A
26	Figueroa Street & Pico Boulevard	0.607	B	0.073	A
27	Flower Street & Pico Boulevard	0.507	A	0.054	A
28	Grand Avenue & Pico Boulevard	0.422	A	0.051	A
29	Olive Street & Pico Boulevard	0.256	A	0.027	A
30	Hill Street & Pico Boulevard	0.425	A	0.027	A
31	Broadway & Pico Boulevard	0.453	A	0.128	A
32	Main Street & Pico Boulevard	0.554	A	0.040	A
33	Blaine Street & Olympic Boulevard	0.546	A	0.236	A
34	Blaine Street & SR-110 SB Off-Ramp	0.153	A	0.078	A
35	Blaine Street & 11th Street	0.736	C	0.301	A
36	Convention Center Drive/Georgia Street & Venice Boulevard	0.150	A	0.030	A
37	Figueroa Street & Venice Boulevard	0.717	C	0.070	A
38	Flower Street & Venice Boulevard	0.407	A	0.052	A
39	Grand Avenue & Venice Boulevard	0.377	A	0.043	A
40	Olive Street & Venice Boulevard	0.223	A	0.029	A
41	Grand Avenue & 17th Street	0.567	A	0.070	A

Table 2.6.4 **Existing Intersection Level of Service** 12/30/2011
Weekday Evening: Pre-Event Hour: (4:30-5:30 PM) &
Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Intersection	Weekday Evening			
		Pre-Event Hour (4:30-5:30 PM)		Post-Event Hour (9:00-10:00 PM)	
		V/C	LOS	V/C	LOS
42	Olive Street & 17th Street	0.359	A	0.073	A
43	Hill Street & 17th Street	0.517	A	0.048	A
44	Broadway & 17th Street	0.486	A	0.058	A
45	Main Street & 17th Street	0.471	A	0.052	A
46	Los Angeles Street & 17th Street	0.415	A	0.048	A
47	Flower Street & 18th Street	0.106	A	0.026	A
48	Grand Avenue & 18th Street	0.273	A	0.048	A
49	Olive Street & 18th Street	0.280	A	0.051	A
50	Hill Street & 18th Street	0.365	A	0.033	A
51	Broadway & 18th Street	0.393	A	0.049	A
52	Main Street & 18th Street	0.476	A	0.058	A
53	Los Angeles Street & 18th Street	0.545	A	0.085	A
54	Figueroa Street & Washington Boulevard	0.661	B	0.131	A
55	Flower Street & Washington Boulevard	0.470	A	0.063	A
56	Grand Avenue & Washington Boulevard	0.543	A	0.075	A
57	Olive Street & Washington Boulevard	0.367	A	0.068	A
58	Hill Street & Washington Boulevard	0.522	A	0.054	A
59	Broadway & Washington Boulevard	0.656	B	0.065	A
60	Main Street & Washington Boulevard	0.652	B	0.069	A
61	Los Angeles Street & Washington Boulevard	0.508	A	0.046	A
62	San Pedro Street & Washington Boulevard	0.649	B	0.119	A
63	Figueroa Street & Adams Boulevard	0.869	D	0.248	A
64	Flower Street & Adams Boulevard	0.671	B	0.209	A
65	I-110 NB Off-Ramps & Adams Boulevard	0.449	A	0.122	A
66	Grand Avenue & Adams Boulevard	0.497	A	0.070	A
67	Hill Street & Adams Boulevard	0.433	A	0.060	A
68	Broadway & Adams Boulevard	0.546	A	0.068	A
69	Main Street & Adams Boulevard	0.637	B	0.086	A
70	Flower Street & Jefferson Boulevard	0.362	A	0.120	A
71	Figueroa Street & Exposition Boulevard	0.625	B	0.277	A
72	Flower Street & 37th Street	0.398	A	0.175	A
73	Hope Street & 37th Street	0.471	A	0.158	A
74	Hill Street & 37th Street	0.251	A	0.019	A
75	Broadway & 37th Street	0.376	A	0.035	A
76	Figueroa Street & 39th Street	0.467	A	0.063	A
77	I-110 HOV Ramps & 39th Street	0.466	A	0.040	A
78	Figueroa Street & Martin Luther King Jr Boulevard	0.840	D	0.285	A
79	I-110 SB Ramps & Martin Luther King Jr Boulevard	0.725	C	0.415	A
80	I-110 NB Ramps & Martin Luther King Jr Boulevard	0.629	B	0.245	A
81	Georgia Street &9th Street	0.342	A	0.200	A

Table 2.6.4 **Existing Intersection Level of Service** 12/30/2011
Weekday Evening: Pre-Event Hour: (4:30-5:30 PM) &
Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Intersection	Weekday Evening			
		Pre-Event Hour (4:30-5:30 PM)		Post-Event Hour (9:00-10:00 PM)	
		V/C	LOS	V/C	LOS
82	Francisco Street & 9th Street	0.278	A	0.070	A
83	Figueroa Street & 9th Street	0.394	A	0.090	A
84	Flower Street & 9th Street	0.305	A	0.103	A
85	Broadway & 9th Street	0.320	A	0.052	A
86	Bixel Street & 8th Street	0.672	B	0.219	A
87	Francisco Street & 8th Street	0.375	A	0.094	A
88	Figueroa Street & 8th Street	0.686	B	0.111	A
89	Flower Street & 8th Street	0.394	A	0.105	A
90	Hill Street & 8th Street	0.380	A	0.046	A
91	Broadway & 8th Street	0.308	A	0.052	A
92	Bixel Street & Wilshire Boulevard	0.465	A	0.223	A
93	Figueroa Street & Wilshire Boulevard	0.986	E	0.265	A
94	Lucas Avenue & 6th Street	0.631	B	0.134	A
95	Bixel Street & 6th Street	0.585	A	0.147	A
96	Figueroa Street & 6th Street	0.720	C	0.126	A
97	Flower Street & 6th Street	0.315	A	0.099	A
98	Grand Avenue & 6th Street	0.326	A	0.084	A
99	Hill Street & 6th Street	0.381	A	0.083	A
100	Spring Street & 6th Street	0.238	A	0.089	A
101	Main Street & 6th Street	0.320	A	0.090	A
102	Figueroa Street & 5th Street	0.852	D	0.125	A
103	Grand Avenue & 5th Street	0.302	A	0.116	A
104	Olive Street & 5th Street	0.572	A	0.131	A
105	Hill Street & 5th Street	0.324	A	0.059	A
106	Spring Street & 5th Street	0.163	A	0.060	A
107	Main Street & 5th Street	0.223	A	0.064	A
108	Figueroa Street & 2nd Street	0.618	B	0.121	A
109	Beaudry Street & 1st Street	0.450	A	0.079	A
110	Hope Street & 1st Street	0.601	A	0.094	A
111	Grand Avenue & 1st Street	0.707	C	0.115	A
112	Olive Street & 1st Street	0.557	A	0.049	A
113	Hill Street & 1st Street	0.625	B	0.096	A
114	Spring Street & 1st Street	0.251	A	0.058	A
115	Main Street & 1st Street	0.502	A	0.059	A
116	Hope Street & Temple Street	0.705	C	0.127	A
117	Main Street & Aliso Street	0.334	A	0.068	A
118	Los Angeles Street & Aliso Street / US-101 SB On-Ramps	0.288	A	0.062	A
119	Grand Avenue & US-101 NB Ramps	0.642	B	0.328	A
120	Beaudry Avenue & Sunset Boulevard	0.961	E	0.436	A
121	Figueroa Street & Cesar Chavez Avenue	0.741	C	0.364	A
122	Grand Avenue & Cesar Chavez Avenue	0.705	C	0.332	A
123	Spring Street & Cesar Chavez Avenue	0.467	A	0.315	A

Table 2.6.4 **Existing Intersection Level of Service** 12/30/2011
Weekday Evening: Pre-Event Hour: (4:30-5:30 PM) &
Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Intersection	Weekday Evening			
		Pre-Event Hour (4:30-5:30 PM)		Post-Event Hour (9:00-10:00 PM)	
		V/C	LOS	V/C	LOS
124	Main Street & Cesar Chavez Avenue	0.641	B	0.177	A
125	Alameda Street & Cesar Chavez Avenue	0.736	C	0.294	A
126	Main Street & Alpine Street	0.486	A	0.071	A
127	Alameda Street & Alpine Street	0.138	A	0.039	A
128	Hill Street & Alpine Street	0.566	A	0.086	A
129	Hill Street & College Street	0.663	B	0.114	A
130	Sunset Boulevard & Elysian Park Avenue	0.753	C	0.497	A
131	Glendale Boulevard & Bellevue Avenue	0.725	C	0.225	A
132	Glendale Boulevard & Temple Street	0.983	E	0.322	A
133	Alvarado Street & US-101 WB Ramps	0.577	A	0.365	A
134	Alvarado Street & US-101 EB Ramps	0.544	A	0.459	A
135	Alvarado Street & Beverly Boulevard	0.560	A	0.257	A
136	Vermont Avenue & 6th Street	0.735	C	0.509	A
137	Alvarado Street & 6th Street	0.561	A	0.270	A
138	Western Avenue & Wilshire Boulevard	0.706	C	0.534	A
139	Normandie Avenue & Wilshire Boulevard	0.882	D	0.472	A
140	Vermont Avenue & Wilshire Boulevard	0.754	C	0.512	A
141	Alvarado Street & Wilshire Boulevard	0.565	A	0.261	A
142	Vermont Avenue & 8th Street	0.615	B	0.443	A
143	Alvarado Street & 8th Street	0.486	A	0.146	A
144	Western Avenue & Olympic Boulevard	0.887	D	0.498	A
145	Normandie Avenue & Olympic Boulevard	0.627	B	0.301	A
146	Vermont Avenue & Olympic Boulevard	0.805	D	0.525	A
147	Alvarado Street & Olympic Boulevard	0.728	C	0.260	A
148	Union Avenue & Olympic Boulevard	0.655	B	0.217	A
149	Western Avenue & Pico Boulevard	0.634	B	0.348	A
150	Normandie Avenue & Pico Boulevard	0.511	A	0.246	A
151	Vermont Avenue & Pico Boulevard	0.659	B	0.361	A
152	Alvarado Street & Pico Boulevard	0.650	B	0.214	A
153	Union Avenue & Pico Boulevard	0.669	B	0.189	A
154	Alvarado Street & Hoover Street	0.465	A	0.165	A
155	Western Avenue & Venice Boulevard	0.641	B	0.314	A
156	Normandie Avenue & Venice Boulevard	0.643	B	0.247	A
157	Vermont Avenue & Venice Boulevard	0.663	B	0.320	A
158	Hoover Street & Venice Boulevard	0.793	C	0.271	A
159	Western Avenue & Washington Boulevard	0.677	B	0.389	A
160	Normandie Avenue & Washington Boulevard	0.678	B	0.285	A
161	Vermont Avenue & Washington Boulevard	0.774	C	0.377	A
162	Hoover Street & Washington Boulevard	0.732	C	0.265	A
163	I-10 WB Ramps & 20th Street	0.584	A	0.258	A
164	Vermont Avenue & I-10 EB Ramps	0.654	B	0.454	A
165	Hoover Street & I-10 EB Ramps	0.664	B	0.395	A

Table 2.6.4 **Existing Intersection Level of Service** 12/30/2011
Weekday Evening: Pre-Event Hour: (4:30-5:30 PM) &
Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Intersection	Weekday Evening			
		Pre-Event Hour (4:30-5:30 PM)		Post-Event Hour (9:00-10:00 PM)	
		V/C	LOS	V/C	LOS
166	Hill Street & 16th Street	0.420	A	0.037	A
167	Broadway & 16th Street	0.372	A	0.043	A
168	Main Street & 16th Street	0.399	A	0.037	A
169	Los Angeles Street & 16th Street	0.347	A	0.029	A
170	San Pedro Street & 16th Street	0.701	C	0.095	A
171	Central Avenue & 16th Street	0.595	A	0.158	A
172	Central Avenue & Washington Boulevard	0.717	C	0.103	A
173	Wilton Place & Wilshire Boulevard	0.746	C	0.385	A
174	Arlington Avenue & Olympic Boulevard	0.631	B	0.261	A
175	Arlington Avenue & Pico Boulevard	0.600	A	0.205	A
176	Arlington Avenue & Venice Boulevard	0.849	D	0.274	A
177	Arlington Avenue & Washington Boulevard	0.667	B	0.320	A

2.7 Transit Service

The Project Site is located at the hub of the regional rail and bus transit system in the metropolitan Los Angeles area. There is thus an extensive amount of existing rail and bus transit service to the Project Area, with service provided by a number of local and regional operators.

The Project Area is currently served by a total of nine local and inter-city transit operators. Within a five to six block radius of the Project Site, Metro (Los Angeles County Metropolitan Transportation Authority) operates three rail lines and 42 bus lines; LADOT operates four local DASH routes and seven Commuter Express lines; and Foothill Transit, Orange County Transit Authority (OCTA), Montebello Bus Lines, Torrance Transit, and Santa Monica Transit together operate a total of 15 bus lines. Convenient transit connections are also available to/from Los Angeles Union Station which is the hub for the regional rail system in Southern California including the Metrolink commuter rail system and Amtrak train service.

Figure 2.7.1 shows the existing Los Angeles County Metro rail system serving downtown, while Figure 2.7.2 shows the regional Metrolink rail system serving Southern California and connecting to Union Station. Figure 2.7.3 shows transit routes in the Project Area. Table 2.7.1 lists the individual rail and bus lines serving the Project Area, and indicates the frequency of service (headways) during the key analysis times. Table 2.7.2 provides a summary of existing weekday headways for the key analysis time periods (weekday 4:30 pm – 5:30 pm and 9:00 pm – 10:00 pm, and weekend (12:00 pm – 1:00 pm and 4:30 pm – 5:30 pm), as well as the time of the last service from the nearest stop in the vicinity of the project.

Metro Rail Service

Metro operates three rail lines in the Project Area. The Metro Red Line and Purple Line serve the subway rail station at 7th Street Metro Center (with entrances at 7th Street & Figueroa Street, 7th Street and Flower Street, and 7th Street and Hope Street). The station is located four blocks north of, and within easy walking distance of, the Project Site via Figueroa Street, Flower Street and Hope Street. The Metro Red Line provides service from the San Fernando Valley, North Hollywood, Hollywood and Mid-Wilshire areas to downtown Los Angeles, and Union Station. The Purple Line provides service from Wilshire/Western in Koreatown and Mid-Wilshire to downtown Los Angeles and Union Station.

The Red and Purple rail lines connect at Union Station to the regional Metrolink commuter rail service (with lines to Santa Clarita/Palmdale in North Los Angeles County, to Orange County and Oceanside in San Diego County, to Riverside in Riverside County, to San Bernardino in San Bernardino County, and to Oxnard in Ventura County), as well as to Pasadena via the Metro Gold Line, and to East Los Angeles via the Metro Gold Line. The Red and Purple Lines also connect to the Metro Blue Line at 7th Street Metro Center.



10/25/11

Figure 2.7.1
Los Angeles County Rail Transit



10/25/11

Figure 2.7.2
Southern California Metrolink Service

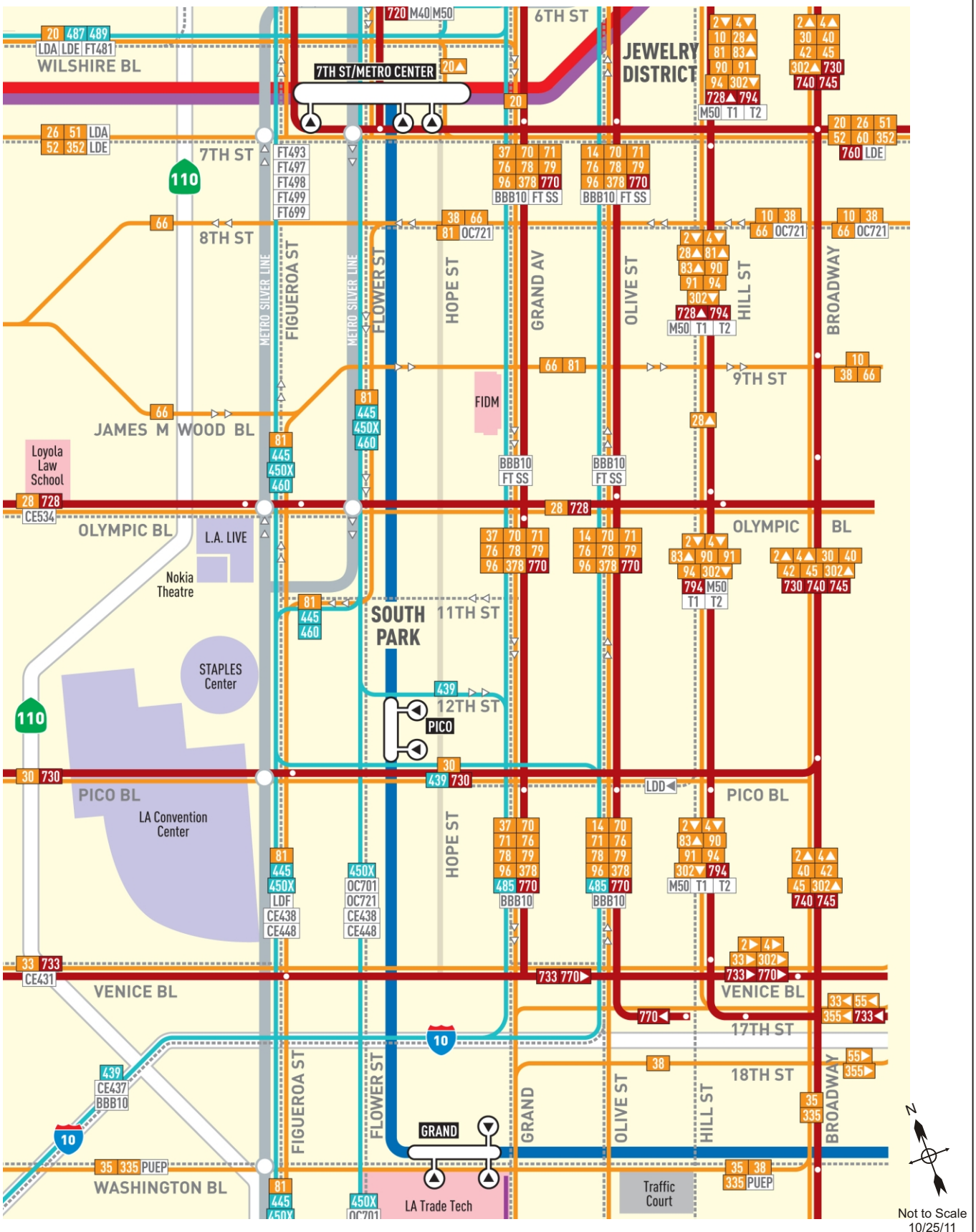


Figure 2.7.3
Transit Routes in the Project Area

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions

Table 2.7.1 Existing Public Transit Services - Routes and Headways

5/11/2011

Route	Description	Approximate Headway (minutes)					
		Weekday		Saturday		Sunday	
		Pre-Event (4:30-5:30PM) Inbound	Post-Event (9:00-10:00PM) Outbound	Pre-Event (12:00-1:00PM) Inbound	Post-Event (4:30-5:30PM) Outbound	Pre-Event (12:00-1:00PM) Inbound	Post-Event (4:30-5:30PM) Outbound
Rail Service							
Red Line	Union Station - North Hollywood	10 (1)	20 (1)	12 (1)	12 (1)	12 (1)	12 (1)
Purple Line	Union Station - Wilshire/Western	10 (1)	20 (1)	12 (1)	12 (1)	12 (1)	12 (1)
Blue Line	Long Beach Transit Mall - 7th Street/Metro Center	5-6	20	12-15	20	12-15	20
Metro Transitway							
910	Artesia Transit Center - Union Station - El Monte Bus Station	5-10	30-60	20	17-20	30	30
Metro Rapid							
728	Century City - Downtown LA	8-11	NS	NS	NS	NS	NS
730	Pico & Rimpau - Downtown LA	10-12	NS	NS	NS	NS	NS
733	Santa Monica - Culver City - Downtown LA	10-12	13-18	20	20	20	20
740	Redondo Beach - Hawthorne - Hyde Park - Downtown LA	10-13	NS	20	15-18	20	NS
745	Harbor Freeway Green Line Station - Downtown Los Angeles	6-11	NS	11-13	14-15	20	10-11
760	Artesia Blue Line Station - Huntington Park - Downtown LA	14-15	NS	20	20	23-26	24-26
770	El Monte - Monterey Park - Los Angeles	10-12	NS	20	20	NS	NS
794	Sylmar - Sun Valley - Burbank - Glendale - Downtown LA	13-15	NS	14-23	24-27	25	26-30
Metro Express							
439	LAX/Aviation Station - Downtown LA/Union Station	36-56	NS	60	60	60	60
445	San Pedro - Union Station	29-33	NS	60	60	60	60
450X	Artesia Transit Center – Downtown LA	15-20	NS	NS	NS	NS	NS
460	Anaheim - Buena Park - Norwalk - Downtown LA	27-32	27-42	15-25	15-29	27-29	30
485	Altadena – Pasadena - South Pasadena - Downtown LA	20-30	60	40-43	40-50	40-43	40-50
487/489	Downtown LA - Sierra Madre Villa Station - El Monte Station	9	60	60	60	60	60
Metro Local							
2/302	Pacific Palisades - Beverley Hills - Hollywood - Downtown LA	7-10	14-31	12-16	12-19	15-16	18-22
4	Santa Monica - West Los Angeles - Downtown LA	10-11	14-18	13-15	12-16	16-17	16
10	West Hollywood - Downtown LA	7-10	27-60	15-16	17-18	18	22-24
14	Beverly Hills - Downtown LA	14-16	60	15-16	14-20	18	19-23
20	Santa Monica - Beverley Hills - Downtown LA	7-10	17-25	15	15-16	15	15-16
26/51/52/352	Compton - Downtown LA - Los Angeles	4-6	29-30	5-7	6-8	10-11	9-10
28	Century City - Downtown Los Angeles	8-11	4-30	9	9-10	12	13-14
30	Pico/Rimpau – Downtown LA - Indiana Station	7-8	14-30	8-10	7-10	10	10-15
33	Santa Monica - Culver City - Downtown LA/Union Station	6-15	17-32	16-20	15-20	17-20	18-22
35/335	Downtown Los Angeles - Fairfax/Washington via Washington	11-13	20	13-15	15	20	20

Table 2.7.1 Existing Public Transit Services - Routes and Headways

5/11/2011

Route	Description	Approximate Headway (minutes)					
		Weekday		Saturday		Sunday	
		Pre-Event (4:30-5:30PM) Inbound	Post-Event (9:00-10:00PM) Outbound	Pre-Event (12:00-1:00PM) Inbound	Post-Event (4:30-5:30PM) Outbound	Pre-Event (12:00-1:00PM) Inbound	Post-Event (4:30-5:30PM) Outbound
37	Fairfax/Washington - Downtown LA	7-8	60	15-16	15-20	18	19-23
38	17th/Broadway - Fairfax/Washington	15	11-30	30	30	45	45
40	Redondo Beach - Hyde Park - Downtown LA/Union Station	8-11	19-30	8-12	10-16	11-12	12-15
42/42A	LAX - Baldwin Hills - Inglewood - Downtown LA/Union Station	15-18	60 (2)	30	28-30	60	60
45	Rosewood - Downtown LA - Lincoln Heights	6-8	33-36	9-11	10-15	12-17	10-23
55/355	Imperial/Wilmington Station - Watts - Downtown LA	5-12	60	12-13	14-20	18-20	20-42
60	Artesia Station - Lynwood - South Gate - Downtown LA	5-6	27-30	8-10	10-15	13-16	15-16
66	Wilshire Center - Korean Town - Downtown LA - Montebello	10	4-9	4-10	9-13	12-14	12-20
70	El Monte - Monterey Park - Downtown LA	12-15	20-25	16	16	12	13
71	Cal State LA Station - Downtown LA	32	NS	64-127	64-129	60	60
76	El Monte – Rosemead - Alhambra - Downtown LA	10-13	36	15	15-16	15-17	15-20
78/79/378	Arcadia - Alhambra - Downtown LA	1-10	60	12-15	12-16	10-16	60
81	Eagle Rock - Highland Park - Downtown LA - South Los Angeles	7-9	13-37	15	15	15	15
83	Eagle Rock - Highland Park - Downtown LA	12-15	60	20	18-21	20	20
90/91	Sunland - Glendale - Downtown LA	11-20	60	30-31	42-60	29-32	30-46
94	Sun Valley - Burbank - Glendale - Downtown LA	12-17	31-35	23-24	24-30	26	32-40
96	Sherman Oaks - Universal City - Burbank - Downtown LA	24-28	NS	30	28-31	45-55	45
LA DOT Commuter Express							
CE 409	Glendale - Montrose - Downtown LA	11-20	NS	NS	NS	NS	NS
CE 422	San Fernando Valley - Hollywood - Downtown LA	20	NS	NS	NS	NS	NS
CE 423	Thousand Oaks - Calabasas - Downtown LA	15	NS	NS	NS	NS	NS
CE 437	Culver City - Marina Del Rey - Downtown LA	15-30	NS	NS	NS	NS	NS
CE 438	Redondo Beach - El Segundo - Downtown LA	15	NS	NS	NS	NS	NS
CE 448	Rancho Palos Verdes - Harbor City - Downtown LA	15	NS	NS	NS	NS	NS
CE 534	West LA - Westwood - Downtown LA	20-30	NS	NS	NS	NS	NS
LADOT - DASH							
Dash A	Little Tokyo, City West	7	NS	NS	NS	NS	NS
Dash D	Union Station - South Park	5	NS	NS	NS	NS	NS
Dash E	City West - Fashion District	5	NS	6	6	10	10
Dash F	Financial District - Exposition Park - USC	10	NS	20	20	20	20
Foothill Transit							
FT 481	El Monte - Downtown LA	10-20	NS	NS	NS	NS	NS
FT 493	Diamond Bar - Rowland Heights - Downtown LA	10-15	NS	NS	NS	NS	NS
FT 497	Chino - Industry - Downtown LA	11-16	NS	NS	NS	NS	NS
FT 498	Azusa - West Covina - Downtown LA	6-8	NS	NS	NS	NS	NS
FT 499	San Dimas - Via Verde - Downtown LA	10-15	NS	NS	NS	NS	NS
FT 699	Montclair - Pomona - West Covina - El Monte - Downtown LA	10-14	NS	NS	NS	NS	NS
FT SS	Montclair - Downtown LA	10-20	30	30	30	30	30

Table 2.7.1 Existing Public Transit Services - Routes and Headways

5/11/2011

Route	Description	Approximate Headway (minutes)					
		Weekday		Saturday		Sunday	
		Pre-Event (4:30-5:30PM) Inbound	Post-Event (9:00-10:00PM) Outbound	Pre-Event (12:00-1:00PM) Inbound	Post-Event (4:30-5:30PM) Outbound	Pre-Event (12:00-1:00PM) Inbound	Post-Event (4:30-5:30PM) Outbound
OCTA							
OC 701	Huntington Beach - Downtown LA/Union Station	NS	NS	NS	NS	NS	NS
OC 721	Fullerton - Downtown LA	55	NS	NS	NS	NS	NS
Montebello Bus Lines							
M 50	Montebello to Downtown LA	30	50-55	60	60	NS	NS
Torrance Transit							
T1	Torrance - Carson - Gardena - Downtown LA/Union Station	30	NS	(3)	(3)	(3)	(3)
T2	Torrance - Gardena - Downtown LA/Union Station	60	NS	60	NS	NS	NS
Santa Monica Transit							
BBB 10	Santa Monica - Downtown Los LA - Union Station	15-25	NS	30	30-36	30-60	30-36
Antelope Valley Transit							
785	Lancaster - Palmdale - Los Angeles	25	NS	NS	NS	NS	NS
Santa Clarita Transit							
799	Santa Clarita - Downtown LA	15-20	NS	NS	NS	NS	NS

NS - No Service

[1] Individual headway are shown here. The combined headway for the section between Union Station to Wilshire/Vermont station are 5 minutes for Weekday 4:30 - 5:30 PM and 10 minutes for Weekday 9:00 - 10:00 PM; 4-8 minutes during Saturday and Sunday (12:00 - 1:00)

[2] Via Line 40

[3] Does not serve the Downtown area during weekends

Table 2.7.2 Summary of Public Transit Service Operations In Vicinity of Project Area

2/15/2012

Time of the Week	Time of Day	Train Service			MTA and LADOT DASH Service					Other Bus Operators		
		Red Line	Purple Line	Blue Line	Metro Rapid	Silver Line	Metro Express	Metro Bus Lines	DASH	Montebello Transit	Foothill Transit	Santa Monica Transit
Weekday	Afternoon (4:30 PM - 5:30 PM) Headway (minutes)	10	10	5-6	10-15	6	30	11 [8]	5-10	30	10-20	25-30
		5 [1]										
	Evening (9 PM - 10 PM) Headway (minutes)	20	20	20	No Service [6]	30 - 60	30 - 60 [7]	31 [8]	No Service	60	30	N/A
		10 [1]										
	Last Service (Primary Direction)	12:22 AM [2]	11:32 PM [2]	12:47 AM [4]	8:00 PM - 9:00 PM [6]	1:24 AM	8:09 PM - 12:12 AM [7]	24 Hr-Owl [9]	6:55 PM	10:20 PM	11:00PM	8:43 PM
	Last Service (Secondary Direction)	1:18 AM [3]	11:49 PM [3]	12:14 AM [5]	8:00 PM - 9:00 PM [6]	1:27 AM	10:22 PM - 1:10 AM [7]	24 Hr-Owl [9]	6:55 PM	10:07 PM	12:27PM	8:11 PM
Saturday	Midday (12 PM - 1 PM) Headway (minutes)	12	12	12-15	11-20	20	30-60	18 [8]	6-20 [10]	60	30	30
		4-8 [1]										
	Afternoon (4:30 PM - 5:30 PM) Headway (minutes)	12	12	20	20-30	20	40-60	18 [8]	6-20 [10]	60	30	30
		4-8 [1]										
	Last Service (Primary Direction)	12:22 AM [2]	11:32 PM [2]	12:47 AM [4]	7:30 PM - 8:00 PM [6]	1:24 AM	8:00 PM - 12:12 AM [7]	24 Hr-Owl [9]	4:40 - 4:45 PM [10]	10:50 PM	11:00PM	8:43 PM
	Last Service (Secondary Direction)	1:18 AM [3]	11:49 PM [3]	12:14 AM [5]	7:30 PM - 9:00 PM [6]	1:27 AM	10:19 PM - 1:07 AM [7]	24 Hr-Owl [9]	4:40 - 4:45 PM [10]	10:33 PM	12:30PM	7:54 PM
Sunday	Midday (12 PM - 1 PM) Headway (minutes)	12	12	12-15	20-26	30	40-60	21 [8]	10-20 [10]	N/A	30	30
		4-8 [1]										
	Afternoon (4:30 PM - 5:30 PM) Headway (minutes)	12	12	20	20-30	30	40-60	25 [8]	10-20 [10]	N/A	30	30
		4-8 [1]										
	Last Service (Primary Direction)	12:22 AM [2]	11:32 PM [2]	12:47 AM [4]	7:28 PM - 7:45 PM [6]	1:24 AM	8:00 PM - 12:12 AM [7]	24 Hr-Owl [9]	4:40 - 4:45 PM [10]	N/A	11:00PM	8:43 PM
	Last Service (Secondary Direction)	1:18 AM [3]	11:49 PM [3]	12:14 AM [5]	7:27 PM - 8:38 PM [6]	1:27 AM	10:26 PM - 1:07 AM [7]	24 Hr-Owl [9]	4:40 - 4:45 PM [10]	N/A	12:30PM	7:54 PM

1 Combined Headway of Red Line and Purple Line

2 Primary Direction for last service leaving 7th St./Metro Station is westbound direction

3 Secondary Direction for last service leaving 7th St./Metro Station is eastbound direction

4 Primary Direction for last service leaving Pico Station is southbound direction

5 Secondary Direction for last service leaving Pico Station is northbound direction

6 Only Rapid Transit Route 733 operates later than 9 PM in this area

7 Only Express Routes 439, 460 and 485 (3 Routes of the total 5 Routes) operate later than 9 PM in this area

8 Based on an average of 36 routes

9 21 of the 35 lines operate 24-hour Owl service. Only 4 of the 35 lines end service prior to 9 PM.

10 Only DASH E & F (2 Routes) operate during the weekends

As shown in Table 2.7.2, Metro's Red Line and Purple Lines run a combined frequency of every 5 minutes during the weekday afternoon peak, and every 10 minutes in the evenings, in both directions at 7th Street Metro Center. During the weekend daytime, these lines run a combined frequency of approximately every 4-8 minutes. On both weekdays and weekends, the last Red Line train from 7th Street Metro Center leaves at 12:22 am in the westbound direction and at 1:18 am in the eastbound direction. The last Purple Line train from 7th Street Metro Center leaves at 11:32 am in the westbound direction and at 11:49 am in the eastbound direction.

The Metro Blue line runs north-south between downtown Los Angeles and downtown Long Beach, connecting with the Metro Green Line (which operates between Norwalk and Redondo Beach) at the Imperial/Wilmington station,. The Metro Blue Line Pico Station is located one block east of the Project Site on Flower Street between 12th Street & Pico Street. The Metro Blue Line operates with a headway of approximately 5-6 minutes during the weekday afternoon peak period, and with an approximate 20 minute headway during the weekday evening period (9:00 pm – 10:00 pm). It operates at approximately 12-15 minute headways during Saturday and Sunday midday and afternoon periods. On all days, the last train from the Pico-Blue Line station to Long Beach (southbound) runs at 12:47 am, and the last train northbound to 7th Street Metro center runs at 12:14 am.

Metro Bus Service

Metro operates a total of 42 bus lines in the vicinity of the Project, as shown in Figure 2-19. Metro bus services operating in the study area include: The Metro Silver Line (runs from the Artesia Transit Center on the Harbor Freeway Transitway, through downtown, and via the El Monte Transitway to the El Monte Transit Center); nine Metro Rapid Service lines; eight Express Lines; and thirty-six Local Service lines (including some limited stop service).

The Metro Silver Line operates every 6 minutes on weekday afternoons, every 30-60 minutes on weekday evenings, every 20 minutes on Saturday midday/afternoons and every 30 minutes on Sunday midday/afternoons.

The Metro Rapid lines typically operate every 10-12 minutes on weekday afternoons. Only Line 733 operates later than 9:00 pm on weekdays. Weekend service operates on most Metro Rapid lines, at typical frequencies of about 20 minutes during the midday and afternoon periods.

The Metro Express Lines operate approximately every 30 minutes on average during weekday afternoons. About half the lines operate after 9:00 pm, at 45-60 minute headways. On weekends they operate on average every 30-60 minutes in the midday and afternoon periods.

The Metro Local lines operate at a wide range of headways, typically between 7 and 15 minutes during the weekday afternoon, and between 15 and 30 minutes on weekday evenings.

These lines operate on average at 15 to 25 minute headways on Saturday and Sunday midday/afternoons. Sixteen local lines serving the Project Area operate 24-hour "Owl" service.

LADOT – Commuter Express

LADOT operates four Commuter Express bus lines (CE 437, 438, 448 and 534) serving downtown Los Angeles in the Project Area. These lines operate during weekday peak periods but do not operate weekday evenings or during the weekends. During the weekday afternoon peak period, these line operate with approximate headways of 11-30 minutes.

LADOT - DASH

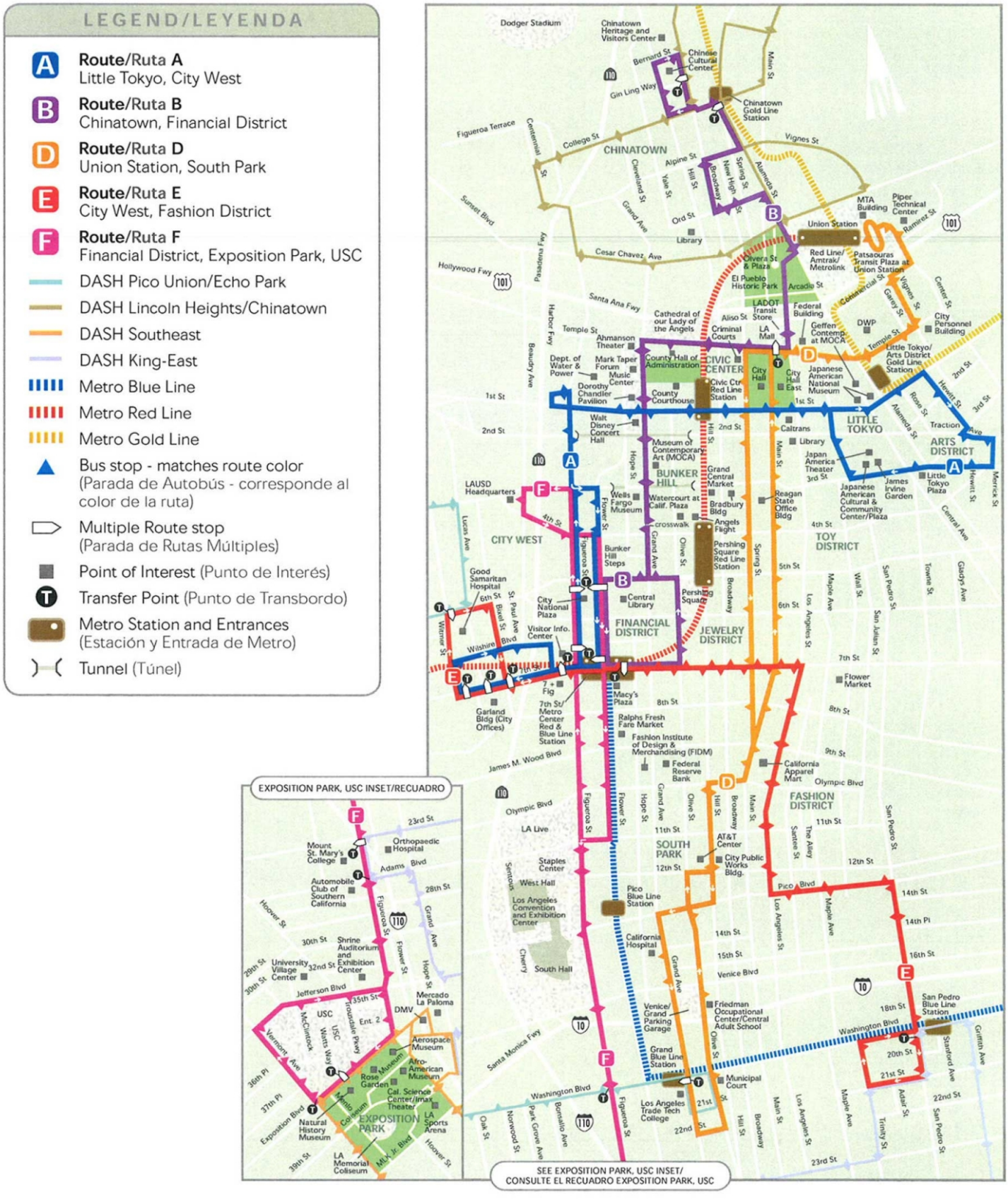
LADOT operates the Downtown Los Angeles DASH local bus circulator system, comprising a total of five routes, as shown in Figure 2.7.4. Four of these lines serve the Project area (DASH - A, D, E and F, as shown in more detail in Figure 2.7.5).

DASH Route A connects Little Tokyo in the Arts District with the Financial District and City West, and runs along 7th Street in the vicinity of the Project Site. DASH Route D connects Union Station to the Historic District and to South Park. It runs along Grand Avenue and Olive Street in the vicinity of the Project Site. DASH Route E connects City West to the Jewelry District and the Fashion District and the San Pedro Blue Line station on Washington Boulevard. DASH Route F connects the Financial District with USC along Figueroa Street. It runs on Figueroa Street and Flower Street adjacent to the Project Site.

The DASH service typically operates between 6:00 am and 6:55 pm on weekdays, and service runs at 5 to 10 minute headways during weekday afternoons. DASH Routes A and D do not operate at weekends. DASH Routes E and F operate 6 to 20 minute headways during the midday/afternoon at weekends.

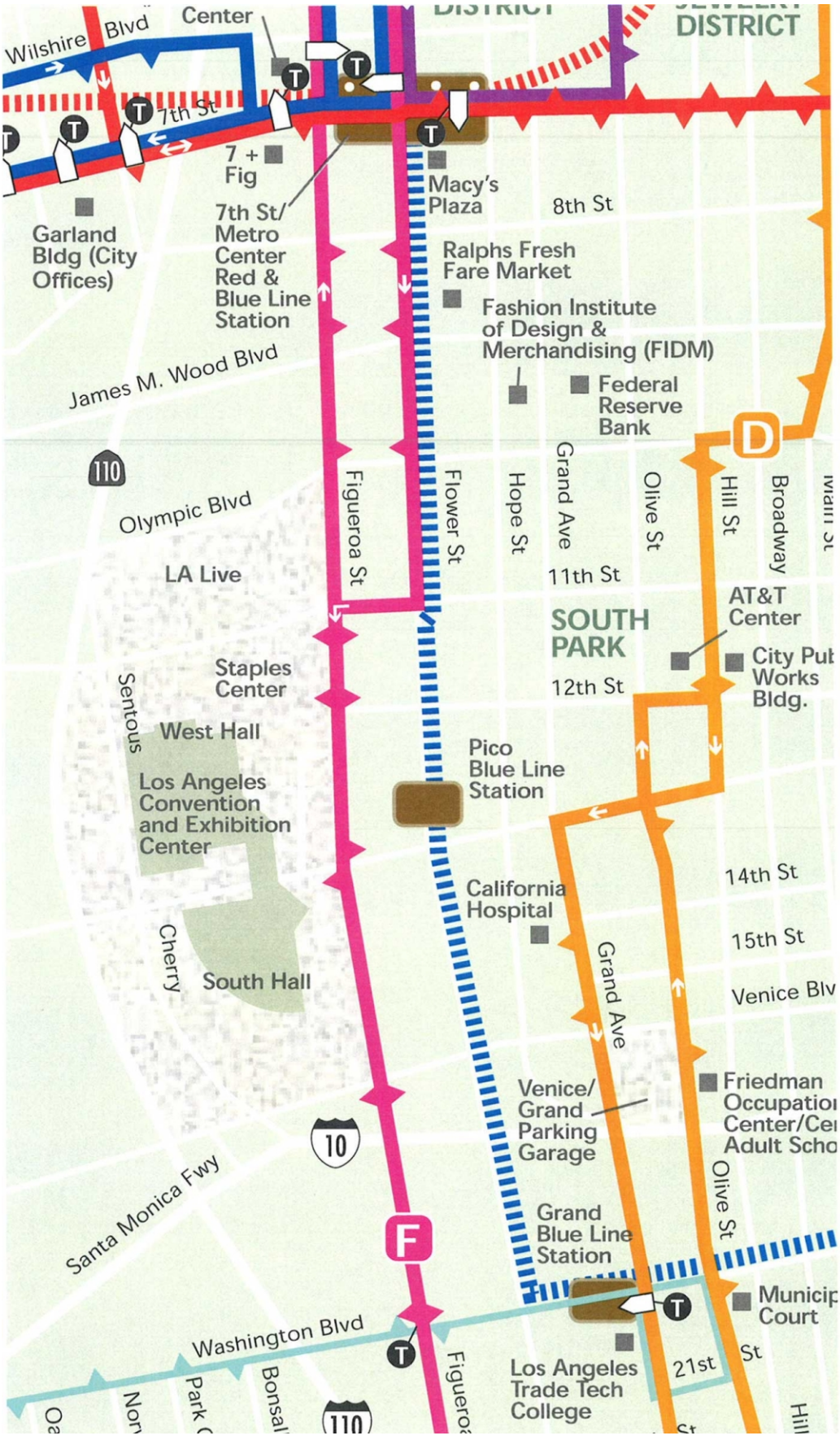
Foothill Transit

Foothill Transit operates seven lines (FT - 481, 493, 497, 498, 499, 699 and SS) through the downtown. These routes run from the San Bernardino Freeway through north downtown and terminate at 9th Street. In the vicinity of the Project Site buses run on Figueroa Street and Hope Street. The service operates with approximate 6-20 minute headways during the weekday afternoon peak period. Only line FT-SS operates in the weekday evening and during weekend midday/afternoons, with 30 minute headways during these periods.



10/25/11

Figure 2.7.4
Downtown DASH System



10/25/11

Figure 2.7.5
DASH Service in the Project Area

Orange County Transportation Authority (OCTA)

OCTA runs two lines (OC 701 and OC 721) through the Project Area. Line OC 701 runs between Huntington Beach and downtown Los Angeles, and Line OC 721 runs from Fullerton to downtown Los Angeles. These lines operate on a 50 minute headway in the weekday afternoon peak period, but do not operate on weekday evenings or on weekends. They operate on Figueroa Street and Flower Street in the vicinity of the Project Site.

Montebello Bus Lines

The City of Montebello operates one bus line (M 50) between Montebello and downtown Los Angeles on weekday and Saturdays, and runs on Hill Street in the vicinity of the Project Site. The service operates with 30 minute headways in the weekday afternoon peak period, with 50-55 minute headways on weekday evenings, and on 60 minute headways during Saturday midday/afternoon. This service does not operate on Sundays.

Torrance Transit

The City of Torrance operates two bus lines (T1 and T2) in the vicinity of the Project Site. Line T1 connects Del Amo Mall in the city of Torrance through Gardena and Carson to Union Station in downtown Los Angeles. Line T2 connects Del Amo Mall in the city of Torrance through Gardena to Union Station in downtown Los Angeles. These lines run on Olive Street and Hill Street in the vicinity of the Project. Line T1 and T2 buses run approximately every 30 minutes and 60 minutes, respectively during the weekday afternoon peak period. There is no weekday evening service. Line T2 operates on a 60 minute headway during the Saturday midday period. There is no service in the Saturday afternoon period or on Sunday.

Santa Monica Transit

Santa Monica Transit operates one Freeway Express line (Big Blue Bus (BBB) 10) that travels from Santa Monica to downtown Los Angeles and that provides service to the 7th Street/Metro Center Station and Union Station. This line travels along Grand Avenue and Olive Street in the vicinity of the Project. It operates with headways of 15-25 minutes during the weekday afternoon peak period, but does not operate on weekday evenings. During weekends it operates at 30-60 minutes headways during the midday/afternoon periods.

Antelope Valley Transit

Antelope Valley Transit Authority operates an express line (Route 785) that travels from Lancaster and Palmdale to downtown Los Angeles. This line provides service to Union Station and the 7th Street/Metro Center station. This service does not operate during weekends. It travels along Figueroa Street and 8th Street in the vicinity of the Project Site. Service is operated with headways of 25 minutes during the weekday PM peak hour.

Santa Clarita Transit

Santa Clarita Transit operates a weekday express line (Route 799) that travels from Valencia and Newhall to downtown Los Angeles. This line provides service to Union Station and the 7th Street/Metro Center station. This service does not operate during weekends. It travels along Figueroa Street and 8th Street in the vicinity of the Project Site. Service is operated with headways of 15-20 minutes during the weekday PM peak hour.

Summary of Transit Service on Major Streets in the Project Vicinity

Transit service on the major streets closest to the Project is summarized below.

Figueroa Street / Flower Street

The Metro Blue line travels north-south along Flower Street with the Pico Station located one block east of the Project. Figueroa Street and Flower Street, adjacent to the Project Site, carry a total of one Transitway Line (Silver Line 910), three Metro Express lines (445, 450X, 460), one Metro Local line (81), two LADOT Commuter Express lines (CE 438, CE 448), one Dash line (Dash F), five Foothill Transit lines (FT 493, FT 497, FT 498, FT 499, FT 699) and two OCTA lines (OC 701, OC 721), in the north-south directions.

Grand Avenue / Olive Street

Three to four blocks east of the Project Site, Grand Avenue and Olive Street carry one Metro Rapid line (770), one Metro Express line (485), ten Metro Bus lines (14, 37, 38, 70, 71, 76, 78/79/ 378, 96), one Foothill Transit line (FT Silver Streak) and one Santa Monica Transit line (BBB 10) in the north-south directions.

Olympic Boulevard

One block north of the Project Site, Olympic Boulevard carries one Metro Rapid line (728), one Metro Bus line (28) and one Commuter Express line (CE 534) in an east-west direction.

Pico Boulevard

Adjacent to the Project Site, Pico Boulevard carries one Metro Rapid (730), one Metro Express line (439), two Metro Bus lines (30, 96) and one LADOT Dash line (Dash D) in an east-west direction.

2.8 Parking

This section describes the existing parking supply in the area of the Project, as well as the existing utilization of the parking supply at the key event times.

A Parking Supply Area (PSA) was identified for study purposes that included the area bounded by 4th Street in the north, Broadway in the east, Adams Boulevard in the south, and the I-110/SR-110 Freeway to the west. This area lies within a 15- to 20-minute walking distance from the Project Site, which is considered a reasonable walking distance to the Project Site for a major event in the Event Center[1]. Within this area, an inventory was developed of off-street parking spaces. This included most parking facilities within this area, but excluded certain facilities that were identified to be either unavailable or unsuitable (e.g. private parking for residential uses, and parking garages which were considered unsuitable for potential Event Center Parking as they are currently not open to the public, may have difficult access/circulation for public event use, or were considered to be unlikely to open for event parking). The inventory is therefore considered to be conservative because it did not include every space in the Parking Supply Area. For all the parking facilities which were included in the inventory, either they are currently public garages or lots that are generally open or that open for events, or were contacted during the study and expressed a willingness to open up for event parking in the future. This is consistent with the way most parking facilities open up in the area today for parking during events at STAPLES Center, LA LIVE and the Convention Center. See also Section 4.5 in Chapter 4 and Section 5.1.3 in Chapter 5 for further discussion of parking supply area.

Within this Parking Supply Area, a sub-area was defined that is the Project Site that represents an "on-site" parking supply area of spaces currently owned by the Los Angeles Convention Center. This on-site area is bounded by Chick Hearn Court to the north, Figueroa Street to the east, Venice Boulevard to the south and the SR-110 Freeway to the east.

Off-Street Parking Supply

There are a total of 48,480 off-street parking spaces in the Parking Supply Area, illustrated by type in Table 2.8.1. Of these, 5,558 spaces are in the on-site area of to the Project Site and 42,922 spaces are in the off-site area.

On-Site Parking Supply

There are currently a total of 5,558 off-street parking spaces in the on-site area, as shown in Table 2.8.2. These are at the Los Angeles Convention Center (LACC). There are 5,275 spaces in four garages, the West Hall Garage, in the existing Cherry Street Garage, South Hall Garage and the Venice Garage, and a total of 283 spaces in two small surface lots. There are

[1] Based on a review of other NFL stadiums in similar downtown locations.

a total of 1,671 spaces in the South Hall Garage, including 418 spaces in a "flex area" known as Kentia Hall which is sometimes used as exhibit space instead of parking. In this case the total number of parking spaces is 5,140.

Table 2.8.1 Overall Parking Supply 5/16/11

Location	Type	Number of Spaces
On-Site	LACC	5,558
Off-Site	LA Live Garages	3,518
	Downtown Off-Street Garages	25,523
	Downtown Off-Street Surface Lots	13,881
	Subtotal	42,922
Total		48,480

Table 2.8.2 On-Site Parking Supply

Location	Type	Number of Spaces
LACC	LA Live Way (Cherry Street) Garage	858
	West Hall Garage	1,625
	Bond Street West Lot	180
	Bond Street East Lot	103
	South Hall Garage[1]	1,671
	Venice Garage	1,121
Total[1]		5,558

[1] 1,253 spaces in South Hall Garage, and 5,140 total spaces, when Kentia Hall is used as exhibit space instead of parking.

Off-Site Parking Supply

As shown in Table 2.8.1 there is currently a total of 42,922 parking spaces off-street in the off-site parking area. Of these, 29,041 spaces (about two-thirds) are in 41 off-street parking garages and 13,881 spaces are in 98 off-street surface lots. Included in this total are a total of 3,518 off-street parking spaces at LA LIVE in two garages, the Olympic West Garage and the Olympic East Garage[1].

Identification of Parking Zones

The Parking Supply Area is divided into a number of different geographic zones to represent key parking areas that can be identified in the parking supply, and to facilitate event parking. These parking zones will also be used in the Transportation Management Plan to direct event patrons to specific parking areas based on their geographic origin and identified specific access/egress routes, in order to minimize traffic conflicts (see more information in Chapter 4). These zones are shown in Figure 2.8.1. Also shown in Figure 2.8.1 are walk distance contours from the Project Site in five-minute intervals. See Section 4.5 in Chapter 4 for further discussion of these parking zones and the Parking Supply Area.

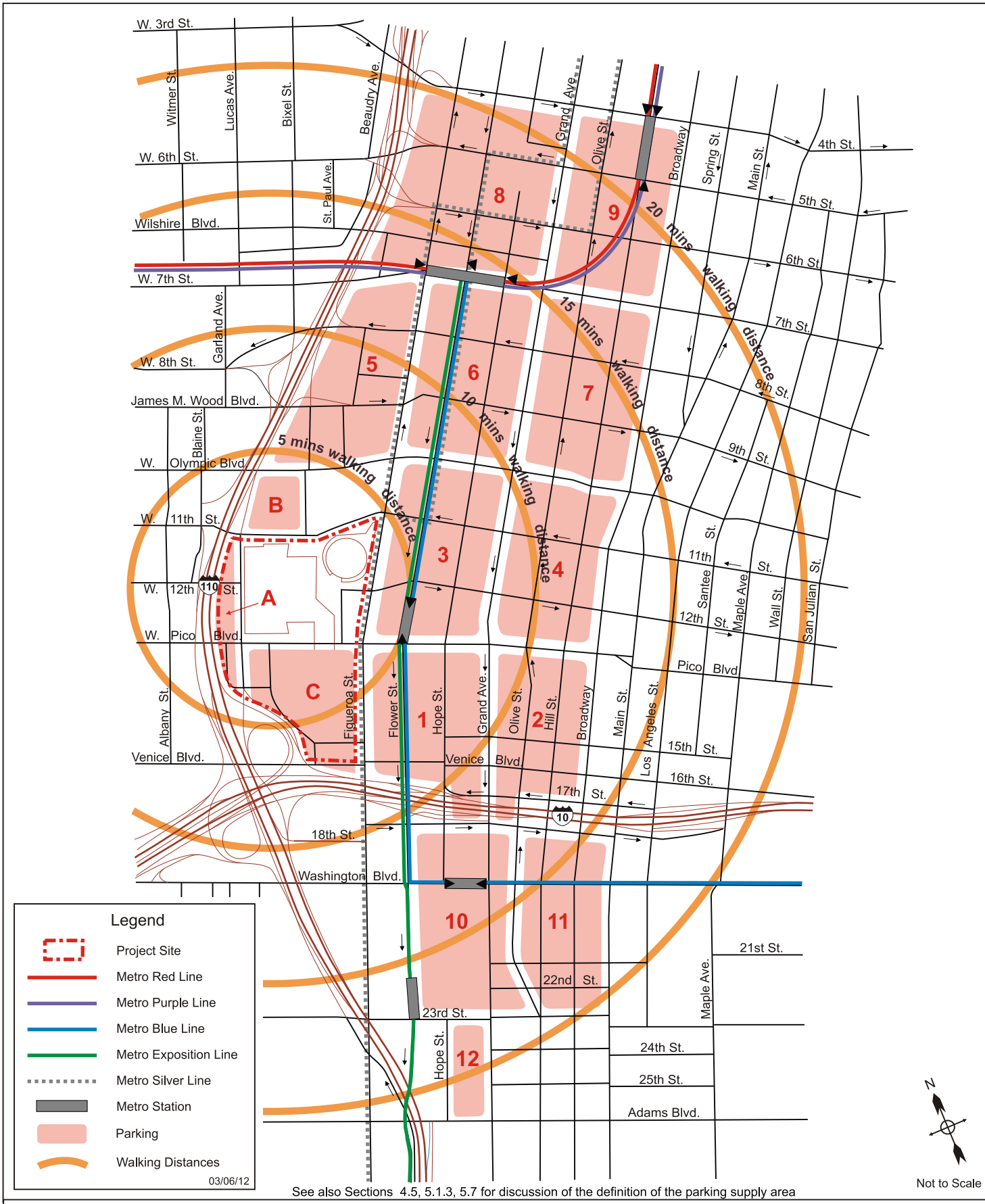
Table 2.8.3 shows the number of parking spaces within each of the 5-minute walk contours, by type of parking. A total of 16% of all off-street parking spaces are within the five-minute walk contour, 37% are within the 10-minute walk contour, and 79% are within the 15-minute walk contour.

Existing Off-Street Parking Occupancy

In order to determine the existing utilization of the parking supply, a series of parking occupancy surveys were undertaken of all parking spaces within the Parking Supply Area. These surveys were conducted on Thursday April 7, 2011, Saturday April 9, 2011 and Sunday April 10, 2011. These days were chosen as closest to representing the desired baseline existing condition (described earlier in Section 2.5). Parking occupancy data was collected for all off-street parking spaces in the Parking Supply Area for the following time periods: Weekday 2:30 pm to 5:30 pm, Saturday 10:00 am to 1:00 pm, and Sunday 10:00am to 1:00pm. These represent the three hours before each of the three key event scenarios being analyzed, when event attendees would be arriving and need to park.

For the Los Angeles Convention Center, parking occupancy surveys also were conducted on Saturday March 19, and Sunday March 20, 2011, as this was a weekend with a typically high attendance consumer show (also as discussed in Section 2.5).

[1] The Olympic North parcel of LA Live is not included as the current surface lot will be removed by future entitled development, and no public spaces are anticipated in the future development.



See also Sections 4.5, 5.1.3, 5.7 for discussion of the definition of the parking supply area

Figure 2.8.1
Parking Zones

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions

Table 2.8.3 Summary of Existing Parking Supply By Walk Distance 6/13/11

Location	Type	<5 Min Walk	>5 & <10 Min	>10 & <15 Min	>15 & <20 Min	Total
On-Site	LACC	3,936	1,622	0	0	5,558
Off-Site	LA Live	3,119	399	0	0	3,518
	Off-Street Garages	0	2,463	14,099	8,961	25,523
	Off-Street Surface	888	5,572	6,034	1,387	13,881
	Subtotal	4,007	8,434	20,133	10,348	42,922
Total		7,943	10,056	20,133	10,348	48,480
Percentage of Total Supply		16%	21%	42%	21%	100%

The key time for parking availability for an event at the Event Center is the pre-event hour, when the highest accumulation of event parking will occur. The results of the parking occupancy surveys are summarized in Table 2.8.4 for the Pre-Event Hour for a Sunday, Saturday and Weekday. More detailed summaries are provided in Appendix 2.

Sunday Parking Occupancy

As shown in Table 2.8.4, on a Sunday during the Pre-Event hour (12:00 – 1:00 pm), the 48,480 parking spaces in the Parking Supply Area were 16% occupied, leaving a total of 40,840 unoccupied parking spaces. Approximately 2,075 of these were on-site, and 38,765 were off-site. Of the off-site unoccupied spaces about 68% were in parking garages and the remaining 32% were in surface lots.

Saturday Parking Occupancy

As shown in Table 2.8.4, on a Saturday during the Pre-Event hour (12:00 – 1:00 pm), the 48,480 parking spaces in the Parking Supply Area were 22% occupied, leaving a total of 37,656 unoccupied parking spaces. Approximately 1,795 of these were on-site, and 35,861

were off-site. Of the off-site unoccupied spaces about 69% were in parking garages and the remaining 31% were in surface lots.

Table 2.8.4 Existing Parking Supply Utilization 10-25-11

	Sunday Pre-Event Hour (12:00 – 1:00pm)	Saturday Pre-Event Hour (12:00 – 1:00pm)	Weekday Pre-Event Hour (4:30 – 5:30 pm)
<u>On-Site</u>			
Total Spaces	5,558	5,558	5,558
Occupied Spaces	3,483	3,763	3,283
% Occupied	63%	68%	59%
Unoccupied Spaces	2,075	1,795	2,275
<u>Off-Site</u>			
Total Spaces	42,922	42,922	42,922
Occupied Spaces	4,157	7,061	17,775
% Occupied	10%	16%	41%
Unoccupied Spaces	38,765	35,861	25,147
<u>Total</u>			
Total Spaces	48,480	48,480	48,480
Occupied Spaces	7,640	10,824	21,058
% Occupied	16%	22%	43%
Unoccupied Spaces	40,840	37,656	27,422

Weekday Parking Occupancy

As shown in Table 2.8.4, on a Weekday Evening during the Pre-Event hour (4:30 – 5:30 pm), the 48,480 parking spaces in the Parking Supply Area were 43% occupied, leaving a total of 27,422 unoccupied parking spaces. Approximately 2,275 of these were on-site, and 25,147 were off-site. Of the off-site unoccupied spaces about 65% were in parking garages and the remaining 35% were in surface lots.

On-Street Parking

Parking Supply

There are a total of 1,531 on-street parking spaces in the area bounded by 7th street to the north, Broadway to the east, I-10 to the south, and SR-110 to the west. Most of the on-street parking is metered with time restrictions. Generally, on-street parking is often prohibited on weekdays during peak periods (typically 7:00 – 9:00 am and 3:00 – 7:00 pm) and allowed during off-peak periods with time restrictions of 1-2 hours. Most of the weekday parking prohibitions are related to the side of the street with the peak direction of traffic flow. On many streets there are no parking prohibitions on Saturday and Sunday. While time restrictions usually also apply on Saturday they often do not apply on Sunday when there are typically no time restrictions.

Parking Occupancy

Surveys of on-street parking occupancies were conducted for a weekday (Thursday, April 7 between 2:30 pm and 5:30 pm), and for a Saturday (April 9) and Sunday (April 10) between 10:00 am and 1:00 pm, these being the key times prior to the event scenarios being analyzed.

On a Sunday during the Pre-Event hour (12:00 – 1:00 pm), the parking spaces were 37% occupied, leaving a total of 957 unoccupied parking spaces. Typically, there are no parking prohibitions and few time restrictions on a Sunday.

On a Saturday during the Pre-Event hour (12:00 – 1:00 pm), the on-street parking spaces were 40% occupied, leaving a total of 924 unoccupied parking spaces. Typically there are few parking prohibitions and some time restrictions on a Saturday.

On a weekday during the Pre-Event hour (4:30 – 5:30 pm), the on-street parking spaces were 44% occupied, leaving a total of 860 unoccupied parking spaces. However, during the weekday evening peak period parking is prohibited on many streets so the unoccupied spaces were not necessarily available for parking.

The on-street parking supply is very small compared to the off-street supply. It is the intent of the Proposed Project that all off-site parking be accommodated in off-street parking. For this reason, and for purposes of preparing a conservative analysis, on-street parking was not included in the supply numbers for the parking analysis (see Chapter 5).

2.9 Pedestrian Circulation

Pedestrian facilities in the area of the Project Site comprise mainly street sidewalks, although there are also a number of off-street pedestrian plazas that also provide for pedestrian gathering and for circulation.

Sidewalks currently exist on all public streets in the Project Area and in the Downtown Area. Current sidewalk conditions in the Project Area vary with respect to both sidewalk width and streetscape conditions. Sidewalks on many of the streets in the Downtown conform to the City standards (Standard Plan S-470-0) which are 12-feet wide for Major Highways, 10-feet wide for Secondary Highways, and 10-feet wide for Collectors Streets. Some sidewalks in Downtown are wider through private easements.

In the Project Area, some sidewalks are in the 15 – 23 feet range of total width, as a result of improvements constructed for STAPLES Center and LA LIVE. For example, some sidewalk sections on Figueroa Street and Olympic Boulevard adjacent to LA LIVE are 23 feet in total width (including a 15-foot public sidewalks and an 8-foot easement). In many cases however, the effective sidewalk width available for pedestrians is less than the total width (e.g. where there is sidewalk restaurant seating). In other locations where sidewalks have not been improved they are narrower and in some places are 10 feet. The Los Angeles Sports and Entertainment District (LASED) Streetscape Plan[1] provides guidelines and standards for improvements in the public right-of-way within the Los Angeles Sports and Entertainment District and along Figueroa Street from 7th Street to Venice Boulevard. The Downtown Street Standards, adopted in April 2009, also provide specific guidance on street designations and configurations in the Downtown area[2] (in the LASED Area the LASED Streetscape Plan takes priority over the Downtown Street Standards).

All intersections in the Project Area and in the adjacent Downtown Area are signalized, with pedestrian crosswalks and signals, providing for the safe and controlled crossing by pedestrians of the downtown streets.

There are some off-street areas in the Project Area that provide open space and pedestrian circulation. These include (see Figure 2.2.2): NOKIA Plaza at LA Live (on Chick Hearn Court between Figueroa Street and LA Live) and STAPLES Plaza (on Chick Hearn Court outside STAPLES Center and opposite NOKIA Plaza); the LA Live Paseo in LA Live between Figueroa Street and NOKIA Plaza; Gilbert Lindsay Plaza in front to the Convention Center West Hall at the northwest corner of Figueroa Street & Pico Boulevard; the passageway between STAPLES Center and the Convention Center West Hall connecting Chick Hearn Court at Georgia Street to Gilbert Lindsay Plaza. There are times when Chick

[1] Los Angeles Sports and Entertainment District Streetscape Plan, 2003, City of Los Angeles.
[2] Downtown Street Standards, City of Los Angeles, Adopted by City Council April 24, 2009.

Hearn Court is closed to vehicular traffic as allowed under the LASED Specific Plan. At such times, Chick Hearn Court also provides pedestrian circulation.

Current pedestrian circulation activity is focused on LA Live, STAPLES Center, and the Convention Center (West and South Halls), with the principal pedestrian activity occurring on the west side of Figueroa Street throughout the Project Area, on Chick Hearn Court/11th Street, and on Olympic Boulevard. Pedestrian circulation is described in more detail in Chapter 4 – Project Description and Transportation Characteristics, and pedestrian circulation is analyzed in Chapter 5.

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3. Future Conditions Without the Project

3.1 Introduction

In order to evaluate the potential traffic impacts of the Proposed Project, it was necessary to first estimate and then analyze future traffic conditions without the Project. The Proposed Project is expected to be completed by the fall of 2016, but the year selected for the analysis was 2017 to be conservative. This chapter describes the preparation of traffic forecasts for the year 2017 and the analysis of transportation conditions for that year without the Proposed Project.

The future traffic forecasts represent the growth in traffic projected to occur between 2011 and 2017, and were estimated by predicting two separate components of traffic growth in the study area.

The first component of future growth in traffic volumes relates to specific development projects in the study area that are reasonably expected to occur by the future analysis horizon year of 2017 and that may generate traffic on study area streets during the same time periods as the Project. These are projects that are reasonably foreseeable because they are (a) currently under formal planning consideration, (b) approved, or (c) currently under construction.

The second component of future traffic growth represents ambient growth, that is a general growth in traffic volumes due to other potential minor new developments in the study area, and regional growth and development outside of the study area.

3.2 Future Traffic Forecasts Without the Project

Related (Cumulative) Projects List

A list of proposed development projects (the related projects) in the area of the Proposed Project that could affect traffic conditions in the Project Area by adding traffic volumes to study area intersections was prepared based on information obtained from the City of Los Angeles Department of Transportation; the City of Los Angeles Planning Department; the Community Redevelopment Agency; various other studies, reports, and websites; and field observations. A total of 133 potential related (cumulative) development projects were identified for inclusion in this study. As defined earlier, these related projects are in some stage of the approval/entitlement process, ranging from projects that are under construction to projects that have been approved but not yet constructed, to projects that are currently

proceeding through the planning process. These related projects are listed in Table 3.2.1, which identifies the name and location of each project, along with the types of land uses. The locations of the related projects are shown in Figure 3.1.1. It should be noted that some of the related projects may not actually be built out by 2017, or may be approved and built at reduced densities. To provide a conservative (worst case) forecast, the future baseline forecast assumes that all of the related projects are fully built out by 2017.

Related Projects Trip Generation

Trip generation estimates for the related projects were prepared, and are also shown in Table 3.2.2. These were generally obtained from the City of Los Angeles Department of Transportation (LADOT) list of related projects, or from environmental and/or traffic studies for other individual projects. Where the information was not available from these sources, the trip generation was estimated using trip rates in *Trip Generation – 8th Edition (Institute of Transportation Engineers, 2008).* The information available for the weekday PM peak hour was used to represent the Weekday Evening Pre-Event Hour (4:30 – 5:30pm). Typically, trip generation information was not available from the LADOT list or from other studies for the other five time periods being analyzed. For these time periods, trip generation was estimated based on a methodology approved by LADOT, which included using trip rates in *Trip Generation – 8th Edition*, using reasonable assumptions and interpretations and professional judgment. This generally involved estimating the percent of daily trips that would occur in the specific analysis hour, or by using the trip rate for the "peak hour of generator"[1]. The trip rates used in the analysis are presented in Appendix 3.

As shown in Table 3.2.2, the related projects would generate the following total vehicle trips in each of the analysis hours:

- 205,731 daily Sunday vehicle trips
- 20,870 vehicle trips in the Sunday Day: Pre-Event Hour: (12:00 – 1:00pm)
- 21,344 vehicle trips in the Sunday Day: Post-Event Hour: (4:30 – 5:30pm)

- 288,200 daily Saturday vehicle trips
- 27,875 vehicle trips in the Saturday Day: Pre-Event Hour: (12:00 – 1:00pm)
- 27,899 vehicle trips in the Saturday Day: Post-Event Hour: (4:30 – 5:30pm)

[1]ITE trip rates are usually provided for the peak hour of street traffic (a.m. and p.m. peak hour), and the "peak hour of generator" – i.e. the hour of highest trip generation for the land use. For the Saturday and Sunday analysis time periods, this peak hour of generator trip rate was used when considered to appropriately represent the analysis time period, though in some cases may result in a conservatively high estimate. In cases where it was considered that the peak hour of generator rate was not applicable, the trip rate for the analysis time period was based on estimates using similar or comparable land uses, or by estimating the percent of daily trips that would occur in the analysis time period and based on professional judgment from available data from other time periods.

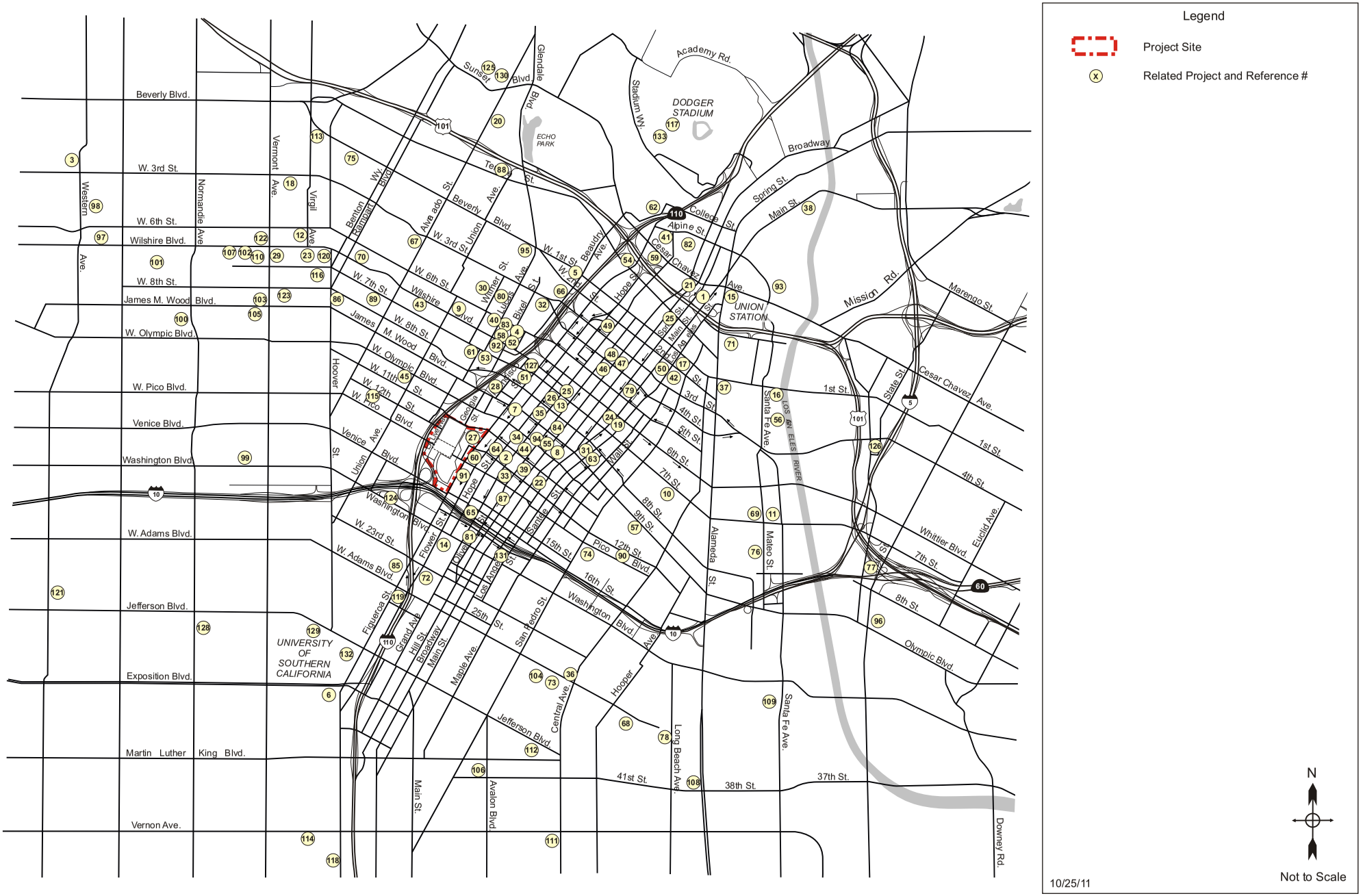

Legend
Project Site
Related Project and Reference #
10/25/11
Not to Scale
N
DODGER STADIUM
ECHO PARK
UNION STATION
UNIVERSITY OF SOUTHERN CALIFORNIA
Beverly Blvd.
W. 3rd St.
W. 6th St.
Wilshire Blvd.
W. 8th St.
James M. Wood Blvd.
W. Olympic Blvd.
W. Pico Blvd.
Venice Blvd.
Washington Blvd.
W. Adams Blvd.
Jefferson Blvd.
Exposition Blvd.
Martin Luther King Blvd.
Vernon Ave.
Academy Rd.
Broadway
Spring St.
Main St.
Mission Rd.
Marengo St.
1st St.
Cesar Chavez Ave.
4th St.
Whittier Blvd.
Eucild Ave.
7th St.
8th St.
Olympic Blvd.
Downey Rd.
Alameda St.
Mateo St.
Santa Fe Ave.
Hooper Ave.
Long Beach Ave.
Avalon Blvd.
Central Ave.
Main St.
Maple Ave.
San Pedro St.
Grand Ave.
Hill St.
Broadway
Figueroa St.
Flower St.
Hope St.
Olive St.
Los Angeles St.
Georgia St.
Union Ave.
Vermont Ave.
Normandie Ave.
Western Ave.
Virgil Ave.
Hoover St.
Benton Rampart
Alvarado St.
Beverly Blvd.
Wilshire Blvd.
Glendale Blvd.
Sunset Blvd.
Stadium Wy.
Alpine St.
College St.
Cesar Chavez Ave.
Beaudry Ave.
Bixel St.
Lucas Ave.
Witmer St.
Grand Ave.
Olive St.
Hope St.
Flower St.
Figueroa St.
Main St.
Los Angeles St.
Broadway
Spring St.
Santa Fe Ave.
Alameda St.
Mateo St.
Long Beach Ave.
Avalon Blvd.
Central Ave.
Hooper Ave.
San Pedro St.
Maple Ave.
Main

Table 3.2.1 Related Project List

7/13/2011

#	Project Name - EAF # / DOT Case #	Location / Address	Project Description	
1	Plaza de Cultura Y Artes	501 N. Main Street	32,000 s.f	Community Bldg.
			25,000 s.f	Performing Arts
			14,100 s.f	Plaza House
			23,700 s.f	Educational Center and Museum
2	Mixed-Use	1301 S. Olive Street (Olive / 11th)	105 D.U	Condominiums
	ENV 2005-1049		4,500 s.f	Retail
3	Western Galleria Market	100 N Western Ave	30,000 s.f	Supermarket
	2010-CEN-5311		98 DU	Apartments
4	Piero II (Lorenzo Res Development)	1076 W. 6th	600 D.U	Apartments
	2004-CEN-1382		20,000 s.f	Retail
5	LAUSD CLAHS #11 HRD/PDC	1200 W Colton St.	25,500 s.f	Office
	2008-CEN-4648		350 seats	Conference Center
6	Chevron/Icon Plaza Mixed-Use	Figueroa St / Exposition Bl	18,000 s.f.	Shopping Center
			56 DU	Apartment
7	Concerto Tower	900 S. Figueroa St.	629 D.U	Condominiums
	2005-CEN-1989		27,000 s.f	Retail
8	Restaurant & Bar	220 W 9th St	23,000 s.f	Restaurant/Bar
	EAF2010-2899; 2011-CEN-5626			
9	New Medical Office Building (Good Samaritan Hospital) ENV2009-0884EA	Wilshire Blvd/Witmer St.	150,000 s.f	Imaging center, pharmacy, surgical suites, and physician offices
10	Ford Apartments	1000-1002 E. 7th St, Los Angeles, CA 90021	150 DU	Affordable Housing
			1 DU	Managers Unit
11	AMP Lofts	695 S Santa Fe Ave, Los Angeles, CA		Affordable Housing, Apartments, lofts, Mixed-Use, retail,
12	Hotel, condo hotel, Condominiums, retail & restaurant	2968 W 6th (6th/Virgil Ave.)	80 Rooms	Hotel
	2007-CEN-4046		112 D.U	Condo Hotel
			165 D.U	Condominiums
			7,500 s.f	Retail
			13,000 s.f	Restaurant

Table 3.2.1 Related Project List

7/13/2011

#	Project Name - EAF # / DOT Case #	Location / Address	Project Description	
13	8th & Grand Mixed-Use Project	W. 8th St (North of 8th St. between Grand and Olive)	875 D.U	Condominiums
	2005-CEN-2528		34,061 s.f	Retail
			10,000 s.f	Restaurants
14	L.A Trade Tech College	400 Washington Blvd. (Washington Blvd. / Flower St.)		5-year Master Plan Project
	2003-CEN-0179			
15	Alameda District Plan	Alameda St. / Los Angeles St.	8,200,000 s.f	Office
			750 Rooms	Hotel
			300 D.U	Apartments
			250,000 s.f	Retail
			70,000 s.f	Museum
16	Megatoys Residences (SCI-Arc Lot)	905 E. 2nd St (West of SCI-Arc at Santa Fe Avenue)	320 D.U	Condominiums
	2006-CEN-3546		18,716 s.f.	Retail
17	Prop Q & F Public Safety Civic Ctr Facility Plan	Los Angeles St. / Temple St.	179,000 s.f.	Jail
	2005-CEN-1959		30,000 s.f. 210 spaces	Government Building Parking Structure
18	Almond Tree Village [7]	3400 W. 3rd (3rd/Juanita Ave.)	147 D.U	Condominiums
	2007-CEN-4178		261 D.U	Senior Housing
			20,000 s.f	Retail
			60,000 s.f	Recreation Center
			300 Stalls	Aiso St. Parking Facility
19	Mixed-Use Development (Pacific Electric Building)	610 S. Main St.	13,921 s.f	Restaurants
	ENV2005-7019; 2005-CEN-2780		726 s.f	Retail
			726 s.f	Pool / Event
20	LAUSD - Cen Reg Elem School #14	Alvarado St. North-West Corner of Alvarado St./Santa Ynez St.	875 Students	Elementary school
	2007-CEN-4179			
21	Chinatown Gateway Project	Cesar Chavez Ave. / Broadway	280 D.U	Apartments
	2005-CEN-2348		22,000 s.f	Retail

Table 3.2.1 Related Project List

7/13/2011

#	Project Name - EAF # / DOT Case #	Location / Address	Project Description	
22	Mixed-Use (Herald Examiner)	146 W 11th (11th St. / Broadway)	20 D.U	Apartments
	2005-CEN-1907		32,670 s.f	Office
			37,600 s.f	Retail
			565 D.U	Condominiums
23	Mixed-use development	3033 W. Wilshire (Wilshire/Virgil Ave.)	190 D.U	Live/Work condominiums
			5,540 s.f	Retail
24	Mixed-Use (Restaurant, retail, and health club)	101 - 131 E. 6th Street	11,018 s.f	Restaurant
	ENV2005-7017MN; 2005-CEN-2659		8,927 s.f	Retail
			5,066 s.f	Health Club
25	Hall of Justice	211 W Temple Street (Temple Street / Spring St.)	30 Empls.	Net increase in number of employees from 1630 to 1660
	2004-CEN-1011		1,000 Space	Parking Structure
26	Quality Restaurant & Bar	515 W. 7th St. (7th St. / Olive St.)	8,891 s.f.	Quality Restaurant
	EAF 2003-9193		7,668 s.f	Bar
27	LAED Entertainment District	Figueroa St. / 11th St.	1,200 Rooms	Hotel
			3,600 Seats	Cinema
			7,000 Seats	Theater
			345,000 s.f	Restaurants
			498,000 s.f	Retail
			165,000 s.f	Office
			800 D.U	Apartments
28	Metropolis Mixed-Use	851 S. Francisco St. (8th St. / Francisco St.)	480 Rooms	Hotel
	2005-CEN-2260		836 D.U	Condominiums
			988,225 s.f	Office
			46,000 s.f	Retail
29	Wilshire Center Project	3150 W. Wilshire Bl (Wilshire/Vermont Ave.)	442 D.U	Condominiums
	VTT66283; 2009-CEN-2883		42,000 s.f	Retail
			8,900 s.f	Restaurant
30	Condominiums	456 S. Witmer (Witmer/5th)	39 D.U	Condominiums
	ENV2006-3294MN			
31	Mixed-use Development	745 S. Spring (Spring/8th St.)	247 D.U	Condominiums
	2006-CEN-3596		10,675 s.f	Retail

Table 3.2.1 Related Project List

7/13/2011

#	Project Name - EAF # / DOT Case #	Location / Address	Project Description	
32	Mixed-Use	1234 W. 3rd Street	363 D.U	Apartments
	ENV2005-7219MN; 2005-CEN-2537	(3rd / Bixel St)	7,740 s.f	Retail
33	Mixed-use residential, retail and restaurant	1150 S. Grand Ave. (Grand/12th)	351 D.U	Condominiums
	2006-CEN-3912		125,000 s.f	Retail
			125,000 s.f	Restaurant
34	Mixed-Use	1050 S. Grand Ave (Grand Ave. / 11th St.)	151 DU	Condominiums
	ENV2008-4679EA; 2008-CEN-4802		3,472 s.f	Retail
			2,200 s.f	Restaurant
35	Mixed-use Residential, Retail and Restaurant	609 W. 8th (8th/Grand /Hope Project)	225 D.U	Condominiums
	2007-CEN-3970		200 Rooms	Hotel
			30,000 s.f	Retail
			32,000 s.f	Restaurant
36	Apartment & Shopping Center	1011 Adams Boulevard	80 DU	Apartment
			17,372 s.f.	Shopping Center
37	Bar / Lounge	701 E 3rd Street	8,770 s.f	Bar / Lounge
	ENV 2005-0366			
38	Chinatown Condominiums	1101 Main St. (Main / Rondout)	300 D.U	Condominiums
	2006-CEN-3305			
39	Mixed-Use Residential and Retail	1115 S. Hill St. (Hill/11th)	172 D.U	Condominiums
	2007-CEN-3969		6,850 s.f	Retail
40	Residential Project	1311 W. 5th Street	80 D.U	Condominiums
	ENV 2005-2156; 2005-CEN-1958			
41	Supermarket & Retail	500 N Bunker Hill Ave.	17,000 s.f	Supermarket
	ENV 2005-1943		4,200 s.f	Retail
42	Little Tokyo Block 8 Project	200 S. Los Angeles St. (Los Angeles / 2nd St)	570 D.U	Condominiums
	2005-CEN-1993		280 D.U	Apartments
			50,000 s.f	Retail
43	Mixed-Use Residential and Retail	1901 W. 7th St. (7th/Bonnie Brae St.)	90 D.U	Ph 1 - Apartments
	VTT-69213; 2006-CEN-3839		15,500 s.f	Ph 1 - Retail
			82 D.U	Ph 2 - Apartments
			17,300 s.f	Ph 2 - Retail

Table 3.2.1 Related Project List

7/13/2011

#	Project Name - EAF # / DOT Case #	Location / Address	Project Description	
44	YWCA Jobs Corps Campus - Nonprofit Community	1020 S. Olive St	200 rooms	Residential
			43,375 s.f	Office
			6,900 s.f	Classes?
			6,175 s.f	Clinic
45	Gas Station with Mini-Market	1600 W. Olympic Blvd (Olympic/Union Ave.)	2,044 s.f	Demolish existing 2,044 s.f service station with mini-market
	ENV2007-0119EA; 2007-CEN-4567		2,046 s.f	Reconstruct 2,046 s.f gas station (8 VFP) with canopy & mini-market with 25 parking spaces
46	Park/Fifth Project	501 S. Olive St. (Olive/5th)	900 D.U	Condominiums
	2006-CEN-3234		19,000 s.f	Retail
			19,200 s.f	Restaurant
47	Kawada Tower	240 S. Hill St. (Hill / 3rd)	330 D.U	Condominiums
	2008-CEN-4803		12,000 s.f	Retail
48	Bunker Hill Design & Development Program EIR - Parcel Y	Block bounded by 3rd St., Olive St., Hill St., & 4th St.	960,000 s.f	Office
			100,000 s.f	Retail
49	Grand Avenue Project	Parcel Q and Parcel W - Bounded by 1st Street, Grand Avenue, Hill Street, & Upper Parcel L/M-2 - Bounded by GTK Way, Hope Street, & Upper 2nd Street	1,648 D.U	Condominiums
	2006-CEN-3022		412 D.U	Apartments
			681,000 s.f	County Office Building
			449,000 s.f	Retail / Restaurant / Supermarket / Health Club
			275 Rooms	Hotel
50	Condominiums	221 S. Los Angeles St.	300 D.U	Condominiums
	ENV2005-8446, 2006-CEN-3110	(Los Angeles St./2nd St.)	3,400 s.f	Retail
51	City Corp Plaza Phase III	755 S Figueroa St. (7th/Figueroa St.)	792,000 s.f	Office
52	Mixed-Use Development	1027 W. Wilshire Project (Wilshire / St. Paul St.)	402 D.U	Condominiums
	2006-CEN-2870		4,728 s.f	Retail
53	Mixed-Use	1135 W 7th St. (7th Street / Lucas)	130 D.U	Condominiums
	ENV2006-0185; 2006-CEN-3169		7,000 s.f	Retail
54	Mixed-Use	327 N Fremont Ave. (Fremont / Temple)	600 D.U	Apartments
	2004-CEN-1507		30,000 s.f	Retail

Table 3.2.1 Related Project List

7/13/2011

#	Project Name - EAF # / DOT Case #	Location / Address	Project Description	
55	Mixed-Use	315 W. 9th St.	210 D.U	Condominiums
	2006-CEN-2867	(9th / Hill)	9,000 s.f	Retail
56	One Santa Fe Project (Mixed-Use)	300 S. Santa Fe Av. (2nd St. / Santa Fe Ave.)	442 D.U	Condominiums
			17 DU	Live / Work Units
	2006-CEN-2977		25,000 s.f	Retail
57	Wholesale Market	1016 S. Towne Ave. (Towne / 10th)	78,972 s.f	Wholesale Market
	ENV2006-2241EA			
58	Mixed-Use	1111 W. Wilshire Blvd.	420 D.U	Condominiums
	2006-CEN-2885	(Wilshire / Bixel)	40,000 s.f	Retail
59	Bunker Hill Mixed-Use	720 W. Cesar Chavez	272 D.U	Condominiums
	2005-CEN-1930	(Cesar Chavez / Bunker Hill Ave.)	6,431 s.f	Retail
			8,000 s.f	Restaurant
60	2 Hi Rise Condo Buildings	1360 - 1500 S. Figueroa St.	622 D.U	Condominiums
	2006-CEN-3090	Figueroa / Pico		
61	Witmer Project	1247 W. 7th St.	186 D.U	Condominiums
	ENV-2006-8586, 2006-CEN-3487	(7th / Witmer)	6,200 s.f	Retail
62	Condos (TT67738)	855 N Figueroa Tier	102 D.U	Condominiums
	ENV2006-7615MN	Figueroa / College		
63	Mixed-Use	819 Santee St.	96 D.U	Condominiums
		(Santee / 9th)	7,800 s.f	Retail
64	1133 Hope Street Project	1133 Hope Street	159 D.U	Condominiums
			6,827 s.f	Restaurant
65	Hope Street Family Ctr - Non Profit Community	SE corner of Venice Bl & Hope St.	26,000 s.f	Community Ctr (Housing Admin. Office, classrooms & Outdoor Basket-ball Court, Rec. Ctr, Open Space)
66	LAUSD - Central LA High School #12	1201 W Miramar St	500 Stu	High School
	2004-CEN-1845			
67	Medical Office Addition	2100 W 3rd St		
	ENV 2005-1865			
68	LAUSD - Central Reg Middle School #7	Compton Av/Adams Av	1,350 Stu	Middle School
	2005-CEN-1982			
69	Mixed-Use	2051 E 7th St	182 DU	Condominiums
	2005-CEN-2261		3,000 s.f	Retail

Table 3.2.1 Related Project List

7/13/2011

#	Project Name - EAF # / DOT Case #	Location / Address	Project Description	
70	Mixed-Use Development 2005-CEN-2347	2525 W Wilshire Bl	118 DU 3,000 s.f	Condominiums Retail
71	Bus Maintenance & Inspection Facility 2005-CEN-2784	454 E Commercial St	2 Acre	Bus maintenance & inspection facility
72	Flower/23rd Mixed-Use 2006-CEN-3134	2300 S Flower St	1,500 DU 40,000 s.f	Apartments. Retail
73	Mixed-Use Residential and Retail ENV2006-10071; 2007-CEN-4042	1011 E Adams Avenue	80 DU 17,372 s.f	Apartments. Retail
74	Condominiums ENV2007-1545E; 2007-CEN-4168	800 E Pico Bl	131 Unit	Commercial Condominiums
75	Mixed-Use 2007-CEN-4045	3200 W Beverly Bl	32 DU 5,870 s.f	Apartments. Retail
76	Industrial Park 2007-CEN-4582	1005 S Mateo St	94,849 s.f	Industrial Park
77	Warehouse/Office/Manufacturing 2007-CEN-4561	1115 S Boyle Av	295,000 s.f 77,000 s.f 66,000 s.f	Warehouse Office Manufacturing
78	East 27th Street Charter School ENV2007-4646EA; 2007-CEN-4534	1655 E 27th St	1,120 Stu	Charter School
79	Center Land VTT-69572-CN; 2007-CEN-4323	418 S Spring St	96 DU 122 DU 10,000 s.f 2,000 s.f 4,000 s.f	Condominiums Hotel Rooms Restaurant/Retail Spa Drinking Place
80	Affordable apartments ENV2007-4833EA; 2007-CEN-4644	431 S Lucas Av	75 DU	Apartments (affordable)
81	Mixed-Use Building ENV2008-0386EA; 2008-CEN-4672	233 W Washington Bl	92 DU 24,250 s.f 24,250 s.f	Apartments Retail Office
82	Apartments ENV2007-5762EA; 2008-CEN-4653	715 N Yale St	65 DU	Apartments

Table 3.2.1 Related Project List

7/13/2011

#	Project Name - EAF # / DOT Case #	Location / Address	Project Description	
83	Good Samaritan Mixed-Use Project	1136 W 6th St	725 DU	Apartments
	ENV2007-5887EI; 2007-CEN-4520		39,999 s.f	Retail
84	9th/Olive Mixed-Use	860 S Olive St	98 DU	Live/Work
	2007-CEN-4297		11,000 s.f	Retail
			6,000 s.f	Restaurant
			8,000 s.f	Retail
			255 DU	Condominiums
85	Apartments	2455 S Figueroa St	145 DU	Apartments
	2007-CEN-4553			
86	Condominiums & Retail	820 S Hoover St	32 DU	Condominiums
	ENV2007-5870EA; 2008-CEN-4651		45,000 s.f	Retail
87	Condominiums	1340 S Olive St	150 DU	Condominiums
	ENV2008-0432EA; 2008-CEN-4671			
88	Mixed-Use	1924 W Temple St	132 DU	Hi-rise Condominiums
	2008-CEN-4659		73 DU	Condominiums
			46 DU	Apartments
			19,103 s.f	Retail
89	LAUSD Central Region MacArthur Park Elem School	2300 W 7th St	400 Stu	Elementary School
	2008-CEN-4676			
90	Commercial Condominiums	800 E 12th St	320,497 s.f	Light-Manufacturing Condominiums
	ENV2007-5030MN			
91	Libeskind Tower	1340 S Figueroa St	273 DU	Condominiums
	2008-CEN-4774		10,000 s.f	Spa
			9,000 s.f	Restaurant
92	Office	1130 W Wilshire Bl	86,844 s.f	Office
	2008-CEN-4699			
93	MTA Bus Facility	920 N Vignes St	271 buses	Bus maintenance & inspection facility
	2008-CEN-4450		647 employees	
94	Embassy Tower	848 S Grand Av	420 DU	Hi-rise Condominiums
	2008-CEN-4779		38,500 s.f	Market
95	Beverly + Lucas Project	1430 W Beverly Bl	157 DU	Apartments
	2008-CEN-4799			

Table 3.2.1 Related Project List

7/13/2011

#	Project Name - EAF # / DOT Case #	Location / Address	Project Description	
96	Wyverwood/Boyle Heights Mixed-Use Project	2901 E. Olympic Boulevard	1,200 DU 3,200 DU 150,000 s.f 175,000 s.f	Apartments Hi-rise Condominiums Office Shopping Center
97	Mixed-Use EAF 2003-6904; 2005-CEN-2248	3670 W Wilshire Bl	378 DU 8,000 s.f	Condominiums Other
98	Mixed-Use 2004-CEN-1098	450 S Western Av		Mixed-use project
99	LAUSD Central Region Elementary School #5		575 Stu.	Elementary School (K-5)
100	Shopping Center ENV2006-0262MN; 2006-CEN-3002	3060 W Olympic Bl	109,006 s.f	Shopping Center
101	Mixed-Use 2005-CEN-2715	694 S Hobart Bl	242 DU 40,810 s.f 24,200 s.f 0 s.f 13,000 s.f 18,150 s.f 5,880 s.f	Hotel Rooms Health Club Restaurant High-turn restaurant Night-Club Office Retail
102	Mixed-Use Residential and Retail ENV20053963MND	3324 W Wilshire Bl	108 DU 3,450 s.f	Condominiums Retail
103	Medical Office & Retail ENV2007-5577EA; 2008-CEN-4655	2789 W Olympic Bl	46,771 s.f 5,570 s.f	Medical Office Retail
104	Apartments ENV2005-5551EA; 2007-CEN-2613	2819 S Griffith Ave	458 DU	Apartments
105	Mixed-Use ENV2006-7211EA; 2006-CEN-3710	805 S Catalina St	224 DU 7,000 s.f	Condominiums Retail
106	Mini Shopping Center ENV2007-1966EA; 2007-CEN-4325	4051 S Avalon Bl	11,052 s.f	Shopping Center

Table 3.2.1 Related Project List

#	Project Name - EAF # / DOT Case #	Location / Address	Project Description	
107	Apartments VTT-69432-CN; 2007-CEN-4134	670 S Berendo St	150 DU	Apartments
108	Industrial Park Tract Map ENV2008-799EAF; 2007-CEN-4374	1843 E 41st St	643,000 s.f	Warehouse
109	Restaurant/Entertainment Facility ENV2008-1103EA; 2008-CEN-4796	2309 S Santa Fe Av	37,320 s.f	Restaurant
110	Mixed-Use (Condo Hotel) 2008-CEN-4866	3240 W Wilshire Bl	117 DU 13,707 s.f 287 DU 38,047 s.f 4,419 s.f	Condominiums High-turn restaurant Hotel Restaurant Restaurant
111	LAUSD Central Reg Elem School #21 2008-CEN-4697	4501 S Central Av	650 stu	Elementary School
112	Day Care & Health Clinic ENV2008-0598-E; 2008-CEN-4790	1010 E Jefferson Bl	6,170 s.f 5,310 s.f	Daycare/Child Education Center Health Clinic
113	LAUSD Central Region Elem School #20 2008-CEN-4679	W Council St/Westmoreland Av	800 stu	Elementary School
114	LAUSD South Region Elem School #10 2008-CEN-4714	800 W Vernon Av	650 stu	Elementary School
115	Laborers Local 300 HQ 2009-CEN-5090	2005 W Pico Bl	30,300 s.f 45,000 s.f	Office Space Assembly Hall
116	Apartments 2008-CEN-4793	2929 W Leeward Av	125 DU	Apartments
117	LA Dodger Stadium the Next 50 Years 2008-CEN-4839	1000 W Elysian Park Av	23,750 s.f 38,490 s.f 35,570 s.f 138,565 s.f	Specialty Restaurant Restaurant Museum Office
118	Mixed-Use ENV2008-3993EA	4760 S Figueroa St	33 DU 10,750 s.f	Condominiums Retail

Table 3.2.1 Related Project List

7/13/2011

#	Project Name - EAF # / DOT Case #	Location / Address	Project Description	
119	Mixed-Use	2700 S Figueroa St	171 DU	Apartments
	ENV2008-4229EA; 2008-CEN-4927		22,000 s.f	Retail
120	Wilshire Hoover Shopping Center	2908 W Wilshire Bl	156,000 s.f	Shopping Center
	ENV2008-4960EA; 2009-CEN-4965			
121	Condominiums	3001 S Western Av	66 DU	Condominiums
	ENV2008-3643MN; 2008-CEN-4920		83 Stalls	Parking Spaces
122	Mixed-Use (Condo Hotel)	635 S Catalina St	136 DU	Condominiums
	2009-CEN-4969		10,998 s.f	Restaurant
123	Affordable housing & Assisted Living	2924 W 8th St	37 DU	Apartments (Affordable)
	2009-CEN-5053		48 DU	Apartments (Assisted Living)
124	Oak Village Residences	902 W Washington Bl	142 DU	Condominiums
	2008-CEN-4888			
125	Sunset Flats Mixed-Use	2225 W Sunset Bl	65 DU	Condominiums
	2009-CEN-5071		15,550 s.f	Retail and Restaurant
126	Renovate California American African Museum	600 S State St	24,000 s.f	Renovate Existing Museum
	2009-CEN-5089		77,000 s.f	New Museum Construction
127	Wilshire Grand Redevelopment Project	930 W Wilshire Bl	560 Rooms	Hotel Rooms
	ENV2009-1577EA; 2009-CEN-5080		100 DU	Residential Units
			1,500,000 s.f	Office
			255,000 s.f	Retail/Restaurant
128	Pacific Charter Middle School	1371 W 35th St	300 Stu	Existing school conversion
	2009-CEN-5094			
129	USC All Sports Building	1010 W Jefferson Bl	91,130 s.f	Athletic Building
	2010-CEN-5175			
130	Convert Vacant Theater/Restaurant to Restaurant w/ Entertainment	2139 W Sunset Bl	5,979 s.f	Restaurant/Theater
	ENV2009-4043EA; 2010-CEN-5185			

Table 3.2.1 Related Project List

7/13/2011

#	Project Name - EAF # / DOT Case #	Location / Address	Project Description	
131	Washington Bl Opportunity MU (Mercy Hsg) 2009-CEN-5050	E Washington Bl/Los Angeles St	230 DU 32 DU 19 ksf	Residential Units Renovate Residential Units Specialty Retail/Restaurant
132	USC Master Plan 2009-CEN-5110	W Jefferson Bl/Figueroa St		Modernize, enlarge, & consolidate existing USC Campus Facilities
133	Barlow Hospital Replacement and Master Plan Project ENV-2009-2519-EIR	2000 Stadium Way, Los Angeles, CA 90026	56 Bed 31,000 s.f 24 Bed 888 DU 15,000 s.f	Hospital Admin/Support Facility Nursing Home Multi-Family Residentail Retail

F:\Projects 2010\LACC Event Center\Draft Report 10-31-11\Chapter 3 - FWOP\Tables\[Table 3.2.1 Related Projects List 10-25-11.xlsx]Master RP (Draft Final)

Table 3.2.2 Related Project List and Trip Generation Estimates - Weekday, Saturday and Sunday Pre-Event and Post-Event Hours

8/1/2011

Related Projects List			Trip Totals																	
#	Project Name - EAF # / DOT Case #	Location / Address	Weekday						Saturday						Sunday					
			4:30 - 5:30 PM			9:00 - 10:00 PM			12:00 - 1:00 PM			4:30 - 5:30 PM			12:00 - 1:00 PM			4:30 - 5:30 PM		
			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
1	Plaza de Cultura Y Artes	501 N. Main Street	82	44	126	115	49	164	109	25	134	104	26	130	126	27	153	126	27	153
2	Mixed-Use ENV 2005-1049	1301 S. Olive Street (Olive / 11th)	45	27	72	23	19	42	39	33	72	44	30	74	16	43	59	37	25	62
3	Western Galleria Market 2010-CEN-5311	100 N Western Ave	54	38	92	13	33	46	54	38	92	59	34	93	107	42	148	75	95	169
4	Piero II (Lorenzo Res Development) 2004-CEN-1382	1076 W. 6th	278	169	447	138	110	247	148	269	417	251	174	425	128	234	362	223	150	373
5	LAUSD CLAHS #11 HRD/PDC 2008-CEN-4648	1200 W Colton St.	47	48	95	3	2	5	3	3	6	3	3	6	1	1	2	1	2	2
6	Chevron/Icon Plaza Mixed-Use	Figueroa St / Exposition Bl	56	46	102	19	42	61	61	61	122	63	68	131	43	35	78	41	48	89
7	Concerto Tower 2005-CEN-1989	900 S. Figueroa St.	143	95	238	71	67	138	128	116	244	141	110	251	51	156	206	120	89	209
8	Restaurant & Bar EAF2010-2899; 2011-CEN-5626	220 W 9th St	87	43	130	60	97	156	111	77	188	52	85	137	92	54	146	39	65	104
9	New Medical Office Building (Good Samaritan Hospital) ENV2009-0884EA	Wilshire Blvd/Witmer St.	150	408	558	0	0	0	333	252	585	158	428	586	33	31	64	17	47	65
10	Ford Apartments	1000-1002 E. 7th St, Los Angeles, CA 90021	64	31	95	25	25	50	23	57	80	52	28	80	22	56	78	51	27	78
11	AMP Lofts	695 S Santa Fe Ave, Los Angeles, CA	76	37	113	30	30	60	28	67	95	62	33	95	27	66	93	60	33	93
12	Hotel, condo hotel, Condominiums, retail & restaurant 2007-CEN-4046	2968 W 6th (6th/Virgil Ave.)	125	81	206	93	98	191	142	110	252	118	112	230	91	107	198	88	93	181
13	8th & Grand Mixed-Use Project 2005-CEN-2528	W. 8th St (North of 8th St. between Grand and Olive)	230	142	372	121	121	242	210	184	394	212	173	385	95	239	334	182	141	323
14	L.A Trade Tech College - 5-Year Master Plan 2003-CEN-0179	400 Washington Blvd. (Washington Blvd. / Flower St.)	574	268	842	75	559	633	213	133	346	213	133	346	34	34	68	27	27	54

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			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
15	Alameda District Plan (Excluding development to date)	Alameda St. / Los Angeles St.	1,083	1,800	2,883	585	1,013	1,598	1,297	1,020	2,317	1,159	1,281	2,440	755	442	1,197	490	875	1,365
16	Mega Toys Residences (SCI-Arc Lot) 2006-CEN-3546	905 E. 2nd St (West of SCI-Arc at Santa Fe Avenue)	62	30	92	30	22	52	58	37	95	63	36	99	25	45	70	51	29	80
17	Prop Q & F Public Safety Civic Ctr Facility Plan 2005-CEN-1959	Los Angeles St. / Temple St.	122	272	394	47	92	139	119	209	328	119	209	328	91	159	250	91	159	250
18	Almond Tree Village 7 2007-CEN-4178	3400 W. 3rd (3rd/Juanita Ave.)	64	49	113	47	54	100	76	52	128	79	53	132	76	66	142	91	58	149
19	Mixed-Use Development (Pacific Electric Building) ENV2005-7019; 2005-CEN-2780	610 S. Main St.	78	39	117	53	87	139	100	69	169	47	76	123	82	48	130	36	57	94
20	LAUSD - Cen Reg Elem School #14 2007-CEN-4179	Alvarado St. North-West Corner of Alvarado St./Santa Ynez St.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	Chinatown Gateway Project 2005-CEN-2348	Cesar Chavez Ave. / Broadway	148	99	247	66	73	139	104	147	251	143	117	260	81	114	196	116	93	209
22	Mixed-Use (Herald Examiner) 2005-CEN-1907	146 W 11th (11th St. / Broadway)	320	245	565	154	155	310	301	252	553	321	251	572	133	293	426	255	196	451
23	Mixed-use Development	3033 W. Wilshire (Wilshire/Virgil Ave.)	45	29	74	23	19	42	38	35	73	43	31	74	14	51	65	38	26	65
24	Mixed-Use (Restaurant, retail, and health club) ENV2005-7017MN; 2005-CEN-2659	101 - 131 E. 6th Street	92	45	137	58	77	135	114	67	181	68	78	146	91	42	132	47	58	105

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			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
25	Hall of Justice 2004-CEN-1011	211 W Temple Street (Temple Street / Spring St.)	45	101	146	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26	Quality Restaurant & Bar EAF 2003-9193	515 W. 7th St. (7th St. / Olive St.)	87	43	130	58	108	166	98	75	173	66	84	149	107	77	184	52	68	120
27	LASED Entertainment District (Excluding development to date)	Figueroa St. / 11th St.	839	1,159	1,998	485	626	1,111	968	756	1,724	797	927	1,724	603	651	1,254	557	747	1,304
28	Metropolis Mixed-Use 2005-CEN-2260	851 S. Francisco St. (8th St. / Francisco St.)	386	512	898	266	154	420	379	201	580	392	199	591	174	181	354	227	156	383
29	Wilshire Center Project 7 VTT66283; 2009-CEN-2883	3150 W. Wilshire Bl (Wilshire/Vermont Ave.)	35	20	55	21	34	54	41	32	73	26	34	60	30	26	56	20	26	46
30	Condominiums ENV2006-3294MN	456 S. Witmer (Witmer/5th)	9	5	14	5	3	8	7	6	13	8	4	13	2	11	13	8	4	13
31	Mixed-use Development 2006-CEN-3596	745 S. Spring (Spring/8th St.)	172	84	256	84	61	145	153	104	257	169	98	266	62	138	200	141	81	222
32	Mixed-Use ENV2005-7219MN; 2005-CEN-2537	1234 W. 3rd Street (3rd / Bixel St)	92	49	141	47	30	77	45	79	124	82	47	129	40	71	111	75	42	117
33	Mixed-use residential, retail and restaurant 2006-CEN-3912	1150 S. Grand Ave. (Grand/12th)	150	95	245	84	153	237	193	142	335	121	167	288	142	97	239	84	123	206
34	Mixed-Use ENV2008-4679EA; 2008-CEN-4802	1050 S. Grand Ave (Grand Ave. / 11th St.)	66	33	99	36	30	65	58	44	103	59	39	98	25	59	85	52	33	85

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			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
35	Mixed-use Residential, Retail and Restaurant 2007-CEN-3970	609 W. 8th (8th/Grand /Hope Project)	243	158	401	161	212	374	293	221	514	218	241	459	200	185	385	157	190	346
36	Apartment & Shopping Center	1011 Adams Boulevard	64	51	115	25	42	68	61	69	130	69	69	138	43	45	89	48	51	99
37	Bar / Lounge ENV 2005-0366	701 E 3rd Street	44	22	66	29	60	89	44	39	83	38	44	82	60	48	109	32	36	68
38	Chinatown Condominiums 7 2006-CEN-3305	1101 Main St. (Main / Rondout)	54	33	87	30	19	49	39	42	81	48	30	79	10	75	85	46	29	75
39	Mixed-Use Residential and Retail 2007-CEN-3969	1115 S. Hill St. (Hill/11th)	50	-7	43	25	-5	21	45	-9	36	49	-8	40	17	-12	5	42	-7	35
40	Residential Project ENV 2005-2156; 2005-CEN-1958	1311 W. 5th Street	33	17	50	18	10	27	25	21	45	29	16	45	6	38	44	28	15	43
41	Supermarket & Retail ENV 2005-1943	500 N Bunker Hill Ave.	98	91	189	18	82	100	117	83	200	114	88	202	223	87	310	143	233	376
42	Little Tokyo Block 8 Project 2005-CEN-1993	200 S. Los Angeles St. (Los Angeles / 2nd St)	222	143	365	105	105	209	185	191	375	219	169	388	98	203	300	180	136	316
43	Mixed-Use Residential and Retail VTT-69213; 2006-CEN-3839	1901 W. 7th St. (7th/Bonnie Brae St.)	75	58	133	30	47	77	72	79	150	81	79	159	51	51	102	56	58	114
44	YWCA Jobs Corps Campus - Nonprofit Community	1020 S. Olive St	112	119	231	63	46	109	51	92	143	89	54	143	52	91	143	86	57	143
45	Gas Station with Mini-Market ENV2007-0119EA; 2007-CEN-4567	1600 W. Olympic Blvd (Olympic/Union Ave.)	27	27	54	27	27	54	27	27	54	27	27	54	27	27	54	27	27	54
46	Park/Fifth Project 2006-CEN-3234	501 S. Olive St. (Olive/5th)	263	174	437	147	168	315	241	236	477	228	216	444	118	306	424	200	179	379

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			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
47	Kawada Tower 2008-CEN-4803	240 S. Hill St. (Hill / 3rd)	92	46	138	46	32	78	80	56	136	89	52	141	30	79	109	77	43	120
48	Bunker Hill Design & Development Program EIR - Parcel Y	Block bounded by 3rd St., Olive St., Hill St., & 4th St.	188	660	848	96	179	275	225	194	418	201	241	442	120	65	185	65	155	220
49	Grand Avenue Project 2006-CEN-3022	Parcel Q and Parcel W - Bounded by 1st Street, Grand Avenue, Hill Street, & Upper Parcel L/M-2 - Bounded by GTK Way, Hope Street, & Upper 2nd Street	1,120	1,344	2,464	440	728	1,168	925	859	1,784	851	895	1,747	782	793	1,575	722	961	1,683
50	Condominiums ENV2005-8446, 2006-CEN-3110	221 S. Los Angeles St. (Los Angeles St./2nd St.)	84	42	126	45	26	71	65	53	118	77	42	119	20	85	105	71	38	109
51	City Corp Plaza Phase III	755 S Figueroa St. (7th/Figueroa St.)	117	571	688	86	86	172	102	87	189	102	87	189	37	27	65	11	54	65
52	Mixed-Use Development 2006-CEN-2870	1027 W. Wilshire Project (Wilshire / St. Paul St.)	91	45	136	49	28	77	71	57	127	85	44	129	22	91	113	78	40	118
53	Mixed-Use ENV2006-0185; 2006-CEN-3169	1135 W 7th St. (7th Street / Lucas)	58	36	94	28	27	54	53	44	97	57	44	101	22	58	79	48	35	83
54	Mixed-Use 2004-CEN-1507	327 N Fremont Ave. (Fremont / Temple)	199	156	355	95	107	202	120	241	361	185	172	357	98	201	300	158	143	301
55	Mixed-Use 2006-CEN-2867	315 W. 9th St. (9th / Hill)	61	37	98	30	27	56	54	46	100	60	43	103	22	61	83	51	35	86
56	One Santa Fe Project (Mixed-Use) 2006-CEN-2977	300 S. Santa Fe Av. (2nd St. / Santa Fe Ave.)	149	80	229	72	59	131	137	99	236	148	97	245	57	124	182	117	84	201
57	Wholesale Market ENV2006-2241EA	1016 S. Towne Ave. (Towne / 10th)	90	91	181	12	68	80	17	17	34	15	23	37	34	17	51	22	43	65
58	Mixed-Use 2006-CEN-2885	1111 W. Wilshire Blvd. (Wilshire / Bixel)	145	118	263	65	94	159	149	144	292	152	155	306	70	154	223	117	116	234
59	Bunker Hill Mixed-Use 2005-CEN-1930	720 W. Cesar Chavez (Cesar Chavez / Bunker Hill Ave.)	57	90	147	32	96	128	54	124	178	49	116	165	29	153	181	42	96	138

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			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
60	2 Hi Rise Condo Buildings 2006-CEN-3090	1360 - 1500 S. Figueroa St. Figueroa / Pico	124	76	200	69	43	112	91	95	186	113	68	181	24	169	193	108	65	173
61	Witmer Project ENV-2006-8586, 2006-CEN-3487	1247 W. 7th St. (7th / Witmer)	40	28	68	21	18	39	32	35	67	37	29	66	11	55	65	34	26	60
62	Condos (TT67738) ENV2006-7615MN	855 N Figueroa Tier Figueroa / College	36	17	53	20	10	30	26	22	48	32	16	48	7	39	46	31	15	46
63	Mixed-Use	819 Santee St. (Santee / 9th)	42	29	71	19	22	42	41	36	77	43	37	80	18	40	59	34	28	62
64	1133 Hope Street Project	1133 Hope Street	60	32	92	30	22	52	54	39	93	59	38	97	21	54	75	50	30	81
65	Hope Street Family Ctr - Non Profit Community	SE corner of Venice Bl & Hope St.	14	23	37	24	37	61	15	12	27	15	12	27	21	17	38	21	17	38
66	LAUSD - Central LA High School #12 2004-CEN-1845	1201 W Miramar St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
67	Medical Office Addition ENV 2005-1865	2100 W 3rd St	24	66	90	0	0	0	55	40	95	25	69	94	5	5	11	3	8	11
68	LAUSD - Central Reg Middle School #7 2005-CEN-1982	Compton Av/Adams Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
69	Mixed-Use 2005-CEN-2261	2051 E 7th St	13	7	20	7	4	11	10	9	19	12	7	19	3	14	17	11	6	17
70	Mixed-Use Development 2005-CEN-2347	2525 W Wilshire Bl	46	23	69	24	15	39	39	28	67	44	25	69	14	42	56	40	20	60
71	Bus Maintenance & Inspection Facility 2005-CEN-2784	454 E Commercial St	5	5	10	5	1	6	2	0	2	2	0	2	0	0	0	0	0	0
72	Flower/23rd Mixed-Use 2006-CEN-3134	2300 S Flower St	99	53	152	50	33	83	50	85	135	88	53	141	44	76	120	80	47	126
73	Mixed-Use Residential and Retail ENV2006-10071; 2007-CEN-4042	1011 E Adams Avenue	75	40	115	29	34	63	73	55	128	80	57	136	52	34	86	55	41	96
74	Condominiums ENV2007-1545E; 2007-CEN-4168	800 E Pico Bl	36	18	54	21	10	31	3	3	6	3	3	6	2	3	5	2	3	5
75	Mixed-Use 2007-CEN-4045	3200 W Beverly Bl	23	13	36	9	12	20	21	18	39	24	18	42	15	12	27	16	14	30
76	Industrial Park 2007-CEN-4582	1005 S Mateo St	10	39	49	10	10	20	10	10	20	10	10	20	2	2	4	2	2	4
77	Warehouse/Office/Manufacturing 2007-CEN-4561	1115 S Boyle Av	20	95	115	12	24	36	13	20	33	13	20	33	5	9	15	4	12	16

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			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
78	East 27th Street Charter School ENV2007-4646EA; 2007-CEN-4534	1655 E 27th St	56	64	120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
79	Center Land VTT-69572-CN; 2007-CEN-4323	418 S Spring St	126	61	187	111	88	199	135	81	215	129	85	214	120	94	214	100	73	173
80	Affordable Apartments ENV2007-4833EA; 2007-CEN-4644	431 S Lucas Av	31	16	47	13	12	25	11	28	39	25	14	39	11	28	39	25	14	39
81	Mixed-Use Building ENV2008-0386EA; 2008-CEN-4672	233 W Washington Bl	52	28	80	20	18	39	54	27	82	57	29	86	38	15	53	37	20	57
82	Apartments ENV2007-5762EA; 2008-CEN-4653	715 N Yale St	26	14	40	14	8	22	10	24	34	22	12	34	10	23	33	21	12	33
83	Good Samaritan Mixed-Use Project ENV2007-5887EI; 2007-CEN-4520	1136 W 6th St	222	119	341	105	83	188	138	182	321	207	133	341	112	151	262	177	109	285
84	9th/Olive Mixed-Use 2007-CEN-4297	860 S Olive St	115	56	171	59	52	111	113	73	186	107	73	180	57	84	141	88	58	146
85	Apartments 2007-CEN-4553	2455 S Figueroa St	53	29	82	28	16	44	20	50	69	44	24	68	19	50	68	43	24	67
86	Condominiums & Retail ENV2007-5870EA; 2008-CEN-4651	820 S Hoover St	21	11	32	5	11	16	32	13	45	27	18	45	20	6	26	15	12	27
87	Condominiums ENV2008-0432EA; 2008-CEN-4671	1340 S Olive St	52	26	78	29	15	44	38	33	71	48	23	71	10	58	68	46	22	68
88	Mixed-Use 2008-CEN-4659	1924 W Temple St	69	34	103	30	27	57	63	44	108	72	43	114	45	34	78	54	32	86
89	LAUSD Central Region MacArthur Park Elem School 2008-CEN-4676	2300 W 7th St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
90	Commercial Condominiums ENV2007-5030MN	800 E 12th St	77	137	214	11	41	52	20	77	97	20	77	97	7	24	31	7	24	31

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			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
91	Libeskind Tower 2008-CEN-4774	1340 S Figueroa St	125	62	187	82	71	153	109	84	193	98	75	173	59	109	168	89	65	154
92	Office 2008-CEN-4699	1130 W Wilshire Bl	14	69	83	10	10	20	12	11	23	12	11	23	4	3	8	1	6	8
93	MTA Bus Facility 2008-CEN-4450	920 N Vignes St	35	40	75	30	9	39	9	3	12	9	3	12	7	3	10	7	3	10
94	Embassy Tower 2008-CEN-4779	848 S Grand Av	253	124	377	75	101	177	251	126	376	274	113	386	463	124	587	325	281	606
95	Beverly + Lucas Project 2008-CEN-4799	1430 W Beverly Bl	52	28	80	28	15	43	20	48	68	44	24	68	19	47	66	43	23	66
96	Wyvernwood/Boyle Heights Mixed-Use Project - Master Plan ENV-2008-2141-EIR Phase - I	2901 E Olympic Bl.	537	557	1,094	192	382	574	740	497	1,237	623	688	1,311	339	385	724	384	441	825
97	Mixed-Use EAF 2003-6904; 2005-CEN-2248	3670 W Wilshire Bl	144	76	220	75	49	125	118	95	213	135	81	216	41	143	184	121	69	191
98	Mixed-Use 2004-CEN-1098	450 S Western Av	112	116	228	24	119	143	182	136	317	149	197	346	119	48	167	77	129	206
99	LAUSD Central Region Elementary School #5		42	44	86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
100	Shopping Center ENV2006-0262MN; 2006-CEN-3002	3060 W Olympic Bl	169	191	360	36	196	231	274	223	497	225	322	547	180	79	259	115	212	327
101	Mixed-Use 2005-CEN-2715	694 S Hobart Bl	112	79	191	74	81	154	93	84	178	86	76	162	88	76	163	68	63	131
102	Mixed-Use Residential and Retail ENV20053963MND	3324 W Wilshire Bl	39	30	69	14	14	28	16	51	67	37	31	68	13	46	58	33	28	60
103	Medical Office & Retail ENV2007-5577EA; 2008-CEN-4655	2789 W Olympic Bl	52	124	176	2	11	13	110	82	191	57	137	193	20	13	33	12	25	37

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Related Projects List			Trip Totals																	
#	Project Name - EAF # / DOT Case #	Location / Address	Weekday						Saturday						Sunday					
			4:30 - 5:30 PM			9:00 - 10:00 PM			12:00 - 1:00 PM			4:30 - 5:30 PM			12:00 - 1:00 PM			4:30 - 5:30 PM		
			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
104	Apartments ENV2005-5551EA; 2007-CEN-2613	2819 S Griffith Ave	129	69	198	69	37	106	48	118	166	108	58	166	47	116	163	106	57	163
105	Mixed-Use ENV2006-7211EA; 2006-CEN-3710	805 S Catalina St	33	24	57	12	11	23	13	42	55	31	25	56	10	38	48	28	22	50
106	Mini Shopping Center ENV2007-1966EA; 2007-CEN-4325	4051 S Avalon Bl	20	21	41	4	22	26	32	25	57	27	35	62	21	9	30	14	23	37
107	Apartments VTT-69432-CN; 2007-CEN-4134	670 S Berendo St	57	31	88	31	16	47	22	52	74	48	25	74	21	52	73	48	25	73
108	Industrial Park Tract Map ENV2008-799EAF; 2007-CEN-4374	1843 E 41st St	67	202	269	73	75	148	70	39	109	70	39	109	30	29	58	30	29	58
109	Restaurant/Entertainment Facility ENV2008-1103EA; 2008-CEN-4796	2309 S Santa Fe Av	188	92	280	128	209	337	238	166	404	111	182	293	197	116	313	85	139	224
110	Mixed-Use (Condo Hotel) 2008-CEN-4866	3240 W Wilshire Bl	80	46	126	55	46	101	78	60	138	72	55	128	42	76	117	61	48	110
111	LAUSD Central Reg Elem School #21 2008-CEN-4697	4501 S Central Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
112	Day Care & Health Clinic ENV2008-0598-E; 2008-CEN-4790	1010 E Jefferson Bl	48	53	101	4	4	8	12	10	21	12	10	21	16	14	31	16	14	31
113	LAUSD Central Region Elem School #20 2008-CEN-4679	W Council St/Westmoreland Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
114	LAUSD South Region Elem School #10 2008-CEN-4714	800 W Vernon Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
115	Laborers Local 300 HQ 2009-CEN-5090	2005 W Pico Bl	5	25	30	4	3	7	4	4	8	4	4	8	1	1	3	1	2	3
116	Apartments 2008-CEN-4793	2929 W Leeward Av	44	21	65	23	12	35	16	36	52	36	18	54	16	35	51	36	17	53
117	LA Dodger Stadium the Next 50 Years 2008-CEN-4839	1000 W Elysian Park Av	200	280	480	134	287	420	254	245	499	137	268	406	201	166	367	96	200	295

Table 3.2.2 Related Project List and Trip Generation Estimates - Weekday, Saturday and Sunday Pre-Event and Post-Event Hours

8/1/2011

Related Projects List			Trip Totals																	
#	Project Name - EAF # / DOT Case #	Location / Address	Weekday						Saturday						Sunday					
			4:30 - 5:30 PM			9:00 - 10:00 PM			12:00 - 1:00 PM			4:30 - 5:30 PM			12:00 - 1:00 PM			4:30 - 5:30 PM		
			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
118	Mixed-Use ENV2008-3993EA;	4760 S Figueroa St	26	22	48	9	20	29	35	26	61	31	34	65	19	18	37	19	24	43
119	Mixed-Use ENV2008-4229EA; 2008-CEN-4927	2700 S Figueroa St	85	61	146	35	49	84	71	87	158	86	79	165	53	61	114	65	60	125
120	Wilshire Hoover Shopping Center ENV2008-4960EA; 2009-CEN-4965	2908 W Wilshire Bl	198	215	413	42	220	262	321	252	573	263	363	627	210	90	300	135	239	374
121	Condominiums ENV2008-3643MN; 2008-CEN-4920	3001 S Western Av	23	11	34	13	6	19	17	14	31	21	10	31	5	25	30	20	10	30
122	Mixed-Use (Condo Hotel) 2009-CEN-4969	635 S Catalina St	74	40	114	47	59	106	75	62	138	55	59	114	48	69	117	47	49	96
123	Affordable housing & Assisted Living 2009-CEN-5053	2924 W 8th St	18	10	28	8	6	14	12	14	26	17	10	27	12	16	28	18	11	29
124	Oak Village Residences 2008-CEN-4888	902 W Washington Bl	35	16	51	19	9	28	25	21	46	32	15	46	7	36	43	30	14	44
125	Sunset Flats Mixed-Use 2009-CEN-5071	2225 W Sunset Bl	65	42	107	64	71	135	74	57	131	67	64	131	74	68	142	53	51	105
126	Renovate California American African Museum 2009-CEN-5089	600 S State St	2	34	36	1	12	13	4	21	24	3	23	26	3	16	19	3	16	19
127	Wilshire Grand Redevelopment Project ENV2009-1577EA; 2009-CEN-5080	930 W Wilshire Bl	94	764	858	71	191	262	101	213	314	98	229	327	53	112	166	37	166	203
128	Pacific Charter Middle School 2009-CEN-5094	1371 W 35th St	24	24	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
129	USC All Sports Building 2010-CEN-5175	1010 W Jefferson Bl	5	4	9	5	5	10	3	4	8	3	4	8	3	4	7	3	4	7
130	Convert Vacant Theater/Restaurant to Restaurant w/ Entertainment ENV2009-4043EA; 2010-CEN-5185	2139 W Sunset Bl	30	15	45	21	33	54	38	27	65	18	29	47	32	18	50	14	22	36

Table 3.2.2 Related Project List and Trip Generation Estimates - Weekday, Saturday and Sunday Pre-Event and Post-Event Hours

8/1/2011

Related Projects List			Trip Totals																	
			Weekday						Saturday						Sunday					
			4:30 - 5:30 PM			9:00 - 10:00 PM			12:00 - 1:00 PM			4:30 - 5:30 PM			12:00 - 1:00 PM			4:30 - 5:30 PM		
#	Project Name - EAF # / DOT Case #	Location / Address	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
131	Washington Bl Opportunity MU (Mercy Hsg) 2009-CEN-5050	E Washington Bl/Los Angeles St	125	53	178	62	44	106	89	81	170	125	64	189	70	64	133	103	50	153
132	USC Master Plan 2009-CEN-5110	W Jefferson Bl/Figueroa St	490	567	1,057	381	829	1,209	716	760	1,476	671	863	1,534	720	598	1,318	510	858	1,367
133	Barlow Hospital Replacement and Master Plan Project	2000 Stadium Way, Los Angeles, CA 90026	350	228	578	189	123	312	286	239	525	329	203	532	99	362	461	294	176	470
		Total	**15,410**	**16,057**	**31,467**	**7,628**	**10,534**	**18,161**	**14,758**	**13,117**	**27,875**	**14,159**	**13,721**	**27,879**	**9,704**	**11,167**	**20,870**	**10,393**	**10,951**	**21,344**

F:\Projects 2010\LACC Event Center\Draft Report 10-31-11\Chapter 3 - FWOP\Tables\[Table 3.2.2 Related Project List & TG - WD,Sat,Sunday Pre & Post 10-25-11.xlsx]RP(W Peak Hour TG Adjmts

- 343,710 daily weekday vehicle trips
- 31,467 vehicle trips in the Weekday Evening: Pre-Event Hour: (4:30 – 5:30pm)
- 18,161 vehicle trips in the Weekday Evening: Post-Event Hour: (9:00 – 10:00pm)

Related Projects Distribution

Similarly, trip distribution assumptions for these projects were also taken from previous studies where available, or if not available were estimated based on trip distribution estimates for other similar and comparable projects/studies as well as an understanding of the type of the project and its relation to regional population and employment with respect to trip origins and destinations, and its location with respect to the local roadway and circulation system.

Ambient Traffic Growth

The ambient growth rate represents the residual growth in traffic unrelated to the specific cumulative projects identified above, and that reflects potential minor new developments, as well as growth in traffic passing through the study area. The determination of the ambient growth rate was based on a review of the traffic volume growth factors shown in the most recent Congestion Management Program for Los Angeles County (*Draft 2010 Congestion Management Program, Los Angeles County Metropolitan Transportation Authority, 2010*). This document identifies traffic volume growth factors for numerous subareas in Southern California based on the most recent travel modeling forecasts prepared by Metro (LACMTA) – which also account for planned highway and transit improvements to the regional transportation system.

For the Downtown Los Angeles subarea, these traffic volume growth factors show a total annual growth rate of 0.20% per year between 2011 and 2017. Over the period of six years between 2011 and 2017, this annual growth yields a total growth of 1.21%. This growth was therefore applied to the 2011 existing traffic volumes to represent regional traffic growth.

Traffic Forecasts for Future Without Project Condition

After the application of the ambient growth factor, the trip generation forecasts for the related projects were added to the street network in the study area (as described earlier) to obtain traffic forecasts for 2017 representing the future background condition without the Proposed Project.

3.3 Future Base Transportation System Improvements

Transportation system improvements that will occur prior to the future analysis year of 2017, and thus could affect the future traffic forecasts, were identified and reviewed for any implications for the analysis. The following improvement projects were identified.

Highway and Parking Projects

The following highway and parking projects will be implemented prior to 2017.

Harbor Freeway (SR-110) Construction of Auxiliary Lanes (Caltrans)

This Caltrans Project, currently under construction, will improve the SR-110 Freeway between I-10 and 6th Street. On the southbound side, portions will be widened to provide an additional lane between Olympic Boulevard and 11th Street and a reconfiguration of traffic lanes along this segment. On the northbound side some widening will also occur to provide an additional lane between Olympic Boulevard and 8th Street and a reconfiguration of the traffic lanes in both the mainline and collector-distributor lanes. These improvements will improve weave/merge areas to/from the freeway on and off-ramps, and between freeways, and will provide for smoother traffic flows. This project is scheduled for completion in 2013. The physical characteristics of the project were included in the analysis as appropriate.

Metro Express Lanes (Metro, Caltrans)

The Metro Express Lanes Project is a one-year demonstration program to provide a package of solutions to improve traffic flow and provide enhanced travel options on the I-10 and I-110 freeways. It was assumed to still be in place in 2017. It includes the introduction of congestion pricing by converting existing High-Occupancy Vehicle (HOV) lanes to High-Occupancy Toll (HOT) lanes on the I-10 (from the I-605 to Alameda Street) and on the I-110 (from SR-91 to Adams Blvd) freeways; the improvement of transit services and other alternatives to driving; the updating of transit facilities; and the implementation of a more effective parking management system in Downtown Los Angeles (*Express*Park – see more below).

On the I-110 Harbor Transitway Lanes, single occupant vehicles (SOV) will be tolled, and high occupancy vehicles with two or more occupants (HOV 2+) will continue to travel free of charge. On the I-10 El Monte Busway Lanes, SOV vehicle will be tolled, HOV 2 vehicles will pay during peak hours (5am – 9am and 4pm – 7pm) and will travel free in off peak hours, and HOV 3 vehicles will continue to travel free of charge.

The congestion pricing will allow continual adjustment of the tolls according to traffic conditions to maintain free-flowing traffic on the HOT lanes (prices will increase when the

HOT lanes are relatively full, and decrease when the lanes are less full). Roadway improvements will include restriping to add a HOT lane on I-10 between I-605 and I-710; widening and restriping the I-110 off-ramp at Adams Boulevard to create a second right hand turn lane; expanding transit signal priority in Downtown Los Angeles; and creating new access transition lanes between the HOT lanes and general purpose lanes on the I-110. The physical characteristics of this project were included in the analysis where appropriate.

The Program will also include purchasing alternative fuel buses, increasing transit service on the Express Lanes, and the formation of new vanpools, as well as a direct connection to Patsaouras Transit Plaza at Union Station. The project will be completed in late 2012[1].

Adaptive Traffic Control System – ATCS (LADOT)

As described in Section 2.6 of this report, ATCS is a second generation computer-based traffic signal control system to enhance ATSAC, that utilizes enhances surveillance and control technologies to adapt traffic signal timing to respond to actual traffic conditions, and to further enhance the effectiveness of the ATSAC system by minimizing the number of stops and the amount of delay throughout the network. LADOT estimates that implementation of this system improves intersection capacity by an additional 3 percent over those operating under the ATSAC system alone. The City of Los Angeles has state funding to implement ATCS at all signalized intersections in the city. Per LADOT procedures, all study intersections were assumed to operate with ATCS in the future.

Downtown ExpressPark Program (LADOT)

The *Express*Park Project is a one-year pilot program that will use technology and demand-based pricing to provide an innovative parking management strategy in Downtown Los Angeles. It is one component of the Los Angeles Congestion Reduction Demonstration that is intended to increase the availability of limited parking spaces, reduce traffic congestion and air pollution, and encourage use of alternative modes of transportation. The program will also provide useful market research data on parking behavior in Downtown. The project area is in Downtown, and is bounded by the I-10 and SR-110 freeways, Alameda Street and Adams Boulevard. It will include 5,500 existing on-street metered spaces and 7,500 existing public spaces in off-street City-operated garages including facilities in the Civic Center, El Pueblo, Pershing Square and the Los Angeles Convention Center.

The program will include new parking meter technology, parking space vehicle sensors that will identify space occupancy, a real time parking guidance system, and an integrated parking management system. It will facilitate parking payment methods, and provide information to motorists on the availability of parking spaces – through street signage, cell phones, and web enabled applications. It will also allow the dynamic setting of parking rates depending on

[1] Metro ExpressLanes Program Fact Sheet, April 2011, Los Angeles Metropolitan Transportation Authority

parking demand, time limits, and length of stay. The program is set to begin operation in 2011. It was assumed to remain in place through 2017 per LADOT program goals. For the purposes of this analysis it was conservatively assumed it would not change the proposed parking inventory or the parking utilization described for existing conditions in Chapter 2 of this report, as there are no quantitative projections available on how these parameters may change.

Transit Projects to Be Completed By 2017

The following major transit projects are scheduled for completion by 2017 (Metro Long Range Transportation Plan, 2009). These projects will improve transit access to the Downtown Area and the area of the Proposed Project, through supplementing and/or connecting into the existing rail and bus networks serving Downtown.

Metro Exposition Line Light Rail (Metro)

The Exposition (Expo) Line is a primarily at-grade light rail project. Phase 1 will run 8.6 miles and connect Downtown Los Angeles and Culver City. The line will share track with the Metro Blue Line from 7th Street/Metro Center Station to Washington Boulevard. It will then run along Flower Street until Exposition Boulevard where it will turn and run west along the MTA-owned Exposition railroad right-of-way until reaching Venice Boulevard. It will include ten new stations and share two, Pico and 7th Street/Metro Center, with the Blue Line. Phase I of the project is to begin service by the end of 2011 or early 2012. Phase II will extend the line to Santa Monica and is scheduled to open in 2015[1].

Wilshire Bus Rapid Transit (BRT) Project (Metro)

The Wilshire BRT project will provide peak period curbside bus only lanes along a 7.7 mile stretch of Wilshire Boulevard within the City of Los Angeles. It will extend from Park View Street near MacArthur Park to Centinela Boulevard at the eastern border with Santa Monica. The bus only lanes will not be implemented within the City of Beverly Hills or between Comstock Avenue and Selby Avenue in Westwood. The BRT project will include some restriping of traffic lanes, conversion of existing curb lanes to peak period bus lanes in each direction (7am to 9am and 4pm to 7pm), lane repaving, traffic signal bus priority upgrades along Wilshire Boulevard, and the installation of traffic/transit signage and paving markings, in order to reduce bus journey times. The Metro Board of Directors approved the 7.7 mile alternative in May 2011, and the BRT plan will go to the Los Angeles City Council and Los Angeles County Board of Supervisors for final approval. The project is scheduled to open by 2015. The physical characteristics of this project were included in the analysis where appropriate.

[1] 2009 Long Range Transportation Plan, Los Angeles County Metropolitan Transportation Authority, 2010

Metro Gold Line Foothill Light Rail Transit Extension (Metro)

This project will extend the Foothill Gold Line from Pasadena to Montclair in two phases. Phase 2A will extend the existing (Phase 1) line that runs from Union Station to East Pasadena, by 11.5 miles to Azusa, and will add six stations. The line is scheduled for completion by late 2014[1]. Phase 2B will extend the Metro Gold Line another 12.6 miles to Montclair and add six more stations. Phase 2B is scheduled for completion by 2017[2].

Potential Transit & Other Projects to Be Completed After 2017 or Not Yet Approved or Sufficiently Defined

A number of other potential transportation improvements are planned in the Downtown area, but are not planned for completion until after 2017, or are not yet approved, finally defined or fully funded. These projects were therefore not included in this analysis either because they would not be in operation for the opening year of the Proposed Project (2016) or the analysis year of 2017 for this study, or because their current lack of definition or the fact they are not yet approved would make it too speculative to include them. These projects are as follows.

Regional Connector Transit Corridor (Metro)

The Regional Connector Transit Corridor is a 1.9 mile fully underground light-rail transit line that will connect the Metro Gold Line to the Metro Blue Line and the soon-to-be completed Metro Expo Line. The line will run north from 7th Street/Metro Center station to 2nd Street where it will turn east and connect with the Gold Line in Little Tokyo and then to Union Station. New stations will be located at 2nd Street/Flower Street, and at 2nd Street/ Broadway/Spring Street. This will enable the provision of continuous service between the Blue/Exposition Lines and the Gold Line through Downtown, and will improve the connectivity of the regional transit system and improve access to Downtown from the region. The Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR) was approved by the Metro Board of Directors in late 2010, and Metro anticipates completing the Final EIS/EIR in late 2011. Metro expects completion of this project by 2019[3].

Los Angeles Streetcar (Restoration of Historic Streetcar Service in Downtown Los Angeles) (CRA/Metro/Los Angeles Streetcar Inc)

The Los Angeles Streetcar is a proposal by Los Angeles Streetcar, Inc. (for Downtown Los Angeles property owners) to restore historic streetcar service in Downtown Los Angeles, that is currently being studied by Metro and CRA LA in an Alternatives Analysis. The study area is bounded by Cesar Chavez to the north, Washington Boulevard to the south, Los Angeles

[1] Metro Gold Line Foothill Extension Construction Authority
[2] Metro Long Range Transportation Plan, 2009
[3] 2009 Long Range Transportation Plan, Los Angeles County Metropolitan Transportation Authority, 2010

Street to the east, and SR-110 to the west, with various alignment alternatives being evaluated. The streetcar line, which would be at grade, in mixed flow traffic, could connect the Music Center and Grand Avenue, the Civic Center, the historic core along Broadway, South Park, LA Live and the Los Angeles Convention Center. It would operate in a one-way travel loop, probably at ten-minute headways, using single-car trains. At this time the project is not fully funded, and an alignment has not been determined. While there is no scheduled date for completion, the earliest that the line could be open is projected to be 2015.

In the area of the Proposed Project, alignment alternatives currently under consideration include either Figueroa Street, Hope Street, Pico Boulevard, or 11th Street, or some combination of these streets.

City of Los Angeles Bicycle Plan (City of Los Angeles)

The 2010 Los Angeles Bicycle Plan was recently adopted as a component of the Transportation Element of the City's General Plan. The Plan's goal is to create a more multimodally-balanced transportation infrastructure throughout the city. It will designate 1,680 miles of bikeways in the City that will include bike paths, bike routes, and bike lanes. It seeks to implement this by constructing 200 miles of bikeways every five years by 2035.

The Bicycle Plan has several bike way proposals for the Proposed Project Area. It recommends bike lanes along Figueroa Street, Flower Street, Hill Street, Spring Street, Main Street, 7th Street, Venice Boulevard, and certain segments of Pico Boulevard and Washington Boulevard in the area of the Proposed Project. The Plan does not however identify the specific street configurations or geometries to accommodate bike lanes on those streets – which are details to be worked out in the future. Two exceptions are the Spring Street Bike Lane (between Cesar Chavez and 9th Street) which was implemented in late 2011, and the Main Street Bike Lane (from 9th Street to 16th Street) which is expected to be implemented in early 2012. Both of these bike lanes were therefore included in the analysis. The Bicycle Plan also designates segments of Grand Avenue, Olive Street, 11th Street, and Pico Boulevard as "bicycle-friendly streets." According to the Plan, the goal is that such streets give cyclists better access by limiting motor vehicle through traffic by lowering speeds and implementing various design elements – although the plan does not specify what design elements it will employ on these streets. The implementation of these various plan elements will have to address how they are provided on a case-by-case basis.

Figueroa Corridor Streetscape Project (CRA/LA)

This is a project led by CRA/LA to study, identify, and implement streetscape improvements along Figueroa Street between 7th Street and Exposition Boulevard (41st Street). The project includes approximately 3 miles of Figueroa Street from 7th Street to 41st Street, ½ mile of 11th Street from Figueroa Street to Broadway and ½ mile of Martin Luther King Jr. Boulevard from Figueroa Street to Vermont Avenue and Bill Robertson Way. It is the intent for this

streetscape plan to be codified into an officially adopted Streetscape Plan or incorporated into other appropriate implementation documents, and it will take into account the adopted Los Angeles Sports and Entertainment District (LASED) Streetscape Plan. The goal is to formulate a set of design concepts that enhance pedestrian, bicycle and transit facilities and use along Figueroa Street. The Project has formulated a range of alternative improvement concepts for Figueroa Street and is studying them further. The study is also developing recommendations for 11th Street between Figueroa Street and Broadway, that would significantly enhance the pedestrian environment, as well as developing improvement concepts for Gilbert Lindsay Plaza in front of the Convention Center on Figueroa Street. While this Project is funded with $30 million from Proposition 1C and other grants, there is currently no final recommended or adopted plan, or street configuration for Figueroa Street, 11th Street, or Gilbert Lindsay Plaza, and therefore it could not be included in this analysis.

3.4 Future Intersection Conditions

Traffic Forecasts

As described earlier, the trip estimates shown in Table 3.2.2 were added to the roadway network and combined with existing volumes and the ambient traffic growth to provide forecasts of future traffic conditions in the study area in 2018 without the Proposed Project for the six analysis time periods:

- Sunday Day: Pre-Event Hour: (12:00 – 1:00pm)
- Sunday Day: Post-Event Hour: (4:30 – 5:30pm)
- Saturday Day: Pre-Event Hour: (12:00 – 1:00pm)
- Saturday Day: Post-Event Hour: (4:30 – 5:30pm)
- Weekday Evening: Pre-Event Hour: (4:30 – 5:30pm)
- Weekday Evening: Post-Event Hour: (9:00 – 10:00pm)

The Future Without Project traffic volumes for the Sunday, Saturday and Weekday time periods are illustrated in Appendix 3 in Figures A.3.4.1 through A.3.4.6 respectively.

Future Without Project Intersection Level of Service

The Future Without Project traffic forecasts were evaluated to determine the V/C ratio and LOS for the analyzed intersections in 2017 for the six analysis time periods. The results are shown in Table 3.4.1, Table 3.4.2 and Table 3.4.3, for the Sunday, Saturday and Weekday periods respectively, which summarize the Future Without Project intersection levels of service with comparisons to the Existing Conditions levels of service. The analysis includes any changes to intersection lane configurations and/or traffic signal management systems (e.g. addition of ATCS) that would occur by 2017, as previously discussed in this chapter.

Sunday Day: Pre-Event Hour (12:00-1:00pm)

The majority of the studied intersections will continue to operate at LOS A during the Sunday Day Pre-Event Hour (12:00 – 1:00pm) with seven expected to operate at LOS B, two at LOS C and two at LOS D in 2017.

Sunday Day: Post-Event Hour (4:30-5:30pm)

The majority of the studied intersections will continue to operate at LOS A during the Sunday Day Post-Event Hour (4:30 – 5:30pm) with eleven expected to operate at LOS B, two at LOS C and two at LOS D in 2017.

Saturday Day: Pre-Event Hour (12:00-1:00pm)

The majority of the studied intersections will continue to operate at LOS A during the Saturday Day Pre-Event Hour (12:00 - 1:00pm) in 2017. Nearly one-fifth will operate at LOS B and LOS C. Three intersections are expected to operate at either LOS E or LOS F. The LOS for those three intersections are as follows (with the resultant LOS in parentheses):

63.	Figueroa Street & Adams Boulevard	(LOS E)
164.	Vermont Avenue & I-10 EB Ramps	(LOS E)
146.	Vermont Avenue & Olympic Boulevard	(LOS F)

Saturday Day: Post-Event Hour (4:30-5:30pm)

The majority of the studied intersections will continue to operate at LOS A during the Saturday Day Post-Event Hour (4:30 – 5:30pm) in 2017. Nearly one-fifth will operate at LOS B and LOS C. One intersection is expected to operate at either LOS E. The LOS for that intersection is as follows (with the resultant LOS in parentheses):

63.	Figueroa Street & Adams Boulevard	(LOS E)

Weekday Evening Pre-Event Hour: (4:30-5:30pm)

As shown in Table 3.4.3, while traffic conditions will worsen in the future due to the additional traffic growth, the majority of intersections will continue to operate at LOS D or better during the Weekday Evening Pre-Event Hour in 2017. Nine intersections will operate at LOS E and ten intersections will operate at LOS F. The LOS for those nineteen intersections are as follows (with the resultant LOS in parentheses):

3.	Figueroa Street & Olympic Boulevard	(LOS E)
96.	Figueroa Street & 6th Street	(LOS E)
111.	Grand Avenue & 1st Street	(LOS E)

119.	Grand Avenue & US-101 NB Ramps	(LOS E)
139.	Normandie Avenue & Wilshire Boulevard	(LOS E)
144.	Western Avenue & Olympic Boulevard	(LOS E)
146.	Vermont Avenue & Olympic Boulevard	(LOS E)
158.	Hoover Street & Venice Bouelvard	(LOS E)
161.	Vermont Avenue & Washington Boulevard	(LOS E)
9.	Main Street & Olympic Boulevard	(LOS F)
32.	Main Street & Pico Boulevard	(LOS F)
63.	Figueroa Street & Adams Boulevard	(LOS F)
86.	Bixel Street & 8th Street	(LOS F)
88.	Figueroa Street & 8th Street	(LOS F)
93.	Figueroa Street & Wilshire Boulevard	(LOS F)
102.	Figueroa Street & 5th Street	(LOS F)
120.	Beaudry Avenue & Sunset Boulevard	(LOS F)
132.	Glendale Boulevard & Temple Street	(LOS F)
140.	Vermont Avenue & Wilshire Boulevard	(LOS F)

Weekday Evening: Post-Event Hour (9:00-10:00pm)

Virtually all of the studied intersections will continue to operate at LOS A during the Weekday Evening Post-Event Hour (9:00 – 10:00pm) with only one intersection expected to operate at LOS B in 2017.

Table 3.4.1 **Future Without Project Intersection Level of Service** 1/11/2012
Sunday Day: Pre-Event Hour: (12:00-1:00 PM) &
Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Sunday Day Pre-Event Hour (12:00-1:00 PM)				Sunday Day Post-Event Hour (4:30-5:30 PM)			
		Existing Conditions		Future Without Project Conditions		Existing Conditions		Future Without Project Conditions	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
1	Georgia Street & Olympic Boulevard	0.205	A	0.314	A	0.191	A	0.356	A
2	Francisco Street & Olympic Boulevard	0.214	A	0.293	A	0.131	A	0.211	A
3	Figueroa Street & Olympic Boulevard	0.255	A	0.392	A	0.253	A	0.380	A
4	Flower Street & Olympic Boulevard	0.306	A	0.405	A	0.242	A	0.340	A
5	Grand Avenue & Olympic Boulevard	0.156	A	0.272	A	0.123	A	0.237	A
6	Olive Street & Olympic Boulevard	0.145	A	0.303	A	0.138	A	0.318	A
7	Hill Street & Olympic Boulevard	0.132	A	0.276	A	0.125	A	0.273	A
8	Broadway & Olympic Boulevard	0.207	A	0.475	A	0.163	A	0.463	A
9	Main Street & Olympic Boulevard	0.177	A	0.442	A	0.158	A	0.426	A
10	Los Angeles Street & Olympic Boulevard	0.215	A	0.263	A	0.099	A	0.146	A
11	Santee Street & Olympic Boulevard	0.228	A	0.272	A	0.119	A	0.164	A
12	Maple Avenue & Olympic Boulevard	0.292	A	0.375	A	0.172	A	0.262	A
13	Maple Avenue & 9th Street	0.308	A	0.371	A	0.157	A	0.212	A
14	San Pedro Street & 9th Street	0.256	A	0.285	A	0.142	A	0.197	A
15	LA Live Way & 11th Street	0.147	A	0.185	A	0.103	A	0.125	A
16	Figueroa Street & 11th Street	0.105	A	0.243	A	0.099	A	0.242	A
17	Flower Street & 11th Street	0.095	A	0.246	A	0.057	A	0.249	A
18	Grand Avenue & 11th Street	0.054	A	0.161	A	0.051	A	0.162	A
19	Olive Street & 11th Street	0.048	A	0.207	A	0.041	A	0.163	A
20	Figueroa Street & 12th Street	0.067	A	0.132	A	0.071	A	0.135	A
21	Flower Street & 12th Street	0.028	A	0.088	A	0.035	A	0.092	A
22	Grand Avenue & 12th Street	0.040	A	0.116	A	0.041	A	0.125	A
23	Olive Avenue & 12th Street	0.046	A	0.167	A	0.036	A	0.139	A
24	LA Live Way & Pico Boulevard	0.354	A	0.412	A	0.306	A	0.341	A
25	LA Live Way & Bond Street / I-10 & I-110 Off-Ramps	0.230	A	0.254	A	0.205	A	0.226	A
26	Figueroa Street & Pico Boulevard	0.187	A	0.321	A	0.248	A	0.383	A
27	Flower Street & Pico Boulevard	0.102	A	0.255	A	0.144	A	0.279	A
28	Grand Avenue & Pico Boulevard	0.080	A	0.188	A	0.078	A	0.178	A
29	Olive Street & Pico Boulevard	0.069	A	0.162	A	0.066	A	0.149	A
30	Hill Street & Pico Boulevard	0.081	A	0.166	A	0.068	A	0.119	A
31	Broadway & Pico Boulevard	0.159	A	0.258	A	0.126	A	0.205	A
32	Main Street & Pico Boulevard	0.193	A	0.399	A	0.163	A	0.378	A
33	Blaine Street & Olympic Boulevard	0.304	A	0.413	A	0.275	A	0.383	A
34	Blaine Street & SR-110 SB Off-Ramp	0.209	A	0.252	A	0.129	A	0.189	A
35	Blaine Street & 11th Street	0.315	A	0.405	A	0.359	A	0.469	A
36	Convention Center Drive/Georgia Street & Venice Boulevard	0.066	A	0.077	A	0.131	A	0.148	A
37	Figueroa Street & Venice Boulevard	0.162	A	0.237	A	0.181	A	0.236	A
38	Flower Street & Venice Boulevard	0.087	A	0.185	A	0.096	A	0.181	A
39	Grand Avenue & Venice Boulevard	0.065	A	0.111	A	0.066	A	0.118	A
40	Olive Street & Venice Boulevard	0.064	A	0.125	A	0.058	A	0.119	A
41	Grand Avenue & 17th Street	0.147	A	0.277	A	0.137	A	0.265	A

Table 3.4.1 **Future Without Project Intersection Level of Service** 1/11/2012
Sunday Day: Pre-Event Hour: (12:00-1:00 PM) &
Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Sunday Day Pre-Event Hour (12:00-1:00 PM)				Sunday Day Post-Event Hour (4:30-5:30 PM)			
		Existing Conditions		Future Without Project Conditions		Existing Conditions		Future Without Project Conditions	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
42	Olive Street & 17th Street	0.179	A	0.293	A	0.118	A	0.245	A
43	Hill Street & 17th Street	0.159	A	0.297	A	0.127	A	0.256	A
44	Broadway & 17th Street	0.195	A	0.309	A	0.139	A	0.248	A
45	Main Street & 17th Street	0.158	A	0.309	A	0.110	A	0.253	A
46	Los Angeles Street & 17th Street	0.221	A	0.341	A	0.119	A	0.236	A
47	Flower Street & 18th Street	0.020	A	0.073	A	0.023	A	0.068	A
48	Grand Avenue & 18th Street	0.093	A	0.177	A	0.088	A	0.173	A
49	Olive Street & 18th Street	0.115	A	0.275	A	0.076	A	0.195	A
50	Hill Street & 18th Street	0.089	A	0.151	A	0.076	A	0.130	A
51	Broadway & 18th Street	0.124	A	0.200	A	0.087	A	0.152	A
52	Main Street & 18th Street	0.115	A	0.225	A	0.099	A	0.214	A
53	Los Angeles Street & 18th Street	0.135	A	0.280	A	0.158	A	0.315	A
54	Figueroa Street & Washington Boulevard	0.299	A	0.398	A	0.290	A	0.339	A
55	Flower Street & Washington Boulevard	0.126	A	0.243	A	0.093	A	0.189	A
56	Grand Avenue & Washington Boulevard	0.150	A	0.192	A	0.108	A	0.161	A
57	Olive Street & Washington Boulevard	0.098	A	0.165	A	0.091	A	0.146	A
58	Hill Street & Washington Boulevard	0.095	A	0.151	A	0.081	A	0.127	A
59	Broadway & Washington Boulevard	0.155	A	0.228	A	0.104	A	0.186	A
60	Main Street & Washington Boulevard	0.210	A	0.310	A	0.150	A	0.268	A
61	Los Angeles Street & Washington Boulevard	0.109	A	0.138	A	0.087	A	0.103	A
62	San Pedro Street & Washington Boulevard	0.336	A	0.364	A	0.267	A	0.302	A
63	Figueroa Street & Adams Boulevard	0.498	A	0.621	B	0.468	A	0.563	A
64	Flower Street & Adams Boulevard	0.102	A	0.240	A	0.125	A	0.249	A
65	I-110 NB Off-Ramps & Adams Boulevard	0.278	A	0.294	A	0.289	A	0.308	A
66	Grand Avenue & Adams Boulevard	0.127	A	0.185	A	0.112	A	0.182	A
67	Hill Street & Adams Boulevard	0.123	A	0.187	A	0.092	A	0.146	A
68	Broadway & Adams Boulevard	0.167	A	0.223	A	0.134	A	0.185	A
69	Main Street & Adams Boulevard	0.234	A	0.307	A	0.181	A	0.275	A
70	Flower Street & Jefferson Boulevard	0.097	A	0.237	A	0.100	A	0.228	A
71	Figueroa Street & Exposition Boulevard	0.464	A	0.597	A	0.309	A	0.451	A
72	Flower Street & 37th Street	0.093	A	0.124	A	0.140	A	0.181	A
73	Hope Street & 37th Street	0.163	A	0.202	A	0.186	A	0.231	A
74	Hill Street & 37th Street	0.034	A	0.049	A	0.033	A	0.050	A
75	Broadway & 37th Street	0.068	A	0.087	A	0.049	A	0.064	A
76	Figueroa Street & 39th Street	0.131	A	0.200	A	0.188	A	0.292	A
77	I-110 HOV Ramps & 39th Street	0.068	A	0.083	A	0.088	A	0.108	A
78	Figueroa Street & Martin Luther King Jr Boulevard	0.481	A	0.549	A	0.515	A	0.627	B
79	I-110 SB Ramps & Martin Luther King Jr Boulevard	0.593	A	0.604	B	0.587	A	0.597	A
80	I-110 NB Ramps & Martin Luther King Jr Boulevard	0.453	A	0.533	A	0.377	A	0.429	A
81	Georgia Street &9th Street	0.229	A	0.375	A	0.168	A	0.344	A

Table 3.4.1 **Future Without Project Intersection Level of Service** 1/11/2012

Sunday Day: Pre-Event Hour: (12:00-1:00 PM) &

Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Sunday Day Pre-Event Hour (12:00-1:00 PM)				Sunday Day Post-Event Hour (4:30-5:30 PM)			
		Existing Conditions		Future Without Project Conditions		Existing Conditions		Future Without Project Conditions	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
82	Francisco Street & 9th Street	0.115	A	0.161	A	0.092	A	0.141	A
83	Figueroa Street & 9th Street	0.168	A	0.361	A	0.139	A	0.333	A
84	Flower Street & 9th Street	0.185	A	0.324	A	0.111	A	0.263	A
85	Broadway & 9th Street	0.180	A	0.339	A	0.096	A	0.217	A
86	Bixel Street & 8th Street	0.256	A	0.373	A	0.289	A	0.403	A
87	Francisco Street & 8th Street	0.099	A	0.181	A	0.117	A	0.191	A
88	Figueroa Street & 8th Street	0.125	A	0.311	A	0.124	A	0.293	A
89	Flower Street & 8th Street	0.109	A	0.232	A	0.119	A	0.225	A
90	Hill Street & 8th Street	0.111	A	0.230	A	0.098	A	0.219	A
91	Broadway & 8th Street	0.195	A	0.524	A	0.138	A	0.407	A
92	Bixel Street & Wilshire Boulevard	0.222	A	0.290	A	0.241	A	0.268	A
93	Figueroa Street & Wilshire Boulevard	0.185	A	0.256	A	0.221	A	0.301	A
94	Lucas Avenue & 6th Street	0.210	A	0.325	A	0.201	A	0.333	A
95	Bixel Street & 6th Street	0.169	A	0.251	A	0.183	A	0.278	A
96	Figueroa Street & 6th Street	0.141	A	0.219	A	0.147	A	0.225	A
97	Flower Street & 6th Street	0.117	A	0.189	A	0.120	A	0.201	A
98	Grand Avenue & 6th Street	0.117	A	0.159	A	0.075	A	0.095	A
99	Hill Street & 6th Street	0.171	A	0.247	A	0.117	A	0.176	A
100	Spring Street & 6th Street	0.147	A	0.303	A	0.136	A	0.268	A
101	Main Street & 6th Street	0.129	A	0.216	A	0.145	A	0.221	A
102	Figueroa Street & 5th Street	0.112	A	0.170	A	0.122	A	0.171	A
103	Grand Avenue & 5th Street	0.097	A	0.140	A	0.139	A	0.153	A
104	Olive Street & 5th Street	0.133	A	0.203	A	0.142	A	0.214	A
105	Hill Street & 5th Street	0.106	A	0.221	A	0.090	A	0.168	A
106	Spring Street & 5th Street	0.113	A	0.204	A	0.120	A	0.223	A
107	Main Street & 5th Street	0.112	A	0.126	A	0.097	A	0.129	A
108	Figueroa Street & 2nd Street	0.145	A	0.162	A	0.174	A	0.172	A
109	Beaudry Street & 1st Street	0.106	A	0.130	A	0.120	A	0.162	A
110	Hope Street & 1st Street	0.190	A	0.289	A	0.182	A	0.274	A
111	Grand Avenue & 1st Street	0.208	A	0.384	A	0.199	A	0.363	A
112	Olive Street & 1st Street	0.099	A	0.243	A	0.090	A	0.252	A
113	Hill Street & 1st Street	0.141	A	0.289	A	0.123	A	0.268	A
114	Spring Street & 1st Street	0.086	A	0.213	A	0.083	A	0.226	A
115	Main Street & 1st Street	0.106	A	0.268	A	0.103	A	0.263	A
116	Hope Street & Temple Street	0.302	A	0.386	A	0.248	A	0.308	A
117	Main Street & Aliso Street	0.114	A	0.295	A	0.125	A	0.267	A
118	Los Angeles Street & Aliso Street / US-101 SB On-Ramps	0.124	A	0.181	A	0.146	A	0.191	A
119	Grand Avenue & US-101 NB Ramps	0.279	A	0.449	A	0.266	A	0.461	A
120	Beaudry Avenue & Sunset Boulevard	0.341	A	0.440	A	0.518	A	0.607	B
121	Figueroa Street & Cesar Chavez Avenue	0.387	A	0.456	A	0.435	A	0.509	A
122	Grand Avenue & Cesar Chavez Avenue	0.454	A	0.596	A	0.217	A	0.389	A

Table 3.4.1 **Future Without Project Intersection Level of Service** 1/11/2012
Sunday Day: Pre-Event Hour: (12:00-1:00 PM) &
Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Sunday Day Pre-Event Hour (12:00-1:00 PM)				Sunday Day Post-Event Hour (4:30-5:30 PM)			
		Existing Conditions		Future Without Project Conditions		Existing Conditions		Future Without Project Conditions	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
123	Spring Street & Cesar Chavez Avenue	0.339	A	0.506	A	0.378	A	0.590	A
124	Main Street & Cesar Chavez Avenue	0.386	A	0.471	A	0.465	A	0.518	A
125	Alameda Street & Cesar Chavez Avenue	0.534	A	0.578	A	0.609	B	0.651	B
126	Main Street & Alpine Street	0.159	A	0.238	A	0.126	A	0.196	A
127	Alameda Street & Alpine Street	0.126	A	0.165	A	0.103	A	0.128	A
128	Hill Street & Alpine Street	0.268	A	0.319	A	0.197	A	0.263	A
129	Hill Street & College Street	0.371	A	0.475	A	0.312	A	0.421	A
130	Sunset Boulevard & Elysian Park Avenue	0.839	D	0.820	D	0.632	B	0.645	B
131	Glendale Boulevard & Bellevue Avenue	0.308	A	0.314	A	0.292	A	0.307	A
132	Glendale Boulevard & Temple Street	0.477	A	0.518	A	0.461	A	0.515	A
133	Alvarado Street & US-101 WB Ramps	0.444	A	0.479	A	0.470	A	0.494	A
134	Alvarado Street & US-101 EB Ramps	0.375	A	0.433	A	0.388	A	0.452	A
135	Alvarado Street & Beverly Boulevard	0.357	A	0.399	A	0.402	A	0.455	A
136	Vermont Avenue & 6th Street	0.473	A	0.553	A	0.438	A	0.529	A
137	Alvarado Street & 6th Street	0.376	A	0.456	A	0.373	A	0.454	A
138	Western Avenue & Wilshire Boulevard	0.574	A	0.610	B	0.614	B	0.664	B
139	Normandie Avenue & Wilshire Boulevard	0.301	A	0.379	A	0.382	A	0.496	A
140	Vermont Avenue & Wilshire Boulevard	0.662	B	0.796	C	0.642	B	0.770	C
141	Alvarado Street & Wilshire Boulevard	0.403	A	0.413	A	0.452	A	0.469	A
142	Vermont Avenue & 8th Street	0.585	A	0.715	C	0.515	A	0.635	B
143	Alvarado Street & 8th Street	0.351	A	0.477	A	0.338	A	0.418	A
144	Western Avenue & Olympic Boulevard	0.560	A	0.652	B	0.732	C	0.824	D
145	Normandie Avenue & Olympic Boulevard	0.421	A	0.479	A	0.414	A	0.500	A
146	Vermont Avenue & Olympic Boulevard	0.689	B	0.828	D	0.691	B	0.819	D
147	Alvarado Street & Olympic Boulevard	0.437	A	0.528	A	0.505	A	0.604	B
148	Union Avenue & Olympic Boulevard	0.432	A	0.481	A	0.503	A	0.560	A
149	Western Avenue & Pico Boulevard	0.501	A	0.566	A	0.475	A	0.553	A
150	Normandie Avenue & Pico Boulevard	0.471	A	0.524	A	0.393	A	0.445	A
151	Vermont Avenue & Pico Boulevard	0.593	A	0.684	B	0.557	A	0.649	B
152	Alvarado Street & Pico Boulevard	0.537	A	0.619	B	0.552	A	0.644	B
153	Union Avenue & Pico Boulevard	0.540	A	0.579	A	0.581	A	0.615	B
154	Alvarado Street & Hoover Street	0.265	A	0.332	A	0.336	A	0.406	A
155	Western Avenue & Venice Boulevard	0.445	A	0.499	A	0.499	A	0.551	A
156	Normandie Avenue & Venice Boulevard	0.395	A	0.425	A	0.350	A	0.389	A
157	Vermont Avenue & Venice Boulevard	0.485	A	0.556	A	0.487	A	0.567	A
158	Hoover Street & Venice Boulevard	0.444	A	0.529	A	0.519	A	0.586	A
159	Western Avenue & Washington Boulevard	0.529	A	0.596	A	0.457	A	0.522	A
160	Normandie Avenue & Washington Boulevard	0.472	A	0.513	A	0.386	A	0.432	A
161	Vermont Avenue & Washington Boulevard	0.494	A	0.599	A	0.502	A	0.604	B
162	Hoover Street & Washington Boulevard	0.464	A	0.561	A	0.449	A	0.555	A
163	I-10 WB Ramps & 20th Street	0.458	A	0.564	A	0.459	A	0.563	A
164	Vermont Avenue & I-10 EB Ramps	0.573	A	0.684	B	0.607	B	0.726	C
165	Hoover Street & I-10 EB Ramps	0.521	A	0.574	A	0.490	A	0.552	A

Table 3.4.1 **Future Without Project Intersection Level of Service**
Sunday Day: Pre-Event Hour: (12:00-1:00 PM) &
Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

1/11/2012

No.	Intersection	Sunday Day Pre-Event Hour (12:00-1:00 PM)				Sunday Day Post-Event Hour (4:30-5:30 PM)			
		Existing Conditions		Future Without Project Conditions		Existing Conditions		Future Without Project Conditions	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
166	Hill Street & 16th Street	0.073	A	0.115	A	0.077	A	0.111	A
167	Broadway & 16th Street	0.087	A	0.125	A	0.083	A	0.110	A
168	Main Street & 16th Street	0.080	A	0.221	A	0.067	A	0.187	A
169	Los Angeles Street & 16th Street	0.082	A	0.088	A	0.070	A	0.076	A
170	San Pedro Street & 16th Street	0.326	A	0.331	A	0.275	A	0.281	A
171	Central Avenue & 16th Street	0.349	A	0.371	A	0.278	A	0.298	A
172	Central Avenue & Washington Boulevard	0.323	A	0.416	A	0.226	A	0.301	A
173	Wilton Place & Wilshire Boulevard	0.456	A	0.447	A	0.428	A	0.419	A
174	Arlington Avenue & Olympic Boulevard	0.329	A	0.365	A	0.346	A	0.385	A
175	Arlington Avenue & Pico Boulevard	0.357	A	0.391	A	0.313	A	0.348	A
176	Arlington Avenue & Venice Boulevard	0.480	A	0.510	A	0.458	A	0.485	A
177	Arlington Avenue & Washington Boulevard	0.431	A	0.463	A	0.390	A	0.422	A

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Table 3.4.2 **Future Without Project Intersection Level of Service** 1/11/2012
Saturday Day: Pre-Event Hour: (12:00-1:00 PM) &
Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Saturday Day Pre-Event Hour (12:00-1:00 PM)				Saturday Day Post-Event Hour (4:30-5:30 PM)			
		Existing Conditions		Future Without Project Conditions		Existing Conditions		Future Without Project Conditions	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
1	Georgia Street & Olympic Boulevard	0.389	A	0.567	A	0.350	A	0.577	A
2	Francisco Street & Olympic Boulevard	0.328	A	0.441	A	0.272	A	0.373	A
3	Figueroa Street & Olympic Boulevard	0.442	A	0.610	B	0.451	A	0.623	B
4	Flower Street & Olympic Boulevard	0.466	A	0.600	A	0.409	A	0.530	A
5	Grand Avenue & Olympic Boulevard	0.281	A	0.404	A	0.225	A	0.358	A
6	Olive Street & Olympic Boulevard	0.299	A	0.509	A	0.253	A	0.446	A
7	Hill Street & Olympic Boulevard	0.301	A	0.538	A	0.229	A	0.438	A
8	Broadway & Olympic Boulevard	0.359	A	0.727	C	0.297	A	0.627	B
9	Main Street & Olympic Boulevard	0.343	A	0.591	A	0.310	A	0.582	A
10	Los Angeles Street & Olympic Boulevard	0.337	A	0.399	A	0.210	A	0.274	A
11	Santee Street & Olympic Boulevard	0.312	A	0.363	A	0.205	A	0.260	A
12	Maple Avenue & Olympic Boulevard	0.367	A	0.463	A	0.245	A	0.356	A
13	Maple Avenue & 9th Street	0.422	A	0.486	A	0.281	A	0.344	A
14	San Pedro Street & 9th Street	0.467	A	0.502	A	0.270	A	0.333	A
15	LA Live Way & 11th Street	0.192	A	0.248	A	0.222	A	0.261	A
16	Figueroa Street & 11th Street	0.264	A	0.437	A	0.288	A	0.470	A
17	Flower Street & 11th Street	0.139	A	0.458	A	0.127	A	0.406	A
18	Grand Avenue & 11th Street	0.056	A	0.215	A	0.079	A	0.251	A
19	Olive Street & 11th Street	0.059	A	0.325	A	0.082	A	0.287	A
20	Figueroa Street & 12th Street	0.162	A	0.284	A	0.233	A	0.348	A
21	Flower Street & 12th Street	0.055	A	0.153	A	0.058	A	0.161	A
22	Grand Avenue & 12th Street	0.066	A	0.199	A	0.055	A	0.187	A
23	Olive Avenue & 12th Street	0.074	A	0.279	A	0.071	A	0.257	A
24	LA Live Way & Pico Boulevard	0.464	A	0.517	A	0.452	A	0.511	A
25	LA Live Way & Bond Street / I-10 & I-110 Off-Ramps	0.270	A	0.303	A	0.304	A	0.329	A
26	Figueroa Street & Pico Boulevard	0.314	A	0.520	A	0.437	A	0.627	B
27	Flower Street & Pico Boulevard	0.159	A	0.323	A	0.166	A	0.329	A
28	Grand Avenue & Pico Boulevard	0.135	A	0.289	A	0.109	A	0.255	A
29	Olive Street & Pico Boulevard	0.111	A	0.286	A	0.127	A	0.279	A
30	Hill Street & Pico Boulevard	0.200	A	0.315	A	0.129	A	0.238	A
31	Broadway & Pico Boulevard	0.289	A	0.405	A	0.199	A	0.310	A
32	Main Street & Pico Boulevard	0.348	A	0.639	B	0.260	A	0.531	A
33	Blaine Street & Olympic Boulevard	0.472	A	0.605	B	0.440	A	0.582	A
34	Blaine Street & SR-110 SB Off-Ramp	0.205	A	0.268	A	0.196	A	0.264	A
35	Blaine Street & 11th Street	0.375	A	0.479	A	0.571	A	0.699	B
36	Convention Center Drive/Georgia Street & Venice Boulevard	0.095	A	0.109	A	0.129	A	0.149	A
37	Figueroa Street & Venice Boulevard	0.372	A	0.462	A	0.413	A	0.544	A
38	Flower Street & Venice Boulevard	0.155	A	0.277	A	0.183	A	0.297	A
39	Grand Avenue & Venice Boulevard	0.092	A	0.178	A	0.086	A	0.168	A
40	Olive Street & Venice Boulevard	0.078	A	0.197	A	0.078	A	0.181	A
41	Grand Avenue & 17th Street	0.223	A	0.377	A	0.228	A	0.385	A

Table 3.4.2 **Future Without Project Intersection Level of Service**
Saturday Day: Pre-Event Hour: (12:00-1:00 PM) &
Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Saturday Day Pre-Event Hour (12:00-1:00 PM)				Saturday Day Post-Event Hour (4:30-5:30 PM)			
		Existing Conditions		Future Without Project Conditions		Existing Conditions		Future Without Project Conditions	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
42	Olive Street & 17th Street	0.263	A	0.454	A	0.239	A	0.412	A
43	Hill Street & 17th Street	0.317	A	0.493	A	0.203	A	0.372	A
44	Broadway & 17th Street	0.318	A	0.473	A	0.201	A	0.346	A
45	Main Street & 17th Street	0.295	A	0.491	A	0.243	A	0.431	A
46	Los Angeles Street & 17th Street	0.367	A	0.531	A	0.291	A	0.446	A
47	Flower Street & 18th Street	0.036	A	0.093	A	0.046	A	0.106	A
48	Grand Avenue & 18th Street	0.139	A	0.258	A	0.181	A	0.294	A
49	Olive Street & 18th Street	0.175	A	0.376	A	0.165	A	0.338	A
50	Hill Street & 18th Street	0.189	A	0.287	A	0.193	A	0.289	A
51	Broadway & 18th Street	0.289	A	0.391	A	0.251	A	0.350	A
52	Main Street & 18th Street	0.332	A	0.470	A	0.309	A	0.446	A
53	Los Angeles Street & 18th Street	0.367	A	0.541	A	0.405	A	0.585	A
54	Figueroa Street & Washington Boulevard	0.412	A	0.534	A	0.391	A	0.488	A
55	Flower Street & Washington Boulevard	0.214	A	0.348	A	0.167	A	0.302	A
56	Grand Avenue & Washington Boulevard	0.306	A	0.385	A	0.250	A	0.329	A
57	Olive Street & Washington Boulevard	0.208	A	0.325	A	0.144	A	0.257	A
58	Hill Street & Washington Boulevard	0.214	A	0.308	A	0.146	A	0.237	A
59	Broadway & Washington Boulevard	0.294	A	0.409	A	0.209	A	0.329	A
60	Main Street & Washington Boulevard	0.429	A	0.572	A	0.345	A	0.487	A
61	Los Angeles Street & Washington Boulevard	0.211	A	0.252	A	0.189	A	0.231	A
62	San Pedro Street & Washington Boulevard	0.478	A	0.526	A	0.397	A	0.444	A
63	Figueroa Street & Adams Boulevard	0.742	C	0.957	E	0.713	C	0.925	E
64	Flower Street & Adams Boulevard	0.222	A	0.393	A	0.221	A	0.390	A
65	I-110 NB Off-Ramps & Adams Boulevard	0.478	A	0.503	A	0.468	A	0.460	A
66	Grand Avenue & Adams Boulevard	0.303	A	0.334	A	0.240	A	0.291	A
67	Hill Street & Adams Boulevard	0.299	A	0.387	A	0.223	A	0.326	A
68	Broadway & Adams Boulevard	0.293	A	0.359	A	0.231	A	0.303	A
69	Main Street & Adams Boulevard	0.424	A	0.521	A	0.333	A	0.438	A
70	Flower Street & Jefferson Boulevard	0.259	A	0.409	A	0.256	A	0.411	A
71	Figueroa Street & Exposition Boulevard	0.517	A	0.697	B	0.464	A	0.640	B
72	Flower Street & 37th Street	0.234	A	0.278	A	0.271	A	0.318	A
73	Hope Street & 37th Street	0.256	A	0.304	A	0.268	A	0.321	A
74	Hill Street & 37th Street	0.084	A	0.122	A	0.092	A	0.138	A
75	Broadway & 37th Street	0.109	A	0.153	A	0.083	A	0.105	A
76	Figueroa Street & 39th Street	0.222	A	0.358	A	0.227	A	0.359	A
77	I-110 HOV Ramps & 39th Street	0.132	A	0.168	A	0.150	A	0.187	A
78	Figueroa Street & Martin Luther King Jr Boulevard	0.561	A	0.703	C	0.497	A	0.631	B
79	I-110 SB Ramps & Martin Luther King Jr Boulevard	0.667	B	0.681	B	0.602	B	0.613	B
80	I-110 NB Ramps & Martin Luther King Jr Boulevard	0.545	A	0.627	B	0.483	A	0.579	A
81	Georgia Street &9th Street	0.227	A	0.437	A	0.263	A	0.502	A

Table 3.4.2 **Future Without Project Intersection Level of Service** 1/11/2012
Saturday Day: Pre-Event Hour: (12:00-1:00 PM) &
Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Saturday Day Pre-Event Hour (12:00-1:00 PM)				Saturday Day Post-Event Hour (4:30-5:30 PM)			
		Existing Conditions		Future Without Project Conditions		Existing Conditions		Future Without Project Conditions	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
82	Francisco Street & 9th Street	0.159	A	0.253	A	0.145	A	0.231	A
83	Figueroa Street & 9th Street	0.295	A	0.540	A	0.301	A	0.537	A
84	Flower Street & 9th Street	0.367	A	0.539	A	0.226	A	0.422	A
85	Broadway & 9th Street	0.325	A	0.451	A	0.239	A	0.338	A
86	Bixel Street & 8th Street	0.377	A	0.527	A	0.323	A	0.475	A
87	Francisco Street & 8th Street	0.164	A	0.260	A	0.159	A	0.254	A
88	Figueroa Street & 8th Street	0.203	A	0.418	A	0.238	A	0.471	A
89	Flower Street & 8th Street	0.239	A	0.393	A	0.212	A	0.359	A
90	Hill Street & 8th Street	0.320	A	0.475	A	0.238	A	0.391	A
91	Broadway & 8th Street	0.310	A	0.713	C	0.236	A	0.546	A
92	Bixel Street & Wilshire Boulevard	0.289	A	0.387	A	0.297	A	0.352	A
93	Figueroa Street & Wilshire Boulevard	0.260	A	0.376	A	0.364	A	0.482	A
94	Lucas Avenue & 6th Street	0.266	A	0.478	A	0.264	A	0.453	A
95	Bixel Street & 6th Street	0.273	A	0.407	A	0.233	A	0.389	A
96	Figueroa Street & 6th Street	0.197	A	0.317	A	0.249	A	0.369	A
97	Flower Street & 6th Street	0.149	A	0.259	A	0.156	A	0.265	A
98	Grand Avenue & 6th Street	0.173	A	0.245	A	0.138	A	0.203	A
99	Hill Street & 6th Street	0.293	A	0.386	A	0.261	A	0.351	A
100	Spring Street & 6th Street	0.139	A	0.325	A	0.137	A	0.327	A
101	Main Street & 6th Street	0.173	A	0.288	A	0.183	A	0.301	A
102	Figueroa Street & 5th Street	0.163	A	0.242	A	0.201	A	0.269	A
103	Grand Avenue & 5th Street	0.153	A	0.219	A	0.176	A	0.223	A
104	Olive Street & 5th Street	0.284	A	0.373	A	0.302	A	0.395	A
105	Hill Street & 5th Street	0.222	A	0.349	A	0.221	A	0.348	A
106	Spring Street & 5th Street	0.124	A	0.274	A	0.128	A	0.268	A
107	Main Street & 5th Street	0.156	A	0.199	A	0.149	A	0.212	A
108	Figueroa Street & 2nd Street	0.315	A	0.306	A	0.286	A	0.278	A
109	Beaudry Street & 1st Street	0.124	A	0.184	A	0.163	A	0.231	A
110	Hope Street & 1st Street	0.156	A	0.293	A	0.203	A	0.324	A
111	Grand Avenue & 1st Street	0.185	A	0.402	A	0.308	A	0.466	A
112	Olive Street & 1st Street	0.109	A	0.313	A	0.102	A	0.291	A
113	Hill Street & 1st Street	0.184	A	0.393	A	0.336	A	0.490	A
114	Spring Street & 1st Street	0.106	A	0.327	A	0.130	A	0.360	A
115	Main Street & 1st Street	0.130	A	0.348	A	0.142	A	0.360	A
116	Hope Street & Temple Street	0.232	A	0.299	A	0.291	A	0.358	A
117	Main Street & Aliso Street	0.129	A	0.363	A	0.172	A	0.393	A
118	Los Angeles Street & Aliso Street / US-101 SB On-Ramps	0.211	A	0.306	A	0.217	A	0.315	A
119	Grand Avenue & US-101 NB Ramps	0.281	A	0.497	A	0.345	A	0.560	A
120	Beaudry Avenue & Sunset Boulevard	0.725	C	0.806	D	0.523	A	0.633	B
121	Figueroa Street & Cesar Chavez Avenue	0.497	A	0.567	A	0.479	A	0.572	A
122	Grand Avenue & Cesar Chavez Avenue	0.420	A	0.578	A	0.480	A	0.642	B

Table 3.4.2 **Future Without Project Intersection Level of Service** 1/11/2012
Saturday Day: Pre-Event Hour: (12:00-1:00 PM) &
Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Saturday Day Pre-Event Hour (12:00-1:00 PM)				Saturday Day Post-Event Hour (4:30-5:30 PM)			
		Existing Conditions		Future Without Project Conditions		Existing Conditions		Future Without Project Conditions	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
123	Spring Street & Cesar Chavez Avenue	0.383	A	0.671	B	0.371	A	0.664	B
124	Main Street & Cesar Chavez Avenue	0.444	A	0.549	A	0.505	A	0.599	A
125	Alameda Street & Cesar Chavez Avenue	0.574	A	0.653	B	0.582	A	0.660	B
126	Main Street & Alpine Street	0.171	A	0.312	A	0.137	A	0.254	A
127	Alameda Street & Alpine Street	0.120	A	0.199	A	0.092	A	0.170	A
128	Hill Street & Alpine Street	0.384	A	0.429	A	0.311	A	0.415	A
129	Hill Street & College Street	0.433	A	0.543	A	0.400	A	0.573	A
130	Sunset Boulevard & Elysian Park Avenue	0.677	B	0.656	B	0.597	A	0.609	B
131	Glendale Boulevard & Bellevue Avenue	0.388	A	0.415	A	0.356	A	0.381	A
132	Glendale Boulevard & Temple Street	0.570	A	0.650	B	0.583	A	0.661	B
133	Alvarado Street & US-101 WB Ramps	0.517	A	0.565	A	0.505	A	0.550	A
134	Alvarado Street & US-101 EB Ramps	0.462	A	0.561	A	0.474	A	0.564	A
135	Alvarado Street & Beverly Boulevard	0.426	A	0.521	A	0.437	A	0.509	A
136	Vermont Avenue & 6th Street	0.533	A	0.660	B	0.629	B	0.748	C
137	Alvarado Street & 6th Street	0.436	A	0.574	A	0.438	A	0.554	A
138	Western Avenue & Wilshire Boulevard	0.603	B	0.660	B	0.696	B	0.761	C
139	Normandie Avenue & Wilshire Boulevard	0.555	A	0.687	B	0.462	A	0.639	B
140	Vermont Avenue & Wilshire Boulevard	0.603	B	0.789	C	0.613	B	0.782	C
141	Alvarado Street & Wilshire Boulevard	0.411	A	0.449	A	0.419	A	0.459	A
142	Vermont Avenue & 8th Street	0.519	A	0.727	C	0.511	A	0.703	C
143	Alvarado Street & 8th Street	0.372	A	0.544	A	0.342	A	0.471	A
144	Western Avenue & Olympic Boulevard	0.507	A	0.625	B	0.519	A	0.633	B
145	Normandie Avenue & Olympic Boulevard	0.511	A	0.621	B	0.505	A	0.603	B
146	Vermont Avenue & Olympic Boulevard	0.874	D	1.067	F	0.640	B	0.846	D
147	Alvarado Street & Olympic Boulevard	0.617	B	0.749	C	0.581	A	0.710	C
148	Union Avenue & Olympic Boulevard	0.553	A	0.620	B	0.507	A	0.577	A
149	Western Avenue & Pico Boulevard	0.595	A	0.681	B	0.621	B	0.709	C
150	Normandie Avenue & Pico Boulevard	0.532	A	0.613	B	0.549	A	0.626	B
151	Vermont Avenue & Pico Boulevard	0.599	A	0.726	C	0.540	A	0.669	B
152	Alvarado Street & Pico Boulevard	0.612	B	0.728	C	0.640	B	0.753	C
153	Union Avenue & Pico Boulevard	0.597	A	0.638	B	0.563	A	0.603	B
154	Alvarado Street & Hoover Street	0.319	A	0.413	A	0.328	A	0.427	A
155	Western Avenue & Venice Boulevard	0.487	A	0.553	A	0.529	A	0.592	A
156	Normandie Avenue & Venice Boulevard	0.457	A	0.504	A	0.469	A	0.528	A
157	Vermont Avenue & Venice Boulevard	0.543	A	0.645	B	0.593	A	0.697	B
158	Hoover Street & Venice Boulevard	0.579	A	0.682	B	0.591	A	0.699	B
159	Western Avenue & Washington Boulevard	0.598	A	0.673	B	0.651	B	0.731	C
160	Normandie Avenue & Washington Boulevard	0.557	A	0.622	B	0.556	A	0.631	B
161	Vermont Avenue & Washington Boulevard	0.663	B	0.802	D	0.679	B	0.817	D
162	Hoover Street & Washington Boulevard	0.539	A	0.640	B	0.605	B	0.747	C
163	I-10 WB Ramps & 20th Street	0.565	A	0.701	B	0.531	A	0.666	B
164	Vermont Avenue & I-10 EB Ramps	0.745	C	0.904	E	0.688	B	0.844	D
165	Hoover Street & I-10 EB Ramps	0.636	B	0.722	C	0.570	A	0.654	B

Table 3.4.2 **Future Without Project Intersection Level of Service**
Saturday Day: Pre-Event Hour: (12:00-1:00 PM) &
Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

1/11/2012

No.	Intersection	Saturday Day Pre-Event Hour (12:00-1:00 PM)				Saturday Day Post-Event Hour (4:30-5:30 PM)			
		Existing Conditions		Future Without Project Conditions		Existing Conditions		Future Without Project Conditions	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
166	Hill Street & 16th Street	0.221	A	0.297	A	0.152	A	0.229	A
167	Broadway & 16th Street	0.240	A	0.294	A	0.151	A	0.203	A
168	Main Street & 16th Street	0.265	A	0.470	A	0.137	A	0.352	A
169	Los Angeles Street & 16th Street	0.252	A	0.266	A	0.137	A	0.151	A
170	San Pedro Street & 16th Street	0.705	C	0.714	C	0.417	A	0.423	A
171	Central Avenue & 16th Street	0.555	A	0.586	A	0.386	A	0.411	A
172	Central Avenue & Washington Boulevard	0.527	A	0.637	B	0.341	A	0.443	A
173	Wilton Place & Wilshire Boulevard	0.515	A	0.511	A	0.600	A	0.600	A
174	Arlington Avenue & Olympic Boulevard	0.401	A	0.454	A	0.471	A	0.519	A
175	Arlington Avenue & Pico Boulevard	0.390	A	0.430	A	0.452	A	0.496	A
176	Arlington Avenue & Venice Boulevard	0.454	A	0.474	A	0.700	B	0.735	C
177	Arlington Avenue & Washington Boulevard	0.519	A	0.561	A	0.561	A	0.605	B

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Table 3.4.3 **Future Without Project Intersection Level of Service**
Weekday Evening: Pre-Event Hour: (4:30-5:30 PM) &
Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

1/11/2012

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)				Weekday Evening Post-Event Hour (9:00-10:00 PM)			
		Existing Conditions		Future Without Project Conditions		Existing Conditions		Future Without Project Conditions	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
1	Georgia Street & Olympic Boulevard	0.349	A	0.662	B	0.155	A	0.322	A
2	Francisco Street & Olympic Boulevard	0.281	A	0.499	A	0.098	A	0.189	A
3	Figueroa Street & Olympic Boulevard	0.731	C	0.989	E	0.129	A	0.285	A
4	Flower Street & Olympic Boulevard	0.445	A	0.639	B	0.117	A	0.249	A
5	Grand Avenue & Olympic Boulevard	0.447	A	0.674	B	0.087	A	0.192	A
6	Olive Street & Olympic Boulevard	0.474	A	0.682	B	0.070	A	0.208	A
7	Hill Street & Olympic Boulevard	0.462	A	0.745	C	0.051	A	0.159	A
8	Broadway & Olympic Boulevard	0.406	A	0.869	D	0.064	A	0.253	A
9	Main Street & Olympic Boulevard	0.630	B	1.082	F	0.050	A	0.198	A
10	Los Angeles Street & Olympic Boulevard	0.367	A	0.444	A	0.042	A	0.062	A
11	Santee Street & Olympic Boulevard	0.289	A	0.351	A	0.013	A	0.030	A
12	Maple Avenue & Olympic Boulevard	0.334	A	0.472	A	0.025	A	0.058	A
13	Maple Avenue & 9th Street	0.407	A	0.493	A	0.041	A	0.065	A
14	San Pedro Street & 9th Street	0.530	A	0.617	B	0.053	A	0.077	A
15	LA Live Way & 11th Street	0.233	A	0.272	A	0.049	A	0.064	A
16	Figueroa Street & 11th Street	0.329	A	0.476	A	0.064	A	0.157	A
17	Flower Street & 11th Street	0.292	A	0.576	A	0.038	A	0.152	A
18	Grand Avenue & 11th Street	0.252	A	0.465	A	0.035	A	0.099	A
19	Olive Street & 11th Street	0.233	A	0.443	A	0.029	A	0.127	A
20	Figueroa Street & 12th Street	0.252	A	0.362	A	0.034	A	0.070	A
21	Flower Street & 12th Street	0.187	A	0.350	A	0.022	A	0.069	A
22	Grand Avenue & 12th Street	0.222	A	0.401	A	0.039	A	0.100	A
23	Olive Avenue & 12th Street	0.175	A	0.382	A	0.025	A	0.096	A
24	LA Live Way & Pico Boulevard	0.487	A	0.539	A	0.129	A	0.160	A
25	LA Live Way & Bond Street / I-10 & I-110 Off-Ramps	0.322	A	0.349	A	0.065	A	0.072	A
26	Figueroa Street & Pico Boulevard	0.607	B	0.765	C	0.073	A	0.149	A
27	Flower Street & Pico Boulevard	0.507	A	0.668	B	0.054	A	0.117	A
28	Grand Avenue & Pico Boulevard	0.422	A	0.649	B	0.051	A	0.099	A
29	Olive Street & Pico Boulevard	0.256	A	0.471	A	0.027	A	0.073	A
30	Hill Street & Pico Boulevard	0.425	A	0.575	A	0.027	A	0.064	A
31	Broadway & Pico Boulevard	0.453	A	0.578	A	0.128	A	0.201	A
32	Main Street & Pico Boulevard	0.554	A	1.049	F	0.040	A	0.138	A
33	Blaine Street & Olympic Boulevard	0.546	A	0.718	C	0.236	A	0.352	A
34	Blaine Street & SR-110 SB Off-Ramp	0.153	A	0.237	A	0.078	A	0.107	A
35	Blaine Street & 11th Street	0.736	C	0.880	D	0.301	A	0.418	A
36	Convention Center Drive/Georgia Street & Venice Boulevard	0.150	A	0.174	A	0.030	A	0.036	A
37	Figueroa Street & Venice Boulevard	0.717	C	0.796	C	0.070	A	0.121	A
38	Flower Street & Venice Boulevard	0.407	A	0.525	A	0.052	A	0.097	A
39	Grand Avenue & Venice Boulevard	0.377	A	0.513	A	0.043	A	0.078	A
40	Olive Street & Venice Boulevard	0.223	A	0.363	A	0.029	A	0.070	A
41	Grand Avenue & 17th Street	0.567	A	0.772	C	0.070	A	0.161	A

Table 3.4.3 **Future Without Project Intersection Level of Service**
Weekday Evening: Pre-Event Hour: (4:30-5:30 PM) &
Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

1/11/2012

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)				Weekday Evening Post-Event Hour (9:00-10:00 PM)			
		Existing Conditions		Future Without Project Conditions		Existing Conditions		Future Without Project Conditions	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
42	Olive Street & 17th Street	0.359	A	0.568	A	0.073	A	0.179	A
43	Hill Street & 17th Street	0.517	A	0.724	C	0.048	A	0.100	A
44	Broadway & 17th Street	0.486	A	0.657	B	0.058	A	0.108	A
45	Main Street & 17th Street	0.471	A	0.680	B	0.052	A	0.123	A
46	Los Angeles Street & 17th Street	0.415	A	0.589	A	0.048	A	0.095	A
47	Flower Street & 18th Street	0.106	A	0.239	A	0.026	A	0.063	A
48	Grand Avenue & 18th Street	0.273	A	0.428	A	0.048	A	0.080	A
49	Olive Street & 18th Street	0.280	A	0.385	A	0.051	A	0.119	A
50	Hill Street & 18th Street	0.365	A	0.534	A	0.033	A	0.064	A
51	Broadway & 18th Street	0.393	A	0.517	A	0.049	A	0.086	A
52	Main Street & 18th Street	0.476	A	0.625	B	0.058	A	0.145	A
53	Los Angeles Street & 18th Street	0.545	A	0.732	C	0.085	A	0.247	A
54	Figueroa Street & Washington Boulevard	0.661	B	0.736	C	0.131	A	0.269	A
55	Flower Street & Washington Boulevard	0.470	A	0.643	B	0.063	A	0.179	A
56	Grand Avenue & Washington Boulevard	0.543	A	0.716	C	0.075	A	0.183	A
57	Olive Street & Washington Boulevard	0.367	A	0.529	A	0.068	A	0.165	A
58	Hill Street & Washington Boulevard	0.522	A	0.629	B	0.054	A	0.099	A
59	Broadway & Washington Boulevard	0.656	B	0.740	C	0.065	A	0.112	A
60	Main Street & Washington Boulevard	0.652	B	0.774	C	0.069	A	0.148	A
61	Los Angeles Street & Washington Boulevard	0.508	A	0.558	A	0.046	A	0.062	A
62	San Pedro Street & Washington Boulevard	0.649	B	0.696	B	0.119	A	0.160	A
63	Figueroa Street & Adams Boulevard	0.869	D	1.015	F	0.248	A	0.333	A
64	Flower Street & Adams Boulevard	0.671	B	0.899	D	0.209	A	0.315	A
65	I-110 NB Off-Ramps & Adams Boulevard	0.449	A	0.525	A	0.122	A	0.162	A
66	Grand Avenue & Adams Boulevard	0.497	A	0.647	B	0.070	A	0.113	A
67	Hill Street & Adams Boulevard	0.433	A	0.585	A	0.060	A	0.080	A
68	Broadway & Adams Boulevard	0.546	A	0.620	B	0.068	A	0.088	A
69	Main Street & Adams Boulevard	0.637	B	0.731	C	0.086	A	0.147	A
70	Flower Street & Jefferson Boulevard	0.362	A	0.542	A	0.120	A	0.255	A
71	Figueroa Street & Exposition Boulevard	0.625	B	0.715	C	0.277	A	0.393	A
72	Flower Street & 37th Street	0.398	A	0.434	A	0.175	A	0.229	A
73	Hope Street & 37th Street	0.471	A	0.511	A	0.158	A	0.202	A
74	Hill Street & 37th Street	0.251	A	0.295	A	0.019	A	0.030	A
75	Broadway & 37th Street	0.376	A	0.418	A	0.035	A	0.048	A
76	Figueroa Street & 39th Street	0.467	A	0.528	A	0.063	A	0.089	A
77	I-110 HOV Ramps & 39th Street	0.466	A	0.496	A	0.040	A	0.041	A
78	Figueroa Street & Martin Luther King Jr Boulevard	0.840	D	0.788	C	0.285	A	0.349	A
79	I-110 SB Ramps & Martin Luther King Jr Boulevard	0.725	C	0.738	C	0.415	A	0.421	A
80	I-110 NB Ramps & Martin Luther King Jr Boulevard	0.629	B	0.784	C	0.245	A	0.319	A
81	Georgia Street &9th Street	0.342	A	0.612	B	0.200	A	0.311	A

Table 3.4.3 **Future Without Project Intersection Level of Service**
Weekday Evening: Pre-Event Hour: (4:30-5:30 PM) &
Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

1/11/2012

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)				Weekday Evening Post-Event Hour (9:00-10:00 PM)			
		Existing Conditions		Future Without Project Conditions		Existing Conditions		Future Without Project Conditions	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
82	Francisco Street & 9th Street	0.278	A	0.475	A	0.070	A	0.105	A
83	Figueroa Street & 9th Street	0.394	A	0.665	B	0.090	A	0.234	A
84	Flower Street & 9th Street	0.305	A	0.583	A	0.103	A	0.199	A
85	Broadway & 9th Street	0.320	A	0.625	B	0.052	A	0.101	A
86	Bixel Street & 8th Street	0.672	B	1.057	F	0.219	A	0.301	A
87	Francisco Street & 8th Street	0.375	A	0.498	A	0.094	A	0.181	A
88	Figueroa Street & 8th Street	0.686	B	1.014	F	0.111	A	0.293	A
89	Flower Street & 8th Street	0.394	A	0.551	A	0.105	A	0.193	A
90	Hill Street & 8th Street	0.380	A	0.559	A	0.046	A	0.101	A
91	Broadway & 8th Street	0.308	A	0.729	C	0.052	A	0.173	A
92	Bixel Street & Wilshire Boulevard	0.465	A	0.551	A	0.223	A	0.234	A
93	Figueroa Street & Wilshire Boulevard	0.986	E	1.321	F	0.265	A	0.339	A
94	Lucas Avenue & 6th Street	0.631	B	0.893	D	0.134	A	0.216	A
95	Bixel Street & 6th Street	0.585	A	0.748	C	0.147	A	0.207	A
96	Figueroa Street & 6th Street	0.720	C	0.944	E	0.126	A	0.189	A
97	Flower Street & 6th Street	0.315	A	0.449	A	0.099	A	0.139	A
98	Grand Avenue & 6th Street	0.326	A	0.414	A	0.084	A	0.094	A
99	Hill Street & 6th Street	0.381	A	0.483	A	0.083	A	0.115	A
100	Spring Street & 6th Street	0.238	A	0.484	A	0.089	A	0.182	A
101	Main Street & 6th Street	0.320	A	0.460	A	0.090	A	0.141	A
102	Figueroa Street & 5th Street	0.852	D	1.016	F	0.125	A	0.178	A
103	Grand Avenue & 5th Street	0.302	A	0.400	A	0.116	A	0.114	A
104	Olive Street & 5th Street	0.572	A	0.727	C	0.131	A	0.193	A
105	Hill Street & 5th Street	0.324	A	0.473	A	0.059	A	0.117	A
106	Spring Street & 5th Street	0.163	A	0.349	A	0.060	A	0.121	A
107	Main Street & 5th Street	0.223	A	0.325	A	0.064	A	0.083	A
108	Figueroa Street & 2nd Street	0.618	B	0.677	B	0.121	A	0.133	A
109	Beaudry Street & 1st Street	0.450	A	0.525	A	0.079	A	0.079	A
110	Hope Street & 1st Street	0.601	A	0.764	C	0.094	A	0.125	A
111	Grand Avenue & 1st Street	0.707	C	0.913	E	0.115	A	0.190	A
112	Olive Street & 1st Street	0.557	A	0.760	C	0.049	A	0.108	A
113	Hill Street & 1st Street	0.625	B	0.771	C	0.096	A	0.153	A
114	Spring Street & 1st Street	0.251	A	0.536	A	0.058	A	0.159	A
115	Main Street & 1st Street	0.502	A	0.798	C	0.059	A	0.162	A
116	Hope Street & Temple Street	0.705	C	0.799	C	0.127	A	0.165	A
117	Main Street & Aliso Street	0.334	A	0.601	B	0.068	A	0.182	A
118	Los Angeles Street & Aliso Street / US-101 SB On-Ramps	0.288	A	0.463	A	0.062	A	0.090	A
119	Grand Avenue & US-101 NB Ramps	0.642	B	0.917	E	0.328	A	0.484	A
120	Beaudry Avenue & Sunset Boulevard	0.961	E	1.058	F	0.436	A	0.471	A
121	Figueroa Street & Cesar Chavez Avenue	0.741	C	0.845	D	0.364	A	0.424	A
122	Grand Avenue & Cesar Chavez Avenue	0.705	C	0.886	D	0.332	A	0.456	A

Table 3.4.3 **Future Without Project Intersection Level of Service**
Weekday Evening: Pre-Event Hour: (4:30-5:30 PM) &
Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

1/11/2012

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)				Weekday Evening Post-Event Hour (9:00-10:00 PM)			
		Existing Conditions		Future Without Project Conditions		Existing Conditions		Future Without Project Conditions	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
123	Spring Street & Cesar Chavez Avenue	0.467	A	0.843	D	0.315	A	0.514	A
124	Main Street & Cesar Chavez Avenue	0.641	B	0.789	C	0.177	A	0.237	A
125	Alameda Street & Cesar Chavez Avenue	0.736	C	0.822	D	0.294	A	0.341	A
126	Main Street & Alpine Street	0.486	A	0.638	B	0.071	A	0.108	A
127	Alameda Street & Alpine Street	0.138	A	0.294	A	0.039	A	0.078	A
128	Hill Street & Alpine Street	0.566	A	0.736	C	0.086	A	0.165	A
129	Hill Street & College Street	0.663	B	0.862	D	0.114	A	0.207	A
130	Sunset Boulevard & Elysian Park Avenue	0.753	C	0.733	C	0.497	A	0.501	A
131	Glendale Boulevard & Bellevue Avenue	0.725	C	0.766	C	0.225	A	0.224	A
132	Glendale Boulevard & Temple Street	0.983	E	1.074	F	0.322	A	0.345	A
133	Alvarado Street & US-101 WB Ramps	0.577	A	0.619	B	0.365	A	0.412	A
134	Alvarado Street & US-101 EB Ramps	0.544	A	0.642	B	0.459	A	0.537	A
135	Alvarado Street & Beverly Boulevard	0.560	A	0.658	B	0.257	A	0.299	A
136	Vermont Avenue & 6th Street	0.735	C	0.855	D	0.509	A	0.554	A
137	Alvarado Street & 6th Street	0.561	A	0.691	B	0.270	A	0.344	A
138	Western Avenue & Wilshire Boulevard	0.706	C	0.869	D	0.534	A	0.559	A
139	Normandie Avenue & Wilshire Boulevard	0.882	D	0.969	E	0.472	A	0.502	A
140	Vermont Avenue & Wilshire Boulevard	0.754	C	1.040	F	0.512	A	0.576	A
141	Alvarado Street & Wilshire Boulevard	0.565	A	0.897	D	0.261	A	0.307	A
142	Vermont Avenue & 8th Street	0.615	B	0.786	C	0.443	A	0.562	A
143	Alvarado Street & 8th Street	0.486	A	0.662	B	0.146	A	0.245	A
144	Western Avenue & Olympic Boulevard	0.887	D	0.989	E	0.498	A	0.585	A
145	Normandie Avenue & Olympic Boulevard	0.627	B	0.745	C	0.301	A	0.371	A
146	Vermont Avenue & Olympic Boulevard	0.805	D	0.970	E	0.525	A	0.646	B
147	Alvarado Street & Olympic Boulevard	0.728	C	0.872	D	0.260	A	0.358	A
148	Union Avenue & Olympic Boulevard	0.655	B	0.729	C	0.217	A	0.270	A
149	Western Avenue & Pico Boulevard	0.634	B	0.720	C	0.348	A	0.412	A
150	Normandie Avenue & Pico Boulevard	0.511	A	0.602	B	0.246	A	0.284	A
151	Vermont Avenue & Pico Boulevard	0.659	B	0.781	C	0.361	A	0.438	A
152	Alvarado Street & Pico Boulevard	0.650	B	0.767	C	0.214	A	0.283	A
153	Union Avenue & Pico Boulevard	0.669	B	0.707	C	0.189	A	0.215	A
154	Alvarado Street & Hoover Street	0.465	A	0.577	A	0.165	A	0.225	A
155	Western Avenue & Venice Boulevard	0.641	B	0.714	C	0.314	A	0.359	A
156	Normandie Avenue & Venice Boulevard	0.643	B	0.713	C	0.247	A	0.281	A
157	Vermont Avenue & Venice Boulevard	0.663	B	0.763	C	0.320	A	0.383	A
158	Hoover Street & Venice Boulevard	0.793	C	0.914	E	0.271	A	0.344	A
159	Western Avenue & Washington Boulevard	0.677	B	0.757	C	0.389	A	0.443	A
160	Normandie Avenue & Washington Boulevard	0.678	B	0.756	C	0.285	A	0.326	A
161	Vermont Avenue & Washington Boulevard	0.774	C	0.910	E	0.377	A	0.458	A
162	Hoover Street & Washington Boulevard	0.732	C	0.855	D	0.265	A	0.343	A
163	I-10 WB Ramps & 20th Street	0.584	A	0.735	C	0.258	A	0.332	A
164	Vermont Avenue & I-10 EB Ramps	0.654	B	0.783	C	0.454	A	0.546	A
165	Hoover Street & I-10 EB Ramps	0.664	B	0.748	C	0.395	A	0.480	A

Table 3.4.3 **Future Without Project Intersection Level of Service**
Weekday Evening: Pre-Event Hour: (4:30-5:30 PM) &
Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

1/11/2012

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)				Weekday Evening Post-Event Hour (9:00-10:00 PM)			
		Existing Conditions		Future Without Project Conditions		Existing Conditions		Future Without Project Conditions	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
166	Hill Street & 16th Street	0.420	A	0.512	A	0.037	A	0.061	A
167	Broadway & 16th Street	0.372	A	0.432	A	0.043	A	0.064	A
168	Main Street & 16th Street	0.399	A	0.780	C	0.037	A	0.095	A
169	Los Angeles Street & 16th Street	0.347	A	0.364	A	0.029	A	0.033	A
170	San Pedro Street & 16th Street	0.701	C	0.711	C	0.095	A	0.096	A
171	Central Avenue & 16th Street	0.595	A	0.638	B	0.158	A	0.176	A
172	Central Avenue & Washington Boulevard	0.717	C	0.837	D	0.103	A	0.181	A
173	Wilton Place & Wilshire Boulevard	0.746	C	0.749	C	0.385	A	0.369	A
174	Arlington Avenue & Olympic Boulevard	0.631	B	0.683	B	0.261	A	0.395	A
175	Arlington Avenue & Pico Boulevard	0.600	A	0.651	B	0.205	A	0.235	A
176	Arlington Avenue & Venice Boulevard	0.849	D	0.895	D	0.274	A	0.298	A
177	Arlington Avenue & Washington Boulevard	0.667	B	0.725	C	0.320	A	0.346	A

4. Project Description & Transportation Characteristics

4.1 Project Description

Description of Facilities

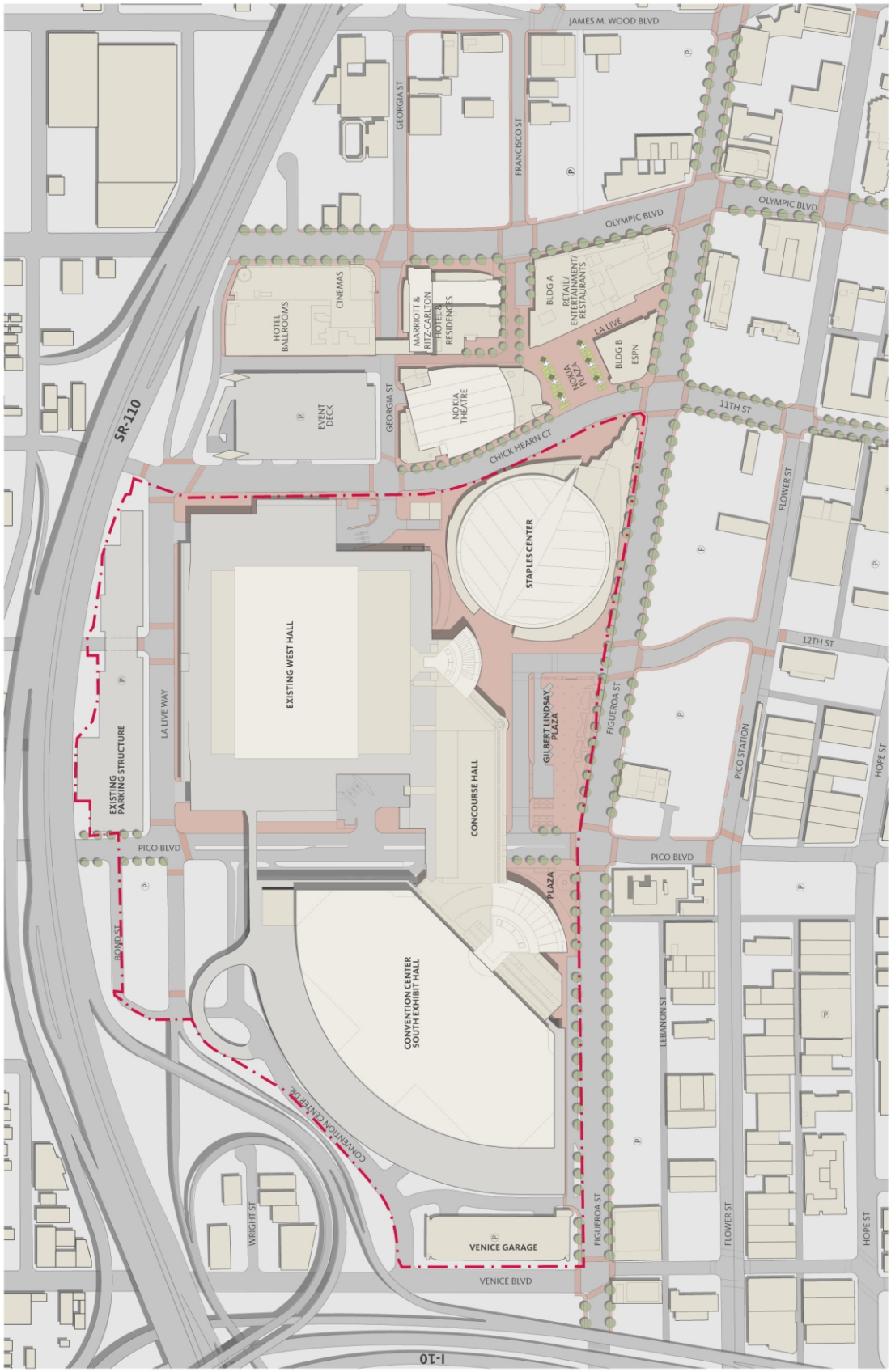
The Project Site is generally bounded by the following major roadways: the I-110 Harbor Freeway to the west; Chick Hearn Court to the north; Figueroa Street to the east; and Venice Boulevard to the south. Figure 4.1.1 shows the existing Project Site and Figure 4.1.2 shows the Proposed Project condition.

The Proposed Project would provide for the modernization and expansion of the Convention Center and the creation of a multi-purpose event center ("Event Center"). Upon completion of the Proposed Project, the Project Site would function as a unified center for convention, sports and entertainment uses. A brief overview of the three primary components that comprise the Proposed Project is provided below:

(1) The existing West Hall of the Convention Center would be demolished and replaced with a new structure (the "New Hall"), which is proposed to be located immediately to the south of where the existing West Hall is located. The New Hall would be of a similar size (up to 470,850 useable square feet compared to 462,201 useable square feet within the existing West Hall), and would bridge over of Pico Boulevard such that it would adjoin the existing South Hall.[1] While the New Hall would consist of roughly the same amount of square footage as the existing West Hall, the functionality of the Convention Center is expected to be significantly enhanced because of the contiguous configuration of the New Hall to the South Hall. In addition, the New Hall would include an up to 50,000 square foot multi-purpose exhibit hall that could serve as an exhibit hall or ballroom.

(2) The Event Center, a state-of-the-art multi-purpose, entertainment and sports venue, would be constructed on the former West Hall site. A primary function of the Event Center would be as the home venue for up to two National Football League (NFL) franchises to return to Los Angeles, as well as hosting a variety of other events, such as concerts, international soccer matches and NCAA Final Four Basketball Championships. To support certain of these uses, the Event Center would have a roof, which may be an operable roof allowing it to be

[1] "Useable area" as set forth herein is consistent with the LAMC definition of floor area set forth in LAMC Section 12.03.



N

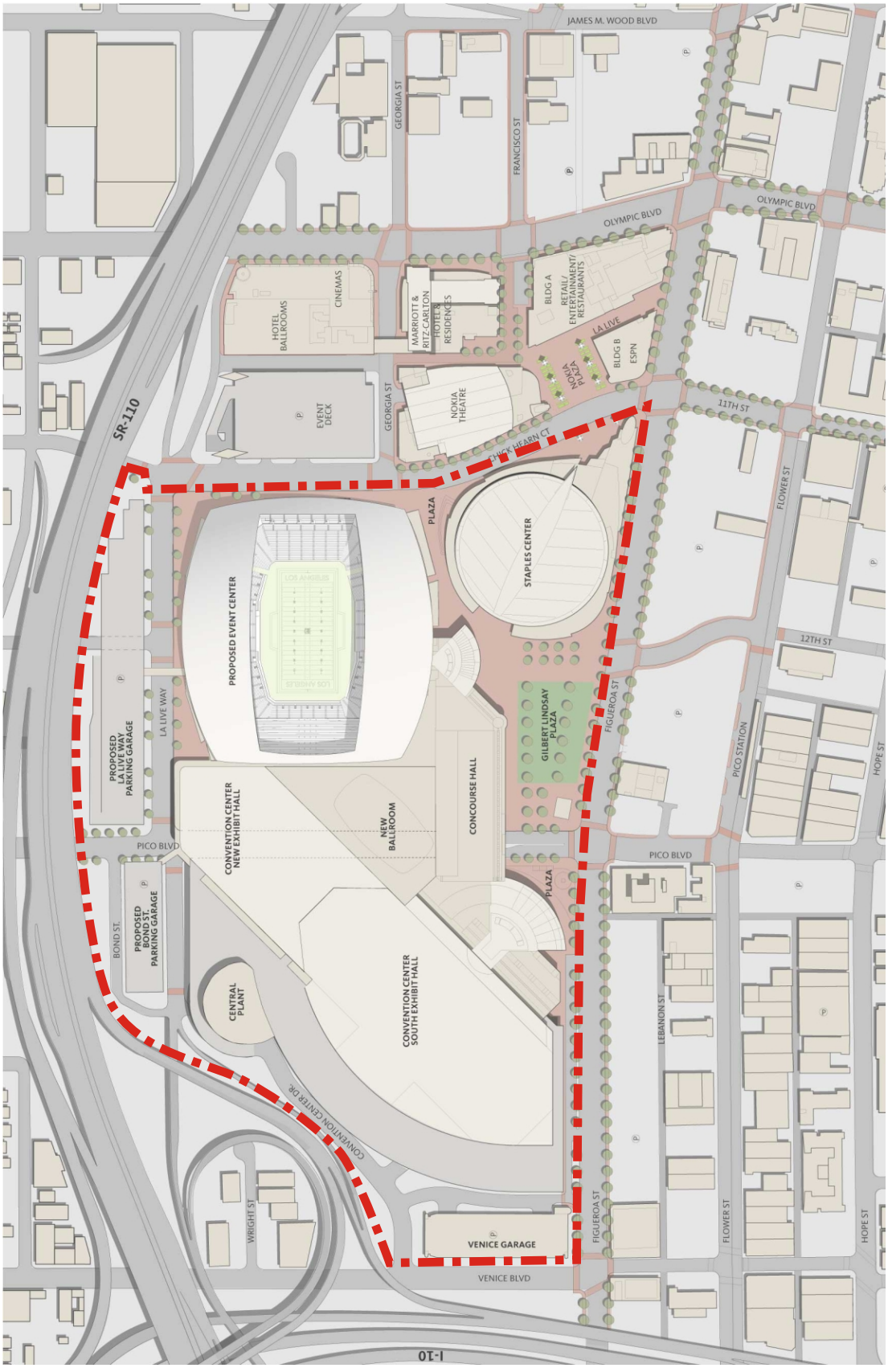
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Source: Gensler

Figure 4.1.1
Project Site - Existing Condition

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions



Source: Gensler

Figure 4.1.2
Project Site - Proposed Condition

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions

retracted during most events. This would allow the Event Center to be used for exhibition events. The Event Center would be configured with 72,000 permanent seats for spectator events and that would be expandable to 76,250 seats for a major event such as the Super Bowl. The Event Center could also host convention, exhibition, and/or meeting room events, with up to 143,500 square feet of usable exhibition space and up to 102,150 square feet of useable meeting room space for a combined total of up to 245,650 square feet of useable floor area for exhibitions, meetings and ancillary convention center uses.

(3) Two larger, more efficient parking garages would be constructed west of LA Live Way to replace the existing Bond Street surface parking lot, the existing Cherry Street Garage and the parking that is currently located beneath the existing West Hall.

No modifications or improvements are proposed for either the South Hall of the Convention Center or the Concourse Hall (except for approximately 100,000 sq. ft. of interior renovation to Concourse Hall), or to the existing parking facilities located beneath the South Hall and in the Venice Garage.

Description of Events

The Event Center will be a multi-purpose facility that will hold exhibition and spectator events. The event types are described briefly below to set the context for subsequent report sections. The anticipated event scenarios are discussed in more detail in Chapter 4 of this report.

Exhibition Events

The Convention Center would continue to hold events of the same type and size as it does currently. Many of the events at LACC do not use the entire facility nor utilize all the parking. The majority of events are trade shows and conventions for out of town attendees, which occur typically more on weekdays between 9am and 5pm or 6pm, and utilize the least parking. Consumer shows, which are less frequent, occur primarily on weekends, tend to be open in the evenings sometimes, and have higher parking needs because they serve the local population.

The creation of a larger and more efficient contiguous exhibit and meeting space would make the Convention Center more competitive nationally and allow the Convention Center to attract and book more events. It is expected that the majority of such events would be trade shows and conventions (attracting largely out-of-town visitors) rather than consumer shows (which attract more locally-based visitors). Typically this would increase the number of times

the LACC facility is used, but would not necessarily significantly increase the event size over those currently staged, though some increases in the size of events would occur.

Spectator Events

The 72,000 seat event center will also operate as a stadium and would accommodate a variety of events, including NFL games for a local NFL team. Other events could include a college football championship game (e.g. PAC-12 Football Championship), a college football bowl game, international soccer matches, MLS soccer championship games, special holiday events/games (e.g. Los Angeles Lakers Christmas Day game), a rodeo, music concerts or festivals, religious gatherings, X-Games events (already held at L.A. Live), boxing, motor sports (Monster Truck and Super Cross), and high school football championships. For major events, the stadium would be expandable to 76,250 seats, and could host major sporting events like an NFL Super Bowl, and an NCAA Final Four Tournament, although such events would occur only every four to five years. While many events would be full attendance events, there would also be events where the attendance could be significantly less than the 72,000 seat capacity.

It is expected that on the order of about fifty (50) spectator events a year would be held at the Event Center. While these would occur primarily at weekends (Saturday or Sunday, daytime or evening), a small number of events each year could occur on weekday evenings (primarily NFL games which could occur up to 2-3 times per year).

Key Event Scenarios

An evaluation of the possible range, type, and size of events identified that the key event scenarios that should be addressed in the transportation impact analysis are the following:

1.	Sunday Daytime Event	NFL Game	1:00pm to 4:30pm
2.	Saturday Daytime Event	NFL Game or Other Event	1:00pm to 4:30pm
3.	Weekday Evening Event	NFL Game	5:30pm to 9:00pm

These three event scenarios represent the highest likely combination of event attendance and background traffic on the road system. The analysis of these event scenarios focuses on the immediate pre-event hour and post-event hour, representing the hours of maximum access and egress activity to events. Other events scenarios would either draw lower attendances or occur at times when background traffic levels are lower than those identified above.

The analysis focuses on spectator events as these would be those with the highest number of attendees at any one time. When the Event Center is used for a spectator event it cannot be used by LACC for exhibit space, so LACC events would utilize the same amount of overall exhibit space as currently used today. If the Event Center were to be used for exhibit space,

even in conjunction with the remainder of the LACC space the attendee level at any one time would not exceed that of a sold-out spectator event at the Event Center.

For major events, the Event Center would be expandable to 76,250 seats, and could host major sporting events like an NFL Super Bowl, and an NCAA Final Four Tournament, although such events would occur only every four to five years. Such events were not addressed in the transportation analysis due to (a) their infrequent occurrence, and (2) the fact that their transportation characteristics are very different to the normal events that would take place at the Event Center. In those instances, a far higher proportion of attendees would be from out of town and would therefore take organized bus and shuttle transportation from hotels, than would be the case for regular normal events when the vast majority of attendees are from the local Southern California area and would be far more likely to drive. Auto trips for the infrequent major sporting events would therefore probably be lower than for a regular event, which accompanied by the fact that arrivals and departures are typically spread out over a longer period of time than normal events, would lead to fewer traffic impacts than for normal events. In order to deal with the different transportation patterns, existing practice elsewhere is that special transportation management plans are prepared for these major sporting events, in close coordination with the requirements of the NFL and the NCAA, and such special plans would also be prepared for such events at the Event Center as necessary.

Project Parking

Table 4.1.1 summarizes the existing and proposed parking supply in the Project Site, which is also shown in Figure 4.1.3. There are currently a total of 5,558 parking spaces at the Convention Center, located as shown in Table 4.1.1. With the Proposed Project there will be 6,670 parking spaces, an increase of 1,112 spaces. The existing West Hall Garage (1,625 parking spaces) will be demolished along with the West Hall. The existing Cherry Street Garage (858 spaces) will also be demolished and replaced with a 2,950 space garage to be named LA Live Way Garage.

A new 928-space parking garage will be built on the site of the existing Bond Street West Lot at the south west corner of LA Live Way and Pico Boulevard and replace the existing 180 space surface lot. The existing Bond Street East Lot at the south east corner of LA Live Way and Pico Boulevard will be removed. The existing Convention Center parking at the South Hall Garage (1,671 spaces) and Venice Garage (1,121 spaces) will remain. Although not part of the on-site supply, the existing parking at LA LIVE, 2,720 spaces in the Olympic West Garage and 798 spaces in the Olympic East garage will also remain. Additional parking information is provided in a subsequent section of this chapter under the Parking Plan.

Table 4.1.1 Existing & Proposed On-Site Parking Supply 6/13/11

Location	Number of Spaces	
	Existing	Proposed
(Cherry Street) LA Live Way Garage	858	2,950
West Hall Garage	1,625	0
Bond Street West Lot	180	0
Bond Street Garage	0	928
Bond Street East Lot	103	0
South Hall Garage[1]	1,671	1,671
Venice Garage[1]	1,121	1,121
Total	5,558	6,670

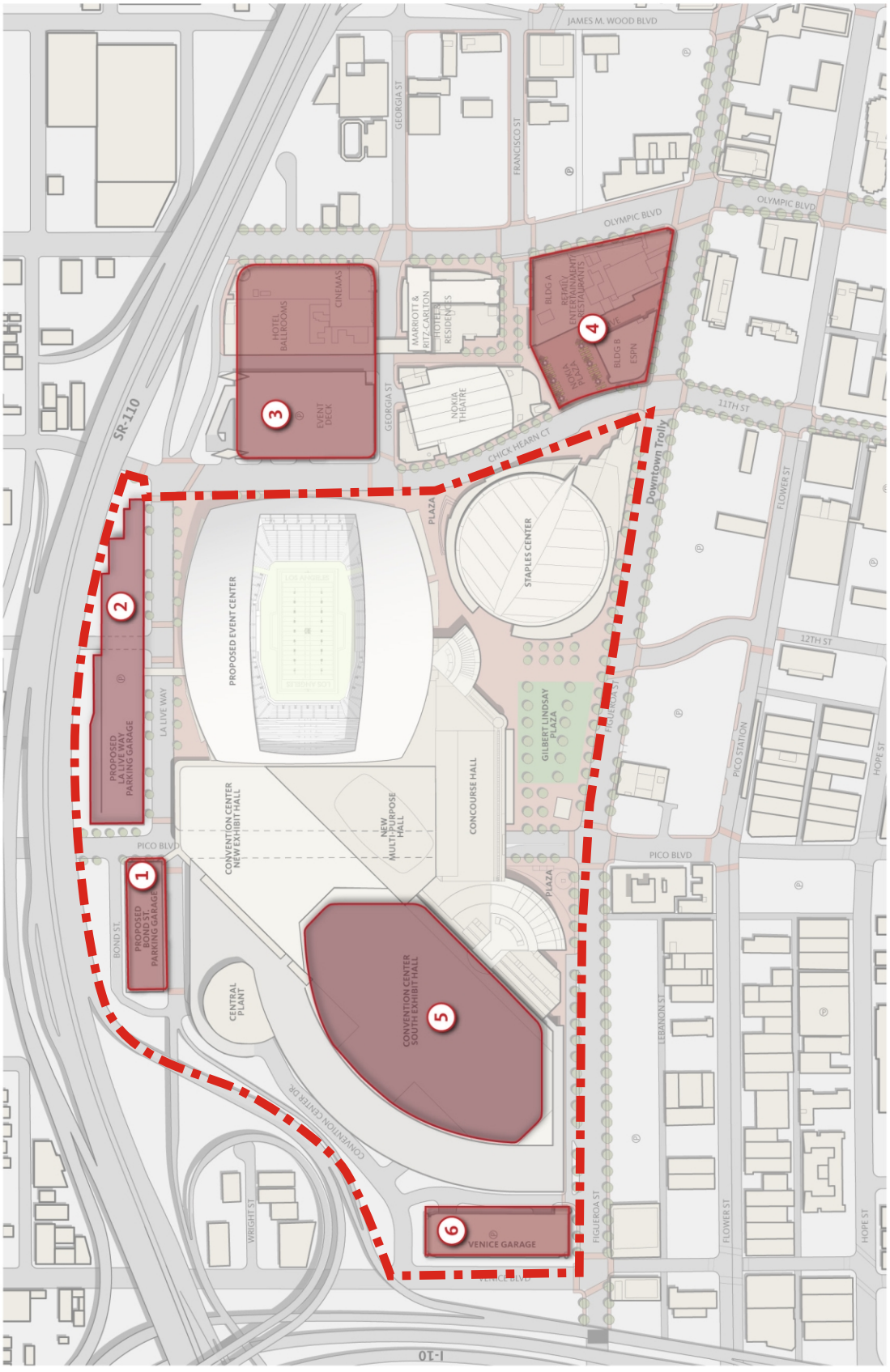
[1] 1,253 spaces in South Hall, and 5,140 existing total and 6,252 proposed total when Kentia Hall is used as exhibit space instead of parking.

Project Access

Project access is described below for both Existing Conditions and for the Proposed Project, for vehicles and parking, pedestrians, buses, taxis/limousines, and truck loading. Existing access is shown in Figure 4.1.4, and proposed access with the Project is shown in Figure 4.1.5.

Vehicular Access

Access to on-site parking facilities is shown in Figures 4.1.4 and 4.1.5. Five driveways will be provided to the new LA Live Way Garage that will replace the existing Cherry Street garage. There will be one driveway on Pico Boulevard, two driveways on LA Live Way (at similar locations as the current Cherry Street Garage - mid-block between Pico Boulevard & 12th Street, and mid-block between 12th Street & Chick Hearn Court), and two driveways on 12th Street, between LA Live Way and Blaine Street (inbound traffic could access the garage from Blaine Street). As this garage will bridge over 12th Street (in similar fashion to the existing garage), the internal circulation would allow cars to enter and exit from any of the driveways, thus providing for flexible and efficient operation of the large garage. None of the garage driveways would be signalized, though all driveways would be full movement driveways.



Key

1. Proposed Bond St. Structure
   928 Spaces Proposed
2. L.A. Live Way Garage
   2,950 Spaces Proposed
3. Olympic West Structure
   2,720 Spaces
4. Olympic East Structure
   798 Spaces
5. South Hall Parking Garage
   1,671 Spaces
6. Venice Parking Garage
   1,121 Spaces

Project Site Boundary

N

Not to Scale
10/25/11

Source: Gensler

Figure 4.1.3
Parking Locations

Two driveways will be provided to the new Bond Street Garage one at the signalized intersection of LA Live Way & Bond Street, and one on Pico Boulevard.

Access/egress for the existing South Hall Garage and Venice Garage at the Convention Center will remain as currently located and configured, as shown in Figure 4.1.4. Access to the existing LA Live garages will remain unchanged – with driveways on Chick Hearn Court and West Road for the Olympic West Garage, and at Olympic Boulevard and Francisco Street for the Olympic East Garage.

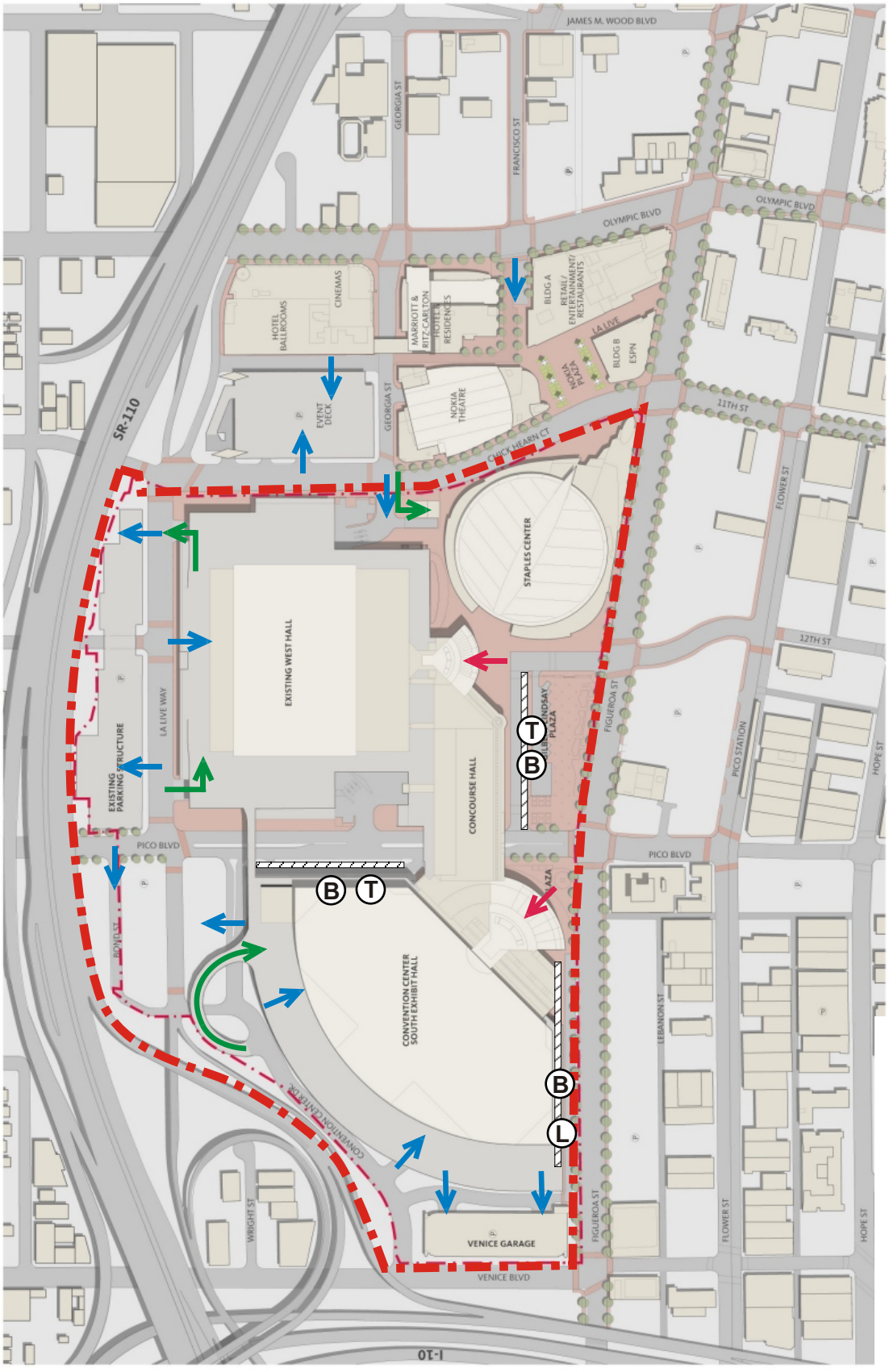
Pedestrian Access

Convention Center

Pedestrian access locations are shown in Figures 4.1.4 and 4.1.5. With the replacement of the existing West Hall with the New Hall and the creation of the contiguous exhibit space, the primary pedestrian entrance to the Convention Center will be the current entrance to the South Hall. The existing pedestrian entrance to the West Hall will remain, and will provide access to the New Hall, as well as becoming a principal entry to the east side of the Event Center. Additional entrances to the New Hall will be located off the north side of Pico Boulevard between Figueroa Street and LA Live Way, and on LA Live Way just north of Pico Boulevard.

Event Center

Pedestrian access would be provided on all four sides of the Event Center. The principal access/egress points would be at the north-east corner of the Event Center – at the intersection of Chick Hearn Court & Georgia Street, and on the east side of the Event Center through the existing iconic entrance to the West Hall of the Convention Center (which will be retained and will provide access to both the Event Center and to the Convention Center). This will continue to provide a key connection to Gilbert Lindsay Plaza. An exit location is also expected to be located on the east side of the Event Center to Gilbert Lindsay Plaza, between 12th Place and Pico Boulevard. Pedestrian access will also be provided at the north-west corner of the Event Center (at the intersection of LA Live Way & Chick Hearn Court, and at the south-west corner (near the intersection of LA Live Way & Pico Boulevard). VIP access points will be provided on both the east and west sides of the Event Center. On the west side of the Event Center, there will be a pedestrian bridge over LA Live Way just south of 12th Street to connect directly with the LA Live Way Garage. There will also be an elevated pedestrian walkway on the east side of LA Live Way that will be incorporated into the Event Center and the Replacement Hall that will extend from 12th Street south and across Pico Boulevard, and will then connect to a bridge over LA Live Way just south of Pico Boulevard to the Bond Street Garage.

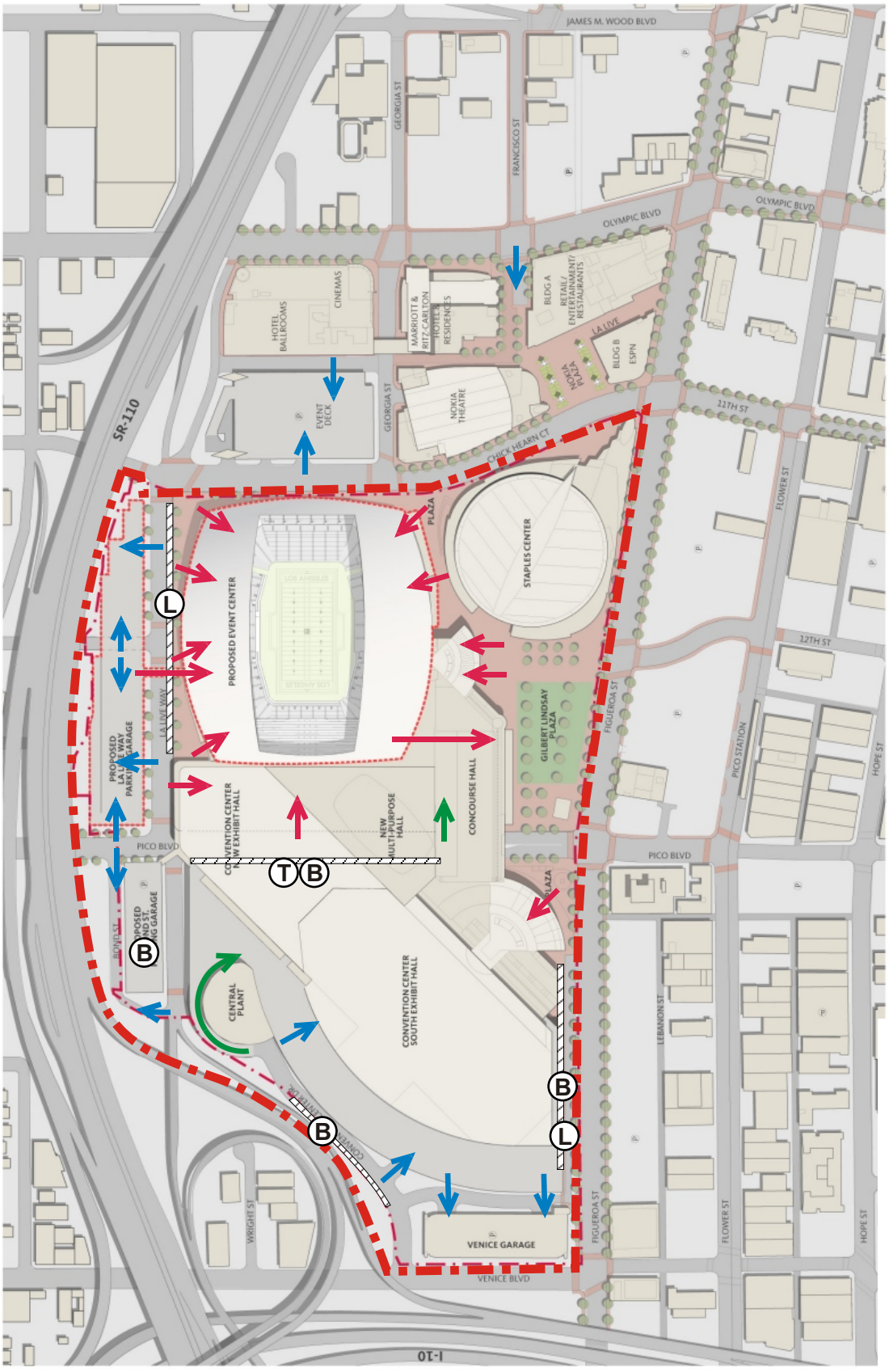


Source: Gensler

Figure 4.1.4
Existing Access

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions



Source: Gensler

Figure 4.1.5
Future Access

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
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Bus Access

Convention Center

Convention Center buses currently access the Convention Center at a number of locations, as shown in Figure 4.1.4. These include at Gilbert Lindsay Plaza (where there are eight bus bays) and buses currently access and egress Gilbert Lindsay Plaza from Figueroa Street and from Pico Boulevard; on Figueroa Drive (west side of and adjacent to Figueroa Street between Pico Boulevard & 15th Place) where there is room for approximately eight buses in parallel curbside spaces, and with ingress and egress from Figueroa Street; and sometimes on Pico Drive (south side and adjacent to Pico Boulevard) where there is room for approximately ten buses in parallel curbside spaces, and with access via LA Live Way and Convention Center Drive. These areas are used by shuttle buses (motor coaches) that convey convention attendees from their hotels to the Convention Center, so the level of use depends on the type and size of convention or trade show.

The Figueroa Drive and Pico Drive areas will remain with the Proposed Project, with the same ingress/egress routes. The Gilbert Lindsay Plaza area will be replaced by open space and landscaping of the Plaza, so will no longer be used for day-to-day bus loading/unloading. It is however expected that within the open space plan for Gilbert Lindsay Plaza, a paved area adjacent to the Convention Center will be able to provide for bus access to the Convention Center when necessary for Convention Center events.

It is expected that this area will be largely replaced by enhancement to the Pico Drive area, including potentially reconfiguring that area to include diagonal bus bays to increase the bus-handling capacity of that area. A bus loading/unloading area on the north side of Pico Boulevard, opposite to and similar to but smaller than Pico Drive, will also be provided as part of the Convention Center improvements.

Event Center

To the extent that private buses serve the Event Center (such as event-specific bus service that could include charter buses, or other special event buses), they could utilize the Figueroa Drive and Pico Drive areas, unless the Convention Center was using those zones for its events. Additional areas identified for bus loading/unloading for the Event Center are the west side of Convention Center Drive (which could be utilized for diagonal bus bays), and the ground floor of the Bond Street Garage (which is being designed with a high level ground floor to accommodate trucks and buses).

Public Transit - Buses

Regular bus service (primarily Metro) routes run along many streets in the Project Area, including Figueroa Street, Flower Street, Olympic Boulevard and Pico Boulevard. It is

anticipated that these routes will continue to operate in the future and during events, although it may be necessary to re-route some bus lines either before or after major events, to maintain efficient route operation and minimize conflicts with pedestrian flows. Any re-routing would only be implemented in coordination and agreement with Metro.

Public Transit – Rail

The Project Site is served by two rail stations. The Metro Pico Station, which is located one block from the Project Site on Flower Street between 12th Street and Pico Boulevard, currently serves the Metro Blue Line. Pedestrian access to the station is via two entrances from the east sidewalk of Flower Street, accessed from 12th Street and Pico Boulevard. In 2015 this station will also serve the Metro Exposition line. The 7th Street Metro Center station is located four blocks north of the Project Site at 7th Street between Figueroa Street and Flower Street, with entrances at Figueroa Street, Flower Street and Hope Street. This station serves the Metro Red and Purple Lines, as well as being the northerly terminus of the Metro Blue Line.

Taxis and Limousines

Convention Center

Taxis currently utilize two areas for pick-up and drop off at the Convention Center – on Gilbert Lindsay Plaza (northbound), and on Pico Drive (eastbound), as shown in Figure 4.1.4. Taxis would no longer use Gilbert Lindsay Plaza on a day-to-day basis but would continue to use Pico Drive. Limousines currently access the Convention Center on Gilbert Lindsay Plaza southbound, and at the south end of Figueroa drive. Limousines would no longer use Gilbert Lindsay Plaza on a day-to-day basis, but could use it for special events. Limousines would continue to use Figueroa Drive area, and well as the new area on the north side of Pico Boulevard.

Event Center

A limousine zone is planned for the east curb of LA Live Way adjacent to the Event Center, as shown in Figure 4.1.5, to provide easy access to VIP entrances on LA Live Way. Limousines would access this zone via Pico Boulevard westbound, via LA Live Way northbound (from the Pico Boulevard off-ramps at Bond Street from I-110 northbound and I-10 westbound), and via Convention Center Drive to Bond Street to LA Live Way northbound.

Loading Access

Convention Center

Loading to the Convention Center will continue to be provided at the rear of the South Hall via access from Pico Boulevard and LA Live Way and the existing ramp to the upper loading level, as shown in Figure 4.1.4 and Figure 4.1.5. The current access from LA Live Way to the loading docks on the west side of the West Hall will no longer be necessary and will be demolished. They will be replaced with new loading docks at the south west corner of the New Hall that will be accessed via the existing ramp to the upper level of the South Hall, as shown in Figure 4.1.5.

Event Center

Loading to the Event Center will be provided by a driveway on Pico Boulevard, west of Figueroa Street, as shown in Figure 4.1.5. This will lead to an underground loading dock at the northeast corner of the Event Center. This driveway may be signalized (subject to LADOT review and approval) to replace the existing mid-block signal currently located slightly to the west that serves the driveway for West Hall parking and truck deliveries. This driveway will also provide access to the existing loading dock under STAPLES Center and will replace the current access from Chick Hearn Court at Georgia Street. To the west of this driveway, separate access to a surface loading area for general deliveries for the Convention Center will be provided via the new bus loading/unloading area on the north side of Pico Boulevard.

4.2 Project Trip Generation

Event Center

The transportation analysis addresses the 72,000 permanent seat Event Center, which would be the capacity for the vast majority of events. The Event Center seating capacity would be expandable to 76,250 on a temporary basis to host major sporting events such as an NFL Super Bowl or an NCAA Final Four Tournament, although such events would occur only every four to five years and so are not included in this analysis. Special Transportation Management Plans would be prepared for such events as they occur, and as currently happens for those events at other venues.

Estimates of trip generation for events at the Event Center were based on a consideration of other professional sports facilities around the country, experience at local sports stadiums, previous studies of stadiums in the Los Angeles area, and the transportation system serving the Project Area and Downtown Los Angeles.

The Project Site is unique in Southern California in not only being located in Downtown Los Angeles, but also located at the heart of the regional transit system. Unlike the typical suburban locations, there is thus a much higher potential for patrons to use alternate modes to travel to the stadium, including walking from downtown locations and using transit.

Trip generation depends on a number of spectator travel characteristics such as mode split (percent using transit and walk modes), auto vehicle occupancies, and arrival/departure patterns. All of these factors were considered in developing trip generation estimates, as described below. Separate trip estimates were prepared for Sunday, Saturday and Weekday events.

Walking

It is estimated that approximately 7.0 percent of spectators would walk-in for a Weekday event and 3.5 percent would walk-in on a Weekend event. These will be people staying in downtown hotels, working in downtown or living downtown. These estimates include a modest use of bicycles to travel to the stadium. As shown in Table 4.2.1, the difference between the two rates can be attributed to the difference in travel behavior in downtown Los Angeles on a weekday and a weekend. On a weekday, more potential spectators would already be located in downtown for their jobs and would travel to the stadium by foot rather than drive their personal vehicle. For a weekday, these estimates assume approximately 2,000 patrons would be staying in downtown hotels, 2,500 patrons would work downtown, and 250 patrons would live downtown, all of whom would walk to the Event Center, and that 250 patrons would bike to the Event Center[1]. For the weekend, the same assumptions are made, except it is conservatively assumed that no patrons would be working downtown on the weekends.

Transit

Given the proximity of the Event Center to significant rail and bus transit, it is estimated that 20% of patrons would use transit on a weekday and 15% on a weekend. The difference in these values can be attributed to two specific factors: 1) the service frequency for most types of transit is greater during a weekday than on weekends, and 2) people have a higher tendency to use transit on weekdays when traffic volumes are higher on the freeway and roadway system and they are more used to talking to transit to work.

These estimates are reasonable given the extensive amount of transit service to the Project Site, and experience at other stadiums across the country. The use of non-auto modes (primarily transit) at sports stadiums in the US ranges from 5% to over 30%. A review of

[1] The walk estimates are based on the substantial employee, resident, and hotel visitor populations in downtown (there are currently approximately 500,000 people who work downtown, 4,500 who live downtown, and over 5,400 Class A hotel rooms), and the expectation that some of these people (very small proportions) would attend an event and would walk (or could bike) from their downtown locations.

various information sources (see footnotes) identified the following reported mode splits at various stadiums around the country (both football and baseball stadiums).

- About 18% to 20% of patrons use transit at Qualcomm Stadium[1] in San Diego (which is served by one trolley line, and buses);

- Between 25% and 30% use non-auto modes at CenturyLink Field[2] adjacent to downtown Seattle (the stadium is close to light rail, Amtrak rail, Sounder Commuter Rail, express bus, and ferry);

- Approximately 5% use the Gold Line (and shuttle bus service) to travel to the Rose Bowl[3]in Pasadena;

- Approximately 8% use transit to Candlestick Park[4] in San Francisco (bus only);

- 8% to 15% use non-auto modes to Petco Park[5] baseball stadium in downtown San Diego (served by two trolley stations, and bus routes, in close proximity, and the Coaster Commuter Rail line serving downtown);

- 34% to 41% use transit modes and 5% to 8% walk at AT&T Park[6] (baseball stadium) adjacent to downtown San Francisco (which is served by light rail, Caltrain commuter rail, local and regional buses, and ferry service), with the high end of the range occurring on weekdays and the lower end of the range at weekends; and

- Approximately 30% are reported to use transit at the Target Field[7] baseball stadium near downtown Minneapolis (served by light rail and commuter rail).

Previous studies of NFL Stadiums in Los Angeles County have used estimates of 5% transit (Los Angeles Coliseum[8] – served by bus transit only, City of Industry[9] – served by bus and Metrolink via shuttle service, and Rose Bowl[10] – served by Gold Line and shuttle bus), for locations with significantly less transit service than would be available at the Event Center.

[1] Citizens' Task Force on Chargers Issues, Facilities & Redevelopment Committee, City of San Diego, 2003
[2] Mitigating Traffic Congestion, The Role of Demand Side Strategies, US Department of Transportation, Federal Highway Administration, October 2004
[3] Rose Bowl Stadium Renovation Project, Final EIR, City of Pasadena, April 2005
[4] 49ers Santa Clara Stadium Project, Final EIR, City of Santa Clara, November 2009
[5] Managing Travel for Planned Special Events, US Department of Transpiration, Federal Highway Administration, September 2003
[6] Mitigating Traffic Congestion, The Role of Demand Side Strategies, US Department of Transportation, Federal Highway Administration, October 2004
[7] New Urban News, Volume 15, Number 7, October-November, 2010
[8] Los Angeles Memorial Coliseum Renovation Project, Draft EIR, County of Los Angeles, 2003
[9] City of Industry Stadium EIR, City of Industry, 2008
[10] Rose Bowl Stadium Renovation Project, Draft EIR, City of Pasadena, April 2005

Charter Buses

The use of charter buses is another potential method of transporting spectators to a sports facility. Usage rates ranging from 7 to 10 percent have been observed or assumed at other venues across the country (e.g. 10% at Candlestick Park for the San Francisco 49ers[1]). However, to prepare a conservative analysis, it was assumed that no spectators would arrive by charter bus.

Auto Occupancy

It is estimated that auto occupancy for those arriving by car would be 2.7 for weekday events and 3.0 for weekend events. The number is lower for a weekday because people have less opportunity to carpool when coming to the event directly from work, whereas at weekends people tend to travel with friends and family to the game. For comparison purposes, auto occupancy rates of between 2.5 and 3.3 have been observed or estimated at other stadiums across the country. For example, a vehicle occupancy of 2.5 per car was observed at 3Com Park in San Francisco[2] – a stadium in an isolated location without significant transit service, while another study cited an occupancy of 3.0 per car[3]. A study for the Arizona Cardinals new stadium used an average auto occupancy of 3.0 based on studies of NFL stadiums that showed an average vehicle occupancy range of 3.2 to 3.3 for NFL games[4]. Previous studies of NFL stadiums in the Los Angeles area have assumed vehicle occupancies of 2.7 (Los Angeles Coliseum Renovation Project[5]), and 3.0 for general attendance and 3.5 for suites and club seats (City of Industry Stadium[6] and Pasadena Rose Bowl Renovation Project[7]).

Percent in Pre-Event and Post-Event Hour

Spectators at an event tend to arrive and depart over a period of time, rather than all arrive at the same time. Some like to arrive early either to "beat the rush" or to have a meal or socialize before the event. There are many restaurant and bar opportunities at LA LIVE adjacent to the Event Center and in the surrounding areas of Downtown Los Angeles. After an event, some also like to linger and take their time departing, again either to avoid the post-event rush or to visit a restaurant or bar. It is assumed for this analysis that 50% of patrons would arrive in the hour immediately preceding the event. It was also assumed that 75% of patrons would leave in the hour immediately following the event (the post-event hour) for both weekday and weekend events.

[1] 49ers Santa Clara Stadium Project DEIR, July 2009
[2] Mitigating Traffic Congestion, The Role of Demand Side Strategies, US Department of Transportation Federal Highway Administration, October 2004
[3] 49ers Santa Clara Stadium Project, Final EIR, City of Santa Clara, November 2009
[4] Los Angeles Memorial Coliseum Renovation Project, Draft EIR, County of Los Angeles, 2003
[5] Ibid
[6] City of Industry Stadium EIR, City of Industry, 2008
[7] Rose Bowl Stadium Renovation Project, Draft EIR, City of Pasadena, April 2005

These estimates are consistent with other past studies of NFL stadiums in the Los Angeles area which have assumed about 40% to 50% of patrons arrive in the hour immediately preceding the event (50% for the Los Angeles Coliseum[1], 40% Sunday and 50% weeknight for the City of Industry Stadium[2], and 45% for the Rose Bowl[3]), and that about 55% to 75% leave in the hour immediately after the event (60% Sunday and 75% weeknight for the City of Industry Stadium, and 55% for the Rose Bowl).

Trip Generation Estimates

The trip generation estimates for the Proposed Project, which are shown in Table 4.2.1, took all the above factors into consideration.

Weekend Day Event (NFL Game or Other Event)

For a Weekend Day event, it is estimated that approximately 2,520 patrons would walk or bike to the stadium, about 10,800 would take transit, and the remaining 58,680 would arrive by car in approximately 19,560 cars. There would thus be 19,560 auto vehicle trips, of which 9,780 would occur in the pre-event hour (12:00 – 1:00pm), and 14,670 would occur in the post-event hour (4:30 – 5:30pm).

Weekday Evening Event (NFL Game)

For a Weekday Evening event (Saturday or Sunday), it is estimated that approximately 5,040 patrons would walk or bike to the stadium, about 14,400 would take transit, and the remaining 52,560 would arrive by car in approximately 19,467 cars. There would thus be 19,467 auto vehicle trips, of which 9,733 would occur in the pre-event hour (4:30 - 5:30pm), and 14,600 would occur in the post-event hour (9:00 – 10:00pm).

Other Trip Generation

Employee Trips

There would be up to an estimated 3,600 employees for a full attendance event at the Event Center. There would be no employee trips occurring during the Pre-Event Hour because all employees would need to be at the Event Center well before that time. However it is estimated that up to 40% of employees could depart the Event Center during the Post-Event Hour.

[1] Los Angeles Memorial Coliseum Renovation Project, Draft EIR, County of Los Angeles, 2003
[2] City of Industry Stadium EIR, City of Industry, 2008
[3] Rose Bowl Stadium Renovation Project, Draft EIR, City of Pasadena, April 2005

Based on experience at STAPLES Center and LA LIVE[1], it is estimated that approximately 25% could take transit, 15% could be dropped off or walk, and 60% could drive. This would result in 360 transit trips and 634 vehicle trips during the Post-Event Hour. These trip totals were included in the trip generation numbers for the analysis of Proposed Project impacts.

Growth in Convention Center Events

Based on the activity forecasts for the Convention Center (Draft EIR Section II. Project Description), it is estimated that the baseline event attendance included in the traffic analysis could increase by 15% in the future for a weekday event with the Proposed Project, and by 7% for a weekend event[2]. The existing Convention Center trips occurring during the hours analyzed in this study were thus increased by these amounts for the analysis of Proposed Project impacts. This would result in the following additional trips: 61 vehicle trips during the Sunday Day Pre-Event Hour (12:00 – 1:00pm), 80 vehicle trips in the Sunday Day Post-Event Hour (4:30 – 5:30pm), 64 trips in the Saturday Day Pre-Event Hour (12:00 – 1:00pm), 83 trips in the Saturday Day Post-Event Hour (4:30 – 5:30pm), 269 trips in the Weekday Evening Pre-Event Hour (4:30 – 5:30pm), and 0 trips in the Weekday Evening Post-Event Hour (9:00 – 10:00pm).

Total Trip Generation

The total trip generation for the event scenarios with the Proposed Project is shown in Table 4.2.2, including Event Center patrons, Event Center employees, and Convention Center trip increases during Event Center events. As can be seen, the employee trips and Convention Center trip increases are relatively minor totals compared to trips from Event Center patrons – which would comprise the vast majority of all trips from the Proposed Project.

[1] AEG, August 2011.

[2] The activity forecasts for the Convention Center (DEIR Section II. Project Description) indicate that the average attendance for a citywide convention (weekdays) would increase by about 29% with the Proposed Project, and that the average attendance for a consumer show (weekends) would increase by 14% to 15%. However, the growth in the size of peak attendance events (such as the 90th percentile events included in the traffic background data) would be less than the average growth and would be about half of the growth in average events (conversations with PKF Consulting, July 2011). So for the transportation analysis, it was assumed that a weekday event would increase in size by 15% and that a weekend event would increase in size by 7% due to the Proposed Project.

Table 4.2.1 Event Center Project Trip Generation

7/12/2011

Parameter	Weekday Evening NFL Game			Saturday Day Time Other Event			Sunday Day Time NFL Game		
	%	Trips	Net Trips	%	Trips	Net Trips	%	Net Trips	Trips
Seats			72,000			72,000			72,000
Walk-In: % & Trips	7.0%	5,040		3.5%	2,520		3.5%	2,520	
Transit: % & Trips	20.0%	14,400		15.0%	10,800		15.0%	10,800	
Charter Bus: % & Trips	0.0%	0		0.0%	0		0.0%	0	
Remaining By Auto: % & Trips	73.0%		52,560	81.5%		58,680	81.5%		58,680
Auto Occupancy: & Auto Vehicle Trips	2.70		19,467	3.00		19,560	3.00		19,560
Parked Cars			19,467			19,560			19,560
Inbound Auto Vehicle Trips			19,467			19,560			19,560
Inbound Auto Veh.Trips in Pre-Event Hour	50.0%		9,733	50.0%		9,780	50.0%		9,780
Outbound Auto Vehicle Trips			19,467			19,560			19,560
Outbound Auto Trips Veh. in Post-Event Hour	75.0%		14,600	75.0%		14,670	75.0%		14,670

Table 4.2.2 Proposed Project - Total Trip Generation 8-21-11

Day	Time	Event Center Patrons			Event Center Employees			Convention Center Trip Increases			Total		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Weekday Evening	Pre-Event Hour 4:30-5:30 pm	9,733	0	9,733	0	0	0	44	225	269	9,777	225	10,002
	Post-Event Hour 9:00-10:00 pm	0	14,600	14,600	0	634	634	0	0	0	0	15,234	15,234
Saturday Day	Pre-Event Hour 12:00-1:00 pm	9,780	0	9,780	0	0	0	42	22	64	9,822	22	9,844
	Post-Event Hour 4:30-5:30 pm	0	14,670	14,670	0	634	634	21	62	83	21	15,366	15,387
Sunday Day	Pre-Event Hour 12:00-1:00 pm	9,780	0	9,780	0	0	0	42	19	61	9,822	19	9,841
	Post-Event Hour 4:30-5:30 pm	0	14,670	14,670	0	634	634	20	60	80	20	15,364	15,384

4.3 Project Trip Distribution

4.3.1 Event Center

Overview

The estimated trip distribution is shown in Figure 4.3.1 for a weekday event and Figure 4.3.2 for a weekend event. In summary, is estimated that the proportion of trips approaching from each compass quadrant is the following:

West:	Santa Monica Freeway Corridor & West Arterials	18%
North:	Hollywood, Glendale, Pasadena Freeways & North Arterials	29%
East:	San Bernardino, Pomona, and Santa Ana Freeways & East Arterials	34%
South:	Harbor Freeway Corridor & South Arterials	19%

(Note that East also includes 15% to the Santa Ana Freeway heading south).

Based on the freeway and street system serving the Project Site and the Downtown Area, it is estimated that 88% of traffic will approach by freeway, and that 12% will approach by surface street.

Derivation of Trip Distribution Estimates

The trip distribution estimates were derived from an analysis of various sources, including the following.

Ticket Purchase Origins for STAPLES Center & NOKIA Theater LA LIVE

The distribution of existing patrons to STAPLES Center and NOKIA Theater are considered one viable source of data for estimating the distribution of Event Center Patrons. Data on the zip code of purchase location for STAPLES Suites & Premium Seats, LA Kings season tickets, LA Lakers season tickets, LA Clippers season tickets, and non-sporting events for STAPLES Center were analyzed for 2010. Similar data for ticket purchases for events at NOKIA Theater LA LIVE were also analyzed. The data was divided into two groups – sporting events and non-sporting events. The analysis indicated only small differences (one to three percentage points) in the distribution of origins between sporting and non-sporting events.

This data provides a good indication of the locations from where tickets were purchased, which in many cases is also probably the location from where attendees would travel. However, for some ticket holders it probably does not represent the origin location of travel to

an event at STAPLES Center – for a number of reasons including the fact that patrons may be coming from work, or they may have passed the tickets on to someone else who might come from a different direction. This data also relates to smaller facilities of 7,100 seats (NOKIA Theater) and 19,000 seats (STAPLES Center), whereas the Event Center will seat 72,000, and the larger capacity would be expected to draw from a larger geographic area. Nevertheless, it is one source from which to estimate trip distribution.

General Population Distribution

Population data by city in Southern California from the 2000 Census (most recent data available) was analyzed to provide a distribution of population was analyzed. In order to account for the lower likelihood of traveling longer distances to an event, the distribution was also analyzed by weighting population from cities more than 35 miles from the Project Site by 50%. The analysis indicated only small differences between the two overall and weighted distributions.

This data also provides a good indication of potential trip distribution as it based on the general population. Because of the large populations in the San Fernando Valley, the Inland Empire and Orange County, this distribution is less oriented to the Westside of Los Angeles, and because it represents actual population is more heavily oriented to the east and south.

LACMTA Congestion Management Plan Trip Distribution Data

LACMTA (Metro) publishes trip distribution data for Southern California in its Congestion Management Program from its regional travel model used in long range planning. The data from the 2010 Congestion Management Plan showing distribution origins for trips destined to the Central Los Angeles area for non-residential non-work trips (closest category to event/entertainment trips) was analyzed. This distribution was much closer to the zip code data from STAPLES Center and NOKIA Theater LA LIVE than to the general population data, although the data does not represent trips to a major entertainment facility like the Event Center.

Conclusions

It was concluded that the trip distribution of spectator events in the Event Center would be partly similar to the zip code data distribution for STAPLES Center/NOKIA Theater LA LIVE patrons (economic base of West LA and the San Fernando Valley) and partly similar to the general population distribution (due to the fact that people are likely to travel longer distances to a football game and larger event, and come from a broader geographic area). The resulting estimated distribution assumptions, shown in Figures 4.3.1 and 4.3.2, were therefore a hybrid of these two data sources.

As noted earlier, the majority of traffic is expected to use the freeways to travel to and from the Project Site. A relatively small amount of traffic would use surface streets as there are few arterial roadways providing convenient direct sub-regional connections all the way to the Project Site and so freeways would be more convenient. Also, as attendees are expected to be drawn from a large area, they would tend to use freeways rather than surface streets due to the distances travelled. The exception would be to the west of the Event Center, where a number of established major arterial surface streets connect downtown to the Westside of Los Angeles. As these streets are often used to access downtown from the west, it is assumed they will be used to access the Project site, as shown in the trip distributions in Figures 4.3.1 and 4.3.2. The percentage of traffic using these streets is assumed to be higher on weekdays, when there is more traffic on the freeway system and when some people take arterial streets instead to avoid congestion.

For comparison purposes, trip distribution assumptions from these sources, as well as and from previous relevant studies in the general area are shown in Table 4.3.1. It can be seen from this comparison that the trip distribution estimates are within the range of the various sources used and present a reasonable estimate of trip distribution for the Proposed Project.

Table 4.3.1 Comparison of Trip Distribution Sources 6/13/11

Direction	Proposed Project Distribution	Coliseum NFL Study	STAPLES Center Zip Codes	General Population
West	18%	20%	22%	10%
North	29%	24%	31%	23%
East[1]	34% }	29% }	29% }	46% }
	} 53%	} 56%	} 47%	} 67%
South	19% }	27% }	18% }	21% }

[1] East also includes Santa Ana Freeway to the south.

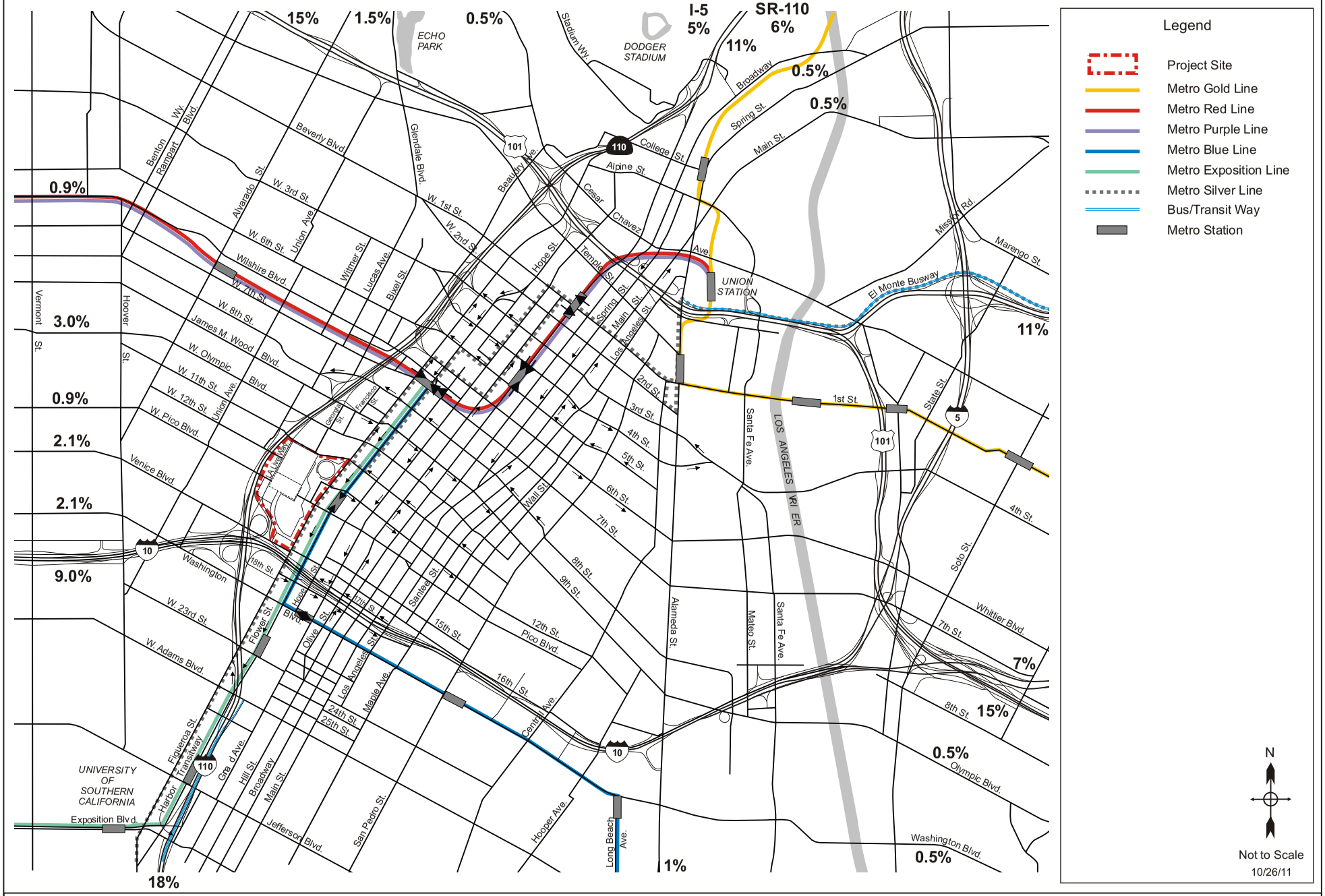


Figure 4.3.1
Project Trip Distribution - Weekday

Convention Center Modernization and Farmers Field Project

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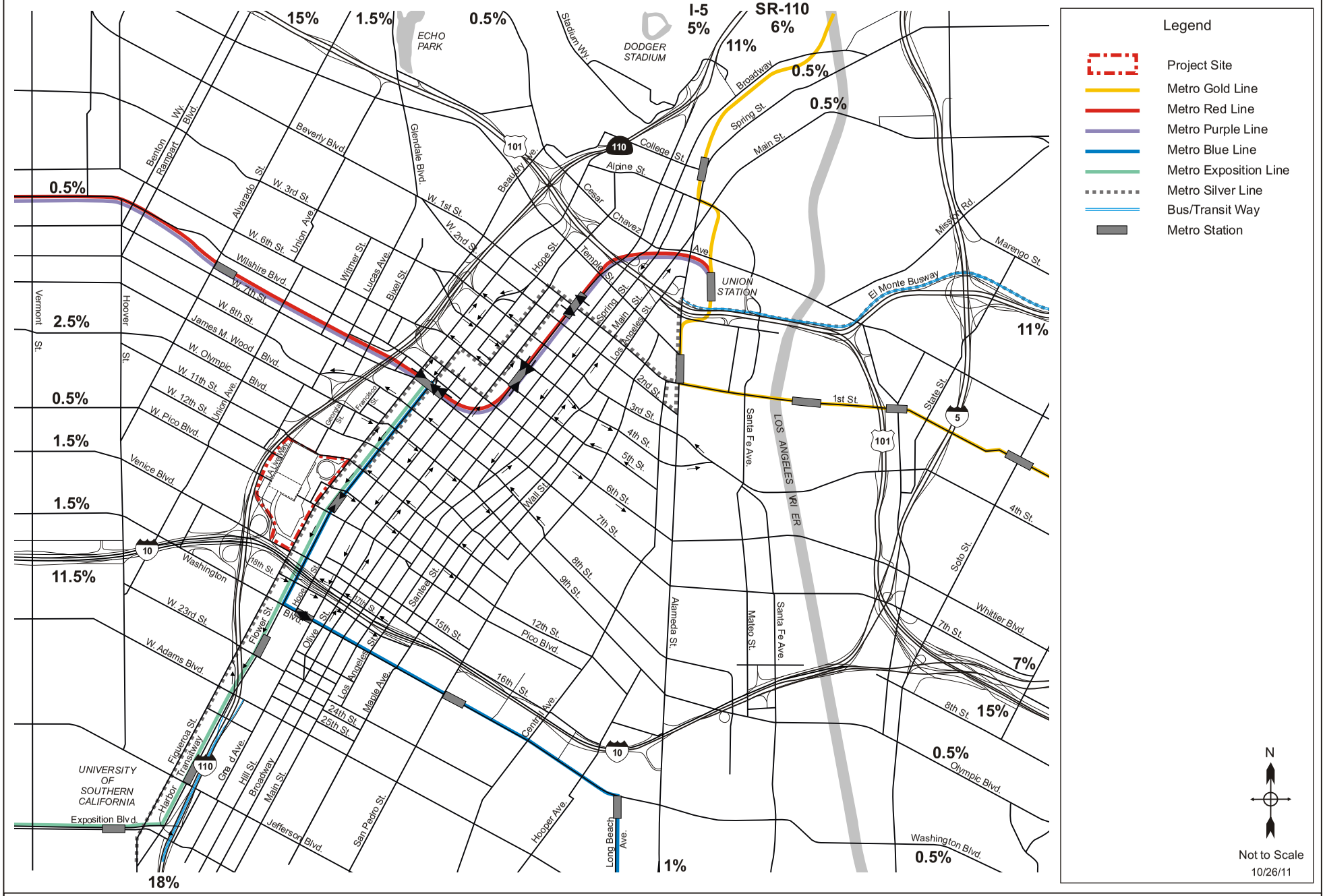


Figure 4.3.2
Project Trip Distribution - Weekend

Convention Center Modernization and Farmers Field Project

The Mobility Group
Transportation Strategies & Solutions

4.3.2 Convention Center

As described in Section 4.2, the Proposed Project would lead to small increases in existing Convention Center event traffic during the analysis scenario hours. These additional trips were added to the roadway system using a trip distribution pattern based on the general population distribution in Southern California as discussed above and shown in Table 4.2.2.

4.4 Overall Transportation Strategy

The overall transportation strategy for the Proposed Project will be comprehensive and will focus on (1) encouraging the maximum use of transit and other non-auto modes, and minimizing auto use; (2) the efficient utilization of existing parking resources in the downtown area, and distributing traffic over many access/egress routes; and (3) the effective use of traffic management to maximize the capacity of existing transportation facilities during events. A brief overview is provided below. More details are provided in the Transportation Mitigation program in Chapter 10. A comprehensive Transportation Management Plan (TMP) will be developed and implemented for the Proposed Project in coordination with LADOT, Metro, Caltrans, Metrolink, and other agencies as necessary. This TMP will be informed by the results of this EIR Transportation Study. The overall transportation strategy for the Proposed Project will include, but not be limited to, the following key elements:

1. Encourage and Facilitate the Use of Transit.

The location of the Proposed Project provides a real opportunity for the significant use of transit – particularly high capacity rail transit – to access the Event Center. The use of transit will be heavily promoted as the central focus of the transportation strategy for the Proposed Project.

2. Minimize Auto Trips

The Proposed Project will pursue policies and programs to reduce auto trips, through promoting and encouraging increased auto vehicle occupancies, and encouraging walking and bicycling. The Proposed Project will develop a Streetscape and Open Space Plan that will enhance the pedestrian environment in the area of the Proposed Project and build on the existing LASED Streetscape Plan to develop guidelines for streetscape improvements on streets leading to the Project Site. The Proposed Project will also encourage the use of bicycling through the provision of bicycle parking and bicycle valets, and supporting the current plans for a Bike Station at or adjacent to the Project Site, as well as the concept proposal in the current Figueroa Corridor Study for adding bike lanes on Figueroa Street.

3. Utilize the Existing Distributed Parking Supply in Downtown.

The existing and proposed supply of parking on-site, and the existing extensive supply of parking off-site in the downtown area, will provide a significant parking resource for the Proposed Project. As will be shown in Section 5.3, this will provide sufficient parking for the Event Center. This parking is distributed over a large geographic area so will facilitate a strategy of distributing traffic over many routes, thereby reducing congestion on individual routes.

4. Continue Existing Strategies of Distributed Access and Egress Routes to Parking.

Access and egress routes from freeways to parking areas will be able to use over forty off-ramps and on-ramps, thereby allowing traffic to be dispersed across many access/egress routes rather than being focused on only a few corridors. This distributed parking and access has worked successfully for STAPLES Center and LA LIVE, and will be accomplished through the use of directional signage, and extensive information identifying parking zones and access routes, and bundling parking with ticket sales for the efficient management of distributed parking. Information will be distributed via many sources including web sites, media advertising, and smartphone applications.

5. Use Effective Traffic Management to Maximize the Capacity of Existing Facilities.

Again building on the success of traffic management for STAPLES Center and the Convention Center, the Event Center will utilize traffic management techniques, including directional signage, event traffic signal timing programs, and use of traffic control officers to gain the maximum efficiencies from the existing circulation system and to handle the relatively infrequent peak event loads.

6. The Extensive Use of Information Systems to Inform Patrons of Transportation Options and Preferred Transportation Methods and Operations.

The extensive use of information systems will be employed by the Proposed Project, again continuing the experience and success of STAPLES Center and LA LIVE, to inform patrons of all transportation options. This will include the use of traditional methods such as print and broadcast media, as well as the latest digital distribution technology including methods in real time to mobile personal devices (e.g. smart phones, and in-car navigation systems where feasible.

The transportation strategy will be further defined and detailed in the Transportation Management Plan that will be prepared for the Project. Two elements are discussed in more detail below because they are central to the transportation analysis of the Proposed Project.

4.5 Project Parking & Access Plan

Parking is discussed in more detail in the impact analysis chapters later in this report, but the key elements of the proposed parking plan are discussed below as they comprise inputs to the transportation analysis.

Overall Parking Needs for the Event Center

Based on the trip generation analysis described in Section 4.2 of this chapter, the parking demand for attendees of the Event Center will be approximately 19,467 to 19,560 spaces for event attendees. The estimated parking demand for Event Center employees would be approximately 1,404 spaces[1]. The total parking need for the Event Center would therefore be 20,871 to 20,964 spaces.

The Proposed Project will meet this parking demand with both on-site and off-site parking. Approximately 3,878 spaces will be provided on-site (see further discussion below and Table 4.5.1) and between approximately 16,993 to 17,086 spaces will be needed off-site. As the analysis in Chapter 5 will show, the existing off-site parking supply in downtown will be more than adequate to meet this need.

This parking supply is comparable to other downtown stadiums in the U.S. For example:

- At CenturyLink (Seattle Seahawks) in downtown Seattle, there are 3,100 on-site parking spaces, 8,400 spaces in areas adjacent to the stadium, and 15,000 in the downtown;

- at Lucas Oil Stadium (Indianapolis Colts), which is adjacent to a convention center and downtown Indianapolis, there are 3,000 spaces adjacent to the stadium and 70,000 spaces throughout downtown;

- at Edwards Jones Dome (St. Louis Rams), which is also adjacent to a convention center and to downtown St. Louis, there are only 900 spaces on-site, but 36,000 spaces in the downtown within a 15-minute walk;

[1] There would be an estimated 3,600 employees for a full attendance event at the Event Center. Based on AEG operating experience with STAPLES Center, it is estimated that 35% would rideshare with average occupancy of 2.5 people per car, and 25% would drive alone. The estimated parking need for employees would therefore be approximately 1,404 spaces. The Event Center would implement a parking plan for employees such that they would be encouraged to park in designated parking lots/garages and AEG would provide a shuttle service to the Event Center (in the same manner as they do currently for STAPLES Center employees). The exact parking locations for employees are not known at this time, so for analysis purposes it was assumed they would park in the Parking Zones furthest from the Project Site (see Figure 4.5.1).

- at LP Field in (Tennessee Titans) which is adjacent to downtown Nashville, there are 7,500 spaces on site and 20,000 spaces in the adjacent downtown across the Cumberland River; and

- at Heinz Field (Pittsburgh Steelers), which is adjacent to downtown Pittsburgh, there are 6,200 spaces at the stadium, and an additional 17,400 spaces in the downtown Pittsburgh area.

On-Site & Adjacent Area Parking

There will be a total of 6,670 on-site parking spaces at the Project Site, comprised as shown earlier in Table 4.1.1. There are also 3,518 spaces adjacent to the Project Site at LA LIVE (off-site). During events at the Event Center, the EIR analysis assumes that this parking supply will be utilized as follows (and as shown in Table 4.5.1).

It is assumed that the South Hall Garage and Venice Garage (total of 2,792 spaces) will be used for Convention Center event parking when events are occurring concurrently at the Convention Center (baseline assumption). The Bond Street Garage and LA Live Way Garage will be used for Event Center parking for a total of 3,878 on-site parking spaces. A total of 1,000 off-site spaces in the 2,750-space Olympic West Garage at LA LIVE (off-site) will be used for Event Center parking – with the remaining spaces used for LA LIVE activities. The 875 spaces in the Olympic East Garage at LA LIVE will not be used for Event Center parking but will be continue to be used for LA LIVE parking (the base assumption is that normal LA LIVE activity occurs at all times concurrently with Event Center events).

The above is the base condition assumed in the EIR – and to allow for concurrent events at the Convention Center and at LA LIVE. However, if there is no concurrent event at the Convention Center, then the South Hall and Venice garages would be used for Event Center parking (with Event Center traffic replacing Convention Center traffic). Similarly, if concurrent activity at LA LIVE is minimal, more spaces could be used in the Olympic West Garage (with Event Center traffic replacing LA LIVE traffic).

It is therefore assumed that the minimum parking supply for an Event Center event in the immediate Project Area would be 4,878 spaces (3,878 spaces on-site and 1,000 off-site spaces at LA LIVE). These spaces would be utilized for premier seat parking.

Other Off-Site Parking

As identified earlier in Chapter 2, there are an additional 39,404 off-site parking spaces in the Primary Parking Area in downtown[1], of which about 65% are in parking structures and 35% in surface lots. In the future it is estimated this number will be reduced to 35,568 off-site parking spaces[1] in the Primary Parking Area (71% in parking structures), as some of the existing parking (primarily surface parking) is on lots that are currently entitled for development and will be eliminated from the supply.

Chapter 5 contains a full analysis of parking demand and parking supply, including an evaluation of parking code requirements for the Proposed Project.

Table 4.5.1 Typical Utilization of On-Site & Immediately Adjacent Parking 6/13/11

Use	Parking Location	Parking Spaces	
		On-Site	Off-Site
Convention Center	South Hall	1,671	
	Venice Garage	1,121	
	Subtotal	2,792	
Event Center	Bond Street Garage	928	
	LA Live Way Garage	2,950	
	Olympic West Garage (LA Live)		1,000
	Subtotal	3,878	1,000
LA Live	Olympic West Garage (LA Live)		1,728
	Olympic East Garage (LA Live)		798
	Subtotal		2,518
Total		6,670	3,518

[1] Additional to the LA Live supply.

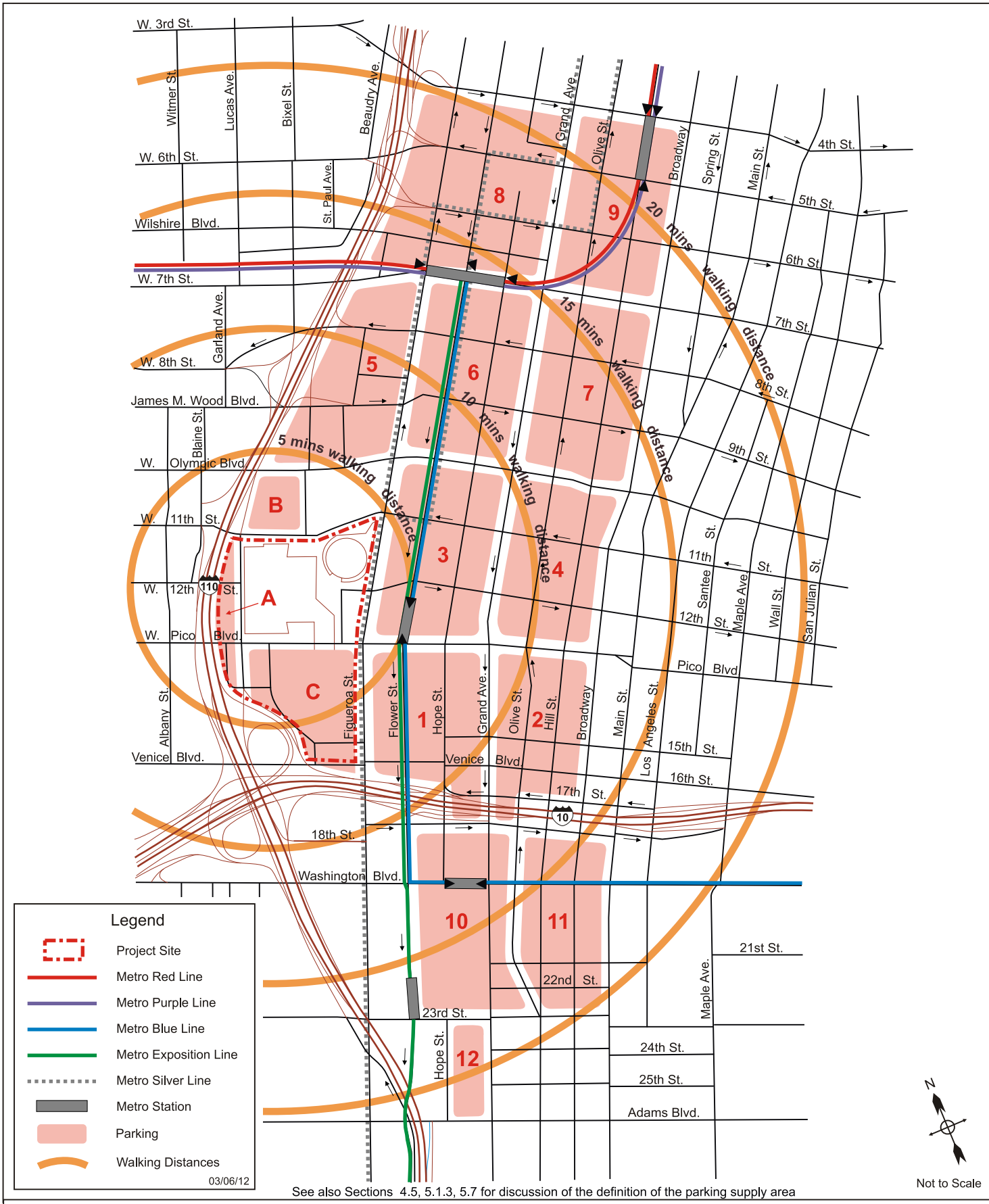
Off-Site Parking Zones and Access/Egress Routes

A Parking Supply Area was defined earlier in Chapter 2 as 4th Street in the north, Broadway in the east, Adams Boulevard in the south, and the Harbor Freeway in the west. This is considered to be the Primary Parking Area, and has been divided into twelve parking zones, as shown in Figure 4.5.1). These Parking Zones are all within a maximum 20-minute walk distance from the Event Center. Almost 80% are within a 15-minute walk distance. This is considered a reasonable walking distance and compares favorably with other stadiums in downtown environments (a mapping analysis included in Appendix 4, which overlays parking maps for some other stadiums onto the Event center site and downtown Los Angeles, indicates that other stadiums utilize parking within a 15-20 minute walk distance).

The subsequent analysis of parking will demonstrate that there is sufficient parking supply in the Primary Parking Area for most all event scenarios. The Primary Parking Area contains the vast majority of public parking spaces conveniently accessible to the Project Site, and is thus the area that would be included in all parking management strategies and parking informational materials as the targeted areas for event parking (i.e. areas to which patrons would be directed). The Pico Union neighborhood was not included in the Primary Parking Area because there is very little parking supply available compared to areas east of the Harbor Freeway in the Primary Parking Area. Also, while there are some parking spaces in Pico Union, it is the intent of the Proposed Project's parking strategy to not target parking in that area in order to prevent parking and traffic impacts in the local neighborhood. The possibility of some event attendees parking in Pico Union, and potential measures to prevent significant impacts, are discussed in Section 5.7 of this chapter.

Similarly, the areas east of Broadway were not included in the Primary Parking Area (PPA), due to the fact that sufficient parking supply is available in the PPA, and that it is the intent of the Proposed Project's parking strategy to not target parking east of Broadway in order to prevent parking and traffic conflicts and impacts in the garment, fashion and retail districts (see further discussion in Chapter 5). Finally, areas north of 4th Street (such as Bunker Hill, the Civic Center, and even Union Station), and areas south of Adams Boulevard (such as at USC and the Coliseum) were not included in the PPA because (a) there is sufficient supply in the PPA and (b) as being beyond the 20-minute walk contour and therefore not practical or convenient to be used on a regular basis. Potential use of these latter two areas for certain event scenarios is discussed in Section 5.5 of this chapter.

The Parking Strategy for the Proposed Project is based on these parking zones. An extensive public information program will publicize the locations of these Parking Zones, and will also define specific access and egress routes from/to freeway corridors to each Parking Zone. The purpose of the Parking Strategy is to minimize traffic circulating looking for parking spaces, and to also minimize traffic passing by the stadium (on either surface streets or freeways) to find parking on the opposite side from their direction of approach. By directing patrons to park in areas that are closest to their arrival corridor, these goals will be realized.



See also Sections 4.5, 5.1.3, 5.7 for discussion of the definition of the parking supply area

Figure 4.5.1
Parking Areas and Walk Distances

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For example, patrons arriving via the San Bernardino freeway from the east, will be directed to park in Parking Zones to the north of the Event Center, and patrons arriving via the Harbor Freeway from the south will be directed to park in Parking Zones to the south and east. Furthermore, specific access/egress routes to/from the freeway to the Parking Zones will be specified for patrons – and detailed for each approach corridor and Parking Zone. This will ensure that traffic is spread across the significant number of access/egress routes and freeway ramps that are available, rather than traffic being focused on only a few routes and ramps.

This strategy will be achieved in a number of ways. First, significant promotional material will be published advising patrons of available parking areas and preferred access/egress routes. Second, parking tickets can be pre-sold with event tickets, based on zip code origin (for example patrons purchasing tickets who live in the Inland Empire can be sold parking in locations east of the Event Stadium, patrons purchasing tickets in the San Fernando Valley, or the Burbank/Glendale/Pasadena areas can be sold parking in locations north of the Event Center, etc.). Third, patrons can be directed to the various appropriate access/egress routes through freeway and street signage, published materials, and real time media.

The expected locations of off-site parking, based on availability, is discussed further in Chapter 5. The access/routes that have been identified that will be actively publicized, and that patrons will be encouraged and directed to use, are shown in Figures 4.5.2 to 4.5.8 for each freeway access corridor. These routes take account the numerous freeway ramps that are available to access downtown parking locations, and the efficient surface streets in the downtown due to the one-way street system that offer attractive and alternative routes to the freeway system.

Figures 4.5.2 to 4.5.8 also show the assumed percentage distribution of traffic over the various access routes (the percentage of traffic in each approach corridor that would utilize the routes), which are based on the location of the Parking Zones, the configuration of the freeway system and ramp locations, and a consideration of the relative travel distances and travel times over the alternate routes.

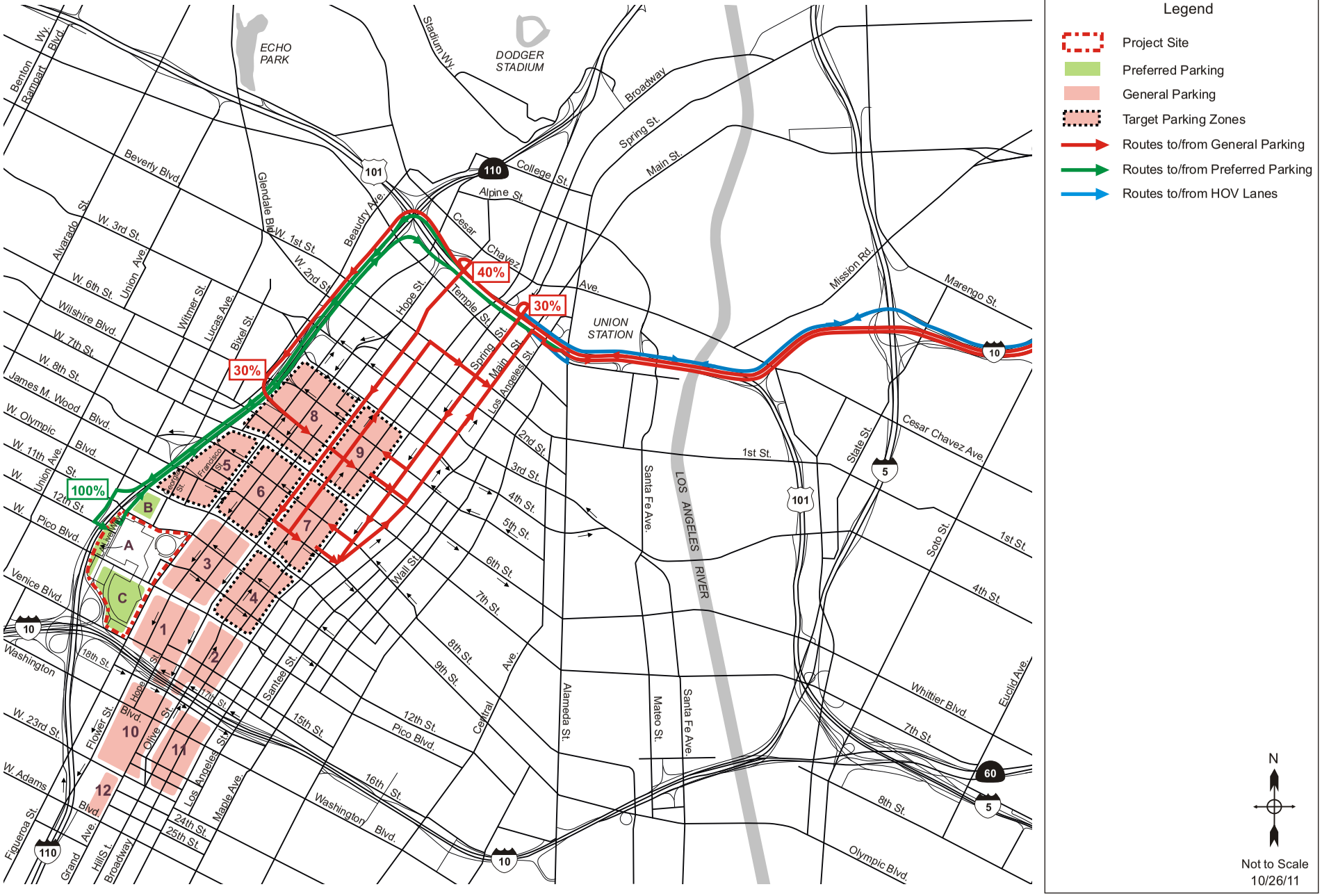


Figure 4.5.2
Access and Egress Routes to Parking Zones - I-10 San Bernardino Freeway from the East

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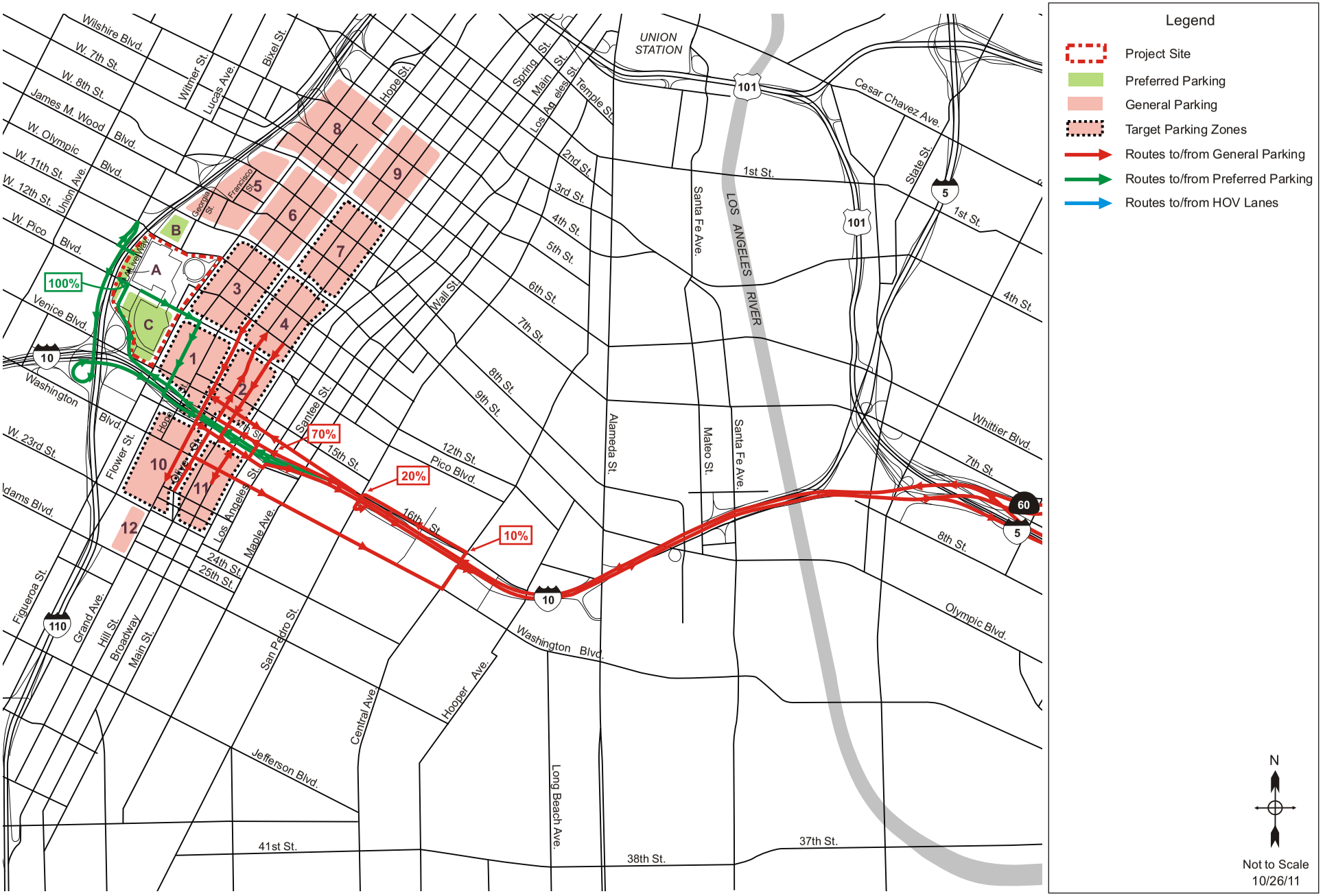


Figure 4.5.3
Access and Egress Routes to Parking Zones - I-10 Santa Monica Freeway from the East (From SR-60 East and I-5 South)

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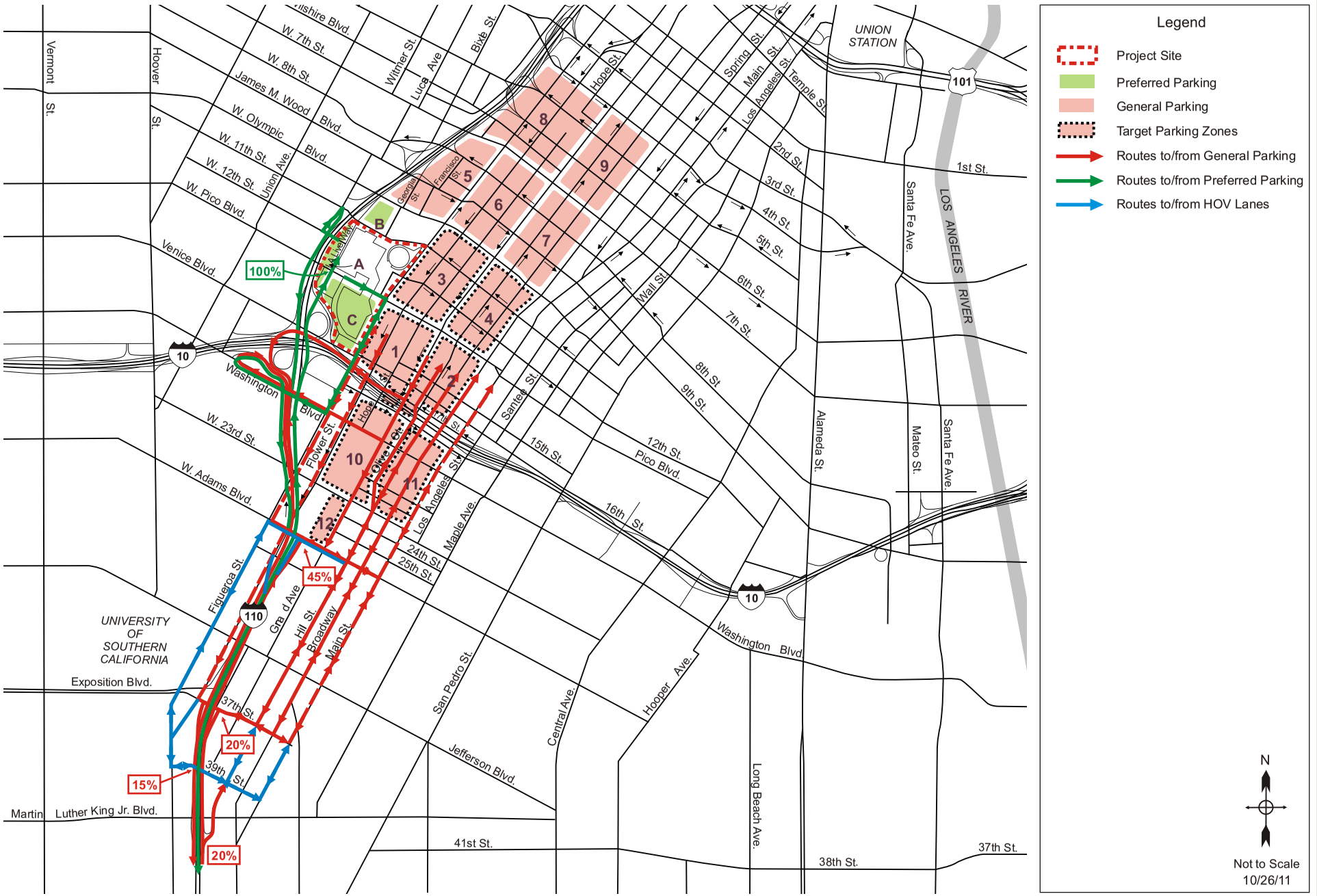


Figure 4.5.4
Access and Egress Routes to Parking Zones - I-110 Harbor Freeway from the South - Weekday

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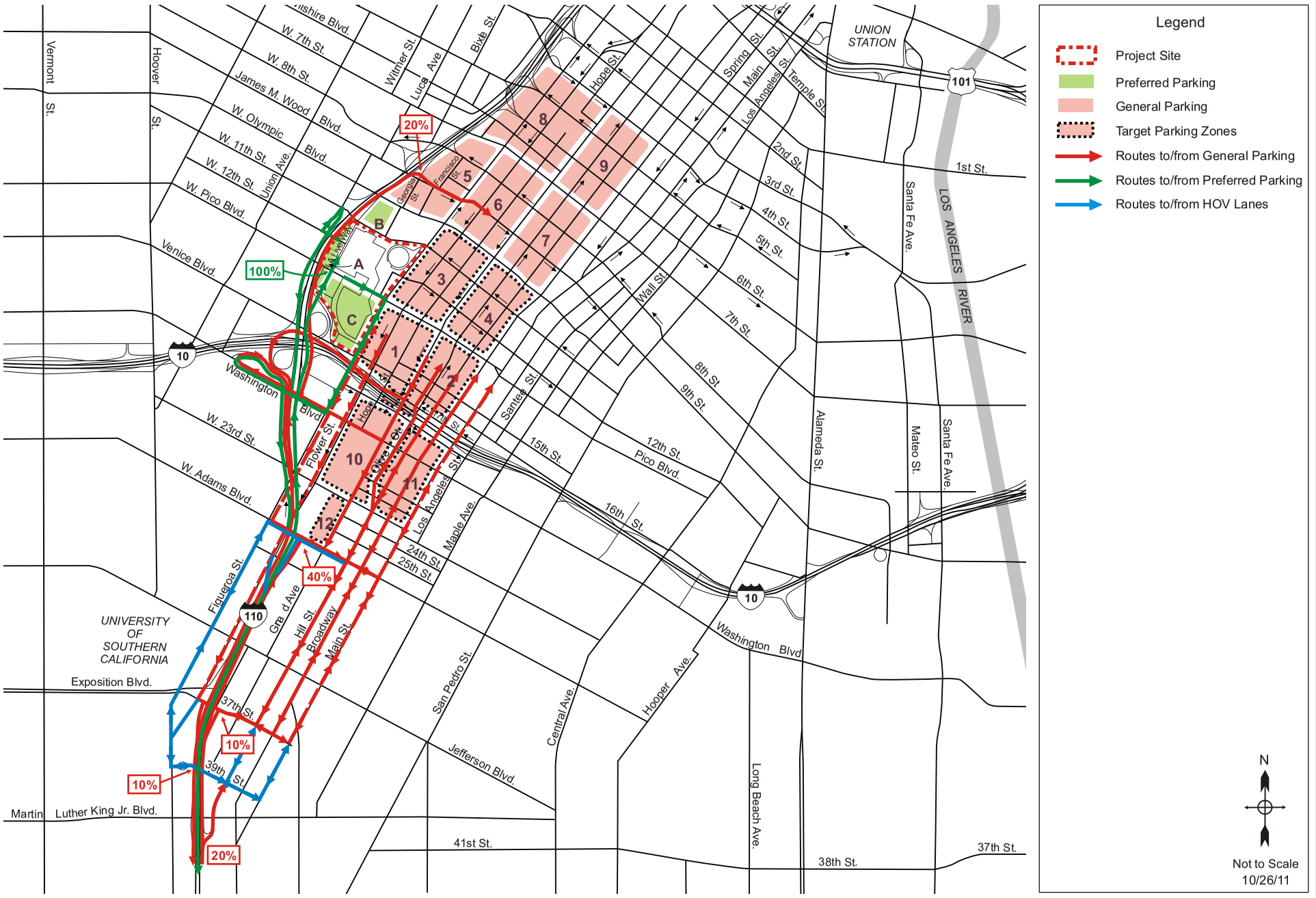


Figure 4.5.5
Access and Egress Routes to Parking Zones - I-110 Harbor Freeway from the South - Weekend

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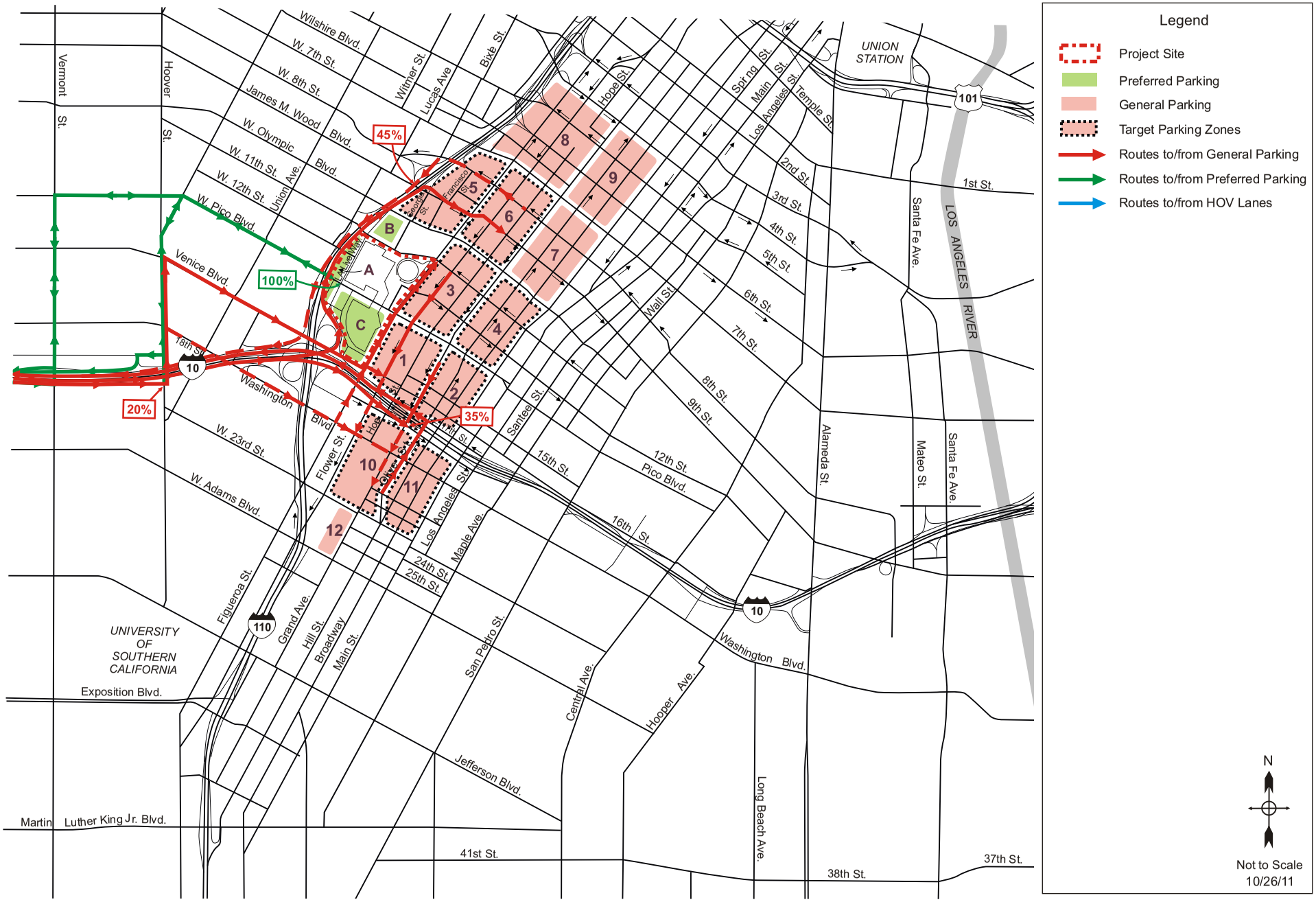


Figure 4.5.6
Access and Egress Routes to Parking Zones - I-10 Santa Monica Freeway from the West

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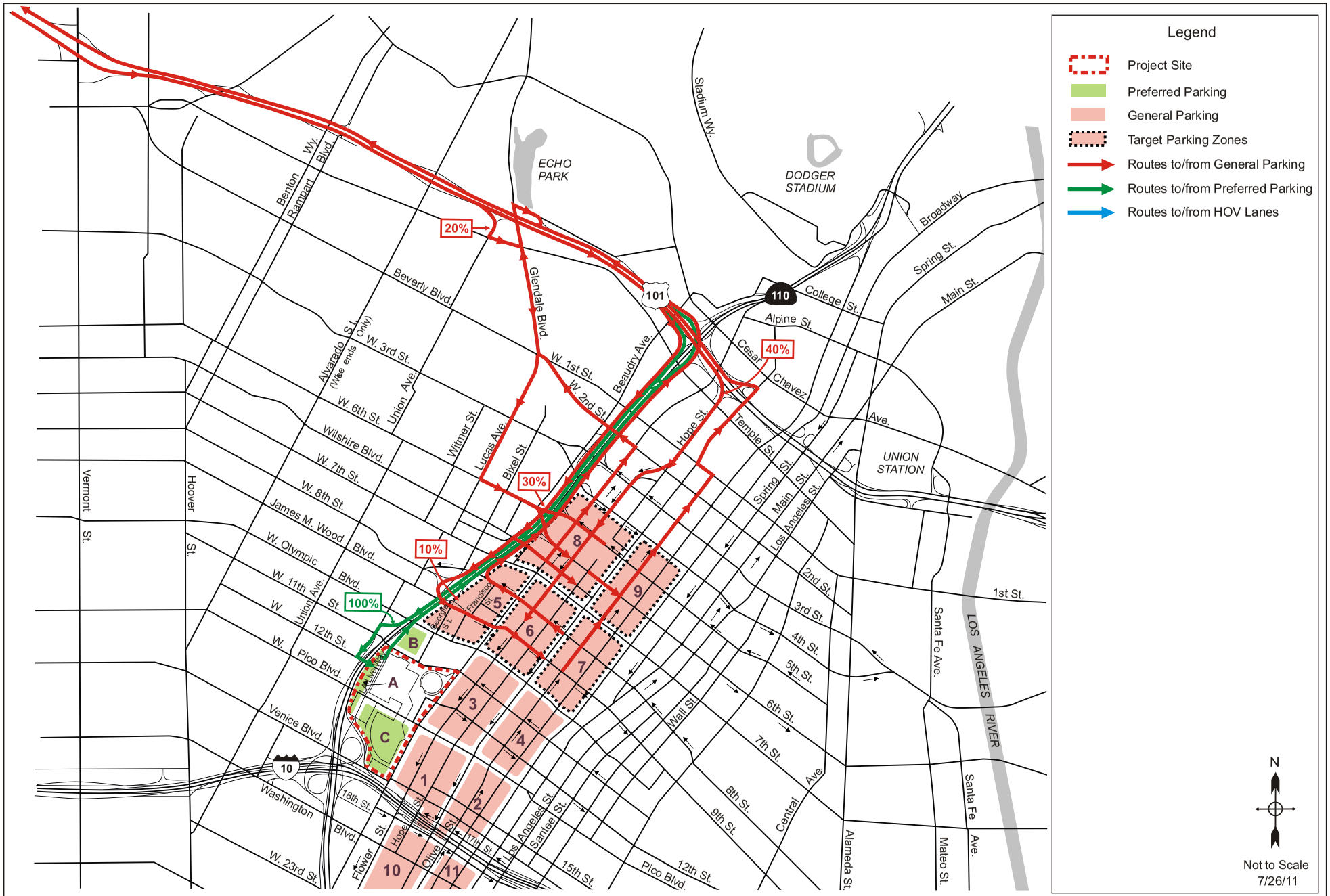


Figure 4.5.7
Access and Egress Routes to Parking Zones - US-101 Hollywood Freeway from the Northwest

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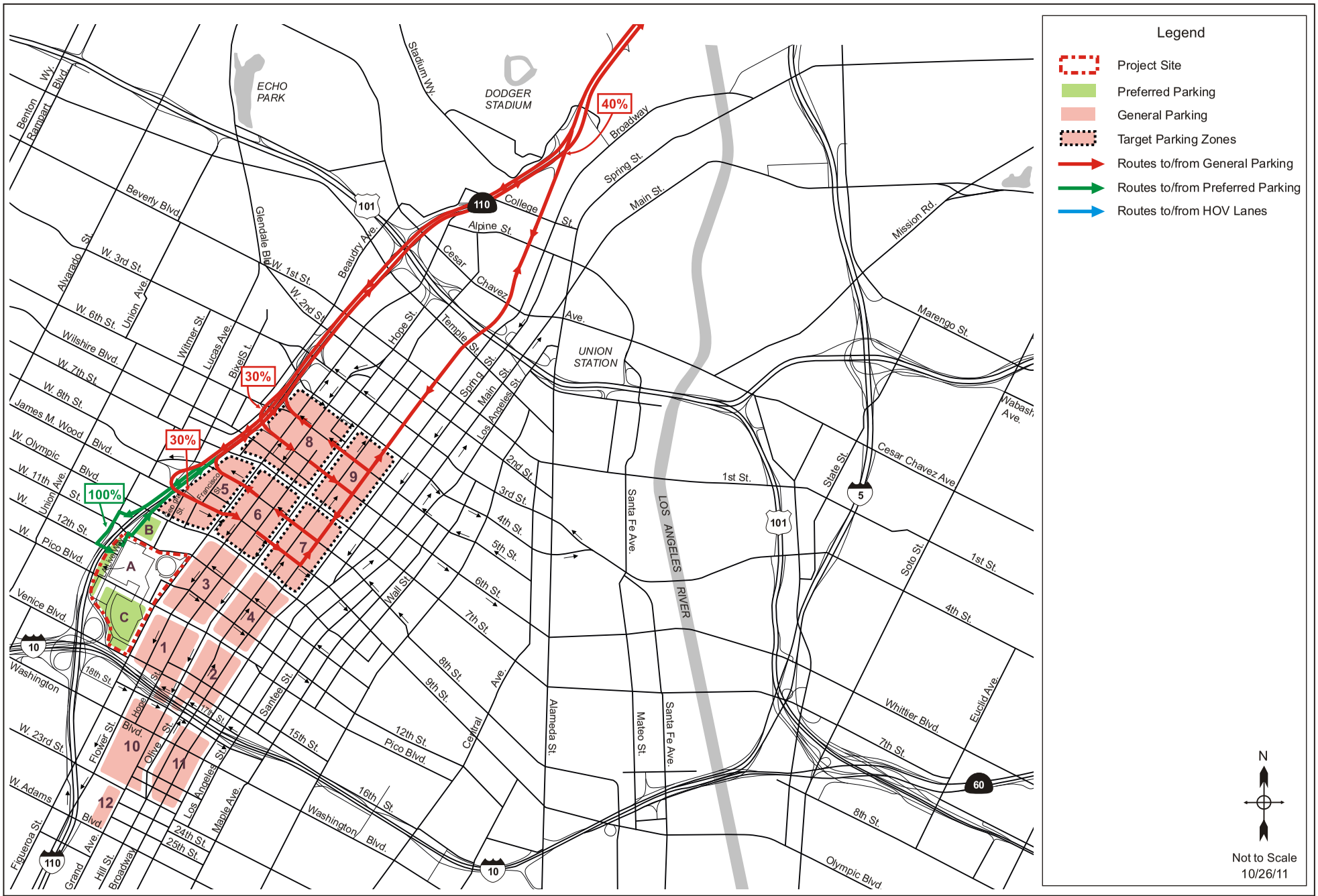


Figure 4.5.8
Access and Egress Routes to Parking Zones - SR-110 Harbor Freeway from the North

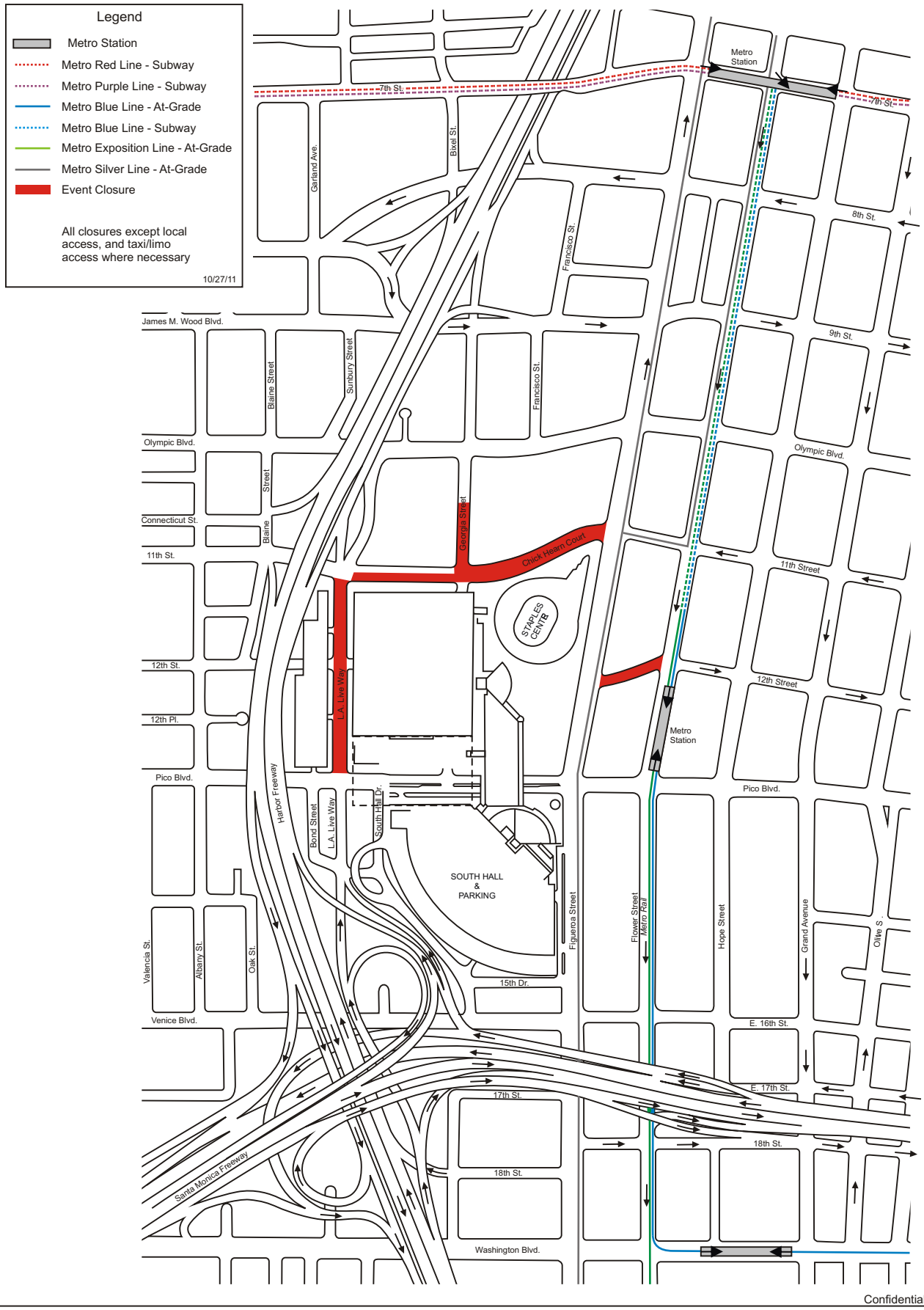
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4.6 Event Street Closures

Certain street closures are planned as Project Design Features for major events at the Event Center to eliminate vehicular conflicts and enhance pedestrian circulation. These would occur pre-event, during the event, and post-event and are shown in Figure 4.6.1. LA Live Way would be closed to through traffic between Pico Boulevard and Chick Hearn Court except for local traffic (event traffic accessing the LA Live Way and Olympic West Garages, limousines, and transit vehicles). Chick Hearn Court would be closed to all traffic between Figueroa Street and Georgia Street (in similar fashion to the closures that take place today for STAPLES Center and LA Live), and to through traffic between Georgia Street and LA Live Way except for local access (traffic accessing the Olympic West Garage). Event traffic heading to these parking garages will be required to prominently display windshield hangers to demonstrate authorized parking access, otherwise traffic will be turned away from these streets to other routes.

Other street closures may need to be implemented during all or part of the post-event hour, again to eliminate vehicular conflicts and enhance pedestrian circulation, and these will be defined in the Transportation Management Plan as necessary.



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Figure 4.6.1
Event Street Closures

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5. Project Impact Analysis – 2017 With Project

This chapter addresses potential transportation impacts of the Proposed Project for the 2017 Future With Project scenario, including intersection analysis, transit analysis, parking analysis, pedestrian analysis, freeway analysis, and Congestion Management Plan analysis.

The chapter is structured to present information for each of the three event scenarios analyzed. Within each event scenario, the analysis is documented for both the pre-event hour and the post-event hour as identified and discussed in Chapter 4 (as follows):

- Sunday Day Event
  - Sunday Day: Pre-Event Hour (12:00 – 1:00pm)
  - Sunday Day: Post-Event Hour (4:30 – 5:30pm)

- Saturday Day Event
  - Saturday Day: Pre-Event Hour (12:00 – 1:00pm)
  - Saturday Day: Post-Event Hour (4:30 – 5:30pm)

- Weekday Evening Event
  - Weekday Evening: Pre-Event Hour (4:30 – 5:30pm)
  - Weekday Evening: Post-Event Hour (9:00 – 10:00pm)

The analyzed methodologies and significant impact criteria/thresholds used for all event scenarios are described in the discussion for the Sunday Day Event, along with the analysis results and the identification of significant impacts. For the Saturday Day Event and Weekend Evening sections, the methodologies and significant thresholds are identical and so are not repeated and just the analysis and significant impacts are reported.

The transportation impact analysis of the Proposed Project is conservative for a number of reasons.

The Future Without Project scenario includes a long list of cumulative/related development projects that may never be built or may be built at much reduced levels and/or densities. The actual future traffic volumes may therefore be lower than the conservatively high traffic forecasts identified in the Future Without Project conditions in Chapter 3 if future developments are not built as identified. The analysis also assumes that none of the cumulative/related development projects would implement any mitigation or trip reduction measures. In fact, it is likely that, if approved, the decision-makers would impose mitigation requirements.

The proportion of Event Center attendees using public transportation is considered to be lower than is expected to actually occur, for purposes of preparing a conservative analysis. Due to the proposed trip reduction programs that would be implemented to increase transit use and auto occupancies and to address the requirements of SB 292, the number of actual auto trips associated with Event Center spectator events would be less than the levels identified in Chapter 4, and so the traffic impacts on the freeway system and the surface street system would be less than identified in the following conservative analysis.

The analysis conservatively assumes that 50% of attendees would arrive in the one-hour before an event and 75% would depart in the one hour following an event. It is anticipated that arrivals and departures would be more spread out over time, partly because of the wide range of other activities in the area including restaurants and bars and because there may be other pre-game and post-game entertainment. These would provide a game day experience for patrons and reduce the trip peaking characteristics, similar to the existing experience with LA LIVE for STAPLES Center and NOKIA Theater. Therefore, the actual number of auto trips in any given hour is likely to be lower, in which case the traffic impacts would be correspondingly lower as well.

Event centers (stadiums) by their nature do not operate on a regular daily basis at fixed times, unlike most all other land uses which have predictable and regular daily and temporal activity and travel patterns. Event centers stage events for large numbers of people only every so often. Because stadiums provide capacity for large numbers of people to gather, they create high peaks of travel demand which typically cause temporary "peaked" impacts for a short period of time on the transportation system. Further, it is not practical or feasible to provide additional freeway or roadway infrastructure improvements just to handle event traffic for short periods of time. Transportation impacts at Event Centers and stadiums due to these temporarily high peaks are therefore normal, are typically expected, and are generally accepted by event attendees. The prevailing strategy at Event Centers and stadiums around the country is to reduce such impacts to the extent possible through transportation management measures.

Traffic impacts are generally evaluated on accepted principles against thresholds for significant impacts (and in the City of Los Angeles specifically per LADOT guidelines, which are similarly to many other jurisdictions). These thresholds were developed for typical development projects, and for land uses that have more predictable and regular daily and temporal activity and travel patterns. These thresholds are not necessarily directly applicable to, or transferable to, event centers. Arguably, different thresholds should apply for the reasons described above. Nevertheless, rather than developing new thresholds, the traffic analysis utilized the City's regular thresholds for significant impacts, and in that context the analysis is considered to be very conservative.

5.1 Sunday Day Event

This event scenario represents a Sunday daytime event, typically a NFL game, starting at 1:00pm and ending at 4:30pm. This would be the most common event scenario as the majority of events would occur on a Sunday. The analysis addresses the pre-event hour (12:00 – 1:00pm) when all travel would be inbound, and the post-event hour (4:30 – 5:30pm) when all travel would be outbound.

5.1.1 Roadway Intersections

Methodology

Traffic forecasts for the Future Without Project conditions were described in Chapter 3, and are shown in Appendix 3. Forecasts of traffic that would be generated by the Proposed Project were described in Chapter 4, and are shown in Appendix 4. The Project-Only traffic volumes forecast at the study intersections are shown in Appendix 5 in Figure A.5.1.1.1 for the Sunday Day Pre-Event Hour and Figure A.5.1.1.2 for the Sunday Day Post-Event Hour. The future total traffic volumes for the study intersections are also shown in Figure A.5.1.1.3 for the Sunday Day Pre-Event Hour and Figure A.5.1.1.4 for the Sunday Day Post-Event Hour.

The potential impacts of the Proposed Project on the street system were evaluated by analyzing these forecast conditions and comparing projected levels of service at the study intersections for the Future Without Project and Future With Project conditions, to identify any significant increases in levels of service.

Significant Impact Thresholds

LADOT has established criteria to determine if project impacts are significant at an intersection. These criteria are shown below.

Table 5.1.1.1 Definition of Significant Impact at Intersections

With Project Traffic		Project-Related Increase
LOS	V/C Ratio	in V/C Ratio
C	0.701 – 0.800	equal to or greater than 0.040
D	0.801 – 0.900	equal to or greater than 0.020
E, F	> 0.900	equal to or greater than 0.010

Using these criteria, for example, a project would not have a significant impact at an intersection if it is operating at LOS C after the addition of project traffic and the incremental change in the volume/capacity (V/C) ratio is less than 0.040. However, in another example, if the intersection is operating at LOS E or LOS F and the incremental change in V/C ratio is 0.010 or greater, then the project would be considered to have a significant impact at that location.

Impact Analysis

The intersection level of service analysis for the Future With Project conditions is summarized in Table 5.1.1.2, which compares the level of service for Future Without Project and Future With Project conditions, shows the increase in V/C ratio at each intersection due to the Proposed Project, and identifies significant impacts according to the LADOT criteria. The locations of study intersections are shown in Figure 5.1.1.1.

Sunday Day: Pre-Event Hour (12:00 – 1:00pm)

As shown in Table 5.1.1.2, the Proposed Project would result in a significant traffic impact at eleven intersections in the Sunday Day Pre-Event Hour. These intersections are as follows (with the resultant LOS in parentheses):

35.	Blaine Street & 11th Street	(LOS C)
88.	Figueroa Street & 8th Street	(LOS C)
151.	Vermont Avenue & Pico Boulevard	(LOS C)
164.	Vermont Avenue & I-10 EB Ramps	(LOS C)
43.	Hill Street & 17th Street	(LOS D)
44.	Broadway & 17th Street	(LOS D)
45.	Main Street & 17th Street	(LOS D)
46.	Los Angeles Street & 17th Street	(LOS D)
152.	Alvarado Street & Pico Boulevard	(LOS D)
42.	Olive Street & 17th Street	(LOS E)
146.	Vermont Avenue & Olympic Boulevard	(LOS E)

Nine of the eleven impacted intersections will continue to operate at LOS D or better with the Proposed Project. The remaining two impacted intersections would operate at LOS E. Half of the impacted intersections, including the LOS E locations, would be located along 17th Street leading from the I-10 westbound off-ramp at Los Angeles Street.

Sunday Day: Post-Event Hour (4:30 – 5:30pm)

As shown in Table 5.1.1.2, the Proposed Project would result in a significant traffic impact at eighteen intersections in the Sunday Day Post-Event Hour. These intersections are as follows (with the resultant LOS in parentheses):

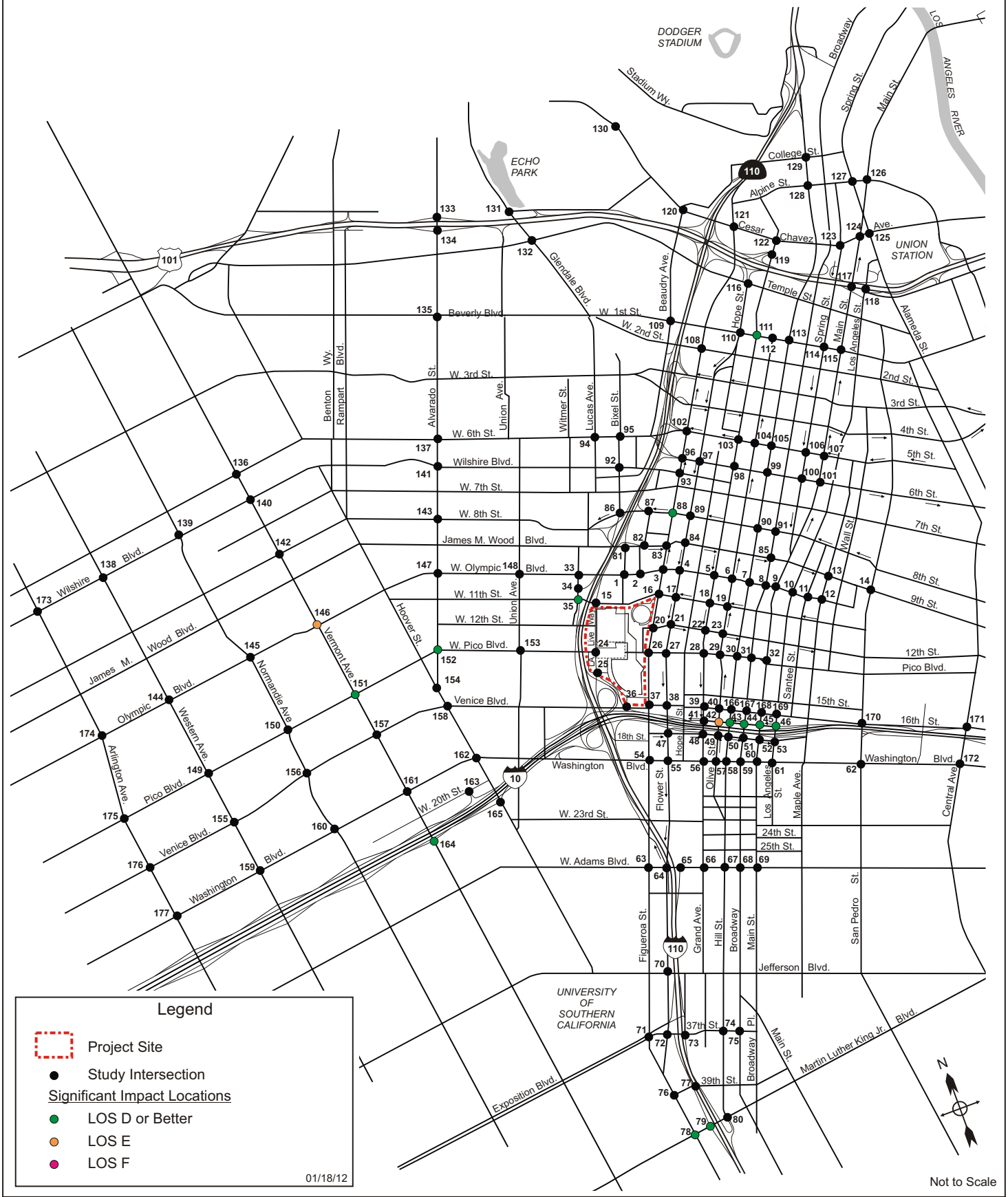


Figure 5.1.1.1
Future with Project - Significant Impact Locations - Sunday: Pre-Event Hour (12:00-1:00 PM)

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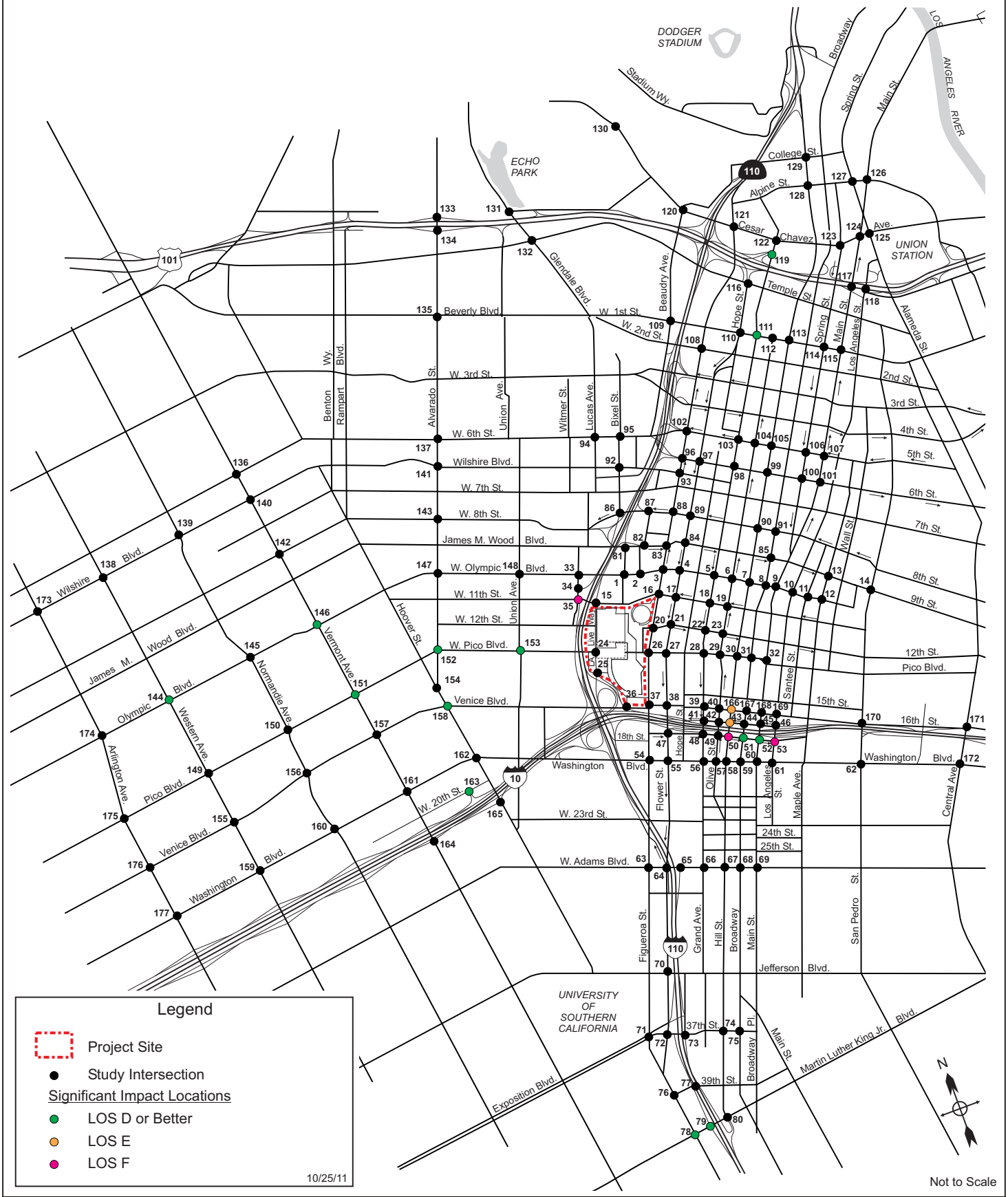


Figure 5.1.1.2
Future with Project - Significant Impact Locations - Sunday: Post-Event Hour (4:30-5:30 PM)

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions

Table 5.1.1.2 **Future With Project - Intersection Level of Service** 12/30/2011

Sunday Day: Pre-Event Hour: (12:00-1:00 PM) & Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Sunday Day Pre-Event Hour (12:00-1:00 PM)						Sunday Day Post-Event Hour (4:30-5:30 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
1	Georgia Street & Olympic Boulevard	0.314	A	0.438	A	0.124	No	0.356	A	0.581	A	0.225	No
2	Francisco Street & Olympic Boulevard	0.293	A	0.492	A	0.199	No	0.211	A	0.499	A	0.288	No
3	Figueroa Street & Olympic Boulevard	0.392	A	0.622	B	0.230	No	0.380	A	0.567	A	0.187	No
4	Flower Street & Olympic Boulevard	0.405	A	0.667	B	0.262	No	0.340	A	0.690	B	0.350	No
5	Grand Avenue & Olympic Boulevard	0.272	A	0.361	A	0.089	No	0.237	A	0.304	A	0.067	No
6	Olive Street & Olympic Boulevard	0.303	A	0.474	A	0.171	No	0.318	A	0.385	A	0.067	No
7	Hill Street & Olympic Boulevard	0.276	A	0.299	A	0.023	No	0.273	A	0.294	A	0.021	No
8	Broadway & Olympic Boulevard	0.475	A	0.498	A	0.023	No	0.463	A	0.463	A	0.000	No
9	Main Street & Olympic Boulevard	0.442	A	0.467	A	0.025	No	0.426	A	0.424	A	-0.002	No
10	Los Angeles Street & Olympic Boulevard	0.263	A	0.263	A	0.000	No	0.146	A	0.149	A	0.003	No
11	Santee Street & Olympic Boulevard	0.272	A	0.272	A	0.000	No	0.164	A	0.179	A	0.015	No
12	Maple Avenue & Olympic Boulevard	0.375	A	0.375	A	0.000	No	0.262	A	0.291	A	0.029	No
13	Maple Avenue & 9th Street	0.371	A	0.372	A	0.001	No	0.212	A	0.234	A	0.022	No
14	San Pedro Street & 9th Street	0.285	A	0.309	A	0.024	No	0.197	A	0.233	A	0.036	No
15	LA Live Way & 11th Street	0.185	A	0.105	A	-0.080	No	0.125	A	0.625	B	0.500	No
16	Figueroa Street & 11th Street	0.243	A	0.254	A	0.011	No	0.242	A	0.238	A	-0.004	No
17	Flower Street & 11th Street	0.246	A	0.224	A	-0.022	No	0.249	A	0.306	A	0.057	No
18	Grand Avenue & 11th Street	0.161	A	0.343	A	0.182	No	0.162	A	0.221	A	0.059	No
19	Olive Street & 11th Street	0.207	A	0.392	A	0.185	No	0.163	A	0.261	A	0.098	No
20	Figueroa Street & 12th Street	0.132	A	0.138	A	0.006	No	0.135	A	0.122	A	-0.013	No
21	Flower Street & 12th Street	0.088	A	0.088	A	0.000	No	0.092	A	0.141	A	0.049	No
22	Grand Avenue & 12th Street	0.116	A	0.123	A	0.007	No	0.125	A	0.294	A	0.169	No
23	Olive Avenue & 12th Street	0.167	A	0.347	A	0.180	No	0.139	A	0.185	A	0.046	No
24	LA Live Way & Pico Boulevard	0.412	A	0.514	A	0.102	No	0.341	A	0.394	A	0.053	No
25	LA Live Way & Bond Street / I-10 & I-110 Off-Ramps	0.254	A	0.390	A	0.136	No	0.226	A	0.320	A	0.094	No
26	Figueroa Street & Pico Boulevard	0.321	A	0.491	A	0.170	No	0.383	A	0.492	A	0.109	No
27	Flower Street & Pico Boulevard	0.255	A	0.387	A	0.132	No	0.279	A	0.469	A	0.190	No
28	Grand Avenue & Pico Boulevard	0.188	A	0.257	A	0.069	No	0.178	A	0.454	A	0.276	No
29	Olive Street & Pico Boulevard	0.162	A	0.442	A	0.280	No	0.149	A	0.197	A	0.048	No
30	Hill Street & Pico Boulevard	0.166	A	0.389	A	0.223	No	0.119	A	0.591	A	0.472	No

Table 5.1.1.2 **Future With Project - Intersection Level of Service** 12/30/2011

Sunday Day: Pre-Event Hour: (12:00-1:00 PM) & Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Sunday Day Pre-Event Hour (12:00-1:00 PM)						Sunday Day Post-Event Hour (4:30-5:30 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
31	Broadway & Pico Boulevard	0.258	A	0.325	A	0.067	No	0.205	A	0.249	A	0.044	No
32	Main Street & Pico Boulevard	0.399	A	0.453	A	0.054	No	0.378	A	0.396	A	0.018	No
33	Blaine Street & Olympic Boulevard	0.413	A	0.677	B	0.264	No	0.383	A	0.568	A	0.185	No
34	Blaine Street & SR-110 SB Off-Ramp	0.252	A	0.697	B	0.445	No	0.189	A	0.225	A	0.036	No
35	Blaine Street & 11th Street	0.405	A	0.760	C	0.355	Yes	0.469	A	1.323	F	0.854	Yes
36	Convention Center Drive/Georgia Street & Venice Boulevard	0.077	A	0.255	A	0.178	No	0.148	A	0.289	A	0.141	No
37	Figueroa Street & Venice Boulevard	0.237	A	0.365	A	0.128	No	0.236	A	0.539	A	0.303	No
38	Flower Street & Venice Boulevard	0.185	A	0.243	A	0.058	No	0.181	A	0.511	A	0.330	No
39	Grand Avenue & Venice Boulevard	0.111	A	0.162	A	0.051	No	0.118	A	0.536	A	0.418	No
40	Olive Street & Venice Boulevard	0.125	A	0.379	A	0.254	No	0.119	A	0.596	A	0.477	No
41	Grand Avenue & 17th Street	0.277	A	0.319	A	0.042	No	0.265	A	0.507	A	0.242	No
42	Olive Street & 17th Street	0.293	A	0.969	E	0.676	Yes	0.245	A	0.388	A	0.143	No
43	Hill Street & 17th Street	0.297	A	0.839	D	0.542	Yes	0.256	A	0.917	E	0.661	Yes
44	Broadway & 17th Street	0.309	A	0.835	D	0.526	Yes	0.248	A	0.339	A	0.091	No
45	Main Street & 17th Street	0.309	A	0.813	D	0.504	Yes	0.253	A	0.289	A	0.036	No
46	Los Angeles Street & 17th Street	0.341	A	0.858	D	0.517	Yes	0.236	A	0.271	A	0.035	No
47	Flower Street & 18th Street	0.073	A	0.080	A	0.007	No	0.068	A	0.194	A	0.126	No
48	Grand Avenue & 18th Street	0.177	A	0.255	A	0.078	No	0.173	A	0.502	A	0.329	No
49	Olive Street & 18th Street	0.275	A	0.494	A	0.219	No	0.195	A	0.322	A	0.127	No
50	Hill Street & 18th Street	0.151	A	0.241	A	0.090	No	0.130	A	1.021	F	0.891	Yes
51	Broadway & 18th Street	0.200	A	0.232	A	0.032	No	0.152	A	0.791	C	0.639	Yes
52	Main Street & 18th Street	0.225	A	0.225	A	0.000	No	0.214	A	0.808	D	0.594	Yes
53	Los Angeles Street & 18th Street	0.280	A	0.280	A	0.000	No	0.315	A	1.503	F	1.188	Yes
54	Figueroa Street & Washington Boulevard	0.398	A	0.438	A	0.040	No	0.339	A	0.566	A	0.227	No
55	Flower Street & Washington Boulevard	0.243	A	0.247	A	0.004	No	0.189	A	0.460	A	0.271	No
56	Grand Avenue & Washington Boulevard	0.192	A	0.248	A	0.056	No	0.161	A	0.489	A	0.328	No
57	Olive Street & Washington Boulevard	0.165	A	0.334	A	0.169	No	0.146	A	0.330	A	0.184	No
58	Hill Street & Washington Boulevard	0.151	A	0.306	A	0.155	No	0.127	A	0.275	A	0.148	No
59	Broadway & Washington Boulevard	0.228	A	0.289	A	0.061	No	0.186	A	0.268	A	0.082	No
60	Main Street & Washington Boulevard	0.310	A	0.333	A	0.023	No	0.268	A	0.412	A	0.144	No

Table 5.1.1.2 **Future With Project - Intersection Level of Service** 12/30/2011

Sunday Day: Pre-Event Hour: (12:00-1:00 PM) & Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Sunday Day Pre-Event Hour (12:00-1:00 PM)						Sunday Day Post-Event Hour (4:30-5:30 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
61	Los Angeles Street & Washington Boulevard	0.138	A	0.165	A	0.027	No	0.103	A	0.202	A	0.099	No
62	San Pedro Street & Washington Boulevard	0.364	A	0.391	A	0.027	No	0.302	A	0.435	A	0.133	No
63	Figueroa Street & Adams Boulevard	0.621	B	0.621	B	0.000	No	0.563	A	0.606	B	0.043	No
64	Flower Street & Adams Boulevard	0.240	A	0.249	A	0.009	No	0.249	A	0.420	A	0.171	No
65	I-110 NB Off-Ramps & Adams Boulevard	0.294	A	0.697	B	0.403	No	0.308	A	0.348	A	0.040	No
66	Grand Avenue & Adams Boulevard	0.185	A	0.372	A	0.187	No	0.182	A	0.249	A	0.067	No
67	Hill Street & Adams Boulevard	0.187	A	0.595	A	0.408	No	0.146	A	0.181	A	0.035	No
68	Broadway & Adams Boulevard	0.223	A	0.263	A	0.040	No	0.185	A	0.195	A	0.010	No
69	Main Street & Adams Boulevard	0.307	A	0.307	A	0.000	No	0.275	A	0.275	A	0.000	No
70	Flower Street & Jefferson Boulevard	0.237	A	0.238	A	0.001	No	0.228	A	0.376	A	0.148	No
71	Figueroa Street & Exposition Boulevard	0.597	A	0.608	B	0.011	No	0.451	A	0.451	A	0.000	No
72	Flower Street & 37th Street	0.124	A	0.125	A	0.001	No	0.181	A	0.337	A	0.156	No
73	Hope Street & 37th Street	0.202	A	0.216	A	0.014	No	0.231	A	0.231	A	0.000	No
74	Hill Street & 37th Street	0.049	A	0.108	A	0.059	No	0.050	A	0.061	A	0.011	No
75	Broadway & 37th Street	0.087	A	0.087	A	0.000	No	0.064	A	0.064	A	0.000	No
76	Figueroa Street & 39th Street	0.200	A	0.219	A	0.019	No	0.292	A	0.293	A	0.001	No
77	I-110 HOV Ramps & 39th Street	0.083	A	0.178	A	0.095	No	0.108	A	0.279	A	0.171	No
78	Figueroa Street & Martin Luther King Jr Boulevard	0.549	A	0.550	A	0.001	No	0.627	B	0.757	C	0.130	Yes
79	I-110 SB Ramps & Martin Luther King Jr Boulevard	0.604	B	0.605	B	0.001	No	0.597	A	0.747	C	0.150	Yes
80	I-110 NB Ramps & Martin Luther King Jr Boulevard	0.533	A	0.573	A	0.040	No	0.429	A	0.443	A	0.014	No
81	Georgia Street &9th Street	0.375	A	0.537	A	0.162	No	0.344	A	0.556	A	0.212	No
82	Francisco Street & 9th Street	0.161	A	0.279	A	0.118	No	0.141	A	0.481	A	0.340	No
83	Figueroa Street & 9th Street	0.361	A	0.485	A	0.124	No	0.333	A	0.460	A	0.127	No
84	Flower Street & 9th Street	0.324	A	0.395	A	0.071	No	0.263	A	0.387	A	0.124	No
85	Broadway & 9th Street	0.339	A	0.339	A	0.000	No	0.217	A	0.277	A	0.060	No
86	Bixel Street & 8th Street	0.373	A	0.373	A	0.000	No	0.403	A	0.549	A	0.146	No
87	Francisco Street & 8th Street	0.181	A	0.307	A	0.126	No	0.191	A	0.417	A	0.226	No
88	Figueroa Street & 8th Street	0.311	A	0.701	C	0.390	Yes	0.293	A	0.561	A	0.268	No
89	Flower Street & 8th Street	0.232	A	0.553	A	0.321	No	0.225	A	0.423	A	0.198	No

Table 5.1.1.2 **Future With Project - Intersection Level of Service** 12/30/2011

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No.	Intersection	Sunday Day Pre-Event Hour (12:00-1:00 PM)						Sunday Day Post-Event Hour (4:30-5:30 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
90	Hill Street & 8th Street	0.230	A	0.323	A	0.093	No	0.219	A	0.260	A	0.041	No
91	Broadway & 8th Street	0.524	A	0.551	A	0.027	No	0.407	A	0.407	A	0.000	No
92	Bixel Street & Wilshire Boulevard	0.290	A	0.325	A	0.035	No	0.268	A	0.289	A	0.021	No
93	Figueroa Street & Wilshire Boulevard	0.256	A	0.291	A	0.035	No	0.301	A	0.608	B	0.307	No
94	Lucas Avenue & 6th Street	0.325	A	0.532	A	0.207	No	0.333	A	0.366	A	0.033	No
95	Bixel Street & 6th Street	0.251	A	0.306	A	0.055	No	0.278	A	0.278	A	0.000	No
96	Figueroa Street & 6th Street	0.219	A	0.346	A	0.127	No	0.225	A	0.385	A	0.160	No
97	Flower Street & 6th Street	0.189	A	0.386	A	0.197	No	0.201	A	0.203	A	0.002	No
98	Grand Avenue & 6th Street	0.159	A	0.261	A	0.102	No	0.095	A	0.157	A	0.062	No
99	Hill Street & 6th Street	0.247	A	0.271	A	0.024	No	0.176	A	0.369	A	0.193	No
100	Spring Street & 6th Street	0.303	A	0.346	A	0.043	No	0.268	A	0.316	A	0.048	No
101	Main Street & 6th Street	0.216	A	0.216	A	0.000	No	0.221	A	0.444	A	0.223	No
102	Figueroa Street & 5th Street	0.170	A	0.182	A	0.012	No	0.171	A	0.420	A	0.249	No
103	Grand Avenue & 5th Street	0.140	A	0.235	A	0.095	No	0.153	A	0.203	A	0.050	No
104	Olive Street & 5th Street	0.203	A	0.244	A	0.041	No	0.214	A	0.334	A	0.120	No
105	Hill Street & 5th Street	0.221	A	0.311	A	0.090	No	0.168	A	0.311	A	0.143	No
106	Spring Street & 5th Street	0.204	A	0.247	A	0.043	No	0.223	A	0.223	A	0.000	No
107	Main Street & 5th Street	0.126	A	0.126	A	0.000	No	0.129	A	0.215	A	0.086	No
108	Figueroa Street & 2nd Street	0.162	A	0.162	A	0.000	No	0.172	A	0.338	A	0.166	No
109	Beaudry Street & 1st Street	0.130	A	0.137	A	0.007	No	0.162	A	0.164	A	0.002	No
110	Hope Street & 1st Street	0.289	A	0.339	A	0.050	No	0.274	A	0.597	A	0.323	No
111	Grand Avenue & 1st Street	0.384	A	0.424	A	0.040	No	0.363	A	0.754	C	0.391	Yes
112	Olive Street & 1st Street	0.243	A	0.248	A	0.005	No	0.252	A	0.395	A	0.143	No
113	Hill Street & 1st Street	0.289	A	0.353	A	0.064	No	0.268	A	0.437	A	0.169	No
114	Spring Street & 1st Street	0.213	A	0.294	A	0.081	No	0.226	A	0.228	A	0.002	No
115	Main Street & 1st Street	0.268	A	0.268	A	0.000	No	0.263	A	0.365	A	0.102	No
116	Hope Street & Temple Street	0.386	A	0.399	A	0.013	No	0.308	A	0.473	A	0.165	No
117	Main Street & Aliso Street	0.295	A	0.295	A	0.000	No	0.267	A	0.552	A	0.285	No
118	Los Angeles Street & Aliso Street / US-101 SB On-Ramps	0.181	A	0.181	A	0.000	No	0.191	A	0.263	A	0.072	No
119	Grand Avenue & US-101 NB Ramps	0.449	A	0.449	A	0.000	No	0.461	A	0.894	D	0.433	Yes

Table 5.1.1.2 **Future With Project - Intersection Level of Service** 12/30/2011

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No.	Intersection	Sunday Day Pre-Event Hour (12:00-1:00 PM)						Sunday Day Post-Event Hour (4:30-5:30 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
120	Beaudry Avenue & Sunset Boulevard	0.440	A	0.451	A	0.011	No	0.607	B	0.607	B	0.000	No
121	Figueroa Street & Cesar Chavez Avenue	0.456	A	0.456	A	0.000	No	0.509	A	0.509	A	0.000	No
122	Grand Avenue & Cesar Chavez Avenue	0.596	A	0.596	A	0.000	No	0.389	A	0.392	A	0.003	No
123	Spring Street & Cesar Chavez Avenue	0.506	A	0.561	A	0.055	No	0.590	A	0.590	A	0.000	No
124	Main Street & Cesar Chavez Avenue	0.471	A	0.471	A	0.000	No	0.518	A	0.547	A	0.029	No
125	Alameda Street & Cesar Chavez Avenue	0.578	A	0.578	A	0.000	No	0.651	B	0.651	B	0.000	No
126	Main Street & Alpine Street	0.238	A	0.251	A	0.013	No	0.196	A	0.219	A	0.023	No
127	Alameda Street & Alpine Street	0.165	A	0.167	A	0.002	No	0.128	A	0.129	A	0.001	No
128	Hill Street & Alpine Street	0.319	A	0.389	A	0.070	No	0.263	A	0.433	A	0.170	No
129	Hill Street & College Street	0.475	A	0.491	A	0.016	No	0.421	A	0.591	A	0.170	No
130	Sunset Boulevard & Elysian Park Avenue	0.820	D	0.820	D	0.000	No	0.645	B	0.657	B	0.012	No
131	Glendale Boulevard & Bellevue Avenue	0.314	A	0.362	A	0.048	No	0.307	A	0.443	A	0.136	No
132	Glendale Boulevard & Temple Street	0.518	A	0.572	A	0.054	No	0.515	A	0.655	B	0.140	No
133	Alvarado Street & US-101 WB Ramps	0.479	A	0.480	A	0.001	No	0.494	A	0.556	A	0.062	No
134	Alvarado Street & US-101 EB Ramps	0.433	A	0.433	A	0.000	No	0.452	A	0.475	A	0.023	No
135	Alvarado Street & Beverly Boulevard	0.399	A	0.418	A	0.019	No	0.455	A	0.473	A	0.018	No
136	Vermont Avenue & 6th Street	0.553	A	0.563	A	0.010	No	0.529	A	0.543	A	0.014	No
137	Alvarado Street & 6th Street	0.456	A	0.478	A	0.022	No	0.454	A	0.471	A	0.017	No
138	Western Avenue & Wilshire Boulevard	0.610	B	0.632	B	0.022	No	0.664	B	0.679	B	0.015	No
139	Normandie Avenue & Wilshire Boulevard	0.379	A	0.396	A	0.017	No	0.496	A	0.515	A	0.019	No
140	Vermont Avenue & Wilshire Boulevard	0.796	C	0.811	D	0.015	No	0.770	C	0.785	C	0.015	No
141	Alvarado Street & Wilshire Boulevard	0.413	A	0.423	A	0.010	No	0.469	A	0.521	A	0.052	No
142	Vermont Avenue & 8th Street	0.715	C	0.729	C	0.014	No	0.635	B	0.639	B	0.004	No
143	Alvarado Street & 8th Street	0.477	A	0.505	A	0.028	No	0.418	A	0.509	A	0.091	No
144	Western Avenue & Olympic Boulevard	0.652	B	0.699	B	0.047	No	0.824	D	0.899	D	0.075	Yes
145	Normandie Avenue & Olympic Boulevard	0.479	A	0.523	A	0.044	No	0.500	A	0.557	A	0.057	No
146	Vermont Avenue & Olympic Boulevard	0.828	D	0.905	E	0.077	Yes	0.819	D	0.896	D	0.077	Yes
147	Alvarado Street & Olympic Boulevard	0.528	A	0.672	B	0.144	No	0.604	B	0.691	B	0.087	No
148	Union Avenue & Olympic Boulevard	0.481	A	0.677	B	0.196	No	0.560	A	0.618	B	0.058	No
149	Western Avenue & Pico Boulevard	0.566	A	0.583	A	0.017	No	0.553	A	0.577	A	0.024	No

Table 5.1.1.2 **Future With Project - Intersection Level of Service** 12/30/2011

Sunday Day: Pre-Event Hour: (12:00-1:00 PM) & Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Sunday Day Pre-Event Hour (12:00-1:00 PM)						Sunday Day Post-Event Hour (4:30-5:30 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
150	Normandie Avenue & Pico Boulevard	0.524	A	0.539	A	0.015	No	0.445	A	0.451	A	0.006	No
151	Vermont Avenue & Pico Boulevard	0.684	B	0.727	C	0.043	Yes	0.649	B	0.719	C	0.070	Yes
152	Alvarado Street & Pico Boulevard	0.619	B	0.867	D	0.248	Yes	0.644	B	0.834	D	0.190	Yes
153	Union Avenue & Pico Boulevard	0.579	A	0.677	B	0.098	No	0.615	B	0.829	D	0.214	Yes
154	Alvarado Street & Hoover Street	0.332	A	0.334	A	0.002	No	0.406	A	0.515	A	0.109	No
155	Western Avenue & Venice Boulevard	0.499	A	0.544	A	0.045	No	0.551	A	0.611	B	0.060	No
156	Normandie Avenue & Venice Boulevard	0.425	A	0.464	A	0.039	No	0.389	A	0.448	A	0.059	No
157	Vermont Avenue & Venice Boulevard	0.556	A	0.630	B	0.074	No	0.567	A	0.625	B	0.058	No
158	Hoover Street & Venice Boulevard	0.529	A	0.562	A	0.033	No	0.586	A	0.739	C	0.153	Yes
159	Western Avenue & Washington Boulevard	0.596	A	0.643	B	0.047	No	0.522	A	0.560	A	0.038	No
160	Normandie Avenue & Washington Boulevard	0.513	A	0.548	A	0.035	No	0.432	A	0.439	A	0.007	No
161	Vermont Avenue & Washington Boulevard	0.599	A	0.676	B	0.077	No	0.604	B	0.669	B	0.065	No
162	Hoover Street & Washington Boulevard	0.561	A	0.699	B	0.138	No	0.555	A	0.673	B	0.118	No
163	I-10 WB Ramps & 20th Street	0.564	A	0.561	A	-0.003	No	0.563	A	0.769	C	0.206	Yes
164	Vermont Avenue & I-10 EB Ramps	0.684	B	0.767	C	0.083	Yes	0.726	C	0.726	C	0.000	No
165	Hoover Street & I-10 EB Ramps	0.574	A	0.687	B	0.113	No	0.552	A	0.552	A	0.000	No
166	Hill Street & 16th Street	0.115	A	0.472	A	0.357	No	0.111	A	0.969	E	0.858	Yes
167	Broadway & 16th Street	0.125	A	0.273	A	0.148	No	0.110	A	0.338	A	0.228	No
168	Main Street & 16th Street	0.221	A	0.353	A	0.132	No	0.187	A	0.349	A	0.162	No
169	Los Angeles Street & 16th Street	0.088	A	0.265	A	0.177	No	0.076	A	0.203	A	0.127	No
170	San Pedro Street & 16th Street	0.331	A	0.479	A	0.148	No	0.281	A	0.588	A	0.307	No
171	Central Avenue & 16th Street	0.371	A	0.380	A	0.009	No	0.298	A	0.337	A	0.039	No
172	Central Avenue & Washington Boulevard	0.416	A	0.464	A	0.048	No	0.301	A	0.454	A	0.153	No
173	Wilton Place & Wilshire Boulevard	0.447	A	0.447	A	0.000	No	0.419	A	0.430	A	0.011	No
174	Arlington Avenue & Olympic Boulevard	0.365	A	0.400	A	0.035	No	0.385	A	0.436	A	0.051	No
175	Arlington Avenue & Pico Boulevard	0.391	A	0.401	A	0.010	No	0.348	A	0.364	A	0.016	No
176	Arlington Avenue & Venice Boulevard	0.510	A	0.544	A	0.034	No	0.485	A	0.536	A	0.051	No
177	Arlington Avenue & Washington Boulevard	0.463	A	0.505	A	0.042	No	0.422	A	0.423	A	0.001	No

Table 5.1.1.2 **Future With Project - Intersection Level of Service** 12/30/2011

Sunday Day: Pre-Event Hour: (12:00-1:00 PM) & Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

Total # of Impacted Intersections		11			18
# of Impacted Intersections with FWP LOS C	36%	4		39%	7
# of Impacted Intersections with FWP LOS D	45%	5		33%	6
# of Impacted Intersections with FWP LOS E	18%	2		11%	2
# of Impacted Intersections with FWP LOS F	0%	0		17%	3

51.	Broadway & 18th Street	(LOS C)
78.	Figueroa Street & Martin Luther King Jr. Boulevard	(LOS C)
79.	I-110 SB Ramps & Martin Luther King Jr. Boulevard	(LOS C)
111.	Grand Avenue & 1st Street	(LOS C)
151.	Vermont Avenue & Pico Boulevard	(LOS C)
158.	Hoover Street & Venice Boulevard	(LOS C)
163.	I-10 WB Ramps & 20th Street	(LOS C)
52.	Main Street & 18th Street	(LOS D)
119.	Grand Avenue & US-101 NB Ramps	(LOS D)
144.	Western Avenue & Olympic Boulevard	(LOS D)
146.	Vermont Avenue & Olympic Boulevard	(LOS D)
152.	Alvarado Street & Pico Boulevard	(LOS D)
153.	Union Avenue & Pico Boulevard	(LOS D)
43.	Hill Street & 17th Street	(LOS E)
166.	Hill Street & 16th Street	(LOS E)
35.	Blaine Street & 11th Street	(LOS F)
50.	Hill Street & 18th Street	(LOS F)
53.	Los Angeles Street & 18th Street	(LOS F)

Thirteen of the eighteen impacted intersections would operate at LOS D or better with the Proposed Project. Two of the impacted intersections would operate at LOS E with the Proposed Project. Three intersections, Blaine Street & 11th Street, Hill Street & 18th Street, and Los Angeles Street & 18th Street would operate at LOS F with the Proposed Project. One-third of the impacted intersections, including most of the LOS E and LOS F intersections, would be located on Hill Street near the I-10 freeway and along 18th Street leading to the I-10 eastbound on-ramp at Los Angeles Street.

5.1.2 Transit System Analysis

This section describes an analysis of the transit system serving the Proposed Project site, and addresses both rail transit lines and bus lines. The existing transit system serving the area is described in Chapter 2 – Existing Conditions. Future changes to the transit system by 2017 are described in Chapter 3 – Future Without Project Conditions.

Methodology

Existing transit service characteristics were obtained and documented from the transit operators (Metro and Metrolink[1]) using service schedules to identify the frequency of service

[1] For the Metrolink system, only trains on the San Bernardino Line were included in the analysis, as this is the only line with currently scheduled service that would allow patrons to use Metrolink after events. Similarly, transit service for operators other than Metro and Metrolink was not included in the analysis as such transit

and the number of trains/buses serving the Proposed Project site during the analysis time periods. The existing capacity of the transit lines was determined by multiplying the number of trains/buses by the capacities of each vehicle. Vehicle capacities were obtained from Metro and Metrolink, and are shown in Table 5.1.2.1.

Table 5.1.2.1 Transit Vehicle Capacities 10-02-11

Line	Vehicle Type	Seats Rail Car/ Bus	Total Capacity Rail Car/ Bus	Policy Load Factor
Metro Rail				
Red Line	Train	54	124	2.30
Purple Line	Train	54	124	2.30
Blue Line	Train	75	131	1.75
Green Line	Train	75	131	1.75
Gold Line	Train	75	131	1.75
Metro Bus				
40' Bus	Bus	40	52	1.30
45' Bus	Bus	46	60	1.30
60' Bus	Bus	57	74	1.30
Metrolink				
San Bernardino Line	Train	140	140	1.00

Source: Metro, Metrolink, 2011.

service is not currently available in the late weekday evening or at weekends to allow patrons to utilize transit to get both to and from the Event Center.

Existing Conditions

Existing transit ridership was obtained from ridership data provided by Metro and Metrolink[1]. Ridership was identified by transit line for each of the analysis time periods to obtain the total number of passengers on each train and bus providing service to the Proposed Project site. To prepare a conservative analysis, the maximum ridership was identified for each line's maximum load point (the point along a line's route that has the highest number of passengers).

A load factor was then determined for each transit line, by dividing passengers by capacity. The load factor is an operational measure used by transit agencies to express the ridership levels compared to the maximum capacity of vehicles (buses or trains). The maximum capacity includes both seated passengers and standees. A load factor of 1.0 represents the situation when all seats are occupied on the transit vehicle. A load factor above 1.0 indicates there are standees on the vehicle. Both Metro and Metrolink have set policy load factors representing the maximum acceptable capacity on transit vehicles, by type of vehicles. These policy load factors are also shown in Table 5.1.2.1. For example the Metro policy load factors are 1.30 for buses, 1.75 for light rail and 2.30 for heavy rail/subway (which allow for more standees on the rail system than on the bus system). For Metrolink, while standees are allowed, the policy load factor is set by Metrolink at 1.0 due to the longer distance trips occurring on Metrolink.

Future Conditions

Known future changes to transit service were incorporated for the 2017 Future Without Project scenario. This information was obtained from the transit agencies, and included known changes in transit lines or frequencies of service (e.g. service reductions or line eliminations, along with expected additional service), as well as the introduction of any new service. Most notably it included the addition of the Metro Exposition Line from downtown Los Angeles to Santa Monica which is scheduled to begin service in 2015.

Future ridership projections were obtained by applying growth rates of 1% per year to each existing transit line as directed by Metro staff. The projected ridership for the Exposition Line was obtained from the Exposition Line Final Environmental Impact Report[2].

Transit rider projections for the Proposed Project were obtained from the analysis in Chapter 4. These reflect the assumptions that because of the proximity of the Proposed Project site to significant rail and bus transit, it is estimated that 20% of patrons would use transit on a

[1] Metro bus ridership data from reports for March 2011. Metro train ridership data from reports for 2010-2011. Metrolink ridership data from reports for May 2011.

[2] Exposition Corridor Transit Project Phase 2, Final Environmental Impact Report, Exposition Metro Line Construction Authority , December 2009

weekday and 15% on a weekend. This translates into projections of 14,400 event attendees using transit for a weekday evening game and 10,800 event attendees using transit for a weekend game. The analysis used the percentage of people arriving/departing in the pre-event and post-event hours identified in Chapter 4 (50% arriving in the pre-event hour and 75% departing in the post-event hour). This results in 7,200 attendees arriving by transit in the weekday evening pre-event hour (4:30 – 5:30pm), and 10,800 attendees departing in the weekday post-event hour (9:00 – 10:00pm). It also results in 5,400 attendees arriving by transit in the weekend day pre-event hour (12:00 – 1:00pm), and 8,100 attendees departing in the weekend day post-event hour (4:30 – 5:30pm). The transit riders were distributed to the available transit lines on the basis of the geographic trip distribution of attendees identified in Chapter 4, and the geographic location of the transit service (rail lines and bus lines), and then added to the Future Without Project projections to obtain total projections of transit ridership by transit line for the Future With Project conditions.

Significant Impact Thresholds

A significant impact on the transit system is defined as a condition when the ridership on a rail line or the bus system exceeds the capacity (i.e. when the Proposed Project causes the load factor to exceed the policy load factor for the type of transit service).

Impact Analysis

Sunday Pre-Event Hour (12:00 – 1:00pm)

The transit system analysis for the Sunday Pre-Event Hour is summarized in Table 5.1.2.2, which shows ridership and capacities for existing conditions, ridership and capacities for Future Without Project conditions, the projected additional transit trips due to the Proposed Project, and then compares ridership and system capacity for the Future with Project conditions. The information is presented for each rail line that would carry Proposed Project trips, and by the three main categories of bus service – Rapid Bus, Express Bus, and Local Bus.

The transit system operates reduced schedules at weekends, so system capacity is lower than on weekdays. Overall, the transit system serving the Proposed Project site would have a projected passenger-carrying capacity of 17,460 riders in the Sunday Pre-Event Hour. The total ridership in the Sunday Pre-Event Hour including 5,400 trips[1] from the Proposed Project would be 14,078 riders, so overall there would be sufficient transit capacity to accommodate the Proposed Project in the Sunday Day Pre-Event Hour. However, the policy load factors (capacities) would be slightly exceeded on one rail transit line, the Metrolink lines, the Silver Line, and for Express buses, as shown in the list below, which also shows the additional number of rail transit cars or buses that would be needed to meet the policy load factors (see

[1] From Table 4-2, total 10,800 transit riders and 50% in Pre-Event Hour.

also Tables 5.1.2.2a and 5.1.2.2b). For rail transit, this is presented as additional rail cars rather than trains in order to provide future flexibility. Additional rail cars could be provided either by adding cars to existing scheduled trains or by adding whole trains.

Line	Additional Rail Cars/Buses Needed to Meet Load Factor
Metro Blue Line	3
Metrolink	1
Metro Silver Line (South)	2
Metro Silver Line (North)	2
Express Bus	2

There would thus be five significant transit impacts. These would occur because of the reduced transit schedules at weekends, when additional capacity could be provided during the Sunday Pre-Event Hour, and these impacts could therefore be eliminated by relatively small increases in transit service, as detailed in Chapter 10 – Project Mitigation.

Sunday Post Event Hour (4:30 – 5:30pm)

The transit system analysis for the Sunday Post-Event Hour is summarized in Table 5.1.2.3. Overall, the transit system serving the Proposed Project site would have a projected passenger-carrying capacity of 18,199 riders in the Sunday Post-Event Hour. The total ridership in the Sunday Post-Event Hour including 8,460 trips from the Proposed Project[1] would be 17,095, so overall there would be sufficient capacity to accommodate the Proposed Project. However the policy load factors (capacities) would be exceeded on three rail transit lines, the Metrolink lines, the Silver Line, and for Rapid and Express buses, as shown in Table 5.1.2.3 and listed below, which would constitute significant impacts.

As stated above, the capacity exceedances would occur because of the reduced transit schedules at weekends when additional capacity could be provided during the Sunday Post-Event Hour. These impacts could be eliminated by relatively small increases in transit service, as detailed in Chapter 10 – Project Mitigation, and as shown below (see also Tables 5.1.2.3a and 5.1.2.3b).

[1] The post-event hour transit riders for the Proposed Project include an estimated 360 trips by Event Center employees who would leave the Event Center during the Post-Event Hour (see discussion on Trip Generation in Chapter 4). Employee trips are not included in the Pre-Event Hour analysis as all employees would travel to the Event Center before the Pre-Event Hour.

Table 5.1.2.2 Future With Project - Transit Analysis - Sunday Day: Pre-Event Hour (12:00 - 1:00pm) 10/24/2011

Line	Policy Load Factor [1]	Dir.[2]	Existing [3]				Future Without Project (2017) [4]				Future With Project (2017)			
			Max Load	Total Capacity [5]	Load Factor	Available Capacity	Max Load	Total Capacity [6]	Load Factor	Available Capacity	Project Trips	Max Load	Load Factor	Available Capacity
Red	2.30	EB	1,035	2,540	0.96	1,505	1,104	2,540	1.02	1,436	1,188	2,292	2.12	248
Purple	2.30	EB	399	1,270	0.74	871	428	1,270	0.79	842	216	644	1.19	626
Red/Purple	2.30	WB	1,411	3,810	0.87	2,399	1,512	3,810	0.93	2,298	810	2,322	1.43	1,488
Blue	1.75	NB	973	1,995	0.86	1,022	1,033	1,995	0.92	962	1,296	2,329	2.07	-334
Expo	1.75	NB	0	0	0.00	0	677	1,995	0.60	1,318	864	1,541	1.37	454
Green (East)	1.75	WB	207	1,064	0.35	857	220	1,064	0.37	844	432	652	1.09	412
Green (West)	1.75	EB	328	1,064	0.55	736	348	1,064	0.58	716	270	618	1.03	446
Gold (Pasadena)	1.75	SB	426	1,330	0.57	904	452	1,330	0.60	878	216	668	0.89	662
Gold (East LA)	1.75	NB	194	1,330	0.26	1,136	206	1,330	0.27	1,124	270	476	0.63	854
Metrolink	1.00	WB	227	560	0.41	333	241	560	0.43	319	324	565	1.01	-5
Silver Line (Artesia T.C.)	1.30	NB	7	60	0.15	53	33	60	0.72	27	108	141	3.06	-81
Silver Line (El Monte)	1.30	SB	55	120	0.60	65	73	120	0.80	47	108	181	1.97	-61
Metro Bus														
Rapid	1.30	N/E	565	1,122	0.65	557	600	1,122	0.69	522	378	978	1.13	144
Express	1.30	N/E	96	312	0.40	216	67	156	0.56	89	162	229	1.91	-73
Local	1.30	N/E	3,166	4,652	0.89	1,486	3,153	4,392	0.93	1,239	270	3,423	1.01	969
Rail Subtotal [7]	-		3,818	9,615	0.87	5,797	4,753	11,610	0.87	6,857	4,374	9,127	1.66	2,483
Grand Total	-		7,707	15,881	0.84	8,174	8,678	17,460	0.87	8,782	5,400	14,078	1.41	3,382

1. Source: Los Angeles County Transportation Authority (Metro), 2011; Southern California Regional Rail Authority (Metrolink), 2011
2. Direction of travel (NB/EB during Pre-Event Hours; SB/WB during Post-Event Hours) - Silver/Green/Gold Lines include both directions for all time periods
3. Metro Bus ridership data for March 2011, Metro Rail ridership data for 2010-2011; Metrolink ridership data for May 2011
4. Ridership projections assume 1% growth in riders a year (Source: Metro, 2011)
5. Existing capacity from Metro and Metrolink service schedules and vehicle capacities from Table 5.1.2.1
6. Future Without Project capacities from Metro and Metrolink service schedules and vehicle capacities from Table 5.1.2.1 with projected service changes from Metro
7. Rail Subtotal includes Red, Purple, Red/Purple, Blue, and Expo Lines. Totals for other lines (Green-East, Green-West, Gold-Pasadena, Gold-East LA, and Metrolink) included in numbers for Red, Purple, and Blue Lines due to transfers.

Table 5.1.2.2a Future Without Project
Sunday Day: Pre-Event Hour (12:00 - 1:00pm)

Line	Dir.	Frequency (minutes)	Buses/Trains per Hour	Train Length - # of Cars	Total Cars/Buses
Red	EB	12	5	4	20
Purple	EB	12	5	2	10
Red/Purple	WB	6	10	4/2	30
Blue	NB	12	5	3	15
Expo	NB	12	5	3	15
Green (East)	WB	15	4	2	8
Green (West)	EB	15	4	2	8
Gold (Pasadena)	SB	12	5	2	10
Gold (ELA)	NB	12	5	2	10
Metrolink	WB	60	1	4	4
Silver Line (Artesia T.C.)	NB	60	1	N/A	1
Silver Line (El Monte)	SB	30	2	N/A	2
Metro Bus					
Rapid	N/E	-	17	N/A	17
Express	N/E	-	3	N/A	3
Local	N/E	-	82	N/A	82

Table 5.1.2.2b Future Additional Service Needed with Project
Sunday Day: Pre-Event Hour (12:00 - 1:00pm)

Line	Dir.	Available Capacity with Project	Additional Cars/ Buses Needed
Red	EB	248	-
Purple	EB	626	-
Red/Purple	WB	1,488	-
Blue	NB	-334	3
Expo	NB	454	-
Green (East)	WB	412	-
Green (West)	EB	446	-
Gold (Pasadena)	SB	662	-
Gold (ELA)	NB	854	-
Metrolink	WB	-5	1
Silver Line (Artesia T.C.)	NB	-81	2
Silver Line (El Monte)	SB	-61	2
Metro Bus			
Rapid	N/E	144	-
Express	N/E	-73	2
Local	N/E	969	-

Table 5.1.2.3 Future With Project - Transit Analysis - Sunday Day: Post-Event Hour (4:30 - 5:30pm) 10/24/2011

Line	Policy Load Factor [1]	Dir.[2]	Existing [3]				Future Without Project (2017) [4]				Future With Project (2017)			
			Max Load	Total Capacity [5]	Load Factor	Available Capacity	Max Load	Total Capacity [6]	Load Factor	Available Capacity	Project Trips	Max Load	Load Factor	Available Capacity
Red	2.30	WB	1,248	2,540	1.16	1,292	1,331	2,540	1.23	1,209	1,861	3,192	2.96	-652
Purple	2.30	WB	344	1,270	0.64	926	370	1,270	0.69	900	338	709	1.31	561
Red/Purple	2.30	EB	1,607	3,810	0.99	2,203	1,721	3,810	1.06	2,089	1,269	2,990	1.85	820
Blue	1.75	SB	900	1,995	0.80	1,095	955	1,995	0.85	1,040	2,030	2,986	2.65	-991
Expo	1.75	SB	0	0	0.00	0	626	1,995	0.56	1,369	1,354	1,979	1.76	16
Green (East)	1.75	EB	265	1,064	0.44	799	281	1,064	0.47	783	677	958	1.60	106
Green (West)	1.75	WB	329	1,064	0.55	735	349	1,064	0.58	715	423	772	1.29	292
Gold (Pasadena)	1.75	NB	468	1,330	0.62	862	497	1,330	0.66	833	338	835	1.11	495
Gold (East LA)	1.75	SB	240	1,330	0.32	1,090	255	1,330	0.34	1,075	423	678	0.90	652
Metrolink	1.00	EB	253	560	0.45	307	269	560	0.48	291	508	776	1.39	-216
Silver Line (Artesia T.C.)	1.30	SB	18	60	0.39	42	32	60	0.69	28	169	201	4.37	-141
Silver Line (El Monte)	1.30	NB	57	120	0.62	63	81	120	0.88	39	169	250	2.72	-130
Metro Bus														
Rapid	1.30	S/W	587	1,182	0.65	595	623	1,182	0.69	559	592	1,215	1.34	-33
Express	1.30	S/W	126	364	0.45	238	109	208	0.68	99	254	363	2.27	-155
Local	1.30	S/W	2,726	5,279	0.67	2,553	2,786	5,019	0.72	2,233	423	3,209	0.83	1,810
Rail Subtotal [7]	-		4,099	9,615	0.94	5,516	5,003	11,610	0.91	6,607	6,853	11,856	2.16	-246
Grand Total	-		7,613	16,620	0.78	9,007	8,635	18,199	0.82	9,564	8,460	17,095	1.62	1,104

1. Source: Los Angeles County Transportation Authority (Metro), 2011; Southern California Regional Rail Authority (Metrolink), 2011
2. Direction of travel (NB/EB during Pre-Event Hours; SB/WB during Post-Event Hours) - Silver/Green/Gold Lines include both directions for all time periods
3. Metro Bus ridership data for March 2011, Metro Rail ridership data for 2010-2011; Metrolink ridership data for May 2011
4. Ridership projections assume 1% growth in riders a year (Source: Metro, 2011)
5. Existing capacity from Metro and Metrolink service schedules and vehicle capacities from Table 5.1.2.1
6. Future Without Project capacities from Metro and Metrolink service schedules and vehicle capacities from Table 5.1.2.1 with projected service changes from Metro
7. Rail Subtotal includes Red, Purple, Red/Purple, Blue, and Expo Lines. Totals for other lines (Green-East, Green-West, Gold-Pasadena, Gold-East LA, and Metrolink) included in numbers for Red, Purple, and Blue Lines due to transfers.

Table 5.1.2.3a Future Without Project
Sunday Day: Post-Event Hour (4:30 - 5:30pm)

Line	Dir.	Frequency (minutes)	Buses/Trains per Hour	Train Length - # of Cars	Total Cars/Buses
Red	WB	12	5	4	20
Purple	WB	12	5	2	10
Red/Purple	EB	6	10	4/2	30
Blue	SB	12	5	3	15
Expo	SB	12	5	3	15
Green (East)	EB	15	4	2	8
Green (West)	WB	15	4	2	8
Gold (Pasadena)	NB	12	5	2	10
Gold (ELA)	SB	12	5	2	10
Metrolink	EB	60	1	4	4
Silver Line (Artesia T.C.)	SB	60	1	N/A	1
Silver Line (El Monte)	NB	30	2	N/A	2
Metro Bus					
Rapid	S/W	-	18	N/A	18
Express	S/W	-	4	N/A	4
Local	S/W	-	93	N/A	93

Table 5.1.2.3b Future Additional Service Needed with Project
Sunday Day: Post-Event Hour (4:30 - 5:30pm)

Line	Dir.	Available Capacity with Project	Additional Cars/ Buses Needed
Red	WB	-652	6
Purple	WB	561	-
Red/Purple	EB	820	-
Blue	SB	-991	8
Expo	SB	16	1
Green (East)	EB	106	-
Green (West)	WB	292	-
Gold (Pasadena)	NB	495	-
Gold (ELA)	SB	652	-
Metrolink	EB	-216	2
Silver Line (Artesia T.C.)	SB	-141	3
Silver Line (El Monte)	NB	-130	3
Metro Bus			
Rapid	S/W	-33	1
Express	S/W	-155	3
Local	S/W	1,810	-

Line	Additional Rail Cars/Buses Needed to Meet Load Factor
Metro Red Line	6
Metro Blue Line	8
Metro ExpoLine	1
Metrolink	2
Metro Silver Line (South)	3
Metro Silver Line (North)	3
Rapid Bus	1
Express Bus	3

5.1.3 Parking

Existing parking conditions were described in Chapter 2 – Existing Conditions. This section addresses parking for the Future With Project conditions, and compares the parking demand for the Proposed Project to the available supply of parking. It addresses the specific parking demand for the Proposed Project, as well as the combined parking demands with the other adjacent uses in the Project Area, including LA LIVE and STAPLES Center.

Methodology

Chapter 2 discussed an inventory of the existing parking supply in the Primary Parking Area (east of the Harbor Freeway, south of 4th Street, west of Broadway, and north of 23rd Street) and its existing utilization based on parking occupancy surveys.

The parking strategy for the Proposed Project was fully described in Chapter 4, detailing the use of the considerable available parking supply that currently exists on-site as well as off-site in the Downtown Area. This area and the proposed Parking Zones discussed in Chapter 4 – Project Transportation Characteristics, are shown in Figure 4.5.1 For the analysis of future conditions, the parking supply was adjusted to exclude any parking facility (typically surface lots) that is currently entitled for development with other uses and so would no longer be part of the parking supply.

The estimated parking demand for the Proposed Project was then allocated to the available parking spaces in each Parking Zone for each event/analysis scenario time period. This allocation was based on the distributed parking strategy described in Chapter 4, and that will be a key component of the Transportation Management Plan. This parking strategy will direct patrons to specific parking zones closest to their direction of arrival into downtown (e.g. patrons arriving from the north will be directed to parking zones north of the Event Center).

This approach would allow the most effective shared use of downtown parking resources, and minimize the volume of traffic driving around the immediate area of the Event Center or driving past it to find parking.

For purposes of preparing a conservative analysis, on-street parking in the Primary Parking Area was not included in the parking supply. An analysis of parking code requirements for the Proposed Project is discussed in Section 5.5 of this chapter.

Significant Impact Criteria

The criteria used to determine a significant parking impact was if the parking demand exceeded the overall parking supply, taking into account both the parking within the immediate area of the Proposed Project and the available parking in the areas of Downtown adjacent to and within a 15 to 20 minute walk of the Proposed Project site.

Parking Analysis

Future Supply

For the purposes of analysis, the following parking discussion distinguishes between "on-site" parking spaces (the LA Live Way and Bond Street Garages, and the South Hall and Venice Garages), and "off-site" (in the remaining parts of the Primary Parking Area in downtown including LA LIVE).

With the Proposed Project, there would be a supply of 6,670 on-site parking spaces (an increase of 1,112 spaces from the existing supply of 5,558 spaces). The location of these spaces by garage and the assumed utilization during an Event Center event was described in Chapter 4. The future total off-site parking supply in the Primary Parking Supply Area would total 39,086 spaces, including 3,518 spaces at LA LIVE and 35,748 spaces in the remainder of downtown. This accounts for a reduction of 3,836 spaces from the existing supply of 42,922 spaces because it takes into account the spaces that would be eliminated from the supply as future development occurs on currently entitled surface parking lots.

There would thus be a total minimum available supply of 45,756 parking spaces in the future in the Primary Parking Area. This would comprise the 6,670 on-site spaces and the 39,086 off-site spaces. This is a minimum because it does not include the considerable supply of spaces on Bunker Hill north of 4th Street, does not include spaces west of the Harbor Freeway, and does not include spaces at locations such as Union Station and the University of Southern California and the Coliseum area, all of which could be used as parking if necessary.

The subsequent analysis of parking will demonstrate that there is sufficient parking supply in the Primary Parking Area for most all event scenarios. The Primary Parking Area contains the vast majority of public parking spaces that are conveniently accessible to the Project Site,

and is thus the area that would be included in all parking management strategies and parking informational materials as the targeted areas for event parking (i.e. areas to which patrons would be directed). The Pico Union neighborhood was not included in the Primary Parking Area because there is very little parking supply available compared to areas east of the Harbor Freeway on the Primary Parking Area. Also, while there are some parking spaces in Pico Union, it is the intent of the Proposed Project's parking strategy to not target parking in that area in order to prevent parking and traffic impacts in that local neighborhood. The possibility of some event attendees parking in Pico Union, and potential measures to prevent significant impacts, are discussed in Section 5.7 of this chapter.

Similarly, the areas east of Broadway were not included in the Primary Parking Area (PPA), due to the fact that sufficient parking supply is available in the PPA, and that it is the intent of the Proposed Project's parking strategy to not target parking east of Broadway in order to prevent parking and traffic conflicts and impacts in the garment, fashion and retail districts. While the potential for Event Parking does exist in this area, the Proposed Project's Transportation Management Plan will contain measures to address this issue, including providing information to patrons to actively discourage it, signage, and other operational measures that would be developed in discussion and coordination with area merchants and parking operators.

Finally, areas north of 4th Street (such as Bunker Hill, the Civic Center, and even Union Station), and areas south of Adams Boulevard (such as at USC and the Coliseum) were not included in the PPA because (a) there is sufficient supply in the PPA and (b) as being beyond the 20-minute walk contour and therefore not practical or convenient to be used on a regular basis. Potential use of these latter two areas for certain event scenarios is discussed in Section 5.5 of this chapter.

Sunday Day Event

For a Sunday Day Event, the estimated parking demand for the Proposed Project would be a total of 24,691 spaces, comprising 20,964 for the Event Center and 3,727 for the Convention Center[1]. This demand would utilize the 6,670 on-site spaces, and 18,021 spaces in the off-site parking supply. It is estimated that approximately 20% of the off-site parking demand would park in parking zones directly to the east of the Project Site, approximately 38% would park in zones to the north and about 17% would in zones to the south. This off-site parking demand would be readily accommodated by the off-site supply in downtown.

This is demonstrated by an analysis of parking demand and supply, not only for the Proposed Project but also for the STAPLES Center and LA LIVE, which is summarized in Table 5.1.3.1, for the same time period as a Sunday Day Event at the Event Center. Table 5.1.3.1

[1] Based on existing Sunday parking demand of 3,483 spaces for the 90th percentile event plus 7% growth due to Convention Center expansion as described in Chapter 4.

Table 5.1.3.1 Future With Project - Parking Demand and Supply Summary Sunday Day Event

10/28/11

Facility	Parking Demand	Parking Demand Allocations				
		On-Site Supply	Off-Site Supply			Total Supply
			LA LIVE Supply	Other Downtown Supply	Total Off-Site Supply	
Proposed Project	24,691 [1]	6,670 [2]	1,000 [3]	17,021	18,021	24,691
LA LIVE	3,262 [4]	0	3,262	0	3,262	3,262
STAPLES Center	0	0	0	0	0	0
Total Demand	27,953	6,670	4,262	17,021	21,283	27,953
Total Available Supply		6,670	3,518 [5]	32,033 [6]	35,551	42,221
Total Surplus						14,268

[1] Comprises 19,560 spaces for Event Center attendees, 1,404 spaces for Event Center employees, and 3,727 spaces for Convention Center based on existing Sunday parking demand of 3,483 spaces for 90th percentile event plus 7% growth due to Convention Center Expansion as described in Chapter 4.

[2] From Table 4.1.1, Chapter 4.

[3] See Chapter 4.

[4] From analysis for LASED EIR & Specific Plan, 2000, and LASED Specific Plan Amendment, 2010.

[5] From Table 4.5.1, Chapter 4.

[6] Unoccupied parking spaces in the off-site area of the Primary Parking Area (excluding LA LIVE), from Table A.5.1.3.1 in Appendix 5.

shows the total parking demand for these uses during a Sunday Day Event to be 27,953 spaces[1]. Note that the parking demand for STAPLES Center would be zero, due to the stated policy of not scheduling a STAPLES Center event at the same time as a major ticketed event at the Event Center.

Table 5.1.3.1 shows this overall demand for 27,953 spaces would utilize the 6,670 on-site parking space supply and 21,283 off-site parking spaces. Table 5.1.3.1 also shows there would be 35,551 off-site parking spaces available[2] which would be considerably more than necessary to satisfy the demand. It is therefore concluded that there would be no significant parking impacts for a Sunday Day Event, as the parking demand would not exceed the available parking supply.

5.1.4 Pedestrian Circulation

This section presents an analysis of the pedestrian system serving the Proposed Project site. All attendees to Event Center will arrive at the facility as pedestrians, no matter which mode they use or where they park. This analysis addresses pedestrian circulation conditions on the sidewalks around the Event Center and on the sidewalks on the streets approaching the site.

Consistent with the other sections of this chapter, this analysis addresses weekend daytime events and a weekday evening event. With respect to pedestrian volumes, there is little if any difference between a Saturday and Sunday event, so a weekend event analysis covers both scenarios. (Attendance levels at the Event Center of 72,000 are assumed to be the same for Saturday and Sunday. The background volumes were slightly higher for a Saturday so those volumes were included for a conservative worst case weekend analysis.) The analysis addresses the pre-event hour and post-event hour for each scenario.

Current sidewalk conditions vary in the study area. Some sidewalks are in the 15 – 20+ foot range, as a result of improvements constructed for STAPLES Center and LA Live. For example, some sidewalk sections on Figueroa Street and Olympic Boulevard adjacent to LA Live are 23 feet in total width (including a 15-foot public sidewalk and an 8-foot easement). In many cases however, the effective sidewalk width available for pedestrians is less than the total width due to, for example, restaurant sidewalk seating. At some locations, sidewalk widths are the minimum required by the City, which in some cases is 10 feet. The Los Angeles Sports and Entertainment District Streetscape Plan[3] provides guidelines and standards for improvements in the public right-of-way within the Los Angeles Sports and

[1] Includes parking demand of 3,262 spaces for LA LIVE based on analysis for LASED EIR & Specific Plan, 2000, and LASED Specific Plan Amendment, 2010.
[2] As shown in Table 5.1.3.1 this would be comprised of 32,033 unoccupied parking spaces in the off-site area (excluding LA LIVE), as determined by the parking occupancy surveys described in Chapter 2, and shown in Table A.5.1.3.1 in Appendix 5, and the 3,518 space supply at LA LIVE.
[3] Los Angeles Sports and Entertainment District Streetscape Plan, 2003, City of Los Angeles.

Entertainment District and along Figueroa Street from 7th Street to Venice Boulevard. The Downtown Street Standards, adopted in April 2009, also provide guidance on street designations and configurations in the Downtown area[1].

Methodology

This analysis follows the methodology defined in the HCM2000 Highway Capacity Manual[2], Chapter 13 – Pedestrians, and evaluates the ability of sidewalks to accommodate projected pedestrian volumes. The expected number of pedestrians in the analysis period is compared to the effective width of the sidewalk and the capacity available to accommodate that pedestrian volume. The effective width of the sidewalk is calculated by reducing the actual width of the sidewalk by the effects of street furniture and other items in the sidewalk.

The analysis is based on the Pedestrian Flow Rate (defined as the number of pedestrians per minute per foot of effective sidewalk width – p/min/ft). This is therefore a measure of the density of pedestrians on the sidewalk. The pedestrian flow rate is calculated and compared to defined thresholds to determine the levels of service (LOS A thru LOS F), as shown in Table 5.1.4.1. This provides a measure of the quality of the pedestrian flow along the sidewalk system. The higher the pedestrian flow rate, and hence the density of pedestrians on the sidewalk, then the worse the level of service – as pedestrians have less space around them and less room to maneuver. The analysis is based on average pedestrian flow rates and platoon flow rates, both for the peak fifteen-minute period within an hour. The average flow rate represents the typical flow averaged over the fifteen-minute period. The platoon analysis takes into account short-term peaking fluctuations (bunching) in the flow of pedestrians that may be caused by differences in the numbers of pedestrians at any time, or the effects of traffic signals, or other factors affecting pedestrian flows. The pedestrian flow rate is calculated, and then compared to level of service thresholds in the Highway Capacity Manual for average flow and platoon flow, as shown in Table 5.1.4.1. Because platoon flows represent higher density conditions, the threshold ranges for each level of service are lower (generally one level lower than for the average flow criteria). For example, a pedestrian flow rate of 12 peds/min/ft would represent LOS D for average flows, but would represent LOS E for platoon flows because of the higher threshold.

Effective sidewalk widths were based on field observations and aerial photographs, and the total sidewalk width was reduced to account for the effects of utility and street sign poles, landscaping items such as trees and planters, parking meters, fences, adjacent buildings, and other items of street furniture, to determine the effective width for pedestrian movement[3]. (These calculations are shown in Appendix 5 in Table A.5.1.4.1.)

[1] Downtown Street Standards, City of Los Angeles, Adopted by City Council April 24, 2009.
[2] HCM2000 Highway Capacity Manual, Transportation Research Board, Washington, D.C., 2000 – Chapter 18, Pedestrians.
[3] Calculations are shown in Table A.5.1.4.1 in Appendix 5.

Table 5.1.4.1 Pedestrian Level of Service Criteria for Sidewalks

LOS	Average Flow (pedestrians/minute/ft)	Platoon Flow (pedestrians/minute/ft)
A	≤ 5	≤ 0.5
B	> 5 - 7	> 0.5 - 3
C	> 7 - 10	> 3 - 6
D	> 10 - 15	> 6 - 11
E	> 15 - 23	> 11 - 18
F	variable	> 18

Source: HCM2000 Highway Capacity Manual, Transportation Research Board, Washington, D.C., 2000 – Chapter 18, Pedestrians.

Future pre-event hour and post-event hour pedestrian volumes on sidewalks were estimated based on pedestrian routes to/from transit facilities and expected parking locations, and the entrances/exits to the Event Center and Convention Center described in Chapter 4. The same proportions of pre-event hour and post-event hour percentages for arrivals and departures as in the other analyses were used, i.e. 50% of attendees arrive in the pre-event hour and 75% leave in the post-event hour.

As an illustration of the general level and location of the maximum pedestrian volumes to be expected at the Event Center, Figure 5.1.4.1 shows the weekend post-event hour pedestrian flows by street segment. These represent 75% of all attendees, and show the total number of pedestrians using both sidewalks on street segments in one hour. The streets that will carry the highest pedestrian volumes include Chick Hearn Court & 11th Street, 12th Street, and Pico Boulevard in the east-west direction, and Figueroa Street, and Flower Street in the north-south direction.

For purposes of analysis it was assumed that on key east-west streets leading directly to the Event Center pedestrians would use both sides of the streets equally i.e. 50% on one side of the street and 50% on the other side. For streets further away from the Event Center and for north-south streets it was assumed for analysis purposes that pedestrians would split 60% on one side of the street (nearest the Event Center) and 40% on the other side of the street. This provided for a conservative analysis by assuming that in most cases pedestrians would favor one side of the street rather than distributing equally over both sides.

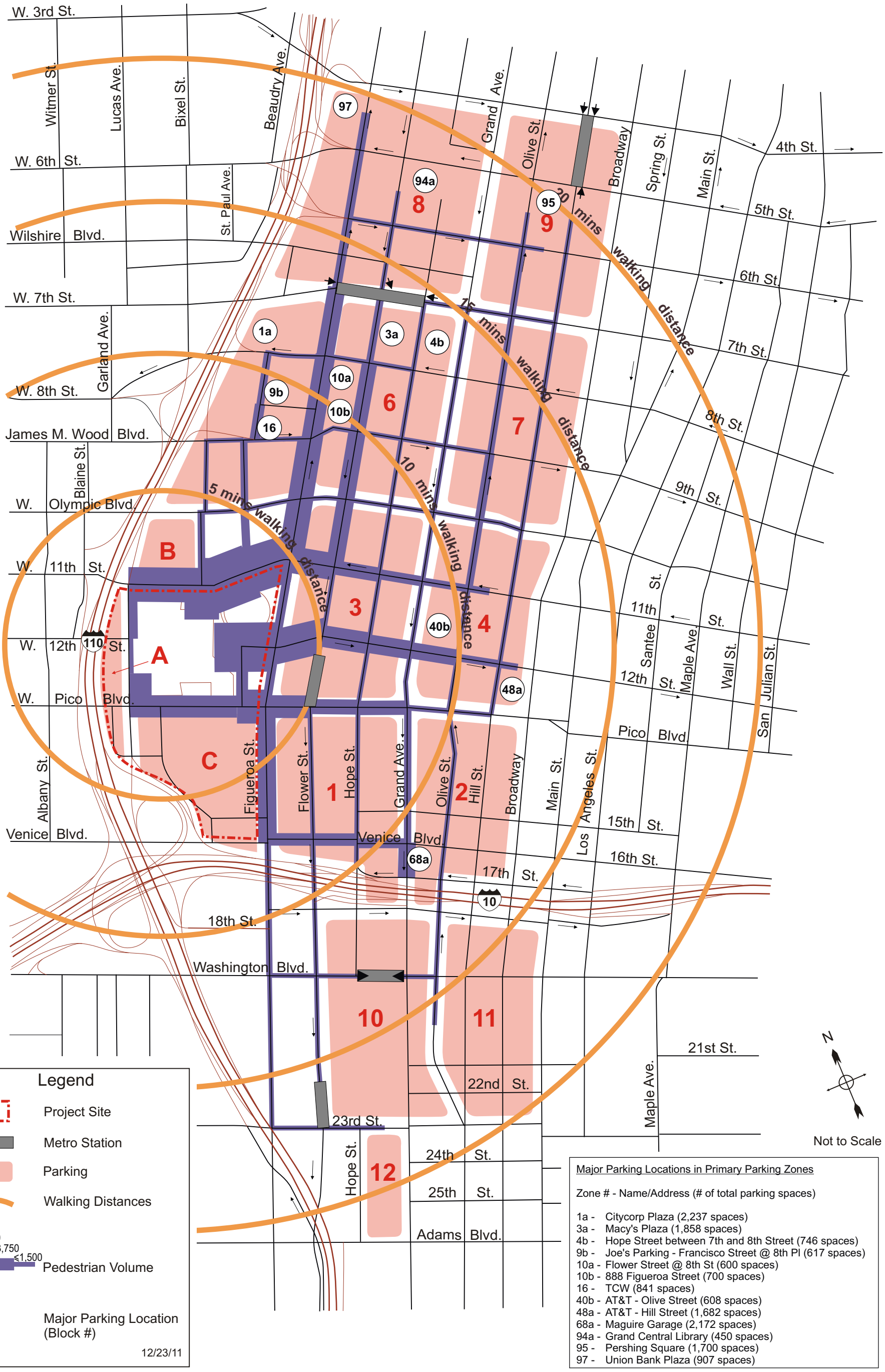


Figure 5.1.4.1
Future With Project – General Pedestrian Flow Diagram – Maximum Volumes (Post-Event Hour)

The *Highway Capacity Manual* requires that an estimate be made to determine the peak fifteen-minute pedestrian flow within the peak hour. This analysis assumes that 30% of the pre-event hour pedestrian flow would occur in the peak fifteen-minutes, and that 35% of the post-event hour pedestrian flow would occur within the peak fifteen minutes[1].

The future total pedestrian flows used in the analysis comprised existing pedestrian volumes (taken from the traffic counts conducted and described in Chapter 2), an addition for ambient background growth in pedestrian volumes (1% growth per year), and the projected event pedestrian flows from the process described above.

Significant Impact Thresholds

The City of Los Angeles has not established a performance standard for sidewalk operation nor has it adopted a definition of "significant impact" in the event that a project affects the performance of a sidewalk. For purposes of this analysis, which addresses event conditions (and considering that pedestrian flows from a stadium occur infrequently and in a relatively short time frame), a significant impact is defined as occurring if the pedestrian level of service exceeds LOS E, i.e. if the sidewalk has insufficient capacity to handle pedestrian volumes.

Impact Analysis

Weekend Pre-Event Hour (12:00 – 1:00pm)

The results of the pedestrian analysis are shown in Table 5.1.4.2, which shows pedestrian sidewalk levels of service, for average flow conditions and for platoon flow conditions. For the purpose of preparing a conservative analysis, the remainder of the analysis presents the results for the platoon levels of service. These are illustrated graphically in Figure 5.1.4.2. Table 5.1.4.2 also shows total sidewalk widths. (More detailed data including effective sidewalk widths, splits between pedestrian flows on either side of street, and hourly pedestrian flows, are shown in Table A.5.1.4.2 in Appendix 5).

It should be noted that the analysis assumes the full closure of Chick Hearn Court between Figueroa Street & Georgia Street to all traffic, and 12th Street between Figueroa Street & Flower Street to all traffic except local access, as a project design feature, and as described in Chapter 4.6, so the entire street width would be available for pedestrian use. The analysis also assumes the closure of Chick Hearn Court between Georgia Street and LA Live Way, and of LA Live Way between Pico Boulevard and Chick Hearn Court to all traffic except local access. While these streets will be closed to traffic except for event traffic accessing the parking garages, at this time the exact nature and configuration of those closures has not been determined (it will be finalized in the Transportation Management Plan), so for the purposes

[1] These represent a peak 15-minute period 20% higher than the average 15-minute period for the Pre-Event Hour when attendee arrivals are spread out over a longer period, and a peak 15-minute period 40% higher than the average 15-minute period for the Post-Event Hour when attendees depart over a shorter period of time.

of preparing a conservative analysis, only an addition 12 feet of roadway space was included in the analysis for these street sections.

The analysis shows that in general for the Weekend Pre-Event Hour the sidewalks would operate at LOS D or better. At a few locations the sidewalk level of service (LOS) would be LOS E, but the level of service would not exceed LOS E in any location, and there would be no significant pedestrian impacts.

Weekend Post Event Hour (4:30 – 5:30pm)

The results of the pedestrian analysis are also shown in Table 5.1.4.2 depicting pedestrian sidewalk levels of service. These are illustrated graphically in Figure 5.1.4.3.

The analysis shows that in general for the Weekend Post-Event Hour the sidewalks would operate at LOS D or better at many locations. There would be a number of locations where the sidewalk conditions would be LOS E, principally on 11th Street, 12th Street, and short sections of Francisco Street, Pico Boulevard, Venice Boulevard, Figueroa Street and Flower Street as shown in Figure 5.1.4.3. The sidewalk level of service (LOS) would be LOS F at four locations, which are listed below:

11th Street	Figueroa St - Flower St	North Side
11th Street	Figueroa St - Flower St	South Side
12th Street	Flower St - Hope St	North Side
12th Street	Flower St - Hope St	South Side

These four locations would thus be significant pedestrian impacts in the Weekend Post-Event Hour.

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Table 5.1.4.2 Future With Project - Pedestrian Sidewalk Level of Service - Weekend Day: Pre-Event Hour (12:00 - 1:00pm) and Weekend Day: Post-Event Hour (4:30 - 5:30pm)

2/6/2012

Street	Section		Sidewalk Side	Total Sidewalk Width (ft)	Weekend Day: Pre-Event Hour (12:00 - 1:00 PM)		Weekend Day: Post-Event Hour (4:30 - 5:30 PM)	
	From	To			Avg. Flow Level of Service	Platoon Flow Level of Service	Avg. Flow Level of Service	Platoon Flow Level of Service
8th	Francisco	Figueroa	North	10	A	B	A	B
			South	13	A	A	A	B
9th	Georgia	Francisco	North	-	-	-	-	-
			South	13	B	C	C	D
Olympic	Georgia	Francisco	North	13	A	B	A	B
			South	14	A	B	A	C
Olympic	Francisco	Figueroa	North	15	A	B	A	B
			South	15	A	B	A	C
Olympic	Figueroa	Flower	North	16	A	A	A	B
			South	10	A	B	A	B
Olympic	Flower	Hope	North	10	A	B	A	B
			South	12	A	B	A	B
Olympic	Hope	Grand	North	10	A	B	A	B
			South	10	A	B	A	B
Olympic	Grand	Olive	North	10	A	B	A	B
			South	10	A	B	A	B
Olympic	Olive	Hill	North	10	A	A	A	A
			South	10	A	A	A	A
11th	LA Live Wy.	Georgia	North	15	B	C	C	D
			South	20	A	C	C	D
11th	Georgia	Nokia Plz	Both	95	A	C	B	C
11th	Nokia Plaza	Figueroa	Both	95	A	B	A	C
11th	Figueroa	Flower	North	10	D	D	E	F
			South	10	D	E	E	F
11th	Flower	Hope	North	12	A	C	C	D
			South	10	B	D	D	E
11th	Hope	Grand	North	10	A	C	B	D
			South	12	A	B	A	C
11th	Grand	Olive	North	10	A	B	A	C
			South	10	A	B	A	C
11th	Olive	Hill	North	10	A	B	A	B
			South	10	A	B	A	B
12th	GLP	Figueroa	Both	100	A	B	A	C
12th	Figueroa	Flower	Both	78	A	B	A	C
12th	Flower	Hope	North	10	D	D	E	F
			South	10	D	E	E	F

Table 5.1.4.2 Future With Project - Pedestrian Sidewalk Level of Service - Weekend Day: Pre-Event Hour (12:00 - 1:00pm) and Weekend Day: Post-Event Hour (4:30 - 5:30pm)

2/6/2012

Street	Section		Sidewalk Side	Total Sidewalk Width (ft)	Weekend Day: Pre-Event Hour (12:00 - 1:00 PM)		Weekend Day: Post-Event Hour (4:30 - 5:30 PM)	
	From	To			Avg. Flow Level of Service	Platoon Flow Level of Service	Avg. Flow Level of Service	Platoon Flow Level of Service
12th	Hope	Grand	North	11	B	D	D	E
			South	10	C	D	E	E
12th	Grand	Olive	North	10	C	D	D	E
			South	10	C	D	D	E
12th	Olive	Hill	North	12	A	C	B	D
			South	10	A	C	C	D
12th	Hill	Broadway	North	11	A	C	B	C
			South	13	A	B	A	C
Pico	LA Live Wy.	GLP	North	20	A	B	A	C
			South	15	A	B	A	C
Pico	GLP	Figueroa	North	20	A	C	C	D
			South	21	A	C	C	D
Pico	Figueroa	Flower	North	20	B	C	D	D
			South	10	B	D	D	D
Pico	Flower	Hope	North	12	B	D	D	E
			South	13	A	C	B	D
Pico	Hope	Grand	North	12	B	D	D	E
			South	12	A	C	C	D
Pico	Grand	Olive	North	12	A	B	A	C
			South	10	A	B	A	C
Pico	Olive	Hill	North	11	A	B	A	C
			South	10	A	B	A	B
Venice	Figueroa	Flower	North	10	B	C	D	D
			South	10	A	C	B	D
Venice	Flower	Hope	North	10	B	D	D	E
			South	10	A	C	B	D
Venice	Hope	Grand	North	10	B	C	C	D
			South	10	A	C	B	D
Venice	Grand	Olive	North	10	A	A	A	A
			South	25	A	A	A	A
LA Live Wy.	12th	11th	East	15	A	B	A	B
			West	10	A	A	A	B
LA Live Wy.	Pico	12th	East	15	A	C	B	D
			West	10	A	B	A	B
Georgia	11th	Olympic	East	15	A	B	A	C
			West	15	A	B	A	C
Georgia	Olympic	9th	East	11	A	C	B	C
			West	10	A	C	B	D

Table 5.1.4.2 Future With Project - Pedestrian Sidewalk Level of Service - Weekend Day: Pre-Event Hour (12:00 - 1:00pm) and Weekend Day: Post-Event Hour (4:30 - 5:30pm)

2/6/2012

Street	Section		Sidewalk Side	Total Sidewalk Width (ft)	Weekend Day: Pre-Event Hour (12:00 - 1:00 PM)		Weekend Day: Post-Event Hour (4:30 - 5:30 PM)	
	From	To			Avg. Flow Level of Service	Platoon Flow Level of Service	Avg. Flow Level of Service	Platoon Flow Level of Service
Francisco	Olympic	9th	East	10	B	C	C	D
			West	10	B	C	C	D
Francisco	9th	8th	East	10	C	D	E	E
			West	10	A	C	C	D
Figueroa	Venice	Pico	East	10	B	C	C	D
			West	22	A	C	B	D
Figueroa	Pico	12th	East	10	A	B	A	C
			West	17	A	C	A	C
Figueroa	12th	11th	East	12	A	B	A	C
			West	31	A	B	A	B
Figueroa	11th	Olympic	East	10	C	D	E	E
			West	15	C	D	D	E
Figueroa	Olympic	9th	East	22	A	C	B	D
			West	12	C	D	E	E
Figueroa	9th	8th	East	10	C	D	D	E
			West	15	B	C	C	D
Figueroa	8th	7th	East	13	A	C	B	C
			West	22	A	B	A	C
Figueroa	7th	Wilshire	East	12	A	B	A	C
			West	12	A	C	B	D
Figueroa	Wilshire	6th	East	10	A	C	B	D
			West	19	A	B	A	B
Figueroa	6th	5th	East	18	A	B	A	B
			West	10	B	C	C	D
Figueroa	5th	4th	East	10	A	C	C	D
			West	10	A	C	C	D
Flower	Venice	Pico	East	11	A	A	A	A
			West	10	A	B	A	B
Flower	Pico	12th	East	10	A	B	A	B
			West	10	A	B	A	B
Flower	12th	11th	East	12	A	B	A	B
			West	10	A	B	A	C
Flower	11th	Olympic	East	13	A	C	B	D
			West	22	A	B	A	C
Flower	Olympic	9th	East	13	A	C	B	D
			West	13	C	D	E	E
Flower	9th	8th	East	13	A	C	B	D
			West	12	B	C	D	D

Table 5.1.4.2 Future With Project - Pedestrian Sidewalk Level of Service - Weekend Day: Pre-Event Hour (12:00 - 1:00pm) and Weekend Day: Post-Event Hour (4:30 - 5:30pm)

2/6/2012

Street	Section		Sidewalk Side	Total Sidewalk Width (ft)	Weekend Day: Pre-Event Hour (12:00 - 1:00 PM)		Weekend Day: Post-Event Hour (4:30 - 5:30 PM)	
	From	To			Avg. Flow Level of Service	Platoon Flow Level of Service	Avg. Flow Level of Service	Platoon Flow Level of Service
Flower	8th	7th	East	12	A	B	A	C
			West	12	A	B	A	C
Hope	Venice	15th	East	10	A	A	A	B
			West	15	A	A	A	A
Hope	15th	Pico	East	10	A	A	A	B
			West	11	A	A	A	B
Hope	Pico	12th	East	10	A	B	A	B
			West	11	A	B	A	B
Hope	12th	11th	East	11	A	B	A	B
			West	11	A	B	A	B
Hope	11th	Olympic	East	11	A	B	A	B
			West	12	A	B	A	C
Grand	Venice	15th	East	20	A	B	A	B
			West	10	A	C	C	D
Grand	15th	Pico	East	12	A	B	A	C
			West	15	A	B	A	C
Grand	Pico	12th	East	15	A	A	A	A
			West	20	A	A	A	A
Grand	12th	11th	East	18	A	A	A	A
			West	22	A	A	A	B
Grand	11th	Olympic	East	15	A	A	A	B
			West	15	A	B	A	B
Olive	Venice	15th	East	15	A	A	A	B
			West	10	A	B	A	B
Olive	15th	Pico	East	13	A	B	A	B
			West	15	A	B	A	B
Olive	Pico	12th	East	20	A	A	A	B
			West	15	A	B	A	B
Olive	12th	11th	East	15	A	B	A	B
			West	17	A	B	A	B
Olive	11th	Olympic	East	15	A	B	A	B
			West	16	A	B	A	B

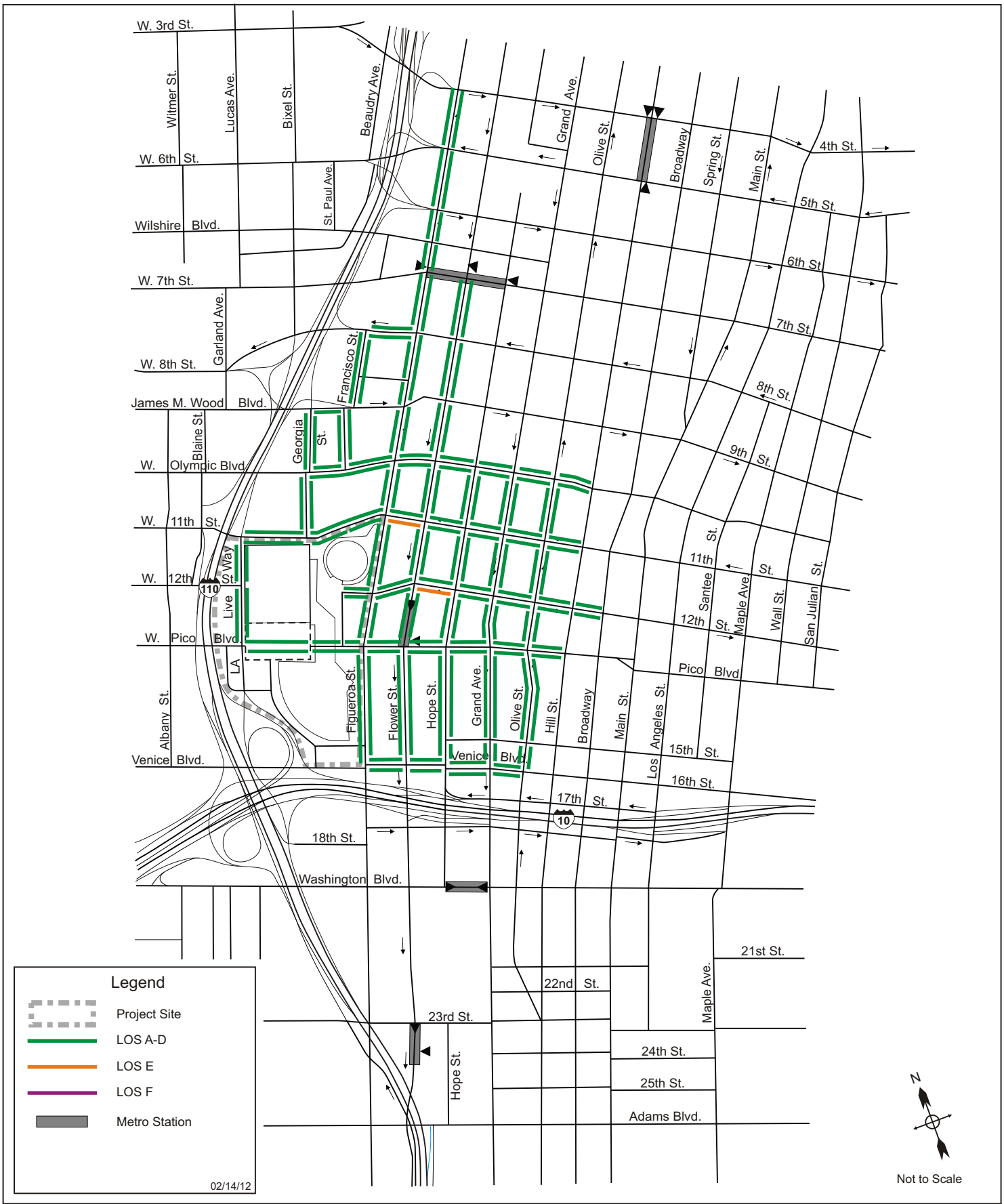


Figure 5.1.4.2

Future With Project – Pedestrian Sidewalk Level of Service – Weekend Day: Pre-Event Hour (12:00 – 1:00pm)

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions

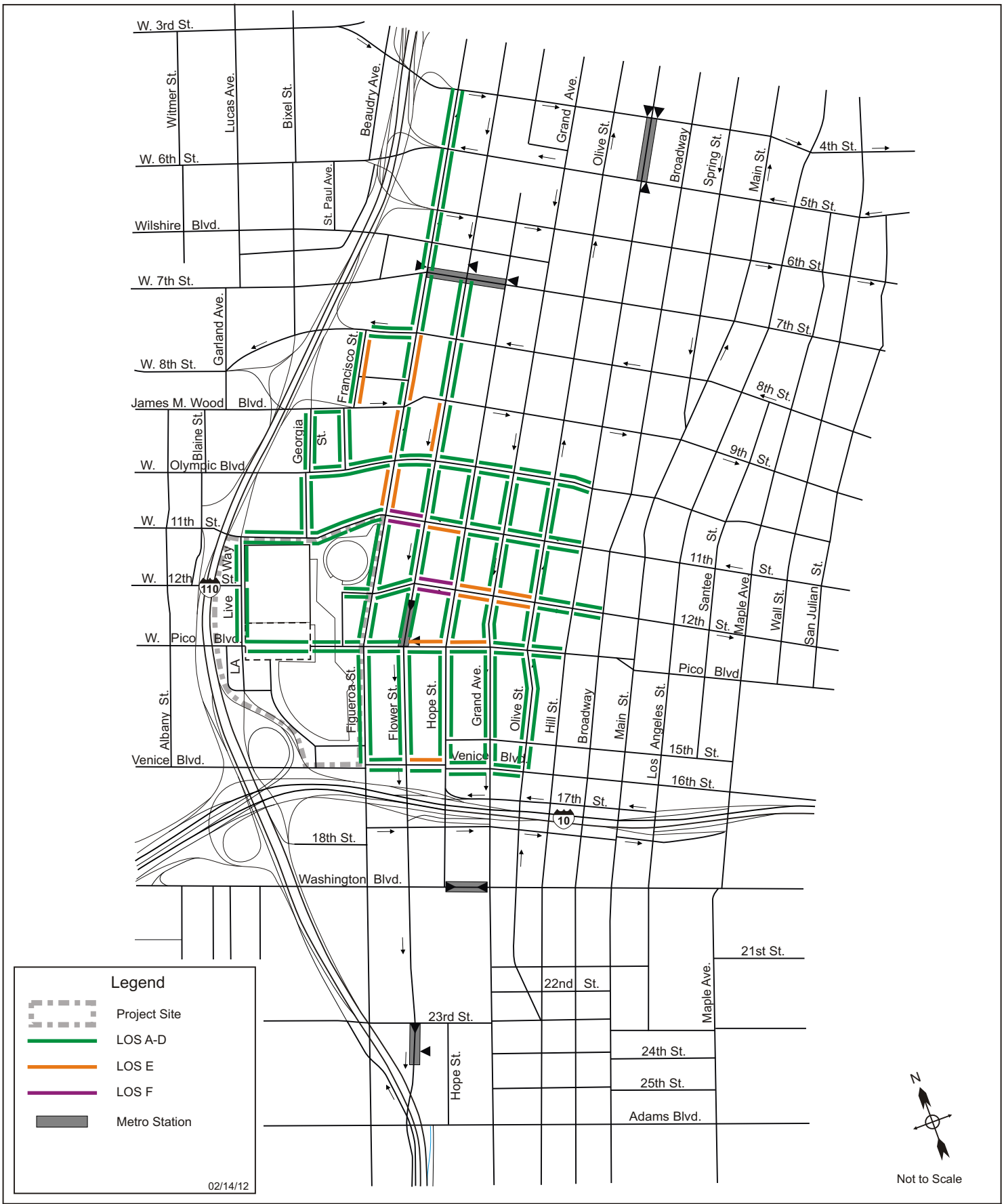


Figure 5.1.4.3

Future With Project – Pedestrian Sidewalk Level of Service – Weekend Day: Post-Event Hour (4:30 – 5:30pm)

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions

5.1.5 Freeways

The analysis of freeways addresses potential impacts of freeway mainline locations (segments) and freeway off-ramps and on-ramps that would be used by Proposed Project traffic.

Freeway Segments

Analysis Locations

To identify potential impacts the Proposed Project may have on the freeway system, several key freeway segments were selected for analysis in coordination with California Department of Transportation (Caltrans). These are locations that are in close proximity to the Proposed Project site, are on the freeway system surrounding downtown, and are on the freeway corridors approaching downtown.

The locations selected for freeway segment level of service analysis are shown in Figure 5.1.5.1 and are as follows:

1. I-10 West of Vermont Avenue
2. I-10 East of San Pedro Street
3a. I-110 South of Martin Luther King Jr. Boulevard (Mainline)
3b. I-110 North of Martin Luther King Jr. Boulevard (HOV)
4N. SR-110 Between James Wood Boulevard and Olympic Boulevard
4S. SR-110 Between James Wood Boulevard and Olympic Boulevard
5. SR-110 South of US-101
6. SR-110 North of Alpine Street
7. US-101 North of Vignes Street
8. US-101 at Glendale Boulevard
9a. I-10 Between I-5 and US-101 (Mainline)
9b. I-10 Between I-5 and US-101 (HOV)
10. I-5 West of Indiana Street
11. SR-60 East of Indiana Street
12a. I-110 at Vernon Avenue (Mainline)
12b. I-110 at Slauson Avenue (HOV)
13. I-10 East of Crenshaw Boulevard
14. US-101 South of Vermont Avenue
15. I-5 South of Stadium Way
16. SR-110 South of Avenue 43

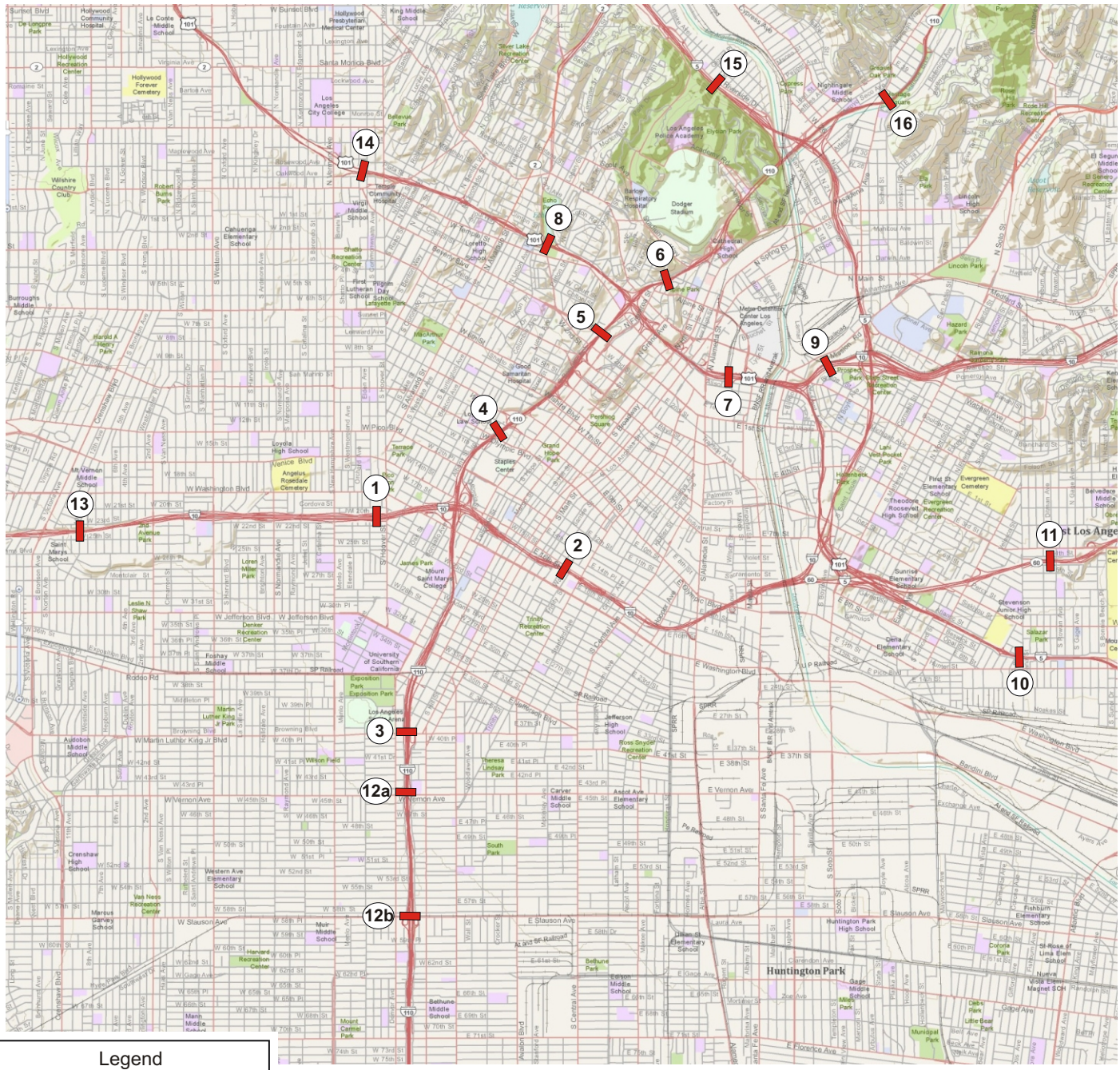


Figure 5.1.5.1
Freeway Segment Analysis Locations

Methodology

Existing traffic volumes on these freeway segments for the six analysis time periods were obtained from either the Caltrans California Freeway Performance Measurement System (PeMS) or the *Caltrans Annual Average Daily Traffic Volume Report* and the *Caltrans Peak Hour Volume Data Report*.

Future year 2017 freeway traffic volumes Without the Project were forecast by factoring existing volumes using specific growth factors developed for each freeway corridor. These growth factors were obtained from the 2010 *Congestion Management Plan for Los Angeles County* (LACMTA) and calculated from averaging the appropriate sub-regional growth factors in the CMP from 2011 to 2017 for each of the freeway corridors. The growth factors are shown in Table 5.1.5.1.

Table 5.1.5.1 Freeway Growth Factors 2011 to 2017

Freeway Corridor	Growth Factor 2011 – 2017
SR-110 North	3.3%
I-10 East	6.6%
SR-60 East	6.0%
I-5 South	8.1%
I-110 South	3.1%
I-10 West	1.2%
US-101 Northwest	2.1%
I-5 North	10.2%
Downtown Area	5.7%

Source: Draft 2010 *Congestion Management Plan for Los Angeles County, LACMTA, 2010.*

Traffic volumes generated by the Proposed Project were assigned to the freeway system based on the trip distribution described for the Proposed Project in Chapter 4, to obtain forecasts of total traffic for the Future With Project conditions.

Level of service for freeway segments is based on the total volume of traffic, or demand, traveling along a freeway segment compared to the capacity of that specific location. The following lane capacities, as identified in conjunction with Caltrans, were used to calculate the total capacity of the freeway segments that were analyzed: 2,000 vehicles per hour per

lane (vphpl) for a freeway mainline lane, collector-distributor lane and connector lane; 1,650 vphpl for a freeway HOV lane; and 1,000 vphpl for a freeway auxiliary lane.

The overall capacity of a specific freeway segment is calculated by multiplying the individual capacities by the total number of lanes in that segment. Freeway level of service (LOS) is then determined by comparing the total number of vehicles traveling along a specific freeway segment to the capacity of that segment as calculated above. These demand/capacity (D/C) ratios are then rated for levels of service using the definitions shown in Table 5.1.5.2.

Significant Impact Criteria

The significant impact criteria used in this study are those contained in the *2010 Congestion Management Plan for Los Angeles County*, where a significant impact is deemed to have occurred on a freeway segment if the traffic generated by a project is expected to increase the traffic demand on that facility by 2% (V/C > 0.02) of capacity and causes the facility to operate at LOS F or worse. If the facility already operates at LOS F, a significant impact is deemed to occur if project-related traffic increases the traffic demand by two percent or more of capacity (V/C ≥ 0.02).

Freeway Segment Impact Analysis

The freeway segment analysis is summarized in Tables 5.1.5.3 and 5.1.5.4. Levels of service and demand/capacity (D/C) ratios for Existing Conditions, Future Without Project and Future With Project conditions are shown in Tables 5.1.5.3 for the Sunday Pre-Event Hour and 5.1.5.4 for the Sunday Post-Event Hour.

A total of twenty freeway locations were identified for analysis, in conjunction with Caltrans. Seventeen locations are on the freeway mainline and three are on High-Occupancy Vehicle (HOV) facilities. The trip generation characteristics of the Proposed Project are very directional in nature; therefore, the freeway analysis was conducted on the directional segment of each location that traffic generated by the Proposed Project would utilize during that specific scenario (i.e., inbound direction during the Pre-Event Hour and outbound direction during the Post-Event Hour). This approach was applied to nineteen of the twenty freeway locations identified for analysis. The only exception was Location #4 – SR-110 between James Wood Boulevard and Olympic Boulevard. At this location, traffic generated by the Proposed Project would travel in both directions through this location and both directional segments were therefore analyzed. For informational purposes, traffic data is, however, shown for both directions, and the direction affected by Proposed Project traffic is highlighted.

Table 5.1.5.2. Level of Service Definitions for Freeway Segments 10-04-11

Level of Service	Volume/Capacity Ratio	Flow Conditions
A	0.00 – 0.35	Highest quality of service. Free traffic flow, low volumes and densities. Little or no restriction on maneuverability or speed.
B	0.36 – 0.54	Stable traffic flow, speed becoming slightly restricted. Low restriction on maneuverability.
C	0.55 – 0.77	Stable traffic flow, but less freedom to select speed, change lanes, or pass. Density increasing.
D	0.78 – 0.93	Approaching unstable flow. Speeds tolerable but subject to sudden and considerable variation. Less maneuverability and driver comfort.
E	0.94 – 1.00	Unstable traffic flow with rapidly fluctuating speeds and flow rates. Short headways, low maneuverability and low driver comfort.
F (0)	1.01 – 1.25	Forced traffic flow. Speed and flow may be greatly reduced with high densities.
F (1)	1.26 – 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)	1.36 – 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: *2010 Congestion Management Program for Los Angeles County*, Los Angeles County Metropolitan Transportation Authority, July 2010.

Sunday Day: Pre-Event Hour (12:00 – 1:00pm)

Existing Conditions

Of the twenty freeway locations analyzed, nineteen currently operate at LOS D or better, as shown in Table 5.1.5.3. One mainline location (US-101 South of Vermont Avenue) operates at LOS E.

Future Without Project Conditions

Under Future Without Project conditions, a total of seventeen freeway locations are expected to operate at LOS D or better with the remaining three locations expected to operate at LOS E. One location would operate at LOS E (US-101 South of Vermont Avenue), the same as under Existing Conditions. Two locations (US-101 at Glendale Boulevard and I-5 South of Stadium Way) would worsen from LOS D to LOS E.

Future With Project Conditions

With the Proposed Project, a total of twelve freeway analysis locations are expected to operate at LOS D or better, four locations would operate at LOS E, and four locations would operate at LOS F(0) during the Sunday Day Pre-Event hour. Three of the locations that would operate at LOS F(0) would operate at LOS E without the Proposed Project.

As shown in Table 5.1.5.3, the Proposed Project would result in a significant traffic impact at four freeway mainline locations in the Sunday Day Pre-Event hour. These locations are as follows (with the direction and resultant D/C ratio and LOS in parentheses):

6.	SR-110 North of Alpine Street (SB)	(1.005)	F(0)
15.	I-5 South of Stadium Way (SB)	(1.040)	F(0)
8.	US-101 at Glendale Boulevard (SB)	(1.094)	F(0)
14.	US-101 South of Vermont Avenue (SB)	(1.180)	F(0)

The D/C ratio would be less than 1.10 at three of the four impacted freeway locations, and would be between 1.10 and 1.20 at the one remaining location.

Sunday Day: Post-Event Hour (4:30 – 5:30pm)

Existing Conditions

All twenty freeway locations currently operate at LOS D, as shown in Table 5.1.5.4.

Table 5.1.5.3 Future With Project - Freeway Segment Level of Service
Sunday Day: Pre-Event Hour: (12:00 - 1:00 PM)

10/5/11

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Future Without Project Conditions			Future With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
1	I-10 West of Vermont (Total)	EB	4 G + 2 C-D	12,000	10,302	0.859	D	10,426	0.869	D	1,071	11,496	0.958	E	0.089	No
		WB	4 G + 2 C-D	12,000	10,390	0.866	D	10,515	0.876	D	0	10,515	0.876	D	0.000	No
2	I - 10 East of San Pedro Street	EB	5 G	10,000	5,287	0.529	B	5,588	0.559	C	0	5,588	0.559	C	0.000	No
		WB	5 G	10,000	5,211	0.521	B	5,508	0.551	C	2,387	7,895	0.789	D	0.239	No
3a	I - 110 South of Martin Luther King Jr. Boulevard (Mainline)	NB	5 G	10,000	5,957	0.596	C	6,142	0.614	C	584	6,726	0.673	C	0.058	No
		SB	5 G	10,000	6,195	0.620	C	6,387	0.639	C	0	6,387	0.639	C	0.000	No
3b	I - 110 North of Martin Luther King Jr. Boulevard (HOV)	NB	1 HOV	1,650	264	0.160	A	272	0.165	A	919	1,191	0.722	C	0.557	No
		SB	2 HOV	3,300	1,474	0.447	B	1,520	0.461	B	0	1,520	0.461	B	0.000	No
4	SR-110 between James Wood Boulevard and Olympic Boulevard	NB	3G + 2 C-D	10,000	7,342	0.734	C	7,760	0.776	D	569	8,329	0.833	D	0.057	No
		SB	5 G	10,000	7,584	0.758	C	8,016	0.802	D	888	8,904	0.890	D	0.089	No
5	SR-110 South of US-101	NB	3 G + 2 C	10,000	6,688	0.669	C	7,069	0.707	C	0	7,069	0.707	C	0.000	No
		SB	3 G + 3 C	12,000	9,125	0.760	C	9,645	0.804	D	2,029	11,674	0.973	E	0.169	No
6	SR-110 North of Alpine Street	NB	3 G	6,000	4,500	0.750	C	4,649	0.775	D	0	4,649	0.775	D	0.000	No
		SB	3 G	6,000	5,177	0.863	D	5,348	0.891	D	685	6,033	1.005	F(0)	0.114	Yes
7	US-101 North of Vignes Street	NB	4 G	8,000	5,879	0.735	C	6,214	0.777	D	1,139	7,353	0.919	D	0.142	No
		SB	4 G	8,000	4,978	0.622	C	5,262	0.658	C	0	5,262	0.658	C	0.000	No

Table 5.1.5.3 Future With Project - Freeway Segment Level of Service
Sunday Day: Pre-Event Hour: (12:00 - 1:00 PM)

10/5/11

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Future Without Project Conditions			Future With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
8	US-101 at Glendale Boulevard	NB	4 G	8,000	6,570	0.821	D	6,708	0.838	D	0	6,708	0.838	D	0.000	No
		SB	4 G	8,000	7,399	0.925	D	7,554	0.944	E	1,201	8,755	1.094	F(0)	0.150	Yes
9a	I-10 at Echandia Street b/w US 101 and I-5 (Mainline)	EB	3 G	6,000	2,280	0.380	B	2,430	0.405	B	0	2,430	0.405	B	0.000	No
		WB	3 G	6,000	2,083	0.347	A	2,220	0.370	B	399	2,619	0.437	B	0.066	No
9b	I-10 at Echandia Street b/w US 101 and I-5 (HOV)	EB	1 HOV	1,650	90	0.055	A	96	0.058	A	0	96	0.058	A	0.000	No
		WB	1 HOV	1,650	300	0.182	A	320	0.194	A	741	1,060	0.643	C	0.449	No
10	I-5 at Calzona Street west of Indiana Street	NB	5 G	10,000	7,363	0.736	C	7,959	0.796	D	1,660	9,619	0.962	E	0.166	No
		SB	5 G	10,000	9,498	0.950	E	10,267	1.027	F(0)	0	10,267	1.027	F(0)	0.000	No
11	SR-60 East of Indiana Street	EB	5 G	10,000	5,203	0.520	B	5,515	0.552	C	0	5,515	0.552	C	0.000	No
		WB	5 G	10,000	5,346	0.535	B	5,667	0.567	C	727	6,394	0.639	C	0.073	No
12a	I-110 at Vernon Avenue (Mainline)	NB	4 G	8,000	5,953	0.744	C	6,138	0.767	C	584	6,722	0.840	D	0.073	No
		SB	4 G	8,000	6,492	0.812	D	6,693	0.837	D	0	6,693	0.837	D	0.000	No
12b	I-110 at Slauson Avenue (HOV)	NB	2 HOV	3,300	1,864	0.565	C	1,922	0.582	C	1,085	3,007	0.911	D	0.329	No
		SB	2 HOV	3,300	2,017	0.611	C	2,080	0.630	C	0	2,080	0.630	C	0.000	No
13	I-10 East of Crenshaw Boulevard	EB	5 G	10,000	7,048	0.705	C	7,133	0.713	C	1,071	8,203	0.820	D	0.107	No
		WB	5 G	10,000	7,470	0.747	C	7,560	0.756	C	0	7,560	0.756	C	0.000	No
14	US-101 South of Vermont Avenue	NB	4 G	8,000	5,774	0.722	C	5,895	0.737	C	0	5,895	0.737	C	0.000	No
		SB	4 G	8,000	7,803	0.975	E	7,967	0.996	E	1,473	9,440	1.180	F(0)	0.184	Yes

Table 5.1.5.3 Future With Project - Freeway Segment Level of Service
Sunday Day: Pre-Event Hour: (12:00 - 1:00 PM)

10/5/11

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Future Without Project Conditions			Future With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
15	I-5 South of Stadium Way	NB	5 G	10,000	8,487	0.849	D	9,353	0.935	E	0	9,353	0.935	E	0.000	No
		SB	4 G + 1 A	9,000	8,050	0.894	D	8,871	0.986	E	491	9,362	1.040	F(0)	0.055	Yes
16	SR-110 South of Avenue 43	NB	3 G	6,000	3,020	0.503	B	3,120	0.520	B	0	3,120	0.520	B	0.000	No
		SB	3 G	6,000	5,145	0.858	D	5,315	0.886	D	491	5,806	0.968	E	0.082	No

Significant Impact?	Yes	4
	No	16

Segment analyzed. All traffic inbound to event.

Table 5.1.5.4 Future With Project - Freeway Segment Level of Service
Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

1/13/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Future Without Project Conditions			Future With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
1	I-10 West of Vermont (Total)	EB	4 G + 2 C-D	12,000	10,115	0.843	D	10,236	0.853	D	0	10,236	0.853	D	0.000	No
		WB	4 G + 2 C-D	12,000	10,910	0.909	D	11,041	0.920	D	1,675	12,716	1.060	F(0)	0.140	Yes
2	I - 10 East of San Pedro Street	EB	5 G	10,000	5,838	0.584	C	6,171	0.617	C	3,733	9,904	0.990	E	0.373	No
		WB	5 G	10,000	5,216	0.522	B	5,513	0.551	C	0	5,513	0.551	C	0.000	No
3a	I - 110 South of Martin Luther King Jr. Boulevard (Mainline)	NB	5 G	10,000	5,784	0.578	C	5,963	0.596	C	0	5,963	0.596	C	0.000	No
		SB	5 G	10,000	6,420	0.642	C	6,619	0.662	C	1,358	7,977	0.798	D	0.136	No
3b	I - 110 North of Martin Luther King Jr. Boulevard (HOV)	NB	1 HOV	1,650	277	0.168	A	286	0.173	A	0	286	0.173	A	0.000	No
		SB	2 HOV	3,300	1,728	0.524	B	1,782	0.540	B	999	2,781	0.843	D	0.303	No
4	SR-110 between James Wood Boulevard and Olympic Boulevard	NB	3G + 2 C-D	10,000	9,050	0.905	D	9,566	0.957	E	1028	10,594	1.059	F(0)	0.103	Yes
		SB	5 G	10,000	7,766	0.777	D	8,209	0.821	D	624	8,833	0.883	D	0.062	No
5	SR-110 South of US-101	NB	3 G + 2 C	10,000	8,774	0.877	D	9,274	0.927	D	3,155	12,429	1.243	F(0)	0.316	Yes
		SB	3 G + 3 C	12,000	8,477	0.706	C	8,960	0.747	C	0	8,960	0.747	C	0.000	No
6	SR-110 North of Alpine Street	NB	3 G	6,000	4,599	0.767	C	4,751	0.792	D	1,027	5,778	0.963	E	0.171	No
		SB	3 G	6,000	4,652	0.775	D	4,806	0.801	D	0	4,806	0.801	D	0.000	No
7	US-101 North of Vignes Street	NB	4 G	8,000	5,109	0.639	C	5,400	0.675	C	0	5,400	0.675	C	0.000	No
		SB	4 G	8,000	6,494	0.812	D	6,864	0.858	D	1,782	8,646	1.081	F(0)	0.223	Yes

Table 5.1.5.4 Future With Project - Freeway Segment Level of Service
Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

1/13/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Future Without Project Conditions			Future With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
8	US-101 at Glendale Boulevard	NB	4 G	8,000	6,750	0.844	D	6,892	0.861	D	2,216	9,108	1.138	F(0)	0.277	Yes
		SB	4 G	8,000	7,282	0.910	D	7,435	0.929	D	0	7,435	0.929	D	0.000	No
9a	I-10 at Echandia Street b/w US 101 and I-5 (Mainline)	EB	3 G	6,000	2,459	0.410	B	2,621	0.437	B	1,782	4,404	0.734	C	0.297	No
		WB	3 G	6,000	1,890	0.315	A	2,015	0.336	A	0	2,015	0.336	A	0.000	No
9b	I-10 at Echandia Street b/w US 101 and I-5 (HOV)	EB	1 HOV	1,650	170	0.103	A	181	0.110	A	0	181	0.110	A	0.000	No
		WB	1 HOV	1,650	199	0.121	A	212	0.129	A	0	212	0.129	A	0.000	No
10	I-5 at Calzona Street west of Indiana Street	NB	5 G	10,000	6,026	0.603	C	6,514	0.651	C	0	6,514	0.651	C	0.000	No
		SB	5 G	10,000	7,972	0.797	D	8,618	0.862	D	2,597	11,214	1.121	F(0)	0.260	Yes
11	SR-60 East of Indiana Street	EB	5 G	10,000	5,573	0.557	C	5,907	0.591	C	1,137	7,044	0.704	C	0.114	No
		WB	5 G	10,000	5,740	0.574	C	6,084	0.608	C	0	6,084	0.608	C	0.000	No
12a	I-110 at Vernon Avenue (Mainline)	NB	4 G	8,000	5,741	0.718	C	5,919	0.740	C	0	5,919	0.740	C	0.000	No
		SB	4 G	8,000	6,523	0.815	D	6,725	0.841	D	1,358	8,083	1.010	F(0)	0.170	Yes
12b	I-110 at Slauson Avenue (HOV)	NB	2 HOV	3,300	1,988	0.602	C	2,050	0.621	C	0	2,050	0.621	C	0.000	No
		SB	2 HOV	3,300	1,822	0.552	C	1,878	0.569	C	1,254	3,132	0.949	E	0.380	No
13	I-10 East of Crenshaw Boulevard	EB	5 G	10,000	8,042	0.804	D	8,139	0.814	D	0	8,139	0.814	D	0.000	No
		WB	5 G	10,000	7,273	0.727	C	7,360	0.736	C	1,675	9,035	0.903	D	0.167	No
14	US-101 South of Vermont Avenue	NB	4 G	8,000	6,144	0.768	C	6,273	0.784	D	2,305	8,578	1.072	F(0)	0.288	Yes
		SB	4 G	8,000	5,559	0.695	C	5,676	0.709	C	0	5,676	0.709	C	0.000	No

Table 5.1.5.4 Future With Project - Freeway Segment Level of Service
Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

1/13/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Future Without Project Conditions			Future With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
15	I-5 South of Stadium Way	NB	5 G	10,000	8,499	0.850	D	9,366	0.937	E	768	10,134	1.013	F(0)	0.077	Yes
		SB	4 G + 1 A	9,000	8,587	0.954	E	9,463	1.051	F(0)	0	9,463	1.051	F(0)	0.000	No
16	SR-110 South of Avenue 43	NB	3 G	6,000	3,409	0.568	C	3,521	0.587	C	768	4,290	0.715	C	0.128	No
		SB	3 G	6,000	4,613	0.769	C	4,765	0.794	D	0	4,765	0.794	D	0.000	No

Significant Impact?	Yes	9
	No	10

Segment analyzed. All traffic outbound from event.

Future Without Project Conditions

Under Future Without Project conditions, a total of eighteen freeway locations are expected to operate at LOS D or better. The remaining two mainline locations (SR-110 between James Wood and Olympic Boulevard Northbound, and I-5 South of Stadium Way) would operate at LOS E.

Future With Project Conditions

With the Proposed Project, eight of the freeway locations would operate at LOS D or better. Three locations would operate at LOS E, and nine locations would operate at LOS F(0). Two of these LOS F(0) locations would operate at LOS E without the addition of Proposed Project traffic.

As shown in Table 5.1.5.4, the Proposed Project would result in a significant traffic impact at nine freeway mainline locations in the Sunday Day Post-Event Hour. These locations are as follows (with the resultant D/C ratio in parentheses):

12a.	I-110 at Vernon Avenue (Mainline) (SB)	(1.010)	F(0)
15.	I-5 South of Stadium Way (NB)	(1.013)	F(0)
4N.	SR-110 Between James Wood Blvd and Olympic Blvd (NB)	(1.059)	F(0)
1.	I-10 West of Vermont Avenue (WB)	(1.060)	F(0)
14.	US-101 South of Vermont Avenue (NB)	(1.072)	F(0)
7.	US-101 North of Vignes Street (SB)	(1.081)	F(0)
10.	I-5 West of Indiana Street (SB)	(1.121)	F(0)
8.	US-101 at Glendale Boulevard (NB)	(1.138)	F(0)
5.	SR-110 South of US-101 (NB)	(1.243)	F(0)

At six of the nine impacted freeway locations, the D/C ratio would be less than 1.10. At two of the remaining impacted freeway locations, the D/C ratio would be between 1.10 and 1.20 and at one location the D/C ratio would be greater than 1.20.

Freeway Off-Ramps

Analysis Locations

A total of twenty-three freeway off-ramps were identified for analysis as locations that could be used by Proposed Project traffic. These are off-ramps that could be used to access the distributed parking zones discussed in Section 5.1.3. These locations are shown in Figure 5.1.5.2 as follows:

From I-10 East:	1.	Spring Street NB Off-ramp
	2.	Grand Avenue NB Off-ramp
From I-10 East (from I-5 & SR-60):	3.	Los Angeles Street WB Off-ramp
	4.	San Pedro Street WB Off-ramp
	5.	Central Avenue WB Off-ramp
	6.	Pico Boulevard WB Off-ramp
From I-110 South:	7.	Martin Luther Kink Jr. Blvd NB Off-ramp
	8.	39th Street HOV NB Off-ramp
	9.	37th Street NB Off-ramp
	10.	Adams Boulevard HOV NB Off-ramp
	11.	Adams Boulevard NB Off-ramp
	12.	Pico Boulevard NB Off-ramp
From I-10 West:	13.	9th Street NB Off-ramp
	14.	Vermont Avenue EB Off-ramp
	15.	Hoover Street EB Off-ramp
	16.	Grand Avenue EB Off-ramp
From US-101 Northwest:	17.	Alvarado Street SB Off-ramp
	18.	Glendale Boulevard SB Off-ramp
	19.	Hope Street EB Off-ramp
From SR-110 North:	20.	Hill Street SB Off-ramp
	21.	6th Street SB Off-ramp
	22.	9th Street SB Off-ramp
	23.	Olympic Boulevard SB Off-ramp

Methodology

Existing traffic volumes on these freeway off-ramps were obtained from traffic counts conducted as part of the overall traffic count program described in Chapter 2. Forecasts of the off-ramp volumes for Future Without Project conditions were obtained from the analysis described in Chapter 3 and forecasts for the Future With Project conditions from the analysis of Proposed Project trip generation and distribution described in Chapter 4.

Analysis of ramp traffic conditions is based on a queue analysis at the end of the ramp intersection, using the Highway Capacity Manual (HCM) 2000 Operations methodology, and determining the 85th percentile queue length (the vehicle queue length that would be exceeded only 15% of the time, which is a common measure used to evaluate queues).



Figure 5.1.5.2
Freeway Off-Ramp Locations

Convention Center Modernization and Farmers Field Project

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Significant Impact Criteria

The criteria used for a significant impact was that a significant impact would occur if the queue length (85th percentile) exceeds the total storage length available on the off-ramp and results in queues backing into mainline travel lanes. This threshold is consistent with other recent studies in the Los Angeles area. Ramp conditions were also evaluated using a second level of analysis where an impact would occur if the queue length (85th percentile) exceeds the storage length of an individual ramp lane. However, in these cases the queue would not necessarily back into the mainline travel lanes unless identified as such.

Freeway Off-Ramp Impact Analysis

Proposed Project traffic would only be added to the freeway off-ramps during the pre-event hour (inbound traffic traveling to the Event Center). The freeway off-ramp analysis for the Existing Conditions, Future Without Project and Future With Project scenarios is summarized in Table 5.1.5.5, which also provides the ramp volumes and resultant queue lengths during the Pre-Event Hour.

Sunday Day: Pre-Event Hour (12:00 – 1:00pm)

The distributed nature of the parking supply in the downtown area would allow incoming traffic to use many different off-ramps to access parking locations. In general, the traffic queues on the majority of the off-ramps would not exceed the storage capacities of the ramps for the Sunday Day Pre-Event Hour.

As shown in Table 5.1.5.5, the Proposed Project would result in a significant traffic impact at four freeway off-ramps in the Sunday Day Pre-Event peak hour. At three locations, the 85th percentile queue would exceed the storage capacity of an individual lane, and at one location it would exceed the overall capacity of the ramp[1]. These off-ramps are as follows (with type of impact in parentheses):

3.	Los Angeles Street WB Off-ramp	(Mainline)
2.	Grand Avenue NB Off-ramp	(Lane)
13.	9th Street NB Off-ramp	(Lane)
15.	Hoover Street EB Off-ramp	(Lane)

[1] At ramp locations where the 85th percentile queue would back into the mainline, any "lane" impacts are not noted as they are included in the impact to the mainline.

Table 5.1.5.5 **Future With Project - Freeway Off-Ramp Analysis** 1/11/12

Sunday Day: Pre-Event Hour: (12:00 - 1:00 PM)

Off - Ramp # and Location	Movement	# of Lanes	Storage Length (feet)	Existing Conditions			Future Without Project Conditions			Future With Project Conditions			
				Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Project Added Volume	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length
From I-10 East													
1 Spring Street NB Off ramp [1]	EB RT	2	735	276	132	No	411	220	No	271	682	352	No
2 Grand Avenue NB Off ramp	EB LT/RT	2	195	275	132	No	432	220	Yes	306	738	352	Lane
	EB RT		450		66	No		88	No			154	No
	RAMP TOTAL		645		198	No		308	No			506	No
From I-10 East (from I-5 & SR-60)													
3 Los Angeles Street WB Off ramp	WB LT/TH	2	705	613	154	No	943	220	No	1,311	2,254	770	Lane
	WB TH/RT		705		154	No		220	No			770	Lane
	RAMP TOTAL		1,410		308	No		440	No			1,540	Yes
4 San Pedro Street WB Off ramp	WB TH	2	1,225	381	198	No	385	198	No	365	750	440	No
5 Central Avenue WB Off ramp	WB TH	2	3,000	126	132	No	127	132	No	183	310	264	No
6 Pico Boulevard NB Off ramp	NB TH	1	965	473	132	No	493	110	No	559	1,052	330	No
From I-110 South													
7 Martin Luther King Jr. Boulevard NB Off ramp	NB LT	2	763	497	198	No	606	220	No	111	717	220	No
	NB TH/RT		763		308	No		418	No			528	No
	RAMP TOTAL		1,525		506	No		638	No			748	No
8 39th Street HOV NB Off ramp	NB LT/RT	1	1,060	111	44	No	136	44	No	166	302	88	No
9 37th Street NB Off ramp	NB TH	3	1,253	418	176	No	480	220	No	61	541	220	No
	NB TH/RT		627		88	No		110	No			110	No
	RAMP TOTAL		1,880		264	No		330	No			330	No

Table 5.1.5.5 **Future With Project - Freeway Off-Ramp Analysis** 1/11/12
Sunday Day: Pre-Event Hour: (12:00 - 1:00 PM)

Off - Ramp # and Location	Movement	# of Lanes	Storage Length (feet)	Existing Conditions			Future Without Project Conditions			Future With Project Conditions			
				Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Project Added Volume	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length
10 Adams Boulevard HOV NB Off ramp	NB LT	2	2,505	266	110	No	N/A			N/A			
(Existing Conditions)	NB LT/RT		2,505		154	No							
	RAMP TOTAL		5,010		264	No							
10 Adams Boulevard HOV NB Off ramp	NB LT	3	3,497	N/A			283	176	No	518	801	220	No
(Future Without Project)	NB LT/RT		1,748					154	No			770	No
	RAMP TOTAL		5,010					330	No			990	No
11 Adams Boulevard NB Off ramp – Gen.	NB LT	2	825	432	132	No	493	132	No	220	713	198	No
	NB LT/RT		825		220	No		242	No			682	No
	RAMP TOTAL		1,650		352	No		374	No			880	No
12 Pico Boulevard NB Off ramp	NB TH	2	1,120	812	220	No	885	220	No	219	1,104	748	No
From I-10 West													
13 9th Street NB Off ramp	EB LT/TH	2	550	692	88	No	NA			N/A			
(Existing Conditions)	EB TH		550		88	No							
	RAMP TOTAL		1,100		176	No							
13 9th Street NB Off ramp	EBL	3	345	N/A			953	88	No	765	1,718	198	No
(Future Without Project)	EB LT/TH		345										
	EB TH		345					264	No			440	Lane
	RAMP TOTAL		1,035					352	No			638	No
14 Vermont Avenue EB Off ramp	EB LT	2	793	521	264	No	648	330	No	106	754	418	No
	EB TH/RT		793		220	No		264	No			242	No
	RAMP TOTAL		1,585		484	No		594	No			660	No
15 Hoover Street EB Off ramp	EB LT	2	575	655	220	No	732	242	No	308	1,040	374	No
	EB LT/RT		575		374	No		418	No			594	Lane
	RAMP TOTAL		1,150		594	No		660	No			968	No

Table 5.1.5.5 **Future With Project - Freeway Off-Ramp Analysis** 1/11/12
Sunday Day: Pre-Event Hour: (12:00 - 1:00 PM)

Off - Ramp # and Location	Movement	# of Lanes	Storage Length (feet)	Existing Conditions			Future Without Project Conditions			Future With Project Conditions			
				Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Project Added Volume	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length
16 Grand Avenue EB Off ramp	EB TH	2	2,450	308	220	No	562	352	No	279	841	528	No
From US 101 Northwest													
17 Alvarado Street SB Off ramp	EB LT	2	598	393	176	No	475	242	No	55	530	242	No
	EB RT		598		176	No		154	No			220	No
	RAMP TOTAL		1,195		352	No		396	No			462	No
18 Glendale Boulevard SB Off ramp [1]	SB LT/TH	1	460	152	88	No	203	154	No	218	421	264	No
19 Hope Street EB Off ramp	SB LT	3	493	353	110	No	471	154	No	384	855	154	No
	SB TH/RT		755		88	No		132	No			308	No
	RAMP TOTAL		1,250		198	No		286	No			462	No
From SR 110 North													
20 Hill Street SB Off ramp	SB TH	2	3,850	615	264	No	828	352	No	297	1,125	484	No
21 6th Street SB Off ramp	EB TH	1	1,455	359	154	No	441	220	No	830	1,271	880	No
22 9th Street SB Off ramp [2]	EB TH	2	1,690	423	352	No	736	572	No	352	1,088	880	No
23 Olympic Boulevard SB Off ramp	WB LT	3	660	653	110	No	786	132	No	889	1,675	484	No
	WB RT		620			No		0	No				No
	RAMP TOTAL		660		110	No		132	No			484	No

Notes:

Analysis uses 22 feet/car for queue length calculations.

1. Unsignalized intersection analyzed as a signalized intersection.

2. Location analyzed as a 2-lane ramp and includes eastbound volumes travelling along 8th Street.

Freeway On-Ramps

Analysis Locations

A total of twenty-six freeway on-ramp locations were identified for analysis as locations that could be used by Proposed Project traffic. There are on-ramps that could be used to egress the distributed parking zones discussed in Section 5.1.3. These locations, which are shown in Figure 5.1.5.3, are as follows:

From I-10 East:	1.	Los Angeles Street EB On-ramp
	2.	Hope Street EB On-ramp
From I-10 East (from I-5 & SR-60):	3.	Los Angeles Street EB On –ramp
	4.	San Pedro Street EB On-ramp
	5.	Central Avenue EB On-ramp
	6.	Flower Street EB On-ramp
From I-110 South:	7.	Martin Luther King Jr. Blvd SB On-ramp
	8.	39th Street HOV SB On-ramp
	9.	37th Street SB On-ramp
	10.	Flower Street HOV SB On-ramp
	11.	Washington Boulevard SB On-ramp
	12.	Blaine Street SB On-ramp
	13.	8th Street SB On-ramp
	14.	5th Street SB On-ramp
From I-10 West:	15.	Vermont Avenue WB On-ramp
	16.	Hoover Street WB On-ramp
	17.	Grand Avenue WB On-ramp
From US-101 Northwest:	18.	Alvarado Street NB On-ramp
	19.	Glendale Boulevard NB On-ramp
	20.	Avenue NB On-ramp
From SR-110 North:	21.	Street NB On-ramp
	22.	3rd Street NB On-ramp
	23.	5th Street NB On-ramp
	24.	8th Street NB On-ramp
	25.	9th Street NB On-ramp
	26.	11th Street NB On-ramp

Methodology

Existing traffic volumes on these freeway on-ramps were obtained from traffic counts conducted as part of the overall traffic count program described in Chapter 2. Forecasts of the off-ramp volumes for Future Without Project conditions were obtained from the analysis described in Chapter 3 and forecasts for the Future With Project conditions from the analysis described in Chapter 4.

The analysis compares forecast traffic volumes on the on-ramps to the ramp capacities. Caltrans has identified the maximum capacity of an on-ramp at 900 vehicles per hour per lane (vphpl) based on on-ramp metering. The capacity of a specific on-ramp is therefore calculated by multiplying the number of lanes by 900 vphpl.

The capacity discussed above may be conservatively low in certain cases. First, not all ramps are metered so the ramp capacity could be higher, and second, for event scenarios other than the Weekday Evening Pre-Event Hour (coinciding with the weekday p.m. peak hour), the ramp meters may not be turned on because freeway traffic volumes are generally lower in the late evening and at weekends (the other time periods for this analysis). Nevertheless, for purposes of preparing a conservative on-ramp analysis, a capacity of 900 vphpl was assumed.

Significant Impact Criteria

The criteria for determining a significant impact was if the addition of traffic generated by the Proposed Project using the on-ramp caused the total traffic to exceed the capacity of the on-ramp. This threshold is consistent with other recent studies in the Los Angeles area.

Freeway On-Ramp Impact Analysis

Project traffic would only be added to the on-ramps during the post-event hour (outbound traffic leaving the Event Center). The freeway on-ramp level of service analysis for the Existing Conditions, Future Without Project and Future With Project scenarios is summarized in Table 5.1.5.6 which also shows the ramp capacities and the ramp volumes during the Sunday Day Post-Event Hour.

Sunday Day: Post-Event Hour (4:30 – 5:30pm)

As shown in Table 5.1.5.6, the Proposed Project would result in a significant traffic impact at the following seven freeway on-ramps in the Sunday Day Post-Event hour:

3. Los Angeles Street EB On-ramp
11. Washington Boulevard SB On-ramp
12. Blaine Street SB On-ramp
13. 8th Street SB On-ramp

23. 5th Street NB On-ramp
24. 8th Street NB On-ramp
26. 11th Street NB On-ramp

At three of these locations, volumes would exceed ramp capacities by less than 10%.

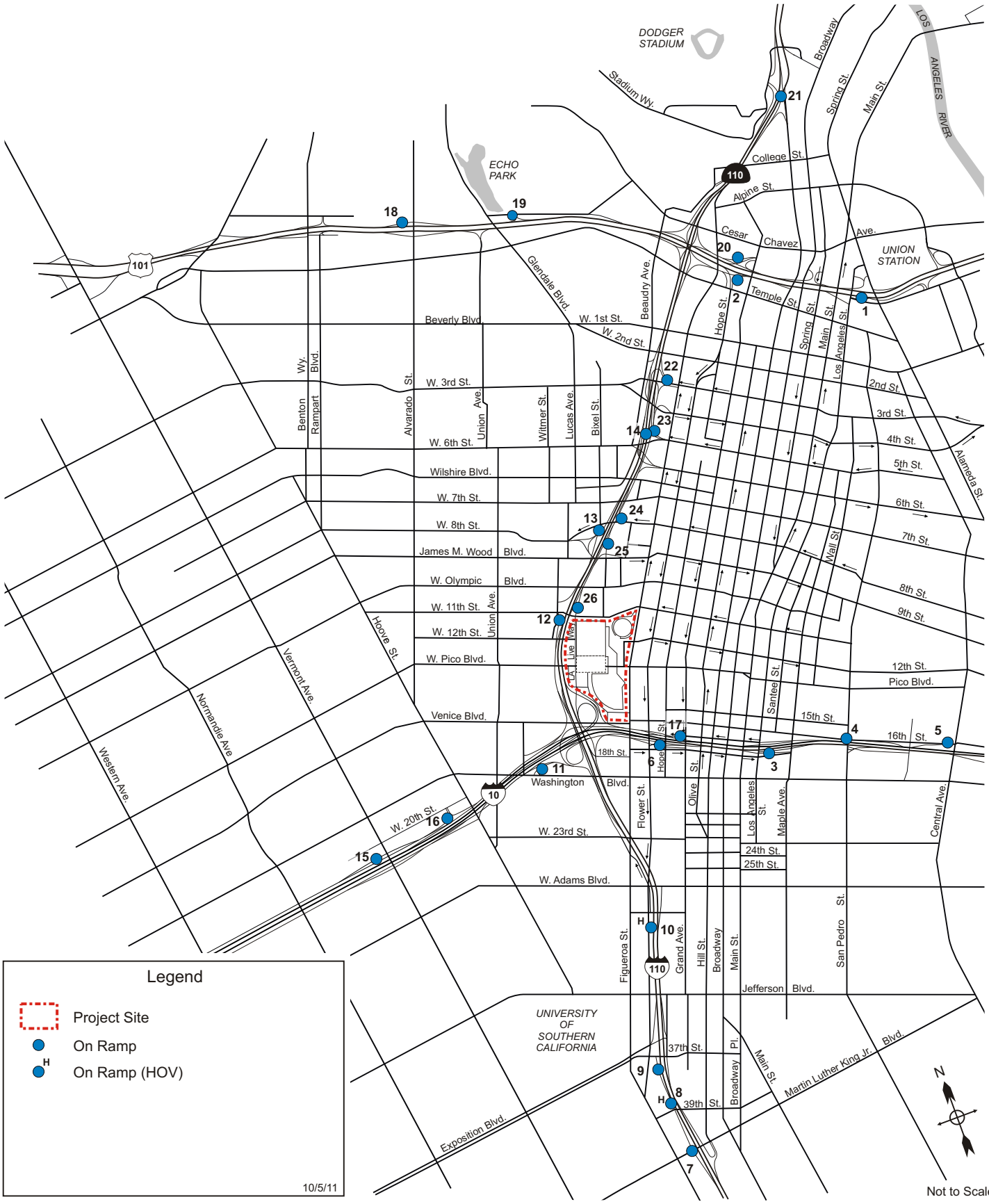


Figure 5.1.5.3
Freeway On-Ramp Locations

Convention Center Modernization and Farmers Field Project

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Table 5.1.5.6 **Future With Project - Freeway On-Ramp Analysis** 10/29/11

Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

On - Ramp	# of Lanes[1]	Ramp Capacity[2]	Existing Conditions		Future Without Project Conditions		Project Added Volume	Future With Project Conditions	
			Ramp Volume[3]	Exceed Capacity	Ramp Volume[3]	Exceed Capacity		Ramp Volume	Exceed Capacity
To I-10 East									
1 Los Angeles Street EB On ramp	2	1,800	637	No	1,017	No	427	1,444	No
2 Hope Street EB On ramp	2	1,800	299	No	438	No	469	907	No
To I-10 East (to I-5 & SR 60)									
3 Los Angeles Street EB On ramp	2	1,800	353	No	586	No	1,781	2,367	Yes
4 San Pedro Street EB on ramp	2	1,800	476	No	482	No	509	991	No
5 Central Avenue EB on ramp	2	1,800	297	No	301	No	254	555	No
6 Flower Street EB On ramp	2	1,800	300	No	413	No	604	1,017	No
To I-110 South									
7 Martin Luther King Jr. Boulevard SB On ramp	2	1,800	784	No	793	No	225	1,018	No
8 39th Street HOV SB On ramp	1	1,650	108	No	137	No	255	392	No
9 37th Street SB On ramp[4]	2	1,800	453	No	557	No	404	961	No
10 Flower Street HOV SB On ramp	1	1,650	174	No	188	No	313	501	No
11 Washington Boulevard SB On ramp	1	900	287	No	326	No	626	952	Yes
12 Blaine Street SB On ramp	2	1,800	489	No	644	No	1,217	1,861	Yes
13 8th Street SB On ramp	2	1,800	869	No	1,145	No	697	1,842	Yes
14 5th Street SB On ramp	2	1,800	329	No	460	No	0	460	No
To I-10 West									
15 Vermont Avenue WB On ramp[4]	2	1,800	528	No	676	No	160	836	No
16 Hoover Street WB On ramp	2	1,800	521	No	624	No	306	930	No
17 Grand Avenue WB On ramp	2	1,800	674	No	1,014	No	648	1,662	No

Table 5.1.5.6 **Future With Project - Freeway On-Ramp Analysis** 10/29/11

Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

On - Ramp	# of Lanes[1]	Ramp Capacity[2]	Existing Conditions		Future Without Project Conditions		Project Added Volume	Future With Project Conditions	
			Ramp Volume[3]	Exceed Capacity	Ramp Volume[3]	Exceed Capacity		Ramp Volume	Exceed Capacity
To US 101 Northwest									
18 Alvarado Street NB On ramp	2	1,800	578	No	675	No	89	764	No
19 Glendale Boulevard NB On ramp[4]	1	900	366	No	436	No	337	773	No
20 Grand Avenue NB On ramp	2	1,800	225	No	435	No	618	1,053	No
To SR 110 North									
21 Hill Street NB On ramp[5]	1	2,000	491	No	695	No	509	1,204	No
22 3rd Street NB On ramp	1	900	321	No	373	No	0	373	No
23 5th Street NB On ramp	2	1,800	470	No	673	No	1,359	2,032	Yes
24 8th Street NB On ramp	1	900	330	No	543	No	545	1,088	Yes
25 9th Street NB On ramp	1	900	372	No	526	No	318	844	No
26 11th Street NB On ramp	1	900	437	No	455	No	568	1,023	Yes

Note:

1. Number of lanes at ramp meter or on ramp if no meter.
2. Capacity for one lane on-ramp = 900 veh/hr/ln
   Capacity for one lane HOV on-ramp = 1,650 veh/hr/ln.
3. Existing volumes from 2011 intersection counts unless otherwise noted.
4. Existing volumes from Caltrans Performance Monitoring System (PeMS).
5. Uncontrolled one-lane on-ramp to separate mainline freeway lane.

5.2 Saturday Day Event

This event scenario represents a Saturday Daytime event, potentially an NFL game or other major event, typically starting at 1:00pm and ending at 4:30pm. This scenario would represent the highest combination of event attendance and background traffic on the roadway system on a Saturday. The analysis addresses the pre-event hour (12:00 – 1:00pm) when all travel would be inbound, and the post-event hour (4:30 – 5:30pm) when all travel would be outbound.

5.2.1 Roadway Intersections

Impact Analysis

The Project-Only traffic volumes forecast at the study intersections are shown in Appendix 5 in Figure A.5.2.1.1 for the Saturday Day Pre-Event hour and Figure A.5.2.1.2 for the Saturday Day Post-Event Hour. The total traffic volumes forecast for the analysis locations are also shown in Figure A.5.2.1.3 for the Saturday Day Pre-Event Hour and Figure A.5.2.1.4 for the Saturday Day Post-Event Hour.

The intersection level of service analysis for the Future With Project conditions is summarized in Table 5.2.1.1. The locations of significant impacts at study intersections are shown in Figure 5.2.1.1 and Figure 5.2.1.2.

Table 5.2.1.1 compares the level of service for Future Without Project and Future With Project conditions, shows the increase in V/C ratio at each intersection due to the Proposed Project, and identifies significant impacts according to LADOT criteria.

Saturday Day: Pre-Event Hour (12:00 – 1:00pm)

As shown in Table 5.2.1.1, the Proposed Project would result in a significant traffic impact at thirty-one intersections in the Saturday Day Pre-Event Hour. These intersections are as follows (with the resultant LOS in parentheses):

6.	Olive Avenue & Olympic Boulevard	(LOS C)
35.	Blaine Street & 11th Street	(LOS C)
67.	Hill Street & Adams Boulevard	(LOS C)
89.	Flower Street & 8th Street	(LOS C)
94.	Lucas Avenue & 6th Street	(LOS C)
123.	Spring Street & Cesar Chavez Avenue	(LOS C)
132.	Glendale Boulevard & Temple Street	(LOS C)
138.	Western Avenue & Wilshire Boulevard	(LOS C)
148.	Union Avenue & Olympic Boulevard	(LOS C)

151.	Vermont Avenue & Pico Boulevard	(LOS C)
157.	Vermont Avenue & Venice Boulevard	(LOS C)
158.	Hoover Street & Venice Boulevard	(LOS C)
162.	Hoover Street & Washington Boulevard	(LOS C)
166.	Hill Street & 16th Street	(LOS C)
3.	Figueroa Street & Olympic Boulevard	(LOS D)
65.	I-110 NB Off-Ramp & Adams Boulevard	(LOS D)
147.	Alvarado Street & Olympic Boulevard	(LOS D)
161.	Vermont Avenue & Washington Boulevard	(LOS D)
165.	Hoover Street & I-10 EB Ramps	(LOS D)
170.	San Pedro Street & 16th Street	(LOS D)
4.	Flower Street & Olympic Boulevard	(LOS E)
33.	Blaine Street & Olympic Boulevard	(LOS E)
88.	Figueroa Street & 8th Street	(LOS E)
152.	Alvarado Street & Pico Boulevard	(LOS E)
164.	Vermont Avenue & I-10 EB Ramps	(LOS E)
42.	Olive Street & 17th Street	(LOS F)
43.	Hill Street & 17th Street	(LOS F)
44.	Broadway & 17th Street	(LOS F)
45.	Main Street & 17th Street	(LOS F)
46.	Los Angeles Street & 17th Street	(LOS F)
146.	Vermont Avenue & Olympic Boulevard	(LOS F)

Twenty of the thirty-one impacted intersections would operate at LOS D or better with the Proposed Project. Five of the impacted intersections would operate at LOS E, one of which would operate at LOS E without the Proposed Project (Vermont Avenue & I-10 EB Ramps). Six of the impacted intersections are expected to operate at LOS F with the Proposed Project, one of which would operate at LOS F without the Proposed Project (Vermont Avenue & Olympic Boulevard). Seven of the impacted intersections, and virtually all of the LOS F locations, would be along the 17th Street corridor leading from the I-10 westbound off-ramp at Los Angeles Street. Four intersections would be at the end of off-ramps (San Pedro Street, Adams Boulevard, Vermont Avenue, and Hoover Street). Seven of the impacted intersections would be in the downtown area. The remaining thirteen impacted intersections would be located on arterial roadways approaching downtown, of which eleven would operate at LOS D or better.

Saturday Day: Post-Event Hour (4:30 – 5:30pm)

As shown in Table 5.2.1.1, the Proposed Project would result in a significant traffic impact at thirty-six intersections in the Saturday Day Post-Event Hour. These intersections are as follows (with the resultant LOS in parentheses):

30.	Hill Street & Pico Boulevard	(LOS C)
38.	Flower Street & Venice Boulevard	(LOS C)
41.	Grand Avenue & 17th Street	(LOS C)
54.	Figueroa Street & Washington Boulevard	(LOS C)
78.	Figueroa Street & Martin Luther King Jr. Boulevard	(LOS C)
79.	I-110 SB Ramps & Martin Luther King Jr. Boulevard	(LOS C)
81.	Georgia Street & 9th Street	(LOS C)
88.	Figueroa Street & 8th Street	(LOS C)
129.	Hill Street & College Avenue	(LOS C)
144.	Western Avenue & Olympic Boulevard	(LOS C)
151.	Vermont Avenue & Pico Boulevard	(LOS C)
153.	Union Avenue & Pico Boulevard	(LOS C)
170.	San Pedro Street & 16th Street	(LOS C)
176.	Arlington Avenue & Venice Boulevard	(LOS C)
1.	Georgia Street & Olympic Boulevard	(LOS D)
3.	Figueroa Street & Olympic Boulevard	(LOS D)
4.	Flower Street & Olympic Boulevard	(LOS D)
33.	Blaine Street & Olympic Boulevard	(LOS D)
93.	Figueroa Street & Wilshire Boulevard	(LOS D)
111.	Grand Avenue & 1st Street	(LOS D)
132.	Glendale Boulevard & Temple Street	(LOS D)
147.	Alvarado Street & Olympic Boulevard	(LOS D)
158.	Hoover Street & Venice Boulevard	(LOS D)
162.	Hoover Street & Washington Boulevard	(LOS D)
163.	I-10 WB Ramps & 20th Street	(LOS D)
37.	Figueroa Street & Venice Boulevard	(LOS E)
146.	Vermont Avenue & Olympic Boulevard	(LOS E)
152.	Alvarado Street & Pico Boulevard	(LOS E)
35.	Blaine Street & 11th Street	(LOS F)
43.	Hill Street & 17th Street	(LOS F)
50.	Hill Street & 18th Street	(LOS F)
51.	Broadway & 18th Street	(LOS F)
52.	Main Street & 18th Street	(LOS F)
53.	Los Angeles Street & 18th Street	(LOS F)
119.	Grand Avenue & US-101 NB Ramps	(LOS F)
166.	Hill Street & 16th Street	(LOS F)

Twenty-five of the thirty-six impacted intersections would operate at LOS D or better with the Proposed Project. Three of the impacted intersections would operate at LOS E with the Proposed Project. Eight of the impacted intersections would operate at LOS F with the Proposed Project. Ten of the impacted intersections, including virtually all of the LOS F intersections, would be located along the I-10 corridor on the south end of downtown between Figueroa Street and San Pedro Street, primarily with outbound traffic accessing the I-10

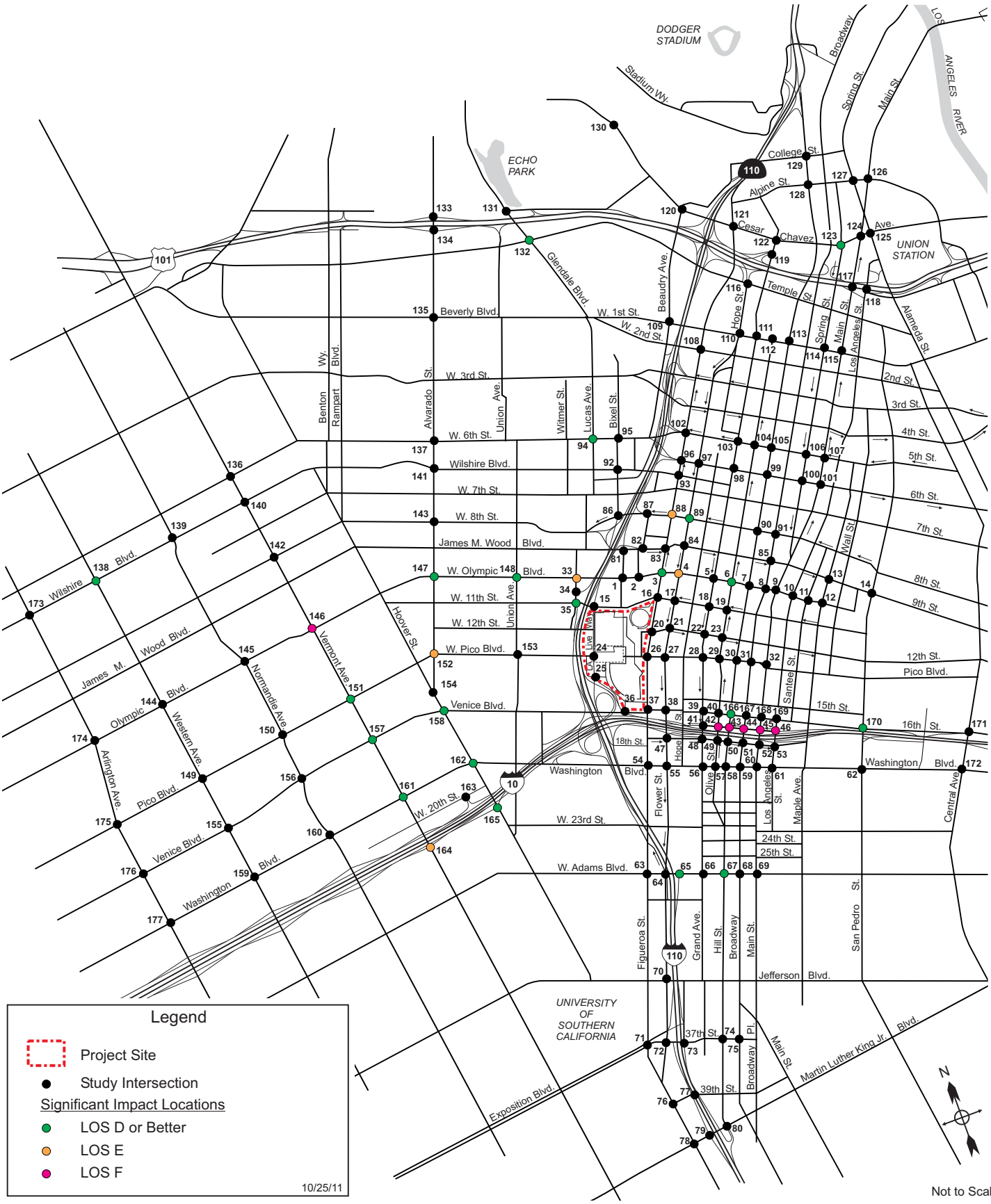


Figure 5.2.1.1
Future with Project - Significant Impact Locations - Saturday: Pre-Event Hour (12:00-1:00 PM)

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions

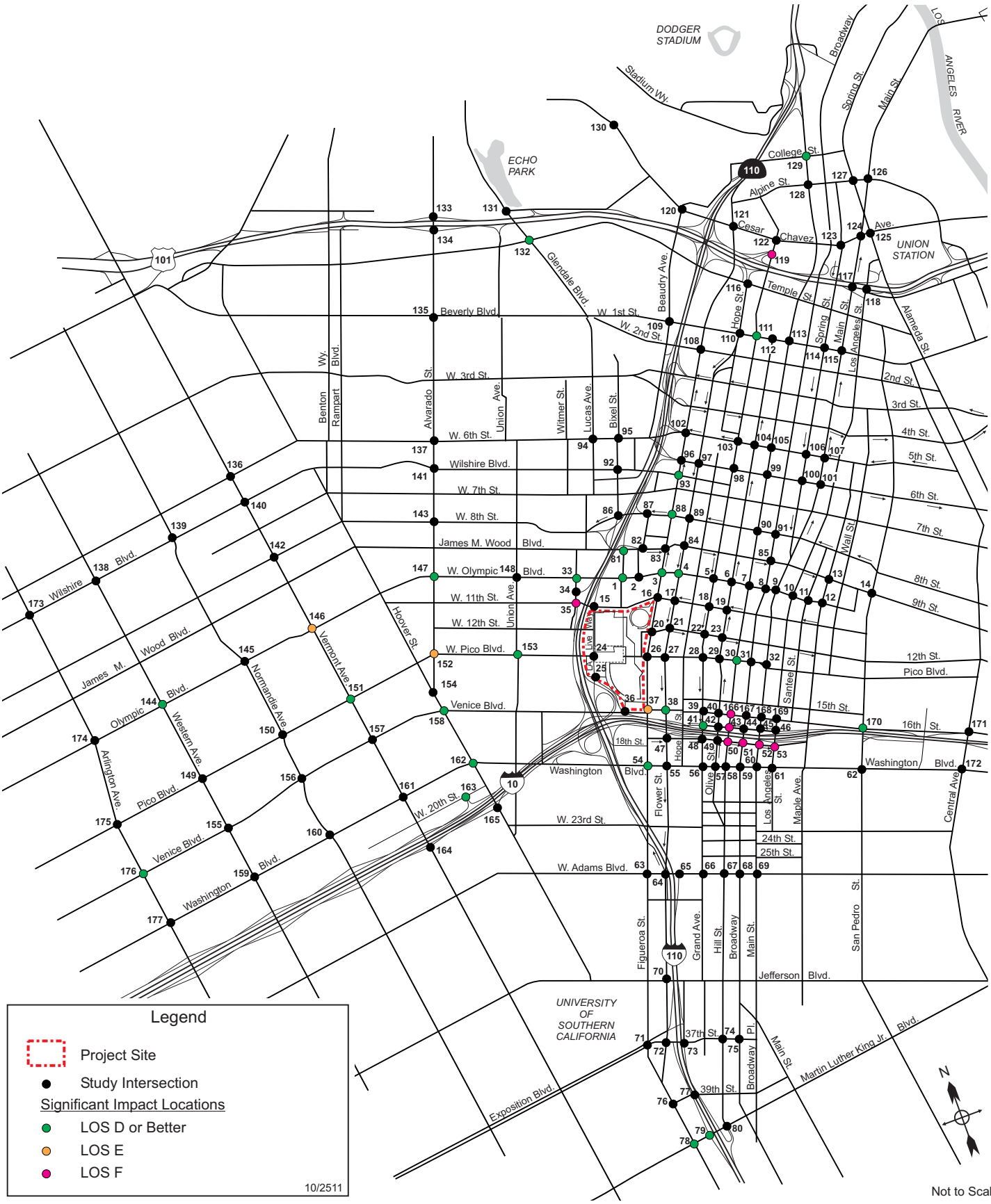


Figure 5.2.1.2
Future with Project - Significant Impact Locations - Saturday: Post-Event Hour (4:30-5:30 PM)

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions

Table 5.2.1.1 **Future With Project - Intersection Level of Service** 12/30/2011

Saturday Day: Pre-Event Hour: (12:00-1:00 PM) & Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Saturday Day Pre-Event Hour (12:00-1:00 PM)						Saturday Day Post-Event Hour (4:30-5:30 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
1	Georgia Street & Olympic Boulevard	0.567	A	0.640	B	0.073	No	0.577	A	0.834	D	0.257	Yes
2	Francisco Street & Olympic Boulevard	0.441	A	0.629	B	0.188	No	0.373	A	0.597	A	0.224	No
3	Figueroa Street & Olympic Boulevard	0.610	B	0.856	D	0.246	Yes	0.623	B	0.869	D	0.246	Yes
4	Flower Street & Olympic Boulevard	0.600	A	0.924	E	0.324	Yes	0.530	A	0.865	D	0.335	Yes
5	Grand Avenue & Olympic Boulevard	0.404	A	0.608	B	0.204	No	0.358	A	0.468	A	0.110	No
6	Olive Street & Olympic Boulevard	0.509	A	0.727	C	0.218	Yes	0.446	A	0.613	B	0.167	No
7	Hill Street & Olympic Boulevard	0.538	A	0.689	B	0.151	No	0.438	A	0.508	A	0.070	No
8	Broadway & Olympic Boulevard	0.727	C	0.753	C	0.026	No	0.627	B	0.632	B	0.005	No
9	Main Street & Olympic Boulevard	0.591	A	0.609	B	0.018	No	0.582	A	0.579	A	-0.003	No
10	Los Angeles Street & Olympic Boulevard	0.399	A	0.399	A	0.000	No	0.274	A	0.274	A	0.000	No
11	Santee Street & Olympic Boulevard	0.363	A	0.363	A	0.000	No	0.260	A	0.275	A	0.015	No
12	Maple Avenue & Olympic Boulevard	0.463	A	0.480	A	0.017	No	0.356	A	0.368	A	0.012	No
13	Maple Avenue & 9th Street	0.486	A	0.486	A	0.000	No	0.344	A	0.360	A	0.016	No
14	San Pedro Street & 9th Street	0.502	A	0.523	A	0.021	No	0.333	A	0.363	A	0.030	No
15	LA Live Way & 11th Street	0.248	A	0.109	A	-0.139	No	0.261	A	0.641	B	0.380	No
16	Figueroa Street & 11th Street	0.437	A	0.436	A	-0.001	No	0.470	A	0.464	A	-0.006	No
17	Flower Street & 11th Street	0.458	A	0.462	A	0.004	No	0.406	A	0.469	A	0.063	No
18	Grand Avenue & 11th Street	0.215	A	0.393	A	0.178	No	0.251	A	0.332	A	0.081	No
19	Olive Street & 11th Street	0.325	A	0.551	A	0.226	No	0.287	A	0.311	A	0.024	No
20	Figueroa Street & 12th Street	0.284	A	0.289	A	0.005	No	0.348	A	0.336	A	-0.012	No
21	Flower Street & 12th Street	0.153	A	0.176	A	0.023	No	0.161	A	0.211	A	0.050	No
22	Grand Avenue & 12th Street	0.199	A	0.206	A	0.007	No	0.187	A	0.379	A	0.192	No
23	Olive Avenue & 12th Street	0.279	A	0.481	A	0.202	No	0.257	A	0.342	A	0.085	No
24	LA Live Way & Pico Boulevard	0.517	A	0.567	A	0.050	No	0.511	A	0.358	A	-0.153	No
25	LA Live Way & Bond Street / I-10 & I-110 Off-Ramps	0.303	A	0.415	A	0.112	No	0.329	A	0.326	A	-0.003	No
26	Figueroa Street & Pico Boulevard	0.520	A	0.616	B	0.096	No	0.627	B	0.657	B	0.030	No
27	Flower Street & Pico Boulevard	0.323	A	0.502	A	0.179	No	0.329	A	0.507	A	0.178	No
28	Grand Avenue & Pico Boulevard	0.289	A	0.381	A	0.092	No	0.255	A	0.605	B	0.350	No
29	Olive Street & Pico Boulevard	0.286	A	0.524	A	0.238	No	0.279	A	0.344	A	0.065	No
30	Hill Street & Pico Boulevard	0.315	A	0.621	B	0.306	No	0.238	A	0.739	C	0.501	Yes

Table 5.2.1.1 **Future With Project - Intersection Level of Service** 12/30/2011

Saturday Day: Pre-Event Hour: (12:00-1:00 PM) & Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Saturday Day Pre-Event Hour (12:00-1:00 PM)						Saturday Day Post-Event Hour (4:30-5:30 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
31	Broadway & Pico Boulevard	0.405	A	0.537	A	0.132	No	0.310	A	0.333	A	0.023	No
32	Main Street & Pico Boulevard	0.639	B	0.686	B	0.047	No	0.531	A	0.547	A	0.016	No
33	Blaine Street & Olympic Boulevard	0.605	B	0.943	E	0.338	Yes	0.582	A	0.857	D	0.275	Yes
34	Blaine Street & SR-110 SB Off-Ramp	0.268	A	0.635	B	0.367	No	0.264	A	0.389	A	0.125	No
35	Blaine Street & 11th Street	0.479	A	0.711	C	0.232	Yes	0.699	B	1.188	F	0.489	Yes
36	Convention Center Drive/Georgia Street & Venice Boulevard	0.109	A	0.222	A	0.113	No	0.149	A	0.239	A	0.090	No
37	Figueroa Street & Venice Boulevard	0.462	A	0.544	A	0.082	No	0.544	A	0.902	E	0.358	Yes
38	Flower Street & Venice Boulevard	0.277	A	0.342	A	0.065	No	0.297	A	0.737	C	0.440	Yes
39	Grand Avenue & Venice Boulevard	0.178	A	0.251	A	0.073	No	0.168	A	0.626	B	0.458	No
40	Olive Street & Venice Boulevard	0.197	A	0.399	A	0.202	No	0.181	A	0.611	B	0.430	No
41	Grand Avenue & 17th Street	0.377	A	0.441	A	0.064	No	0.385	A	0.718	C	0.333	Yes
42	Olive Street & 17th Street	0.454	A	1.003	F	0.549	Yes	0.412	A	0.605	B	0.193	No
43	Hill Street & 17th Street	0.493	A	1.047	F	0.554	Yes	0.372	A	1.097	F	0.725	Yes
44	Broadway & 17th Street	0.473	A	1.065	F	0.592	Yes	0.346	A	0.487	A	0.141	No
45	Main Street & 17th Street	0.491	A	1.035	F	0.544	Yes	0.431	A	0.511	A	0.080	No
46	Los Angeles Street & 17th Street	0.531	A	1.074	F	0.543	Yes	0.446	A	0.526	A	0.080	No
47	Flower Street & 18th Street	0.093	A	0.095	A	0.002	No	0.106	A	0.179	A	0.073	No
48	Grand Avenue & 18th Street	0.258	A	0.336	A	0.078	No	0.294	A	0.544	A	0.250	No
49	Olive Street & 18th Street	0.376	A	0.599	A	0.223	No	0.338	A	0.549	A	0.211	No
50	Hill Street & 18th Street	0.287	A	0.373	A	0.086	No	0.289	A	1.242	F	0.953	Yes
51	Broadway & 18th Street	0.391	A	0.429	A	0.038	No	0.350	A	1.033	F	0.683	Yes
52	Main Street & 18th Street	0.470	A	0.470	A	0.000	No	0.446	A	1.080	F	0.634	Yes
53	Los Angeles Street & 18th Street	0.541	A	0.541	A	0.000	No	0.585	A	1.853	F	1.268	Yes
54	Figueroa Street & Washington Boulevard	0.534	A	0.592	A	0.058	No	0.488	A	0.709	C	0.221	Yes
55	Flower Street & Washington Boulevard	0.348	A	0.351	A	0.003	No	0.302	A	0.569	A	0.267	No
56	Grand Avenue & Washington Boulevard	0.385	A	0.454	A	0.069	No	0.329	A	0.558	A	0.229	No
57	Olive Street & Washington Boulevard	0.325	A	0.485	A	0.160	No	0.257	A	0.470	A	0.213	No
58	Hill Street & Washington Boulevard	0.308	A	0.496	A	0.188	No	0.237	A	0.388	A	0.151	No
59	Broadway & Washington Boulevard	0.409	A	0.476	A	0.067	No	0.329	A	0.421	A	0.092	No
60	Main Street & Washington Boulevard	0.572	A	0.598	A	0.026	No	0.487	A	0.651	B	0.164	No

Table 5.2.1.1 **Future With Project - Intersection Level of Service** 12/30/2011

Saturday Day: Pre-Event Hour: (12:00-1:00 PM) & Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Saturday Day Pre-Event Hour (12:00-1:00 PM)						Saturday Day Post-Event Hour (4:30-5:30 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
61	Los Angeles Street & Washington Boulevard	0.252	A	0.278	A	0.026	No	0.231	A	0.340	A	0.109	No
62	San Pedro Street & Washington Boulevard	0.526	A	0.527	A	0.001	No	0.444	A	0.608	B	0.164	No
63	Figueroa Street & Adams Boulevard	0.957	E	0.966	E	0.009	No	0.925	E	0.930	E	0.005	No
64	Flower Street & Adams Boulevard	0.393	A	0.403	A	0.010	No	0.390	A	0.546	A	0.156	No
65	I-110 NB Off-Ramps & Adams Boulevard	0.503	A	0.880	D	0.377	Yes	0.460	A	0.504	A	0.044	No
66	Grand Avenue & Adams Boulevard	0.334	A	0.524	A	0.190	No	0.291	A	0.359	A	0.068	No
67	Hill Street & Adams Boulevard	0.387	A	0.771	C	0.384	Yes	0.326	A	0.337	A	0.011	No
68	Broadway & Adams Boulevard	0.359	A	0.436	A	0.077	No	0.303	A	0.303	A	0.000	No
69	Main Street & Adams Boulevard	0.521	A	0.521	A	0.000	No	0.438	A	0.438	A	0.000	No
70	Flower Street & Jefferson Boulevard	0.409	A	0.411	A	0.002	No	0.411	A	0.540	A	0.129	No
71	Figueroa Street & Exposition Boulevard	0.697	B	0.703	C	0.006	No	0.640	B	0.643	B	0.003	No
72	Flower Street & 37th Street	0.278	A	0.278	A	0.000	No	0.318	A	0.455	A	0.137	No
73	Hope Street & 37th Street	0.304	A	0.318	A	0.014	No	0.321	A	0.322	A	0.001	No
74	Hill Street & 37th Street	0.122	A	0.226	A	0.104	No	0.138	A	0.138	A	0.000	No
75	Broadway & 37th Street	0.153	A	0.153	A	0.000	No	0.105	A	0.105	A	0.000	No
76	Figueroa Street & 39th Street	0.358	A	0.376	A	0.018	No	0.359	A	0.365	A	0.006	No
77	I-110 HOV Ramps & 39th Street	0.168	A	0.269	A	0.101	No	0.187	A	0.344	A	0.157	No
78	Figueroa Street & Martin Luther King Jr Boulevard	0.703	C	0.708	C	0.005	No	0.631	B	0.768	C	0.137	Yes
79	I-110 SB Ramps & Martin Luther King Jr Boulevard	0.681	B	0.685	B	0.004	No	0.613	B	0.769	C	0.156	Yes
80	I-110 NB Ramps & Martin Luther King Jr Boulevard	0.627	B	0.696	B	0.069	No	0.579	A	0.609	B	0.030	No
81	Georgia Street &9th Street	0.437	A	0.553	A	0.116	No	0.502	A	0.722	C	0.220	Yes
82	Francisco Street & 9th Street	0.253	A	0.357	A	0.104	No	0.231	A	0.575	A	0.344	No
83	Figueroa Street & 9th Street	0.540	A	0.647	B	0.107	No	0.537	A	0.642	B	0.105	No
84	Flower Street & 9th Street	0.539	A	0.608	B	0.069	No	0.422	A	0.492	A	0.070	No
85	Broadway & 9th Street	0.451	A	0.452	A	0.001	No	0.338	A	0.395	A	0.057	No
86	Bixel Street & 8th Street	0.527	A	0.527	A	0.000	No	0.475	A	0.609	B	0.134	No
87	Francisco Street & 8th Street	0.260	A	0.543	A	0.283	No	0.254	A	0.471	A	0.217	No
88	Figueroa Street & 8th Street	0.418	A	0.986	E	0.568	Yes	0.471	A	0.754	C	0.283	Yes
89	Flower Street & 8th Street	0.393	A	0.755	C	0.362	Yes	0.359	A	0.559	A	0.200	No

Table 5.2.1.1 **Future With Project - Intersection Level of Service** 12/30/2011

Saturday Day: Pre-Event Hour: (12:00-1:00 PM) & Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Saturday Day Pre-Event Hour (12:00-1:00 PM)						Saturday Day Post-Event Hour (4:30-5:30 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
90	Hill Street & 8th Street	0.475	A	0.541	A	0.066	No	0.391	A	0.395	A	0.004	No
91	Broadway & 8th Street	0.713	C	0.743	C	0.030	No	0.546	A	0.546	A	0.000	No
92	Bixel Street & Wilshire Boulevard	0.387	A	0.403	A	0.016	No	0.352	A	0.377	A	0.025	No
93	Figueroa Street & Wilshire Boulevard	0.376	A	0.393	A	0.017	No	0.482	A	0.820	D	0.338	Yes
94	Lucas Avenue & 6th Street	0.478	A	0.706	C	0.228	Yes	0.453	A	0.491	A	0.038	No
95	Bixel Street & 6th Street	0.407	A	0.485	A	0.078	No	0.389	A	0.404	A	0.015	No
96	Figueroa Street & 6th Street	0.317	A	0.451	A	0.134	No	0.369	A	0.533	A	0.164	No
97	Flower Street & 6th Street	0.259	A	0.467	A	0.208	No	0.265	A	0.305	A	0.040	No
98	Grand Avenue & 6th Street	0.245	A	0.338	A	0.093	No	0.203	A	0.275	A	0.072	No
99	Hill Street & 6th Street	0.386	A	0.397	A	0.011	No	0.351	A	0.513	A	0.162	No
100	Spring Street & 6th Street	0.325	A	0.369	A	0.044	No	0.327	A	0.375	A	0.048	No
101	Main Street & 6th Street	0.288	A	0.288	A	0.000	No	0.301	A	0.526	A	0.225	No
102	Figueroa Street & 5th Street	0.242	A	0.273	A	0.031	No	0.269	A	0.523	A	0.254	No
103	Grand Avenue & 5th Street	0.219	A	0.307	A	0.088	No	0.223	A	0.277	A	0.054	No
104	Olive Street & 5th Street	0.373	A	0.414	A	0.041	No	0.395	A	0.541	A	0.146	No
105	Hill Street & 5th Street	0.349	A	0.440	A	0.091	No	0.348	A	0.403	A	0.055	No
106	Spring Street & 5th Street	0.274	A	0.329	A	0.055	No	0.268	A	0.268	A	0.000	No
107	Main Street & 5th Street	0.199	A	0.199	A	0.000	No	0.212	A	0.297	A	0.085	No
108	Figueroa Street & 2nd Street	0.306	A	0.311	A	0.005	No	0.278	A	0.484	A	0.206	No
109	Beaudry Street & 1st Street	0.184	A	0.184	A	0.000	No	0.231	A	0.233	A	0.002	No
110	Hope Street & 1st Street	0.293	A	0.427	A	0.134	No	0.324	A	0.650	B	0.326	No
111	Grand Avenue & 1st Street	0.402	A	0.440	A	0.038	No	0.466	A	0.841	D	0.375	Yes
112	Olive Street & 1st Street	0.313	A	0.313	A	0.000	No	0.291	A	0.426	A	0.135	No
113	Hill Street & 1st Street	0.393	A	0.469	A	0.076	No	0.490	A	0.654	B	0.164	No
114	Spring Street & 1st Street	0.327	A	0.410	A	0.083	No	0.360	A	0.362	A	0.002	No
115	Main Street & 1st Street	0.348	A	0.348	A	0.000	No	0.360	A	0.464	A	0.104	No
116	Hope Street & Temple Street	0.299	A	0.347	A	0.048	No	0.358	A	0.523	A	0.165	No
117	Main Street & Aliso Street	0.363	A	0.363	A	0.000	No	0.393	A	0.681	B	0.288	No
118	Los Angeles Street & Aliso Street / US-101 SB On-Ramps	0.306	A	0.306	A	0.000	No	0.315	A	0.387	A	0.072	No
119	Grand Avenue & US-101 NB Ramps	0.497	A	0.497	A	0.000	No	0.560	A	1.008	F	0.448	Yes

Table 5.2.1.1 **Future With Project - Intersection Level of Service** 12/30/2011

Saturday Day: Pre-Event Hour: (12:00-1:00 PM) & Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Saturday Day Pre-Event Hour (12:00-1:00 PM)						Saturday Day Post-Event Hour (4:30-5:30 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
120	Beaudry Avenue & Sunset Boulevard	0.806	D	0.806	D	0.000	No	0.633	B	0.633	B	0.000	No
121	Figueroa Street & Cesar Chavez Avenue	0.567	A	0.567	A	0.000	No	0.572	A	0.572	A	0.000	No
122	Grand Avenue & Cesar Chavez Avenue	0.578	A	0.578	A	0.000	No	0.642	B	0.645	B	0.003	No
123	Spring Street & Cesar Chavez Avenue	0.671	B	0.733	C	0.062	Yes	0.664	B	0.664	B	0.000	No
124	Main Street & Cesar Chavez Avenue	0.549	A	0.549	A	0.000	No	0.599	A	0.631	B	0.032	No
125	Alameda Street & Cesar Chavez Avenue	0.653	B	0.653	B	0.000	No	0.660	B	0.660	B	0.000	No
126	Main Street & Alpine Street	0.312	A	0.328	A	0.016	No	0.254	A	0.271	A	0.017	No
127	Alameda Street & Alpine Street	0.199	A	0.214	A	0.015	No	0.170	A	0.195	A	0.025	No
128	Hill Street & Alpine Street	0.429	A	0.532	A	0.103	No	0.415	A	0.577	A	0.162	No
129	Hill Street & College Street	0.543	A	0.645	B	0.102	No	0.573	A	0.735	C	0.162	Yes
130	Sunset Boulevard & Elysian Park Avenue	0.656	B	0.656	B	0.000	No	0.609	B	0.624	B	0.015	No
131	Glendale Boulevard & Bellevue Avenue	0.415	A	0.468	A	0.053	No	0.381	A	0.591	A	0.210	No
132	Glendale Boulevard & Temple Street	0.650	B	0.706	C	0.056	Yes	0.661	B	0.854	D	0.193	Yes
133	Alvarado Street & US-101 WB Ramps	0.565	A	0.566	A	0.001	No	0.550	A	0.614	B	0.064	No
134	Alvarado Street & US-101 EB Ramps	0.561	A	0.561	A	0.000	No	0.564	A	0.589	A	0.025	No
135	Alvarado Street & Beverly Boulevard	0.521	A	0.540	A	0.019	No	0.509	A	0.509	A	0.000	No
136	Vermont Avenue & 6th Street	0.660	B	0.669	B	0.009	No	0.748	C	0.763	C	0.015	No
137	Alvarado Street & 6th Street	0.574	A	0.594	A	0.020	No	0.554	A	0.585	A	0.031	No
138	Western Avenue & Wilshire Boulevard	0.660	B	0.712	C	0.052	Yes	0.761	C	0.776	C	0.015	No
139	Normandie Avenue & Wilshire Boulevard	0.687	B	0.706	C	0.019	No	0.639	B	0.639	B	0.000	No
140	Vermont Avenue & Wilshire Boulevard	0.789	C	0.803	D	0.014	No	0.782	C	0.798	C	0.016	No
141	Alvarado Street & Wilshire Boulevard	0.449	A	0.455	A	0.006	No	0.459	A	0.508	A	0.049	No
142	Vermont Avenue & 8th Street	0.727	C	0.740	C	0.013	No	0.703	C	0.704	C	0.001	No
143	Alvarado Street & 8th Street	0.544	A	0.575	A	0.031	No	0.471	A	0.563	A	0.092	No
144	Western Avenue & Olympic Boulevard	0.625	B	0.677	B	0.052	No	0.633	B	0.707	C	0.074	Yes
145	Normandie Avenue & Olympic Boulevard	0.621	B	0.665	B	0.044	No	0.603	B	0.668	B	0.065	No
146	Vermont Avenue & Olympic Boulevard	1.067	F	1.144	F	0.077	Yes	0.846	D	0.904	E	0.058	Yes
147	Alvarado Street & Olympic Boulevard	0.749	C	0.898	D	0.149	Yes	0.710	C	0.817	D	0.107	Yes
148	Union Avenue & Olympic Boulevard	0.620	B	0.775	C	0.155	Yes	0.577	A	0.663	B	0.086	No
149	Western Avenue & Pico Boulevard	0.681	B	0.698	B	0.017	No	0.709	C	0.717	C	0.008	No

Table 5.2.1.1 **Future With Project - Intersection Level of Service** 12/30/2011

Saturday Day: Pre-Event Hour: (12:00-1:00 PM) & Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Saturday Day Pre-Event Hour (12:00-1:00 PM)						Saturday Day Post-Event Hour (4:30-5:30 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
150	Normandie Avenue & Pico Boulevard	0.613	B	0.627	B	0.014	No	0.626	B	0.629	B	0.003	No
151	Vermont Avenue & Pico Boulevard	0.726	C	0.769	C	0.043	Yes	0.669	B	0.715	C	0.046	Yes
152	Alvarado Street & Pico Boulevard	0.728	C	0.993	E	0.265	Yes	0.753	C	0.980	E	0.227	Yes
153	Union Avenue & Pico Boulevard	0.638	B	0.634	B	-0.004	No	0.603	B	0.765	C	0.162	Yes
154	Alvarado Street & Hoover Street	0.413	A	0.412	A	-0.001	No	0.427	A	0.536	A	0.109	No
155	Western Avenue & Venice Boulevard	0.553	A	0.581	A	0.028	No	0.592	A	0.607	B	0.015	No
156	Normandie Avenue & Venice Boulevard	0.504	A	0.537	A	0.033	No	0.528	A	0.583	A	0.055	No
157	Vermont Avenue & Venice Boulevard	0.645	B	0.728	C	0.083	Yes	0.697	B	0.731	C	0.034	No
158	Hoover Street & Venice Boulevard	0.682	B	0.735	C	0.053	Yes	0.699	B	0.872	D	0.173	Yes
159	Western Avenue & Washington Boulevard	0.673	B	0.700	B	0.027	No	0.731	C	0.748	C	0.017	No
160	Normandie Avenue & Washington Boulevard	0.622	B	0.652	B	0.030	No	0.631	B	0.637	B	0.006	No
161	Vermont Avenue & Washington Boulevard	0.802	D	0.899	D	0.097	Yes	0.817	D	0.825	D	0.008	No
162	Hoover Street & Washington Boulevard	0.640	B	0.759	C	0.119	Yes	0.747	C	0.856	D	0.109	Yes
163	I-10 WB Ramps & 20th Street	0.701	B	0.712	C	0.011	No	0.666	B	0.884	D	0.218	Yes
164	Vermont Avenue & I-10 EB Ramps	0.904	E	0.987	E	0.083	Yes	0.844	D	0.844	D	0.000	No
165	Hoover Street & I-10 EB Ramps	0.722	C	0.842	D	0.120	Yes	0.654	B	0.654	B	0.000	No
166	Hill Street & 16th Street	0.297	A	0.714	C	0.417	Yes	0.229	A	1.152	F	0.923	Yes
167	Broadway & 16th Street	0.294	A	0.484	A	0.190	No	0.203	A	0.427	A	0.224	No
168	Main Street & 16th Street	0.470	A	0.598	A	0.128	No	0.352	A	0.512	A	0.160	No
169	Los Angeles Street & 16th Street	0.266	A	0.448	A	0.182	No	0.151	A	0.277	A	0.126	No
170	San Pedro Street & 16th Street	0.714	C	0.849	D	0.135	Yes	0.423	A	0.721	C	0.298	Yes
171	Central Avenue & 16th Street	0.586	A	0.597	A	0.011	No	0.411	A	0.449	A	0.038	No
172	Central Avenue & Washington Boulevard	0.637	B	0.663	B	0.026	No	0.443	A	0.598	A	0.155	No
173	Wilton Place & Wilshire Boulevard	0.511	A	0.517	A	0.006	No	0.600	A	0.611	B	0.011	No
174	Arlington Avenue & Olympic Boulevard	0.454	A	0.489	A	0.035	No	0.519	A	0.551	A	0.032	No
175	Arlington Avenue & Pico Boulevard	0.430	A	0.430	A	0.000	No	0.496	A	0.511	A	0.015	No
176	Arlington Avenue & Venice Boulevard	0.474	A	0.507	A	0.033	No	0.735	C	0.790	C	0.055	Yes
177	Arlington Avenue & Washington Boulevard	0.561	A	0.597	A	0.036	No	0.605	B	0.609	B	0.004	No

Table 5.2.1.1 **Future With Project - Intersection Level of Service** 12/30/2011

Saturday Day: Pre-Event Hour: (12:00-1:00 PM) & Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

Total # of Impacted Intersections			31		36
# of Impacted Intersections with FWP LOS C	45%		14	39%	14
# of Impacted Intersections with FWP LOS D	19%		6	31%	11
# of Impacted Intersections with FWP LOS E	16%		5	8%	3
# of Impacted Intersections with FWP LOS F	19%		6	22%	8

eastbound freeway. Eleven of the impacted intersections would be in the downtown area, and the remaining fifteen intersections would be on arterials serving the downtown area, with the majority of these intersections operating at LOS D or better.

5.2.2 Transit

Saturday Pre-Event Hour (12:00 – 1:00pm)

The transit system analysis for the Saturday Pre-Event Hour is summarized in Table 5.2.2.1. As was discussed for Sunday Events, the transit system operates reduced schedules at weekends, so system capacity is lower than on weekdays. Overall, the transit system serving the Proposed Project site would have a projected passenger-carrying capacity of 19,139 riders in the Saturday Pre-Event Hour (slightly higher than for a Sunday Pre-Event Hour). The total ridership in the Saturday Pre-Event Hour including 5,400 trips from the Proposed Project would be 17,406 riders, so overall there would be sufficient capacity to accommodate the Proposed Project. However the policy load factors (capacities) would be slightly exceeded on two rail transit lines, the Silver Line, and for Express and Local buses, as shown in Table 5.2.2.1 and listed below, which would constitute significant impacts:

Line	Additional Rail Cars/Buses Needed to Meet Load Factor
Metro Red Line	1
Metro Blue Line	4
Metro Silver Line (South)	1
Metro Silver Line (North)	1
Express Bus	1
Local Bus	1

These would occur because of the reduced transit schedules at weekends, when additional capacity could be provided during the Saturday Pre-Event Hour. These impacts could be eliminated by relatively small increases in transit service, as detailed in Chapter 10 – Project Mitigation, and shown above (see also Table 5.2.2.1a and Table 5.2.2.1b).

Saturday Post Event Hour (4:30 – 5:30pm)

The transit system analysis for the Saturday Post-Event Hour is summarized in Table 5.2.2.2. Overall, the transit system serving the Proposed Project site would have a projected passenger-carrying capacity of 19,308 riders in the Saturday Post-Event Hour (slightly higher than for a Sunday Post-Event Hour). The total ridership in the Saturday Post-Event Hour

Table 5.2.2.1 Future With Project - Transit Analysis - Saturday Day: Pre-Event Hour (12:00 - 1:00pm) 10/24/2011

Line	Policy Load Factor [1]	Dir.[2]	Existing [3]				Future Without Project (2017) [4]				Future With Project (2017)			
			Max Load	Total Capacity [5]	Load Factor	Available Capacity	Max Load	Total Capacity [6]	Load Factor	Available Capacity	Project Trips	Max Load	Load Factor	Available Capacity
Red	2.30	EB	1,311	2,540	1.21	1,229	1,401	2,540	1.30	1,139	1,188	2,589	2.40	-49
Purple	2.30	EB	378	1,270	0.70	892	411	1,270	0.76	859	216	627	1.16	643
Red/Purple	2.30	WB	1,738	3,810	1.07	2,072	1,871	3,810	1.16	1,939	810	2,681	1.66	1,129
Blue	1.75	NB	1,080	1,995	0.96	915	1,146	1,995	1.02	849	1,296	2,442	2.17	-447
Expo	1.75	NB	0	0	0.00	0	751	1,995	0.67	1,244	864	1,615	1.44	380
Green (East)	1.75	WB	234	1,064	0.39	830	248	1,064	0.41	816	432	680	1.13	384
Green (West)	1.75	EB	387	1,064	0.65	677	411	1,064	0.68	653	270	681	1.13	383
Gold (Pasadena)	1.75	SB	477	1,330	0.64	853	506	1,330	0.68	824	216	722	0.96	608
Gold (East LA)	1.75	NB	241	1,330	0.32	1,089	256	1,330	0.34	1,074	270	526	0.70	804
Metrolink	1.00	WB	324	681	0.48	357	344	681	0.51	337	324	668	0.98	13
Silver Line (Artesia T.C.)	1.30	NB	14	60	0.30	46	41	120	0.45	79	108	149	1.62	-29
Silver Line (El Monte)	1.30	SB	46	180	0.33	134	73	180	0.53	107	108	181	1.31	-1
Metro Bus														
Rapid	1.30	N/E	963	1,708	0.73	745	909	1,486	0.79	577	378	1,287	1.13	199
Express	1.30	N/E	135	364	0.48	229	98	208	0.61	110	162	260	1.62	-52
Local	1.30	N/E	5,267	5,899	1.16	632	5,304	5,535	1.25	231	270	5,574	1.31	-39
Rail Subtotal [7]	-		4,507	9,615	1.03	5,108	5,581	11,610	1.02	6,029	4,374	9,955	1.81	1,655
Grand Total	-		10,932	17,826	1.02	6,894	12,006	19,139	1.06	7,133	5,400	17,406	1.54	1,733

1. Source: Los Angeles County Transportation Authority (Metro), 2011; Southern California Regional Rail Authority (Metrolink), 2011
2. Direction of travel (NB/EB during Pre-Event Hours; SB/WB during Post-Event Hours) - Silver/Green/Gold Lines include both directions for all time periods
3. Metro Bus ridership data for March 2011, Metro Rail ridership data for 2010-2011; Metrolink ridership data for May 2011
4. Ridership projections assume 1% growth in riders a year (Source: Metro, 2011)
5. Existing capacity from Metro and Metrolink service schedules and vehicle capacities from Table 5.1.2.1
6. Future Without Project capacities from Metro and Metrolink service schedules and vehicle capacities from Table 5.1.2.1 with projected service changes from Metro
7. Rail Subtotal includes Red, Purple, Red/Purple, Blue, and Expo Lines. Totals for other lines (Green-East, Green-West, Gold-Pasadena, Gold-East LA, and Metrolink) included in numbers for Red, Purple, and Blue Lines due to transfers.

Table 5.2.2.1a Future Without Project
Saturday Day: Pre-Event Hour (12:00 - 1:00pm)

Line	Dir.	Frequency (minutes)	Buses/Trains per Hour	Train Length - # of Cars	Total Cars/Buses
Red	EB	12	5	4	20
Purple	EB	12	5	2	10
Red/Purple	WB	6	10	4/2	30
Blue	NB	12	5	3	15
Expo	NB	12	5	3	15
Green (East)	WB	15	4	2	8
Green (West)	EB	15	4	2	8
Gold (Pasadena)	SB	12	5	2	10
Gold (ELA)	NB	12	5	2	10
Metrolink	WB	60	1	5	5
Silver Line (Artesia T.C.)	NB	30	2	N/A	2
Silver Line (El Monte)	SB	20	3	N/A	3
Metro Bus					
Rapid	N/E	-	23	N/A	23
Express	N/E	-	4	N/A	4
Local	N/E	-	103	N/A	103

Table 5.2.2.1b Future Additional Service Needed with Project
Saturday Day: Pre-Event Hour (12:00 - 1:00pm)

Line	Dir.	Available Capacity with Project	Additional Cars/ Buses Needed
Red	EB	-49	1
Purple	EB	643	-
Red/Purple	WB	1,129	-
Blue	NB	-447	4
Expo	NB	380	-
Green (East)	WB	384	-
Green (West)	EB	383	-
Gold (Pasadena)	SB	608	-
Gold (ELA)	NB	804	-
Metrolink	WB	13	-
Silver Line (Artesia T.C.)	NB	-29	1
Silver Line (El Monte)	SB	-1	1
Metro Bus			
Rapid	N/E	199	-
Express	N/E	-52	1
Local	N/E	-39	1

Table 5.2.2.2 Future With Project - Transit Analysis - Saturday Day: Post-Event Hour (4:30 - 5:30pm) 10/24/2011

Line	Policy Load Factor [1]	Dir.[2]	Existing [3]				Future Without Project (2017) [4]				Future With Project (2017)			
			Max Load	Total Capacity [5]	Load Factor	Available Capacity	Max Load	Total Capacity [6]	Load Factor	Available Capacity	Project Trips	Max Load	Load Factor	Available Capacity
Red	2.30	WB	1,165	2,540	1.08	1,375	1,247	2,540	1.15	1,293	1,861	3,108	2.88	-568
Purple	2.30	WB	413	1,270	0.76	857	449	1,270	0.83	821	338	787	1.46	483
Red/Purple	2.30	EB	1,917	3,810	1.18	1,893	2,056	3,810	1.27	1,754	1,269	3,325	2.05	485
Blue	1.75	SB	1,036	1,995	0.92	959	1,100	1,995	0.98	895	2,030	3,130	2.78	-1,135
Expo	1.75	SB	0	0	0.00	0	720	1,995	0.64	1,275	1,354	2,074	1.84	-79
Green (East)	1.75	EB	313	1,064	0.52	751	332	1,064	0.55	732	677	1,009	1.68	55
Green (West)	1.75	WB	384	1,064	0.64	680	408	1,064	0.68	656	423	831	1.38	233
Gold (Pasadena)	1.75	NB	480	1,330	0.64	850	510	1,330	0.68	820	338	848	1.13	482
Gold (East LA)	1.75	SB	250	1,330	0.33	1,080	265	1,330	0.35	1,065	423	688	0.92	642
Metrolink	1.00	EB	290	681	0.43	391	308	681	0.45	373	508	815	1.20	-134
Silver Line (Artesia T.C.)	1.30	SB	19	60	0.41	41	47	120	0.51	73	169	216	2.35	-96
Silver Line (El Monte)	1.30	NB	85	180	0.62	95	116	180	0.84	64	169	285	2.06	-105
Metro Bus														
Rapid	1.30	S/W	902	1,708	0.69	806	836	1,486	0.73	650	592	1,429	1.25	57
Express	1.30	S/W	139	416	0.43	277	100	260	0.50	160	254	354	1.77	-94
Local	1.30	S/W	3,234	5,964	0.71	2,730	3,324	5,652	0.76	2,328	423	3,747	0.86	1,905
Rail Subtotal [7]	-		4,531	9,615	1.04	5,084	5,573	11,610	1.02	6,037	6,853	12,425	2.26	-815
Grand Total	-		8,910	17,943	0.83	9,033	9,995	19,308	0.88	9,313	8,460	18,455	1.62	853

1. Source: Los Angeles County Transportation Authority (Metro), 2011; Southern California Regional Rail Authority (Metrolink), 2011
2. Direction of travel (NB/EB during Pre-Event Hours; SB/WB during Post-Event Hours) - Silver/Green/Gold Lines include both directions for all time periods
3. Metro Bus ridership data for March 2011, Metro Rail ridership data for 2010-2011; Metrolink ridership data for May 2011
4. Ridership projections assume 1% growth in riders a year (Source: Metro, 2011)
5. Existing capacity from Metro and Metrolink service schedules and vehicle capacities from Table 5.1.2.1
6. Future Without Project capacities from Metro and Metrolink service schedules and vehicle capacities from Table 5.1.2.1 with projected service changes from Metro
7. Rail Subtotal includes Red, Purple, Red/Purple, Blue, and Expo Lines. Totals for other lines (Green-East, Green-West, Gold-Pasadena, Gold-East LA, and Metrolink) included in numbers for Red, Purple, and Blue Lines due to transfers.

Table 5.2.2.2a Future Without Project
Saturday Day: Post-Event Hour (4:30 - 5:30pm)

Line	Dir.	Frequency (minutes)	Buses/Trains per Hour	Train Length - # of Cars	Total Cars/Buses
Red	WB	12	5	4	20
Purple	WB	12	5	2	10
Red/Purple	EB	6	10	4/2	30
Blue	SB	12	5	3	15
Expo	SB	12	5	3	15
Green (East)	EB	15	4	2	8
Green (West)	WB	15	4	2	8
Gold (Pasadena)	NB	12	5	2	10
Gold (ELA)	SB	12	5	2	10
Metrolink	EB	60	1	5	5
Silver Line (Artesia T.C.)	SB	30	2	N/A	2
Silver Line (El Monte)	NB	20	3	N/A	3
Metro Bus					
Rapid	S/W	-	23	N/A	23
Express	S/W	-	5	N/A	5
Local	S/W	-	105	N/A	105

Table 5.2.2.2b Future Additional Service Needed with Project
Saturday Day: Post-Event Hour (4:30 - 5:30pm)

Line	Dir.	Available Capacity with Project	Additional Cars/ Buses Needed
Red	WB	-568	5
Purple	WB	483	-
Red/Purple	EB	485	-
Blue	SB	-1,135	9
Expo	SB	-79	1
Green (East)	EB	55	-
Green (West)	WB	233	-
Gold (Pasadena)	NB	482	-
Gold (ELA)	SB	642	-
Metrolink	EB	-134	1
Silver Line (Artesia T.C.)	SB	-96	2
Silver Line (El Monte)	NB	-105	2
Metro Bus			
Rapid	S/W	57	-
Express	S/W	-94	2
Local	S/W	1,905	-

including 8,460 trips from the Proposed Project would be 18,455 riders, so overall there would be sufficient capacity to accommodate the Proposed Project. However, the policy load factors (capacities) would be exceeded on three rail transit lines, the Silver Line, the Metrolink lines, and for Express buses, as shown in Table 5.2.2.2 and listed below, which would constitute significant impacts:

Line	Additional Rail Cars/Buses Needed to Meet Load Factor
Metro Red Line	5
Metro Blue Line	9
Exposition Line	1
Metrolink	1
Metro Silver Line (South)	2
Metro Silver Line (North)	2
Express Bus	2

These would occur because of the reduced transit schedules at weekends, when additional capacity could be provided during the Saturday Post-Event Hour, and these impacts could be eliminated by relatively small increases in transit service, as detailed in Chapter 10 – Project Mitigation, and listed above (see also Table 5.2.2.2a and Table 5.2.2.2b).

5.2.3 Parking

Saturday Day Event

For a Saturday Day Event, the estimated parking demand for the Proposed Project would be a total of 24,990 spaces, comprising 20,964 for the Event Center and 4,026 for the Convention Center[1]. This demand would utilize the 6,670 on-site spaces, and 18,320 spaces in the off-site parking supply. It is estimated that approximately 20% of the off-site parking demand would park in parking zones directly to the east of the Project Site, approximately 40% would park in zones to the north and about 16% would in zones to the south. This off-site parking demand would be readily accommodated by the off-site supply in downtown.

This is demonstrated by an analysis of parking demand and supply, not only for the Proposed Project but also for the STAPLES Center and LA LIVE, which is summarized in Table 5.2.3.1, for the same time period as a Saturday Day Event at the Event Center. Table 5.2.3.1

[1] Based on existing Saturday parking demand of 3,763 spaces for the 90th percentile event plus 7% growth due to Convention Center expansion as described in Chapter 4.

Table 5.2.3.1 Future With Project - Parking Demand and Supply Summary Saturday Day Event

10/28/11

Facility	Parking Demand	Parking Demand Allocations				
		On-Site Supply	Off-Site Supply			Total Supply
			LA LIVE Supply	Other Downtown Supply	Total Off-Site Supply	
Proposed Project	24,990 [1]	6,670 [2]	1,000 [3]	17,320	18,320	24,990
LA LIVE	3,262 [4]	0	3,262	0	3,262	3,262
STAPLES Center	0	0	0	0	0	0
Total Demand	28,252	6,670	4,262	17,320	21,582	28,252
Total Available Supply		6,670	3,518 [5]	29,186 [6]	32,704	39,374
Total Surplus						11,122

[1] Comprises 19,560 spaces for Event Center attendees, 1,404 spaces for Event Center employees, and 4,026 spaces for Convention Center based on existing Saturday parking demand of 3,763 spaces for 90th percentile event plus 7% growth due to Convention Center Expansion as described in Chapter 4.

[2] From Table 4.1.1, Chapter 4.

[3] See Chapter 4.

[4] From analysis for LASED EIR & Specific Plan, 2000, and LASED Specific Plan Amendment, 2010.

[5] From Table 4.5.1, Chapter 4.

[6] Unoccupied parking spaces in the off-site area of the Primary Parking Area (excluding LA LIVE), from Table A.5.2.3.1 in Appendix 5.

shows the total parking demand for these uses during a Saturday Day Event to be 28,252 spaces[1]. Note that the parking demand for STAPLES Center would be zero, due to the stated policy of not scheduling a STAPLES Center event at the same time as a major ticketed event at the Event Center.

Table 5.2.3.1 shows this overall demand for 28,252 spaces would utilize the 6,670 on-site parking space supply and 21,582 off-site parking spaces. Table 5.2.3.1 also shows there would be 32,704 off-site parking spaces available[2] which would be considerably more than necessary to satisfy the demand. It is therefore concluded that there would be no significant parking impacts for a Saturday Day Event, as the parking demand would not exceed the available parking supply.

5.2.4 Pedestrian Circulation

Pedestrian circulation conditions for a Saturday Day Event would be essentially the same as described in Section 5.1.4 for a Sunday Day Event. Attendance levels at the Event Center would be the same (72,000) for both weekend days. Background pedestrian volumes would also be very similar, and the slightly higher volumes observed for a Saturday were used for a conservative worst case weekend analysis, as described in Section 5.1.4, to address both Sunday and Saturday Day Event scenarios.

5.2.5 Freeways

Freeway Segments

Freeway Segment Impact Analysis

The freeway segment analysis is summarized in Tables 5.2.5.1 and 5.2.5.2. Levels of service and D/C ratios for Existing Conditions, Future Without Project and Future With Project Conditions are shown in Tables 5.2.5.1 for the Saturday Day Pre-Event hour and 5.2.5.2 for the Saturday Day Post-Event hour. The locations for freeway segment level of service analysis are shown in Figure 5.2.5.1

[1] Includes parking demand of 3,262 spaces for LA LIVE based on analysis for LASED EIR & Specific Plan, 2000, and LASED Specific Plan Amendment, 2010.

[2] As shown in Table 5.2.3.1 this would be comprised of 29,186 unoccupied parking spaces in the off-site area (excluding LA LIVE), as determined by the parking occupancy surveys described in Chapter 2, and shown in Table A.5.2.3.1 in Appendix 5, and the 3,518 space supply at LA LIVE.

Saturday Day: Pre-Event Hour (12:00 – 1:00pm)

Existing Conditions

As shown in Table 5.2.5.1, nineteen locations currently operate at LOS D or better. One mainline location (US-101 South of Vermont Avenue) operates at LOS E.

Future Without Project Conditions

Under Future Without Project conditions, a total of eighteen freeway locations are expected to continue to operate at LOS D or better, with the remaining two locations operating at LOS E (US-101 South of Vermont Avenue, and I-5 South of Stadium Way).

Future With Project Conditions

With the Proposed Project, a total of eight freeway segments would operate at LOS D or better, six locations would operate at LOS E, five locations would operate at LOS F(0), and one would operate at LOS F(1).

As shown in Table 5.2.5.1, the Proposed Project would result in a significant traffic impact at four freeway mainline locations and two freeway HOV locations in the Saturday Day Pre-Event hour. These locations are as follows (with the resultant D/C ratio in parentheses):

15.	I-5 South of Stadium Way (SB)	(1.011)	F(0)
3b.	I-110 North of Martin Luther King Jr. Blvd (HOV) (NB)	(1.015)	F(0)
8.	US-101 at Glendale Boulevard (SB)	(1.064)	F(0)
7.	US-101 North of Vignes Street (NB)	(1.067)	F(0)
14.	US-101 South of Vermont Avenue (SB)	(1.150)	F(0)
12b.	I-110 at Slauson Avenue (HOV) (NB)	(1.252)	F(1)

The majority of D/C ratios at LOS F locations would be less than a D/C ratio of 1.10. At one location the D/C ratio would be between 1.10 and 1.20 and at one location it would be greater than 1.20.

Saturday Day: Post-Event Hour (4:30 – 5:30pm)

Existing Conditions

Nineteen of the freeway locations currently operate at LOS D or better in the Saturday Day Post-Event Hour, as shown in Table 5.2.5.2. One mainline location (I-110 NB between James Wood Boulevard and Olympic Boulevard) operates at LOS E.

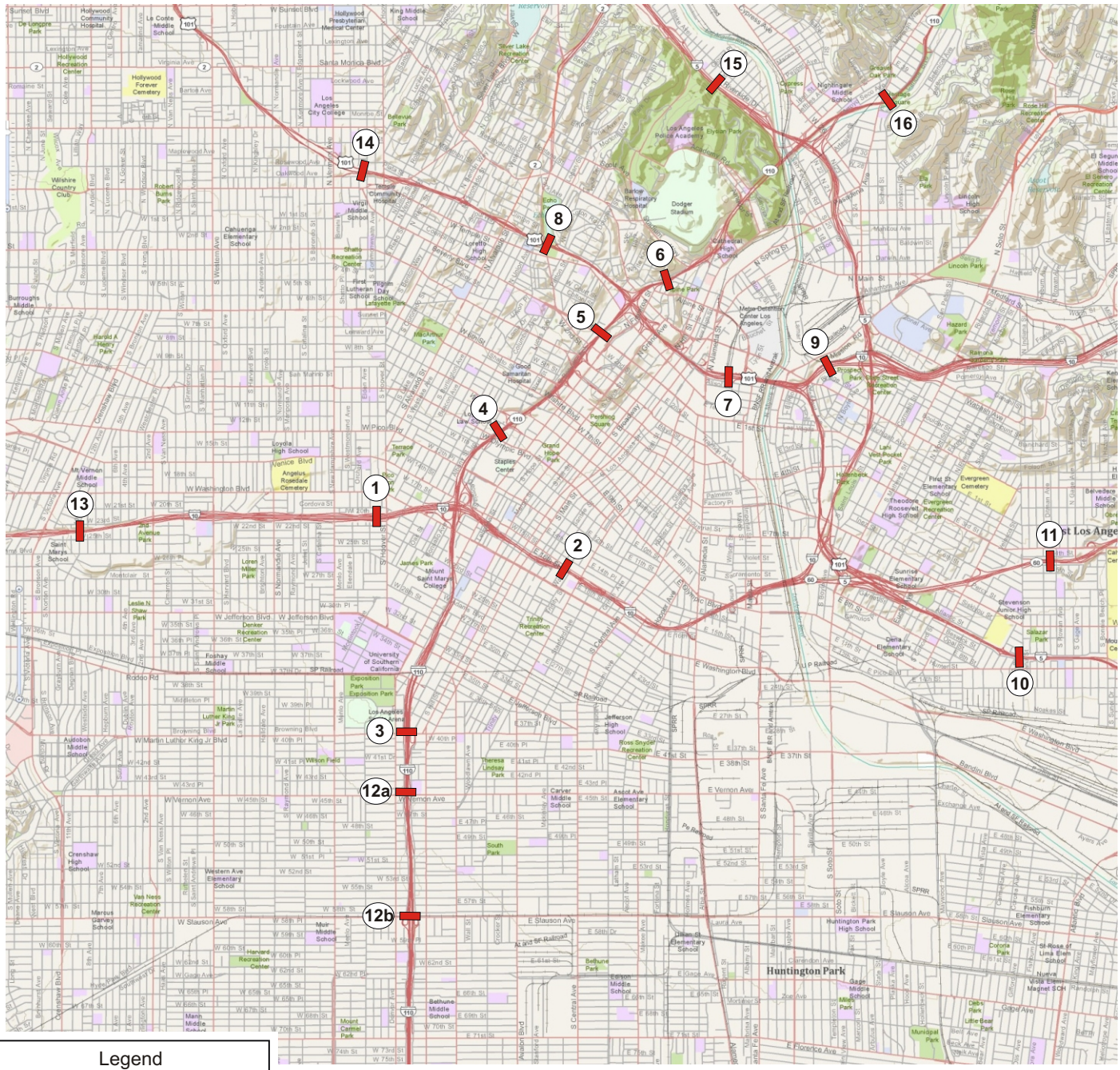


Figure 5.2.5.1
Freeway Segment Analysis Locations

Table 5.2.5.1 Future With Project - Freeway Segment Level of Service
Saturday Day: Pre-Event Hour: (12:00 - 1:00 PM)

1/13/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Future Without Project Conditions			Future With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
1	I-10 West of Vermont (Total)	EB	4 G + 2 C-D	12,000	10,628	0.886	D	10,756	0.896	D	1,071	11,826	0.986	E	0.089	No
		WB	4 G + 2 C-D	12,000	11,583	0.965	E	11,722	0.977	E	0	11,722	0.977	E	0.000	No
2	I - 10 East of San Pedro Street	EB	5 G	10,000	6,645	0.665	C	7,024	0.702	C	0	7,024	0.702	C	0.000	No
		WB	5 G	10,000	5,995	0.600	C	6,337	0.634	C	2,387	8,723	0.872	D	0.239	No
3a	I - 110 South of Martin Luther King Jr. Boulevard (Mainline)	NB	5 G	10,000	5,440	0.544	B	5,609	0.561	C	584	6,193	0.619	C	0.058	No
		SB	5 G	10,000	7,234	0.723	C	7,458	0.746	C	0	7,458	0.746	C	0.000	No
3b	I - 110 North of Martin Luther King Jr. Boulevard (HOV)	NB	1 HOV	1,650	712	0.432	B	734	0.445	B	941	1,675	1.015	F(0)	0.570	Yes
		SB	2 HOV	3,300	1,805	0.547	B	1,861	0.564	C	0	1,861	0.564	C	0.000	No
4	SR-110 between James Wood Boulevard and Olympic Boulevard	NB	3G + 2 C-D	10,000	7,258	0.726	C	7,672	0.767	C	606	8,278	0.828	D	0.061	No
		SB	5 G	10,000	8,031	0.803	D	8,489	0.849	D	952	9,441	0.944	E	0.095	No
5	SR-110 South of US-101	NB	3 G + 2 C	10,000	6,465	0.647	C	6,834	0.683	C	0	6,834	0.683	C	0.000	No
		SB	3 G + 3 C	12,000	9,038	0.753	C	9,553	0.796	D	2,061	11,614	0.968	E	0.172	No
6	SR-110 North of Alpine Street	NB	3 G	6,000	4,785	0.798	D	4,943	0.824	D	0	4,943	0.824	D	0.000	No
		SB	3 G	6,000	4,965	0.828	D	5,129	0.855	D	675	5,804	0.967	E	0.113	No
7	US-101 North of Vignes Street	NB	4 G	8,000	6,996	0.875	D	7,395	0.924	D	1,139	8,534	1.067	F(0)	0.142	Yes
		SB	4 G	8,000	5,083	0.635	C	5,373	0.672	C	0	5,373	0.672	C	0.000	No

Table 5.2.5.1 Future With Project - Freeway Segment Level of Service
Saturday Day: Pre-Event Hour: (12:00 - 1:00 PM)

1/13/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Future Without Project Conditions			Future With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
8	US-101 at Glendale Boulevard	NB	4 G	8,000	6,741	0.843	D	6,883	0.860	D	0	6,883	0.860	D	0.000	No
		SB	4 G	8,000	7,176	0.897	D	7,327	0.916	D	1,184	8,511	1.064	F(0)	0.148	Yes
9a	I-10 at Echandia Street b/w US 101 and I-5 (Mainline)	EB	3 G	6,000	2,519	0.420	B	2,685	0.448	B	0	2,685	0.448	B	0.000	No
		WB	3 G	6,000	2,170	0.362	B	2,313	0.386	B	399	2,712	0.452	B	0.066	No
9b	I-10 at Echandia Street b/w US 101 and I-5 (HOV)	EB	1 HOV	1,650	128	0.078	A	136	0.083	A	0	136	0.083	A	0.000	No
		WB	1 HOV	1,650	382	0.232	A	407	0.247	A	741	1,148	0.696	C	0.449	No
10	I-5 at Calzona Street west of Indiana Street	NB	5 G	10,000	7,365	0.737	C	7,962	0.796	D	1,660	9,621	0.962	E	0.166	No
		SB	5 G	10,000	8,654	0.865	D	9,355	0.935	E	0	9,355	0.935	E	0.000	No
11	SR-60 East of Indiana Street	EB	5 G	10,000	6,363	0.636	C	6,745	0.674	C	0	6,745	0.674	C	0.000	No
		WB	5 G	10,000	8,221	0.822	D	8,714	0.871	D	727	9,441	0.944	E	0.073	No
12a	I-110 at Vernon Avenue (Mainline)	NB	4 G	8,000	5,594	0.699	C	5,767	0.721	C	584	6,352	0.794	D	0.073	No
		SB	4 G	8,000	6,922	0.865	D	7,137	0.892	D	0	7,137	0.892	D	0.000	No
12b	I-110 at Slauson Avenue (HOV)	NB	2 HOV	3,300	2,954	0.895	D	3,046	0.923	D	1,085	4,131	1.252	F(1)	0.329	Yes
		SB	2 HOV	3,300	1,822	0.552	C	1,878	0.569	C	0	1,878	0.569	C	0.000	No
13	I-10 East of Crenshaw Boulevard	EB	5 G	10,000	8,100	0.810	D	8,197	0.820	D	1,071	9,268	0.927	D	0.107	No
		WB	5 G	10,000	7,508	0.751	C	7,598	0.760	C	0	7,598	0.760	C	0.000	No
14	US-101 South of Vermont Avenue	NB	4 G	8,000	6,099	0.762	C	6,227	0.778	D	0	6,227	0.778	D	0.000	No
		SB	4 G	8,000	7,568	0.946	E	7,727	0.966	E	1,473	9,200	1.150	F(0)	0.184	Yes

Table 5.2.5.1 Future With Project - Freeway Segment Level of Service
Saturday Day: Pre-Event Hour: (12:00 - 1:00 PM)

1/13/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Future Without Project Conditions			Future With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
15	I-5 South of Stadium Way	NB	5 G	10,000	8,787	0.879	D	9,683	0.968	E	0	9,683	0.968	E	0.000	No
		SB	4 G + 1 A	9,000	7,808	0.868	D	8,604	0.956	E	491	9,096	1.011	F(0)	0.055	Yes
16	SR-110 South of Avenue 43	NB	3 G	6,000	3,072	0.512	B	3,173	0.529	B	0	3,173	0.529	B	0.000	No
		SB	3 G	6,000	3,940	0.657	C	4,070	0.678	C	491	4,561	0.760	C	0.082	No

Significant Impact?	Yes	6
	No	14

Segment analyzed. All traffic inbound to event.

Table 5.2.5.2 Future With Project - Freeway Segment Level of Service
Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

1/13/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Future Without Project Conditions			Future With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
1	I-10 West of Vermont (Total)	EB	4 G + 2 C-D	12,000	9,522	0.794	D	9,636	0.803	D	0	9,636	0.803	D	0.000	No
		WB	4 G + 2 C-D	12,000	10,730	0.894	D	10,859	0.905	D	1,675	12,534	1.044	F(0)	0.140	Yes
2	I - 10 East of San Pedro Street	EB	5 G	10,000	6,759	0.676	C	7,144	0.714	C	3,734	10,878	1.088	F(0)	0.373	Yes
		WB	5 G	10,000	5,448	0.545	B	5,759	0.576	C	0	5,759	0.576	C	0.000	No
3a	I - 110 South of Martin Luther King Jr. Boulevard (Mainline)	NB	5 G	10,000	4,424	0.442	B	4,561	0.456	B	0	4,561	0.456	B	0.000	No
		SB	5 G	10,000	7,112	0.711	C	7,332	0.733	C	1,358	8,691	0.869	D	0.136	No
3b	I - 110 North of Martin Luther King Jr. Boulevard (HOV)	NB	1 HOV	1,650	735	0.445	B	758	0.459	B	0	758	0.459	B	0.000	No
		SB	2 HOV	3,300	2,507	0.760	C	2,585	0.783	D	1,023	3,608	1.093	F(0)	0.310	Yes
4	SR-110 between James Wood Boulevard and Olympic Boulevard	NB	3G + 2 C-D	10,000	9,946	0.995	E	10,513	1.051	F(0)	1107	11,620	1.162	F(0)	0.111	Yes
		SB	5 G	10,000	7,799	0.780	D	8,244	0.824	D	634	8,878	0.888	D	0.063	No
5	SR-110 South of US-101	NB	3 G + 2 C	10,000	8,684	0.868	D	9,179	0.918	D	3,196	12,375	1.237	F(0)	0.320	Yes
		SB	3 G + 3 C	12,000	8,535	0.711	C	9,021	0.752	C	0	9,021	0.752	C	0.000	No
6	SR-110 North of Alpine Street	NB	3 G	6,000	5,540	0.923	D	5,723	0.954	E	1,053	6,776	1.129	F(0)	0.176	Yes
		SB	3 G	6,000	4,780	0.797	D	4,938	0.823	D	0	4,938	0.823	D	0.000	No
7	US-101 North of Vignes Street	NB	4 G	8,000	5,182	0.648	C	5,477	0.685	C	0	5,477	0.685	C	0.000	No
		SB	4 G	8,000	7,198	0.900	D	7,608	0.951	E	1,782	9,391	1.174	F(0)	0.223	Yes

Table 5.2.5.2 Future With Project - Freeway Segment Level of Service
Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

1/13/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Future Without Project Conditions			Future With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
8	US-101 at Glendale Boulevard	NB	4 G	8,000	6,763	0.845	D	6,905	0.863	D	2,213	9,118	1.140	F(0)	0.277	Yes
		SB	4 G	8,000	6,916	0.865	D	7,061	0.883	D	0	7,061	0.883	D	0.000	No
9a	I-10 at Echandia Street b/w US 101 and I-5 (Mainline)	EB	3 G	6,000	2,624	0.437	B	2,797	0.466	B	1,782	4,580	0.763	C	0.297	No
		WB	3 G	6,000	1,896	0.316	A	2,021	0.337	A	0	2,021	0.337	A	0.000	No
9b	I-10 at Echandia Street b/w US 101 and I-5 (HOV)	EB	1 HOV	1,650	249	0.151	A	265	0.161	A	0	265	0.161	A	0.000	No
		WB	1 HOV	1,650	240	0.145	A	256	0.155	A	0	256	0.155	A	0.000	No
10	I-5 at Calzona Street west of Indiana Street	NB	5 G	10,000	7,089	0.709	C	7,663	0.766	C	0	7,663	0.766	C	0.000	No
		SB	5 G	10,000	7,888	0.789	D	8,527	0.853	D	2,597	11,124	1.112	F(0)	0.260	Yes
11	SR-60 East of Indiana Street	EB	5 G	10,000	6,577	0.658	C	6,972	0.697	C	1,137	8,109	0.811	D	0.114	No
		WB	5 G	10,000	7,537	0.754	C	7,989	0.799	D	0	7,989	0.799	D	0.000	No
12a	I-110 at Vernon Avenue (Mainline)	NB	4 G	8,000	4,661	0.583	C	4,805	0.601	C	0	4,805	0.601	C	0.000	No
		SB	4 G	8,000	7,134	0.892	D	7,355	0.919	D	1,358	8,714	1.089	F(0)	0.170	Yes
12b	I-110 at Slauson Avenue (HOV)	NB	2 HOV	3,300	2,346	0.711	C	2,419	0.733	C	0	2,419	0.733	C	0.000	No
		SB	2 HOV	3,300	2,365	0.717	C	2,438	0.739	C	1,254	3,692	1.119	F(0)	0.380	Yes
13	I-10 East of Crenshaw Boulevard	EB	5 G	10,000	7,039	0.704	C	7,123	0.712	C	0	7,123	0.712	C	0.000	No
		WB	5 G	10,000	7,103	0.710	C	7,188	0.719	C	1,675	8,863	0.886	D	0.167	No
14	US-101 South of Vermont Avenue	NB	4 G	8,000	6,237	0.780	D	6,368	0.796	D	2,305	8,673	1.084	F(0)	0.288	Yes
		SB	4 G	8,000	4,974	0.622	C	5,078	0.635	C	0	5,078	0.635	C	0.000	No

Table 5.2.5.2 Future With Project - Freeway Segment Level of Service
Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

1/13/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Future Without Project Conditions			Future With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
15	I-5 South of Stadium Way	NB	5 G	10,000	8,880	0.888	D	9,786	0.979	E	768	10,554	1.055	F(0)	0.077	Yes
		SB	4 G + 1 A	9,000	9,401	1.045	F(0)	10,360	1.151	F(0)	0	10,360	1.151	F(0)	0.000	No
16	SR-110 South of Avenue 43	NB	3 G	6,000	3,731	0.622	C	3,854	0.642	C	768	4,622	0.770	C	0.128	No
		SB	3 G	6,000	4,953	0.826	D	5,116	0.853	D	0	5,116	0.853	D	0.000	No

Significant Impact?	Yes	13
	No	6

Segment analyzed. All traffic outbound from event.

Future Without Project Conditions

Under Future Without Project conditions, a total of sixteen freeway locations would operate at LOS D or better, with three of the remaining locations expected to operate at LOS E and one location expected to operate at LOS F (SR-110 NB between James Wood Boulevard and Olympic Boulevard).

Future With Project Conditions

Under Future With Project conditions, seven of the freeway segments would operate at LOS D or better, and thirteen would operate at LOS F(0).

As shown in Table 5.2.5.2, the Proposed Project would result in a significant traffic impact at eleven freeway mainline and two freeway HOV locations in the Saturday Day Post-Event hour. These locations are as follows (with the direction and resultant D/C ratio in parentheses):

1.	I-10 West of Vermont Avenue (WB)	(1.044)	F(0)
15.	I-5 South of Stadium Way (NB)	(1.055)	F(0)
14.	US-101 South of Vermont Avenue (NB)	(1.084)	F(0)
2.	I-10 East of San Pedro Street (EB)	(1.088)	F(0)
12a.	I-110 at Vernon Avenue (Mainline) (SB)	(1.089)	F(0)
3b.	I-110 North of Martin Luther King Jr. Blvd (HOV) (SB)	(1.093)	F(0)
10.	I-5 West of Indiana Street (SB)	(1.112)	F(0)
12b.	I-110 at Slauson Avenue (HOV) (SB)	(1.119)	F(0)
6.	SR-110 North of Alpine Street (NB)	(1.129)	F(0)
8.	US-101 at Glendale Boulevard (NB)	(1.140)	F(0)
4.	SR-110 Between James Wood Blvd and Olympic Blvd (NB)	(1.162)	F(0)
7.	US-101 North of Vignes Street (SB)	(1.174)	F(0)
5.	SR-110 South of US-101 (NB)	(1.237)	F(0)

The D/C ratio would be less than 1.10 at six of the impacted locations, and would be between 1.10 and 1.20 at a further six locations. At the remaining impacted location the D/C ratio would be greater than 1.20.

Freeway Off-Ramps

Freeway Off-Ramp Impact Analysis

The freeway off-ramp analysis for the Existing Conditions, Future Without Project and Future With Project scenarios is summarized in Table 5.2.5.3 which also provides the ramp volumes and resultant queue lengths during the Pre-Event hour.

Saturday Day: Pre-Event Hour (12:00 – 1:00pm)

As shown in Table 5.2.5.3, the Proposed Project would result in a significant traffic impact at five freeway off-ramps in the Saturday Day Pre-Event hour. These off-ramps are as follows (with type of impact in parentheses):

3.	Los Angeles Street WB Off-ramp	(Mainline)
15.	Hoover Street EB Off-ramp	(Mainline)
2.	Grand Avenue NB Off-ramp	(Lane)
11.	Adams Boulevard NB Off-ramp	(Lane)
13.	9th Street NB Off-ramp	(Lane)

Freeway On-Ramps

Freeway On-Ramp Impact Analysis

The freeway on-ramp level of service analysis for the Existing Conditions, Future Without Project and Future With Project scenarios is summarized in Table 5.2.5.4, which also provides the ramp volumes during the Saturday Day Post-Event Hour.

Saturday Day: Post-Event Hour (4:30 – 5:30pm)

As shown in Table 5.2.5.4, the Proposed Project would result in a significant traffic impact at eleven freeway on-ramps in the Saturday Day Post-Event hour. These on-ramps would be as follows:

1. Los Angeles Street EB On-ramp (US-101)
3. Los Angeles Street EB On-ramp (I-10)
11. Washington Boulevard SB On-ramp
12. Blaine Street SB On-ramp
13. 8th Street SB On-ramp
17. Grand Avenue WB On-ramp (I-10/I-110)
19. Glendale Boulevard On-ramp
23. 5th Street NB On-ramp
24. 8th Street NB On-ramp
25. 9th Street NB On-ramp
26. 11th Street NB On-ramp

At three of these locations, volumes would exceed ramp capacities by less than 10%.

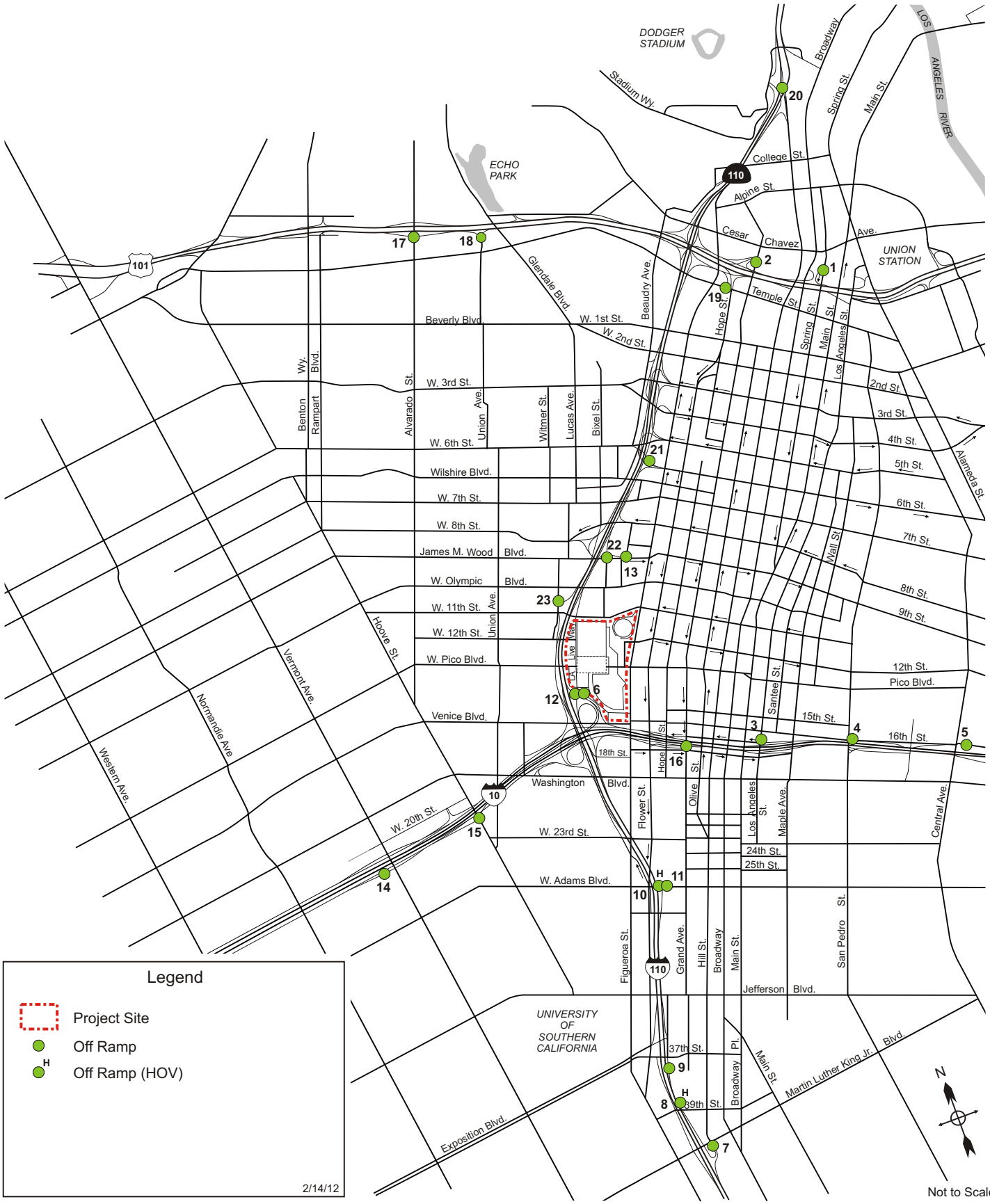


Figure 5.2.5.2
Freeway Off-Ramp Locations

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions

Table 5.2.5.3 **Future With Project - Freeway Off-Ramp Analysis** 1/11/12
Saturday Day: Pre-Event Hour: (12:00 - 1:00 PM)

Off - Ramp # and Location	Movement	# of Lanes	Storage Length (feet)	Existing Conditions			Future Without Project Conditions			Future With Project Conditions			
				Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Project Added Volume	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length
From I-10 East													
1 Spring Street NB Off ramp [1]	EB RT	2	735	31	44	No	237	176	No	269	506	264	No
2 Grand Avenue NB Off ramp	EB LT/RT	2	195	28	44	No	201	154	No	308	509	264	Lane
	EB RT		450		22	No		66	No			110	No
	RAMP TOTAL		645		66	No		220	No			374	No
From I-10 East (from I-5 & SR-60)													
3 Los Angeles Street WB Off ramp	WB LT/TH	2	705	850	242	No	1,316	352	No	1,456	2,772	1,430	Lane
	WB TH/RT		705		242	No		352	No			1,430	Lane
	RAMP TOTAL		1,410		484	No		704	No			2,860	Yes
4 San Pedro Street WB Off ramp	WB TH	2	1,225	705	484	No	712	484	No	353	1,065	924	No
5 Central Avenue WB Off ramp	WB TH	2	3,000	167	176	No	169	176	No	174	343	308	No
6 Pico Boulevard NB Off ramp	NB TH	1	965	726	198	No	753	176	No	407	1,160	330	No
From I-110 South													
7 Martin Luther King Jr. Boulevard NB Off ramp	NB LT	2	763	627	198	No	787	220	No	104	891	220	No
	NB TH/RT		763		396	No		572	No			682	No
	RAMP TOTAL		1,525		594	No		792	No			902	No
8 39th Street HOV NB Off ramp	NB LT/RT	1	1,060	221	66	No	248	88	No	143	391	110	No
9 37th Street NB Off ramp	NB TH	3	1,253	599	264	No	667	264	No	58	725	308	No
	NB TH/RT		627		132	No		132	No			154	No
	RAMP TOTAL		1,880		396	No		396	No			462	No

Table 5.2.5.3 **Future With Project - Freeway Off-Ramp Analysis** 1/11/12
Saturday Day: Pre-Event Hour: (12:00 - 1:00 PM)

Off - Ramp # and Location	Movement	# of Lanes	Storage Length (feet)	Existing Conditions			Future Without Project Conditions			Future With Project Conditions			
				Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Project Added Volume	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length
10 Adams Boulevard HOV NB Off ramp	NB LT	2	2,505	712	242	No	N/A			N/A			
(Existing Conditions)	NB LT/RT		2,505		352	No							
	RAMP TOTAL		5,010		594	No							
10 Adams Boulevard HOV NB Off ramp	NB LT	3	3,497	N/A			771	352	No	523	1,294	440	No
(Future Without Project)	NB LT/RT		1,748					374	No			1,320	No
	RAMP TOTAL		5,010					726	No			1,760	No
11 Adams Boulevard NB Off ramp – Gen.	NB LT	2	825	377	110	No	460	132	No	200	660	154	No
	NB LT/RT		825		286	No		330	No			902	Lane
	RAMP TOTAL		1,650		396	No		462	No			1,056	No
12 Pico Boulevard NB Off ramp	NB TH	2	1,120	746	220	No	858	176	No	251	1,109	264	No
From I-10 West													
13 9th Street NB Off ramp	EB LT/TH	2	550	677	132	No	N/A			N/A			
(Existing Conditions)	EB TH		550		132	No							
	RAMP TOTAL		1,100		264	No							
13 9th Street NB Off ramp	EBL	3	345	N/A			1,107	110	No	751	1,858	242	No
(Future Without Project)	EB LT/TH		345										
	EB TH		345					396	Yes			616	Lane
	RAMP TOTAL		1,035					506	No			858	No
14 Vermont Avenue EB Off ramp	EB LT	2	793	653	352	No	819	484	No	106	925	638	No
	EB TH/RT		793		264	No		330	No			308	No
	RAMP TOTAL		1,585		616	No		814	No			946	No
15 Hoover Street EB Off ramp	EB LT	2	575	633	220	No	750	264	No	330	1,080	440	No
	EB LT/RT		575		418	No		528	No			814	Lane
	RAMP TOTAL		1,150		638	No		792	No			1,254	Yes

Table 5.2.5.3 **Future With Project - Freeway Off-Ramp Analysis** 1/11/12
Saturday Day: Pre-Event Hour: (12:00 - 1:00 PM)

Off - Ramp # and Location	Movement	# of Lanes	Storage Length (feet)	Existing Conditions			Future Without Project Conditions			Future With Project Conditions			
				Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Project Added Volume	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length
16 Grand Avenue EB Off ramp	EB TH	2	2,450	335	264	No	659	528	No	286	945	616	No
From US 101 Northwest													
17 Alvarado Street SB Off ramp	EB LT	2	598	410	198	No	549	308	No	55	604	308	No
	EB RT		598		198	No		176	No			242	No
	RAMP TOTAL		1,195		396	No		484	No			550	No
18 Glendale Boulevard SB Off ramp [1]	SB LT/TH	1	460	164	88	No	259	198	No	235	494	330	No
19 Hope Street EB Off ramp	SB LT	3	493	79	44	No	201	66	No	395	596	66	No
	SB TH/RT		755		44	No		88	No			308	No
	RAMP TOTAL		1,250		88	No		154	No			374	No
From SR 110 North													
20 Hill Street SB Off ramp	SB TH	2	3,850	956	396	No	1,287	528	No	307	1,594	660	No
21 6th Street SB Off ramp	EB TH	1	1,455	271	132	No	409	220	No	873	1,282	1,034	No
22 9th Street SB Off ramp [2]	EB TH	2	1,690	415	264	No	901	616	No	346	1,247	880	No
23 Olympic Boulevard SB Off ramp	WB LT	3	660	733	110	No	956	132	No	671	1,627	528	No
	WB RT		620			No		0	No				No
	RAMP TOTAL		660		110	No		132	No			528	No

Notes:

Analysis uses 22 feet/car for queue length calculations.

1. Unsignalized intersection analyzed as a signalized intersection.

2. Location analyzed as a 2-lane ramp and includes eastbound volumes travelling along 8th Street.

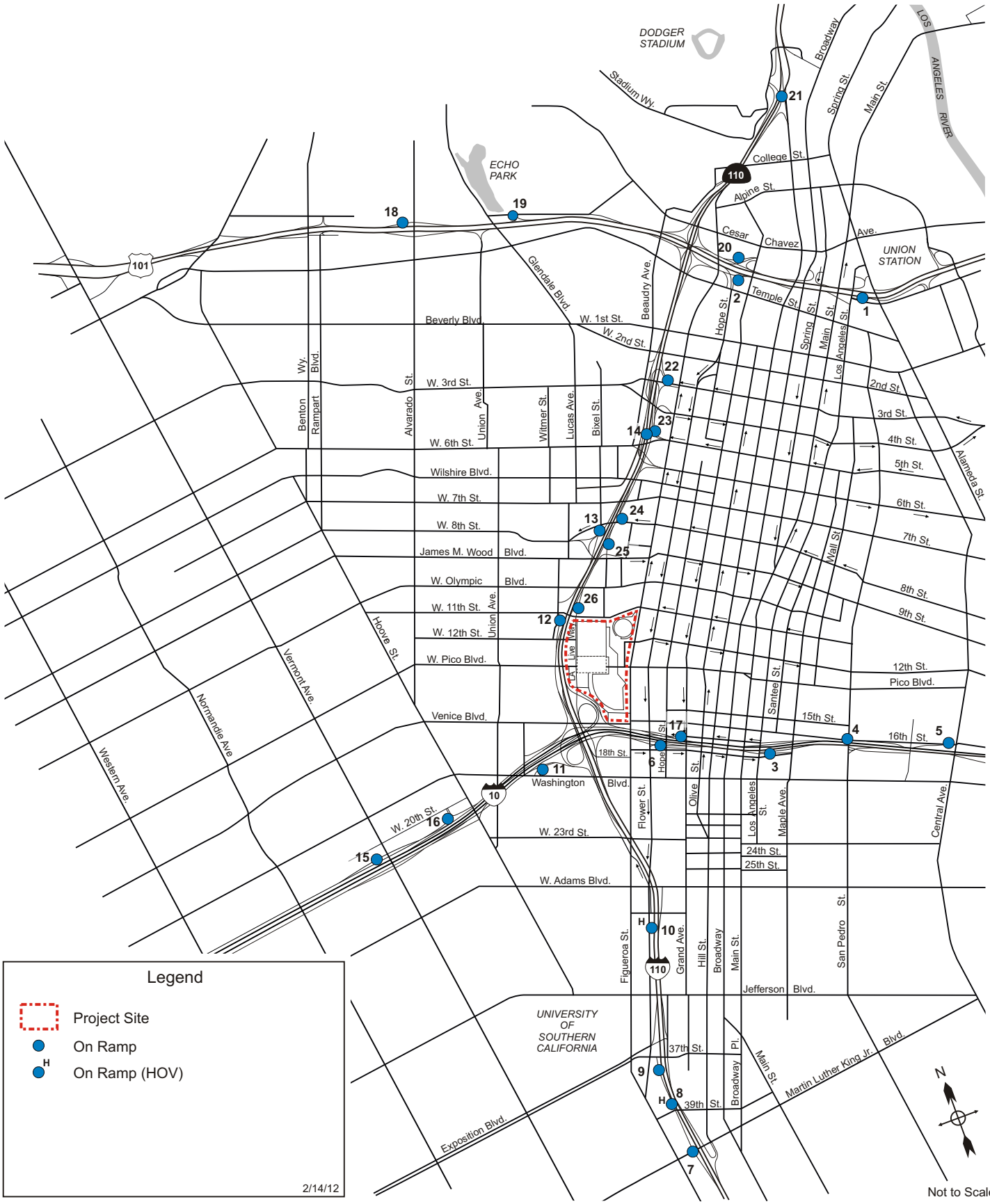


Figure 5.2.5.3
Freeway On-Ramp Locations

Convention Center Modernization and Farmers Field Project

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Table 5.2.5.4 **Future With Project - Freeway On-Ramp Analysis** 10/29/11

Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

	On - Ramp	# of Lanes[1]	Ramp Capacity[2]	Existing Conditions		Future Without Project Conditions		Project Added Volume	Future With Project Conditions	
				Ramp Volume[3]	Exceed Capacity	Ramp Volume[3]	Exceed Capacity		Ramp Volume	Exceed Capacity
	To I-10 East									
1	Los Angeles Street EB On ramp	2	1,800	805	No	1,375	No	433	1,808	Yes
2	Hope Street EB On ramp	2	1,800	350	No	482	No	471	953	No
	To I-10 East (to I-5 & SR 60)									
3	Los Angeles Street EB On ramp	2	1,800	693	No	958	No	1,902	2,860	Yes
4	San Pedro Street EB on ramp	2	1,800	591	No	598	No	541	1,139	No
5	Central Avenue EB on ramp	2	1,800	384	No	389	No	270	659	No
6	Flower Street EB On ramp	2	1,800	363	No	505	No	266	771	No
	To I-110 South									
7	Martin Luther King Jr. Boulevard SB On ramp	2	1,800	824	No	834	No	235	1,069	No
8	39th Street HOV SB On ramp	1	1,650	150	No	180	No	231	411	No
9	37th Street SB On ramp[4]	2	1,800	924	No	1,050	No	356	1,406	No
10	Flower Street HOV SB On ramp	1	1,650	303	No	342	No	318	660	No
11	Washington Boulevard SB On ramp	1	900	392	No	442	No	645	1,087	Yes
12	Blaine Street SB On ramp	2	1,800	817	No	998	No	1,081	2,079	Yes
13	8th Street SB On ramp	2	1,800	990	No	1,378	No	634	2,012	Yes
14	5th Street SB On ramp	2	1,800	421	No	571	No	0	571	No
	To I-10 West									
15	Vermont Avenue WB On ramp[4]	2	1,800	569	No	771	No	160	931	No
16	Hoover Street WB On ramp	2	1,800	597	No	716	No	329	1,045	No
17	Grand Avenue WB On ramp	2	1,800	771	No	1,170	No	888	2,058	Yes

Table 5.2.5.4 **Future With Project - Freeway On-Ramp Analysis** 10/29/11

Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

On - Ramp	# of Lanes[1]	Ramp Capacity[2]	Existing Conditions		Future Without Project Conditions		Project Added Volume	Future With Project Conditions	
			Ramp Volume[3]	Exceed Capacity	Ramp Volume[3]	Exceed Capacity		Ramp Volume	Exceed Capacity
<u>To US 101 Northwest</u>									
18 Alvarado Street NB On ramp	2	1,800	587	No	712	No	92	804	No
19 Glendale Boulevard NB On ramp[4]	1	900	389	No	503	No	399	902	Yes
20 Grand Avenue NB On ramp	2	1,800	329	No	563	No	638	1,201	No
<u>To SR 110 North</u>									
21 Hill Street NB On ramp[5]	1	2,000	586	No	867	No	484	1,351	No
22 3rd Street NB On ramp	1	900	490	No	546	No	0	546	No
23 5th Street NB On ramp	2	1,800	705	No	1,033	No	1,412	2,445	Yes
24 8th Street NB On ramp	1	900	355	No	612	No	569	1,181	Yes
25 9th Street NB On ramp	1	900	451	No	660	No	330	990	Yes
26 11th Street NB On ramp	1	900	423	No	442	No	628	1,070	Yes

Note:

1. Number of lanes at ramp meter or on ramp if no meter.
2. Capacity for one lane on-ramp = 900 veh/hr/ln
   Capacity for one lane HOV on-ramp = 1,650 veh/hr/ln.
3. Existing volumes from 2011 intersection counts unless otherwise noted.
4. Existing volumes from Caltrans Performance Monitoring System (PeMS).
5. Uncontrolled one-lane on-ramp to separate mainline freeway lane.

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5.3 Weekday Evening Event

This event scenario represents a Weekday Evening event, typically an NFL game, starting at 5:30pm and ending at 9:00pm. This event scenario would be the least frequent occurrence and would only occur a few times every year. This scenario would represent the highest combination of event attendance and background traffic on the roadway system on a weekday, as discussed in Chapter 4, and because of weekday commute traffic would be the event scenario with the highest background traffic on the roadway and freeway system. The analysis addresses the pre-event hour (4:30 – 5:30pm) when all travel would be inbound, and the post-event hour (9:00 – 10:00pm) when all travel would be outbound.

5.3.1 Roadway Intersections

Impact Analysis

The Project-Only traffic volumes forecast at the study intersections are shown in Appendix 5 in Figure A.5.3.1.1 for the Weekday Evening Pre-Event Hour and Figure A.5.3.1.2 for the Weekday Evening Post-Event Hour. The total traffic volumes forecast for the study intersections are also shown in Figure A.5.3.1.3 for the Weekday Evening Pre-Event Hour and Figure A.5.3.1.4 for the Weekday Evening Post-Event Hour.

The intersection level of service analysis for the Future With Project conditions is summarized in Table 5.3.1.1. The locations of significant impacts at study intersections are shown in Figure 5.3.1.1 and Figure 5.3.1.2. For the Weekday Evening Pre-Event Hour, significant traffic impacts were identified at the western edge of the study area, so additional intersections were analyzed, as shown in Figure 5.3.1.1, to ensure that the study area extended beyond the significant impact locations. This only occurred for the Weekday Evening Pre-Event Hour.

Table 5.3.1.1 compares the level of service for Future Without Project and Future With Project conditions, shows the increase in V/C ratio at each intersection due to the Proposed Project, and identifies significant impacts according to LADOT criteria.

Weekday Evening: Pre-Event Hour (4:30 – 5:30pm)

As shown in Table 5.3.1.1, the Proposed Project would result in a significant traffic impact at seventy-seven intersections in the Weekday Evening Pre-Event Hour. These intersections are as follows (with the resultant LOS in parentheses):

1. Georgia Street & Olympic Boulevard (LOS C)
6. Olive Street & Olympic Boulevard (LOS C)
18. Grand Avenue & 11th Street (LOS C)

27.	Flower Street & Pico Boulevard	(LOS C)
30.	Hill Street & Pico Boulevard	(LOS C)
56.	Grand Avenue & Washington Boulevard	(LOS C)
57.	Olive Street & Washington Boulevard	(LOS C)
58.	Hill Street & Washington Boulevard	(LOS C)
81.	Georgia Street & 9th Street	(LOS C)
83.	Figueroa Street & 9th Street	(LOS C)
104.	Olive Street & 5th Street	(LOS C)
145.	Normandie Avenue & Olympic Boulevard	(LOS C)
155.	Western Avenue & Venice Boulevard	(LOS C)
156.	Normandie Avenue & Venice Boulevard	(LOS C)
166.	Hill Street & 16th Street	(LOS C)
174.	Arlington Avenue & Olympic Boulevard	(LOS C)
177.	Arlington Avenue & Washington Boulevard	(LOS C)
4.	Flower Street & Olympic Boulevard	(LOS D)
8.	Broadway & Olympic Boulevard	(LOS D)
33.	Blaine Street & Olympic Boulevard	(LOS D)
34.	Blaine Street & SR-110 SB Off-Ramp	(LOS D)
41.	Grand Avenue & 17th Street	(LOS D)
54.	Figueroa Street & Washington Boulevard	(LOS D)
59.	Broadway & Washington Boulevard	(LOS D)
66.	Grand Avenue & Adams Boulevard	(LOS D)
80.	I-110 NB Ramps & Martin Luther King Jr. Boulevard	(LOS D)
95.	Bixel Street & 6th Street	(LOS D)
110.	Hope Street & 1st Street	(LOS D)
116.	Hope Street & Temple Street	(LOS D)
138.	Western Avenue & Wilshire Boulevard	(LOS D)
148.	Union Avenue & Olympic Boulevard	(LOS D)
151.	Vermont Avenue & Pico Boulevard	(LOS D)
153.	Union Avenue & Pico Boulevard	(LOS D)
157.	Vermont Avenue & Venice Boulevard	(LOS D)
164.	Vermont Avenue & I-10 EB Ramps	(LOS D)
165.	Hoover Street & I-10 EB Ramps	(LOS D)
170.	San Pedro Street & 16th Street	(LOS D)
172.	Central Avenue & Washington Boulevard	(LOS D)
184.	La Brea Avenue & Olympic Boulevard	(LOS D)
26.	Figueroa Street & Pico Boulevard	(LOS E)
37.	Figueroa Street & Venice Boulevard	(LOS E)
42.	Olive Street & 17th Street	(LOS E)
64.	Flower Street & Adams Boulevard	(LOS E)
65.	I-110 NB Off-Ramp & Adams Boulevard	(LOS E)
67.	Hill Street & Adams Boulevard	(LOS E)
123.	Spring Street & Cesar Chavez Avenue	(LOS E)

139.	Normandie Avenue & Wilshire Boulevard	(LOS E)
141.	Alvarado Street & Wilshire Boulevard	(LOS E)
147.	Alvarado Street & Olympic Boulevard	(LOS E)
152.	Alvarado Street & Pico Boulevard	(LOS E)
158.	Hoover Street & Venice Boulevard	(LOS E)
162.	Hoover Street & Washington Boulevard	(LOS E)
168.	Main Street & 16th Street	(LOS E)
176.	Arlington Avenue & Venice Boulevard	(LOS E)
179.	Crenshaw Boulevard & Olympic Boulevard	(LOS E)
181.	Crenshaw Boulevard & Venice Boulevard	(LOS E)
182.	Crenshaw Boulevard & Washington Boulevard	(LOS E)
3.	Figueroa Street & Olympic Boulevard	(LOS F)
9.	Main Street & Olympic Boulevard	(LOS F)
32.	Main Street & Pico Boulevard	(LOS F)
35.	Blaine Street & 11th Street	(LOS F)
43.	Hill Street & 17th Street	(LOS F)
44.	Broadway & 17th Street	(LOS F)
45.	Main Street & 17th Street	(LOS F)
46.	Los Angeles Street & 17th Street	(LOS F)
63.	Figueroa Street & Adams Boulevard	(LOS F)
86.	Bixel Street & 8th Street	(LOS F)
88.	Figueroa Street & 8th Street	(LOS F)
93.	Figueroa Street & Wilshire Boulevard	(LOS F)
94.	Lucas Avenue & 6th Street	(LOS F)
96.	Figueroa Street & 6th Street	(LOS F)
102.	Figueroa Street & 5th Street	(LOS F)
111.	Grand Avenue & 1st Street	(LOS F)
140.	Vermont Avenue & Wilshire Boulevard	(LOS F)
144.	Western Avenue & Olympic Boulevard	(LOS F)
146.	Vermont Avenue & Olympic Boulevard	(LOS F)
161.	Vermont Avenue & Washington Boulevard	(LOS F)

Thirty-nine of the seventy-seven impacted intersections would continue to operate at LOS D or better with the Proposed Project. Eighteen of the impacted intersections would operate at LOS E, three of which would operate at LOS E without the Proposed Project (Normandie Avenue & Wilshire Boulevard, Hoover Street & Venice Boulevard, and Crenshaw Boulevard & Venice Boulevard). Twenty of the impacted intersections would operate at LOS F with the Proposed Project, eight of which would operate at LOS F without the Proposed Project (Main Street & Olympic Boulevard, Main Street & Pico Boulevard, Figueroa Street & Adams Boulevard, Bixel Street & 8th Street, Figueroa Street & 8th Street, Figueroa Street & Wilshire Boulevard, Figueroa Street & 5th Street, and Vermont Avenue & Wilshire Boulevard) and six of which would operate at LOS E without the Proposed Project (Figueroa Street & Olympic Boulevard, Figueroa Street & 6th Street, Grand Avenue & 1st Street, Western Avenue &

Olympic Boulevard, Vermont Avenue & Olympic Boulevard, and Vermont Avenue & Washington Boulevard).

Nine of the impacted intersections, including four LOS F intersections, would be located along the 17th Street (and 16th Street) corridor leading from the I-10 westbound ramps at Los Angeles Street and San Pedro Street. Twenty-seven of the impacted intersections, including nine LOS F intersections, would be located in the downtown area. Four intersections would be located at the ends of freeway off-ramps (at Vermont Avenue, at Hoover Street, at Adams Boulevard, and at Martin Luther King Jr. Boulevard – with three operating at LOS D or better and one operating at LOS E). The remaining thirty-seven impacted intersections would be located on arterial roadways near or leading to downtown, with nineteen intersections operating at LOS D or better, twelve operating at LOS E and six operating at LOS F.

Because of the higher background traffic volumes without the project for this scenario, many intersection impacts represent increases in V/C ratio but no change in LOS designation, or worsening by only one level of service. For example, of the thirty-eight impacted intersections that would operate at LOS E or LOS F with the Proposed Project, at eight locations the LOS would change from LOS D to LOS E, at four locations it would remain at LOS E (without and with the Proposed Project), at five locations it would worsen from LOS E to LOS F, and at five locations it would remain at LOS F.

It should be noted that the above identified traffic impacts would not occur on a regular basis but would occur only a few times a year between September and early January. Other weekday evening events would also occur only infrequently during the year, but would start and finish later (typically 7:30pm start) so background traffic levels would be lower and traffic impacts correspondingly lower for such events.

Weekday Evening: Post-Event Hour (9:00 – 10:00pm)

This time period would have the lowest background traffic of all the time periods studied. At this hour of the weekday evening, all but one of the study intersections would operate at LOS A without the Proposed Project.

As shown in Table 5.3.1.1, the Proposed Project would result in a significant traffic impact at nine intersections in the Weekday Evening Post-Event Hour. These intersections are as follows (with the resultant LOS in parentheses):

43.	Hill Street & 17th Street	(LOS C)
146.	Vermont Avenue & Olympic Boulevard	(LOS C)
51.	Broadway & 18th Street	(LOS D)
52.	Main Street & 18th Street	(LOS D)
119.	Grand Avenue & US-101 NB Ramps	(LOS E)
166.	Hill Street & 16th Street	(LOS E)

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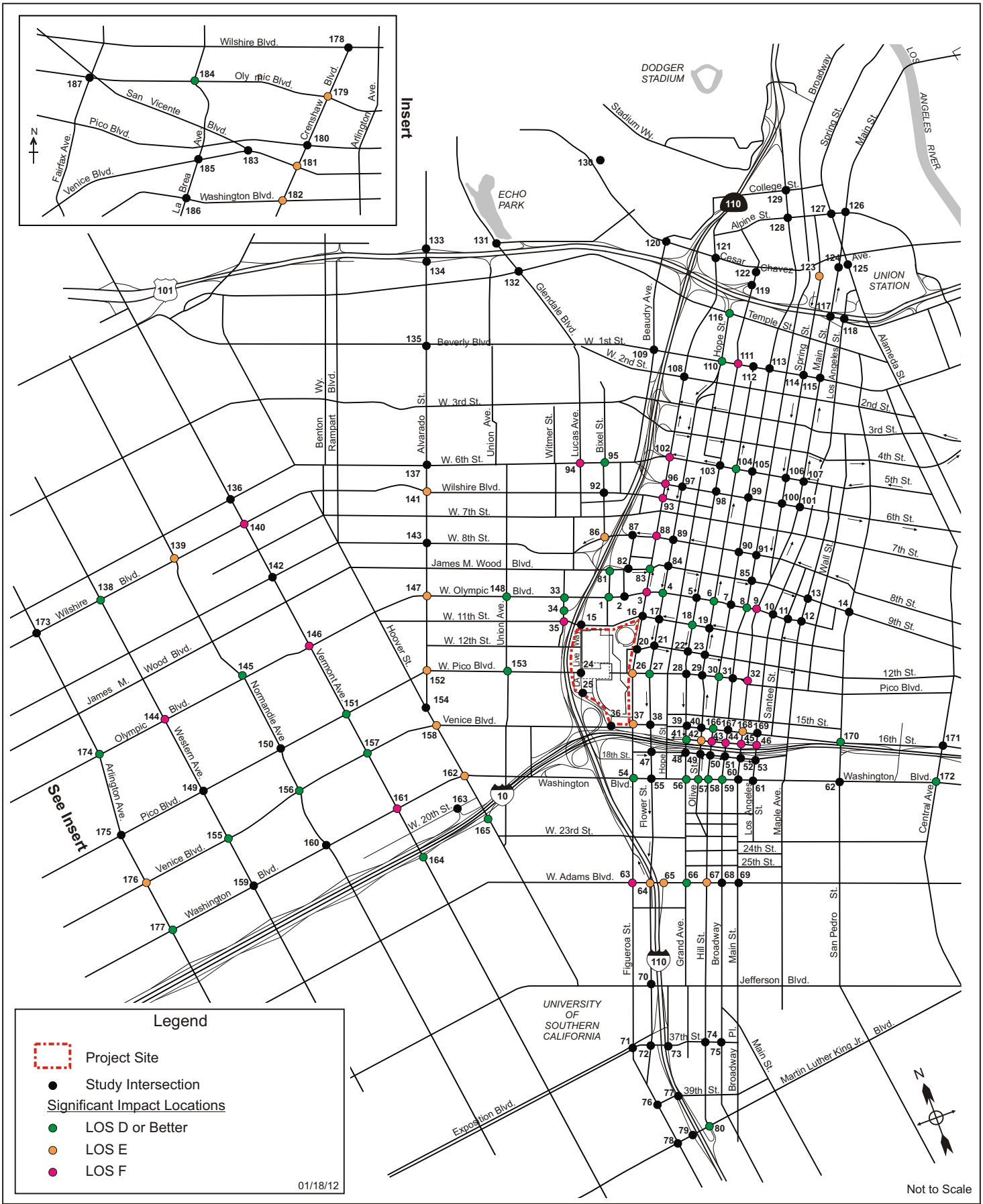


Figure 5.3.1.1
Future with Project - Significant Impact Locations - Weekday Evening: Pre-Event Hour (4:30-5:30 PM)

Convention Center Modernization and Farmers Field Project

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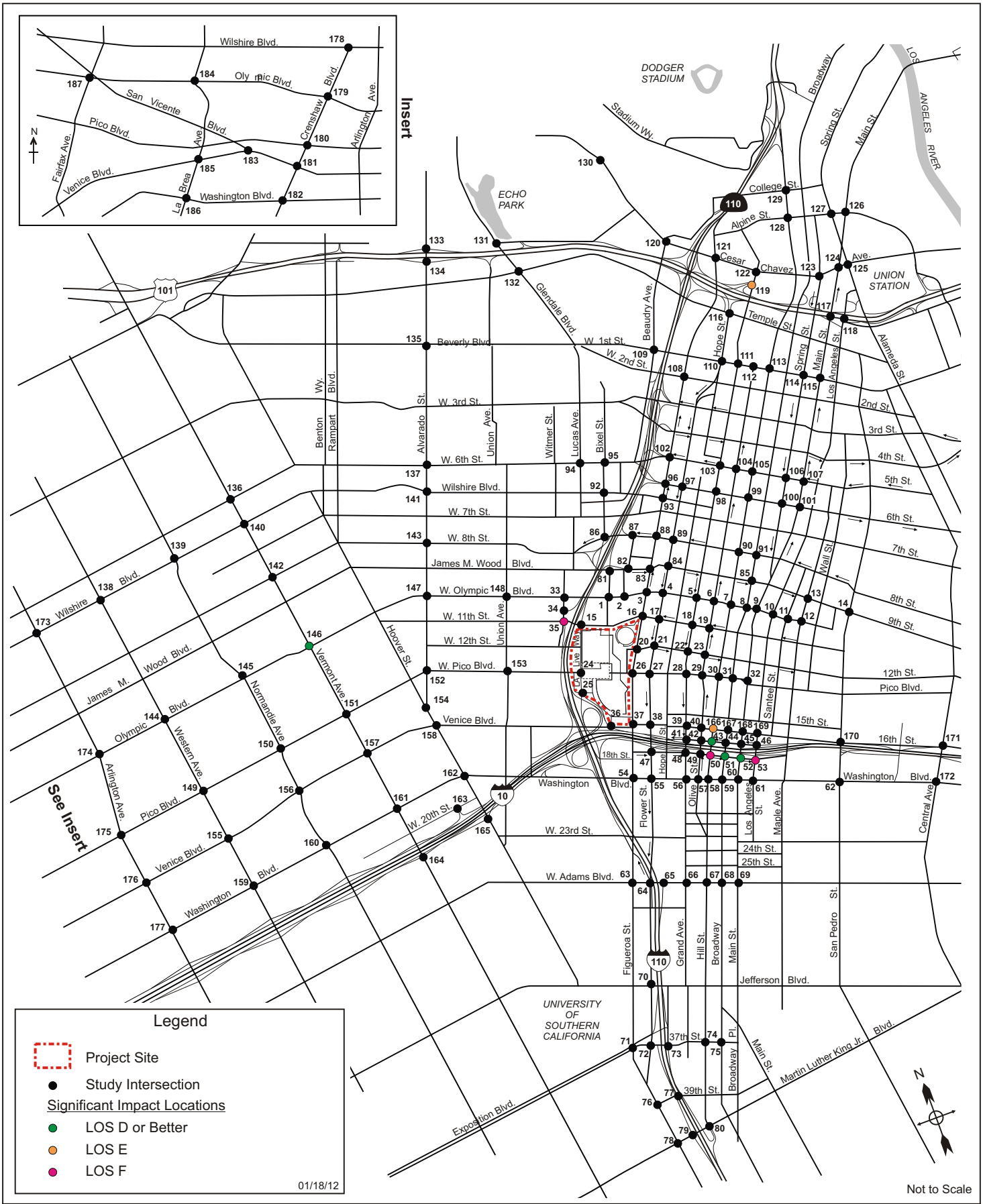


Figure 5.3.1.2
Future with Project - Significant Impact Locations - Weekday Evening: Post-Event Hour (9:00-10:00 PM)

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Table 5.3.1.1 **Future With Project - Intersection Level of Service** 12/30/2011

Weekday Evening: Pre-Event Hour: (4:30-5:30 PM) & Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)						Weekday Evening Post-Event Hour (9:00-10:00 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
1	Georgia Street & Olympic Boulevard	0.662	B	0.757	C	0.095	Yes	0.322	A	0.522	A	0.200	No
2	Francisco Street & Olympic Boulevard	0.499	A	0.628	B	0.129	No	0.189	A	0.338	A	0.149	No
3	Figueroa Street & Olympic Boulevard	0.989	E	1.273	F	0.284	Yes	0.285	A	0.458	A	0.173	No
4	Flower Street & Olympic Boulevard	0.639	B	0.873	D	0.234	Yes	0.249	A	0.410	A	0.161	No
5	Grand Avenue & Olympic Boulevard	0.674	B	0.680	B	0.006	No	0.192	A	0.239	A	0.047	No
6	Olive Street & Olympic Boulevard	0.682	B	0.733	C	0.051	Yes	0.208	A	0.224	A	0.016	No
7	Hill Street & Olympic Boulevard	0.745	C	0.749	C	0.004	No	0.159	A	0.287	A	0.128	No
8	Broadway & Olympic Boulevard	0.869	D	0.894	D	0.025	Yes	0.253	A	0.262	A	0.009	No
9	Main Street & Olympic Boulevard	1.082	F	1.100	F	0.018	Yes	0.198	A	0.202	A	0.004	No
10	Los Angeles Street & Olympic Boulevard	0.444	A	0.453	A	0.009	No	0.062	A	0.069	A	0.007	No
11	Santee Street & Olympic Boulevard	0.351	A	0.359	A	0.008	No	0.030	A	0.037	A	0.007	No
12	Maple Avenue & Olympic Boulevard	0.472	A	0.472	A	0.000	No	0.058	A	0.071	A	0.013	No
13	Maple Avenue & 9th Street	0.493	A	0.497	A	0.004	No	0.065	A	0.070	A	0.005	No
14	San Pedro Street & 9th Street	0.617	B	0.639	B	0.022	No	0.077	A	0.089	A	0.012	No
15	LA Live Way & 11th Street	0.272	A	0.113	A	-0.159	No	0.064	A	0.663	B	0.599	No
16	Figueroa Street & 11th Street	0.476	A	0.489	A	0.013	No	0.157	A	0.184	A	0.027	No
17	Flower Street & 11th Street	0.576	A	0.577	A	0.001	No	0.152	A	0.167	A	0.015	No
18	Grand Avenue & 11th Street	0.465	A	0.762	C	0.297	Yes	0.099	A	0.239	A	0.140	No
19	Olive Street & 11th Street	0.443	A	0.637	B	0.194	No	0.127	A	0.215	A	0.088	No
20	Figueroa Street & 12th Street	0.362	A	0.341	A	-0.021	No	0.070	A	0.070	A	0.000	No
21	Flower Street & 12th Street	0.350	A	0.355	A	0.005	No	0.069	A	0.076	A	0.007	No
22	Grand Avenue & 12th Street	0.401	A	0.431	A	0.030	No	0.100	A	0.252	A	0.152	No
23	Olive Avenue & 12th Street	0.382	A	0.498	A	0.116	No	0.096	A	0.117	A	0.021	No
24	LA Live Way & Pico Boulevard	0.539	A	0.585	A	0.046	No	0.160	A	0.233	A	0.073	No
25	LA Live Way & Bond Street / I-10 & I-110 Off-Ramps	0.349	A	0.364	A	0.015	No	0.072	A	0.263	A	0.191	No
26	Figueroa Street & Pico Boulevard	0.765	C	0.909	E	0.144	Yes	0.149	A	0.304	A	0.155	No
27	Flower Street & Pico Boulevard	0.668	B	0.767	C	0.099	Yes	0.117	A	0.281	A	0.164	No
28	Grand Avenue & Pico Boulevard	0.649	B	0.689	B	0.040	No	0.099	A	0.378	A	0.279	No
29	Olive Street & Pico Boulevard	0.471	A	0.600	A	0.129	No	0.073	A	0.092	A	0.019	No
30	Hill Street & Pico Boulevard	0.575	A	0.758	C	0.183	Yes	0.064	A	0.585	A	0.521	No

Table 5.3.1.1 **Future With Project - Intersection Level of Service** 12/30/2011

Weekday Evening: Pre-Event Hour: (4:30-5:30 PM) & Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)						Weekday Evening Post-Event Hour (9:00-10:00 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
31	Broadway & Pico Boulevard	0.578	A	0.681	B	0.103	No	0.201	A	0.275	A	0.074	No
32	Main Street & Pico Boulevard	1.049	F	1.116	F	0.067	Yes	0.138	A	0.197	A	0.059	No
33	Blaine Street & Olympic Boulevard	0.718	C	0.823	D	0.105	Yes	0.352	A	0.429	A	0.077	No
34	Blaine Street & SR-110 SB Off-Ramp	0.237	A	0.847	D	0.610	Yes	0.107	A	0.135	A	0.028	No
35	Blaine Street & 11th Street	0.880	D	1.032	F	0.152	Yes	0.418	A	1.258	F	0.840	Yes
36	Convention Center Drive/Georgia Street & Venice Boulevard	0.174	A	0.360	A	0.186	No	0.036	A	0.117	A	0.081	No
37	Figueroa Street & Venice Boulevard	0.796	C	0.971	E	0.175	Yes	0.121	A	0.282	A	0.161	No
38	Flower Street & Venice Boulevard	0.525	A	0.614	B	0.089	No	0.097	A	0.379	A	0.282	No
39	Grand Avenue & Venice Boulevard	0.513	A	0.625	B	0.112	No	0.078	A	0.474	A	0.396	No
40	Olive Street & Venice Boulevard	0.363	A	0.622	B	0.259	No	0.070	A	0.565	A	0.495	No
41	Grand Avenue & 17th Street	0.772	C	0.836	D	0.064	Yes	0.161	A	0.358	A	0.197	No
42	Olive Street & 17th Street	0.568	A	0.997	E	0.429	Yes	0.179	A	0.258	A	0.079	No
43	Hill Street & 17th Street	0.724	C	1.289	F	0.565	Yes	0.100	A	0.759	C	0.659	Yes
44	Broadway & 17th Street	0.657	B	1.199	F	0.542	Yes	0.108	A	0.174	A	0.066	No
45	Main Street & 17th Street	0.680	B	1.178	F	0.498	Yes	0.123	A	0.123	A	0.000	No
46	Los Angeles Street & 17th Street	0.589	A	1.087	F	0.498	Yes	0.095	A	0.095	A	0.000	No
47	Flower Street & 18th Street	0.239	A	0.275	A	0.036	No	0.063	A	0.106	A	0.043	No
48	Grand Avenue & 18th Street	0.428	A	0.490	A	0.062	No	0.080	A	0.275	A	0.195	No
49	Olive Street & 18th Street	0.385	A	0.569	A	0.184	No	0.119	A	0.341	A	0.222	No
50	Hill Street & 18th Street	0.534	A	0.534	A	0.000	No	0.064	A	1.070	F	1.006	Yes
51	Broadway & 18th Street	0.517	A	0.553	A	0.036	No	0.086	A	0.813	D	0.727	Yes
52	Main Street & 18th Street	0.625	B	0.625	B	0.000	No	0.145	A	0.832	D	0.687	Yes
53	Los Angeles Street & 18th Street	0.732	C	0.732	C	0.000	No	0.247	A	1.621	F	1.374	Yes
54	Figueroa Street & Washington Boulevard	0.736	C	0.832	D	0.096	Yes	0.269	A	0.427	A	0.158	No
55	Flower Street & Washington Boulevard	0.643	B	0.645	B	0.002	No	0.179	A	0.389	A	0.210	No
56	Grand Avenue & Washington Boulevard	0.716	C	0.756	C	0.040	Yes	0.183	A	0.421	A	0.238	No
57	Olive Street & Washington Boulevard	0.529	A	0.732	C	0.203	Yes	0.165	A	0.336	A	0.171	No
58	Hill Street & Washington Boulevard	0.629	B	0.776	C	0.147	Yes	0.099	A	0.339	A	0.240	No
59	Broadway & Washington Boulevard	0.740	C	0.809	D	0.069	Yes	0.112	A	0.279	A	0.167	No
60	Main Street & Washington Boulevard	0.774	C	0.779	C	0.005	No	0.148	A	0.318	A	0.170	No

Table 5.3.1.1 **Future With Project - Intersection Level of Service** 12/30/2011

Weekday Evening: Pre-Event Hour: (4:30-5:30 PM) & Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)						Weekday Evening Post-Event Hour (9:00-10:00 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
61	Los Angeles Street & Washington Boulevard	0.558	A	0.582	A	0.024	No	0.062	A	0.195	A	0.133	No
62	San Pedro Street & Washington Boulevard	0.696	B	0.701	C	0.005	No	0.160	A	0.331	A	0.171	No
63	Figueroa Street & Adams Boulevard	1.015	F	1.025	F	0.010	Yes	0.333	A	0.379	A	0.046	No
64	Flower Street & Adams Boulevard	0.899	D	0.912	E	0.013	Yes	0.315	A	0.667	B	0.352	No
65	I-110 NB Off-Ramps & Adams Boulevard	0.525	A	0.941	E	0.416	Yes	0.162	A	0.214	A	0.052	No
66	Grand Avenue & Adams Boulevard	0.647	B	0.823	D	0.176	Yes	0.113	A	0.225	A	0.112	No
67	Hill Street & Adams Boulevard	0.585	A	0.966	E	0.381	Yes	0.080	A	0.123	A	0.043	No
68	Broadway & Adams Boulevard	0.620	B	0.620	B	0.000	No	0.088	A	0.094	A	0.006	No
69	Main Street & Adams Boulevard	0.731	C	0.731	C	0.000	No	0.147	A	0.147	A	0.000	No
70	Flower Street & Jefferson Boulevard	0.542	A	0.547	A	0.005	No	0.255	A	0.442	A	0.187	No
71	Figueroa Street & Exposition Boulevard	0.715	C	0.722	C	0.007	No	0.393	A	0.413	A	0.020	No
72	Flower Street & 37th Street	0.434	A	0.434	A	0.000	No	0.229	A	0.480	A	0.251	No
73	Hope Street & 37th Street	0.511	A	0.534	A	0.023	No	0.202	A	0.202	A	0.000	No
74	Hill Street & 37th Street	0.295	A	0.353	A	0.058	No	0.030	A	0.048	A	0.018	No
75	Broadway & 37th Street	0.418	A	0.418	A	0.000	No	0.048	A	0.048	A	0.000	No
76	Figueroa Street & 39th Street	0.528	A	0.548	A	0.020	No	0.089	A	0.092	A	0.003	No
77	I-110 HOV Ramps & 39th Street	0.496	A	0.636	B	0.140	No	0.041	A	0.173	A	0.132	No
78	Figueroa Street & Martin Luther King Jr Boulevard	0.788	C	0.788	C	0.000	No	0.349	A	0.455	A	0.106	No
79	I-110 SB Ramps & Martin Luther King Jr Boulevard	0.738	C	0.743	C	0.005	No	0.421	A	0.548	A	0.127	No
80	I-110 NB Ramps & Martin Luther King Jr Boulevard	0.784	C	0.846	D	0.062	Yes	0.319	A	0.323	A	0.004	No
81	Georgia Street &9th Street	0.612	B	0.730	C	0.118	Yes	0.311	A	0.552	A	0.241	No
82	Francisco Street & 9th Street	0.475	A	0.543	A	0.068	No	0.105	A	0.273	A	0.168	No
83	Figueroa Street & 9th Street	0.665	B	0.773	C	0.108	Yes	0.234	A	0.336	A	0.102	No
84	Flower Street & 9th Street	0.583	A	0.643	B	0.060	No	0.199	A	0.245	A	0.046	No
85	Broadway & 9th Street	0.625	B	0.628	B	0.003	No	0.101	A	0.139	A	0.038	No
86	Bixel Street & 8th Street	1.057	F	1.084	F	0.027	Yes	0.301	A	0.431	A	0.130	No
87	Francisco Street & 8th Street	0.498	A	0.574	A	0.076	No	0.181	A	0.343	A	0.162	No
88	Figueroa Street & 8th Street	1.014	F	1.368	F	0.354	Yes	0.293	A	0.558	A	0.265	No
89	Flower Street & 8th Street	0.551	A	0.691	B	0.140	No	0.193	A	0.372	A	0.179	No

Table 5.3.1.1 **Future With Project - Intersection Level of Service** 12/30/2011

Weekday Evening: Pre-Event Hour: (4:30-5:30 PM) & Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)						Weekday Evening Post-Event Hour (9:00-10:00 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
90	Hill Street & 8th Street	0.559	A	0.617	B	0.058	No	0.101	A	0.136	A	0.035	No
91	Broadway & 8th Street	0.729	C	0.752	C	0.023	No	0.173	A	0.173	A	0.000	No
92	Bixel Street & Wilshire Boulevard	0.551	A	0.575	A	0.024	No	0.234	A	0.247	A	0.013	No
93	Figueroa Street & Wilshire Boulevard	1.321	F	1.343	F	0.022	Yes	0.339	A	0.620	B	0.281	No
94	Lucas Avenue & 6th Street	0.893	D	1.031	F	0.138	Yes	0.216	A	0.223	A	0.007	No
95	Bixel Street & 6th Street	0.748	C	0.817	D	0.069	Yes	0.207	A	0.207	A	0.000	No
96	Figueroa Street & 6th Street	0.944	E	1.177	F	0.233	Yes	0.189	A	0.304	A	0.115	No
97	Flower Street & 6th Street	0.449	A	0.661	B	0.212	No	0.139	A	0.171	A	0.032	No
98	Grand Avenue & 6th Street	0.414	A	0.513	A	0.099	No	0.094	A	0.156	A	0.062	No
99	Hill Street & 6th Street	0.483	A	0.503	A	0.020	No	0.115	A	0.280	A	0.165	No
100	Spring Street & 6th Street	0.484	A	0.523	A	0.039	No	0.182	A	0.232	A	0.050	No
101	Main Street & 6th Street	0.460	A	0.463	A	0.003	No	0.141	A	0.372	A	0.231	No
102	Figueroa Street & 5th Street	1.016	F	1.101	F	0.085	Yes	0.178	A	0.421	A	0.243	No
103	Grand Avenue & 5th Street	0.400	A	0.508	A	0.108	No	0.114	A	0.186	A	0.072	No
104	Olive Street & 5th Street	0.727	C	0.773	C	0.046	Yes	0.193	A	0.390	A	0.197	No
105	Hill Street & 5th Street	0.473	A	0.576	A	0.103	No	0.117	A	0.251	A	0.134	No
106	Spring Street & 5th Street	0.349	A	0.387	A	0.038	No	0.121	A	0.121	A	0.000	No
107	Main Street & 5th Street	0.325	A	0.328	A	0.003	No	0.083	A	0.145	A	0.062	No
108	Figueroa Street & 2nd Street	0.677	B	0.677	B	0.000	No	0.133	A	0.306	A	0.173	No
109	Beaudry Street & 1st Street	0.525	A	0.531	A	0.006	No	0.079	A	0.079	A	0.000	No
110	Hope Street & 1st Street	0.764	C	0.897	D	0.133	Yes	0.125	A	0.482	A	0.357	No
111	Grand Avenue & 1st Street	0.913	E	1.052	F	0.139	Yes	0.190	A	0.647	B	0.457	No
112	Olive Street & 1st Street	0.760	C	0.765	C	0.005	No	0.108	A	0.266	A	0.158	No
113	Hill Street & 1st Street	0.771	C	0.796	C	0.025	No	0.153	A	0.310	A	0.157	No
114	Spring Street & 1st Street	0.536	A	0.630	B	0.094	No	0.159	A	0.160	A	0.001	No
115	Main Street & 1st Street	0.798	C	0.799	C	0.001	No	0.162	A	0.274	A	0.112	No
116	Hope Street & Temple Street	0.799	C	0.849	D	0.050	Yes	0.165	A	0.336	A	0.171	No
117	Main Street & Aliso Street	0.601	B	0.604	B	0.003	No	0.182	A	0.512	A	0.330	No
118	Los Angeles Street & Aliso Street / US-101 SB On-Ramps	0.463	A	0.464	A	0.001	No	0.090	A	0.161	A	0.071	No
119	Grand Avenue & US-101 NB Ramps	0.917	E	0.917	E	0.000	No	0.484	A	0.956	E	0.472	Yes

Table 5.3.1.1 **Future With Project - Intersection Level of Service** 12/30/2011

Weekday Evening: Pre-Event Hour: (4:30-5:30 PM) & Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)						Weekday Evening Post-Event Hour (9:00-10:00 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
120	Beaudry Avenue & Sunset Boulevard	1.058	F	1.058	F	0.000	No	0.471	A	0.471	A	0.000	No
121	Figueroa Street & Cesar Chavez Avenue	0.845	D	0.845	D	0.000	No	0.424	A	0.424	A	0.000	No
122	Grand Avenue & Cesar Chavez Avenue	0.886	D	0.886	D	0.000	No	0.456	A	0.461	A	0.005	No
123	Spring Street & Cesar Chavez Avenue	0.843	D	0.904	E	0.061	Yes	0.514	A	0.514	A	0.000	No
124	Main Street & Cesar Chavez Avenue	0.789	C	0.789	C	0.000	No	0.237	A	0.268	A	0.031	No
125	Alameda Street & Cesar Chavez Avenue	0.822	D	0.822	D	0.000	No	0.341	A	0.341	A	0.000	No
126	Main Street & Alpine Street	0.638	B	0.638	B	0.000	No	0.108	A	0.132	A	0.024	No
127	Alameda Street & Alpine Street	0.294	A	0.322	A	0.028	No	0.078	A	0.080	A	0.002	No
128	Hill Street & Alpine Street	0.736	C	0.736	C	0.000	No	0.165	A	0.321	A	0.156	No
129	Hill Street & College Street	0.862	D	0.862	D	0.000	No	0.207	A	0.363	A	0.156	No
130	Sunset Boulevard & Elysian Park Avenue	0.733	C	0.733	C	0.000	No	0.501	A	0.515	A	0.014	No
131	Glendale Boulevard & Bellevue Avenue	0.766	C	0.766	C	0.000	No	0.224	A	0.401	A	0.177	No
132	Glendale Boulevard & Temple Street	1.074	F	1.074	F	0.000	No	0.345	A	0.557	A	0.212	No
133	Alvarado Street & US-101 WB Ramps	0.619	B	0.619	B	0.000	No	0.412	A	0.412	A	0.000	No
134	Alvarado Street & US-101 EB Ramps	0.642	B	0.642	B	0.000	No	0.537	A	0.542	A	0.005	No
135	Alvarado Street & Beverly Boulevard	0.658	B	0.658	B	0.000	No	0.299	A	0.304	A	0.005	No
136	Vermont Avenue & 6th Street	0.855	D	0.867	D	0.012	No	0.554	A	0.567	A	0.013	No
137	Alvarado Street & 6th Street	0.691	B	0.691	B	0.000	No	0.344	A	0.349	A	0.005	No
138	Western Avenue & Wilshire Boulevard	0.869	D	0.893	D	0.024	Yes	0.559	A	0.581	A	0.022	No
139	Normandie Avenue & Wilshire Boulevard	0.969	E	0.992	E	0.023	Yes	0.502	A	0.525	A	0.023	No
140	Vermont Avenue & Wilshire Boulevard	1.040	F	1.081	F	0.041	Yes	0.576	A	0.602	B	0.026	No
141	Alvarado Street & Wilshire Boulevard	0.897	D	0.929	E	0.032	Yes	0.307	A	0.354	A	0.047	No
142	Vermont Avenue & 8th Street	0.786	C	0.800	C	0.014	No	0.562	A	0.564	A	0.002	No
143	Alvarado Street & 8th Street	0.662	B	0.662	B	0.000	No	0.245	A	0.343	A	0.098	No
144	Western Avenue & Olympic Boulevard	0.989	E	1.042	F	0.053	Yes	0.585	A	0.673	B	0.088	No
145	Normandie Avenue & Olympic Boulevard	0.745	C	0.794	C	0.049	Yes	0.371	A	0.447	A	0.076	No
146	Vermont Avenue & Olympic Boulevard	0.970	E	1.032	F	0.062	Yes	0.646	B	0.735	C	0.089	Yes
147	Alvarado Street & Olympic Boulevard	0.872	D	0.980	E	0.108	Yes	0.358	A	0.446	A	0.088	No
148	Union Avenue & Olympic Boulevard	0.729	C	0.857	D	0.128	Yes	0.270	A	0.333	A	0.063	No
149	Western Avenue & Pico Boulevard	0.720	C	0.745	C	0.025	No	0.412	A	0.449	A	0.037	No

Table 5.3.1.1 **Future With Project - Intersection Level of Service** 12/30/2011

Weekday Evening: Pre-Event Hour: (4:30-5:30 PM) & Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)						Weekday Evening Post-Event Hour (9:00-10:00 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
150	Normandie Avenue & Pico Boulevard	0.602	B	0.627	B	0.025	No	0.284	A	0.294	A	0.010	No
151	Vermont Avenue & Pico Boulevard	0.781	C	0.829	D	0.048	Yes	0.438	A	0.530	A	0.092	No
152	Alvarado Street & Pico Boulevard	0.767	C	0.999	E	0.232	Yes	0.283	A	0.494	A	0.211	No
153	Union Avenue & Pico Boulevard	0.707	C	0.846	D	0.139	Yes	0.215	A	0.425	A	0.210	No
154	Alvarado Street & Hoover Street	0.577	A	0.570	A	-0.007	No	0.225	A	0.334	A	0.109	No
155	Western Avenue & Venice Boulevard	0.714	C	0.779	C	0.065	Yes	0.359	A	0.419	A	0.060	No
156	Normandie Avenue & Venice Boulevard	0.713	C	0.769	C	0.056	Yes	0.281	A	0.357	A	0.076	No
157	Vermont Avenue & Venice Boulevard	0.763	C	0.858	D	0.095	Yes	0.383	A	0.527	A	0.144	No
158	Hoover Street & Venice Boulevard	0.914	E	0.991	E	0.077	Yes	0.344	A	0.501	A	0.157	No
159	Western Avenue & Washington Boulevard	0.757	C	0.790	C	0.033	No	0.443	A	0.509	A	0.066	No
160	Normandie Avenue & Washington Boulevard	0.756	C	0.794	C	0.038	No	0.326	A	0.364	A	0.038	No
161	Vermont Avenue & Washington Boulevard	0.910	E	1.010	F	0.100	Yes	0.458	A	0.550	A	0.092	No
162	Hoover Street & Washington Boulevard	0.855	D	0.951	E	0.096	Yes	0.343	A	0.434	A	0.091	No
163	I-10 WB Ramps & 20th Street	0.735	C	0.753	C	0.018	No	0.332	A	0.497	A	0.165	No
164	Vermont Avenue & I-10 EB Ramps	0.783	C	0.850	D	0.067	Yes	0.546	A	0.546	A	0.000	No
165	Hoover Street & I-10 EB Ramps	0.748	C	0.840	D	0.092	Yes	0.480	A	0.480	A	0.000	No
166	Hill Street & 16th Street	0.512	A	0.797	C	0.285	Yes	0.061	A	0.966	E	0.905	Yes
167	Broadway & 16th Street	0.432	A	0.569	A	0.137	No	0.064	A	0.449	A	0.385	No
168	Main Street & 16th Street	0.780	C	0.927	E	0.147	Yes	0.095	A	0.260	A	0.165	No
169	Los Angeles Street & 16th Street	0.364	A	0.615	B	0.251	No	0.033	A	0.128	A	0.095	No
170	San Pedro Street & 16th Street	0.711	C	0.855	D	0.144	Yes	0.096	A	0.415	A	0.319	No
171	Central Avenue & 16th Street	0.638	B	0.659	B	0.021	No	0.176	A	0.209	A	0.033	No
172	Central Avenue & Washington Boulevard	0.837	D	0.858	D	0.021	Yes	0.181	A	0.315	A	0.134	No
173	Wilton Place & Wilshire Boulevard	0.749	C	0.757	C	0.008	No	0.369	A	0.374	A	0.005	No
174	Arlington Avenue & Olympic Boulevard	0.683	B	0.723	C	0.040	Yes	0.395	A	0.454	A	0.059	No
175	Arlington Avenue & Pico Boulevard	0.651	B	0.669	B	0.018	No	0.235	A	0.262	A	0.027	No
176	Arlington Avenue & Venice Boulevard	0.895	D	0.945	E	0.050	Yes	0.298	A	0.365	A	0.067	No
177	Arlington Avenue & Washington Boulevard	0.725	C	0.771	C	0.046	Yes	0.346	A	0.346	A	0.000	No

Table 5.3.1.1 **Future With Project - Intersection Level of Service** 12/30/2011

Weekday Evening: Pre-Event Hour: (4:30-5:30 PM) & Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)						Weekday Evening Post-Event Hour (9:00-10:00 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
178	Crenshaw Boulevard & Wilshire Boulevard	0.821	D	0.823	D	0.002	No						
179	Crenshaw Boulevard & Olympic Boulevard	0.885	D	0.935	E	0.050	Yes						
180	Crenshaw Boulevard & Pico Boulevard	0.778	C	0.793	C	0.015	No						
181	Crenshaw Boulevard & Venice Boulevard	0.942	E	0.973	E	0.031	Yes						
182	Crenshaw Boulevard & Washington Boulevard	0.894	D	0.960	E	0.066	Yes						
183	San Vicente Boulevard & Venice Boulevard	0.529	A	0.562	A	0.033	No						
184	La Brea Avenue & Olympic Boulevard	0.848	D	0.891	D	0.043	Yes						
185	La Brea Avenue & Venice Boulevard	0.825	D	0.828	D	0.003	No						
186	La Brea Avenue & Washington Boulevard	0.746	C	0.776	C	0.030	No						
187	Fairfax Avenue & Olympic Boulevard	0.840	D	0.858	D	0.018	No						

Total # of Impacted Intersections			77		9
# of Impacted Intersections with FWP LOS C	22%	17	22%	2	
# of Impacted Intersections with FWP LOS D	29%	22	22%	2	
# of Impacted Intersections with FWP LOS E	23%	18	22%	2	
# of Impacted Intersections with FWP LOS F	26%	20	33%	3	

35.	Blaine Street & 11th Street	(LOS F)
50.	Hill Street & 18th Street	(LOS F)
53.	Los Angeles Street & 18th Street	(LOS F)

Four of the nine impacted intersections would operate at LOS D or better, both with and the Proposed Project. Two of the impacted intersections would operate at LOS E with the Proposed Project. Three intersections, Blaine Street & 11th Street, Hill Street & 18th Street, and Los Angeles Street & 18th Street would operate at LOS F with the Proposed Project. Six of the nine impacted intersections would be located on Hill Street near the I-10 freeway and along 18th Street leading to the I-10 eastbound on-ramp at Los Angeles Street. Two of the impacted intersections would be at on-ramp locations to the freeway system (Blaine Street southbound to the Harbor Freeway and Grand Avenue northbound to the Hollywood Freeway).

5.3.2 Transit

Weekday Pre-Event Hour (4:30 – 5:30pm)

The transit system analysis for the Weekday Pre-Event Hour is summarized in Table 5.3.2.1. The transit system operates the most intensive schedules on weekday peak periods, so system capacity is at its highest during the Weekday Pre-Event Hour. Overall, the transit system serving the Proposed Project site would have a projected passenger-carrying capacity of 37,248 riders in the Weekday Pre-Event Hour. The total ridership in the Weekday Pre-Event Hour including 7,200 trips from the Proposed Project would be 25,063 riders, so overall there would be sufficient capacity to accommodate the Proposed Project. This is largely because trips to the Proposed Project would be inbound to the downtown area, which is the non-peak load direction for transit service which is carrying the highest loads outbound from downtown in the evening commuter peak period. Transit vehicles inbound to downtown are thus carrying far fewer passengers and have more surplus capacity. Table 5.3.2.1 shows that the policy load factors (capacities) would not be exceeded on any component of the transit system, so there would be no significant impacts in the Weekday Pre-Event Hour.

Weekday Post-Event Hour (9:00 – 10:00pm)

The transit system analysis for the Weekday Post-Event Hour is summarized in Table 5.3.2.2. The transit system operates reduced schedules on weekday nights, so system capacity is lower than for the Weekday Pre-Event Hour. Overall, the transit system serving the Proposed Project site would have a projected passenger-carrying capacity of 9,225 riders in the Weekday Post-Event Hour (much lower than for the Weekday Pre-Event Hour). The total ridership in the Weekday Post-Event Hour including 11,160 trips from the Proposed Project would be 14,992 riders, so overall ridership would exceed available capacity. The policy load factors (capacities) would be exceeded on eight rail transit lines, the Silver Line (both

Table 5.3.2.1 Future With Project - Transit Analysis - Weekday Evening: Pre-Event Hour (4:30 - 5:30pm) 10/24/2011

Line	Policy Load Factor [1]	Dir.[2]	Existing [3]				Future Without Project (2017) [4]				Future With Project (2017)			
			Max Load	Total Capacity [5]	Load Factor	Available Capacity	Max Load	Total Capacity [6]	Load Factor	Available Capacity	Project Trips	Max Load	Load Factor	Available Capacity
Red	2.30	EB	2,218	4,572	1.14	2,354	2,377	4,572	1.22	2,195	1,584	3,961	2.04	611
Purple	2.30	EB	1,335	3,048	1.03	1,713	1,438	3,048	1.11	1,610	288	1,726	1.33	1,322
Red/Purple	2.30	WB	3,439	7,620	1.06	4,181	3,712	7,620	1.15	3,908	1,080	4,792	1.48	2,828
Blue	1.75	NB	1,393	4,389	0.56	2,996	1,479	4,389	0.60	2,910	1,728	3,207	1.30	1,182
Expo	1.75	NB	0	0	0.00	0	969	4,389	0.39	3,420	1,152	2,121	0.86	2,268
Green (East)	1.75	WB	425	2,128	0.35	1,703	451	2,128	0.38	1,677	576	1,027	0.86	1,101
Green (West)	1.75	EB	1,148	2,128	0.96	980	1,219	2,128	1.02	909	360	1,579	1.32	549
Gold (Pasadena)	1.75	SB	527	1,862	0.50	1,335	559	1,862	0.53	1,303	288	847	0.81	1,015
Gold (East LA)	1.75	NB	543	2,128	0.45	1,585	576	2,128	0.48	1,552	360	936	0.78	1,192
Metrolink	1.00	WB	141	1,120	0.13	979	150	1,120	0.13	970	432	582	0.52	538
Silver Line (Artesia T.C.)	1.30	NB	70	360	0.25	290	74	360	0.27	286	144	218	0.79	142
Silver Line (El Monte)	1.30	SB	183	480	0.50	297	194	480	0.53	286	144	338	0.92	142
Metro Bus														
Rapid	1.30	N/E	2,599	3,978	0.85	1,379	2,470	3,608	0.89	1,138	504	2,974	1.07	634
Express	1.30	N/E	433	988	0.57	555	395	676	0.76	281	216	611	1.17	65
Local	1.30	N/E	4,569	8,314	0.71	3,745	4,755	8,106	0.76	3,351	360	5,115	0.81	2,991
Rail Subtotal [7]	-		8,385	19,629	0.94	11,244	9,974	24,018	0.87	14,044	5,832	15,806	1.38	8,212
Grand Total	-		16,239	33,749	0.82	17,510	17,863	37,248	0.82	19,385	7,200	25,063	1.16	12,185

1. Source: Los Angeles County Transportation Authority (Metro), 2011; Southern California Regional Rail Authority (Metrolink), 2011
2. Direction of travel (NB/EB during Pre-Event Hours; SB/WB during Post-Event Hours) - Silver/Green/Gold Lines include both directions for all time periods
3. Metro Bus ridership data for March 2011, Metro Rail ridership data for 2010-2011; Metrolink ridership data for May 2011
4. Ridership projections assume 1% growth in riders a year (Source: Metro, 2011)
5. Existing capacity from Metro and Metrolink service schedules and vehicle capacities from Table 5.1.2.1
6. Future Without Project capacities from Metro and Metrolink service schedules and vehicle capacities from Table 5.1.2.1 with projected service changes from Metro
7. Rail Subtotal includes Red, Purple, Red/Purple, Blue, and Expo Lines. Totals for other lines (Green-East, Green-West, Gold-Pasadena, Gold-East LA, and Metrolink) included in numbers for Red, Purple, and Blue Lines due to transfers.

Table 5.3.2.1a Future Without Project
Weekday Evening: Pre-Event Hour (4:30 - 5:30pm)

Line	Dir.	Frequency (minutes)	Buses/Trains per Hour	Train Length - # of Cars	Total Cars/Buses
Red	EB	10	6	6	36
Purple	EB	10	6	4	24
Red/Purple	WB	5	12	6/4	60
Blue	NB	5	11	3	33
Expo	NB	5	11	3	33
Green (East)	WB	7.5	8	2	16
Green (West)	EB	7.5	8	2	16
Gold (Pasadena)	SB	8.5	7	2	14
Gold (ELA)	NB	7.5	8	2	16
Metrolink	WB	35	2	4	8
Silver Line (Artesia T.C.)	NB	10	6	N/A	6
Silver Line (El Monte)	SB	7.5	8	N/A	8
Metro Bus					
Rapid	N/E	-	55	N/A	55
Express	N/E	-	13	N/A	13
Local	N/E	-	152	N/A	152

Table 5.3.2.1b Future Additional Service Needed with Project
Weekday Evening: Pre-Event Hour (4:30 - 5:30pm)

Line	Dir.	Available Capacity with Project	Additional Cars/ Buses Needed
Red	EB	611	-
Purple	EB	1,322	-
Red/Purple	WB	2,828	-
Blue	NB	1,182	-
Expo	NB	2,268	-
Green (East)	WB	1,101	-
Green (West)	EB	549	-
Gold (Pasadena)	SB	1,015	-
Gold (ELA)	NB	1,192	-
Metrolink	WB	538	-
Silver Line (Artesia T.C.)	NB	142	-
Silver Line (El Monte)	SB	142	-
Metro Bus			
Rapid	N/E	634	-
Express	N/E	65	-
Local	N/E	2,991	-

Table 5.3.2.2 Future With Project - Transit Analysis - Weekday Evening: Post-Event Hour (9:00 - 10:00pm) 10/24/2011

Line	Policy Load Factor [1]	Dir.[2]	Existing [3]				Future Without Project (2017) [4]				Future With Project (2017)			
			Max Load	Total Capacity [5]	Load Factor	Available Capacity	Max Load	Total Capacity [6]	Load Factor	Available Capacity	Project Trips	Max Load	Load Factor	Available Capacity
Red	2.30	WB	579	1,524	0.89	945	615	1,524	0.95	909	2,455	3,070	4.74	-1,546
Purple	2.30	WB	136	762	0.42	626	144	762	0.45	618	446	591	1.82	171
Red/Purple	2.30	EB	811	2,286	0.83	1,475	861	2,286	0.89	1,425	1,674	2,535	2.61	-249
Blue	1.75	SB	412	798	0.92	386	437	798	0.97	361	2,678	3,116	6.92	-2,318
Expo	1.75	SB	0	0	0.00	0	286	798	0.64	512	1,786	2,072	4.60	-1,274
Green (East)	1.75	EB	127	399	0.56	272	135	399	0.60	264	893	1,028	4.57	-629
Green (West)	1.75	WB	140	266	0.93	126	149	266	0.99	117	558	707	4.71	-441
Gold (Pasadena)	1.75	NB	197	399	0.88	202	209	399	0.93	190	446	656	2.91	-257
Gold (East LA)	1.75	SB	99	266	0.66	167	105	266	0.70	161	558	663	4.42	-397
Metrolink	1.00	EB	142	1,400	0.10	1,258	151	1,400	0.11	1,249	670	820	0.59	580
Silver Line (Artesia T.C.)	1.30	SB	21	120	0.23	99	22	120	0.24	98	223	245	2.67	-125
Silver Line (El Monte)	1.30	NB	36	120	0.39	84	38	120	0.42	82	223	261	2.84	-141
Metro Bus														
Rapid	1.30	S/W	199	592	0.44	393	211	592	0.46	381	781	992	2.18	-400
Express	1.30	S/W	56	104	0.70	48	59	104	0.74	45	335	394	4.93	-290
Local	1.30	S/W	1,114	2,183	0.66	1,069	1,157	2,121	0.71	964	558	1,715	1.05	406
Rail Subtotal [7]	-		1,938	5,370	0.81	3,432	2,344	6,168	0.82	3,824	9,040	11,383	4.00	-5,215
Grand Total	-		3,364	8,489	0.70	5,125	3,832	9,225	0.74	5,393	11,160	14,992	2.89	-5,767

1. Source: Los Angeles County Transportation Authority (Metro), 2011; Southern California Regional Rail Authority (Metrolink), 2011
2. Direction of travel (NB/EB during Pre-Event Hours; SB/WB during Post-Event Hours) - Silver/Green/Gold Lines include both directions for all time periods
3. Metro Bus ridership data for March 2011, Metro Rail ridership data for 2010-2011; Metrolink ridership data for May 2011
4. Ridership projections assume 1% growth in riders a year (Source: Metro, 2011)
5. Existing capacity from Metro and Metrolink service schedules and vehicle capacities from Table 5.1.2.1
6. Future Without Project capacities from Metro and Metrolink service schedules and vehicle capacities from Table 5.1.2.1 with projected service changes from Metro
7. Rail Subtotal includes Red, Purple, Red/Purple, Blue, and Expo Lines. Totals for other lines (Green-East, Green-West, Gold-Pasadena, Gold-East LA, and Metrolink) included in numbers for Red, Purple, and Blue Lines due to transfers.

Table 5.3.2.2a Future Without Project
Weekday Evening: Post-Event Hour (9:00 - 10:00pm)

Line	Dir.	Frequency (minutes)	Buses/Trains per Hour	Train Length - # of Cars	Total Cars/Buses
Red	WB	20	3	4	12
Purple	WB	20	3	2	6
Red/Purple	EB	10	6	4/2	18
Blue	SB	20	3	2	6
Expo	SB	20	3	2	6
Green (East)	EB	20	3	1	3
Green (West)	WB	30	2	1	2
Gold (Pasadena)	NB	20	3	1	3
Gold (ELA)	SB	30	2	1	2
Metrolink	EB	90	2	5	10
Silver Line (Artesia T.C.)	SB	30	2	N/A	2
Silver Line (El Monte)	NB	30	2	N/A	2
Metro Bus					
Rapid	S/W	-	8	N/A	8
Express	S/W	-	2	N/A	2
Local	S/W	-	39	N/A	39

Table 5.3.2.2b Future Additional Service Needed with Project
Weekday Evening: Post-Event Hour (9:00 - 10:00pm)

Line	Dir.	Available Capacity with Project	Additional Cars Needed
Red	WB	-1,546	13
Purple	WB	171	-
Red/Purple	EB	-249	3
Blue	SB	-2,318	18
Expo	SB	-1,274	10
Green (East)	EB	-629	5
Green (West)	WB	-441	4
Gold (Pasadena)	NB	-257	2
Gold (ELA)	SB	-397	4
Metrolink	EB	580	-
Silver Line (Artesia T.C.)	SB	-125	3
Silver Line (El Monte)	NB	-141	3
Metro Bus			
Rapid	S/W	-400	7
Express	S/W	-290	5
Local	S/W	406	-

directions), and for Rapid and Express buses, as shown in Table 5.3.2.1 and listed below, which would constitute significant impacts:

Line	Additional Rail Cars/Buses Needed To Meet Load Factor
Metro Red Line	13
Metro Red/Purple Lines	3
Metro Blue Line	18
Exposition Line	10
Green Line (East)	5
Green Line (West)	4
Gold Line (Pasadena)	2
Gold Line (East LA)	4
Metro Silver Line (South)	3
Metro Silver Line (North)	3
Rapid Bus	7
Express Bus	5

These impacts would occur because of the significantly scaled back service schedules that are operated on the transit system in the late evening. Because of the reduced transit schedules at these times, additional capacity would need to be provided during the Weekday Post-Event Hour. Such capacity would be available, and additional service could be provided, as detailed in Chapter 10 – Project Mitigation, and listed above (see also Table 5.3.2.1a and Table 5.3.2.1b). The total service necessary to accommodate the Weekday Evening Post-Event Hour passenger loads would still be well below the service levels typically operated during the weekday peak periods.

5.3.3 Parking

Weekday Evening Event

For a Weekday Evening Event, the estimated parking demand for the Proposed Project would be a total of 24,649 spaces, comprising 20,874 for the Event Center and 3,775 for the Convention Center[1]. This demand would utilize the 6,670 on-site spaces, and 17,979 spaces in the off-site parking supply. It is estimated that approximately 17% of the off-site parking demand would park in parking zones directly to the east of the Project Site, approximately

[1] Based on existing Weekday parking demand of 3,283 spaces for the 90th percentile event plus 15% growth due to Convention Center expansion as described in Chapter 4.

38% would park in zones to the north and about 20% would in zones to the south. This off-site parking demand would be accommodated by the off-site supply in downtown.

This is demonstrated by an analysis of parking demand and supply, not only for the Proposed Project but also for the STAPLES Center and LA LIVE, which is summarized in Table 5.3.3.1, for the same time period as a Weekday Evening Event at the Event Center. Table 5.3.3.1 shows the total parking demand for these uses during a Weekday Evening Event to be 27,174 spaces[1]. Note that the parking demand for STAPLES Center would be zero, due to the stated policy of not scheduling a STAPLES Center event at the same time as a major ticketed event at the Event Center.

Table 5.3.3.1 shows this overall demand for 27,174 spaces would utilize the 6,670 on-site parking space supply and 20,504 off-site parking spaces. Table 5.3.3.1 also shows there would be 22,076 off-site parking spaces available[2] which would be more than necessary to satisfy the demand. It is therefore concluded that there would be no significant parking impacts for a Weekday Evening Event, as the parking demand would not exceed the available parking supply.

5.3.4 Pedestrian Circulation

Weekday Evening Pre-Event Hour (4:30 – 5:30pm)

The results of the pedestrian analysis are shown in Table 5.3.4.1 which shows pedestrian sidewalk levels of service for average flow and for platoon flow conditions. For purposes of preparing a conservative analysis, the analysis focuses on the results for platoon levels of service. These are illustrated graphically in Figure 5.3.4.1. (Details of the pedestrian level of service calculations are shown in Table A.5.3.4.1 in Appendix 5.)

The analysis shows that in general for the Weekday Evening Pre-Event Hour the sidewalks would operate at LOS D or better. At a few locations the sidewalk level of service (LOS) would be LOS E, but the LOS would not exceed LOS E in any location and there would be no significant pedestrian impacts.

Weekday Evening Post-Event Hour (9:00 – 10:00pm)

The results of the pedestrian analysis are also shown in Table 5.3.4.1 which shows pedestrian sidewalk levels of service. These are illustrated graphically in Figure 5.3.4.2. The analysis

[1] Includes parking demand of 2,525 spaces for LA LIVE based on analysis for LASED EIR & Specific Plan, 2000, and LASED Specific Plan Amendment, 2010.

[2] As shown in Table 5.3.3.1 this would be comprised of 18,558 unoccupied parking spaces in the off-site area (excluding LA LIVE), as determined by the parking occupancy surveys described in Chapter 2, and shown in Table A.5.3.3.1 in Appendix 5, and the 3,518 space supply at LA LIVE.

Table 5.3.3.1 Future With Project - Parking Demand and Supply Summary Weekday Evening Event

10/28/11

Facility	Parking Demand	Parking Demand Allocations				
		On-Site Supply	Off-Site Supply			Total Supply
			LA LIVE Supply	Other Downtown Supply	Total Off-Site Supply	
Proposed Project	24,649 [1]	6,670 [2]	1,000 [3]	16,979	17,979	24,649
LA LIVE	2,525 [4]	0	2,525	0	2,525	2,525
STAPLES Center	0	0	0	0	0	0
Total Demand	27,174	6,670	3,525	16,979	20,504	27,174
Total Available Supply		6,670	3,518 [5]	18,558 [6]	22,076	28,746
Total Surplus						1,572

[1] Comprises 19,470 spaces for Event Center attendees, 1,404 spaces for Event Center employees, and 3,775 spaces for Convention Center based on existing weekday parking demand of 3,283 spaces for 90th percentile event plus 15% growth due to Convention Center Expansion as described in Chapter 4.

[2] From Table 4.1.1, Chapter 4.

[3] See Chapter 4.

[4] From analysis for LASED EIR & Specific Plan, 2000, and LASED Specific Plan Amendment, 2010.

[5] From Table 4.5.1, Chapter 4.

[6] Unoccupied parking spaces in the off-site area of the Primary Parking Area (excluding LA LIVE), from Table A.5.3.3.1 in Appendix 5.

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Table 5.3.4.1 Future With Project - Pedestrian Sidewalk Level of Service - Weekday Evening: Pre-Event Hour (4:30 - 5:30pm) and Weekday Evening: Post-Event Hour (9:00 - 10:00pm)

2/6/2012

Street	Section		Sidewalk Side	Total Sidewalk Width (ft)	Weekday Evening: Pre-Event Hour (4:30 - 5:30 PM)		Weekday Evening: Post-Event Hour (9:00 - 10:00 PM)	
	From	To			Avg. Flow Level of Service	Platoon Flow Level of Service	Avg. Flow Level of Service	Platoon Flow Level of Service
8th	Francisco	Figueroa	North	10	A	B	A	B
			South	13	A	B	A	B
9th	Georgia	Francisco	North	-	-	-	-	-
			South	13	A	B	B	C
Olympic	Georgia	Francisco	North	13	A	B	A	B
			South	14	A	B	A	B
Olympic	Francisco	Figueroa	North	15	A	B	A	B
			South	15	A	B	A	B
Olympic	Figueroa	Flower	North	16	A	B	A	B
			South	10	A	B	A	B
Olympic	Flower	Hope	North	10	A	B	A	B
			South	12	A	B	A	B
Olympic	Hope	Grand	North	10	A	B	A	B
			South	10	A	B	A	B
Olympic	Grand	Olive	North	10	A	B	A	B
			South	10	A	B	A	B
Olympic	Olive	Hill	North	10	A	B	A	A
			South	10	A	B	A	A
11th	LA Live Wy.	Georgia	North	15	B	C	C	D
			South	20	A	C	C	D
11th	Georgia	Nokia Plz	Both	95	A	C	B	C
11th	Nokia Plaza	Figueroa	Both	95	A	B	A	C
11th	Figueroa	Flower	North	10	D	E	E	F
			South	10	D	E	E	F
11th	Flower	Hope	North	12	B	C	C	D
			South	10	C	D	D	E
11th	Hope	Grand	North	10	A	C	C	D
			South	12	A	C	B	D
11th	Grand	Olive	North	10	A	C	B	D
			South	10	A	C	B	D
11th	Olive	Hill	North	10	A	B	A	B
			South	10	A	B	A	B
12th	GLP	Figueroa	Both	100	A	B	A	C
12th	Figueroa	Flower	Both	78	A	B	A	C
12th	Flower	Hope	North	10	C	D	E	E
			South	10	D	E	E	F

Table 5.3.4.1 Future With Project - Pedestrian Sidewalk Level of Service - Weekday Evening: Pre-Event Hour (4:30 - 5:30pm) and Weekday Evening: Post-Event Hour (9:00 - 10:00pm)

2/6/2012

Street	Section		Sidewalk Side	Total Sidewalk Width (ft)	Weekday Evening: Pre-Event Hour (4:30 - 5:30 PM)		Weekday Evening: Post-Event Hour (9:00 - 10:00 PM)	
	From	To			Avg. Flow Level of Service	Platoon Flow Level of Service	Avg. Flow Level of Service	Platoon Flow Level of Service
12th	Hope	Grand	North	11	B	D	D	E
			South	10	C	D	E	E
12th	Grand	Olive	North	10	C	D	D	E
			South	10	C	D	D	E
12th	Olive	Hill	North	12	A	C	B	C
			South	10	A	C	C	D
12th	Hill	Broadway	North	11	A	B	A	C
			South	13	A	B	A	C
Pico	LA Live Wy.	GLP	North	20	A	B	B	C
			South	15	A	B	A	C
Pico	GLP	Figueroa	North	20	A	C	C	D
			South	21	A	C	C	D
Pico	Figueroa	Flower	North	20	B	D	D	E
			South	10	B	D	D	D
Pico	Flower	Hope	North	12	B	D	D	E
			South	13	A	C	B	C
Pico	Hope	Grand	North	12	B	D	D	D
			South	12	A	C	C	D
Pico	Grand	Olive	North	12	A	B	A	C
			South	10	A	B	A	C
Pico	Olive	Hill	North	11	A	B	A	B
			South	10	A	B	A	B
Venice	Figueroa	Flower	North	10	C	D	D	E
			South	10	A	C	C	D
Venice	Flower	Hope	North	10	C	D	D	E
			South	10	A	C	C	D
Venice	Hope	Grand	North	10	B	C	C	D
			South	10	A	C	B	D
Venice	Grand	Olive	North	10	A	B	A	A
			South	25	A	A	A	A
LA Live Wy.	12th	11th	East	15	A	B	A	B
			West	10	A	A	A	B
LA Live Wy.	Pico	12th	East	15	A	C	C	D
			West	10	A	B	A	B
Georgia	11th	Olympic	East	15	A	B	A	B
			West	15	A	B	A	C
Georgia	Olympic	9th	East	11	A	B	A	C
			West	10	A	B	A	C

Table 5.3.4.1 Future With Project - Pedestrian Sidewalk Level of Service - Weekday Evening: Pre-Event Hour (4:30 - 5:30pm) and Weekday Evening: Post-Event Hour (9:00 - 10:00pm)

2/6/2012

Street	Section		Sidewalk Side	Total Sidewalk Width (ft)	Weekday Evening: Pre-Event Hour (4:30 - 5:30 PM)		Weekday Evening: Post-Event Hour (9:00 - 10:00 PM)	
	From	To			Avg. Flow Level of Service	Platoon Flow Level of Service	Avg. Flow Level of Service	Platoon Flow Level of Service
Francisco	Olympic	9th	East	10	A	C	B	C
			West	10	A	C	B	D
Francisco	9th	8th	East	10	B	D	D	D
			West	10	A	B	B	C
Figueroa	Venice	Pico	East	10	C	D	D	E
			West	22	B	C	C	D
Figueroa	Pico	12th	East	10	A	C	B	C
			West	17	B	D	B	C
Figueroa	12th	11th	East	12	A	C	A	C
			West	31	A	B	A	B
Figueroa	11th	Olympic	East	10	D	D	E	E
			West	15	D	E	D	E
Figueroa	Olympic	9th	East	22	A	C	B	D
			West	12	D	E	E	E
Figueroa	9th	8th	East	10	D	D	E	E
			West	15	C	D	C	D
Figueroa	8th	7th	East	13	A	C	C	D
			West	22	A	C	A	C
Figueroa	7th	Wilshire	East	12	A	C	A	C
			West	12	C	D	B	D
Figueroa	Wilshire	6th	East	10	C	D	C	D
			West	19	A	C	A	C
Figueroa	6th	5th	East	18	A	B	A	B
			West	10	C	D	D	D
Figueroa	5th	4th	East	10	C	D	C	D
			West	10	C	D	C	D
Flower	Venice	Pico	East	11	A	A	A	A
			West	10	A	B	A	B
Flower	Pico	12th	East	10	A	B	A	B
			West	10	A	B	A	B
Flower	12th	11th	East	12	A	B	A	B
			West	10	A	C	A	C
Flower	11th	Olympic	East	13	A	C	B	D
			West	22	A	B	A	C
Flower	Olympic	9th	East	13	A	C	B	D
			West	13	D	D	E	E
Flower	9th	8th	East	13	A	C	B	D
			West	12	C	D	D	E

Table 5.3.4.1 Future With Project - Pedestrian Sidewalk Level of Service - Weekday Evening: Pre-Event Hour (4:30 - 5:30pm) and Weekday Evening: Post-Event Hour (9:00 - 10:00pm)

2/6/2012

Street	Section		Sidewalk Side	Total Sidewalk Width (ft)	Weekday Evening: Pre-Event Hour (4:30 - 5:30 PM)		Weekday Evening: Post-Event Hour (9:00 - 10:00 PM)	
	From	To			Avg. Flow Level of Service	Platoon Flow Level of Service	Avg. Flow Level of Service	Platoon Flow Level of Service
Flower	8th	7th	East	12	A	B	A	C
			West	12	A	C	B	C
Hope	Venice	15th	East	10	A	B	A	B
			West	15	A	B	A	B
Hope	15th	Pico	East	10	A	B	A	B
			West	11	A	B	A	B
Hope	Pico	12th	East	10	A	B	A	B
			West	11	A	B	A	B
Hope	12th	11th	East	11	A	B	A	B
			West	11	A	B	A	B
Hope	11th	Olympic	East	11	A	B	A	B
			West	12	A	B	A	C
Grand	Venice	15th	East	20	A	B	A	B
			West	10	A	C	C	D
Grand	15th	Pico	East	12	A	B	A	C
			West	15	A	B	A	C
Grand	Pico	12th	East	15	A	A	A	A
			West	20	A	A	A	A
Grand	12th	11th	East	18	A	A	A	A
			West	22	A	A	A	B
Grand	11th	Olympic	East	15	A	B	A	B
			West	15	A	B	A	B
Olive	Venice	15th	East	15	A	B	A	B
			West	10	A	B	A	B
Olive	15th	Pico	East	13	A	B	A	B
			West	15	A	B	A	B
Olive	Pico	12th	East	20	A	A	A	B
			West	15	A	B	A	B
Olive	12th	11th	East	15	A	B	A	B
			West	17	A	B	A	B
Olive	11th	Olympic	East	15	A	B	A	B
			West	16	A	B	A	C

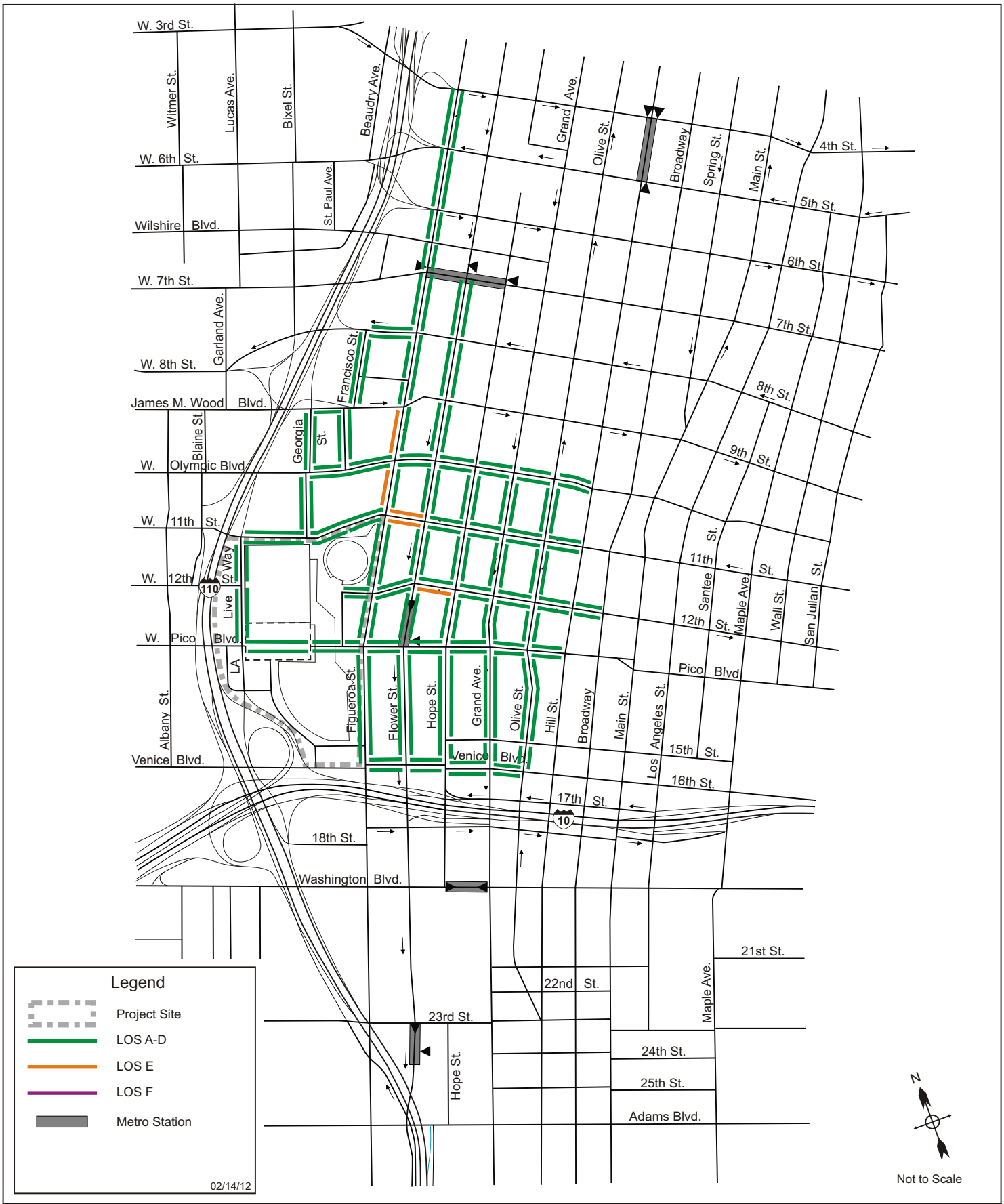


Figure 5.3.4.1

Future With Project – Pedestrian Sidewalk Level of Service – Weekday Evening: Pre-Event Hour (4:30 – 5:30pm)

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions

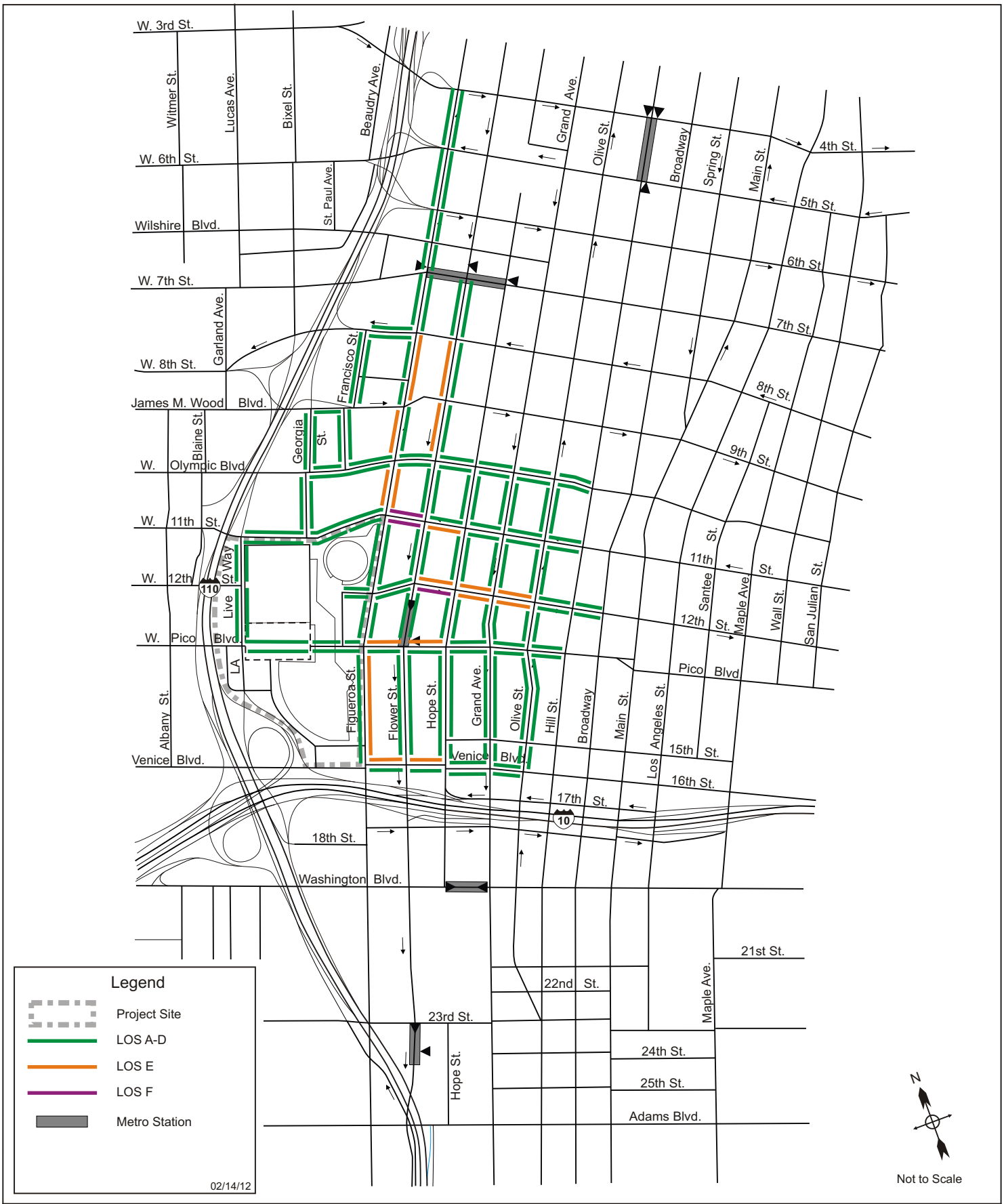


Figure 5.3.4.2

Future With Project – Pedestrian Sidewalk Level of Service – Weekday Evening: Post-Event Hour (9:00 -10:00pm)

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions

shows that in general for the Weekend Evening Post-Event Hour the sidewalks would operate at LOS D or better at many locations. There will be a number of locations where the sidewalk conditions will be LOS E, principally on 11th Street, 12th Street, short sections of Pico Boulevard and Venice Boulevard, and some sections of Figueroa Street and Flower Street as shown in Figure 5.3.4.2. The sidewalk level of service (LOS) would be LOS F at three locations which are listed below:

11th Street	Figueroa St - Flower St	North Side
11th Street	Figueroa St - Flower St	South Side
12th Street	Flower St - Hope St	South Side

There would thus be significant pedestrian impacts at these three locations in the Weekday Post-Event Hour.

5.3.5 Freeways

Freeway Segments

Freeway Segment Impact Analysis

The freeway segment analysis is summarized in Tables 5.3.5.1 and 5.3.5.2. Levels of service and D/C ratios for Existing Conditions, Future Without Project and Future With Project Conditions are shown in Tables 5.3.5.1 for the Weekday Evening Pre-Event Hour and 5.3.5.2 for the Weekday Evening Post-Event Hour. The locations for freeway segment level of service analysis for the Weekday Evening Pre-Event Hour are shown in Figure 5.3.5.1

Weekday Evening Pre-Event Hour (4:30 – 5:30pm)

Existing Conditions

As shown in Table 5.3.5.1, four mainline and three HOV locations currently operate at LOS D or better in the Weekday Pre-Event Hour. Six mainline locations currently operate at LOS E and seven mainline locations operate at LOS F (five at LOS F(0), one at LOS F(1), and one at LOS F(3)).

Future Without Project Conditions

Under Future Without Project conditions, three freeway mainline locations and all three freeway HOV locations are expected to continue to operate at LOS D or better. Three mainline locations are expected to operate at LOS E and eleven mainline locations are expected to operate at LOS F (eight at LOS F(0), two at LOS F(1), and one at LOS F(3)).

Future With Project Conditions

With the Proposed Project, six of the twenty freeway analysis locations are expected to operate at LOS D or better during the Weekday Evening Pre-Event hour, and fourteen locations would operate at LOS F (nine at LOS F(0), two at LOS F(1), two at LOS F(2), and one at LOS F(3)).

As shown in Table 5.3.5.1, the Proposed Project would result in a significant traffic impact at thirteen freeway mainline locations in the Weekday Evening Pre-Event Hour. These locations are as follows (with the direction and resultant D/C ratio and LOS in parentheses):

3a.	I-110 South of Martin Luther King Jr. Blvd (Mainline) (NB)	(1.025)	F(0)
15.	I-5 South of Stadium Way (SB)	(1.082)	F(0)
4S.	SR-110 Between James Wood Blvd and Olympic Blvd (SB)	(1.102)	F(0)
8.	US-101 at Glendale Boulevard (SB)	(1.136)	F(0)
10.	I-5 West of Indiana Street (NB)	(1.142)	F(0)
12a.	I-110 at Vernon Avenue (Mainline) (NB)	(1.179)	F(0)
7.	US-101 North of Vignes Street (NB)	(1.187)	F(0)
14.	US-101 South of Vermont Avenue (SB)	(1.216)	F(0)
6.	SR-110 North of Alpine Street (SB)	(1.227)	F(0)
2.	I-10 East of San Pedro Street (WB)	(1.276)	F(1)
1.	I-10 West of Vermont Avenue (EB)	(1.361)	F(2)
5.	SR-110 South of US-101 (SB)	(1.374)	F(2)
13.	I-10 East of Crenshaw Boulevard (EB)	(1.571)	F(3)

At two of the thirteen impacted freeway locations, the D/C ratio would be less than 1.10. Five impacted locations would have a D/C ratio between 1.10 and 1.20. Three impacted locations would have a D/C ratio between 1.20 and 1.30. The remaining three impacted locations would have a D/C ratio greater than 1.30. The level of service at ten of the thirteen impacted locations would be LOS F without the Proposed Project. Table 5.3.5.1 also shows the increases in D/C ratios that would occur as a result of the Proposed Project, and shows that of these ten impacted locations, the increase in D/C ratio would be less than 10% at six locations, and in the 15% to 25% range at the other four locations.

It should be noted that the above identified traffic impacts would not occur on a regular basis but would occur only a few times a year between September and early January. Other weekday evening events would also occur only infrequently during the year, but would start and finish later (typically 7:30pm start) so background traffic levels would be lower and traffic impacts correspondingly lower for such events.

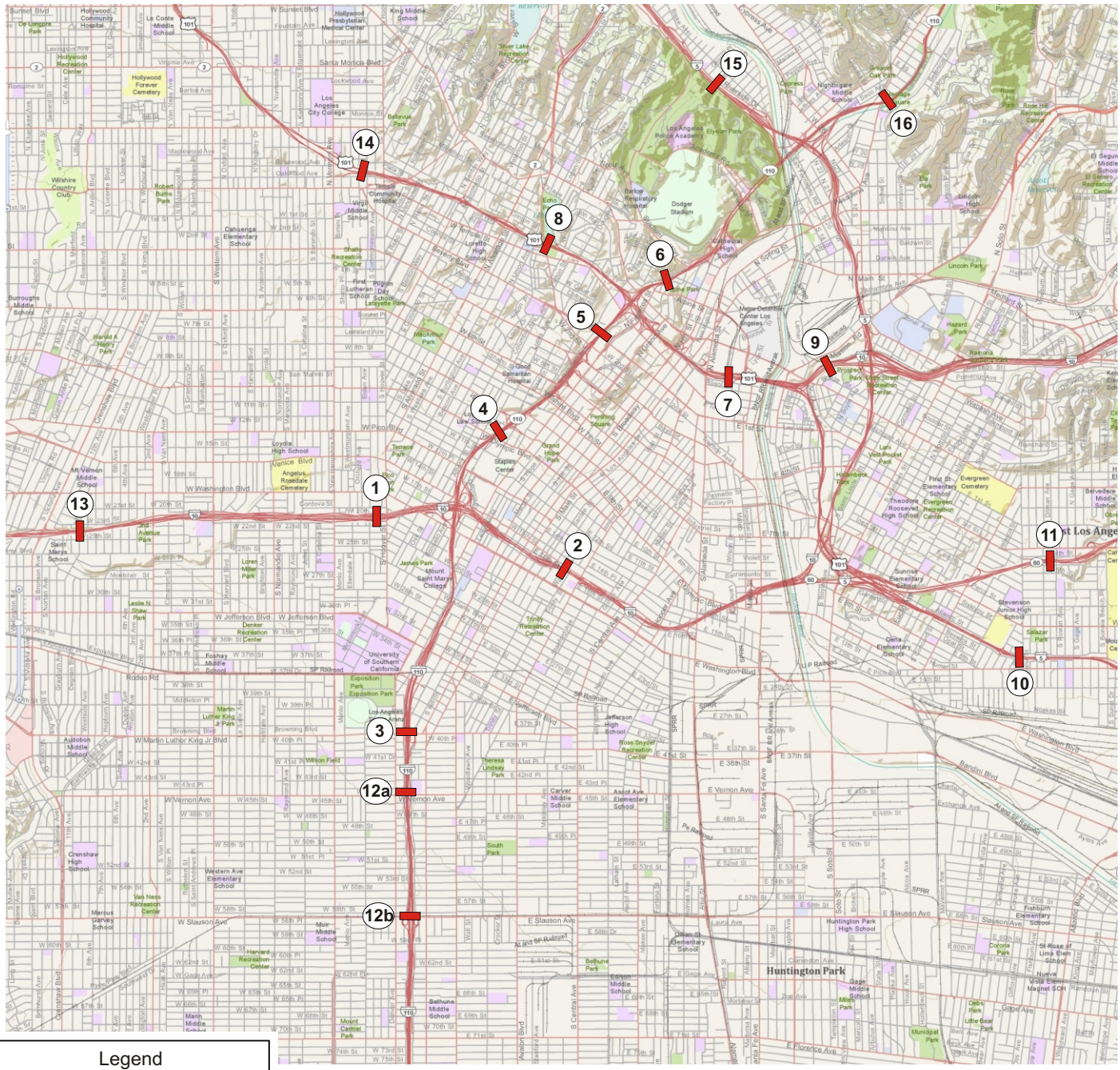


Figure 5.3.5.1
Freeway Segment Analysis Locations

Table 5.3.5.1 Future With Project - Freeway Segment Level of Service
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

10/5/11

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Future Without Project Conditions			Future With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
1	I-10 West of Vermont (Total)	EB	4 G + 2 C-D	12,000	15,330	1.277	F(1)	15,514	1.293	F(1)	821	16,335	1.361	F(2)	0.068	Yes
		WB	4 G + 2 C-D	12,000	15,459	1.288	F(1)	15,645	1.304	F(1)	0	15,645	1.304	F(1)	0.000	No
2	I - 10 East of San Pedro Street	EB	5 G	10,000	13,374	1.337	F(1)	14,137	1.414	F(2)	0	14,137	1.414	F(2)	0.000	No
		WB	5 G	10,000	9,669	0.967	E	10,220	1.022	F(0)	2,542	12,762	1.276	F(1)	0.254	Yes
3a	I - 110 South of Martin Luther King Jr. Boulevard (Mainline)	NB	5 G	10,000	9,406	0.941	E	9,698	0.970	E	548	10,245	1.025	F(0)	0.055	Yes
		SB	5 G	10,000	11,105	1.110	F(0)	11,449	1.145	F(0)	0	11,449	1.145	F(0)	0.000	No
3b	I - 110 North of Martin Luther King Jr. Boulevard (HOV)	NB	1 HOV	1,650	484	0.293	A	499	0.302	A	829	1,328	0.805	D	0.502	No
		SB	2 HOV	3,300	2,452	0.743	C	2,528	0.766	C	0	2,528	0.766	C	0.000	No
4	SR-110 between James Wood Boulevard and Olympic Boulevard	NB	3G + 2 C-D	10,000	11,960	1.196	F(0)	12,642	1.264	F(1)	41	12,683	1.268	F(1)	0.004	No
		SB	5 G	10,000	9,521	0.952	E	10,063	1.006	F(0)	956	11,019	1.102	F(0)	0.096	Yes
5	SR-110 South of US-101	NB	3 G + 2 C	10,000	10,539	1.054	F(0)	11,140	1.114	F(0)	0	11,140	1.114	F(0)	0.000	No
		SB	3 G + 3 C	12,000	13,668	1.139	F(0)	14,447	1.204	F(0)	2,035	16,482	1.374	F(2)	0.170	Yes
6	SR-110 North of Alpine Street	NB	3 G	6,000	6,754	1.126	F(0)	6,977	1.163	F(0)	0	6,977	1.163	F(0)	0.000	No
		SB	3 G	6,000	6,463	1.077	F(0)	6,676	1.113	F(0)	683	7,359	1.227	F(0)	0.114	Yes
7	US-101 North of Vignes Street	NB	4 G	8,000	7,871	0.984	E	8,319	1.040	F(0)	1,173	9,492	1.187	F(0)	0.147	Yes
		SB	4 G	8,000	8,030	1.004	F(0)	8,487	1.061	F(0)	0	8,487	1.061	F(0)	0.000	No

Table 5.3.5.1 Future With Project - Freeway Segment Level of Service
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

10/5/11

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Future Without Project Conditions			Future With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
8	US-101 at Glendale Boulevard	NB	4 G	8,000	7,584	0.948	E	7,743	0.968	E	0	7,743	0.968	E	0.000	No
		SB	4 G	8,000	7,715	0.964	E	7,877	0.985	E	1,208	9,085	1.136	F(0)	0.151	Yes
9a	I-10 at Echandia Street b/w US 101 and I-5 (Mainline)	EB	3 G	6,000	6,367	1.061	F(0)	6,788	1.131	F(0)	0	6,788	1.131	F(0)	0.000	No
		WB	3 G	6,000	4,356	0.726	C	4,643	0.774	D	411	5,054	0.842	D	0.068	No
9b	I-10 at Echandia Street b/w US 101 and I-5 (HOV)	EB	1 HOV	1,650	639	0.387	B	681	0.413	B	0	681	0.413	B	0.000	No
		WB	1 HOV	1,650	168	0.102	A	179	0.109	A	763	942	0.571	C	0.462	No
10	I-5 at Calzona Street west of Indiana Street	NB	5 G	10,000	8,934	0.893	D	9,658	0.966	E	1,760	11,417	1.142	F(0)	0.176	Yes
		SB	5 G	10,000	10,416	1.042	F(0)	11,260	1.126	F(0)	0	11,260	1.126	F(0)	0.000	No
11	SR-60 East of Indiana Street	EB	5 G	10,000	9,684	0.968	E	10,265	1.027	F(0)	0	10,265	1.027	F(0)	0.000	No
		WB	5 G	10,000	6,524	0.652	C	6,915	0.692	C	782	7,697	0.770	C	0.078	No
12a	I-110 at Vernon Avenue (Mainline)	NB	4 G	8,000	8,619	1.077	F(0)	8,887	1.111	F(0)	548	9,434	1.179	F(0)	0.068	Yes
		SB	4 G	8,000	11,064	1.383	F(2)	11,407	1.426	F(2)	0	11,407	1.426	F(2)	0.000	No
12b	I-110 at Slauson Avenue (HOV)	NB	2 HOV	3,300	1,640	0.497	B	1,691	0.512	B	1,017	2,708	0.820	D	0.308	No
		SB	2 HOV	3,300	2,743	0.831	D	2,828	0.857	D	0	2,828	0.857	D	0.000	No
13	I-10 East of Crenshaw Boulevard	EB	5 G	10,000	14,713	1.471	F(3)	14,890	1.489	F(3)	821	15,711	1.571	F(3)	0.082	Yes
		WB	5 G	10,000	12,408	1.241	F(0)	12,557	1.256	F(1)	0	12,557	1.256	F(1)	0.000	No
14	US-101 South of Vermont Avenue	NB	4 G	8,000	6,820	0.853	D	6,964	0.870	D	0	6,964	0.870	D	0.000	No
		SB	4 G	8,000	8,136	1.017	F(0)	8,307	1.038	F(0)	1,418	9,725	1.216	F(0)	0.177	Yes

Table 5.3.5.1 Future With Project - Freeway Segment Level of Service
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

10/5/11

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Future Without Project Conditions			Future With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
15	I-5 South of Stadium Way	NB	5 G	10,000	10,056	1.006	F(0)	11,082	1.108	F(0)	0	11,082	1.108	F(0)	0.000	No
		SB	4 G + 1 A	9,000	8,395	0.933	E	9,252	1.028	F(0)	489	9,741	1.082	F(0)	0.054	Yes
16	SR-110 South of Avenue 43	NB	3 G	6,000	6,139	1.023	F(0)	6,342	1.057	F(0)	0	6,342	1.057	F(0)	0.000	No
		SB	3 G	6,000	3,713	0.619	C	3,836	0.639	C	489	4,325	0.721	C	0.081	No

Significant Impact?	Yes	13
	No	7

Segment analyzed. All traffic inbound to event.

Table 5.3.5.2 Future With Project - Freeway Segment Level of Service
Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

1/13/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Future Without Project Conditions			Future With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
1	I-10 West of Vermont (Total)	EB	4 G + 2 C-D	12,000	9,733	0.811	D	9,850	0.821	D	0	9,850	0.821	D	0.000	No
		WB	4 G + 2 C-D	12,000	8,188	0.682	C	8,286	0.691	C	1,280	9,566	0.797	D	0.107	No
2	I - 10 East of San Pedro Street	EB	5 G	10,000	4,887	0.489	B	5,166	0.517	B	3,961	9,126	0.913	D	0.396	No
		WB	5 G	10,000	2,810	0.281	A	2,970	0.297	A	0	2,970	0.297	A	0.000	No
3a	I - 110 South of Martin Luther King Jr. Boulevard (Mainline)	NB	5 G	10,000	4,761	0.476	B	4,909	0.491	B	0	4,909	0.491	B	0.000	No
		SB	5 G	10,000	5,775	0.578	C	5,954	0.595	C	1,267	7,221	0.722	C	0.127	No
3b	I - 110 North of Martin Luther King Jr. Boulevard (HOV)	NB	1 HOV	1,650	91	0.055	A	94	0.057	A	0	94	0.057	A	0.000	No
		SB	2 HOV	3,300	820	0.248	A	845	0.256	A	978	1,823	0.553	C	0.296	No
4	SR-110 between James Wood Boulevard and Olympic Boulevard	NB	3G + 2 C-D	10,000	6,304	0.630	C	6,663	0.666	C	962	7,625	0.763	C	0.096	No
		SB	5 G	10,000	6,548	0.655	C	6,921	0.692	C	357	7,278	0.728	C	0.036	No
5	SR-110 South of US-101	NB	3 G + 2 C	10,000	6,596	0.660	C	6,972	0.697	C	3,192	10,164	1.016	F(0)	0.319	Yes
		SB	3 G + 3 C	12,000	6,679	0.557	C	7,060	0.588	C	0	7,060	0.588	C	0.000	No
6	SR-110 North of Alpine Street	NB	3 G	6,000	4,296	0.716	C	4,438	0.740	C	1,055	5,493	0.915	D	0.176	No
		SB	3 G	6,000	2,874	0.479	B	2,969	0.495	B	0	2,969	0.495	B	0.000	No
7	US-101 North of Vignes Street	NB	4 G	8,000	3,071	0.384	B	3,246	0.406	B	0	3,246	0.406	B	0.000	No
		SB	4 G	8,000	4,243	0.530	B	4,485	0.561	C	1,828	6,313	0.789	D	0.229	No

Table 5.3.5.2 Future With Project - Freeway Segment Level of Service
Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

1/13/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Future Without Project Conditions			Future With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
8	US-101 at Glendale Boulevard	NB	4 G	8,000	5,783	0.723	C	5,904	0.738	C	2,209	8,113	1.014	F(0)	0.276	Yes
		SB	4 G	8,000	5,824	0.728	C	5,946	0.743	C	0	5,946	0.743	C	0.000	No
9a	I-10 at Echandia Street b/w US 101 and I-5 (Mainline)	EB	3 G	6,000	2,052	0.342	A	2,187	0.365	B	1,828	4,016	0.669	C	0.305	No
		WB	3 G	6,000	1,283	0.214	A	1,368	0.228	A	0	1,368	0.228	A	0.000	No
9b	I-10 at Echandia Street b/w US 101 and I-5 (HOV)	EB	1 HOV	1,650	75	0.045	A	80	0.048	A	0	80	0.048	A	0.000	No
		WB	1 HOV	1,650	52	0.032	A	55	0.034	A	0	55	0.034	A	0.000	No
10	I-5 at Calzona Street west of Indiana Street	NB	5 G	10,000	4,497	0.450	B	4,861	0.486	B	0	4,861	0.486	B	0.000	No
		SB	5 G	10,000	6,875	0.688	C	7,432	0.743	C	2,742	10,174	1.017	F(0)	0.274	Yes
11	SR-60 East of Indiana Street	EB	5 G	10,000	3,909	0.391	B	4,144	0.414	B	1,219	5,362	0.536	B	0.122	No
		WB	5 G	10,000	3,523	0.352	B	3,734	0.373	B	0	3,734	0.373	B	0.000	No
12a	I-110 at Vernon Avenue (Mainline)	NB	4 G	8,000	4,779	0.597	C	4,927	0.616	C	0	4,927	0.616	C	0.000	No
		SB	4 G	8,000	5,598	0.700	C	5,772	0.721	C	1,267	7,039	0.880	D	0.158	No
12b	I-110 at Slauson Avenue (HOV)	NB	2 HOV	3,300	728	0.221	A	751	0.227	A	0	751	0.227	A	0.000	No
		SB	2 HOV	3,300	810	0.245	A	835	0.253	A	1,170	2,005	0.608	C	0.355	No
13	I-10 East of Crenshaw Boulevard	EB	5 G	10,000	6,602	0.660	C	6,681	0.668	C	0	6,681	0.668	C	0.000	No
		WB	5 G	10,000	5,493	0.549	B	5,559	0.556	B	1,280	6,839	0.684	C	0.128	No
14	US-101 South of Vermont Avenue	NB	4 G	8,000	4,533	0.567	C	4,628	0.579	C	2,209	6,837	0.855	D	0.276	No
		SB	4 G	8,000	4,132	0.517	B	4,219	0.527	B	0	4,219	0.527	B	0.000	No

Table 5.3.5.2 Future With Project - Freeway Segment Level of Service
Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

1/13/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Future Without Project Conditions			Future With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
15	I-5 South of Stadium Way	NB	5 G	10,000	5,557	0.556	C	6,124	0.612	C	762	6,886	0.689	C	0.076	No
		SB	4 G + 1 A	9,000	4,941	0.549	B	5,445	0.605	C	0	5,445	0.605	C	0.000	No
16	SR-110 South of Avenue 43	NB	3 G	6,000	2,893	0.482	B	2,988	0.498	B	762	3,750	0.625	C	0.127	No
		SB	3 G	6,000	3,130	0.522	B	3,233	0.539	C	0	3,233	0.539	B	0.000	No

Significant Impact?	Yes	3
	No	16

Segment analyzed. All traffic outbound to event.

Weekday Evening Post-Event Hour (9:00 – 10:00pm)

Existing Conditions

All twenty of the freeway locations analyzed currently operate at LOS D or better in the Weekday Evening Post-Event Hour, as shown in Table 5.3.5.2.

Future Without Project Conditions

Under Future Without Project conditions, all twenty freeway locations are expected to continue to operate at LOS D or better in the Weekday Evening Post-Event Hour.

Future With Project Conditions

With the Proposed Project, a total of seventeen analysis locations are expected to continue to operate at LOS D or better during the Weekday Evening Post-Event hour. Three locations would operate at LOS F(0).

As shown in Table 5.3.5.2, the Proposed Project would result in a significant traffic impact at three freeway mainline locations in the Weekday Evening Post-Event Hour. These locations are as follows (with the resultant D/C ratio and LOS in parentheses):

8.	US-101 at Glendale Boulevard (NB)	(1.014)	F(0)
5.	SR-110 South of US-101 (NB)	(1.016)	F(0)
10.	I-5 West of Indiana Street (SB)	(1.017)	F(0)

All three of impacted freeway locations would have a V/C ratio less than 1.02.

Freeway Off-Ramps

Freeway Off-Ramp Impact Analysis

The freeway off-ramp analysis for the Existing Conditions, Future Without Project and Future With Project scenarios is summarized in Table 5.3.5.3 which also provides the ramp volumes and resultant queue lengths during the Pre-Event Hour.

Weekday Evening: Pre-Event Hour (4:30 – 5:30pm)

As shown in Table 5.3.5.3, the Proposed Project would result in a significant traffic impact at eight freeway off-ramps in the Weekday Evening Pre-Event Hour. At two locations these would be lane only impacts, and at six locations would be overall ramp impacts. These off-ramps are as follows (with type of impact in parentheses):

2.	Grand Avenue NB Off-ramp	(Mainline)
3.	Los Angeles Street WB Off-ramp	(Mainline)
13.	9th Street NB Off-ramp	(Mainline)
15.	Hoover Street EB Off-ramp	(Mainline)
21.	6th Street SB Off-ramp	(Mainline)
23.	Olympic Boulevard SB Off-ramp	(Mainline)
7.	Martin Luther King Jr. Boulevard NB Off-ramp	(Lane)
11.	Adams Boulevard NB Off-ramp	(Lane)

Freeway On-Ramps

Freeway On-Ramp Impact Analysis

The freeway off-ramp level of service analysis for the Existing Conditions, Future Without Project and Future With Project scenarios is summarized in Table 5.3.5.4 which shows the ramp capacities and ramp volumes during the Weekday Evening Post-Event Hour.

Weekday Evening: Post-Event Hour (9:00 – 10:00pm)

As shown in Table 5.3.5.4, the Proposed Project would result in a significant traffic impact at six freeway on-ramps in the Weekday Evening Post-Event Hour. These on-ramps are as follows:

3. Los Angeles Street EB On-ramp
12. Blaine Street SB On-ramp
23. 5th Street NB On-ramp
24. 8th Street NB On-ramp
25. 9th Street NB On-ramp
26. 11th Street NB On-ramp

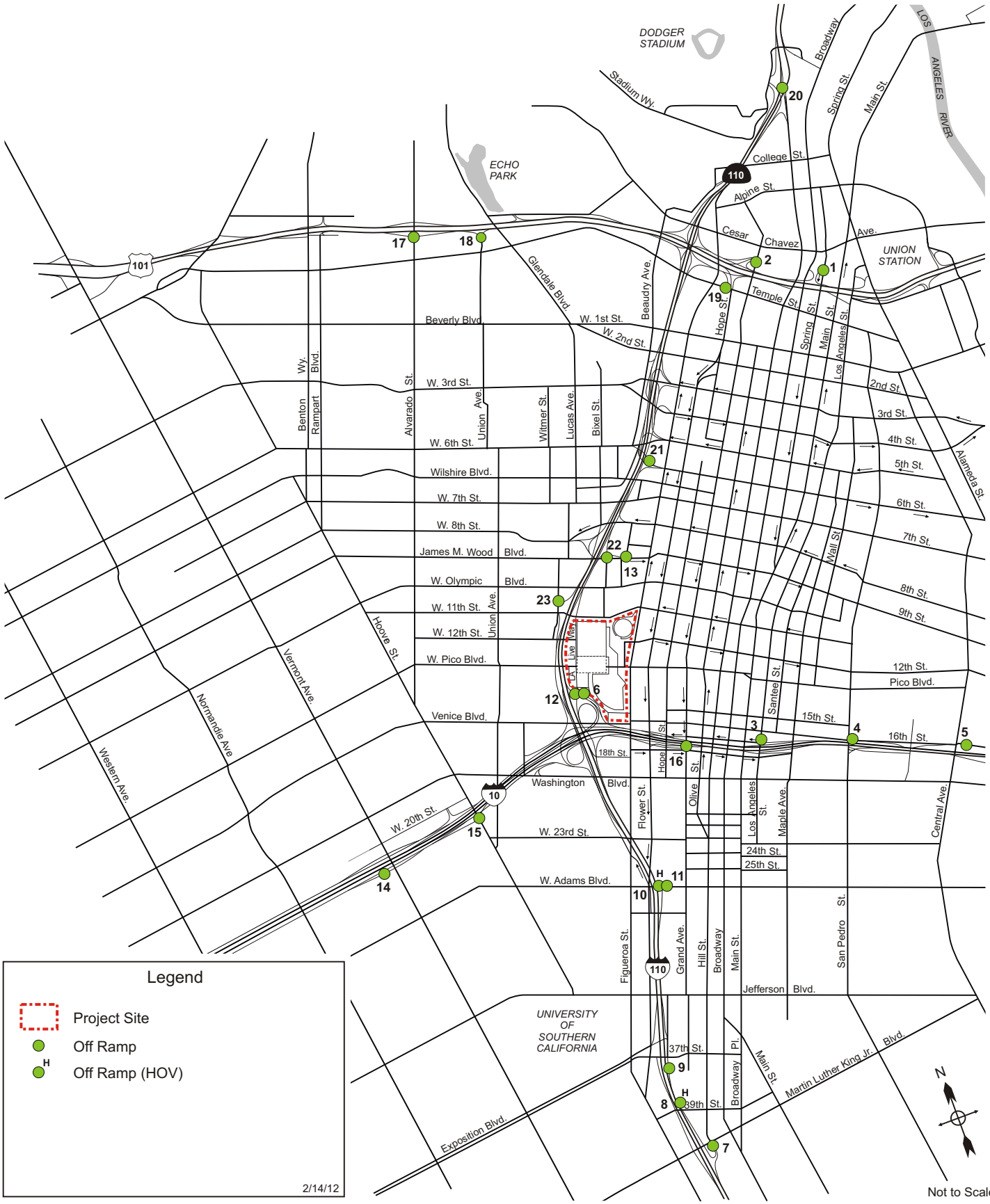


Figure 5.3.5.2
Freeway Off-Ramp Locations

Convention Center Modernization and Farmers Field Project

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Table 5.3.5.3 Future With Project - Freeway Off-Ramp Analysis
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

1/11/12

Off - Ramp # and Location	Movement	# of Lanes	Storage Length (feet)	Existing Conditions			Future Without Project Conditions			Future With Project Conditions			
				Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Project Added Volume	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length
From I-10 East													
1 Spring Street NB Off ramp [1]	EB RT	2	735	69	44	No	298	176	No	308	606	352	No
2 Grand Avenue NB Off ramp	EB LT/RT	2	195	174	154	No	340	286	Yes	325	665	528	Lane
	EB RT		450		44	No		66	No			132	No
	RAMP TOTAL		645		198	No		352	No			660	Yes
From I-10 East (from I-5 & SR-60)													
3 Los Angeles Street WB Off ramp	WB LT/TH	2	705	731	264	No	1,216	396	No	1,315	2,531	1,342	Lane
	WB TH/RT		705		264	No		396	No			1,342	Lane
	RAMP TOTAL		1,410		528	No		792	No			2,684	Yes
4 San Pedro Street WB Off ramp	WB TH	2	1,225	658	572	No	665	616	No	380	1,045	1,012	No
5 Central Avenue WB Off ramp	WB LT/TH	2	3,000	103	396	No	104	440	No	184	288	616	No
6 Pico Boulevard NB Off ramp	NB TH	1	965	1,070	462	No	1,090	374	No	170	1,260	770	No
From I-110 South													
7 Martin Luther King Jr. Boulevard NB Off ramp	NB LT	2	763	669	220	No	873	220	No	96	969	220	No
	NB TH/RT		763		572	No		1,012	Yes			946	Lane
	RAMP TOTAL		1,525		792	No		1,232	No			1,166	No
8 39th Street HOV NB Off ramp	NB LT/RT	1	1,060	338	154	No	358	176	No	188	546	264	No
9 37th Street NB Off ramp	NB TH	3	1,253	1,113	616	No	1,174	660	No	94	1,268	704	No
	NB TH/RT		627		308	No		330	No			352	No
	RAMP TOTAL		1,880		924	No		990	No			1,056	No

Table 5.3.5.3 Future With Project - Freeway Off-Ramp Analysis
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

1/11/12

Off - Ramp # and Location	Movement	# of Lanes	Storage Length (feet)	Existing Conditions			Future Without Project Conditions			Future With Project Conditions			
				Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Project Added Volume	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length
10 Adams Boulevard HOV NB Off ramp	NB LT	2	2,505	484	176	No	N/A			N/A			
(Existing Conditions)	NB LT/RT		2,505		242	No							
	RAMP TOTAL		5,010		418	No							
10 Adams Boulevard HOV NB Off ramp	NB LT	3	3,497	N/A			620	264	No	563	1,183	352	No
(Future Without Project)	NB LT/RT		1,748					374	No			1,452	No
	RAMP TOTAL		5,010					638	No			1,804	No
11 Adams Boulevard NB Off ramp – Gen.	NB LT	2	825	567	198	No	682	198	No	215	897	264	No
	NB LT/RT		825		154	No		462	No			1,254	Lane
	RAMP TOTAL		1,650		352	No		660	No			1,518	No
12 Pico Boulevard NB Off ramp	NB TH	2	1,120	493	176	No	585	176	No	140	725	308	No
<u>From I-10 West</u>													
13 9th Street NB Off ramp	EB LT/TH	2	550	919	242	No	N/A			N/A			
(Existing Conditions)	EB TH		550		242	No							
	RAMP TOTAL		1,100		484	No							
13 9th Street NB Off ramp	EBL	3	345	N/A			1,328	330	No	276	1,604	308	No
(Future Without Project)	EB LT/TH		345										
	EB TH		345					704	Yes			1,012	Lane
	RAMP TOTAL		1,035					1,034	No			1,320	Yes
14 Vermont Avenue EB Off ramp	EB LT	2	793	750	330	No	889	440	No	82	971	528	No
	EB TH/RT		793		330	No		374	No			352	No
	RAMP TOTAL		1,585		660	No		814	No			880	No
15 Hoover Street EB Off ramp	EB LT	2	575	850	264	No	960	308	No	249	1,209	440	No
	EB LT/RT		575		572	No		726	Yes			968	Lane
	RAMP TOTAL		1,150		836	No		1,034	No			1,408	Yes

Table 5.3.5.3 Future With Project - Freeway Off-Ramp Analysis
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

1/11/12

Off - Ramp # and Location	Movement	# of Lanes	Storage Length (feet)	Existing Conditions			Future Without Project Conditions			Future With Project Conditions			
				Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Project Added Volume	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length
16 Grand Avenue EB Off ramp	EB TH	2	2,450	703	484	No	1,042	748	No	215	1,257	924	No
From US 101 Northwest													
17 Alvarado Street SB Off ramp	EB LT	2	598	355	220	No	494	330	No	0	494	330	No
	EB RT		598		132	No		132	No			132	No
	RAMP TOTAL		1,195		352	No		462	No			462	No
18 Glendale Boulevard SB Off ramp [1]	SB LT/TH	1	460	117	66	No	236	176	No	211	447	308	No
19 Hope Street EB Off ramp	SB LT	3	493	108	66	No	251	132	No	427	678	220	No
	SB TH/RT		755		44	No		132	No			352	No
	RAMP TOTAL		1,250		110	No		264	No			572	No
From SR 110 North													
20 Hill Street SB Off ramp	SB TH	2	3,850	1,065	440	No	1,410	660	No	295	1,705	880	No
21 6th Street SB Off ramp	EB TH	1	1,455	283	220	No	410	330	No	824	1,234	1,540	Yes
22 9th Street SB Off ramp [2]	EB TH	2	1,690	825	572	No	1,339	1,144	No	296	1,635	1,584	No
23 Olympic Boulevard SB Off ramp	WB LT	3	660	160	66	No	354	88	No	916	1,270	792	Lane
	WB RT		620			No		0	No				No
	RAMP TOTAL		660		66	No		88	No			792	Yes

Notes:

Analysis uses 22 feet/car for queue length calculations.

1. Unsignalized intersection analyzed as a signalized intersection.

2. Location analyzed as a 2-lane ramp and includes eastbound volumes travelling along 8th Street.

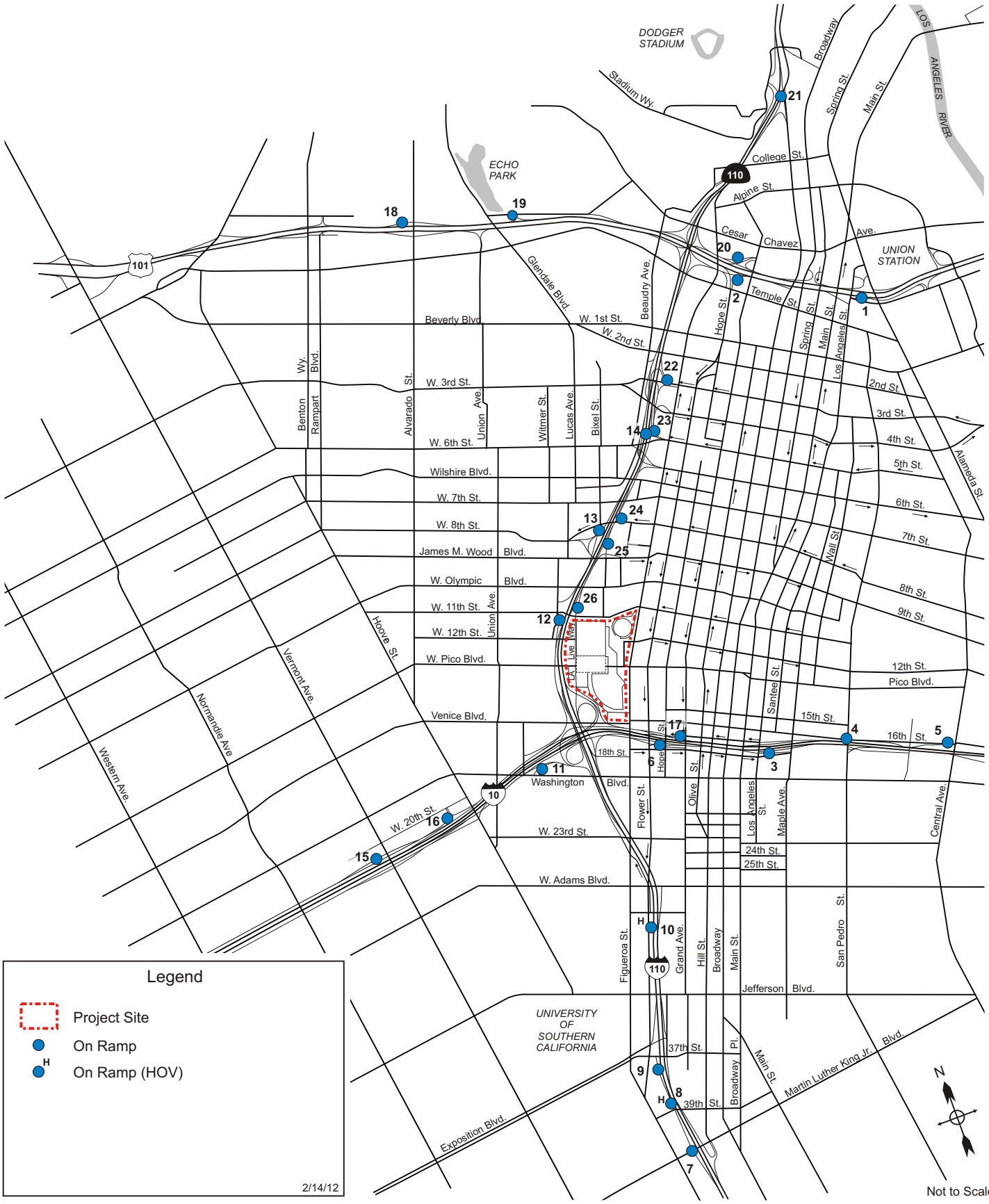


Figure 5.3.5.3
Freeway On-Ramp Locations

Convention Center Modernization and Farmers Field Project

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Table 5.3.5.4 **Future With Project - Freeway On-Ramp Analysis** 10/5/11

Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

	On - Ramp	# of Lanes[1]	Ramp Capacity[2]	Existing Conditions		Future Without Project Conditions		Project Added Volume	Future With Project Conditions	
				Ramp Volume[3]	Exceed Capacity	Ramp Volume[3]	Exceed Capacity		Ramp Volume	Exceed Capacity
	To I-10 East									
1	Los Angeles Street EB On ramp	2	1,800	302	No	631	No	495	1,126	No
2	Hope Street EB On ramp	2	1,800	293	No	410	No	490	900	No
	To I-10 East (to I-5 & SR 60)									
3	Los Angeles Street EB On ramp	2	1,800	267	No	549	No	2,061	2,610	Yes
4	San Pedro Street EB on ramp	2	1,800	235	No	238	No	589	827	No
5	Central Avenue EB on ramp	2	1,800	286	No	289	No	294	583	No
6	Flower Street EB On ramp	2	1,800	190	No	300	No	181	481	No
	To I-110 South									
7	Martin Luther King Jr. Boulevard SB On ramp	2	1,800	583	No	590	No	190	780	No
8	39th Street HOV SB On ramp	1	1,650	56	No	84	No	286	370	No
9	37th Street SB On ramp[4]	2	1,800	616	No	714	No	668	1,382	No
10	Flower Street HOV SB On ramp	1	1,650	121	No	239	No	477	716	No
11	Washington Boulevard SB On ramp	1	900	283	No	320	No	397	717	No
12	Blaine Street SB On ramp	2	1,800	531	No	649	No	1,197	1,846	Yes
13	8th Street SB On ramp	2	1,800	902	No	1,171	No	357	1,528	No
14	5th Street SB On ramp	2	1,800	361	No	487	No	0	487	No
	To I-10 West									
15	Vermont Avenue WB On ramp[4]	2	1,800	401	No	537	No	123	660	No
16	Hoover Street WB On ramp	2	1,800	352	No	426	No	248	674	No
17	Grand Avenue WB On ramp	2	1,800	361	No	763	No	545	1,308	No

Table 5.3.5.4 **Future With Project - Freeway On-Ramp Analysis** 10/5/11

Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

On - Ramp	# of Lanes[1]	Ramp Capacity[2]	Existing Conditions		Future Without Project Conditions		Project Added Volume	Future With Project Conditions	
			Ramp Volume[3]	Exceed Capacity	Ramp Volume[3]	Exceed Capacity		Ramp Volume	Exceed Capacity
<u>To US 101 Northwest</u>									
18 Alvarado Street NB On ramp	2	1,800	455	No	558	No	0	558	No
19 Glendale Boulevard NB On ramp[4]	1	900	243	No	293	No	356	649	No
20 Grand Avenue NB On ramp	2	1,800	209	No	401	No	673	1,074	No
<u>To SR 110 North</u>									
21 Hill Street NB On ramp[5]	1	2,000	264	No	477	No	468	945	No
22 3rd Street NB On ramp	1	900	376	No	416	No	0	416	No
23 5th Street NB On ramp	2	1,800	668	No	862	No	1,386	2,248	Yes
24 8th Street NB On ramp	1	900	352	No	554	No	494	1,048	Yes
25 9th Street NB On ramp	1	900	450	No	579	No	353	932	Yes
26 11th Street NB On ramp	1	900	163	No	173	No	962	1,135	Yes

Note:

1. Number of lanes at ramp meter or on ramp if no meter.
2. Capacity for one lane on-ramp = 900 veh/hr/ln
   Capacity for one lane HOV on-ramp = 1,650 veh/hr/ln.
3. Existing volumes from 2011 intersection counts unless otherwise noted.
4. Existing volumes from Caltrans Performance Monitoring System (PeMS).
5. Uncontrolled one-lane on-ramp to separate mainline freeway lane.

5.4 Congestion Management Plan

5.4.1 CMP Intersection Analysis

Methodology

The Los Angeles County Congestion Management Plan (CMP) requires that new development projects analyze potential project impacts on CMP monitoring locations if an EIR is prepared for the project.

The CMP requires that the Traffic Study analyze traffic conditions at all CMP arterial monitoring intersections where the Proposed Project will add 50 or more trips during either the A.M. or P.M. weekday peak hours of adjacent street traffic. If, based on this threshold, the Traffic Study identifies no facilities for study, no further traffic analysis is required.

Analysis Locations

A review of the 2010 CMP indicated a number of arterial intersection monitoring stations where CMP impacts could potentially occur due to the Proposed Project. The number of Proposed Project vehicle trips expected to pass through these intersections was estimated based on the Proposed Project trip generation and the Proposed Project trip distribution discussed in Chapter 4. This identified those intersections where 50 or more project trips would be added during the Weekday Evening Pre-Event Hour. These locations and the number of Proposed Project trips expected to travel through these locations are as follows (with the number of Proposed Project trips in parenthesis):

1. Alameda Street at Washington Boulevard (146)
2. Alvarado Street at Sunset Boulevard (50)
3. Western Avenue at 9th Street (59)
4. La Brea Avenue at Wilshire Boulevard (86)
5. La Cienega Boulevard at Wilshire Boulevard (54)
6. La Cienega Boulevard at Venice Boulevard (64)
7. La Cienega Boulevard at Jefferson Boulevard (64)
8. Alvarado Street at Wilshire Boulevard (85)
9. Western Avenue at Wilshire Boulevard (111)

As these volumes are all equal to or greater than the CMP threshold of 50 or more trips in the Weekday Evening Pre-Event hour, all nine locations were analyzed to determine if the Proposed Project would cause any significant traffic impacts.

Significant Impact Thresholds

The impact analysis used the Los Angeles County CMP threshold of significance, which states that a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C ≥ 0.02), causing LOS F (V/C > 1.00); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C ≥ 0.02).

Impact Analysis

The analysis was based on existing traffic counts, forecasts of Future Without Project traffic volumes using the methodology described in Chapter 3, and the addition of Proposed Project trips for the Future With Project conditions. The analysis of the nine CMP intersections identified above is summarized in Table 5.4.1.1. As shown in Table 5.4.1.1, while the Proposed Project would increase the V/C rates at most of the intersections, the incremental increase in V/C ratio would be less than the significant impact threshold of 0.02. Based on this analysis, the Proposed Project would not cause any significant traffic impacts at any of the nine CMP monitoring intersections.

5.4.2 CMP Freeway Analysis

The CMP also requires that the Traffic Study analyze traffic conditions at all CMP mainline freeway monitoring locations where the project will add 150 or more trips in either direction during either A.M. or P.M. weekday peak hours. If, based on this criteria, the Traffic Study identifies no facilities for study, then no further traffic analysis is required.

Analysis Locations

At locations on the mainline freeways nearest the Proposed Project site and surrounding the downtown area, traffic generated by the Proposed Project would be expected to be more highly concentrated and more likely to cause potential traffic impacts. At locations further from the Proposed Project site, Proposed Project traffic would be more dispersed and far less likely to cause impacts. However, in order to fully investigate the potential impact of the Proposed Project on the Los Angeles County Congestion Management System, all eighty-one of the CMP freeway monitoring locations were analyzed.

Significant Impact Thresholds

The impact analysis used the Los Angeles County CMP threshold of significance, which states that a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C ≥ 0.02), causing LOS F (V/C > 1.00); if the facility is

Table 5.4.1.1 Future With Project - CMP Intersection Analysis - Weekday Evening: Pre-Event Hour (4:30 - 5:30 PM)

10/3/2011

#	CMP Intersection	Existing (2011)		Future Without Project (2017)		Future With Project (2017)		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS	V/C	LOS		
1	Alameda & Washington	0.860	D	0.929	E	0.974	E	0.045	No
2	Alvarado & Sunset	0.809	D	0.946	E	0.962	E	0.016	No
3	Western & 9th	0.731	C	0.789	C	0.790	C	0.001	No
4	La Brea & Wilshire	0.851	D	0.878	D	0.894	D	0.016	No
5	La Cienega & Wilshire	0.925	E	0.931	E	0.941	E	0.010	No
6	La Cienega & Venice	0.945	E	0.952	E	0.959	E	0.007	No
7	La Cienega & Jefferson	1.020	F	1.029	F	1.029	F	0.000	No
8	Wilshire & Alvarado	0.696	B	0.771	C	0.779	C	0.008	No
9	Wilshire & Western	0.766	C	0.845	D	0.861	D	0.016	No

already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C ≥ 0.02).

Impact Analysis

The freeway impact analysis at all CMP locations is shown in Table 5.4.2.1 for the Weekday Evening Pre-Event Hour.

Existing traffic volumes on these freeway segments in the A.M. and P.M. peak hours were obtained from the *2010 Congestion Management Program for Los Angeles County* (LACMTA). Freeway levels of service are determined by calculating demand/capacity ratios per the definitions shown in Table 5.4.2.1.

Table 5.4.2.1 Level of Service Definitions for Freeway Mainline Segments

Level of Service	Demand/Capacity Ratio
A	0.00 – 0.35
B	>0.35 – 0.54
C	>0.54 – 0.77
D	>0.77 – 0.93
E	>0.93 – 1.00
F (0)	>1.00 – 1.25
F (1)	>1.25 – 1.35
F (2)	>1.35 – 1.45
F (3)	>1.45

Source: Draft 2010 *Congestion Management Plan for Los Angeles County, LACMTA, 2010.*

Existing Conditions levels of service were calculated for each freeway segment using a capacity of 2,000 vehicles per hour per freeway mainline lane (as per the 2010 Congestion Management Program). The existing D/C ratios and levels of service are shown in Table 5.4.2.1 for the Weekday Evening Pre-Event Hour.

The 2017 Future Without Project base freeway traffic volumes were projected by factoring existing volumes by the regional growth factors discussed in Section 5.1.5 above. These future base volumes, along with D/C ratios and levels of service are also shown in Table 5.4.2.1.

Trips from the Proposed Project were assigned to the freeway system using the Proposed Project trip generation and the Proposed Project trip distribution discussed in Chapter 4. The

number of Proposed Project vehicle trips expected to pass through the CMP monitoring locations closest to the Project was estimated based on the methodology described above. For locations further from the Proposed Project site, the number of vehicles expected to travel along each of the freeway corridors was reduced in direct proportion to the decrease in overall population located along those corridors.

These were added to the 2017 Future Without Project base volumes to obtain the 2017 Future With Project total volumes on the freeway segments. Both the Project only trips, and the total Future With Project trips, are shown in Table 5.4.2.1 along with the Future With Project D/C ratios and levels of service.

As shown in Table 5.4.2.2, the Proposed Project would add 150 or more trips in either direction at forty-three of the eighty-one CMP monitoring locations during the Weekday Evening Pre-Event Hour. According to CMP guidelines, no further CMP analysis is necessary at the thirty-eight locations that do not exceed the 150 trips threshold. However, for purposes of providing a comprehensive review, all eighty-one freeway monitoring locations were investigated in the analysis.

The addition of vehicle trips generated by the Proposed Project would cause significant impacts according to CMP criteria at nineteen CMP freeway monitoring locations as shown in Table 5.4.2.2.

5.4.3 CMP Transit Analysis

The CMP requires an analysis of transit impacts. This analysis was conducted and is documented elsewhere in this report.

All affected transit operators received the Notice of Preparation for the Draft EIR for the Project, which was issued on March 17, 2011. Existing transit services in the project area are documented in Chapter 2. Information on transit trip generation is included in Chapter 4. The information on mode assignment and the transit impact analysis is contained in Section 5.1.2 for a Sunday Day Event, in Section 5.2.2 for a Saturday Day Event, and in Section 5.3.2 for a Weekday Evening Event.

Table 5.4.2.2 **Future With Project - CMP Freeway Analysis**
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

10/5/11

No.	CMP Station	Freeway Segments	DIR	Existing (2011)					Future Without Project (2017)				Future With Project (2017)							
				Demand	Capacity	D/C	LOS (A-F)	LOS	Demand	Capacity	D/C	LOS	Project Trips	Exceeds Threshold?	Demand	Capacity	D/C	LOS	Change in D/C	Significant Impact
1	1001	SR-2 at Round Top Road	EB	8,346	10,000	0.835	D	D	8,487	10,000	0.849	D	120	No	8,607	10,000	0.861	D	0.012	No
			WB	5,832	10,000	0.583	C	C	5,930	10,000	0.593	C			5,930	10,000	0.593	C	0.000	No
2	1002	I-5 at Lemoran Avenue	NB	8,674	8,000	1.084	F	F(0)	9,218	8,000	1.152	F(0)	827	Yes	10,045	8,000	1.256	F(1)	0.103	Yes
			SB	11,940	8,000	1.492	F	F(3)	12,689	8,000	1.586	F(3)			12,689	8,000	1.586	F(3)	0.000	No
3	1003	I-5 at Ferris Avenue	NB	8,177	8,000	1.022	F	F(0)	8,899	8,000	1.112	F(0)	1,493	Yes	10,392	8,000	1.299	F(1)	0.187	Yes
			SB	11,726	8,000	1.466	F	F(3)	12,760	8,000	1.595	F(3)			12,760	8,000	1.595	F(3)	0.000	No
4	1004	I-5 at Stadium Way	NB	12,796	10,000	1.280	F	F(1)	13,011	10,000	1.301	F(1)			13,011	10,000	1.301	F(1)	0.000	No
			SB	10,659	10,000	1.066	F	F(0)	10,838	10,000	1.084	F(0)	410	Yes	11,248	10,000	1.125	F(0)	0.041	Yes
5	1005	I-5 south of Colorado Boulevard	NB	13,072	10,000	1.307	F	F(1)	13,292	10,000	1.329	F(1)			13,292	10,000	1.329	F(1)	0.000	No
			SB	11,564	10,000	1.156	F	F(0)	11,759	10,000	1.176	F(0)	348	Yes	12,107	10,000	1.211	F(0)	0.035	Yes
6	1006	I-5 at Burbank Boulevard	NB	10,297	8,000	1.287	F	F(1)	10,594	8,000	1.324	F(1)			10,594	8,000	1.324	F(1)	0.000	No
			SB	11,912	8,000	1.489	F	F(3)	12,256	8,000	1.532	F(3)	229	Yes	12,485	8,000	1.561	F(3)	0.029	Yes
7	1007	I-5 north of Jct Rte 170 at Osborne Street	NB	13,629	12,000	1.136	F	F(0)	14,022	12,000	1.169	F(0)			14,022	12,000	1.169	F(0)	0.000	No
			SB	9,752	12,000	0.813	D	D	10,034	12,000	0.836	D	574	Yes	10,608	12,000	0.884	D	0.048	No
8	1008	I-5 north of Rte 14	NB	10,240	10,000	1.024	F	F(0)	12,046	10,000	1.205	F(0)			12,046	10,000	1.205	F(0)	0.000	No
			SB	10,240	10,000	1.024	F	F(0)	12,046	10,000	1.205	F(0)	83	No	12,129	10,000	1.213	F(0)	0.008	No
9	1009	I-5 north of Jct Rte 126 West	NB	5,173	8,000	0.647	C	C	6,085	8,000	0.761	C			6,085	8,000	0.761	C	0.000	No
			SB	3,800	8,000	0.475	B	B	4,471	8,000	0.559	C	28	No	4,499	8,000	0.562	C	0.003	No
10	1010	I-10 at Lincoln Boulevard	EB	5,832	6,000	0.972	E	E	5,930	6,000	0.988	E	71	No	6,001	6,000	1.000	F(0)	0.012	No
			WB	3,922	6,000	0.654	C	C	3,988	6,000	0.665	C			3,988	6,000	0.665	C	0.000	No

Table 5.4.2.2 **Future With Project - CMP Freeway Analysis**
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

10/5/11

No.	CMP Station	Freeway Segments	DIR	Existing (2011)					Future Without Project (2017)				Future With Project (2017)							
				Demand	Capacity	D/C	LOS (A-F)	LOS	Demand	Capacity	D/C	LOS	Project Trips	Exceeds Threshold?	Demand	Capacity	D/C	LOS	Change in D/C	Significant Impact
11	1011	I-10 east of Overland Avenue	EB	13,638	10,000	1.364	F	F(2)	13,753	10,000	1.375	F(2)	427	Yes	14,180	10,000	1.418	F(2)	0.043	Yes
			WB	8,524	8,000	1.065	F	F(0)	8,595	8,000	1.074	F(0)			8,595	8,000	1.074	F(0)	0.000	No
12	1012	I-10 east of La Brea Avenue	EB	14,039	10,000	1.404	F	F(2)	14,157	10,000	1.416	F(2)	822	Yes	14,979	10,000	1.498	F(3)	0.082	Yes
			WB	11,833	10,000	1.183	F	F(0)	11,932	10,000	1.193	F(0)			11,932	10,000	1.193	F(0)	0.000	No
13	1013	I - 10 at Budlong Avenue	EB	18,050	12,500	1.444	F	F(2)	18,202	12,500	1.456	F(3)	822	Yes	19,024	12,500	1.522	F(3)	0.066	Yes
			WB	17,549	12,500	1.404	F	F(2)	17,696	12,500	1.416	F(2)			17,696	12,500	1.416	F(2)	0.000	No
14	1014	I-10 east of LA city limit	EB	12,804	12,000	1.067	F	F(0)	13,437	12,000	1.120	F(0)			13,437	12,000	1.120	F(0)	0.000	No
			WB	7,215	12,000	0.601	C	C	7,571	12,000	0.631	C	1,112	Yes	8,683	12,000	0.724	C	0.093	No
15	1015	I-10 at Atlantic Boulevard	EB	11,178	8,000	1.397	F	F(2)	11,730	8,000	1.466	F(3)			11,730	8,000	1.466	F(3)	0.000	No
			WB	6,605	8,000	0.826	D	D	6,932	8,000	0.866	D	1,052	Yes	7,984	8,000	0.998	E	0.132	No
16	1016	I-10 at Rosemead Boulevard	EB	11,585	8,000	1.448	F	F(2)	12,157	8,000	1.520	F(3)			12,157	8,000	1.520	F(3)	0.000	No
			WB	6,605	8,000	0.826	D	D	6,932	8,000	0.866	D	960	Yes	7,892	8,000	0.986	E	0.120	No
17	1017	I-10 east of Peck Road	EB	11,000	10,000	1.100	F	F(0)	11,304	10,000	1.130	F(0)			11,304	10,000	1.130	F(0)	0.000	No
			WB	6,761	10,000	0.676	C	C	6,948	10,000	0.695	C	822	Yes	7,770	10,000	0.777	D	0.082	No
18	1018	I-10 east of Puente Avenue	EB	13,119	10,000	1.312	F	F(1)	13,482	10,000	1.348	F(1)			13,482	10,000	1.348	F(1)	0.000	No
			WB	13,422	10,000	1.342	F	F(1)	13,793	10,000	1.379	F(2)	278	Yes	14,071	10,000	1.407	F(2)	0.028	Yes
19	1019	I-10 at Grand Avenue	EB	11,039	10,000	1.104	F	F(0)	12,120	10,000	1.212	F(0)			12,120	10,000	1.212	F(0)	0.000	No
			WB	7,222	8,000	0.903	D	D	7,929	8,000	0.991	E	209	Yes	8,138	8,000	1.017	F(0)	0.026	Yes
20	1020	I-10 at Dudley Street	EB	10,523	10,000	1.052	F	F(0)	11,554	10,000	1.155	F(0)			11,554	10,000	1.155	F(0)	0.000	No
			WB	8,666	10,000	0.867	D	D	9,515	10,000	0.951	E	324	Yes	9,839	10,000	0.984	E	0.032	No

Table 5.4.2.2 **Future With Project - CMP Freeway Analysis**
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

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No.	CMP Station	Freeway Segments	DIR	Existing (2011)					Future Without Project (2017)				Future With Project (2017)							
				Demand	Capacity	D/C	LOS (A-F)	LOS	Demand	Capacity	D/C	LOS	Project Trips	Exceeds Threshold?	Demand	Capacity	D/C	LOS	Change in D/C	Significant Impact
21	1021	I-10 west of Indian Hill Boulevard	EB	8,975	10,000	0.898	D	D	9,855	10,000	0.985	E			9,855	10,000	0.985	E	0.000	No
			WB	8,563	10,000	0.856	D	D	9,402	10,000	0.940	E	254	Yes	9,656	10,000	0.966	E	0.025	No
22	1022	SR-14 north of Jct Rte - 5	NB	8,234	12,000	0.686	C	C	9,687	12,000	0.807	D			9,687	12,000	0.807	D	0.000	No
			SB	4,434	12,000	0.369	B	B	5,216	12,000	0.435	B	183	Yes	5,399	12,000	0.450	B	0.015	No
23	1023	SR-14 south of Angeles Forest Hwy	NB	5,363	6,000	0.894	D	D	6,237	6,000	1.039	F(0)			6,237	6,000	1.039	F(0)	0.000	No
			SB	2,629	6,000	0.438	B	B	3,057	6,000	0.510	B	155	Yes	3,212	6,000	0.535	B	0.026	No
24	1024	SR-14 south of Jct Rte - 48	NB	1,837	4,000	0.459	B	B	2,318	4,000	0.580	C			2,318	4,000	0.580	C	0.000	No
			SB	1,837	4,000	0.459	B	B	2,318	4,000	0.580	C	0	No	2,318	4,000	0.580	C	0.000	No
25	1025	SR-57 south of Pathfinder Road	NB	11,706	10,000	1.171	F	F(0)	12,030	10,000	1.203	F(0)	104	No	12,134	10,000	1.213	F(0)	0.010	No
			SB	6,257	10,000	0.626	C	C	6,430	10,000	0.643	C			6,430	10,000	0.643	C	0.000	No
26	1026	SR-57 south of Jct Rtes 10/71/210	NB	6,190	10,000	0.619	C	C	6,796	10,000	0.680	C			6,796	10,000	0.680	C	0.000	No
			SB	6,396	10,000	0.640	C	C	7,023	10,000	0.702	C	0	No	7,023	10,000	0.702	C	0.000	No
27	1027	SR-60 east of Indiana Street	EB	16,457	12,000	1.371	F	F(2)	17,909	12,000	1.492	F(3)			17,909	12,000	1.492	F(3)	0.000	No
			WB	7,509	12,000	0.626	C	C	8,171	12,000	0.681	C	762	Yes	8,933	12,000	0.744	C	0.064	No
28	1028	SR-60 west of Peck Road	EB	14,430	10,000	1.443	F	F(2)	15,143	10,000	1.514	F(3)			15,143	10,000	1.514	F(3)	0.000	No
			WB	8,434	10,000	0.843	D	D	8,851	10,000	0.885	D	663	Yes	9,514	10,000	0.951	E	0.066	No
29	1029	SR-60 east of Jct 605	EB	18,265	12,000	1.522	F	F(3)	18,771	12,000	1.564	F(3)			18,771	12,000	1.564	F(3)	0.000	No
			WB	8,679	10,000	0.868	D	D	8,919	10,000	0.892	D	563	Yes	9,482	10,000	0.948	E	0.056	No
30	1030	SR-60 east of Nogales Street	EB	10,596	8,000	1.324	F	F(1)	10,889	8,000	1.361	F(2)			10,889	8,000	1.361	F(2)	0.000	No
			WB	6,963	8,000	0.870	D	D	7,156	8,000	0.894	D	408	Yes	7,564	8,000	0.945	E	0.051	No

Table 5.4.2.2 **Future With Project - CMP Freeway Analysis**
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

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No.	CMP Station	Freeway Segments	DIR	Existing (2011)					Future Without Project (2017)				Future With Project (2017)							
				Demand	Capacity	D/C	LOS (A-F)	LOS	Demand	Capacity	D/C	LOS	Project Trips	Exceeds Threshold?	Demand	Capacity	D/C	LOS	Change in D/C	Significant Impact
31	1031	SR-60 at Brea Canyon Road	EB	10,596	8,000	1.324	F	F(1)	10,889	8,000	1.361	F(2)			10,889	8,000	1.361	F(2)	0.000	No
			WB	6,458	8,000	0.807	D	D	6,637	8,000	0.830	D	408	Yes	7,045	8,000	0.881	D	0.051	No
32	1032	SR-60 east of Jct Rte 57 North	EB	11,807	10,000	1.181	F	F(0)	12,134	10,000	1.213	F(0)			12,134	10,000	1.213	F(0)	0.000	No
			WB	7,972	10,000	0.797	D	D	8,193	10,000	0.819	D	242	Yes	8,435	10,000	0.843	D	0.024	No
33	1033	SR-91 east of Alameda Street/Santa Fe Avenue	EB	15,652	12,000	1.304	F	F(1)	17,090	12,000	1.424	F(2)			17,090	12,000	1.424	F(2)	0.000	No
			WB	6,178	12,000	0.515	B	B	6,746	12,000	0.562	C	58	No	6,804	12,000	0.567	C	0.005	No
34	1034	SR-91 east of Cherry Avenue	EB	10,812	10,000	1.081	F	F(0)	11,806	10,000	1.181	F(0)			11,806	10,000	1.181	F(0)	0.000	No
			WB	8,032	12,000	0.669	C	C	8,770	12,000	0.731	C	58	No	8,828	12,000	0.736	C	0.005	No
35	1035	SR-91 at Norwalk and Pioneer Boulevard	EB	11,225	10,000	1.123	F	F(0)	11,929	10,000	1.193	F(0)			11,929	10,000	1.193	F(0)	0.000	No
			WB	9,600	10,000	0.960	E	E	10,202	10,000	1.020	F(0)	22	No	10,224	10,000	1.022	F(0)	0.002	No
36	1036	US-101 North of Vignes Street	NB	10,860	8,000	1.358	F	F(2)	11,043	8,000	1.380	F(2)	1,173	Yes	12,216	8,000	1.527	F(3)	0.147	Yes
			SB	11,061	8,000	1.383	F	F(2)	11,247	8,000	1.406	F(2)			11,247	8,000	1.406	F(2)	0.000	No
37	1037	US-101 south of Santa Monica Boulevard	NB	11,031	8,000	1.379	F	F(2)	11,123	8,000	1.390	F(2)			11,123	8,000	1.390	F(2)	0.000	No
			SB	11,532	8,000	1.442	F	F(2)	11,629	8,000	1.454	F(3)	1,417	Yes	13,046	8,000	1.631	F(3)	0.177	Yes
38	1038	US-101 at Coldwater Canyon Avenue	NB	12,518	10,000	1.252	F	F(1)	12,880	10,000	1.288	F(1)			12,880	10,000	1.288	F(1)	0.000	No
			SB	15,042	10,000	1.504	F	F(3)	15,476	10,000	1.548	F(3)	390	Yes	15,866	10,000	1.587	F(3)	0.039	Yes
39	1039	US-101 at Winnetka Avenue	NB	9,804	10,000	0.980	E	E	10,122	10,000	1.012	F(0)			10,122	10,000	1.012	F(0)	0.000	No
			SB	12,937	10,000	1.294	F	F(1)	13,357	10,000	1.336	F(1)	233	Yes	13,590	10,000	1.359	F(2)	0.023	Yes
40	1040	US-101 north of Reyes Adobe Road	NB	7,358	10,000	0.736	C	C	7,535	10,000	0.753	C			7,535	10,000	0.753	C	0.000	No
			SB	6,048	10,000	0.605	C	C	6,193	10,000	0.619	C	211	Yes	6,404	10,000	0.640	C	0.021	No

Table 5.4.2.2 **Future With Project - CMP Freeway Analysis**
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10/5/11

No.	CMP Station	Freeway Segments	DIR	Existing (2011)					Future Without Project (2017)				Future With Project (2017)							
				Demand	Capacity	D/C	LOS (A-F)	LOS	Demand	Capacity	D/C	LOS	Project Trips	Exceeds Threshold?	Demand	Capacity	D/C	LOS	Change in D/C	Significant Impact
41	1041	I-105 east of Sepulveda Boulevard	EB	5,931	6,000	0.988	E	E	6,023	6,000	1.004	F(0)	9	No	6,032	6,000	1.005	F(0)	0.001	No
			WB	5,730	6,000	0.955	E	E	5,819	6,000	0.970	E			5,819	6,000	0.970	E	0.000	No
42	1042	I-105 east of Crenshaw Boulevard, west of Vermont	EB	11,962	10,000	1.196	F	F(0)	12,148	10,000	1.215	F(0)	79	No	12,227	10,000	1.223	F(0)	0.008	No
			WB	7,840	10,000	0.784	D	D	7,963	10,000	0.796	D			7,963	10,000	0.796	D	0.000	No
43	1043	I-105 west of Jct Rte 710, e/o Harris Avenue	EB	12,754	10,000	1.275	F	F(1)	13,880	10,000	1.388	F(2)			13,880	10,000	1.388	F(2)	0.000	No
			WB	8,537	10,000	0.854	D	D	9,290	10,000	0.929	D	26	No	9,316	10,000	0.932	E	0.003	No
44	1044	I-105 east of Bellflower Boulevard, west of Rte 605	EB	11,838	8,000	1.480	F	F(3)	12,580	8,000	1.573	F(3)			12,580	8,000	1.573	F(3)	0.000	No
			WB	9,082	8,000	1.135	F	F(0)	9,652	8,000	1.206	F(0)	26	No	9,678	8,000	1.210	F(0)	0.003	No
45	1045	I-110 at Wilmington, south of C Street	NB	3,030	8,000	0.379	B	B	3,121	8,000	0.390	B	64	No	3,185	8,000	0.398	B	0.008	No
			SB	4,141	8,000	0.518	B	B	4,265	8,000	0.533	B			4,265	8,000	0.533	B	0.000	No
46	1046	I-110 at Manchester Boulevard	NB	11,932	12,000	0.994	E	E	12,984	12,000	1.082	F(0)	1,334	Yes	14,318	12,000	1.193	F(0)	0.111	Yes
			SB	12,106	12,000	1.009	F	F(0)	13,175	12,000	1.098	F(0)			13,175	12,000	1.098	F(0)	0.000	No
47	1047	I-110 at Slauson Avenue	NB	11,933	12,000	0.994	E	E	12,034	12,000	1.003	F(0)	1,564	Yes	13,598	12,000	1.133	F(0)	0.130	Yes
			SB	12,134	12,000	1.011	F	F(0)	12,236	12,000	1.020	F(0)			12,236	12,000	1.020	F(0)	0.000	No
48	1048	SR-110 South of US-101	NB	11,642	8,000	1.455	F	F(3)	11,767	8,000	1.471	F(3)			11,767	8,000	1.471	F(3)	0.000	No
			SB	10,538	8,000	1.317	F	F(1)	10,652	8,000	1.331	F(1)	2,035	Yes	12,687	8,000	1.586	F(3)	0.254	Yes
49	1049	SR-110 North of Alpine Street	NB	9,251	6,000	1.542	F	F(3)	9,407	6,000	1.568	F(3)			9,407	6,000	1.568	F(3)	0.000	No
			SB	8,849	6,000	1.475	F	F(3)	8,998	6,000	1.500	F(3)	684	Yes	9,682	6,000	1.614	F(3)	0.114	Yes
50	1050	SR 110 at Pasadena Avenue	NB	6,335	6,000	1.056	F	F(0)	6,442	6,000	1.074	F(0)			6,442	6,000	1.074	F(0)	0.000	No
			SB	4,123	6,000	0.687	C	C	4,192	6,000	0.699	C	491	Yes	4,683	6,000	0.781	D	0.082	No

Table 5.4.2.2 **Future With Project - CMP Freeway Analysis**
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10/5/11

No.	CMP Station	Freeway Segments	DIR	Existing (2011)					Future Without Project (2017)				Future With Project (2017)							
				Demand	Capacity	D/C	LOS (A-F)	LOS	Demand	Capacity	D/C	LOS	Project Trips	Exceeds Threshold?	Demand	Capacity	D/C	LOS	Change in D/C	Significant Impact
51	1051	SR-118 at LA/Ventura County Line	EB	5,357	8,000	0.670	C	C	5,531	8,000	0.691	C	50	No	5,581	8,000	0.698	C	0.006	No
			WB	6,266	8,000	0.783	D	D	6,470	8,000	0.809	D			6,470	8,000	0.809	D	0.000	No
52	1052	SR-118 east of Woodley Avenue	EB	9,490	12,000	0.791	D	D	9,764	12,000	0.814	D	156	Yes	9,920	12,000	0.827	D	0.013	No
			WB	9,792	12,000	0.816	D	D	10,075	12,000	0.840	D			10,075	12,000	0.840	D	0.000	No
53	1053	SR-118 west of Jct Rte 210	EB	4,947	8,000	0.618	C	C	5,090	8,000	0.636	C	0	No	5,090	8,000	0.636	C	0.000	No
			WB	4,846	8,000	0.606	C	C	4,986	8,000	0.623	C			4,986	8,000	0.623	C	0.000	No
54	1054	SR-134 at Foreman Avenue	EB	12,114	10,000	1.211	F	F(0)	12,464	10,000	1.246	F(0)			12,464	10,000	1.246	F(0)	0.000	No
			WB	12,013	10,000	1.201	F	F(0)	12,360	10,000	1.236	F(0)	62	No	12,422	10,000	1.242	F(0)	0.006	No
55	1055	SR-134 east of Central Avenue	EB	8,547	10,000	0.855	D	D	8,691	10,000	0.869	D			8,691	10,000	0.869	D	0.000	No
			WB	6,134	10,000	0.613	C	C	6,237	10,000	0.624	C	17	No	6,254	10,000	0.625	C	0.002	No
56	1056	SR-134 west of San Rafael Avenue	EB	8,841	10,000	0.884	D	D	9,278	10,000	0.928	D			9,278	10,000	0.928	D	0.000	No
			WB	8,231	10,000	0.823	D	D	8,638	10,000	0.864	D	0	No	8,638	10,000	0.864	D	0.000	No
57	1057	SR-170 south of Sherman Way	NB	6,764	10,000	0.676	C	C	6,959	10,000	0.696	C			6,959	10,000	0.696	C	0.000	No
			SB	5,754	10,000	0.575	C	C	5,920	10,000	0.592	C	437	Yes	6,357	10,000	0.636	C	0.044	No
58	1058	I-210 east of Polk Street	EB	2,928	6,000	0.488	B	B	3,012	6,000	0.502	B	0	No	3,012	6,000	0.502	B	0.000	No
			WB	4,240	6,000	0.707	C	C	4,362	6,000	0.727	C			4,362	6,000	0.727	C	0.000	No
59	1059	I-210 at Terra Bella Street	EB	5,792	8,000	0.724	C	C	6,078	8,000	0.760	C	0	No	6,078	8,000	0.760	C	0.000	No
			WB	5,081	8,000	0.635	C	C	5,332	8,000	0.667	C			5,332	8,000	0.667	C	0.000	No
60	1060	I-210 west of Rtes 134/710	EB	4,979	10,000	0.498	B	B	5,225	10,000	0.523	B	0	No	5,225	10,000	0.523	B	0.000	No
			WB	6,504	10,000	0.650	C	C	6,825	10,000	0.682	C			6,825	10,000	0.682	C	0.000	No

Table 5.4.2.2 **Future With Project - CMP Freeway Analysis**
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

10/5/11

No.	CMP Station	Freeway Segments	DIR	Existing (2011)					Future Without Project (2017)				Future With Project (2017)							
				Demand	Capacity	D/C	LOS (A-F)	LOS	Demand	Capacity	D/C	LOS	Project Trips	Exceeds Threshold?	Demand	Capacity	D/C	LOS	Change in D/C	Significant Impact
61	1061	I-210 at Rosemead Boulevard	EB	14,430	10,000	1.443	F	F(2)	15,143	10,000	1.514	F(3)	36	No	15,179	10,000	1.518	F(3)	0.004	No
			WB	9,857	10,000	0.986	E	E	10,344	10,000	1.034	F(0)			10,344	10,000	1.034	F(0)	0.000	No
62	1062	I-210 at west of Rte 605	EB	12,601	10,000	1.260	F	F(1)	13,223	10,000	1.322	F(1)	0	No	13,223	10,000	1.322	F(1)	0.000	No
			WB	8,333	10,000	0.833	D	D	8,745	10,000	0.874	D			8,745	10,000	0.874	D	0.000	No
63	1063	I-210 at San Dimas Avenue	EB	7,325	10,000	0.732	C	C	8,042	10,000	0.804	D			8,042	10,000	0.804	D	0.000	No
			WB	5,261	10,000	0.526	B	B	5,777	10,000	0.578	C	181	Yes	5,958	10,000	0.596	C	0.018	No
64	1064	I-210 east of Indian Hill Boulevard	EB	7,634	10,000	0.763	C	C	8,382	10,000	0.838	D			8,382	10,000	0.838	D	0.000	No
			WB	4,333	10,000	0.433	B	B	4,757	10,000	0.476	B	146	No	4,903	10,000	0.490	B	0.015	No
65	1065	I-405 north of Rte 22	NB	8,753	10,000	0.875	D	D	9,557	10,000	0.956	E	262	Yes	9,819	10,000	0.982	E	0.026	No
			SB	14,313	12,000	1.193	F	F(0)	15,628	12,000	1.302	F(1)			15,628	12,000	1.302	F(1)	0.000	No
66	1066	I-405 at Santa Fe Avenue	NB	8,988	10,000	0.899	D	D	9,259	10,000	0.926	D	623	Yes	9,882	10,000	0.988	E	0.062	No
			SB	10,806	10,000	1.081	F	F(0)	11,131	10,000	1.113	F(0)			11,131	10,000	1.113	F(0)	0.000	No
67	1067	I-405 south of I-110 at Carson Scales	NB	9,493	10,000	0.949	E	E	9,779	10,000	0.978	E	417	Yes	10,196	10,000	1.020	F(0)	0.042	Yes
			SB	11,412	10,000	1.141	F	F(0)	11,755	10,000	1.176	F(0)			11,755	10,000	1.176	F(0)	0.000	No
68	1068	I-405 north of Inglewood Avenue at Compton Boulevard	NB	8,645	10,000	0.864	D	D	8,780	10,000	0.878	D	0	No	8,780	10,000	0.878	D	0.000	No
			SB	10,454	10,000	1.045	F	F(0)	10,617	10,000	1.062	F(0)			10,617	10,000	1.062	F(0)	0.000	No
69	1069	I-405 north of La Tijera Boulevard	NB	14,475	10,000	1.447	F	F(2)	14,701	10,000	1.470	F(3)	0	No	14,701	10,000	1.470	F(3)	0.000	No
			SB	11,560	10,000	1.156	F	F(0)	11,740	10,000	1.174	F(0)			11,740	10,000	1.174	F(0)	0.000	No
70	1070	I-405 north of Venice Boulevard	NB	14,983	10,000	1.498	F	F(3)	15,235	10,000	1.524	F(3)	55	No	15,290	10,000	1.529	F(3)	0.006	No
			SB	14,681	10,000	1.468	F	F(3)	14,928	10,000	1.493	F(3)			14,928	10,000	1.493	F(3)	0.000	No

Table 5.4.2.2 **Future With Project - CMP Freeway Analysis**
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

10/5/11

No.	CMP Station	Freeway Segments	DIR	Existing (2011)					Future Without Project (2017)				Future With Project (2017)							
				Demand	Capacity	D/C	LOS (A-F)	LOS	Demand	Capacity	D/C	LOS	Project Trips	Exceeds Threshold?	Demand	Capacity	D/C	LOS	Change in D/C	Significant Impact
71	1071	I-405 south of Mulholland Drive	NB	14,756	10,000	1.476	F	F(3)	15,236	10,000	1.524	F(3)			15,236	10,000	1.524	F(3)	0.000	No
			SB	10,107	10,000	1.011	F	F(0)	10,435	10,000	1.044	F(0)	168	Yes	10,603	10,000	1.060	F(0)	0.017	No
72	1072	I-405 at Roscoe Boulevard	NB	12,937	10,000	1.294	F	F(1)	13,357	10,000	1.336	F(1)			13,357	10,000	1.336	F(1)	0.000	No
			SB	6,873	10,000	0.687	C	C	7,096	10,000	0.710	C	22	No	7,118	10,000	0.712	C	0.002	No
73	1073	I-605 north of Carson Street	NB	10,103	10,000	1.010	F	F(0)	10,736	10,000	1.074	F(0)	69	No	10,805	10,000	1.081	F(0)	0.007	No
			SB	7,756	10,000	0.776	D	D	8,242	10,000	0.824	D			8,242	10,000	0.824	D	0.000	No
74	1074	I-605 north of Jct Rte 91 south of Alondra Boulevard	NB	10,307	12,000	0.859	D	D	10,953	12,000	0.913	D	84	No	11,037	12,000	0.920	D	0.007	No
			SB	10,919	12,000	0.910	D	D	11,604	12,000	0.967	E			11,604	12,000	0.967	E	0.000	No
75	1075	I-605 north of Telegraph Road	NB	11,736	10,000	1.174	F	F(0)	12,472	10,000	1.247	F(0)			12,472	10,000	1.247	F(0)	0.000	No
			SB	13,572	10,000	1.357	F	F(2)	14,424	10,000	1.442	F(2)	0	No	14,424	10,000	1.442	F(2)	0.000	No
76	1076	I-605 north of Jct Rte 60	NB	11,991	10,000	1.199	F	F(0)	12,584	10,000	1.258	F(1)			12,584	10,000	1.258	F(1)	0.000	No
			SB	6,605	10,000	0.661	C	C	6,932	10,000	0.693	C	0	No	6,932	10,000	0.693	C	0.000	No
77	1077	I-605 at San Gabriel River Bridge	NB	5,147	8,000	0.643	C	C	5,289	8,000	0.661	C			5,289	8,000	0.661	C	0.000	No
			SB	5,449	8,000	0.681	C	C	5,600	8,000	0.700	C	305	Yes	5,905	8,000	0.738	C	0.038	No
78	1078	I-710 north of Jct Rte 1 (PCH), Willow Street	NB	5,252	6,000	0.875	D	D	5,734	6,000	0.956	E	36	No	5,770	6,000	0.962	E	0.006	No
			SB	5,252	6,000	0.875	D	D	5,734	6,000	0.956	E			5,734	6,000	0.956	E	0.000	No
79	1079	I-710 north of Jct Rte 405, Del Amo Boulevard	NB	8,032	8,000	1.004	F	F(0)	8,770	8,000	1.096	F(0)	0	No	8,770	8,000	1.096	F(0)	0.000	No
			SB	7,826	8,000	0.978	E	E	8,545	8,000	1.068	F(0)			8,545	8,000	1.068	F(0)	0.000	No
80	1080	I-710 north of Rte 105, north of Firestone Boulevard	NB	11,109	8,000	1.389	F	F(2)	12,089	8,000	1.511	F(3)	80	No	12,169	8,000	1.521	F(3)	0.010	No
			SB	8,023	8,000	1.003	F	F(0)	8,731	8,000	1.091	F(0)			8,731	8,000	1.091	F(0)	0.000	No

Table 5.4.2.2 **Future With Project - CMP Freeway Analysis**
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

10/5/11

No.	CMP Station	Freeway Segments	DIR	Existing (2011)					Future Without Project (2017)				Future With Project (2017)							
				Demand	Capacity	D/C	LOS (A-F)	LOS	Demand	Capacity	D/C	LOS	Project Trips	Exceeds Threshold?	Demand	Capacity	D/C	LOS	Change in D/C	Significant Impact
81	1081	I-710 south of Rte 60	NB	8,000	8,000	1.000	E	E	8,706	8,000	1.088	F(0)	0	No	8,706	8,000	1.088	F(0)	0.000	No
			SB	8,000	8,000	1.000	E	E	8,706	8,000	1.088	F(0)			8,706	8,000	1.088	F(0)	0.000	No

Notes:
Existing volume and capacity obtained from LACMTA "Draft 2010 Congestion Management Program." 2009 volumes growth to 2011 based on annualized CMP growth factors.

5.5 Parking Code Analysis

5.5.1 Existing Uses

Convention Center

Parking requirements for the Convention Center have evolved over the years as the facility has been expanded, pursuant to various land use entitlements issued by the City of Los Angeles. The current parking requirement for the Los Angeles Convention Center is set by Zone Variance ZA-98-0524 (ZAI) and varies depending on the use of the "flex" space in the South Hall parking garage. This flex space is known as Kentia Hall and can be used either as part of the parking garage or as exhibit space. ZA-98-0524 (ZAI) requires a total of 5,147 spaces if Kentia Hall is used as exhibit space, and 5,567 spaces if Kentia Hall is used as parking. ZA-98-0524 modified the previous controlling Zone Variance ZA-1995-62-ZV which anticipated that the parking requirement would be modified in the future as the Convention Center expanded. ZA-98-0524 results in an effective parking ratio of 5.98 spaces per 1,000 sq. ft. of usable exhibit and meeting space when Kentia Hall is used as exhibit space.

As described in Section 2.6, the Convention Center currently has a total of 5,558 parking spaces, including 1,625 spaces in the West Hall, 858 spaces in the Cherry Street Garage, 1,671 spaces in the South Hall Garage, and 1,121 spaces in the Venice Garage, along with 189 spaces in the Bond Street West Lot and 130 spaces in the Bond Street East Lot, when Kentia Hall is used for parking, and 5,140 spaces (1,253 spaces in South Hall Garage) when Kentia Hall is used for exhibit space.

STAPLES Center

The code requirement for STAPLES Center is 2,200 spaces. Up to 1,195 of these spaces can be provided in the Convention Center West Hall and Cherry Street Garages through a shared parking arrangement with the Convention Center. The remainder are currently provided in the Olympic West Garage and other nearby locations.

Los Angeles Sports and Entertainment District (LASED) – LA Live

Parking requirements for the LASED are set by the LASED Specific Plan, which is comprised of two sets of areas. The first area is the Olympic Properties, which have become known as LA Live, and comprise the Olympic East parcel bounded by Figueroa Street, Olympic Boulevard, Georgia Street and Chick Hearn Court; the Olympic West parcel bounded by Olympic Boulevard, Georgia Street, Chick Hearn Court and LA Live Way; and the Olympic North parcel which is the south part of the block bounded by Olympic Boulevard, Georgia Street, Francisco Street, James Wood Boulevard. The second area is the Figueroa Properties,

including parts of three blocks between Figueroa Street and Flower Street and between 9th Street and Pico Boulevard.

The LASED Specific Plan allows placement of code parking anywhere within 1,500 feet of the Specific Plan area. For the purposes of the parking analyses in this study, however, only the Olympic East and Olympic West parcels are included as they currently share and will continue to share parking with uses in the immediate Project Area (STAPLES Center and the Event Center). The Olympic North parcel and the Figueroa parcels, on the other hand, do not currently provide for shared parking for the Project Site and are not anticipated to do so in the future, and so are not considered in this analysis as part of the Project's code parking supply.

The parking requirement under the LSED Specific Plan for the Olympic West and East parcels of LA Live is 3,583 spaces[1].

5.5.2 Proposed Uses

Convention Center

With the Proposed Project, the amount of exhibit and meeting area in LACC buildings will effectively be the same, with only a very slight change from 886,093 sq. ft. of usable exhibit and meeting space to 886,851 sq. ft.

There would also be 245,650 sq. ft. of usable exhibit and meeting space available in the Event Center, when no spectator events were being held there. With the addition of this space in the Event Center, the total amount of usable exhibit and meeting space at the Convention Center would be 1,132,501 sq. ft., or an increase of almost 28% (27.7%).

If the existing effective parking ratio requirement of 5.98 spaces per 1,000 sq. ft. (derived from ZA-98-0524 (ZAI)) were applied to the new square footage, the future parking requirement for the Convention Center would theoretically be 5,304 spaces for the Convention Center space, and 6,772 spaces for the Convention Center plus Event Center space when used for exhibitions.

[1] The requirement for L.A. Live is based on the latest LASED Specific Plan Amendment for the Olympic North parcel, and excludes the following: 376 code spaces in the Olympic East Garage for residential and hotel parking that are not available for general public use and thus are not included in either the 798 space supply or in the demand analysis of this evaluation; 912 code spaces previously being carried in the LASED Specific Plan for a 250,000 sq. ft. LACC expansion in Olympic West (no longer necessary with the Proposed Project); and the planned 300 spaces in a future garage on Olympic North that would be allocated to Olympic North uses and not available for general public use and that are therefore excluded from this analysis. It does however, include a net 443 space code requirement on Olympic North that would not be met by the proposed Olympic North Garage and would therefore have to be provided elsewhere.

Event Center

Under LAMC 12.21 A.4.(i).(1), which requires 1 space per 10 seats in places of public assembly, the parking requirement for the Event Center (72,000 seats) for a spectator event would be 7,200 spaces.

5.5.3 Applicability of the Parking Requirements

Strict application of the requirements of the Zoning Code, ZA-98-0524 (ZAI) and the LASED Specific Plan Parking Code, without factoring in shared parking opportunities, would therefore require a total of 12,503 spaces for the Proposed Project (5,303 spaces for the Convention Center and 7,200 spaces for the Event Center). With STAPLES Center (2,200 spaces) the joint requirement would total 14,703 spaces, and with LA Live (3,583 spaces) the joint requirement for all four uses would total 18,286 spaces. This would compare to the on-site supply of 6,670 spaces for the Proposed Project[1], and a total of 10,188 spaces in the immediate Project Area including LA Live parking.

However, such a strict application of the code is not appropriate for numerous reasons:

- The code basically assumes stand-alone land uses and does not consider adjacent uses that could share parking supply.

- The four land use activities (Convention Center, STAPLES Center, LA Live, and the Event Center) all have and would have different event schedules that do/would not always occur concurrently. In fact there have been in the past and would be many times in the future when they are not all active at the same time, so strict application of the code could lead to an oversupply of parking. When one or more of the buildings were not in use, its code parking would not be utilized, which would be an ineffective and wasteful use of parking.

- If an oversupply of parking were to be provided, it would be inconsistent with and in conflict with the Proposed Project's goals of high transit use and reducing the number of automobile trips to events.

- There is a large amount of parking capacity already existing in adjacent areas of downtown Los Angeles that could be effectively shared and efficiently used, thereby reducing the need for specific dedicated on-site parking for each use on the Project Site. This parking is already used by attendees of STAPLES Center, LA Live and, in certain cases, the Convention Center.

[1] The existing on-site supply totals 5,558 spaces. With the Proposed Project, 1,625 current spaces under the West Hall would be removed, and 3,878 spaces would be added in the LA Live Way and Bond Street Garages, for a new on-site total of 6,670 spaces.

5.5.4 Specific Plan Parking Regulations

Under the business agreements between the Project Applicant and the City, it is anticipated that there would be an event coordination plan for events at the Convention Center and Event Center. Beyond parking, various aspects of the operations must be coordinated such as LACC use of meeting rooms in the Event Center. Consistent with that coordinated approach, the proposed Convention and Event Center Specific Plan would allow the flexible coordinated use of parking resources both within the Project Site and with the general supply of parking available in downtown. There are already some clear precedents for this.

For the Convention Center, ZA-1995-62-ZV (and subsequent ZA-98-0524 (ZAI)) already assumed that for the absolute peak demand parking an event could use the available parking in adjacent areas of downtown.

There already exists a shared parking arrangement between the Convention Center and STAPLES Center that has worked successfully for a more than twelve years and allows for a more efficient use of Convention Center parking. At times, parking is also shared between the Convention Center and LA Live and between STAPLES Center and LA Live.

The requested Specific Plan would set the parking requirement at the level of on-site spaces provided after completion of the Proposed Project, which would be 6,670 spaces, and would allow the use of the considerable amount of off-site parking spaces in the downtown area.

To support this approach, an analysis was conducted to demonstrate that there is sufficient parking both on-site and off-site to meet the parking demands of the four facilities. The analysis is discussed below.

5.5.5 Overall Parking Demand and Supply Analysis

Parking demand was estimated for the Event Center, Convention Center, LA Live and STAPLES Center, for weekend and weekday conditions.

The analysis focuses on the peak combined concurrent demand from all four uses, based on a review of concurrent events that is summarized in Table 5.5.4.1, which shows when events/activities would generally occur and how they could overlap.

For a weekend, events could occur at all four uses in both the afternoon and evening. Because LA Live parking is highest in the evening, and peak level parking could also occur for the Event Center and the Convention Center in the evening, the analysis for a weekend is based on the evening period.

For a weekday, Event Center events would generally be in the evening, but Convention Center events typically do not occur after 6:00 pm or 7:00 pm. However, there could be overlap in parking demand between the end of a daytime Convention Center event and an evening Event Center event during the late afternoon/early evening (5:00 – 6:00 pm). Although LA Live parking also peaks in the evening on weekdays, the combined parking in the later evening (8:00 – 9:00 pm) is not as high as when this overlap could occur in the late afternoon/early evening. So for the weekday the analysis focuses on that period.

The Event Center parking demand was based on a full attendance event at all times. The Convention Center Demand was based on the 90th percentile parking demand (there are very few days each year when the 90th percentile parking demand is exceeded, primarily for example the Auto Show, which is discussed separately in Chapter 9). For LA Live, the parking demand ranges from typical/average to peak conditions but for analysis purposes the peak demand was used as estimated for the LASED Specific Plan/EIR and subsequent LASED Specific Plan Amendments. The parking demand for STAPLES Center in this analysis would be zero, as there would be no concurrent event with a full attendance ticketed event at the Event Center.

The combined parking analysis is summarized in Table 5.5.4.2. The combined peak parking demand for all four activities would be 30,477 spaces for a Weekend Event and 27,174 spaces for a Weekday Evening Event, as shown in Table 5.5.4.2.

Weekend Event

A total of 6,670 spaces would be available on site as identified earlier. A total of 23,807 parking spaces would therefore be required off-site (in the downtown area) for the peak weekend demand. As shown in Table 5.5.4.2, there would be 32,704 off-site spaces available[1]. It was therefore concluded that there would be sufficient parking to meet not only the parking needs of the Event Center but also the combined demand for concurrent events at all four uses during weekends. It should be noted that this is a conservative analysis, as it assumes simultaneous peak demand for all activities (except concurrent STAPLES Center events), although this would not be expected to occur on a regular basis.

Weekday Event

As shown in Table 5.5.4.2, a total of 20,504 parking spaces would be required off-site (in the downtown area) for the peak weekday evening demand. As shown in Table 5.5.4.2, this would be less than the 22,076 spaces available[2]. It was therefore concluded that there would

[1] 29,186 unoccupied parking spaces in the off-site area of the Primary Parking Area, plus 3,518 spaces at LA LIVE. See Table 5.2.3.1.
[2] 18,558 unoccupied parking spaces in the off-site area of the Primary Parking Area, plus 3,518 spaces at LA LIVE. See Table 5.3.3.1.

be sufficient parking to meet the parking needs of the Event Center and also for the combined demand for concurrent events at all four uses for weekday events.

It should be noted again that this is a conservative analysis, as a weekday evening event at the Event Center with full attendance would only occur infrequently. However, there may also be occasions when the combined peak parking demand for a weekday could slightly exceed the supply in the Primary Parking Area (for example the few occasions when a Convention Center or other event could exceed the 90th percentile level – see Chapter 9 for discussion of Auto Show). The Transportation Management Plan will include measures to address this special and infrequent situation.

It is noted though, that the Primary Parking Area on which the parking analysis is based does not include all the parking spaces in downtown, or in adjacent areas. There are a considerable number of additional parking spaces north of 4th Street (on Bunker Hill), east of Broadway, and in Central City West (north of Olympic Boulevard) that could be used, along with spaces at Union Station and near USC that would be linked to the Project Site with rail transit (Red Line and Exposition Line respectively). The Transportation Management Plan will include provisions for utilizing parking outside the Primary Parking Area for weekday evening events when necessary.

Additional Conclusions

It is also concluded that the proposed on-site supply for the Proposed Project would be an efficient joint utilization of parking resources that would avoid an oversupply of parking, and would be sufficient to meet parking demands in combination with both on-site shared parking strategies and shared parking with available parking in the downtown area.

This would also be the case for concurrent events at the Convention Center, LA Live, and STAPLES Center without an event at the Event Center, as the parking demand for STAPLES Center would be much lower than for the Event Center (approximately 6,750 spaces for attendees of STAPLES Center compared to approximately 19,500 spaces for the attendees of Event Center).

It would also be the case for when the Event Center were used for a Convention Center event, as the total parking demand would be lower for a Convention Center event than for an Event Center event as shown in Table 5.5.4.2.

Table 5.5.4.1 Review of Concurrent Events 11-07-11

Use	Weekend Event		Weekday Event	
	Events Occur in Afternoon	Events Occur in Evening	Events Occur in Afternoon	Events Occur in Evening
Event Center	Yes	Yes	No	Yes
Convention Center	Yes	Yes	Yes[1,2]	No
STAPLES Center	Yes[3]	Yes[3]	No	Yes[3]
LA LIVE	Yes	Yes[4]	Yes	Yes[4]

[1] Event typically ends at 6:00 pm or 7:00 pm, so does not overlap with peak LA LIVE demand (8:00 - 9:00 pm).

[2] Event typically ends at 6:00 pm or 7:00 pm, but overlap could occur with start of Event Center evening event.

[3] But event would not occur at same time as full attendance ticketed event at Event Center.

[4] LA LIVE parking demand highest in evenings.

Table 5.5.4.2 Parking Demand and Supply Comparison 11-08-11

	Weekend Event Peak Demand	Weekday Evening Event Peak Demand
DEMAND		
Event Center Full Attendance [1]	20,964	20,874
Convention Center [2]	4,026	3,775
LA Live [3]	5,487	2,525
Staples Center [4]	0	0
Total Demand	30,477	27,174
SUPPLY		
On-Site [5]	6,670	6,670
Off-Site Spaces Needed	23,807	20,504
Off-Site Spaces Available (unoccupied spaces)	32,704	22,076

Notes:

1. From Table 5.2.3.1 and 5.3.3.1 in Chapter 5.
2. Peak demand for 90th percentile event from Chapter 5.
3. LASED Specific Plan/EIR, 2001, and updates for LASED Specific Plan Amendments.
4. No concurrent Staples Center event during full attendance event at Event Center.
5. Includes 2,950 spaces in LA Live Way Garage, 928 spaces in Bond Street Garage, 1,671 spaces in South Hall Garage, 1,121 spaces in Venice Garage.

5.6 Project Access

This section addresses access to the Proposed Project, including vehicular access, pedestrian and bicycle circulation and safety, and transit access, and was prepared in accordance tit the guidelines outlined in the *City of Los Angeles CEQA Thresholds Guide*.

5.6.1 Vehicular Access

Vehicular access provisions for the Proposed Project were discussed in detail in Chapter 4. These would be very similar to existing conditions. Access to the South Hall and Venice parking garages at the Convention Center would remain as is. Access to the new LA Live Way Garage would be very similar to the current access to the Cherry Street Garage which it would replace – the two driveways on LA Live Way would be in approximately the same locations as today, although additional driveways would be provided on 12th Street and Pico Boulevard as detailed in Chapter 4. Access to the new Bond Street Garage would be in the same locations as currently provided for the surface lot in that location and as detailed in Chapter 4. Some of these driveways are off-street (i.e. existing driveways to the South Hall and Venice Garages at the Convention Center). Driveways to the new LA Live Way and Bond Street Garages would be on-street. All new driveways would be designed according to LAMC and LADOT standards, so would not increase hazards due to design features. They would not conflict with adopted City policies or plans for alternative transportation as they would not conflict with any bus turnouts or bicycle facilities.

According to the *City of Los Angeles CEQA Thresholds Guide*, a project would have a significant access impact if the intersection(s) nearest the primary site access are projected to operate at LOS E or LOS F during the morning or afternoon peak hour under cumulative plus project conditions. The analysis of the Future With Project Conditions in Chapter 5 shows that intersections adjacent to these driveways would operate at better than LOS E conditions, so no significant impacts would be expected. As primarily event facilities, the garages would be designed to facilitate access and egress under event conditions. For Event Center events, they would be expected to provide for premier parking with pre-sold passes, thereby facilitating entry. These multiple access points to on-site parking for the Proposed Project would provide for an efficient dispersal of traffic and for flexibility of operations in controlling access and egress during events. Traffic operations at these driveways may vary considerably by event type and attendance, but would be facilitated by the closure of LA Live Way to thru traffic (i.e., allowing local access only) during major events, and by the expected use of traffic control officers at key locations – both of which would minimize vehicular – pedestrian conflicts. These measures will be included in the Transportation Management Plan.

Due to the features described above, and with the measures identified to be included in the Transportation Management Plan, it is concluded there would be no significant impacts associated with the driveways for the Proposed Project.

Emergency vehicle access would be available at all times. While certain streets may be closed at certain times before, during, or after an event, these closures would not close the street to all vehicles, as local access vehicles would continue to be allowed to use those streets. Emergency response vehicles would therefore also be able to access all streets in the vicinity of the Proposed Project at any time. The access of such vehicles would actually be facilitated by the proposed street closures and by the use of traffic control officers at key intersections. The Transportation Management Plan will address emergency vehicle provisions. It is therefore concluded there would be no significant impacts on emergency vehicles.

5.6.2 Pedestrian Circulation and Safety

This section addresses pedestrian safety. The reader is directed to Chapter 4.1 and Figure 4.1.5 for the description of access to the Proposed Project, and to Sections 5.1.4, 5.2.4 and 5.3.4 for analyses of pedestrian circulation for the Sunday Day, Saturday Day, and Weekday Evening event scenarios.

Project Design Features

Streetscape and Sidewalk Enhancements

The Proposed Project will be designed to provide maximum visibility for pedestrians of vehicular circulation, and maximum visibility for vehicles to pedestrian circulation, on access and egress to the Project Site. The streetscape and open space designs will minimize conflicts between pedestrians and vehicles. The pedestrian streetscape improvements that will be included as Project Design Features, will provide for an enhanced pedestrian sidewalk and open space environment in the Project Area - with streetscape improvements, some sidewalk widenings, and the enhancement of off-street public open space areas where people can gather before and after events (see EIR Chapter 10 for the description of these features).

Widenings of existing sidewalks are proposed as design features of the Proposed Project to further facilitate pedestrian safety in the immediate area of the Event Center. The east side sidewalk of LA Live Way between Pico Boulevard and Chick Hearn Court would be widened from 10 feet to 15 feet; the south sidewalk of Chick Hearn Court between LA Live Way and Georgia Street would be widened from 10 feet to 20 feet; and the north sidewalk of Pico Boulevard between Figueroa Street and LA Live Way would be widened from 10 feet to 20 feet. These widenings would all provide for an enhanced pedestrian sidewalk environment and improved pedestrian safety conditions.

On the west side of the Event Center there would be two pedestrian bridges from the Event Center to the parking garages. One bridge would cross over LA Live Way just south of 12th Street to connect the Event Center to the LA Live Way Garage. There would also be an on-site elevated walkway from the Event Center, on the east side of LA Live Way, that would run south and across Pico Boulevard to a second bridge across LA Live Way just south of Pico Boulevard to access the Bond Street Garage. This walkway may be a part of both the Event Center and the New Hall, or may be a separate structure in certain locations. Both bridges/walkways could be used by Event Center patrons and Convention Center patrons using the LA Live Way and Bond Street parking garages. The placement of these bridges would minimize pedestrian-vehicular conflicts at the intersections of LA Live Way & Pico Boulevard and at LA Live Way & Chick Hearn Court, both of which are adjacent to freeway ramps. At-grade pedestrian crossings of LA Live Way would be focused to the 12th Street intersection, mid-way between Pico Boulevard and Chick Hearn Court. Traffic flows on LA Live Way would be lowest at this location because of the locations of the LA Live Way Garage driveways to the north and south of 12th Street and the fact that the upper garage levels would connect over 12th Street, so that traffic to/from the south would use the south garage driveway and traffic to/from the north would use the north driveway. Traffic would also utilize the garage driveways on 12th Street from Blaine Street as a direct route from the freeway. Pedestrian-vehicular conflicts would therefore be minimized along LA Live Way

Temporary Event Street Closures

Certain temporary street closures are planned as Project Design Features for major events at the Event Center in order to eliminate vehicular conflicts and enhance pedestrian circulation. These would occur pre-event, during the event, and post-event and are shown in Figure 4.6.1. LA Live Way would be closed to thru traffic between Pico Boulevard and Chick Hearn Court except for local traffic (event traffic accessing the LA Live Way and Olympic West Garages, limousines, and transit vehicles). Chick Hearn Court would be closed to all traffic between Figueroa Street and Georgia Street (in similar fashion to the closures that take place today for STAPLES Center and LA Live), and to thru traffic between Georgia Street and LA Live Way except for local access (traffic accessing the Olympic West Garage). Event traffic heading to these parking garages would be required to prominently display windshield hangers to demonstrate authorized parking access, otherwise traffic would be turned away from these streets to other routes (event information systems and advance street signage would make it clear which streets are closed during events so that both patrons and the general public would know well in advance).

Other temporary street closures may need to be implemented during all or part of the post-event hour, again to eliminate vehicular conflicts and enhance pedestrian circulation, and these will be defined in the Transportation Management Plan as necessary.

These street closures will enhance pedestrian safety through the elimination of pedestrian-vehicle conflicts during the key pre-event and post-event times.

It should be noted that any temporary street closures would need to maintain local access to adjacent properties. For non-Project uses these would typically be limited to the Post-Event Hour. However, during the short time of possible street closures in the Post-Event Hour, access/egress to local properties could be significantly impacted in terms of increased travel time on the closed streets. Provisions to mitigate or reduce impacts for such local access will be included in the Transportation Management Plan.

Pedestrian Circulation and Safety

All of the major intersections along the key pedestrian routes serving the Proposed Project site are controlled by traffic signals. Because of the dispersed parking supply in downtown and the distributed traffic access/egress routes to the many parking locations (see the proposed traffic and parking management strategies discussed in Chapter 4) the intersections in the vicinity of the Proposed Project will generally operate at good levels of service (at or better than LOS D). At intersections closest to the Project Site, certain intersections may operate at LOS E at certain event time periods as identified in the Chapter 5 analysis. Pedestrian volumes would also be highest at the intersections adjacent to the project Site, where vehicle-pedestrian conflicts and potentially significant impacts to pedestrian circulation could occur. Due to the event-based nature of the proposed Project this would be expected, and is a common occurrence adjacent to major event centers. The Transportation Management Plan will address such issues and develop effective methods to minimize such conflicts (a typical measure is the placement of traffic control officers to control traffic and pedestrians at such locations; also, certain street closures may be implemented as discussed further below).

As the analysis earlier in this chapter demonstrated, satisfactory pedestrian levels of service would occur at most locations (with some exceptions noted below), and it would be expected that the pedestrian volumes would in general be safely accommodated through the street sidewalks and intersection traffic signals, as currently occurs for events at STAPLES Center, the Los Angeles Convention Center, NOKIA Theater and LA Live. At a few locations, projected sidewalk level of service conditions would be LOS F during Post-Event Hour conditions (for example LA Live Way between Pico Boulevard and 12th Street, 11th Street between Figueroa and Flower Streets, and 12th Street between Flower Street and Hope Street). These impacts would be mitigated with temporary post-event street closures as described in Chapter 10 – Project Mitigation.

At a few locations where the sidewalk levels of service are projected to be LOS E or LOS F, the pressure for pedestrians to ignore the traffic signal may increase. The evidence to date from events at both the Los Angeles Convention Center and STAPLES Center is that this does not occur very often, and that in general pedestrians wait for the walk signal, even under high flow conditions. The key pedestrian/auto conflicts are when right turning vehicles attempt to turn across a flow of pedestrians crossing on the "Walk" indication, and when pedestrians crossing do not clear the crosswalks after the walk period ends. These situations are expected to be minimized either by certain street closures that could occur for a short-

period of time after major events and that would restrict traffic from those streets closest to the Event Center[1] and would eliminate pedestrian-vehicle conflicts, or by the deployment of Los Angeles Department of Transportation Traffic Control Officers. While the actual deployment may vary by event or even by time period prior to or after the event, the presence of the Traffic Control Officers, as well as closing certain streets, would serve to increase the safety of the pedestrians moving to/from the Event Center, as they currently do for major events at STAPLES Center. These measures are discussed further in Chapter 10 – Project Mitigation.

With the Project Design Features discussed above, the planned Improvement and Mitigation Program discussed in Chapter 10, and the provisions of the Transportation Management Plan, it is concluded there would be no significant pedestrian safety impacts caused by the Proposed Project.

5.6.3 Bicycle Circulation and Safety

Project Design Features

The Proposed Project currently provides 134 bicycle parking spaces at LA LIVE, and would provide additional on-site parking for bicycles (see Chapter 10 – Mitigation). The Proposed Project would also coordinate with the proposed Bike Station at the Convention Center. This planned facility (by others) will provide space for bicycle parking and storage, and for bike rentals, and will function as a bicycle hub for this part of downtown.

Bicycle Circulation and Safety

There are currently limited bicycle facilities in the area of the Proposed Project. There is on-site bicycle parking at LA LIVE but there are no bike lanes on streets in the area of the Proposed Project (Venice Boulevard is currently identified as a bike route (a signed route but with no bike lanes).

The City of Los Angeles 2010 Bicycle Plan identifies proposals for bike lanes in the area of the Proposed Project on Pico Boulevard, Venice Boulevard, Washington Boulevard, Figueroa Street, Flower Street, Hill Street, Spring Street, Main Street and Seventh Street. The Plan also identifies proposals for a Bicycle Friendly Street (Class III Bike Route – no marked bike lanes – but with traffic calming treatments and signage and shared lane markings) on 11th Street and Hope Street in the area of the Project site. As the City implements these bicycle facilities in downtown, the interconnected bicycle network would expand and would provide

[1] Actual experience at STAPLES Center has shown that the closure of Chick Hearn Court between Figueroa Street and Georgia Street is needed only for about 20-30 minutes after the event. The flow of pedestrians prior to the event is spread out enough to allow the traffic signals to be able to adequately accommodate the pedestrian flow.

improved access for bicycles to the Project Site. There are no specific dates or physical configuration details on when or how such bike lanes would be implemented.

The City of Los Angeles 2010 Bicycle Plan identifies certain bicycle facilities as a priority for implementation in the first five years of the Plan, that are to be built between 2011 and 2016. This "Priority 1" List identifies about 60 miles of bikeways on streets that are part of the Plan's Backbone and Neighborhood Bikeways network. Within the area of the Proposed Project, the following planned bicycle facilities are in the Priority 1 list:

1.	Spring Street	Bike Lane	Between Cesar Chavez and 9th Street
2.	Main Street	Bike Lane	Between Cesar Chavez and 16th Street
3.	Venice Blvd.	Bike Lane	Between Western and Main Street
4.	S. Figueroa St.	Bike Lane	Between Olympic and Exposition
5.	7th St.	Bike Lane	Between Hoover and Hill
6.	Figueroa St.	Bike Lane	Between US-101 and Olympic
7.	1st St.	Bike Lane	Between Central and LA River

The Spring Street Bike Lane (between Cesar Chavez and 9th Street) was implemented in November, 2011 and the Main Street Bike Lane (from 9th Street to 16th Street) is expected to be implemented in late 2011 or early 2012. (These bike lanes have been included in the analysis for this study.) With the exception of these two facilities, there are no defined design plans as to how the bike lanes will be accommodated on the streets, no scheduled program for when they will be implemented, and implementation would occur as funding permits. The 5-Year Priority 1 Program is not fully funded at this time. The remaining planned facilities therefore could not be included in the analysis.

The Figueroa Corridor Project, currently under study (see Chapter 3) is proposing bike lanes in each direction on Figueroa Street between 7th Street in downtown and the USC/Coliseum area. The Proposed Project would not have any features that would preclude the implementation of this concept. However, the Proposed Project would not support any design element that included a raised curb separator between the bike lanes and traffic lanes in the vicinity of the Project as it is considered this would be detrimental to pedestrian safety. (If Figueroa Street were closed after an event, then pedestrians crossing the street could trip over an unexpected second curb in the roadway.)

The Proposed Project driveways (to parking garages) would not cross or conflict with any existing or proposed bicycle facilities such as bike lanes, so no conflicts would occur with any such facilities.

With the Project Design Features discussed above, the planned Improvement and Mitigation Program discussed in Chapter 10, and the provisions of the Transportation Management Plan, it is concluded there would be no significant bicycle safety impacts caused by the Proposed Project.

5.6.4 Transit Access

Bus Transit Access

The Proposed Project would not be expected to relocate any bus stops permanently and therefore would not have any significant impacts on bus stop locations. There are a number of bus routes that run along streets in the immediate vicinity of the Proposed Project that could be affected by temporary street closures at certain times.

There are no bus routes that run on the streets that would be closed before, during, and after events (LA Live Way between Pico Boulevard and Chick Hearn Court, Chick Hearn Court between Figueroa Street and LA Live Way, and 12th Street between Figueroa Street and Flower Street), so the closure of these streets during events would not affect bus transit service.

The mitigation program discussed in Chapter 10 anticipates that temporary closures during the Post-Event Hour could occur for major events at the Event Center on the following streets: Figueroa Street and Flower Street between Olympic Boulevard and Pico Boulevard, 11th and 12th Street between Figueroa Street and Hope Street, and Pico Boulevard westbound only between Flower Street and LA Live Way (see Chapter 10). The potential impacts on bus transit are discussed below for each of these streets.

Figueroa Street and Flower Street

These streets tend to operate as a couplet with buses generally traveling northbound on Figueroa Street and southbound on Flower Street, and during post-event hours four bus routes operate along these streets – Metro Local 81, Metro Express 445, Metro Express 460, and Metro Silver Line[1]. There are typically a total of sixteen buses using these streets during the Post-Event Hour on weekends and ten buses in the Weekday Evening. The DASH F route also uses these sections of Figueroa Street and Flower Street, and typically a total of six DASH buses operate along the streets in the Sunday and Saturday Post-Event Hour although no buses operate during the Weekday Evening Post-Event Hour. Two options would exist in operation of these routes during the Post-Event Hour with temporary street closures. Either transit vehicles could be allowed to access these streets, with potential delays to buses from the pedestrian volumes leaving the event and crossing the streets, or bus routes could be temporarily diverted to other streets with lower potential conflicts with pedestrian volumes. Metro has indicated a preference for diversion of these routes to Hope Street during the Post-Event Hour[2]. Hope Street is only one to two blocks east of the routes for these bus lines, so would remain conveniently close for bus patrons as well as being close to the Pico Station for convenient bus-rail transfers. Also, pedestrian volumes would be lower in the Hope Street

[1] While other regional bus operators also run some routes along these streets, they do not operate service during Post-Event hours so would not be affected by temporary street closures.
[2] Conversations with Metro staff, November 2011.

corridor compared to Figueroa and Flower Streets, as people disperse to many different routes as they walk further from the Event Center so conflicts with buses would be minimized. Hope Street could therefore be an attractive and effective bus transit corridor during the Post-Event Hours.

Pico Boulevard

During post-event hours one bus route operates westbound along Pico Boulevard – Metro Local 30. There are typically a total of six to eight buses using Pico westbound during the Post-Event Hour at weekends and two buses in the Weekday Evening. The same two options as discussed above would exist in operation of this route during the Post-Event Hour with temporary street closures. Alternate streets for temporary route diversion would be Olympic Boulevard or Venice Boulevard, which would be three blocks north and one block south of Pico Boulevard, respectively.

The final decisions on bus operations would be taken by Metro, and would be incorporated into the Transportation Management Plan, including provisions for notifying passengers of possible diversions and temporary bus stops for diverted routes. As alternate routes do exist within close proximity to streets that could be closed during Post-Event Hours, and as it would be necessary for probably only up to one hour after major events, and would offer the potential to minimize bus-pedestrian conflicts during those hours, and as measures to accommodate temporary route diversions would be included in the Transportation Management Plan, it is concluded that there would be no significant impacts to bus operations during temporary street closures.

Rail Transit Access

The existing Pico Station, between 12th Street and Pico Boulevard, has one platform which is accessed only from the sidewalk on the east side of Flower Street. These side platform access/egress points have limited capacities because of the narrow sidewalk (only 10-feet wide) and narrow entrances to the station platform. Access to the east sidewalk is from 12th Street and from Pico Boulevard.

The light rail tracks, which will serve both the existing Blue Line and the future Exposition Line, run at-grade at 12th Street and to the south. Event attendees using the rail transit system at Pico Station would need to cross the light rail tracks at the Pico Station to access/egress the station platform. Because of the design of the station, they would need to cross both tracks (once to get to the east sidewalk of Flower Street, and then to cross the northbound track again to access the platform).

Some of the pedestrians that park east of Flower Street would also need to cross the tracks to walk to/from the parking areas to the Project Site. This would occur at 12th Street and at Pico Boulevard.

While the implementation of a pedestrian bridge(s) across Flower Street and the rail tracks might seem like a logical solution, this was investigated and was found to be infeasible. There is very limited room in the public right-of-way for the placement of pedestrian bridge up/down stairs without severely reducing the sidewalk width and significantly impacting sidewalk pedestrian flows. Sidewalk widenings are not feasible as right-of-way is not available. Because of these physical constraints, any pedestrian bridge would have a much lower pedestrian capacity than the surface street routes, so would have limited benefit. Also, there would be no guarantee that pedestrians would use pedestrian bridges, as it is often more convenient for pedestrians to stay at-grade than use a pedestrian bridge and many pedestrians may simply continue to walk at-grade. It was therefore concluded that pedestrian bridge solutions were infeasible at this location.

There could therefore be conflicts between pedestrians, auto vehicles, and light rail trains at the Flower Street & 12th Street intersection and the Flower Street & Pico Boulevard intersection that could potentially cause significant pedestrian impacts. However, at-grade access/egress is not uncommon on the at-grade light rail system in Los Angeles County, where pedestrian access to the at-grade stations usually occurs at street intersections safely and without problems. With the Proposed Project however, the pedestrian volumes would be much higher for short periods of time before and after events. Even so, there are examples across the country where at-grade light rail lines operate successfully either immediately adjacent to or in close proximity to major sports facilities (for example the Third Street Line in San Francisco which runs immediately adjacent to the AT&T Park baseball field for the San Francisco Giants, and in Baltimore where the light rail line runs one block east of the Camden Yards baseball field for the Baltimore Orioles).

These pedestrian circulation issues will be addressed both in the mitigation plan and in the Transportation Management Plan. The temporary closure of Flower Street to autos after events would eliminate auto-pedestrian conflicts. A mitigation measure would add a second platform to the Pico Station that would significantly increase and enhance both the person capacity of the station and pedestrian safety for access/egress to/from the station platforms. As the second platform would be designed with "end-loading" from 12th Street and Pico Boulevard (in common with the standard design at other light rail stations on the system in Los Angeles County), it would significantly reduce and minimize the number of transit passengers crossing the tracks.

The Transportation Management Plan will also include measures (developed in close cooperation with Metro) for controlling trains at the Pico Station and for controlling and directing pedestrians crossing the tracks, to enhance pedestrian safety and improve pedestrian access to the station. These would include use of Metro and law enforcement personnel to control/direct pedestrian traffic and control train movements at the station and at the intersections immediately adjacent to the station (Flower Street & 12th Street, and Flower Street & Pico Boulevard), and, at the discretion of Metro and LADOT, the temporary prohibition of pedestrians and/or vehicles crossing tracks at certain times as necessary (in

which case they could for example be redirected to 11th Street where the light rail tracks are below grade). These measures will be detailed in the Transportation Management Plan in coordination with Metro and LADOT.

With the proposed improvements at Pico Station to add a second platform, the proposed post-event street closures to vehicle traffic, and the provisions for pedestrian and vehicle control to be included in the Transportation Management Plan, it is concluded that rail transit pedestrian access impacts would be less than significant.

5.7 Neighborhood Evaluation

This section addresses an evaluation of potential traffic and parking impacts in the Pico Union area, which is located to the west of the Project Site and west of the SR-110 Harbor Freeway, as shown in Figure 5.7.1. It comprises commercial, institutional, and residential land uses.

5.7.1 Traffic Issues

Approach and Methodology

The following analysis investigated the potential for traffic impacting the local residential streets in the Pico Union area.

LADOT Guidelines

LADOT guidelines indicate that a local residential street can potentially be impacted through increased vehicle trips if traffic uses local residential streets as cut-thru routes to bypass a congested arterial roadway. The guidelines further state that when selecting street segments for analysis, all of the following conditions must be present:

- The proposed project is a non-residential development and not a school.
- The arterial is sufficiently congested, such that motorists traveling on the arterial may opt to divert to a parallel route through a residential street; the congestion level of the arterial is based on the estimated level of service (LOS) under project conditions of the study intersections; LOS E and F are considered to represent congested conditions.
- The local residential street(s) provide motorists with a viable alternative route.
- The project is projected to add a significant amount of traffic to the congested arterial that can potentially shift to an alternative route; project traffic would need to exceed

the daily minimum significance thresholds listed in Table 5.7.1.1 under "Project-Related Increase in ADT".

Table 5.7.1.1 Definition of Significant Impact Criteria for Local Streets

A local residential street shall be deemed significantly impacted based on an increase in projected average daily traffic (ADT) volumes on the street as follows:	
Projected Average Daily Traffic with Project (Final ADT)	Project-Related Increase in ADT
0 to 999	120 trips or more
1,000 to 1,999	12% or more of final ADT
2,000 to 2,999	10% or more of final ADT
3,000 or more	8% or more of final ADT

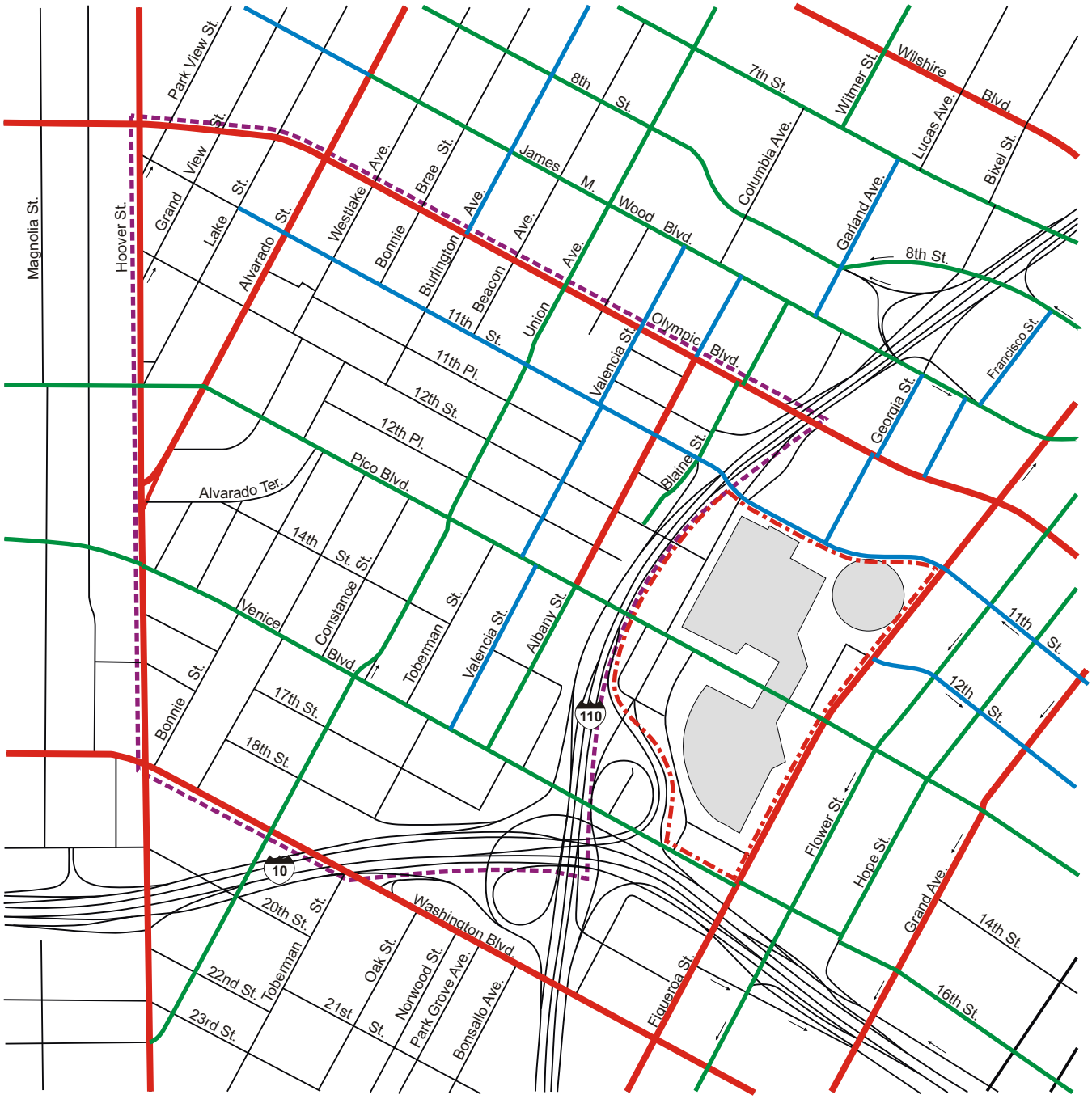
Source: LADOT

The Street System

East-West Streets

There are four principle east-west streets in Pico Union that are all arterial highways and that connect downtown Los Angeles to the Pico Union, Koreatown, and Mid-City areas and to Culver City and west Los Angeles. These are not local streets, and their street classifications in the Westlake Community Plan, are the following: Olympic Boulevard – a six-lane Major Arterial, Pico Boulevard – a four lane Secondary Arterial, Venice Boulevard – a four lane Secondary Arterial, and Washington Boulevard – a six lane Major Arterial. Commercial and institutional land uses are located along these arterials.

There are only two other east-west streets that extend continuously throughout the Pico Union Area and that could provide alternate routes to these arterials: 11th Street, which is designated a Collector Street in the Community Plan with adjacent commercial, institutional, and residential uses; and 12th Street, which is a Local Street with primarily residential land uses. All other east-west streets (11th Place, 12th Place, 14th Street, 17th Street and 18th Street) are Local Streets, are discontinuous at one or more locations (i.e. serve only other local streets and do not provide continuous routes through Pico Union), and none connect east of the Harbor Freeway to the Project Site or to downtown, so none provide viable alternate or cut-thru routes.



Legend

- Project Site
- Major Arterial
- Secondary Arterial
- Collector
- Local
- Pico Union Area

Source: Westlake Community Plan, 1997

Not to Scale

12/15/11

Figure 5.7.1
Pico Union Area - Street Classifications

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions

North-South Streets

There are three principle north-south streets in Pico Union that are all arterial highways, and that connect Pico Union to the Westlake area to the north, and to the North University Park and Exposition Park areas to the south. These streets, and their street classifications in the Community Plan are the following: Hoover Street – a four lane Major Arterial; Alvarado Street – a four-lane Major Arterial; and Union Avenue – a two lane Secondary Arterial. Land uses adjacent to Hoover and Alvarado Streets are predominantly commercial, and land uses adjacent to Union Street are primarily residential with some commercial and institutional uses.

There are no other north-south streets that connect continuously through Pico Union. One street connects between Venice Boulevard and Olympic Boulevard – Albany Street which is a designated Secondary Arterial between Venice Boulevard and Pico Boulevard and a designated Major Arterial between Pico Boulevard and Olympic Boulevard, and which is a two-lane street. Valencia Street also runs between Venice Boulevard and Olympic Boulevard but is discontinuous with a jog at Pico Boulevard, and is a two lane street that is a designated Collector Street. Adjacent land uses on Valencia Street are primarily residential, with some commercial uses, while land uses on Albany Street include residential, commercial and institutional uses. All other north-south streets (Toberman Street, Constance Street, Burlington Avenue, and Westlake Avenue) are Local Streets, with mostly residential land uses, and as shown in Figure 5.7.1 are mostly short streets that are discontinuous (they often do not extend more than two or three blocks) in the area and only provide access to other local streets and to the local neighborhoods, so do not provide for cut-thru routes.

Some of these Local Streets do, however, connect between Pico Boulevard and Venice Boulevard (e.g. Bonnie Brae Street, Burlington Avenue, Constance Street, and Toberman Street), and between Venice Boulevard and Washington Boulevard (e.g. Bonnie Brae Street and Burlington Avenue), and so potentially provide cut-thru routes between these arterials.

<u>Project Access and Egress</u>

Some traffic accessing and egressing the Project Site would use the east-west arterial roadways passing through Pico Union to access Project parking areas. Projected traffic conditions on these roadways were analyzed earlier in this Chapter. The parking supply immediately adjacent to the Proposed Project (LA Live Way Garage, Bond Street Garage, and part of the LA LIVE Olympic West garage, would be allocated for premier parking (for suites and premier seats). Public parking would occur in the off-site locations in the downtown area as discussed in Chapter 4 and Chapter 5. As described in Chapter 4, access to parking for the Proposed Project would be managed to the maximum extent possible. This could include the pre-sale of parking, with event tickets, in designated parking zones based on the origin location of travel. Information would be provided on very specific access routes to parking areas in order to disperse traffic. This approach would also be utilized to keep traffic on the

arterial roadways in the Pico Union area and minimize/prevent the use of residential streets. It would also specify which arterials to use to access the different parking areas, so that traffic would be on the preferred access route/street before passing through the Pico Union area, which would further minimize traffic using cut-thru connections between arterials.

Evaluation

The following evaluation investigated the potential for traffic intrusion onto local residential streets in the Pico Union area. It addresses each of the four east-west arterial corridors passing through Pico Union.

Olympic Boulevard Corridor

This arterial street would be used primarily to access off-site parking in the downtown area. As it does not provide direct access to the on-site parking areas (except for the LA LIVE Garage), this street would not be identified in the parking information system as a principle route to on-site parking and would not be expected to be used as such.

As the analysis in Chapter 5 showed, no intersections would operate at LOS E or LOS F during the Sunday Day Pre-Event Hour or Post-Event Hour, the Saturday Day Post Event Hour, and the Weekday Evening Post-Event Hour, so this corridor would not be congested during those times. During the Saturday Day Pre-Event Hour, one of the five analyzed intersections along this corridor would operate at LOS E – at Olympic Boulevard and Blaine Street, but the other intersections would operate at LOS D or better. During the Weekday Evening Pre-Event Hour, one intersection would operate at LOS E – Olympic Boulevard & Alvarado Street, and one intersection would operate at LOS F – Olympic Boulevard & Figueroa Street. Although these would be isolated locations, the potential could exist for some traffic to divert to other routes. Potential diversion routes could include 11th Street and 12th Street, as the only continuous streets that connect east of the Harbor Freeway. Both these streets could provide access routes to on-site parking. Neither street would provide access to general parking east of LA Live Way, as 11th Street (Chick Hearn Court) would be closed before, during, and after events between LA Live Way and Figueroa Street, and 12th Street does not extend east of LA Live Way. Of these two streets, only 12th Street is a Local Street. A Proposed Project Design Feature is a temporary event barricade closure of 12th Street immediately west of Blaine Street to prevent traffic being able to access on-site parking from the neighborhood, so 12th Street would not be an alternative route.

It is unlikely that traffic would divert from Olympic Boulevard via north-south streets to Pico Boulevard, as there would be no advantage over the routes discussed above, and traffic that needed to use Pico Boulevard to access either on-site or off-site parking would already be on Pico Boulevard before reaching the Pico Union area.

During the Pre-Event Hours, some traffic eastbound on Olympic Boulevard could divert to 11th Street to access on-site parking. Such traffic would be most likely to use Union Avenue, Valencia Street, or Albany Street to access 11th Street, as these streets are closest to the Project Site. None of these potential diversion routes are Local Streets, as they are either Collector Streets (11th Street and Valencia Street), or Arterial Roadways (Union Avenue and Albany Street).

During the Post-Event Hours, some traffic exiting the on-site parking garages could potentially use 11th Street westbound to access Olympic Boulevard (again most likely via Albany Street, Valencia Street or Union Avenue) – although none of these routes are Local Streets.

Pico Boulevard Corridor

This arterial street would be used to access on-site parking and off-site parking in the downtown area. As it does provide direct access to the on-site parking areas (except for the LA LIVE Garage), this street would be identified in the parking information system as an access route to on-site parking, and would be expected to be used as such.

As the analysis in Chapter 5 showed, no intersections would operate at LOS E or LOS F during the Sunday Day Pre-Event Hour or Post-Event Hour, and the Weekday Evening Post-Event Hour, so this street would not be congested during those times. During the Saturday Day Pre-Event Hour and the Saturday Day Post Event Hour, one of the four analyzed intersections along this corridor would operate at LOS E – at Pico Boulevard and Alvarado Street - but the other intersections would operate at LOS D or better. During the Weekday Evening Pre-Event Hour, two of the four analyzed intersections along this corridor would operate at LOS E – at Pico Boulevard & Alvarado Street and at Pico Boulevard & Figueroa Street. Although these would be isolated locations, the potential could exist for some traffic to divert to other routes. Potential diversion routes could include 11th Street and 12th Street, as the only continuous streets that connect east of the Harbor Freeway. 11th Street could provide access to on-site parking, but it is unlikely traffic would divert up to 11th Street as there would be no advantage in doing so (it would be a more circuitous access route to parking and therefore would not save time). 12th Street would not be a viable alternative route because the proposed temporary or permanent barricade on 12th Street just west of Blaine Street would prevent traffic being able to access on-site parking from the neighborhood. Neither street would provide access to general parking east of LA Live Way, as 11th Street (Chick Hearn Court) would be closed during before, during, and after events between LA Live Way and Figueroa Street, and as 12th Street does not extend east of LA Live Way.

It is unlikely that traffic would divert from Pico Boulevard via north-south streets to Olympic Boulevard, or south to Venice Boulevard, as there would be no advantage over Pico Boulevard, and traffic that needed to use either Olympic Boulevard or Pico Boulevard to

access either on-site or off-site parking would already be on those streets before reaching the Pico Union area.

It is therefore concluded that it is unlikely there would be any diversions of traffic from Pico Boulevard during the Pre-Event Hours.

During the Post-Event Hours, it is possible that traffic exiting the on-site parking garages and heading west on Pico Boulevard might divert north to Olympic Boulevard via Albany Street, Valencia Street or Union Avenue (there are no other direct connections streets between Pico Boulevard and Olympic Boulevard in the local area). None of these streets are Local Streets. It is also possible that traffic exiting the on-site parking garages and heading west on Pico Boulevard might divert south to Venice Boulevard – this is discussed below under Venice Boulevard.

Venice Boulevard Corridor

This arterial street would be used primarily to access off-site parking in the downtown area. As it does not provide direct access to the on-site parking areas (except perhaps for the Bond Street Garage), this street would not be identified in the parking information system as a primary route to on-site parking, and would not be expected to be used as such.

As the analysis in Chapter 5 showed, no intersections would operate at LOS E or LOS F during the Sunday Day Pre-Event Hour or Post-Event Hour, the Saturday Day Pre Event Hour, and the Weekday Evening Post-event Hour so this would not be a congested corridor during those times. During the Saturday Day Post-Event Hour, one of the three analyzed intersections along this corridor would operate at LOS E – at Venice Boulevard and Figueroa Street, although because of its location east of Pico Union would not cause exiting westbound traffic to make any diversions to local Pico Union Streets, and the other intersections would operate at LOS D or better. During the Weekday Evening Pre-Event Hour, two intersections would operate at LOS E – Venice Boulevard and Hoover Street, although because of its location to the west of Pico Union this would not cause diversions of traffic to the east in the Pico Union area; and at Venice Boulevard & Figueroa Street. Furthermore, there are no viable alternate routes on Local Streets as there are no Local Streets that are continuous and that connect to parking areas east of the Harbor Freeway between Pico Boulevard and Washington Boulevard.

It is possible that traffic could divert from Venice Boulevard via north-south streets to Pico Boulevard, in order to access on-site parking via Pico Boulevard. This is considered unlikely as the parking information systems will direct on-site parking access via Pico Boulevard so traffic should already be on Pico Boulevard before reaching the Pico Union area. Nevertheless, some traffic could divert from Venice Boulevard to Pico Boulevard using streets such as Union Avenue, Toberman Street, Valencia Street, and Albany Street. Only one of these streets – Toberman Street – is a Local Street, the others being either Collector or

Arterial Streets as discussed above. It is unlikely that traffic would divert using streets west of Union Avenue as those streets are further from the Proposed Project. These potential diversions could occur during both Pre-Event Hours and Post-Event Hours.

Washington Boulevard Corridor

This arterial street would be used to access off-site parking in the downtown area. As it does not provide direct access to the on-site parking areas, this street would not be identified in the parking information system as a route to on-site parking, and would not be expected to be used as such.

As the analysis in Chapter 5 showed, no intersections would operate at LOS E or LOS F during the Sunday Day Pre-Event Hour or Post-Event Hour, the Saturday Day Pre-Event Hour or Post Event Hour, and the Weekday Evening Post-Event Hour, so this would not be a congested corridor at those times. During the Weekday Evening Pre-Event Hour, one of the analyzed intersections along this corridor would operate at LOS E – at Washington Boulevard & Hoover Street, although because of its location to the west of Pico Union this would not cause diversions of traffic to the east in the Pico Union area. The other intersections would operate at LOS D or better.

There would thus be limited potential for diversion from this arterial roadway. There are no viable alternate routes on Local Streets as there are no Local Streets between Pico Boulevard and Washington Boulevard that are continuous and that connect to parking areas east of the Harbor Freeway.

It is possible that traffic could divert from Washington Boulevard via north-south streets to Venice Boulevard in order to access on-site parking via Venice Boulevard and Convention Center Way. This is considered unlikely as the parking information systems will direct on-site parking access via Pico Boulevard so traffic should already be on Pico Boulevard before reaching the Pico Union area.

Nevertheless, it is possible that some traffic could divert from Washington Boulevard to Venice Boulevard using streets such as Burlington Avenue and Union Avenue. Only one of these streets – Burlington Avenue – is a Local Street, the other being either a Collector Street as discussed above. It is unlikely that traffic would use Bonnie Brae Street as its intersection with Washington Boulevard is too close to Hoover Street. There are no other north-south streets that run between Washington Boulevard and Venice Boulevard between Hoover Street and the Harbor Freeway. These potential diversions could occur during both Pre-Event Hours and Post-Event Hours.

Hoover Street to Pico Boulevard

During the Pre-Event Hours, some Proposed Project traffic would travel north on Hoover Street to Alvarado Street and then turn right at the intersection of Alvarado Street and Pico Boulevard to head eastbound on Pico. During the Post-Event Hours, this traffic would return westbound on Pico Boulevard, turn left at Alvarado Street and continue south on Hoover Street.

Potential cut-thru routes would exist on Alvarado Terrace and Westlake Avenue, between Alvarado Street and Pico Boulevard, whereby traffic could avoid the intersection of Alvarado Street and Pico Boulevard.

For inbound Proposed Project traffic during Pre-Event Hours, both streets could be potential cut-thru routes as they would involve only right turns. For outbound Proposed Project traffic during Post-Event Hours, Alvarado Terrace would not be a viable cut-thru route as left turns are prohibited from westbound Alvarado Terrace to southbound Alvarado Street. Also for outbound Post-Event traffic, Westlake Avenue would not be a very convenient cut-thru route as it would involve making two left turns at uncontrolled intersections (at Pico Boulevard & Westlake Avenue, and at Westlake Avenue & Alvarado Street) which could be less convenient that making the one signalized left turn at Pico Boulevard & Alvarado Street.

As shown in Chapter 5, the intersection of Pico Boulevard and Alvarado Street would operate at LOS D or better during the Sunday Day Pre-Event and Post-Event Hours, and the Weekday Evening Post-Event Hours. During the Saturday Pre-Event and Post-Event Hours and the Weekday Evening Pre-Event Hour this intersection would operate at LOS E. It was therefore concluded that there could be the potential for Proposed Project traffic to use Alvarado Terrace and Westlake Avenue as cut-thru routes during these three time periods.

Conclusions on Corridors and Potential Diversions for Project Access/Egress Traffic

As the analysis in Section 5.1.1 has shown, and as discussed above, the majority of intersections along the arterial roadways in Pico Union generally would not be congested as they would not in general operate at LOS E or LOS F during either the Pre-Event Hour or the Post Event Hour. There would thus be little if any incentive for traffic diversion onto local residential streets, although during certain time periods isolated intersections would operate at LOS E which could lead to some diversion of traffic.

Furthermore, there are no major cut-thru routes in Pico Union that would offer a major advantage to traffic destined to the Proposed Project. The local residential streets do not lead to the Project Site, and do not provide continuous routes through the area that are more direct or convenient than the arterial roadways.

One possible exception would be 12th Street – a Local Street, which does connect under the Harbor Freeway but only as far as LA Live Way and the Convention Center. However, during major events 12th Street will be closed west of Blaine Street and so will not connect to the Project Site, and would therefore not be a viable alternate route.

The other exception would be 11th Street – a designated Collector Street, which does connect east of the Harbor Freeway and to LA Live and downtown. This street would not be used an alternate route to access off-site downtown parking as Chick Hearn Court east of LA Live Way would be closed during events. However, some traffic might try to divert off Olympic Boulevard to use 11th Street to access the Project Site, as noted above.

It is also possible that some traffic accessing or egressing the Project Site could use some of the north-south streets to travel between Pico Boulevard and Olympic Boulevard, between Pico Boulevard and Venice Boulevard, and between Washington Boulevard and Venice Boulevard, as noted above, although such diversions would be limited to a small number of Local Streets as most of the north-south streets on potential diversion routes are Collector or Arterial Streets.

Proposed Project Street Closures

The planned street closures adjacent to the Event Center during major events (see Figure 4.6.1) could also potentially affect traffic in the Pico Union area. Street closures that would occur before, during and after events would result in some traffic being redirected to alternate routes. Two streets would be closed before, during and after events. LA Live Way would be closed to all traffic (except local access to parking garages) between Pico Boulevard and Chick Hearn Court. Also, Chick Hearn Court would be closed between Figueroa Street and LA Live Way (Chick Hearn is currently often closed between Figueroa Street and Georgia Street for LA Live and STAPLES Center). Key traffic diversions that could affect the Pico Union area would include the following:

> Local traffic using 11th Street from east of the Harbor Freeway to access/egress the neighborhood would have to use alternate routes – expected to be Olympic Boulevard and Pico Boulevard. This would decrease traffic on 11th Street and increase traffic on these arterials. This could also increase traffic on Union Avenue as traffic returns to 11th Street – but this would be locally destined neighborhood traffic that would be shifting from 11th Street.
>
> Traffic currently using Pico Boulevard eastbound that turns north on LA Live Way to access the 11th Street northbound on-ramp to the Harbor Freeway would have to use alternate routes. These would likely be via the arterial roadways of Hoover and Alvarado Streets to Olympic Boulevard and eastbound to Georgia Street then northbound to the 9th Street on-ramp to the Harbor Freeway northbound. The other possibilities could be Union Avenue, Valencia Street and Albany Street although these

are considered unlikely because even though they are designated Collector or Arterial roadways they are generally only two-lane streets rather than the four lane Hoover and Alvarado Streets so would not be as convenient or efficient alternate routes

Event street closures would prevent any westbound traffic on 11th Street entering Pico Union from east of the Harbor Freeway, which would reduce volumes on 11th Street.

While the planned street closures adjacent to the Event Center may cause some minor inconvenience to residents accessing/egressing the neighborhoods, they would therefore be unlikely to cause significant traffic diversions or impacts on the residential streets identified above in Pico Union.

Further Analysis

The above discussion has identified the potential, or lack of potential for traffic to divert to local streets in the Pico Union area. For purpose of preparing a conservative analysis, a detailed analysis of potential diversion volumes was conducted, which addressed the potential diversions and cut-thru routes discussed above, not just for Local Streets but for all street types. However, potential significant impacts were only identified for Local Streets, as the City has no threshold criteria for non-local streets, and because Collector and Arterial Streets are intended to carry higher traffic loads than Local Streets. For these non-local streets, the analysis identified the percent increase in traffic that could be expected due to the Proposed Project.

In general, traffic tends to stay on arterial roadways even under congested conditions, with only a small proportion likely to seek alternate routes, usually because travel on local streets is often not much more convenient or faster. The analysis assumed conservatively that up to 25% of Project traffic on Olympic and Pico Boulevards and up to 10% of Project traffic on Venice and Washington Boulevards might potentially divert to other routes as described above. (The percentage was estimated to be higher on Olympic and Pico Boulevards as they are closer to on-site parking areas). It was also assumed that up to 50% of inbound Project traffic that used Hoover/Alvarado Street and Pico Boulevard could divert to Alvarado Terrace and Westlake Avenue (and that two-thirds would use Alvarado Terrace and one-third would use Westlake Avenue), and that about 10% of outbound Project traffic could divert to Westlake Avenue, as described above.

The analysis is summarized in Table 5.7.1.2, for the streets discussed above, for Sunday Day, Saturday Day, and Weekday Evening events. The table shows street type, existing volumes, future without project volumes, estimated increases in traffic volumes due to the Proposed Project, and projected future with project volumes. For Local Streets, the increase in traffic volumes is compared to the LADOT thresholds for significant impacts. For other streets, the percent increase in total traffic is shown for information purposes.

Table 5.7.1.2 Future With Project 2017 - Summary of Pico-Union Neighborhood Traffic Analysis

12/9/2011

Diversion Routes	Street Type [1]	Existing Average Daily Traffic Volumes	Future Without Project	Project Only Daily Volumes	Future With Project	Project Related Increase [2]	Significant Impact Thresholds (Project Related Increase)[6]	Significant Impact Yes/No[6]
Sunday								
Albany St (Btw Olympic & 11th)	MA	2,150	2,150	110	2,260	5%	N/A	N/A
Valencia St (Btw Olympic & 11th)	C	1,235	1,235	107	1,342	8%	N/A	N/A
Union Ave (Btw Olympic & 11th)	SA	13,215	13,399 [4]	432 [5]	13,831	3%	N/A	N/A
11th St (Btw Valencia & Albany)	C	3,690	3,690	-472 [5]	3,218	-15%	N/A	N/A
Albany St (Btw 14th & Venice)	SA	1,025	1,025	30	1,055	3%	N/A	N/A
Valencia St (Btw 14th & Venice)	C	865	865	30	895	30	N/A	N/A
Toberman St (Btw 14th & Venice)	L	990	990	30	1,020	3%	12% or more	No
Union Avenue (Btw 14th & Venice)	SA	14,160	14,469 [4]	201 [5]	14,670	1%	N/A	N/A
Constance St (Btw 14th & Venice)	L	605	605	10	615	10	120 or more	No
Burlington Ave (Btw 14th & Venice)	L	980	980	10	990	10	120 or more	No
Bonnie Brae St (Btw 14th & Venice)	L	930	930	9	939	9	120 or more	No
Union Ave (Btw 17th & 18th)	SA	14,160 [3]	14,469 [4]	33	14,502	0%	N/A	N/A
Burlington Ave (Btw 17th & 18th)	L	1,345	1,345	18	1,363	1%	12% or more	No
Bonnie Brae St (Btw 17th & 18th)	L	725	725	0	725	0	120 or more	No
Alvarado Terrace	L	790	790	158	948	158	120 or more	Yes
Westlake Avenue	L	510	510	119	629	119	120 or more	No
Saturday								
Albany St (Btw Olympic & 11th)	MA	4,760	4,760	109	4,869	2%	N/A	N/A
Valencia St (Btw Olympic & 11th)	C	1,475	1,475	106	1,581	7%	N/A	N/A
Union Ave (Btw Olympic & 11th)	SA	13,535	13,724 [4]	432 [5]	14,156	3%	N/A	N/A
11th St (Btw Valencia & Albany)	C	4,740	4,740	-165 [5]	4,575	-4%	N/A	N/A
Albany St (Btw 14th & Venice)	SA	1,205	1,205	40	1,245	3%	N/A	N/A
Valencia St (Btw 14th & Venice)	C	1,025	1,025	40	1,065	4%	N/A	N/A
Toberman St (Btw 14th & Venice)	L	1,080	1,080	40	1,120	4%	12% or more	No
Union Avenue (Btw 14th & Venice)	SA	13,120	13,427 [4]	40	13,466	0%	N/A	N/A
Constance St (Btw 14th & Venice)	L	660	660	14	674	14	120 or more	No
Burlington Ave (Btw 14th & Venice)	L	1,200	1,200	14	1,214	1%	12% or more	No
Bonnie Brae St (Btw 14th & Venice)	L	1,130	1,130	12	1,142	1%	12% or more	No
Union Ave (Btw 17th & 18th)	SA	13,120 [3]	13,427 [4]	35	13,461	0%	N/A	N/A
Burlington Ave (Btw 17th & 18th)	L	1,595	1,595	19	1,614	1%	12% or more	No
Bonnie Brae St (Btw 17th & 18th)	L	850	850	0	850	0	120 or more	No
Alvarado Terrace	L	1,045	1,045	164	1,209	14%	12% or more	Yes
Westlake Avenue	L	790	790	122	912	122	120 or more	Yes
Weekday								
Albany St (Btw Olympic & 11th)	MA	3,380	3,380	119	3,499	3%	N/A	N/A
Valencia St (Btw Olympic & 11th)	C	2,175	2,175	115	2,290	5%	N/A	N/A
Union Ave (Btw Olympic & 11th)	SA	14,400	14,617 [4]	293 [5]	14,911	2%	N/A	N/A
11th St (Btw Valencia & Albany)	C	4,810	4,810	-321 [5]	4,489	-7%	N/A	N/A
Albany St (Btw 14th & Venice)	SA	1,265	1,265	39	1,304	3%	N/A	N/A
Valencia St (Btw 14th & Venice)	C	1,090	1,090	39	1,129	3%	N/A	N/A
Toberman St (Btw 14th & Venice)	L	1,105	1,105	39	1,144	3%	12% or more	No
Union Avenue (Btw 14th & Venice)	SA	12,200	12,498 [4]	71 [5]	12,569	1%	N/A	N/A
Constance St (Btw 14th & Venice)	L	755	755	14	769	14	120 or more	No
Burlington Ave (Btw 14th & Venice)	L	1,320	1,320	14	1,334	1%	12% or more	No
Bonnie Brae St (Btw 14th & Venice)	L	930	930	12	942	12	120 or more	No
Union Ave (Btw 17th & 18th)	SA	12,200 [3]	12,498 [4]	40	12,538	0%	N/A	N/A
Burlington Ave (Btw 17th & 18th)	L	1,905	1,905	21	1,926	1%	12% or more	No
Bonnie Brae St (Btw 17th & 18th)	L	720	720	0	720	0	120 or more	No
Alvarado Terrace	L	855	855	159	1,014	16%	12% or more	Yes
Westlake Avenue	L	605	605	120	725	120	120 or more	Yes

Note

1 MA - Major Arterial, SA - Secondary Arterial, C - Collector, L - Local

2 For Future With Project ADT less than 1,000, significant impact threshold is based on the number of project added trips.

3 ADT for this link is based on the ADT of Union Avenue between 14th Street and Venice Boulevard.

4 Includes volumes from Related Projects and ambient growth on Union Avenue.

5 Includes diverted volumes due to Chick Hearn Court and LA LIVE Way street closures during events.

6 N/A - No City thresholds for Collector or Arterial streets.

Local Street

The analysis summarized in Table 5.7.1.2 shows that for Local Streets, while there could potentially be increases in traffic because of the Proposed Project, the percentage increase would generally be less than 5% and would not constitute significant impacts as it would be less than the City's thresholds. The two exceptions would be Alvarado Terrace and Westlake Avenue, between Alvarado Street and Pico Boulevard, where increases due to Proposed Project traffic could potentially cause significant impacts.

The analysis also showed that for other streets in Pico Union, the increase in traffic due to the Proposed Project would all be less than 8% and in most cases would be less than 5%.

The above analysis thus shows that significant impacts would be projected to occur at only two Local Street locations in the Pico Union area, and that increases in traffic due to the Proposed Project on other Local Streets would be substantially below the threshold for significance. However, it is recognized that traffic could operate somewhat differently to the projections made in the analysis and that significant traffic impacts could occur on some of the other streets in the area. Measures to minimize or eliminate this potential will be addressed in the Transportation Management Plan.

5.7.2 Parking

Off-Street Parking

There are no major public parking garages in the Pico Union area. Those garages that do exist in the area are private facilities, such as the Loyola Law School Garage on Albany Street, and the UPS Garage on W. 9th Street at Garland Avenue. There are also private parking lots supporting commercial and institutional uses. There are also three small private parking lots immediately west of the Harbor Freeway off Blaine Street that are marketed and used for event parking for STAPLES Center.

During the public outreach and participation process, significant concerns were voiced from the community regarding potential negative impacts of Event Center attendees parking in Pico Union, and that many members of the community do not want parking for the Event Center to occur in Pico Union. It is expected that the Transportation Management Plan (TMP) will not encourage parking in Pico Union (and may actively discourage parking in the area, except in currently operated lots, if so desired by the community). Nevertheless, it is possible that individual property owners may offer and advertise surface parking for events, which could introduce additional traffic into Pico Union as vehicles access parking lots (although it is likely that the majority of such traffic would be already using arterial roadways in Pico Union as they approach the Project Site from the west). It cannot be determined at this time if this would occur and if it did which locations would be affected. Such actions also would not be directly controllable by the Event Center.

It is therefore conservatively concluded that the possibility of individuals offering parking to event attendees could exist and that it could lead to significant traffic impacts in the Pico Union area.

On-Street Parking

On-street parking exists on most streets in Pico Union (with some time restrictions and/or prohibitions on arterial roads). This is public parking, and is used by visitors to the commercial and residential uses in the area, and because of a general lack of off-street residential parking the on-street parking is also used by residents for residential parking. It is not however an official or guaranteed parking supply for residential uses.

For many visitors to the Project Site, Pico Union is not perceived as an area of available parking, largely because the Harbor Freeway separates the area from the Project Site, and because of the abundance of parking available east of the Harbor Freeway in downtown.

It is therefore considered unlikely that Event Center attendees will use on-street parking in Pico Union. However, it is recognized that the potential would exist for this to occur. It is also possible that Event Center employees could park on-street in Pico Union, although this is considered unlikely (for example both STAPLES Center and NOKIA Theater provide free staff parking in designated lots elsewhere and provide shuttle service). It is also possible that limousines serving the Event Center might also use on-street parking in Pico Union, although this is considered unlikely to occur as the Transportation Management Plan will include measures to limit or minimize such actions.

Nevertheless, it is concluded that without preventative measures there could be significant impacts to on-street parking in Pico Union that could potentially utilize on-street parking currently used by residents of the area.

5.7.3 Conclusions

The above analysis has indicated that there could be potential localized traffic and parking impacts in the Pico Union area caused by the Proposed Project. These will be addressed in the mitigation program and the Transportation Management Plan. Specifically a Neighborhood Traffic and Parking Management Plan will be developed in coordination with the local community and with LADOT. This is discussed further in Chapter 10 of this report.

5.8 Construction Impact Analysis

This section evaluates construction activities for the Proposed Project and the potential to cause temporary impacts to the transportation system during the construction process.

5.8.1 Types of Construction Impacts and Methodology

Construction impacts were evaluated using the guidelines provided in the *City of Los Angeles CEQA Thresholds Guide* which identify four types of in-street construction impacts and 16 factors by which to determine the potential significance of the impacts.

The four types of impacts are:

1. Temporary traffic impacts
2. Temporary loss of access
3. Temporary loss of bus stops or rerouting of bus routes
4. Temporary loss of on-street parking

In the evaluation of these factors, a significant impact would occur if the Project (1) caused a potential inconvenience in the performance of one's daily activities (i.e. an impact on traffic operations), or (2) caused a public safety concern (as per the *City of Los Angeles CEQA Thresholds Guide).*

Construction activities that could generally cause transportation impacts typically fall into one of the following categories:

- Haul truck trips - associated with export of demolition or excavation materials.
- Concrete and delivery trucks – associated with delivery of construction materials.
- Construction worker trips – traveling to/from the site.
- Temporary roadway lane closures – that may be necessary for certain aspects of construction.
- Temporary modification or restriction of access to adjacent land uses.
- Temporary loss of on-street parking.
- Temporary loss of bus stops or rerouting of buses.

5.8.2 Construction Schedule

Construction activity associated with the Proposed Project is expected to occur over a period of approximately four years or 48 months, beginning in Fall 2012 and ending in August 2016. During this time, the following four structures will be built in the order listed (with the approximate duration of associated construction activities in parentheses):

- Bond Street Parking Garage (10 months)
- New Hall (18 months)
- LA Live Way Parking Garage (15 months)
- Farmers Field (33 months)

Some overlap in activities is expected to occur between these phases with the Bond Street Garage and New Hall construction expected to begin and run concurrently, with the LA Live Way Garage construction beginning after the completion of the Bond Street Garage and also running concurrently with New Hall. The construction of Farmers Field is scheduled to begin about three months before completion of the New Hall, with completion of the LA Live Way Garage running concurrently for a while. Construction activities are expected to occur Mondays to Saturdays between 7:00am and 12:00am (the Proposed Project will need to obtain an after-hours work permit from the Board of Police Commissioners, through its Executive Director, per LAMC Section 41.40).

5.8.3 Truck Trips

Two primary types of truck trips are expected to travel to/from the Project Site: haul trips and concrete/delivery trips. Haul trips consist of removing debris created as part of the demolition activities and removing earth excavated to accommodate the construction of the Proposed Project. Concrete/Delivery trips include trucks carrying concrete and trucks carrying other building materials.

Haul Trips

Haul activities are expected to occur Mondays to Saturdays between 7:00am and 9:00pm. As shown in Figure 5.8.3.1, four haul routes have been identified for use by trucks traveling to/from the Project Site:

- Truck Route Option 1: Empty haul trucks are anticipated to travel from the Harbor Freeway (I-110) south of the Project Site, exit northbound onto L.A. Live Way to access the Project Site. Upon departure from the Project Site, the loaded haul trucks would travel via L.A. Live Way (heading north), west on 11th Street, and onto the I-110 southbound.

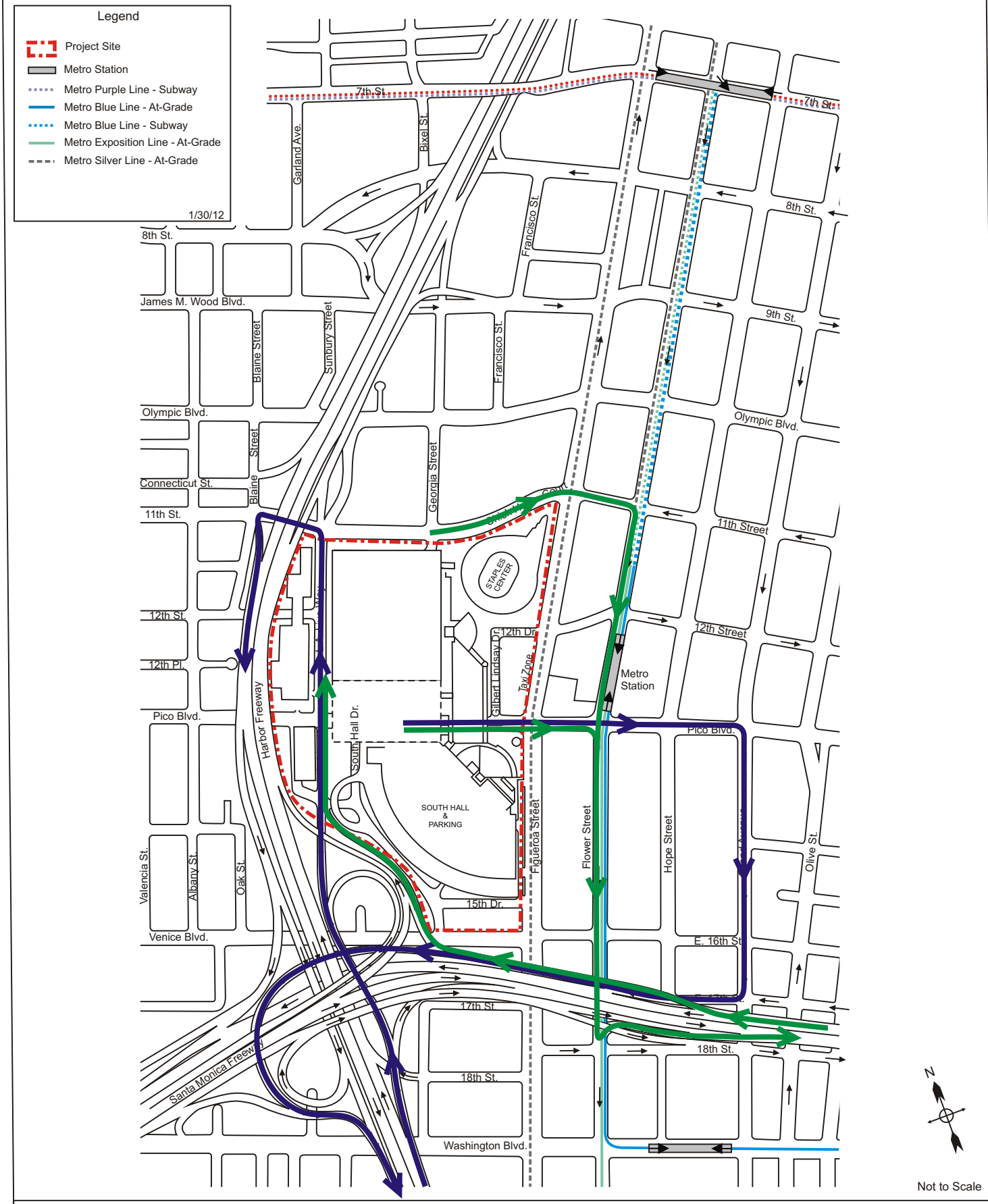


Figure 5.8.3.1
Proposed Truck Haul Routes

Convention Center Modernization and Farmers Field Project

The **Mobility** Group

- Truck Route Option 2: Empty haul trucks are anticipated to travel from the Harbor Freeway (I-110) south of the Project Site, and exit northbound onto L.A. Live Way, to the Project Site. Upon departure from the Project Site, the loaded haul trucks would travel east on Pico Boulevard, south on Grand Avenue, west on 17th Street, onto the Santa Monica (I-10) west bound, and onto the I-110 southbound.

- Truck Route Option 3: Empty haul trucks are anticipated to travel from the Santa Monica Freeway (I-10) east of the Project Site, exit northbound onto L.A. Live Way from the I-110 Northbound/Pico Boulevard ramp, and head north on L.A. Live Way to access the Project Site. Upon departure from the Project Site, the loaded haul trucks would exit north on L.A. Live Way, east on Chick Hearn Court, south on Flower Street, and onto the I-10 eastbound.

- Truck Route Option 4: Empty haul trucks are anticipated to travel from the Santa Monica Freeway (I-10) east of the Project Site, exit northbound onto L.A. Live Way from the I-110 Northbound/Pico Boulevard ramp, and head north on L.A. Live Way to access the Project Site. Upon departure from the Project Site, the loaded haul trucks would exit east on Pico Boulevard, south on Flower Street, and onto the I-10 eastbound.

These haul routes cover relatively short distances on surface streets to access the freeway system. With the exception of 11th Street / Chick Hearn Court and LA Live Way, adjacent to the Project Site, the haul routes use arterial streets that are designed to accommodate truck traffic.

Hauling activities would occur during approximately 22 months of the overall construction period, and the number of truck trips would vary during those months from a low of typically 70 truck trips a day to a high of 400 truck trips a day. In order to assess potential impacts, daily truck trips were converted into estimated average passenger-car equivalent (PCE) trips per hour, assuming the haul trips would be evenly distributed across the 14-hour daily construction period, and a passenger car equivalency of 2.0 – i.e. a truck, because of its greater size, is equivalent to two passenger cars[1].

The lower levels of haul activity would occur for about 9 months, in three phases of 1-4 months each, and the number of haul trucks would typically be about 70 to 110 trips per day (one-way trips). Using the conversion rates defined above, this would be equivalent to about 10 to 16 passenger car trips (PCE trip) per hour.

The higher levels of haul activity would occur for about 13 months in two phases of 2 months (LA Live Way Garage) and 11months Event Center), and the number of haul truck trips would range from 300 to 400 truck trips a day (with the higher number occurring during the

[1] *2000 Highway Capacity Manual* (Transportation Research Board, 2000).

11 month phase). This would be equivalent to about 43 to 57 passenger car trips (PCE trip) per hour. The above numbers are average volumes. It is estimated that on any given day, peak volumes could be about 10% higher than the average volumes stated.

Concrete/Delivery Truck Trips

Concrete/Delivery truck trips are expected to occur throughout the 48 month construction period. These trips would also occur throughout the scheduled construction times of 7:00am to 12:00am, Mondays to Saturdays, and are also expected to largely utilize the haul routes shown in Figure 5.8.3.1.

Concrete/Delivery truck trips are expected to typically range from about 70 truck trips per day to about 220 truck trips per day with an overall average of 135 trips per day during the 48-month construction period. For about two months the typical number could increase to about 280 trips per day. Using the same conversion factors, this would be the equivalent of 8 to 26 average PCE's per hour, and an overall average of 16 trips per hour. The above numbers are average volumes. It is estimated that on any given day, peak volumes for concrete trucks could be about 50% higher than the average volumes stated. For all other trucks, the peak volumes are expected to be about 10% higher than the average volumes stated.

Total Truck Trips

The total number of truck trips including both haul trucks and concrete/delivery trucks would typically range from about 160 truck trips a day (for about 37 months of the 48 month construction period) to about 575 truck trips a day (for about 11 months). These would be equivalent to about 19 passenger car trips per hour and 68 passenger car trips per hour respectively.

The majority of these truck trips would occur outside the peak periods during times of lower background traffic volumes. Even during peak traffic periods these overall volumes of trips would not be expected to cause significant traffic impacts. It is possible however that during times of events at the Convention Center, STAPLES Center, and NOKIA Theater, haul truck trips could cause some inconvenience to traffic operations in the area of the Project Site. The Construction Traffic Management and Control Plan that would be prepared for the Proposed Project would address such times and reduce any such impacts to a less than significant level.

5.8.4 Construction Worker Trips and Parking

Number of Construction Workers

Construction activities are expected to occur Mondays to Saturdays between 7:00am and 12:00am. Two construction shifts are anticipated, the first from 7:00am to 3:30pm and the

second from 3:30pm to 12:00am. The number of construction workers on-site will vary considerably over the construction period. During the first 22 months of the construction period the average number of workers on-site is estimated to range from 150 to 700 workers per day with the higher end of the range occurring for about 11 months. During the latter 26 months of construction the average number of workers is estimated to range from about 1,200 to 2,270 per day with the higher end of the range occurring for about 4 to 5 months. At any given time, the peak number of workers could be approximately 18% higher than these totals, so the daily on-site total could reach about 2,660 workers on occasions during the 4 to 5 months of highest construction activity. It is anticipated that there would be an equal number of construction workers on both shifts.

Construction Worker Trips

Construction workers would travel outside of the peak hours, arriving before both the AM peak period and PM peak period, and leaving the site before PM peak period and around midnight, so it would be expected that construction worker trips would not cause significant traffic impacts. An analysis was however conducted of the likely number of construction worker trips, which is presented below.

In estimating the number of construction worker trips, it is expected that workers would take advantage of transit service to the downtown location as well as carpooling. It is estimated that the first shift workers would travel to the Project Site as follows: 20% would use public transit, 40% would drive alone and 40% would carpool (two workers per vehicle). For second shift workers it was estimated that 5% would use public transit, 55% would drive alone and 40% would carpool (two workers per vehicle) – due to far lower levels of transit service being available at 12:00am at the end of the shift.

During the first 22 months of construction, the expected number of construction workers identified above would generate between on average approximately 45 and 210 vehicle trips at the start and end of the first of the first shift and between approximately 55 and 265 vehicle trips at the start and end of the second shift. The highest number of trips would be generated during the hour encompassing the shift changeover (3:00 – 4:00pm), when a total of 100 to 475 vehicle trips would be generated.

During the last 26 months of construction, the expected number of construction workers identified above, would generate on average between approximately 360 and 680 vehicle trips at the start and end of the first of the first shift and between approximately 450 and 850 vehicle trips at the start and end of the second shift. The highest number of trips would be generated during the hour encompassing the shift changeover (3:00 – 4:00pm), when a total of 810 to 1,530 vehicle trips would be generated.

During the last 26 months of construction, there would be a 4 to 5 month period when the peak number of construction workers could generate between approximately 800 vehicle trips

at the start and end of the first shift and approximately 1,000 vehicle trips at the start and end of the second shift. The highest number of trips would be generated during the hour encompassing the shift changeover (3:00 – 4:00pm), when a total of about 1,800 vehicle trips would be generated.

As identified earlier, because these worker trips would occur outside the peak periods, they would not be expected to cause significant traffic impacts. However, during the final 26 months of the construction period there may be times when the number of trips during the shift changeover hour could potentially cause temporary significant localized traffic impacts at intersections adjacent to parking locations. This potential could be minimized through a program to encourage higher use of transit and ridesharing, and a program of effective construction worker parking management to avoid an over-concentration of worker parking in one location.

Construction Worker Parking

Parking for construction workers would be provided either on-site or at off-site locations (with shuttle buses where necessary). It is unlikely that all construction worker parking could be accommodated on-site, and it is likely that a substantial portion could be located off-site. Actual locations of off-site construction worker parking are not identified at this time, but depending on location workers could either walk to the construction site or be transported by shuttle bus.

The Proposed Project would provide sufficient parking for construction workers throughout the construction period, either on-site, or in the vicinity of the Project, or in off-site locations with shuttle bus connection to the Project Site. Construction of the Proposed Project would therefore result in a less than significant impact with regard to construction worker parking.

Construction Worker Transit Trips

During the first 22 months of construction, the expected number of construction workers would generate between on average approximately 15 to 70 transit trips per hour at the start and end of work shifts, and up to approximately 90 trips per hour during the shift changeover. During the last 26 months of construction, the construction workers would generate on average between approximately 120 and 225 transit trips per hour at the start and end of work shifts, and up to approximately 285 transit trips during the shift changeover.

During the last 26 months of construction, there would be a 4 to 5 month period when the peak number of construction workers could generate between approximately 70 and 270 at the start and end of work shifts, and up to approximately 335 transit trips during the shift changeover.

As there is a very substantial capacity of transit service (rail and bus) serving the Project Area, and as the worker trips would occur outside the peak periods, these totals would represent less than significant impacts on the transit system,

5.8.5 Roadway Lane Closures

Description of Anticipated Lane Closures

Construction at the Project Site will require some roadway lane closures at certain times for construction activity and equipment. These will be limited to roadways immediately adjacent to the Project Site and are described below. Some lane closures will be necessary for extended periods of time and will be implemented with k-rail protection and appropriate traffic control equipment. Other closures will be temporary on an hourly basis. Those lane closures that are expected to be needed for extended periods of time are described as follows.

LA Live Way South of Pico Boulevard

It is anticipated it will be necessary to close the east curb lane on LA Live Way (one-way northbound street) between Bond Street and Pico Boulevard for approximately 12 months. This is a one-way northbound street and the lane closure would temporarily reduce the existing 5 lanes to 4 lanes with the temporary loss of one through lane at the intersection with Pico Boulevard. The east sidewalk would also be closed along this stretch of LA Live Way for the same 11 months. There is currently no driveway access along this stretch of LA Live Way, so none would be affected.

Bond Street

It is expected that Bond Street (two-way street) will need to be completely closed (both directions) from LA Live Way to Pico Boulevard approximately 12 months, along with the sidewalks. This closure would effectively eliminate the current access to the Bond Street parking lot, which would no longer be necessary during construction because the Bond Street Garage would be under construction.

LA Live Way North of Pico Boulevard

It is anticipated that the eastern lane (northbound) of LA Live Way from Pico Boulevard to approximately 250 feet north of Pico Boulevard will need to be closed for a period of 12 months. To accommodate this closure, the striped median/island along LA Live Way immediately north of Pico Boulevard could be removed and LA Live Way would be restriped to retain the existing 2 northbound lanes, 2 southbound left-turn lanes and 2 southbound right-turn lanes. This would also require the closure of the existing inbound access to the truck loading deck of the West Hall.

It is anticipated that a construction zone will also need to be placed on the east side of LA Live Way between Pico Boulevard and Chick Hearn Court for an additional 36 months during the construction of Farmers Field. Also, a similar construction zone will be needed on the west side of LA Live Way between Pico Boulevard and Chick Hearn Court for approximately 14 months during the construction of the LA Live Way Garage. Construction of the LA Live Way Garage will involve the vacation of a 13-foot strip of land on the west side of LA Live Way and therefore an equal narrowing of the current street width. It is estimated that these construction zones could each be approximately 17 to 18 feet in width. However, as LA Live Way is currently a wide street with wide curb lanes it is anticipated that the roadway could be restriped with narrower lanes from the current configuration of 3 northbound lanes, 2 southbound lanes and a two-way left-turn lane to a configuration consisting of 2 northbound lanes, 2 southbound lanes and a two-way left-turn lane, thereby only losing one northbound lane of roadway capacity. It is also anticipated that the sidewalks on both sides of LA Live Way from Pico Boulevard to Chick Hearn Court would be closed for this period. The current access driveways along this stretch of LA Live Way to the West Hall Garage and to the Cherry Street Garage will no longer be necessary as they will both be demolished and replaced with new buildings. The existing outbound egress to LA Live Way from to the truck loading deck of the West Hall would remain open during construction and would need to be reconfigured to allow use by both incoming and outgoing trucks.

12th Street

It is anticipated that the full closure of 12th Street (two-way street) in both directions from LA Live Way to Blaine Street will be necessary for approximately 14 months, for construction of the LA Live Way garage. The sidewalks along both sides of 12th Street from LA Live Way to Blaine Street will also be closed for the same duration. There is currently no driveway access along this stretch of LA Live Way, so none would be affected.

Chick Hearn Court

It is anticipated that a 20-foot construction zone will be needed on the south side of Chick Hearn Court (two-way roadway) between LA Live Way and Georgia Street for approximately 36 months (this would probably narrow to about 10-feet approaching the intersection with Georgia Street). However, as Chick Hearn Court is currently a wide street with wide curb lanes it is anticipated that the roadway could be restriped with narrower lanes to retain the existing lane configuration. The creation of the construction zone along the southern edge of Chick Hearn Court will also require the closure of the existing sidewalk between LA Live Way and Georgia Street.

Pico Boulevard

Construction of the New Hall will require a phased approach toward street lane closures along Pico Boulevard (a two-way six lane street).

The first phase will require the closure of the center lanes located on either side of the median along Pico Boulevard between LA Live Way and the western edge of Concourse Hall for a period of approximately 3 months. Pico Boulevard would be reduced from 3 lanes to 2 lanes in each direction. From the west side of Concourse Hall to Figueroa Street, the existing lane configuration would be retained. The sidewalks on both sides of Pico Boulevard are expected to remain open for pedestrian use during this phase of construction. Current access/egress to the passenger loading zone on Pico Drive adjacent to eastbound Pico Boulevard would remain open during this time. Access/egress to the current loading docks for the West Hall on the north side of Pico Boulevard would remain open but only to right-in/right-out movements (westbound) only, as the median lane closures would prevent left-in/left-out movements.

The second phase of construction along Pico Boulevard will require that the southern 3 lanes (eastbound direction) be closed for approximately 6 months between LA Live Way and the western edge of Concourse Hall. The passenger loading zone on Pico Drive adjacent to eastbound Pico Boulevard would also be closed during this time, as would the sidewalk on the south side of Pico Boulevard.

It is anticipated that the westbound 3 lanes on the north side of Pico Boulevard could be reconfigured with k-rail to either maintain 1 lane in each direction if the existing north side sidewalk is maintained, or 2 lanes in one direction and one lane in the other direction if a temporary sidewalk can be provided along the north side of Pico Boulevard (or on the south side). Vehicular transitions from the temporary north side of Pico Boulevard back to the south side would have to be made at the east end between the west edge of Concourse Hall and the intersection of Figueroa Street & Pico Boulevard, and at the west end probably west of the intersection of Pico Boulevard & LA Live Way. Temporary intersection layouts and traffic control would need to be implemented at these two intersections.

The third phase of construction along Pico Boulevard would be the mirror image of the second phase and would require the northern 3 lanes (westbound direction) to be closed for approximately 6 months. The eastbound lanes would be reopened and the passenger loading zone on Pico Drive on the south side of Pico Boulevard could be reopened. It is anticipated that the westbound 3 lanes on the north side of Pico Boulevard could be reconfigured with k-rail to either maintain 1 lane in each direction if the existing south curb line is maintained, or 2 lanes in one direction and one lane in the other direction if the south curb were temporarily relocated to the south. The sidewalk on the north side of Pico Boulevard would be closed, but the sidewalk on the south side would be reopened during this period. Temporary intersection layouts and traffic control would need to be implemented at the intersections of Figueroa Street & Pico Boulevard and LA Live Way & Pico Boulevard as described for the second phase above.

Traffic Impacts

Traffic impacts associated with the above defined temporary lane closures are generally expected to be less than significant. Bond Street is not a public street and is used only for access to the Bond Street Lot by the Convention Center. As the lot is being replaced, access would no longer be necessary during construction so there would be no significant impacts. Traffic volumes on LA Live Way and Chick Hearn Court are normally relatively low as they are Collector Streets, and the principal volumes are often generated by the adjacent parking structures. As the parking structures on LA Live Way will be demolished there will be no need for access during construction. Once the new garages are completed on LA Live Way, there will be sufficient roadway capacity maintained (very similar to existing roadway capacity) to handle the traffic volumes during the remainder of construction on the Project Site. Also, similar levels of roadway capacity would be maintained on both these streets to provide access/egress to/from the freeway ramps at 11th Street & L A Live Way and at Blaine Street & LA Live Way. 12th Street is a Collector Street that only provides local access from Pico Union to LA Live Way. Closure of the block between LA Live Way and Blaine Street would not create significant traffic impacts as it is a lightly traveled street and convenient alternate routes are available within one block distance via 11th Street and Pico Boulevard. The traffic impacts during construction are therefore expected to be less than significant on all these streets.

The temporary lane closures on Pico Boulevard would reduce the overall capacity of the street, which is a Modified Secondary Highway, potentially resulting in increased travel time and delays or decreased levels of service. These are not expected to be significant for the construction phase where the two center lanes are closed. For the construction phases when either the three northerly lanes or the three southerly lanes are closed, increased travel time and delays or decreased levels of service could be significant and the operational changes could possibly result in some traffic shifting to other adjacent east-west roadways such as Olympic Boulevard and Venice Boulevard, and also Washington Boulevard, 9th Street and 8th Street, which could temporarily increase delays or decrease levels of service on those streets and lead to significant impacts. While Pico Boulevard currently generally operates at a good level of service in the Project Area, significant traffic impacts could occur as the result of temporary lane closures and transitions to/from the construction zones at the intersection of Pico Boulevard & LA Live Way, particularly during major events occurring at the Convention Center.

The temporary closure of the passenger loading zone on Pico Drive adjacent to the south side of Pico Boulevard would require the bus and taxi loading activities that sometimes occur there to be relocated to similar zones currently used on Gilbert Lindsay Plaza and Figueroa Drive. Impacts of this temporary relocation are expected to be less than significant.

Transit Impacts

Most of the lane closures would not require the temporary relocation of transit bus stops or the temporary rerouting of bus lines. This would be the case for the temporary closures of LA Live Way, Bond Street, 12th Street, and Chick Hearn Court. When either the northerly or southerly lanes of Pico Boulevard are temporarily closed, the Metro Rapid Bus Line #730 and Metro Local Bus Line #30 may need to be temporarily relocated to Venice Boulevard or Olympic Boulevard to facilitate more efficient traffic flow along Pico Boulevard and to maintain convenient bus service. Venice Boulevard is less than a quarter mile from Pico Boulevard and Olympic Boulevard is a third of a mile from Pico Boulevard, so some minor inconvenience may result from relocation of these lines but because alternate routes would be within about a three block walk the impacts would be less than significant.

If the two Metro bus lines are not relocated, two bus stops along Pico Boulevard would need to be relocated. While the relocations would be determined by Metro, the bus stop at the southeast corner of the Pico Boulevard & LA Live Way intersection would probably be relocated to the southwest corner of the Pico Boulevard & Bond Street intersection. The bus stop at the northwest corner of the Pico Boulevard & Figueroa Street intersection would probably be relocated to the northwest corner of the Pico Boulevard & Flower Street intersection. The relocation of these bus stops would be a less than significant impact since the relocation distance is approximately one block at both locations.

Pedestrian Impacts

The temporary closures of sidewalks on the streets described above would not cause significant impacts to pedestrians in the area. In many cases existing pedestrians volumes are low and convenient alternate routes would be available. Pedestrian volumes are negligible on LA Live Way south of Bond Street and on Bond Street. Pedestrian volumes are low on 12th Street, and convenient alternate routes exist on Pico Boulevard and on 11th Street. Pedestrian volumes on LA Live Way between Pico Boulevard and Chick Hearn Court are primarily generated by the parking facilities that are used during events. During much of the construction period both sidewalks would be closed, but the parking facilities would not be open so no pedestrian traffic would be generated. When the new Bond Street Garage opens, and construction is still occurring on LA Live Way, an alternate route to STAPLES Center and LA LIVE would be available via Pico Boulevard and Gilbert Lindsay Plaza. When the sidewalk on the south side of Chick Hearn Court is closed during construction, the sidewalk on the north side of the street would provide an alternate route. During construction along Pico Boulevard, a temporary sidewalk/protected walkway (on either the north or south side) would be maintained at all times. Construction impacts on pedestrians are therefore expected to be less than significant.

On-Street Parking Impacts

There is no on-street parking allowed on any of the streets that would be subject to the temporary lane closures described above. Impacts to on-street parking would therefore be less than significant.

Other Potential Temporary Lane Closures

During construction there may be additional temporary lane closures that may occur for only certain hours or certain intermittent days. These would occur for specific construction needs and would be accomplished with traffic cones and/or traffic barricades. As these would occur for only short periods of time, would often occur outside of the peak periods, and as they would be subject to a Construction Traffic Control Plan that would be prepared for the Project, these impacts would be less than significant.

Convention Center Access

Access/egress would be maintained to the South Hall and Venice garages at all times during construction. The Bond Street Garage (929 spaces) would be constructed before the West Hall Garage (1,625 spaces) and Cherry Street Garage (868 spaces) would be closed for demolition. During construction of the LA Live Way Garage, the Convention Center would operate with a minimum of 3,670 spaces. While this would be less than the existing 5,588 spaces it would be sufficient for most needs at the Convention Center, except for some high event days (e.g. E3 and the Auto Show). During such times, the Convention Center would need to arrange for off-site parking. As there is a substantial amount of off-street parking in the adjacent area, parking impacts during construction would be less than significant. During the closure of some of the traffic lanes on Pico Boulevard, additional traffic delays would probably occur on Pico Boulevard accessing or egressing the parking facilities. At certain times these could be significant.

All existing pedestrian entry/exit points at the Convention Center would remain open during construction, and pedestrian sidewalk routes (including between the Convention Center Halls and on-site parking garages) would be maintained (sometimes with temporary sidewalks), so pedestrian impacts during construction would be less than significant.

While the Pico Drive passenger loading area would be closed for a period of time during construction, the existing passenger loading areas at Figueroa Drive and Gilbert Lindsay Plaza would still be available, so shuttle bus and taxi service could be rearranged to temporarily more intensively use those areas, so impacts to passenger loading an unloading would be less than significant.

In order to minimize impacts to all modes of Convention Center access and circulation during the construction period, construction activities should be coordinated with the event schedule

of the Convention Center, and event construction traffic management plans developed and put in place.

STAPLES Center, LA LIVE Access

Access/egress would be maintained to the LA LIVE Garages at all times during construction. During construction the spaces currently utilized for STAPLES Center parking in the West Hall and Cherry Street Garages (up to about 1,275 spaces) would no longer be available. However, those spaces would not be demolished until the Bond Street Garage was completed (928 spaces) so the shortfall during construction of the LA LIVE Garage would be only 347 spaces. During that time, STAPLES Center would have to arrange for temporary replacement parking in adjacent off-site locations. As there is a substantial amount of off-street parking in the adjacent areas, parking impacts during construction should be less than significant. LA LIVE parking would continue to occur in the LA LIVE Garages and at off-site parking locations in the adjacent areas of downtown, as today, so parking impacts at LA LIVE would be less than significant.

All existing pedestrian entry/exit points at STAPLES Center and LA LIVE would remain open during construction, and pedestrian sidewalk routes (including between the Bond Street Garage and STAPLES Center) would be maintained (sometimes with temporary sidewalks), so pedestrian impacts during construction would be less than significant.

In order to minimize access and circulation impacts to patrons of STAPLES Center and LA LIVE during the construction period, construction activities should be coordinated with the event schedule of STAPLES Center, NOKIA Theater and LA LIVE, and construction traffic management plans developed and put in place

Pico Union Impacts

During the periods of construction when temporary lane closures occur on Pico Boulevard between LA Live Way and the Concourse Hall Bridge, the reduced roadway capacity could lead to some traffic diverting to other east-west arterial roadways. There would be the potential for some of this diverting traffic to use streets in Pico Union to reach these parallel arterials. As discussed in Section 5.7 of this chapter, substantial diversions through Pico Union are considered unlikely as travel times would be slow due to the lower capacity and local nature of the streets. Nevertheless the potential would exist for such diversions to cause significant impacts. A Pico Union Neighborhood Construction Traffic Management Plan should therefore be developed to minimize that potential. With the implantation of such a plan it is expected that traffic impacts due to construction would be less than significant.

5.8.6 Overview of Construction Impacts

Inconvenience Threshold

Overall, impacts from construction on the transportation system would be temporary and short-term, and would cause some temporary and intermittent reductions in street and intersection capacity on roadways adjacent to the Project Site. As increases in delays and travel times would be noticeable to drivers, traffic impacts would be potentially short-term and temporary significant impacts. While development and implementation of a detailed and comprehensive Construction Traffic Control Plan would reduce such impacts, it is conservatively concluded that impacts due to truck traffic, construction worker traffic, and some roadway lane closures would at times be significant and unavoidable.

Transportation Hazards

Construction of the Proposed Project is not expected to create hazards for transportation system users, as long as commonly practiced safety procedures for construction are followed. Such procedures would be implemented during construction and would be incorporated into the Construction Traffic Control Plans in the Mitigation Program. Impacts from transportation hazards would therefore be less than significant.

5.8.7 Construction Mitigation Measures

The Proposed Project will prepare Construction Traffic and Parking Management Plans for all phase of construction activity at the Project site. These will be developed in close coordination with LADOT, Caltrans, Metro, the Convention Center, STAPLES Center, and LA LIVE, and will include specific provisions for truck routes and staging, roadway lane closures, maintenance of transit service, and maintenance of access/egress for all modes to buildings on the Project Site and at LA LIVE. These plans should include but not be limited to the following, as appropriate:

- Coordination of construction activities with event schedules at Convention Center, STAPLE Center and LA LIVE to the extent feasible.

- Identification of truck staging areas, and management of truck access/egress to minimize truck impacts on the street system.

- Development of Worksite Traffic Control Plans, including temporary traffic controls, lane reconfigurations, temporary traffic signal operation, signage, detour plans as appropriate, and provisions for flag personnel, etc.

- Development of a construction worker transportation demand management plan to encourage use of transit and ridesharing and minimize parking needs.

- Development of a construction worker Parking Management Plan to provide sufficient parking, including multiple dispersed off-site parking locations to minimize potential associated off-site traffic impacts, and to prevent construction workers utilizing on-street parking in the Pico Union area.

- An adequate provision for alternate routing, protection barriers, covered walkways where necessary and feasible, and other safety precautions for pedestrians and bicyclists through the Project Area.

- Development of an Event Construction Parking Plan to develop and implement temporary parking strategies for events for the Convention Center, STAPELS Center, and LA LIVE during construction.

- Development of a Pico Union Construction Traffic and Parking management Plan to minimize impacts in Pico Union.

- To the extent feasible schedule construction-related deliveries, other than concrete and earthwork-related deliveries, to reduce travel during peak commute periods.

- Develop and submit a Freeway Truck Management Plan to Caltrans.

- Coordinate and work with Metro to coordinate possible bus stop relocations and/or bus line/re-routings to minimize inconvenience to transit riders.

6. Project Impact Analysis – Existing With Project

This chapter addresses potential transportation impacts of the Proposed Project for the Existing With Project scenario, including intersection analysis, transit analysis, parking analysis, pedestrian analysis, freeway analysis, and Congestion Management Plan analysis.

This chapter and the analysis presented are structured in the same manner, and use the same analytical methodologies and significant impact criteria, as in Chapter 5 – Project Impact Analysis – Future With Project. The key difference is that project impacts are determined by adding trips from the Proposed Project to the Existing Conditions rather than to the Future Without Project Conditions. Otherwise the discussion of methodologies and significant criteria are thus not repeated here, and the reader is referred back to Chapter 5 for that information.

The chapter is structured to present information for each of the three event scenarios analyzed. Within each event scenario, the analysis is documented for both the pre-event hour and the post-event hour as identified and discussed in Chapter 4 (as follows):

- Sunday Day Event
  - Sunday Day: Pre-Event Hour (12:00 – 1:00pm)
  - Sunday Day: Post-Event Hour (4:30 – 5:30pm)

- Saturday Day Event
  - Saturday Day: Pre-Event Hour (12:00 – 1:00pm)
  - Saturday Day: Post-Event Hour (4:30 – 5:30pm)

- Weekday Evening Event
  - Weekday Evening: Pre-Event Hour (4:30 – 5:30pm)
  - Weekday Evening: Post-Event Hour (9:00 – 10:00pm)

6.1 Sunday Day Event

This event scenario represents a Sunday daytime event, typically a NFL game, starting at 1:00pm and ending at 4:30pm. This would be the most common event scenario as the majority of events would occur on a Sunday. The analysis addresses the pre-event hour (12:00 – 1:00pm) when all travel would be inbound, and the post-event hour (4:30 – 5:30pm) when all travel would be outbound.

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6.1.1 Roadway Intersections

Impact Analysis

The Project-Only traffic volumes forecast at the study intersections are shown in Appendix 5 in Figure A.5.1.1.1 for the Sunday Day Pre-Event Hour and Figure A.5.1.1.2 for the Sunday Day Post-Event Hour. The Existing With Project total traffic volumes for the study intersections are shown in Appendix 6 in Figure A.6.1.1.1 for the Sunday Day Pre-Event Hour and Figure A.6.1.1.2 for the Sunday Day Post-Event Hour.

The intersection level of service analysis for the Existing With Project conditions is summarized in Table 6.1.1.1, which compares the level of service for Existing and Existing With Project conditions, shows the increase in V/C ratio at each intersection due to the Proposed Project, and identifies significant impacts according to the LADOT criteria. The locations of significant impacts at study intersections are shown in Figure 6.1.1.1 and Figure 6.1.1.2.

Sunday Day: Pre-Event Hour (12:00 – 1:00pm)

As shown in Table 6.1.1.1, the Proposed Project would result in a significant traffic impact at six intersections in the Sunday Day Pre-Event Hour. These intersections are as follows (with the resultant LOS in parentheses):

43.	Hill Street & 17th Street	(LOS C)
44.	Broadway & 17th Street	(LOS C)
46.	Los Angeles Street & 17th Street	(LOS C)
152.	Alvarado Street & Pico Boulevard	(LOS C)
146.	Vermont Avenue & Olympic Boulevard	(LOS C)
42.	Olive Street & 17th Street	(LOS D)

All six of the impacted intersections will continue to operate at LOS D or better with the Proposed Project. Half of the impacted intersections, including the LOS D location, would be located along 17th Street leading from the I-10 westbound off-ramp at Los Angeles Street.

Sunday Day: Post-Event Hour (4:30 – 5:30pm)

As shown in Table 6.1.1.1, the Proposed Project would result in a significant traffic impact at eleven intersections in the Sunday Day Post-Event Hour. These intersections are as follows (with the resultant LOS in parentheses):

43.	Hill Street & 17th Street	(LOS C)
51.	Broadway & 18th Street	(LOS C)
79.	I-110 SB Ramps & Martin Luther King Jr. Boulevard	(LOS C)



Figure 6.1.1.1
Existing with Project - Significant Impact Locations - Sunday: Pre-Event Hour (12:00-1:00 PM)

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Figure 6.1.1.2
Existing with Project - Significant Impact Locations - Sunday: Post-Event Hour (4:30-5:30 PM)

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions

Table 6.1.1.1 **Existing With Project - Intersection Level of Service** 1/3/2012

Sunday Day: Pre-Event Hour: (12:00-1:00 PM) & Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Sunday Day Pre-Event Hour (12:00-1:00 PM)						Sunday Day Post-Event Hour (4:30-5:30 PM)					
		Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact	Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
1	Georgia Street & Olympic Boulevard	0.205	A	0.324	A	0.119	No	0.191	A	0.454	A	0.263	No
2	Francisco Street & Olympic Boulevard	0.214	A	0.427	A	0.213	No	0.131	A	0.240	A	0.109	No
3	Figueroa Street & Olympic Boulevard	0.255	A	0.475	A	0.220	No	0.253	A	0.422	A	0.169	No
4	Flower Street & Olympic Boulevard	0.306	A	0.556	A	0.250	No	0.242	A	0.557	A	0.315	No
5	Grand Avenue & Olympic Boulevard	0.156	A	0.251	A	0.095	No	0.123	A	0.187	A	0.064	No
6	Olive Street & Olympic Boulevard	0.145	A	0.314	A	0.169	No	0.138	A	0.225	A	0.087	No
7	Hill Street & Olympic Boulevard	0.132	A	0.154	A	0.022	No	0.125	A	0.129	A	0.004	No
8	Broadway & Olympic Boulevard	0.207	A	0.230	A	0.023	No	0.163	A	0.163	A	0.000	No
9	Main Street & Olympic Boulevard	0.177	A	0.184	A	0.007	No	0.158	A	0.160	A	0.002	No
10	Los Angeles Street & Olympic Boulevard	0.215	A	0.215	A	0.000	No	0.099	A	0.099	A	0.000	No
11	Santee Street & Olympic Boulevard	0.228	A	0.228	A	0.000	No	0.119	A	0.135	A	0.016	No
12	Maple Avenue & Olympic Boulevard	0.292	A	0.292	A	0.000	No	0.172	A	0.201	A	0.029	No
13	Maple Avenue & 9th Street	0.308	A	0.309	A	0.001	No	0.157	A	0.179	A	0.022	No
14	San Pedro Street & 9th Street	0.256	A	0.268	A	0.012	No	0.142	A	0.179	A	0.037	No
15	LA Live Way & 11th Street	0.147	A	0.102	A	-0.045	No	0.103	A	0.616	B	0.513	No
16	Figueroa Street & 11th Street	0.105	A	0.128	A	0.023	No	0.099	A	0.097	A	-0.002	No
17	Flower Street & 11th Street	0.095	A	0.084	A	-0.011	No	0.057	A	0.085	A	0.028	No
18	Grand Avenue & 11th Street	0.054	A	0.174	A	0.120	No	0.051	A	0.087	A	0.036	No
19	Olive Street & 11th Street	0.048	A	0.191	A	0.143	No	0.041	A	0.088	A	0.047	No
20	Figueroa Street & 12th Street	0.067	A	0.085	A	0.018	No	0.071	A	0.069	A	-0.002	No
21	Flower Street & 12th Street	0.028	A	0.030	A	0.002	No	0.035	A	0.062	A	0.027	No
22	Grand Avenue & 12th Street	0.040	A	0.044	A	0.004	No	0.041	A	0.191	A	0.150	No
23	Olive Avenue & 12th Street	0.046	A	0.165	A	0.119	No	0.036	A	0.058	A	0.022	No
24	LA Live Way & Pico Boulevard	0.354	A	0.432	A	0.078	No	0.306	A	0.366	A	0.060	No
25	LA Live Way & Bond Street / I-10 & I-110 Off-Ramps	0.230	A	0.372	A	0.142	No	0.205	A	0.332	A	0.127	No
26	Figueroa Street & Pico Boulevard	0.187	A	0.421	A	0.234	No	0.248	A	0.358	A	0.110	No
27	Flower Street & Pico Boulevard	0.102	A	0.229	A	0.127	No	0.144	A	0.318	A	0.174	No
28	Grand Avenue & Pico Boulevard	0.080	A	0.119	A	0.039	No	0.078	A	0.331	A	0.253	No
29	Olive Street & Pico Boulevard	0.069	A	0.285	A	0.216	No	0.066	A	0.084	A	0.018	No
30	Hill Street & Pico Boulevard	0.081	A	0.327	A	0.246	No	0.068	A	0.508	A	0.440	No

Table 6.1.1.1 **Existing With Project - Intersection Level of Service** 1/3/2012

Sunday Day: Pre-Event Hour: (12:00-1:00 PM) & Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Sunday Day Pre-Event Hour (12:00-1:00 PM)						Sunday Day Post-Event Hour (4:30-5:30 PM)					
		Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact	Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
31	Broadway & Pico Boulevard	0.159	A	0.239	A	0.080	No	0.126	A	0.175	A	0.049	No
32	Main Street & Pico Boulevard	0.193	A	0.229	A	0.036	No	0.163	A	0.178	A	0.015	No
33	Blaine Street & Olympic Boulevard	0.304	A	0.565	A	0.261	No	0.275	A	0.460	A	0.185	No
34	Blaine Street & SR-110 SB Off-Ramp	0.209	A	0.654	B	0.445	No	0.129	A	0.172	A	0.043	No
35	Blaine Street & 11th Street	0.315	A	0.645	B	0.330	No	0.359	A	1.257	F	0.898	Yes
36	Convention Center Drive/Georgia Street & Venice Boulevard	0.066	A	0.245	A	0.179	No	0.131	A	0.272	A	0.141	No
37	Figueroa Street & Venice Boulevard	0.162	A	0.320	A	0.158	No	0.181	A	0.497	A	0.316	No
38	Flower Street & Venice Boulevard	0.087	A	0.125	A	0.038	No	0.096	A	0.468	A	0.372	No
39	Grand Avenue & Venice Boulevard	0.065	A	0.093	A	0.028	No	0.066	A	0.450	A	0.384	No
40	Olive Street & Venice Boulevard	0.064	A	0.282	A	0.218	No	0.058	A	0.566	A	0.508	No
41	Grand Avenue & 17th Street	0.147	A	0.187	A	0.040	No	0.137	A	0.411	A	0.274	No
42	Olive Street & 17th Street	0.179	A	0.821	D	0.642	Yes	0.118	A	0.283	A	0.165	No
43	Hill Street & 17th Street	0.159	A	0.715	C	0.556	Yes	0.127	A	0.786	C	0.659	Yes
44	Broadway & 17th Street	0.195	A	0.721	C	0.526	Yes	0.139	A	0.227	A	0.088	No
45	Main Street & 17th Street	0.158	A	0.662	B	0.504	No	0.110	A	0.142	A	0.032	No
46	Los Angeles Street & 17th Street	0.221	A	0.743	C	0.522	Yes	0.119	A	0.151	A	0.032	No
47	Flower Street & 18th Street	0.020	A	0.028	A	0.008	No	0.023	A	0.103	A	0.080	No
48	Grand Avenue & 18th Street	0.093	A	0.162	A	0.069	No	0.088	A	0.407	A	0.319	No
49	Olive Street & 18th Street	0.115	A	0.335	A	0.220	No	0.076	A	0.268	A	0.192	No
50	Hill Street & 18th Street	0.089	A	0.167	A	0.078	No	0.076	A	0.943	E	0.867	Yes
51	Broadway & 18th Street	0.124	A	0.156	A	0.032	No	0.087	A	0.713	C	0.626	Yes
52	Main Street & 18th Street	0.115	A	0.115	A	0.000	No	0.099	A	0.691	B	0.592	No
53	Los Angeles Street & 18th Street	0.135	A	0.135	A	0.000	No	0.158	A	1.345	F	1.187	Yes
54	Figueroa Street & Washington Boulevard	0.299	A	0.328	A	0.029	No	0.290	A	0.525	A	0.235	No
55	Flower Street & Washington Boulevard	0.126	A	0.131	A	0.005	No	0.093	A	0.357	A	0.264	No
56	Grand Avenue & Washington Boulevard	0.150	A	0.206	A	0.056	No	0.108	A	0.456	A	0.348	No
57	Olive Street & Washington Boulevard	0.098	A	0.266	A	0.168	No	0.091	A	0.285	A	0.194	No
58	Hill Street & Washington Boulevard	0.095	A	0.246	A	0.151	No	0.081	A	0.207	A	0.126	No
59	Broadway & Washington Boulevard	0.155	A	0.216	A	0.061	No	0.104	A	0.187	A	0.083	No
60	Main Street & Washington Boulevard	0.210	A	0.228	A	0.018	No	0.150	A	0.288	A	0.138	No

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No.	Intersection	Sunday Day Pre-Event Hour (12:00-1:00 PM)						Sunday Day Post-Event Hour (4:30-5:30 PM)					
		Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact	Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
61	Los Angeles Street & Washington Boulevard	0.109	A	0.136	A	0.027	No	0.087	A	0.177	A	0.090	No
62	San Pedro Street & Washington Boulevard	0.336	A	0.364	A	0.028	No	0.267	A	0.396	A	0.129	No
63	Figueroa Street & Adams Boulevard	0.498	A	0.498	A	0.000	No	0.468	A	0.525	A	0.057	No
64	Flower Street & Adams Boulevard	0.102	A	0.129	A	0.027	No	0.125	A	0.282	A	0.157	No
65	I-110 NB Off-Ramps & Adams Boulevard	0.278	A	0.640	B	0.362	No	0.289	A	0.330	A	0.041	No
66	Grand Avenue & Adams Boulevard	0.127	A	0.319	A	0.192	No	0.112	A	0.180	A	0.068	No
67	Hill Street & Adams Boulevard	0.123	A	0.531	A	0.408	No	0.092	A	0.129	A	0.037	No
68	Broadway & Adams Boulevard	0.167	A	0.205	A	0.038	No	0.134	A	0.144	A	0.010	No
69	Main Street & Adams Boulevard	0.234	A	0.234	A	0.000	No	0.181	A	0.181	A	0.000	No
70	Flower Street & Jefferson Boulevard	0.097	A	0.098	A	0.001	No	0.100	A	0.242	A	0.142	No
71	Figueroa Street & Exposition Boulevard	0.464	A	0.472	A	0.008	No	0.309	A	0.341	A	0.032	No
72	Flower Street & 37th Street	0.093	A	0.093	A	0.000	No	0.140	A	0.296	A	0.156	No
73	Hope Street & 37th Street	0.163	A	0.178	A	0.015	No	0.186	A	0.186	A	0.000	No
74	Hill Street & 37th Street	0.034	A	0.086	A	0.052	No	0.033	A	0.047	A	0.014	No
75	Broadway & 37th Street	0.068	A	0.068	A	0.000	No	0.049	A	0.049	A	0.000	No
76	Figueroa Street & 39th Street	0.131	A	0.150	A	0.019	No	0.188	A	0.213	A	0.025	No
77	I-110 HOV Ramps & 39th Street	0.068	A	0.147	A	0.079	No	0.088	A	0.247	A	0.159	No
78	Figueroa Street & Martin Luther King Jr Boulevard	0.481	A	0.482	A	0.001	No	0.515	A	0.645	B	0.130	No
79	I-110 SB Ramps & Martin Luther King Jr Boulevard	0.593	A	0.593	A	0.000	No	0.587	A	0.737	C	0.150	Yes
80	I-110 NB Ramps & Martin Luther King Jr Boulevard	0.453	A	0.493	A	0.040	No	0.377	A	0.411	A	0.034	No
81	Georgia Street &9th Street	0.229	A	0.386	A	0.157	No	0.168	A	0.380	A	0.212	No
82	Francisco Street & 9th Street	0.115	A	0.299	A	0.184	No	0.092	A	0.433	A	0.341	No
83	Figueroa Street & 9th Street	0.168	A	0.335	A	0.167	No	0.139	A	0.295	A	0.156	No
84	Flower Street & 9th Street	0.185	A	0.245	A	0.060	No	0.111	A	0.230	A	0.119	No
85	Broadway & 9th Street	0.180	A	0.181	A	0.001	No	0.096	A	0.153	A	0.057	No
86	Bixel Street & 8th Street	0.256	A	0.256	A	0.000	No	0.289	A	0.431	A	0.142	No
87	Francisco Street & 8th Street	0.099	A	0.246	A	0.147	No	0.117	A	0.335	A	0.218	No
88	Figueroa Street & 8th Street	0.125	A	0.545	A	0.420	No	0.124	A	0.395	A	0.271	No
89	Flower Street & 8th Street	0.109	A	0.486	A	0.377	No	0.119	A	0.353	A	0.234	No

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No.	Intersection	Sunday Day Pre-Event Hour (12:00-1:00 PM)						Sunday Day Post-Event Hour (4:30-5:30 PM)					
		Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact	Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
90	Hill Street & 8th Street	0.111	A	0.203	A	0.092	No	0.098	A	0.167	A	0.069	No
91	Broadway & 8th Street	0.195	A	0.222	A	0.027	No	0.138	A	0.138	A	0.000	No
92	Bixel Street & Wilshire Boulevard	0.222	A	0.279	A	0.057	No	0.241	A	0.241	A	0.000	No
93	Figueroa Street & Wilshire Boulevard	0.185	A	0.236	A	0.051	No	0.221	A	0.538	A	0.317	No
94	Lucas Avenue & 6th Street	0.210	A	0.421	A	0.211	No	0.201	A	0.218	A	0.017	No
95	Bixel Street & 6th Street	0.169	A	0.223	A	0.054	No	0.183	A	0.183	A	0.000	No
96	Figueroa Street & 6th Street	0.141	A	0.269	A	0.128	No	0.147	A	0.307	A	0.160	No
97	Flower Street & 6th Street	0.117	A	0.307	A	0.190	No	0.120	A	0.128	A	0.008	No
98	Grand Avenue & 6th Street	0.117	A	0.214	A	0.097	No	0.075	A	0.119	A	0.044	No
99	Hill Street & 6th Street	0.171	A	0.194	A	0.023	No	0.117	A	0.304	A	0.187	No
100	Spring Street & 6th Street	0.147	A	0.173	A	0.026	No	0.136	A	0.171	A	0.035	No
101	Main Street & 6th Street	0.129	A	0.129	A	0.000	No	0.145	A	0.368	A	0.223	No
102	Figueroa Street & 5th Street	0.112	A	0.131	A	0.019	No	0.122	A	0.369	A	0.247	No
103	Grand Avenue & 5th Street	0.097	A	0.174	A	0.077	No	0.139	A	0.172	A	0.033	No
104	Olive Street & 5th Street	0.133	A	0.174	A	0.041	No	0.142	A	0.262	A	0.120	No
105	Hill Street & 5th Street	0.106	A	0.184	A	0.078	No	0.090	A	0.247	A	0.157	No
106	Spring Street & 5th Street	0.113	A	0.159	A	0.046	No	0.120	A	0.120	A	0.000	No
107	Main Street & 5th Street	0.112	A	0.112	A	0.000	No	0.097	A	0.158	A	0.061	No
108	Figueroa Street & 2nd Street	0.145	A	0.145	A	0.000	No	0.174	A	0.352	A	0.178	No
109	Beaudry Street & 1st Street	0.106	A	0.111	A	0.005	No	0.120	A	0.120	A	0.000	No
110	Hope Street & 1st Street	0.190	A	0.260	A	0.070	No	0.182	A	0.534	A	0.352	No
111	Grand Avenue & 1st Street	0.208	A	0.347	A	0.139	No	0.199	A	0.611	B	0.412	No
112	Olive Street & 1st Street	0.099	A	0.102	A	0.003	No	0.090	A	0.219	A	0.129	No
113	Hill Street & 1st Street	0.141	A	0.213	A	0.072	No	0.123	A	0.311	A	0.188	No
114	Spring Street & 1st Street	0.086	A	0.125	A	0.039	No	0.083	A	0.085	A	0.002	No
115	Main Street & 1st Street	0.106	A	0.106	A	0.000	No	0.103	A	0.190	A	0.087	No
116	Hope Street & Temple Street	0.302	A	0.325	A	0.023	No	0.248	A	0.414	A	0.166	No
117	Main Street & Aliso Street	0.114	A	0.114	A	0.000	No	0.125	A	0.399	A	0.274	No
118	Los Angeles Street & Aliso Street / US-101 SB On-Ramps	0.124	A	0.124	A	0.000	No	0.146	A	0.217	A	0.071	No
119	Grand Avenue & US-101 NB Ramps	0.279	A	0.325	A	0.046	No	0.266	A	0.700	B	0.434	No

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No.	Intersection	Sunday Day Pre-Event Hour (12:00-1:00 PM)						Sunday Day Post-Event Hour (4:30-5:30 PM)					
		Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact	Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
120	Beaudry Avenue & Sunset Boulevard	0.341	A	0.348	A	0.007	No	0.518	A	0.518	A	0.000	No
121	Figueroa Street & Cesar Chavez Avenue	0.387	A	0.387	A	0.000	No	0.435	A	0.457	A	0.022	No
122	Grand Avenue & Cesar Chavez Avenue	0.454	A	0.454	A	0.000	No	0.217	A	0.220	A	0.003	No
123	Spring Street & Cesar Chavez Avenue	0.339	A	0.394	A	0.055	No	0.378	A	0.378	A	0.000	No
124	Main Street & Cesar Chavez Avenue	0.386	A	0.386	A	0.000	No	0.465	A	0.465	A	0.000	No
125	Alameda Street & Cesar Chavez Avenue	0.534	A	0.534	A	0.000	No	0.609	B	0.609	B	0.000	No
126	Main Street & Alpine Street	0.159	A	0.174	A	0.015	No	0.126	A	0.146	A	0.020	No
127	Alameda Street & Alpine Street	0.126	A	0.134	A	0.008	No	0.103	A	0.108	A	0.005	No
128	Hill Street & Alpine Street	0.268	A	0.367	A	0.099	No	0.197	A	0.359	A	0.162	No
129	Hill Street & College Street	0.371	A	0.426	A	0.055	No	0.312	A	0.481	A	0.169	No
130	Sunset Boulevard & Elysian Park Avenue	0.839	D	0.839	D	0.000	No	0.632	B	0.644	B	0.012	No
131	Glendale Boulevard & Bellevue Avenue	0.308	A	0.358	A	0.050	No	0.292	A	0.421	A	0.129	No
132	Glendale Boulevard & Temple Street	0.477	A	0.532	A	0.055	No	0.461	A	0.619	B	0.158	No
133	Alvarado Street & US-101 WB Ramps	0.444	A	0.444	A	0.000	No	0.470	A	0.532	A	0.062	No
134	Alvarado Street & US-101 EB Ramps	0.375	A	0.397	A	0.022	No	0.388	A	0.411	A	0.023	No
135	Alvarado Street & Beverly Boulevard	0.357	A	0.376	A	0.019	No	0.402	A	0.402	A	0.000	No
136	Vermont Avenue & 6th Street	0.473	A	0.483	A	0.010	No	0.438	A	0.452	A	0.014	No
137	Alvarado Street & 6th Street	0.376	A	0.397	A	0.021	No	0.373	A	0.384	A	0.011	No
138	Western Avenue & Wilshire Boulevard	0.574	A	0.597	A	0.023	No	0.614	B	0.626	B	0.012	No
139	Normandie Avenue & Wilshire Boulevard	0.301	A	0.313	A	0.012	No	0.382	A	0.396	A	0.014	No
140	Vermont Avenue & Wilshire Boulevard	0.662	B	0.678	B	0.016	No	0.642	B	0.657	B	0.015	No
141	Alvarado Street & Wilshire Boulevard	0.403	A	0.413	A	0.010	No	0.452	A	0.503	A	0.051	No
142	Vermont Avenue & 8th Street	0.585	A	0.599	A	0.014	No	0.515	A	0.515	A	0.000	No
143	Alvarado Street & 8th Street	0.351	A	0.380	A	0.029	No	0.338	A	0.377	A	0.039	No
144	Western Avenue & Olympic Boulevard	0.560	A	0.608	B	0.048	No	0.732	C	0.806	D	0.074	Yes
145	Normandie Avenue & Olympic Boulevard	0.421	A	0.466	A	0.045	No	0.414	A	0.475	A	0.061	No
146	Vermont Avenue & Olympic Boulevard	0.689	B	0.767	C	0.078	Yes	0.691	B	0.768	C	0.077	Yes
147	Alvarado Street & Olympic Boulevard	0.437	A	0.568	A	0.131	No	0.505	A	0.579	A	0.074	No
148	Union Avenue & Olympic Boulevard	0.432	A	0.600	A	0.168	No	0.503	A	0.560	A	0.057	No
149	Western Avenue & Pico Boulevard	0.501	A	0.518	A	0.017	No	0.475	A	0.499	A	0.024	No

Table 6.1.1.1 **Existing With Project - Intersection Level of Service** 1/3/2012

Sunday Day: Pre-Event Hour: (12:00-1:00 PM) & Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Sunday Day Pre-Event Hour (12:00-1:00 PM)						Sunday Day Post-Event Hour (4:30-5:30 PM)					
		Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact	Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
150	Normandie Avenue & Pico Boulevard	0.471	A	0.485	A	0.014	No	0.393	A	0.398	A	0.005	No
151	Vermont Avenue & Pico Boulevard	0.593	A	0.636	B	0.043	No	0.557	A	0.626	B	0.069	No
152	Alvarado Street & Pico Boulevard	0.537	A	0.785	C	0.248	Yes	0.552	A	0.749	C	0.197	Yes
153	Union Avenue & Pico Boulevard	0.540	A	0.635	B	0.095	No	0.581	A	0.788	C	0.207	Yes
154	Alvarado Street & Hoover Street	0.265	A	0.265	A	0.000	No	0.336	A	0.446	A	0.110	No
155	Western Avenue & Venice Boulevard	0.445	A	0.490	A	0.045	No	0.499	A	0.559	A	0.060	No
156	Normandie Avenue & Venice Boulevard	0.395	A	0.434	A	0.039	No	0.350	A	0.409	A	0.059	No
157	Vermont Avenue & Venice Boulevard	0.485	A	0.562	A	0.077	No	0.487	A	0.551	A	0.064	No
158	Hoover Street & Venice Boulevard	0.444	A	0.476	A	0.032	No	0.519	A	0.671	B	0.152	No
159	Western Avenue & Washington Boulevard	0.529	A	0.576	A	0.047	No	0.457	A	0.493	A	0.036	No
160	Normandie Avenue & Washington Boulevard	0.472	A	0.507	A	0.035	No	0.386	A	0.389	A	0.003	No
161	Vermont Avenue & Washington Boulevard	0.494	A	0.586	A	0.092	No	0.502	A	0.581	A	0.079	No
162	Hoover Street & Washington Boulevard	0.464	A	0.602	B	0.138	No	0.449	A	0.594	A	0.145	No
163	I-10 WB Ramps & 20th Street	0.458	A	0.455	A	-0.003	No	0.459	A	0.664	B	0.205	No
164	Vermont Avenue & I-10 EB Ramps	0.573	A	0.656	B	0.083	No	0.607	B	0.607	B	0.000	No
165	Hoover Street & I-10 EB Ramps	0.521	A	0.633	B	0.112	No	0.490	A	0.490	A	0.000	No
166	Hill Street & 16th Street	0.073	A	0.424	A	0.351	No	0.077	A	0.906	E	0.829	Yes
167	Broadway & 16th Street	0.087	A	0.231	A	0.144	No	0.083	A	0.295	A	0.212	No
168	Main Street & 16th Street	0.080	A	0.188	A	0.108	No	0.067	A	0.194	A	0.127	No
169	Los Angeles Street & 16th Street	0.082	A	0.253	A	0.171	No	0.070	A	0.195	A	0.125	No
170	San Pedro Street & 16th Street	0.326	A	0.474	A	0.148	No	0.275	A	0.583	A	0.308	No
171	Central Avenue & 16th Street	0.349	A	0.358	A	0.009	No	0.278	A	0.318	A	0.040	No
172	Central Avenue & Washington Boulevard	0.323	A	0.371	A	0.048	No	0.226	A	0.385	A	0.159	No
173	Wilton Place & Wilshire Boulevard	0.456	A	0.456	A	0.000	No	0.428	A	0.439	A	0.011	No
174	Arlington Avenue & Olympic Boulevard	0.329	A	0.363	A	0.034	No	0.346	A	0.398	A	0.052	No
175	Arlington Avenue & Pico Boulevard	0.357	A	0.368	A	0.011	No	0.313	A	0.329	A	0.016	No
176	Arlington Avenue & Venice Boulevard	0.480	A	0.514	A	0.034	No	0.458	A	0.509	A	0.051	No
177	Arlington Avenue & Washington Boulevard	0.431	A	0.473	A	0.042	No	0.390	A	0.391	A	0.001	No

Table 6.1.1.1 **Existing With Project - Intersection Level of Service** 1/3/2012

Sunday Day: Pre-Event Hour: (12:00-1:00 PM) & Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

Total # of Impacted Intersections		6		11
# of Impacted Intersections with FWP LOS C	83%	5	55%	6
# of Impacted Intersections with FWP LOS D	17%	1	9%	1
# of Impacted Intersections with FWP LOS E	0%	0	18%	2
# of Impacted Intersections with FWP LOS F	0%	0	18%	2

146.	Vermont Avenue & Olympic Boulevard	(LOS C)
152.	Alvarado Street & Pico Boulevard	(LOS C)
153.	Union Avenue & Pico Boulevard	(LOS C)
144.	Western Avenue & Olympic Boulevard	(LOS D)
50.	Hill Street & 18th Street	(LOS E)
166.	Hill Street & 16th Street	(LOS E)
35.	Blaine Street & 11th Street	(LOS F)
53.	Los Angeles Street & 18th Street	(LOS F)

Seven of the eleven impacted intersections would operate at LOS D or better with the Proposed Project. Two of the impacted intersections would operate at LOS E with the Proposed Project. Two intersections, Blaine Street & 11th Street, and Los Angeles Street & 18th Street would operate at LOS F with the Proposed Project. Almost half of the intersections, including most of the LOS E and LOS F intersections, would be located on Hill Street near the I-10 freeway and along 18th Street leading to the I-10 eastbound on-ramp at Los Angeles Street.

6.1.2 Transit System Analysis

Methodology

Transit rider projections for the Proposed Project were obtained from the analysis in Chapter 4. These reflect the assumptions that because of the proximity of the Proposed Project site to significant rail and bus transit it is estimated that approximately 20% of patrons would use transit on a weekday and 15% on a weekend. This translates into projections of 14,400 event attendees using transit for a weekday evening game and 10,800 event attendees using transit for a weekend game. The analysis used the percentage of people arriving/departing in the pre-event and post-event hours identified in Chapter 4 (50% arriving in the pre-event hour and 75% departing in the post-event hour). This results in 7,200 attendees arriving by transit in the weekday evening pre-event hour (4:30 – 5:30pm), and 10,800 attendees departing in the weekday post-event hour (9:00 – 10:00pm). It also results in 5,400 attendees arriving by transit in the weekend day pre-event hour (12:00 – 1:00pm), and 8,100 attendees departing in the weekend day post-event hour (4:30 – 5:30pm).

The transit riders were distributed to the available transit lines on the basis of the geographic distribution identified in Chapter 4, and the geographic location of the transit service, and then added to the Existing volumes to obtain total projections of transit ridership by transit line for the Existing With Project conditions.

Impact Analysis

Sunday Pre-Event Hour (12:00 – 1:00pm)

The transit system analysis for the Sunday Pre-Event Hour is summarized in Table 6.1.2.1, which shows ridership and capacities for existing conditions, the projected additional transit trips due to the Proposed Project, and then compares ridership and system capacity for the Existing with Project conditions. The information is presented for each rail line that would carry Proposed Project trips, and by the three main categories of bus service – Rapid Bus, Express Bus, and Local Bus.

The transit system operates reduced schedules at weekends, so system capacity is lower than on weekdays. Overall, the transit system serving the Proposed Project site has a passenger capacity of 15,881 riders in the Sunday Pre-Event Hour. The total ridership in the Sunday Pre-Event Hour including 5,400 trips from the Proposed Project would be 13,107 riders, so overall there would be sufficient capacity to accommodate the Proposed Project in the Sunday Day Pre-Event Hour. However the policy load factors (capacities) would be slightly exceeded on one rail transit line, the Silver Line, and for Rapid Buses as shown below, which would constitute significant impacts:

Line	Additional Rail Cars/Buses Needed to Meet Load Factor
Metro Blue Line	3
Metro Silver Line (South)	1
Metro Silver Line (North)	1
Rapid Bus	3

These impacts would occur because of the reduced transit schedules at weekends, when additional capacity could be provided during the Sunday Pre-Event Hour, and these impacts could therefore be eliminated by relatively small increases in transit service, as detailed in Chapter 10 – Project Mitigation.

Sunday Post Event Hour (4:30 – 5:30pm)

The transit system analysis for the Sunday Post-Event Hour is summarized in Table 6.1.2.2. Overall, the transit system serving the Proposed Project site has a passenger capacity of 16,620 riders in the Sunday Post-Event Hour. The total ridership in the Sunday Post-Event

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Table 6.1.2.1 Existing With Project - Transit Analysis - Sunday Day: Pre-Event Hour (12:00 - 1:00pm) 11/3/2011

Line	Policy Load Factor [1]	Dir.[2]	Existing (2011)[3]				Existing With Project (2011)			
			Max Load	Total Capacity [4]	Load Factor	Available Capacity	Project Trips	Max Load	Load Factor	Available Capacity
Red	2.30	EB	1,035	2,540	0.96	1,505	1,188	2,223	2.06	317
Purple	2.30	EB	399	1,270	0.74	871	216	615	1.14	655
Red/Purple	2.30	WB	1,411	3,810	0.87	2,399	810	2,221	1.37	1,589
Blue	1.75	NB	973	1,995	0.86	1,022	1,296	2,269	2.02	-274
Green (East)	1.75	WB	207	1,064	0.35	857	432	639	1.07	425
Green (West)	1.75	EB	328	1,064	0.55	736	270	598	1.00	466
Gold (Pasadena)	1.75	SB	426	1,330	0.57	904	216	642	0.86	688
Gold (East LA)	1.75	NB	194	1,330	0.26	1,136	270	464	0.62	866
Metrolink	1.00	WB	227	560	0.41	333	324	551	0.98	9
Silver Line (Artesia T.C.)	1.30	NB	7	60	0.15	53	108	115	2.50	-55
Silver Line (El Monte)	1.30	SB	55	120	0.60	65	108	163	1.77	-43
Metro Bus										
Rapid	1.30	N/E	565	1,122	0.65	557	724	1,289	1.49	-167
Express	1.30	N/E	96	312	0.40	216	162	258	1.08	54
Local	1.30	N/E	3,166	4,652	0.89	1,486	788	3,954	1.11	698
Rail Subtotal [5]	-		3,818	9,615	0.87	5,797	3,510	7,328	1.68	2,287
Grand Total	-		7,707	15,881	0.84	8,174	5,400	13,107	1.43	2,774

1. Source: Los Angeles County Transportation Authority (Metro), 2011; Southern California Regional Rail Authority (Metrolink), 2011
2. Direction of travel (NB/EB during Pre-Event Hours; SB/WB during Post-Event Hours) - Silver/Green/Gold Lines include both directions for all time periods
3. Metro Bus ridership data for March 2011, Metro Rail ridership data for 2010-2011; Metrolink ridership data for May 2011
4. Existing capacity from Metro and Metrolink service schedules and vehicle capacities from Table 5.1.2.1
5. Rail Subtotal includes Red, Purple, Red/Purple, and Blue Lines. Totals for other lines (Green-East, Green-West, Gold-Pasadena, Gold-East LA, and Metrolink) included in numbers for Red, Purple, and Blue Lines due to transfers.

Table 6.1.2.1a Existing Service Characteristics
Sunday Day: Pre-Event Hour (12:00 - 1:00pm)

Line	Dir.	Frequency (minutes)	Buses/Trains per Hour	Train Length - # of Cars	Total Cars/Buses
Red	EB	12	5	4	20
Purple	EB	12	5	2	10
Red/Purple	WB	6	10	4/2	30
Blue	NB	12	5	3	15
Green (East)	WB	15	4	2	8
Green (West)	EB	15	4	2	8
Gold (Pasadena)	SB	12	5	2	10
Gold (ELA)	NB	12	5	2	10
Metrolink	WB	60	1	4	4
Silver Line (Artesia T.C.)	NB	60	2	N/A	2
Silver Line (El Monte)	SB	30	2	N/A	2
Metro Bus					
Rapid	N/E	-	17	N/A	17
Express	N/E	-	6	N/A	6
Local	N/E	-	87	N/A	87

Table 6.1.2.1b Additional Service Needed with Project
Sunday Day: Pre-Event Hour (12:00 - 1:00pm)

Line	Dir.	Available Capacity with Project	Additional Cars/ Buses Needed
Red	EB	317	-
Purple	EB	655	-
Red/Purple	WB	1,589	-
Blue	NB	-274	3
Green (East)	WB	425	-
Green (West)	EB	466	-
Gold (Pasadena)	SB	688	-
Gold (ELA)	NB	866	-
Metrolink	WB	9	-
Silver Line (Artesia T.C.)	NB	-55	1
Silver Line (El Monte)	SB	-43	1
Metro Bus			
Rapid	N/E	-167	3
Express	N/E	54	-
Local	N/E	698	-

Table 6.1.2.2 Existing With Project - Transit Analysis - Sunday Day: Post-Event Hour (4:30 - 5:30pm) 11/3/2011

Line	Policy Load Factor [1]	Dir.[2]	Existing (2011)[3]				Existing With Project (2011)			
			Max Load	Total Capacity [4]	Load Factor	Available Capacity	Project Trips	Max Load	Load Factor	Available Capacity
Red	2.30	WB	1,248	2,540	1.16	1,292	1,861	3,109	2.88	-569
Purple	2.30	WB	344	1,270	0.64	926	338	682	1.26	588
Red/Purple	2.30	EB	1,607	3,810	0.99	2,203	1,269	2,876	1.78	934
Blue	1.75	SB	900	1,995	0.80	1,095	2,030	2,930	2.60	-935
Green (East)	1.75	EB	265	1,064	0.44	799	677	942	1.57	122
Green (West)	1.75	WB	329	1,064	0.55	735	423	752	1.25	312
Gold (Pasadena)	1.75	NB	468	1,330	0.62	862	338	806	1.08	524
Gold (East LA)	1.75	SB	240	1,330	0.32	1,090	423	663	0.88	667
Metrolink	1.00	EB	253	560	0.45	307	508	761	1.36	-201
Silver Line (Artesia T.C.)	1.30	SB	18	60	0.39	42	169	187	4.07	-127
Silver Line (El Monte)	1.30	NB	57	120	0.62	63	169	226	2.46	-106
Metro Bus										
Rapid	1.30	S/W	587	1,182	0.65	595	1,134	1,721	1.89	-539
Express	1.30	S/W	126	364	0.45	238	254	380	1.36	-16
Local	1.30	S/W	2,726	5,279	0.67	2,553	1,235	3,961	0.98	1,318
Rail Subtotal [5]	-		4,099	9,615	0.94	5,516	5,499	9,598	2.20	17
Grand Total	-		7,613	16,620	0.78	9,007	8,460	16,073	1.65	547

1. Source: Los Angeles County Transportation Authority (Metro), 2011; Southern California Regional Rail Authority (Metrolink), 2011
2. Direction of travel (NB/EB during Pre-Event Hours; SB/WB during Post-Event Hours) - Silver/Green/Gold Lines include both directions for all time periods
3. Metro Bus ridership data for March 2011, Metro Rail ridership data for 2010-2011; Metrolink ridership data for May 2011
4. Existing capacity from Metro and Metrolink service schedules and vehicle capacities from Table 5.1.2.1
5. Rail Subtotal includes Red, Purple, Red/Purple, and Blue Lines. Totals for other lines (Green-East, Green-West, Gold-Pasadena, Gold-East LA, and Metrolink) included in numbers for Red, Purple, and Blue Lines due to transfers.

Table 6.1.2.2a Existing Service Characteristics
Sunday Day: Post-Event Hour (4:30 - 5:30pm)

Line	Dir.	Frequency (minutes)	Buses/Trains per Hour	Train Length - # of Cars	Total Cars/Buses
Red	WB	12	5	4	20
Purple	WB	12	5	2	10
Red/Purple	EB	6	10	4/2	30
Blue	SB	12	5	3	15
Green (East)	EB	15	4	2	8
Green (West)	WB	15	4	2	8
Gold (Pasadena)	NB	12	5	2	10
Gold (ELA)	SB	12	5	2	10
Metrolink	EB	60	1	4	4
Silver Line (Artesia T.C.)	SB	60	1	N/A	1
Silver Line (El Monte)	NB	30	2	N/A	2
Metro Bus					
Rapid	S/W	-	18	N/A	18
Express	S/W	-	7	N/A	7
Local	S/W	-	98	N/A	98

Table 6.1.2.2b Additional Service Needed with Project
Sunday Day: Post-Event Hour (4:30 - 5:30pm)

Line	Dir.	Available Capacity with Project	Additional Cars/ Buses Needed
Red	WB	-569	5
Purple	WB	588	-
Red/Purple	EB	934	-
Blue	SB	-935	8
Green (East)	EB	122	-
Green (West)	WB	312	-
Gold (Pasadena)	NB	524	-
Gold (ELA)	SB	667	-
Metrolink	EB	-201	2
Silver Line (Artesia T.C.)	SB	-127	3
Silver Line (El Monte)	NB	-106	2
Metro Bus			
Rapid	S/W	-539	9
Express	S/W	-16	1
Local	S/W	1,318	-

Hour including 8,460 trips from the Proposed Project[1] would be 16,073, so overall there would be sufficient capacity to accommodate the Proposed Project. However the policy load factors (capacities) would be exceeded on two rail transit lines, the Metrolink lines, the Silver Line, and for Rapid and Express Buses, as shown below, which would constitute significant impacts:

Line	Additional Rail Cars/Buses Needed to Meet Load Factor
Metro Red Line	5
Metro Blue Line	8
Metrolink	2
Metro Silver Line (South)	3
Metro Silver Line (North)	2
Rapid Bus	9
Express Bus	1

As stated above, the capacity exceedances would occur because of the reduced transit schedules at weekends, additional capacity could be provided during the Sunday Post-Event Hour, and these impacts could be eliminated by relatively small increases in transit service, as detailed in Chapter 10 – Project Mitigation.

6.1.3 Parking

Existing parking conditions were described in Chapter 2 – Existing Conditions. This section addresses parking for the Existing With Project conditions, and compares the parking demand for the Proposed Project to the available supply of parking. It addresses the specific parking demand for the Proposed Project, as well as the combined parking demands with the other adjacent uses in the Project Area, including LA LIVE and STAPLES Center.

Methodology

The parking strategy for the Proposed Project was fully described in Chapter 4, detailing the use of the considerable available parking supply that currently exists on-site as well as off-site in the Downtown Area. This area and the proposed Parking Zones discussed in Chapter 4 – Project Transportation Characteristics, are shown in Figure 4.5.1.

[1] The post-event hour transit riders for the Proposed Project include an estimated 360 trips by Event Center employees who would leave the Event Center during the Post-Event Hour (see discussion on Trip Generation in Chapter 4). Employee trips are not included in the Pre-Event Hour analysis as all employees would travel to the Event Center before the Pre-Event Hour.

The estimated parking demand for the Proposed Project was allocated to the available parking spaces in each Parking Zone for each event/analysis scenario time period, as discussed in Chapter 5.

For purposes of preparing a conservative analysis, on-street parking in the Primary Parking Area was not included in the parking supply. An analysis of parking code requirements for the Proposed Project is discussed in Section 5.5 of this chapter.

Parking Analysis

Existing Supply

For the purposes of analysis, the following parking discussion distinguishes between "on-site" parking spaces (the LA Live Way and Bond Street Garages, and the South Hall and Venice Garages), and "off-site" (in the remaining parts of the Primary Parking Area in downtown including LA LIVE).

With the Proposed Project, there would be a supply of 6,670 on-site parking spaces (an increase of 1,112 spaces from the existing supply of 5,558 spaces). The location of these spaces by garage and the assumed utilization during an Event Center event was described in Chapter 4. The existing total off-site parking supply in the Primary Parking Supply Area would total 42,922 spaces, including 3,518 spaces at LA LIVE and 39,404 spaces in the remainder of downtown.

There would thus be a total minimum available supply of 49,592 parking spaces in the future in the Primary Parking Area. This would comprise the 6,670 on-site spaces and the 42,922 off-site spaces.

Sunday Day Event

For a Sunday Day Event, the estimated parking demand for the Proposed Project would be a total of 24,447 spaces, comprising 20,964 for the Event Center and 3,483 for the Convention Center[1]. This demand would utilize the 6,670 on-site spaces, and 17,777 spaces in the off-site parking supply. This off-site parking demand would be readily accommodated by the off-site supply in downtown.

This is demonstrated by an analysis of parking demand and supply, not only for the Proposed Project but also for the STAPLES Center and LA LIVE, which is summarized in Table 6.1.3.1, for the same time period as a Sunday Day Event at the Event Center. Table 6.1.3.1 shows the total parking demand for these uses during a Sunday Day Event to be 26,376

[1] Based on existing Sunday parking demand of 3,483 spaces for the 90th percentile event.

Table 6.1.3.1 Existing With Project - Parking Demand and Supply Summary Sunday Event

11/1/11

Facility	Parking Demand	Parking Demand Allocations				
		On-Site Supply	Off-Site Supply			Total Supply
			LA LIVE Supply	Other Downtown Supply	Total Off-Site Supply	
Proposed Project	24,447 [1]	6,670 [2]	1,000 [3]	16,777	17,777	24,447
LA LIVE	1,929 [4]	0	1,929	0	1,929	1,929
STAPLES Center	0	0	0	0	0	0
Total Demand	26,376	6,670	2,929	16,777	19,706	26,376
Total Available Supply		6,670	3,518 [5]	35,869 [6]	39,387	46,057
Total Surplus						19,681

[1] Comprises 19,560 spaces for Event Center attendees, 1,404 spaces for Event Center employees, and 3,483 spaces for Convention Center based on existing Sunday parking demand of 3,483 spaces for 90th percentile event.

[2] From Table 4-1, Chapter 4.

[3] See Chapter 4.

[4] From analysis for LASED EIR & Specific Plan, 2000, and LASED Specific Plan Amendment, 2010.

[5] From Table 4.5.1, Chapter 4.

[6] Unoccupied parking spaces in the off-site area of the Primary Parking Area (excluding LA LIVE), from Table A.2.8.1 in Appendix 2.

spaces[1]. Note that the parking demand for STAPLES Center would be zero, due to the stated policy of not scheduling a STAPLES Center event at the same time as a major ticketed event at the Event Center.

Table 6.1.3.1 shows this overall demand for 26,376 spaces would utilize the 6,670 on-site parking space supply and 19,706 off-site parking spaces. Table 6.1.3.1 also shows there would be 39,387 off-site parking spaces available[2] which would be considerably more than necessary to satisfy the demand. It is therefore concluded that there would be no significant parking impacts for a Sunday Day Event, as the parking demand would not exceed the available parking supply.

6.1.4 Pedestrian Circulation

This section presents an analysis of the pedestrian system serving the Proposed Project site. This analysis addresses pedestrian circulation conditions on the sidewalks around the Event Center and on the sidewalks on the streets approaching the site. The analysis addresses weekend daytime events and a weekday evening event. With respect to pedestrian volumes, there is little if any difference between a Saturday and Sunday event, so a weekend event analysis covers both scenarios. (Attendance levels at the Event Center of 72,000 are assumed to be the same for Saturday and Sunday. The background volumes were slightly higher for a Saturday so those volumes were included for a conservative worst case weekend analysis.) The analysis addresses the pre-event hour and post-event hour for each scenario.

Impact Analysis

Weekend Pre-Event Hour (12:00 – 1:00pm)

The results of the pedestrian analysis are shown in Table 6.1.4.1, which shows pedestrian sidewalk levels of service, for average flow conditions and for platoon flow conditions. For the purpose of preparing a conservative analysis, the remainder of the analysis presents the results for the platoon levels of service. These are illustrated graphically in Figure 6.1.4.1. Table 6.1.4.1 also shows total sidewalk widths. (More detailed data including effective sidewalk widths, splits between pedestrian flows on either side of street, and hourly pedestrian flows, are shown in Table A.6.1.4.1 in Appendix 6).

The analysis shows that in general for the Weekend Pre-Event Hour the sidewalks would operate at LOS D or better. At a few locations the sidewalk level of service (LOS) would be

[1] Includes parking demand of 1,929 spaces for LA LIVE based on analysis for LASED EIR & Specific Plan, 2000, and LASED Specific Plan Amendment, 2010.

[2] As shown in Table 6.1.3.1 this would be comprised of 35,869 unoccupied parking spaces in the off-site area (excluding LA LIVE), as determined by the parking occupancy surveys described in Chapter 2, and shown in Table A.2.8.1 in Appendix 2, and the 3,518 space supply at LA LIVE.

Table 6.1.4.1 Existing With Project - Pedestrian Sidewalk Level of Service - Weekend Day: Pre-Event Hour (12:00 - 1:00pm) and Weekend Day: Post-Event Hour (4:30 - 5:30pm)

2/6/2012

Street	Section		Sidewalk Side	Total Sidewalk Width (ft)	Weekend Day: Pre-Event Hour (12:00 - 1:00 PM)		Weekend Day: Post-Event Hour (4:30 - 5:30 PM)	
	From	To			Avg. Flow Level of Service	Platoon Flow Level of Service	Avg. Flow Level of Service	Platoon Flow Level of Service
8th	Francisco	Figueroa	North	10	A	B	A	B
			South	13	A	A	A	B
9th	Georgia	Francisco	North	-	-	-	-	-
			South	13	B	C	C	D
Olympic	Georgia	Francisco	North	13	A	A	A	B
			South	14	A	B	A	C
Olympic	Francisco	Figueroa	North	15	A	B	A	B
			South	15	A	B	A	B
Olympic	Figueroa	Flower	North	16	A	A	A	B
			South	10	A	B	A	B
Olympic	Flower	Hope	North	10	A	B	A	B
			South	12	A	B	A	B
Olympic	Hope	Grand	North	10	A	B	A	B
			South	10	A	B	A	B
Olympic	Grand	Olive	North	10	A	B	A	B
			South	10	A	B	A	B
Olympic	Olive	Hill	North	10	A	A	A	A
			South	10	A	A	A	A
11th	LA Live Wy.	Georgia	North	15	B	C	C	D
			South	20	A	C	C	D
11th	Georgia	Nokia Plz	Both	95	A	C	B	C
11th	Nokia Plaza	Figueroa	Both	95	A	B	A	C
11th	Figueroa	Flower	North	10	C	D	E	F
			South	10	D	E	E	F
11th	Flower	Hope	North	12	A	C	C	D
			South	10	B	D	D	E
11th	Hope	Grand	North	10	A	C	B	D
			South	12	A	B	A	C
11th	Grand	Olive	North	10	A	B	A	C
			South	10	A	B	A	C
11th	Olive	Hill	North	10	A	B	A	B
			South	10	A	B	A	B
12th	GLP	Figueroa	Both	100	A	B	A	C
12th	Figueroa	Flower	Both	78	A	B	A	C
12th	Flower	Hope	North	10	D	D	E	F
			South	10	D	E	E	F

Table 6.1.4.1 Existing With Project - Pedestrian Sidewalk Level of Service - Weekend Day: Pre-Event Hour (12:00 - 1:00pm) and Weekend Day: Post-Event Hour (4:30 - 5:30pm)

2/6/2012

Street	Section		Sidewalk Side	Total Sidewalk Width (ft)	Weekend Day: Pre-Event Hour (12:00 - 1:00 PM)		Weekend Day: Post-Event Hour (4:30 - 5:30 PM)	
	From	To			Avg. Flow Level of Service	Platoon Flow Level of Service	Avg. Flow Level of Service	Platoon Flow Level of Service
12th	Hope	Grand	North	11	B	D	D	E
			South	10	C	D	E	E
12th	Grand	Olive	North	10	C	D	D	E
			South	10	C	D	D	E
12th	Olive	Hill	North	12	A	C	B	D
			South	10	A	C	C	D
12th	Hill	Broadway	North	11	A	C	B	C
			South	13	A	B	A	C
Pico	LA Live Wy.	GLP	North	20	A	B	A	C
			South	15	A	B	A	C
Pico	GLP	Figueroa	North	20	A	C	C	D
			South	21	A	C	C	D
Pico	Figueroa	Flower	North	20	B	C	D	D
			South	10	B	C	D	D
Pico	Flower	Hope	North	12	B	D	D	E
			South	13	A	C	B	D
Pico	Hope	Grand	North	12	B	D	D	E
			South	12	A	C	C	D
Pico	Grand	Olive	North	12	A	B	A	C
			South	10	A	B	A	C
Pico	Olive	Hill	North	11	A	B	A	B
			South	10	A	B	A	B
Venice	Figueroa	Flower	North	10	B	C	D	D
			South	10	A	C	B	D
Venice	Flower	Hope	North	10	B	D	D	E
			South	10	A	C	B	D
Venice	Hope	Grand	North	10	B	C	C	D
			South	10	A	C	B	D
Venice	Grand	Olive	North	10	A	A	A	A
			South	25	A	A	A	A
LA Live Wy.	12th	11th	East	15	A	B	A	B
			West	10	A	A	A	B
LA Live Wy.	Pico	12th	East	15	A	C	B	D
			West	10	A	B	A	B
Georgia	11th	Olympic	East	15	A	B	A	C
			West	15	A	B	A	C
Georgia	Olympic	9th	East	11	A	C	B	C
			West	10	A	C	B	D

Table 6.1.4.1 Existing With Project - Pedestrian Sidewalk Level of Service - Weekend Day: Pre-Event Hour (12:00 - 1:00pm) and Weekend Day: Post-Event Hour (4:30 - 5:30pm)

2/6/2012

Street	Section		Sidewalk Side	Total Sidewalk Width (ft)	Weekend Day: Pre-Event Hour (12:00 - 1:00 PM)		Weekend Day: Post-Event Hour (4:30 - 5:30 PM)	
	From	To			Avg. Flow Level of Service	Platoon Flow Level of Service	Avg. Flow Level of Service	Platoon Flow Level of Service
Francisco	Olympic	9th	East	10	B	C	C	D
			West	10	B	C	C	D
Francisco	9th	8th	East	10	C	D	E	E
			West	10	A	C	C	D
Figueroa	Venice	Pico	East	10	B	C	C	D
			West	22	A	C	B	D
Figueroa	Pico	12th	East	10	A	B	A	C
			West	17	A	C	A	C
Figueroa	12th	11th	East	12	A	B	A	C
			West	31	A	B	A	B
Figueroa	11th	Olympic	East	10	C	D	E	E
			West	15	C	D	D	E
Figueroa	Olympic	9th	East	22	A	C	B	D
			West	12	C	D	E	E
Figueroa	9th	8th	East	10	C	D	D	E
			West	15	B	C	C	D
Figueroa	8th	7th	East	13	A	C	B	C
			West	22	A	B	A	C
Figueroa	7th	Wilshire	East	12	A	B	A	C
			West	12	A	C	B	D
Figueroa	Wilshire	6th	East	10	A	C	B	D
			West	19	A	B	A	B
Figueroa	6th	5th	East	18	A	B	A	B
			West	10	B	C	C	D
Figueroa	5th	4th	East	10	A	C	C	D
			West	10	A	C	C	D
Flower	Venice	Pico	East	11	A	A	A	A
			West	10	A	B	A	B
Flower	Pico	12th	East	10	A	B	A	B
			West	10	A	B	A	B
Flower	12th	11th	East	12	A	B	A	B
			West	10	A	B	A	C
Flower	11th	Olympic	East	13	A	C	B	D
			West	22	A	B	A	C
Flower	Olympic	9th	East	13	A	C	B	D
			West	13	C	D	E	E
Flower	9th	8th	East	13	A	C	B	D
			West	12	B	C	D	D

Table 6.1.4.1 Existing With Project - Pedestrian Sidewalk Level of Service - Weekend Day: Pre-Event Hour (12:00 - 1:00pm) and Weekend Day: Post-Event Hour (4:30 - 5:30pm)

2/6/2012

Street	Section		Sidewalk Side	Total Sidewalk Width (ft)	Weekend Day: Pre-Event Hour (12:00 - 1:00 PM)		Weekend Day: Post-Event Hour (4:30 - 5:30 PM)	
	From	To			Avg. Flow Level of Service	Platoon Flow Level of Service	Avg. Flow Level of Service	Platoon Flow Level of Service
Flower	8th	7th	East	12	A	B	A	C
			West	12	A	B	A	C
Hope	Venice	15th	East	10	A	A	A	B
			West	15	A	A	A	A
Hope	15th	Pico	East	10	A	A	A	B
			West	11	A	A	A	B
Hope	Pico	12th	East	10	A	B	A	B
			West	11	A	B	A	B
Hope	12th	11th	East	11	A	B	A	B
			West	11	A	B	A	B
Hope	11th	Olympic	East	11	A	B	A	B
			West	12	A	B	A	C
Grand	Venice	15th	East	20	A	B	A	B
			West	10	A	C	C	D
Grand	15th	Pico	East	12	A	B	A	C
			West	15	A	B	A	C
Grand	Pico	12th	East	15	A	A	A	A
			West	20	A	A	A	A
Grand	12th	11th	East	18	A	A	A	A
			West	22	A	A	A	B
Grand	11th	Olympic	East	15	A	A	A	B
			West	15	A	B	A	B
Olive	Venice	15th	East	15	A	A	A	B
			West	10	A	B	A	B
Olive	15th	Pico	East	13	A	B	A	B
			West	15	A	B	A	B
Olive	Pico	12th	East	20	A	A	A	B
			West	15	A	B	A	B
Olive	12th	11th	East	15	A	B	A	B
			West	17	A	B	A	B
Olive	11th	Olympic	East	15	A	B	A	B
			West	16	A	B	A	B

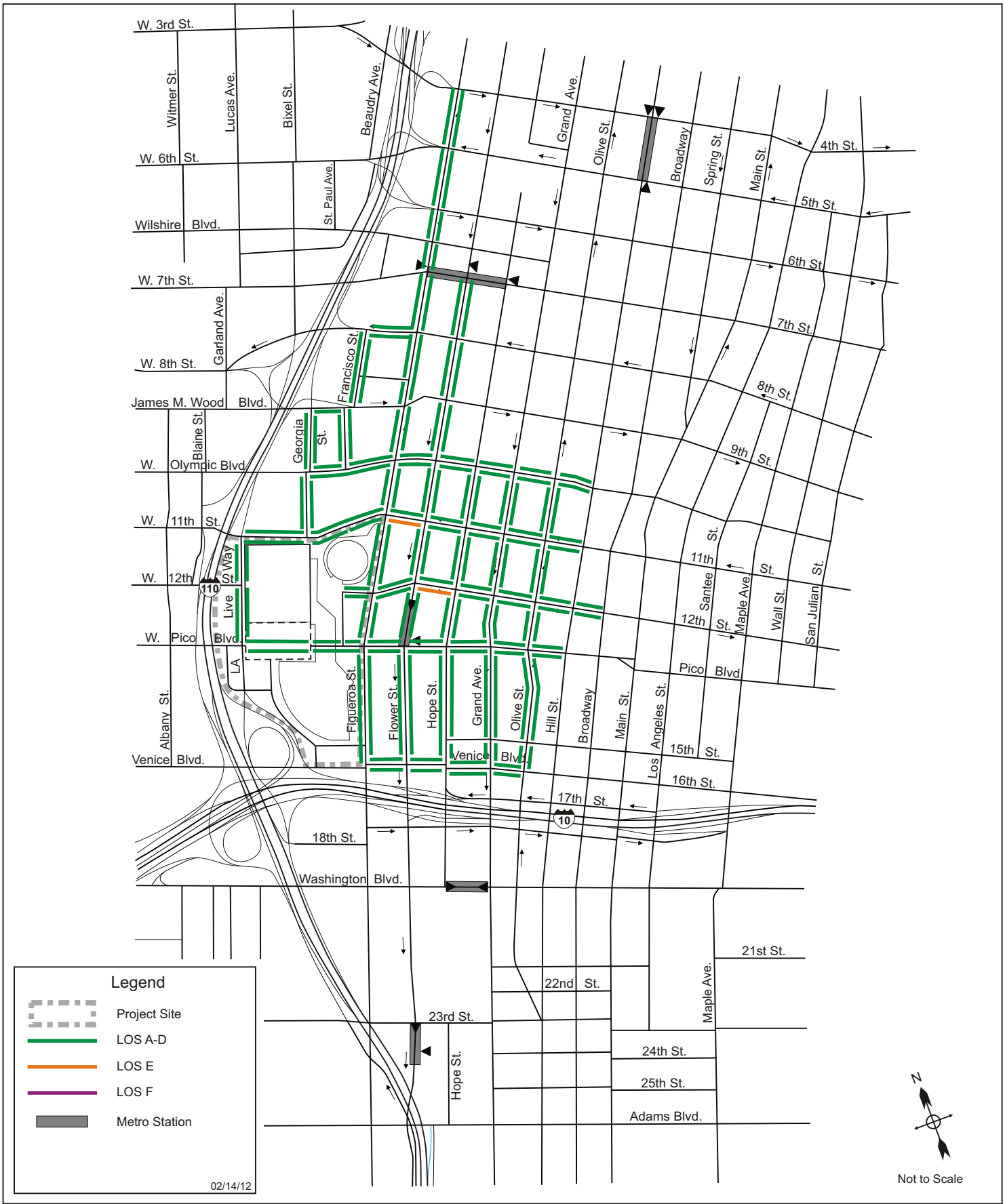


Figure 6.1.4.1

Existing With Project – Pedestrian Sidewalk Level of Service – Weekend Day: Pre-Event Hour (12:00 – 1:00pm)

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions

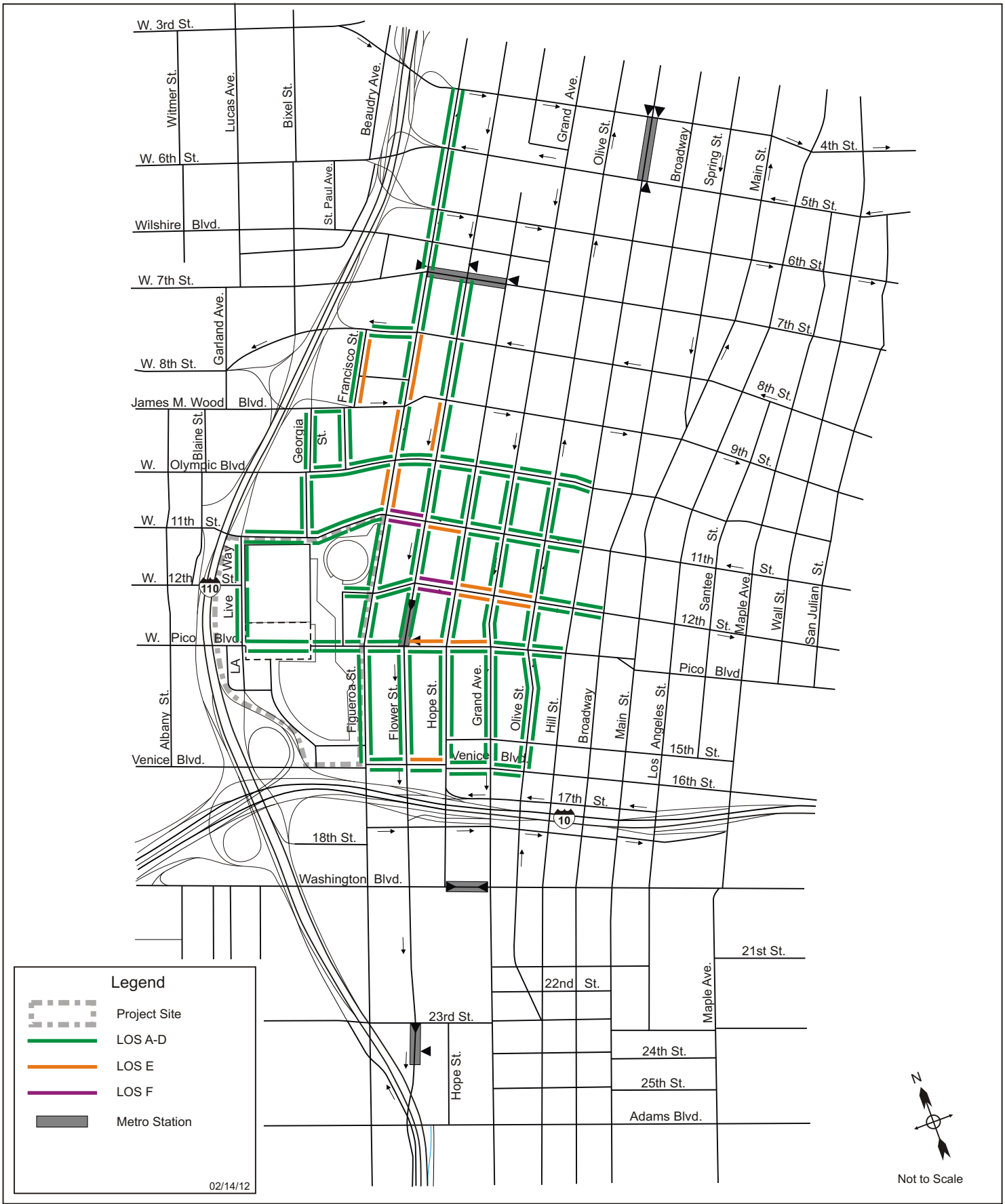


Figure 6.1.4.2

Existing With Project – Pedestrian Sidewalk Level of Service – Weekend Day: Post-Event Hour (4:30 – 5:30pm)

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions

LOS E, but the level of service would not exceed LOS E in any location, and there would be no significant pedestrian impacts.

Weekend Post Event Hour (4:30 – 5:30pm)

The results of the pedestrian analysis are also shown in Table 6.1.4.1 depicting pedestrian sidewalk levels of service. These are illustrated graphically in Figure 6.1.4.2.

The analysis shows that in general for the Weekend Post-Event Hour the sidewalks would operate at LOS D or better at many locations. There would be a number of locations where the sidewalk conditions would be LOS E, principally on 11th Street, 12th Street, and short sections of Pico Boulevard, Venice Boulevard, Francisco Street, Figueroa Street and Flower Street as shown in Figure 6.1.4.2. The sidewalk level of service (LOS) would be LOS F at four locations, which are listed below:

11th Street	Figueroa St - Flower St	North Side
11th Street	Figueroa St - Flower St	South Side
12th Street	Flower St - Hope St	North Side
12th Street	Flower St - Hope St	South Side

These four locations would thus be significant pedestrian impacts in the Weekend Post-Event Hour.

6.1.5 Freeways

Methodology

Existing traffic volumes for the freeway analysis are the same as described in Chapter 5 – Project Impact Analysis – Future With Project. Traffic volumes generated by the Proposed Project were assigned to the freeway system as described in Chapter 5, and added to Existing Conditions, to obtain forecasts of total traffic for Existing With Project Conditions.

Freeway Segment Impact Analysis

The freeway segment analysis is summarized in Tables 6.1.5.1 and 6.1.5.2. Levels of service and demand/capacity (D/C) ratios for Existing Conditions and Existing With Project conditions are shown in Tables 6.1.5.1 for the Sunday Pre-Event Hour and 6.1.5.2 for the Sunday Post-Event Hour.

Sunday Day: Pre-Event Hour (12:00 – 1:00pm)

Existing Conditions

Of the twenty freeway locations analyzed, nineteen currently operate at LOS D or better, as shown in Table 6.1.5.1. One mainline location (US-101 South of Vermont Avenue) operates at LOS E.

Existing With Project Conditions

With the Proposed Project, a total of fourteen freeway analysis locations are expected to operate at LOS D or better, four locations would operate at LOS E, and two locations would operate at LOS F(0) during the Sunday Day Pre-Event hour. One of the locations that would operate at LOS F(0) currently operates at LOS E without the Proposed Project.

As shown in Table 6.1.5.1, the Proposed Project would result in a significant traffic impact at two freeway mainline locations in the Sunday Day Pre-Event hour. These locations are as follows (with the direction and resultant D/C ratio and LOS in parentheses):

8.	US-101 at Glendale Boulevard (SB)	(1.075)	F(0)
14.	US-101 South of Vermont Avenue (SB)	(1.160)	F(0)

The D/C ration would be less than 1.10 at one impacted location and between 1.10 and 1.20 at the other location.

Sunday Day: Post-Event Hour (4:30 – 5:30pm)

Existing Conditions

All twenty freeway locations currently operate at LOS D or better, as shown in Table 6.1.5.2.

Existing With Project Conditions

With the Proposed Project, nine of the freeway locations would operate at LOS D or better. Four locations would operate at LOS E, and seven locations would operate at LOS F(0).

As shown in Table 6.1.5.2, the Proposed Project would result in a significant traffic impact at seven freeway mainline locations in the Sunday Day Post-Event Hour. These locations are as follows (with the resultant D/C ratio in parentheses):

4N.	SR-110 Between James Wood Blvd and Olympic Blvd (NB)	(1.006)	F(0)
7.	US-101 North of Vignes Street (SB)	(1.035)	F(0)

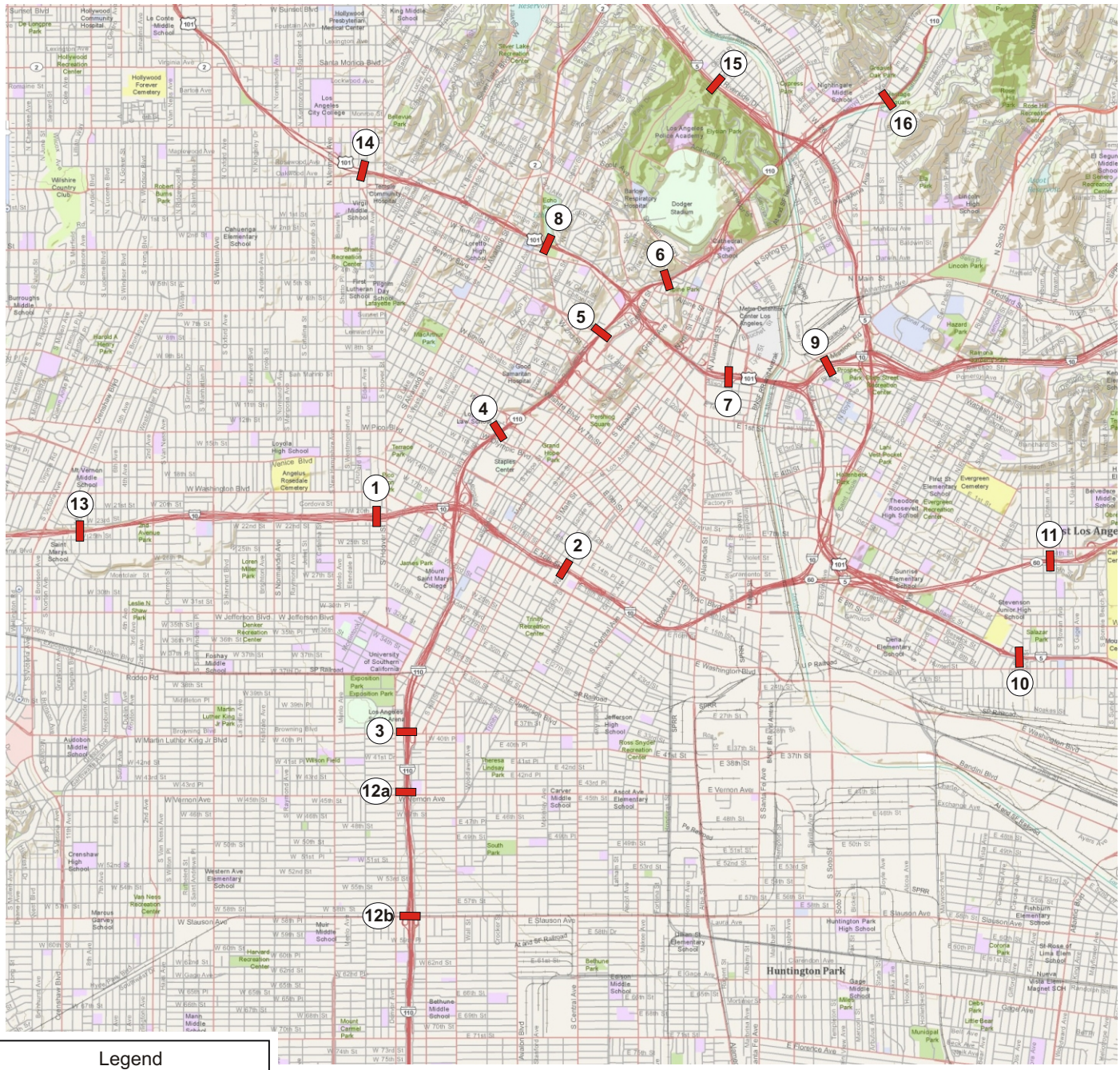


Figure 6.1.5.1
Freeway Segment Analysis Locations

Table 6.1.5.1 Existing With Project - Freeway Segment Level of Service
Sunday Day: Pre-Event Hour: (12:00 - 1:00 PM)

10/11/11

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Existing With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
1	I-10 West of Vermont (Total)	EB	4 G + 2 C-D	12,000	10,302	0.859	D	1,071	11,373	0.948	E	0.089	No
		WB	4 G + 2 C-D	12,000	10,390	0.866	D	0	10,390	0.866	D	0.000	No
2	I - 10 East of San Pedro Street	EB	5 G	10,000	5,287	0.529	B	0	5,287	0.529	B	0.000	No
		WB	5 G	10,000	5,211	0.521	B	2,387	7,598	0.760	C	0.239	No
3a	I - 110 South of Martin Luther King Jr. Boulevard (Mainline)	NB	5 G	10,000	5,957	0.596	C	584	6,541	0.654	C	0.058	No
		SB	5 G	10,000	6,195	0.620	C	0	6,195	0.620	C	0.000	No
3b	I - 110 North of Martin Luther King Jr. Boulevard (HOV)	NB	1 HOV	1,650	264	0.160	A	919	1,183	0.717	C	0.557	No
		SB	2 HOV	3,300	1,474	0.447	B	0	1,474	0.447	B	0.000	No
4	SR-110 between James Wood Boulevard and Olympic Boulevard	NB	3G + 2 C-D	10,000	7,342	0.734	C	560	7,902	0.790	D	0.056	No
		SB	5 G	10,000	7,584	0.758	C	888	8,472	0.847	D	0.089	No
5	SR-110 South of US-101	NB	3 G + 2 C	10,000	6,688	0.669	C	0	6,688	0.669	C	0.000	No
		SB	3 G + 3 C	12,000	9,125	0.760	C	2,029	11,154	0.930	D	0.169	No
6	SR-110 North of Alpine Street	NB	3 G	6,000	4,500	0.750	C	0	4,500	0.750	C	0.000	No
		SB	3 G	6,000	5,177	0.863	D	685	5,862	0.977	E	0.114	No
7	US-101 North of Vignes Street	NB	4 G	8,000	5,879	0.735	C	1,139	7,018	0.877	D	0.142	No
		SB	4 G	8,000	4,978	0.622	C	0	4,978	0.622	C	0.000	No

Table 6.1.5.1 Existing With Project - Freeway Segment Level of Service
Sunday Day: Pre-Event Hour: (12:00 - 1:00 PM)

10/11/11

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Existing With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
8	US-101 at Glendale Boulevard	NB	4 G	8,000	6,570	0.821	D	0	6,570	0.821	D	0.000	No
		SB	4 G	8,000	7,399	0.925	D	1,201	8,600	1.075	F(0)	0.150	Yes
9a	I-10 at Echandia Street b/w US 101 and I-5 (Mainline)	EB	3 G	6,000	2,280	0.380	B	0	2,280	0.380	B	0.000	No
		WB	3 G	6,000	2,083	0.347	A	399	2,482	0.414	B	0.066	No
9b	I-10 at Echandia Street b/w US 101 and I-5 (HOV)	EB	1 HOV	1,650	90	0.055	A	0	90	0.055	A	0.000	No
		WB	1 HOV	1,650	300	0.182	A	741	1,041	0.631	C	0.449	No
10	I-5 at Calzona Street west of Indiana Street	NB	5 G	10,000	7,363	0.736	C	1,660	9,023	0.902	D	0.166	No
		SB	5 G	10,000	9,498	0.950	E	0	9,498	0.950	E	0.000	No
11	SR-60 East of Indiana Street	EB	5 G	10,000	5,203	0.520	B	0	5,203	0.520	B	0.000	No
		WB	5 G	10,000	5,346	0.535	B	727	6,073	0.607	C	0.073	No
12a	I-110 at Vernon Avenue (Mainline)	NB	4 G	8,000	5,953	0.744	C	584	6,537	0.817	D	0.073	No
		SB	4 G	8,000	6,492	0.812	D	0	6,492	0.812	D	0.000	No
12b	I-110 at Slauson Avenue (HOV)	NB	2 HOV	3,300	1,864	0.565	C	1,085	2,949	0.894	D	0.329	No
		SB	2 HOV	3,300	2,017	0.611	C	0	2,017	0.611	C	0.000	No
13	I-10 East of Crenshaw Boulevard	EB	5 G	10,000	7,048	0.705	C	1,071	8,119	0.812	D	0.107	No
		WB	5 G	10,000	7,470	0.747	C	0	7,470	0.747	C	0.000	No
14	US-101 South of Vermont Avenue	NB	4 G	8,000	5,774	0.722	C	0	5,774	0.722	C	0.000	No
		SB	4 G	8,000	7,803	0.975	E	1,473	9,276	1.160	F(0)	0.184	Yes

Table 6.1.5.1 Existing With Project - Freeway Segment Level of Service
Sunday Day: Pre-Event Hour: (12:00 - 1:00 PM)

10/11/11

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Existing With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
15	I-5 South of Stadium Way	NB	5 G	10,000	8,487	0.849	D	0	8,487	0.849	D	0.000	No
		SB	4 G + 1 A	9,000	8,050	0.894	D	491	8,541	0.949	E	0.055	No
16	SR-110 South of Avenue 43	NB	3 G	6,000	3,020	0.503	B	0	3,020	0.503	B	0.000	No
		SB	3 G	6,000	5,145	0.858	D	491	5,636	0.939	E	0.082	No

Significant Impact?	Yes	2
	No	18

Segment analyzed. All traffic inbound to event.

Table 6.1.5.2 Existing With Project - Freeway Segment Level of Service
Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

1/13/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Existing With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
1	I-10 West of Vermont (Total)	EB	4 G + 2 C-D	12,000	10,115	0.843	D	0	10,115	0.843	D	0.000	No
		WB	4 G + 2 C-D	12,000	10,910	0.909	D	1,675	12,585	1.049	F(0)	0.140	Yes
2	I - 10 East of San Pedro Street	EB	5 G	10,000	5,838	0.584	C	3,733	9,571	0.957	E	0.373	No
		WB	5 G	10,000	5,216	0.522	B	0	5,216	0.522	B	0.000	No
3a	I - 110 South of Martin Luther King Jr. Boulevard (Mainline)	NB	5 G	10,000	5,784	0.578	C	0	5,784	0.578	C	0.000	No
		SB	5 G	10,000	6,420	0.642	C	1,358	7,778	0.778	D	0.136	No
3b	I - 110 North of Martin Luther King Jr. Boulevard (HOV)	NB	1 HOV	1,650	277	0.168	A	0	277	0.168	A	0.000	No
		SB	2 HOV	3,300	1,728	0.524	B	999	2,727	0.826	D	0.303	No
4	SR-110 between James Wood Boulevard and Olympic Boulevard	NB	3G + 2 C-D	10,000	9,050	0.905	D	1005	10,055	1.006	F(0)	0.101	Yes
		SB	5 G	10,000	7,766	0.777	D	634	8,400	0.840	D	0.063	No
5	SR-110 South of US-101	NB	3 G + 2 C	10,000	8,774	0.877	D	3,155	11,929	1.193	F(0)	0.316	Yes
		SB	3 G + 3 C	12,000	8,477	0.706	C	0	8,477	0.706	C	0.000	No
6	SR-110 North of Alpine Street	NB	3 G	6,000	4,599	0.767	C	1,027	5,626	0.938	E	0.171	No
		SB	3 G	6,000	4,652	0.775	D	0	4,652	0.775	D	0.000	No
7	US-101 North of Vignes Street	NB	4 G	8,000	5,109	0.639	C	0	5,109	0.639	C	0.000	No
		SB	4 G	8,000	6,494	0.812	D	1,782	8,276	1.035	F(0)	0.223	Yes

Table 6.1.5.2 Existing With Project - Freeway Segment Level of Service
Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

1/13/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Existing With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
8	US-101 at Glendale Boulevard	NB	4 G	8,000	6,750	0.844	D	2,216	8,966	1.121	F(0)	0.277	Yes
		SB	4 G	8,000	7,282	0.910	D	0	7,282	0.910	D	0.000	No
9a	I-10 at Echandia Street b/w US 101 and I-5 (Mainline)	EB	3 G	6,000	2,459	0.410	B	1,782	4,241	0.707	C	0.297	No
		WB	3 G	6,000	1,890	0.315	A	0	1,890	0.315	A	0.000	No
9b	I-10 at Echandia Street b/w US 101 and I-5 (HOV)	EB	1 HOV	1,650	170	0.103	A	0	170	0.103	A	0.000	No
		WB	1 HOV	1,650	199	0.121	A	0	199	0.121	A	0.000	No
10	I-5 at Calzona Street west of Indiana Street	NB	5 G	10,000	6,026	0.603	C	0	6,026	0.603	C	0.000	No
		SB	5 G	10,000	7,972	0.797	D	2,597	10,569	1.057	F(0)	0.260	Yes
11	SR-60 East of Indiana Street	EB	5 G	10,000	5,573	0.557	C	1,137	6,710	0.671	C	0.114	No
		WB	5 G	10,000	5,740	0.574	C	0	5,740	0.574	C	0.000	No
12a	I-110 at Vernon Avenue (Mainline)	NB	4 G	8,000	5,741	0.718	C	0	5,741	0.718	C	0.000	No
		SB	4 G	8,000	6,523	0.815	D	1,358	7,881	0.985	E	0.170	No
12b	I-110 at Slauson Avenue (HOV)	NB	2 HOV	3,300	1,988	0.602	C	0	1,988	0.602	C	0.000	No
		SB	2 HOV	3,300	1,822	0.552	C	1,254	3,076	0.932	E	0.380	No
13	I-10 East of Crenshaw Boulevard	EB	5 G	10,000	8,042	0.804	D	0	8,042	0.804	D	0.000	No
		WB	5 G	10,000	7,273	0.727	C	1,675	8,948	0.895	D	0.167	No
14	US-101 South of Vermont Avenue	NB	4 G	8,000	6,144	0.768	C	2,305	8,449	1.056	F(0)	0.288	Yes
		SB	4 G	8,000	5,559	0.695	C	0	5,559	0.695	C	0.000	No

Table 6.1.5.2 Existing With Project - Freeway Segment Level of Service
Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

1/13/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Existing With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
15	I-5 South of Stadium Way	NB	5 G	10,000	8,499	0.850	D	768	9,267	0.927	D	0.077	No
		SB	4 G + 1 A	9,000	8,587	0.954	E	0	8,587	0.954	E	0.000	No
16	SR-110 South of Avenue 43	NB	3 G	6,000	3,409	0.568	C	768	4,177	0.696	C	0.128	No
		SB	3 G	6,000	4,613	0.769	C	0	4,613	0.769	C	0.000	No

Significant Impact?	Yes	7
	No	12

Segment analyzed. All traffic outbound from event.

1.	I-10 West of Vermont Avenue (WB)	(1.049)	F(0)
14.	US-101 South of Vermont Avenue (NB)	(1.056)	F(0)
10.	I-5 West of Indiana Street (SB)	(1.057)	F(0)
8.	US-101 at Glendale Boulevard (NB)	(1.121)	F(0)
5.	SR-110 South of US-101 (NB)	(1.193)	F(0)

At five of the seven impacted freeway locations, the D/C ratio would be less than 1.10. The remaining two impacted locations would have D/C ratios between 1.10 and 1.20.

Freeway Off-Ramps

Freeway Off-Ramp Impact Analysis

Proposed Project traffic would only be added to the freeway off-ramps during the pre-event hour (inbound traffic traveling to the Event Center). The freeway off-ramp analysis for the Existing Conditions and Existing With Project scenarios is summarized in Table 6.1.5.3 which also provides the ramp volumes and resultant queue lengths during the Pre-Event Hour.

Sunday Day: Pre-Event Hour (12:00 – 1:00pm)

The distributed nature of the parking supply in the downtown area would allow incoming traffic to access parking locations. In general, the traffic queues on the majority of the off-ramps would not exceed the storage capacities of the ramps for the Sunday Day Pre-Event Hour.

As shown in Table 6.1.5.3, the Proposed Project would result in a significant traffic impact at two freeway off-ramps in the Sunday Day Pre-Event peak hour. At one location, the 85th percentile queue would exceed the storage capacity of an individual lane, and at one location it would exceed the overall capacity of the ramp[1]. These off-ramps are as follows (with type of impact in parentheses):

23.	Olympic Boulevard SB Off-ramp	(Mainline)
2.	Grand Avenue NB Off-ramp	(Lane)

[1] At ramp locations where the 85th percentile queue would back into the mainline, any "lane" impacts are not noted as they are included in the impact to the mainline.

Freeway On-Ramps

Freeway On-Ramp Impact Analysis

Project traffic would only be added to the on-ramps during the post-event hour (outbound traffic leaving the Event Center). The freeway on-ramp level of service analysis for the Existing Conditions and Existing With Project scenarios is summarized in Table 6.1.5.4 which also shows the ramp capacities and the ramp volumes during the Sunday Day Post-Event Hour.

Sunday Day: Post-Event Hour (4:30 – 5:30pm)

As shown in Table 6.1.5.4, the Proposed Project would result in a significant traffic impact at four freeway on-ramps in the Sunday Day Post-Event hour. These on-ramps would be as follows:

3. Los Angeles Street EB On-ramp
11. Washington Boulevard SB On-ramp
23. 5th Street NB On-ramp
26. 11th Street NB On-ramp

At two of these locations, volumes would exceed ramp capacities by less than 10%.

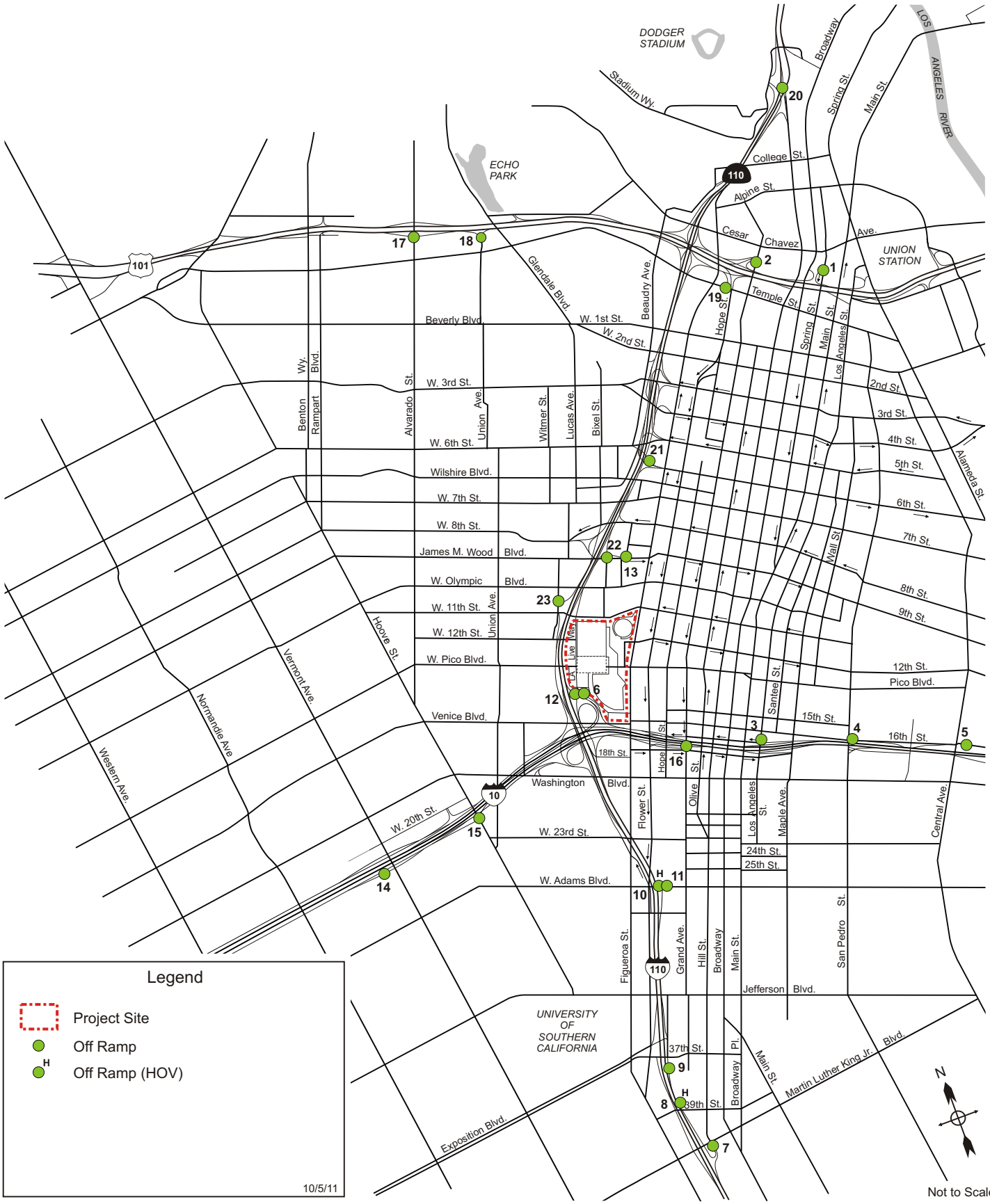


Figure 6.1.5.2
Freeway Off-Ramp Locations

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Table 6.1.5.3 **Existing With Project - Freeway Off-Ramp Analysis** 1/11/12
Sunday Day: Pre-Event Hour: (12:00 - 1:00 PM)

Off - Ramp # and Location	Movement	# of Lanes	Storage Length (feet)	Existing Conditions			Existing With Project Conditions			
				Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Project Added Volume	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length
From I-10 East										
1 Spring Street NB Off ramp [1]	EB RT	2	735	276	132	No	271	547	220	No
2 Grand Avenue NB Off ramp	EB LT/RT	2	195	275	132	No	307	582	220	Yes
	EB RT		450		66	No			132	No
	RAMP TOTAL		645		198	No			352	No
From I-10 East (from I-5 & SR-60)										
3 Los Angeles Street WB Off ramp	WB LT/TH	2	705	613	154	No	1,311	1,924	572	No
	WB TH/RT		705		154	No			572	No
	RAMP TOTAL		1,410		308	No			1,144	No
4 San Pedro Street WB Off ramp	WB TH	2	1,225	381	198	No	365	746	440	No
5 Central Avenue WB Off ramp	WB TH	2	3,000	126	132	No	183	309	220	No
6 Pico Boulevard NB Off ramp	NB TH	1	965	473	132	No	558	1,031	308	No
From I-110 South										
7 Martin Luther King Jr. Boulevard NB Off ramp	NB LT	2	763	497	198	No	110	607	198	No
	NB TH/RT		763		308	No			396	No
	RAMP TOTAL		1,525		506	No			594	No
8 39th Street HOV NB Off ramp	NB LT/RT	1	1,060	111	44	No	166	277	66	No
9 37th Street NB Off ramp	NB TH	3	1,253	418	176	No	61	479	176	No
	NB TH/RT		627		88	No			88	No
	RAMP TOTAL		1,880		264	No			264	No

Table 6.1.5.3 **Existing With Project - Freeway Off-Ramp Analysis** 1/11/12

Sunday Day: Pre-Event Hour: (12:00 - 1:00 PM)

Off - Ramp # and Location	Movement	# of Lanes	Storage Length (feet)	Existing Conditions			Existing With Project Conditions			
				Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Project Added Volume	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length
10 Adams Boulevard HOV NB Off ramp	NB LT	2	2,505	266	110	No	520	786	176	No
(Existing Conditions)	NB LT/RT		2,505		154	No			748	No
	RAMP TOTAL		5,010		264	No			924	No
11 Adams Boulevard NB Off ramp – Gen.	NB LT	2	825	432	132	No	219	651	198	No
	NB LT/RT		825		220	No			616	No
	RAMP TOTAL		1,650		352	No			814	No
12 Pico Boulevard NB Off ramp	NB TH	2	1,120	812	220	No	239	1,051	264	No
From I-10 West										
13 9th Street NB Off ramp	EB LT/TH	2	550	692	88	No	744	1,436	220	No
(Existing Conditions)	EB TH		550		88	No			220	No
	RAMP TOTAL		1,100		176	No			440	No
14 Vermont Avenue EB Off ramp	EB LT	2	793	521	264	No	106	627	330	No
	EB TH/RT		793		220	No			198	No
	RAMP TOTAL		1,585		484	No			528	No
15 Hoover Street EB Off ramp	EB LT	2	575	655	220	No	308	963	330	No
	EB LT/RT		575		374	No			506	No
	RAMP TOTAL		1,150		594	No			836	No
16 Grand Avenue EB Off ramp	EB TH	2	2,450	308	220	No	279	587	352	No

Table 6.1.5.3 **Existing With Project - Freeway Off-Ramp Analysis** 1/11/12
Sunday Day: Pre-Event Hour: (12:00 - 1:00 PM)

Off - Ramp # and Location	Movement	# of Lanes	Storage Length (feet)	Existing Conditions			Existing With Project Conditions			
				Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Project Added Volume	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length
From US 101 Northwest										
17 Alvarado Street SB Off ramp	EB LT	2	598	393	176	No	55	448	176	No
	EB RT		598		176	No			198	No
	RAMP TOTAL		1,195		352	No			374	No
18 Glendale Boulevard SB Off ramp [1]	SB LT/TH	1	460	152	88	No	217	369	242	No
19 Hope Street EB Off ramp	SB LT	3	493	353	110	No	384	737	110	No
	SB TH/RT		755		88	No			264	No
	RAMP TOTAL		1,250		198	No			374	No
From SR 110 North										
20 Hill Street SB Off ramp	SB TH	2	3,850	615	264	No	297	912	352	No
21 6th Street SB Off ramp	EB TH	1	1,455	359	154	No	830	1,189	660	No
22 9th Street SB Off ramp [2]	EB TH	2	1,690	423	352	No	353	776	440	No
23 Olympic Boulevard SB Off ramp	WB LT	3	660	653	110	No	888	1,541	770	Yes
	WB RT		620		0	No			0	No
	RAMP TOTAL		660		110	No			770	Yes

Notes:

Analysis uses 22 feet/car for queue length calculations.

1. Unsignalized intersection analyzed as a signalized intersection.

2. Location analyzed as a 2-lane ramp and includes eastbound volumes travelling along 8th Street.

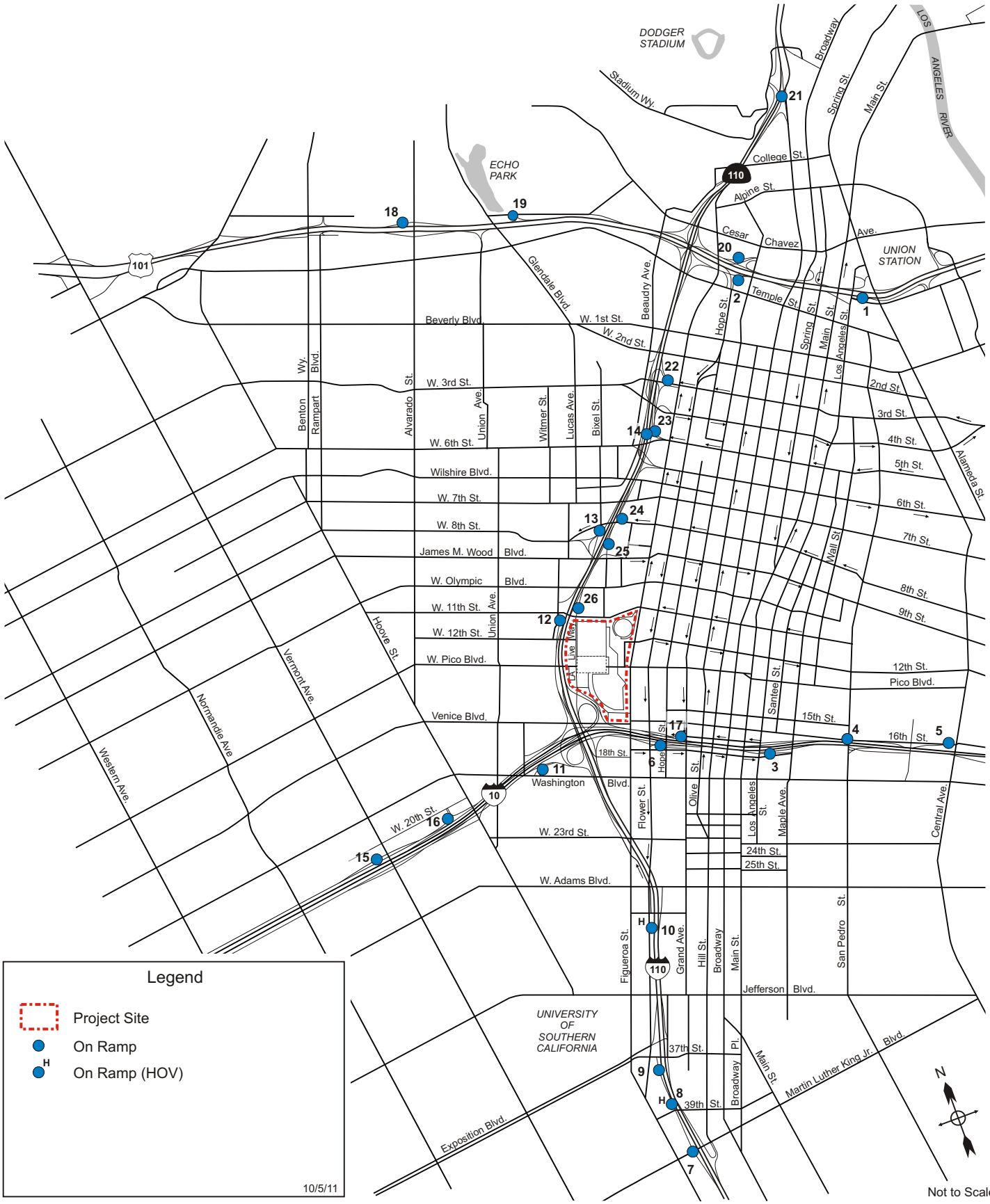


Figure 6.1.5.3
Freeway On-Ramp Locations

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Table 6.1.5.4 **Existing With Project - Freeway On-Ramp Analysis** 10/31/11

Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

On - Ramp	# of Lanes[1]	Ramp Capacity[2]	Existing Conditions		Project Added Volume	Existing With Project Conditions	
			Ramp Volume[3]	Exceed Capacity		Ramp Volume	Exceed Capacity
<u>To I-10 East</u>							
1 Los Angeles Street EB On ramp	2	1,800	637	No	427	1,064	No
2 Hope Street EB On ramp	2	1,800	299	No	469	768	No
<u>To I-10 East (to I-5 & SR 60)</u>							
3 Los Angeles Street EB On ramp	2	1,800	353	No	1,781	2,134	Yes
4 San Pedro Street EB on ramp	2	1,800	476	No	509	985	No
5 Central Avenue EB on ramp	2	1,800	297	No	254	551	No
6 Flower Street EB On ramp	2	1,800	300	No	604	904	No
<u>To I-110 South</u>							
7 Martin Luther King Jr. Boulevard SB On ramp	2	1,800	784	No	225	1,009	No
8 39th Street HOV SB On ramp	1	1,650	108	No	255	363	No
9 37th Street SB On ramp[4]	2	1,800	453	No	404	857	No
10 Flower Street HOV SB On ramp	1	1,650	174	No	313	487	No
11 Washington Boulevard SB On ramp	1	900	287	No	626	913	Yes
12 Blaine Street SB On ramp	2	1,800	489	No	1,280	1,769	No
13 8th Street SB On ramp	2	1,800	869	No	634	1,503	No
14 5th Street SB On ramp	2	1,800	329	No	0	329	No
<u>To I-10 West</u>							
15 Vermont Avenue WB On ramp[4]	2	1,800	528	No	160	688	No
16 Hoover Street WB On ramp	2	1,800	521	No	306	827	No
17 Grand Avenue WB On ramp	2	1,800	674	No	648	1,322	No

Table 6.1.5.4 **Existing With Project - Freeway On-Ramp Analysis** 10/31/11

Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

On - Ramp	# of Lanes[1]	Ramp Capacity[2]	Existing Conditions		Project Added Volume	Existing With Project Conditions	
			Ramp Volume[3]	Exceed Capacity		Ramp Volume	Exceed Capacity
To US 101 Northwest							
18 Alvarado Street NB On ramp	2	1,800	578	No	89	667	No
19 Glendale Boulevard NB On ramp[4]	1	900	366	No	337	703	No
20 Grand Avenue NB On ramp	2	1,800	225	No	618	843	No
To SR 110 North							
21 Hill Street NB On ramp[5]	1	2,000	491	No	509	1,000	No
22 3rd Street NB On ramp	1	900	321	No	0	321	No
23 5th Street NB On ramp	2	1,800	470	No	1,359	1,829	Yes
24 8th Street NB On ramp	1	900	330	No	545	875	No
25 9th Street NB On ramp	1	900	372	No	318	690	No
26 11th Street NB On ramp	1	900	437	No	568	1,005	Yes

Note:

1. Number of lanes at ramp meter or on ramp if no meter.
2. Capacity for one lane on-ramp = 900 veh/hr/ln
   Capacity for one lane HOV on-ramp = 1,650 veh/hr/ln.
3. Existing volumes from 2011 intersection counts unless otherwise noted.
4. Existing volumes from Caltrans Performance Monitoring System (PeMS).
5. Uncontrolled one-lane on-ramp to separate mainline freeway lane.

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6.2 Saturday Day Event

This event scenario represents a Saturday Daytime event, potentially an NFL game or other major event, typically starting at 1:00pm and ending at 4:30pm. This scenario would represent the highest combination of event attendance and background traffic on the roadway system on a Saturday. The analysis addresses the pre-event hour (12:00 – 1:00pm) when all travel would be inbound, and the post-event hour (4:30 – 5:30pm) when all travel would be outbound.

6.2.1 Roadway Intersections

Impact Analysis

The Project-Only traffic volumes forecast at the study intersections are shown in Appendix 5 Figure A.5.2.1.1 for the Saturday Day Pre-Event hour and Figure A.5.2.1.2 for the Saturday Day Post-Event Hour. The total traffic volumes forecast for the analysis locations are shown in Appendix 6 in Figure A.6.2.1.1 for the Saturday Day Pre-Event Hour and Figure A.6.2.1.2 for the Saturday Day Post-Event Hour.

The intersection level of service analysis for the Existing With Project conditions is summarized in Table 6.2.1.1. The locations of significant impacts at study intersections are shown in Figure 6.2.1.1 and Figure 6.2.1.2.

Table 6.2.1.1 compares the level of service for Existing and Existing With Project conditions, shows the increase in V/C ratio at each intersection due to the Proposed Project, and identifies significant impacts according to LADOT criteria.

Saturday Day: Pre-Event Hour (12:00 – 1:00pm)

As shown in Table 6.2.1.1, the Proposed Project would result in a significant traffic impact at sixteen intersections in the Saturday Day Pre-Event Hour. These intersections are as follows (with the resultant LOS in parentheses):

4.	Flower Street & Olympic Boulevard	(LOS C)
33.	Blaine Street & Olympic Boulevard	(LOS C)
42.	Olive Street & 17th Street	(LOS C)
65.	I-110 NB Off-Ramp & Adams Boulevard	(LOS C)
88.	Figueroa Street & 8th Street	(LOS C)
147.	Alvarado Street & Olympic Boulevard	(LOS C)
161.	Vermont Avenue & Washington Boulevard	(LOS C)
165.	Hoover Street & I-10 EB Ramps	(LOS C)
43.	Hill Street & 17th Street	(LOS D)

45.	Main Street & 17th Street	(LOS D)
152.	Alvarado Street & Pico Boulevard	(LOS D)
164.	Vermont Avenue & I-10 EB Ramps	(LOS D)
170.	San Pedro Street & 16th Street	(LOS D)
44.	Broadway & 17th Street	(LOS E)
46.	Los Angeles Street & 17th Street	(LOS E)
146.	Vermont Avenue & Olympic Boulevard	(LOS E)

Thirteen of the sixteen impacted intersections would operate at LOS D or better with the Proposed Project. Three of the impacted intersections would operate at LOS E, one of which currently operates at LOS E without the Proposed Project (Vermont Avenue & I-10 EB Ramps). Five of the impacted intersections, and virtually all of the LOS E locations, would be along the 17th Street corridor leading from the I-10 westbound off-ramp at Los Angeles Street. Four intersections would be at the end of off-ramps (Adams Boulevard, Vermont Avenue, Hoover Street and San Pedro Street). Three of the impacted intersections would be in the downtown area. The remaining thirteen impacted intersections would be located on arterial roadways approaching downtown, of which ten would operate at LOS D or better.

Saturday Day: Post-Event Hour (4:30 – 5:30pm)

As shown in Table 6.2.1.1, the Proposed Project would result in a significant traffic impact at twenty-five intersections in the Saturday Day Post-Event Hour. These intersections are as follows (with the resultant LOS in parentheses):

3.	Figueroa Street & Olympic Boulevard	(LOS C)
4.	Flower Street & Olympic Boulevard	(LOS C)
33.	Blaine Street & Olympic Boulevard	(LOS C)
37.	Figueroa Street & Venice Boulevard	(LOS C)
63.	Figueroa Street & Adams Boulevard	(LOS C)
79.	I-110 SB Ramps & Martin Luther King Jr. Boulevard	(LOS C)
93.	Figueroa Street & Wilshire Boulevard	(LOS C)
111.	Grand Avenue & 1st Street	(LOS C)
119.	Grand Avenue & US-101 NB Ramps	(LOS C)
132.	Glendale Boulevard & Temple Street	(LOS C)
146.	Vermont Avenue & Olympic Boulevard	(LOS C)
153.	Union Avenue & Pico Boulevard	(LOS C)
158.	Hoover Street & Venice Boulevard	(LOS C)
162.	Hoover Street & Washington Boulevard	(LOS C)
163.	I-10 WB Ramps & 20th Street	(LOS C)
170.	San Pedro Street & 16th Street	(LOS C)
176.	Arlington Avenue & Venice Boulevard	(LOS C)
152.	Alvarado Street & Pico Boulevard	(LOS D)
43.	Hill Street & 17th Street	(LOS E)

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Figure 6.2.1.1
Existing with Project - Significant Impact Locations - Saturday: Pre-Event Hour (12:00-1:00 PM)

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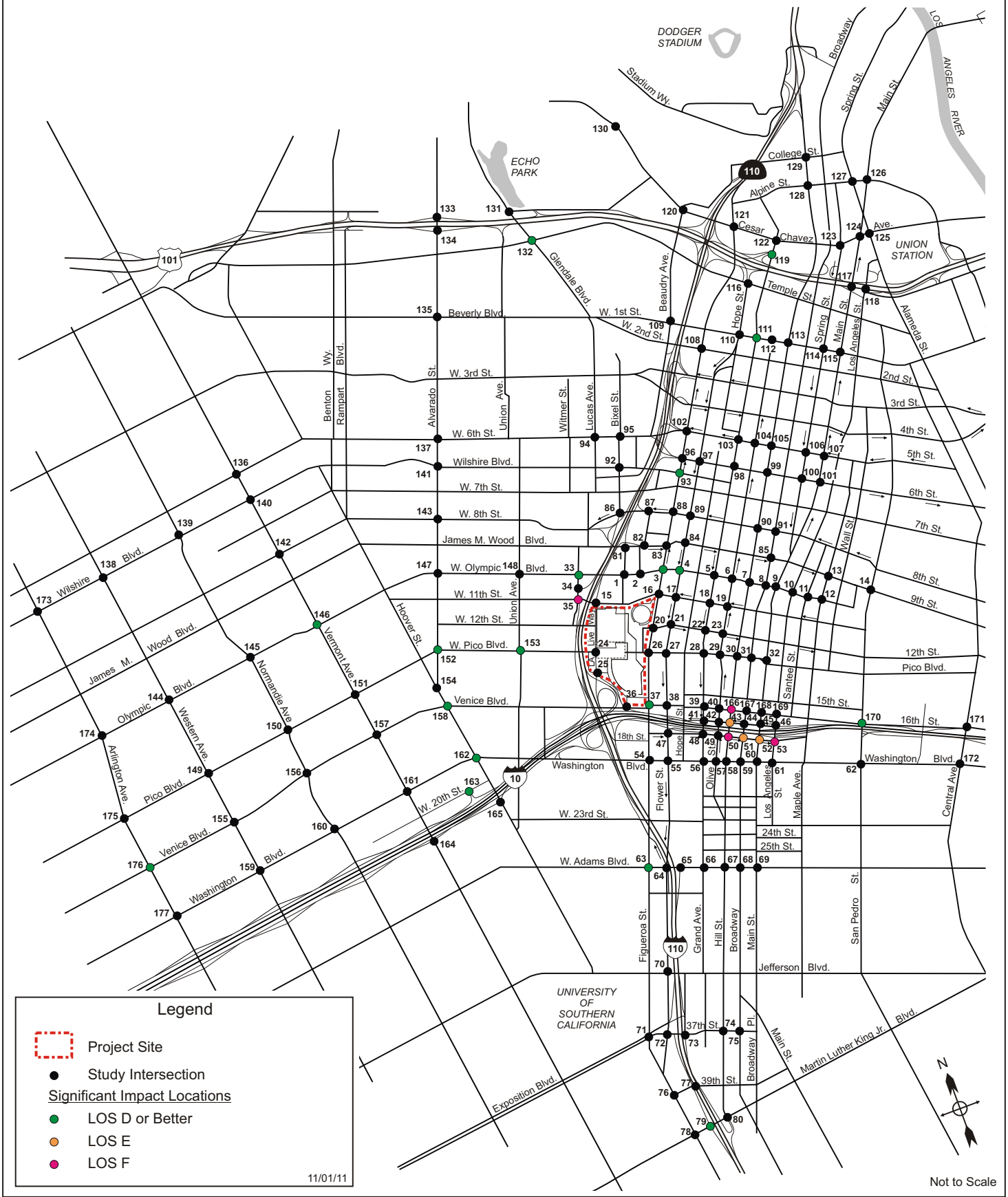


Figure 6.2.1.2
Existing with Project - Significant Impact Locations - Saturday: Post-Event Hour (4:30-5:30 PM)

Convention Center Modernization and Farmers Field Project

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Table 6.2.1.1 **Existing With Project - Intersection Level of Service** 1/3/2012

Saturday Day: Pre-Event Hour: (12:00-1:00 PM) & Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Saturday Day Pre-Event Hour (12:00-1:00 PM)						Saturday Day Post-Event Hour (4:30-5:30 PM)					
		Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact	Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
1	Georgia Street & Olympic Boulevard	0.389	A	0.440	A	0.051	No	0.350	A	0.629	B	0.279	No
2	Francisco Street & Olympic Boulevard	0.328	A	0.581	A	0.253	No	0.272	A	0.493	A	0.221	No
3	Figueroa Street & Olympic Boulevard	0.442	A	0.693	B	0.251	No	0.451	A	0.703	C	0.252	Yes
4	Flower Street & Olympic Boulevard	0.466	A	0.788	C	0.322	Yes	0.409	A	0.741	C	0.332	Yes
5	Grand Avenue & Olympic Boulevard	0.281	A	0.481	A	0.200	No	0.225	A	0.353	A	0.128	No
6	Olive Street & Olympic Boulevard	0.299	A	0.545	A	0.246	No	0.253	A	0.453	A	0.200	No
7	Hill Street & Olympic Boulevard	0.301	A	0.427	A	0.126	No	0.229	A	0.285	A	0.056	No
8	Broadway & Olympic Boulevard	0.359	A	0.381	A	0.022	No	0.297	A	0.297	A	0.000	No
9	Main Street & Olympic Boulevard	0.343	A	0.353	A	0.010	No	0.310	A	0.316	A	0.006	No
10	Los Angeles Street & Olympic Boulevard	0.337	A	0.337	A	0.000	No	0.210	A	0.210	A	0.000	No
11	Santee Street & Olympic Boulevard	0.312	A	0.312	A	0.000	No	0.205	A	0.219	A	0.014	No
12	Maple Avenue & Olympic Boulevard	0.367	A	0.367	A	0.000	No	0.245	A	0.261	A	0.016	No
13	Maple Avenue & 9th Street	0.422	A	0.422	A	0.000	No	0.281	A	0.296	A	0.015	No
14	San Pedro Street & 9th Street	0.467	A	0.488	A	0.021	No	0.270	A	0.300	A	0.030	No
15	LA Live Way & 11th Street	0.192	A	0.103	A	-0.089	No	0.222	A	0.643	B	0.421	No
16	Figueroa Street & 11th Street	0.264	A	0.252	A	-0.012	No	0.288	A	0.285	A	-0.003	No
17	Flower Street & 11th Street	0.139	A	0.105	A	-0.034	No	0.127	A	0.156	A	0.029	No
18	Grand Avenue & 11th Street	0.056	A	0.188	A	0.132	No	0.079	A	0.139	A	0.060	No
19	Olive Street & 11th Street	0.059	A	0.238	A	0.179	No	0.082	A	0.153	A	0.071	No
20	Figueroa Street & 12th Street	0.162	A	0.167	A	0.005	No	0.233	A	0.233	A	0.000	No
21	Flower Street & 12th Street	0.055	A	0.063	A	0.008	No	0.058	A	0.083	A	0.025	No
22	Grand Avenue & 12th Street	0.066	A	0.069	A	0.003	No	0.055	A	0.223	A	0.168	No
23	Olive Avenue & 12th Street	0.074	A	0.241	A	0.167	No	0.071	A	0.127	A	0.056	No
24	LA Live Way & Pico Boulevard	0.464	A	0.445	A	-0.019	No	0.452	A	0.324	A	-0.128	No
25	LA Live Way & Bond Street / I-10 & I-110 Off-Ramps	0.270	A	0.384	A	0.114	No	0.304	A	0.333	A	0.029	No
26	Figueroa Street & Pico Boulevard	0.314	A	0.422	A	0.108	No	0.437	A	0.504	A	0.067	No
27	Flower Street & Pico Boulevard	0.159	A	0.313	A	0.154	No	0.166	A	0.344	A	0.178	No
28	Grand Avenue & Pico Boulevard	0.135	A	0.219	A	0.084	No	0.109	A	0.438	A	0.329	No
29	Olive Street & Pico Boulevard	0.111	A	0.340	A	0.229	No	0.127	A	0.191	A	0.064	No
30	Hill Street & Pico Boulevard	0.200	A	0.522	A	0.322	No	0.129	A	0.617	B	0.488	No

Table 6.2.1.1 **Existing With Project - Intersection Level of Service** 1/3/2012

Saturday Day: Pre-Event Hour: (12:00-1:00 PM) & Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Saturday Day Pre-Event Hour (12:00-1:00 PM)						Saturday Day Post-Event Hour (4:30-5:30 PM)					
		Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact	Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
31	Broadway & Pico Boulevard	0.289	A	0.418	A	0.129	No	0.199	A	0.236	A	0.037	No
32	Main Street & Pico Boulevard	0.348	A	0.383	A	0.035	No	0.260	A	0.273	A	0.013	No
33	Blaine Street & Olympic Boulevard	0.472	A	0.720	C	0.248	Yes	0.440	A	0.702	C	0.262	Yes
34	Blaine Street & SR-110 SB Off-Ramp	0.205	A	0.625	B	0.420	No	0.196	A	0.288	A	0.092	No
35	Blaine Street & 11th Street	0.375	A	0.659	B	0.284	No	0.571	A	1.380	F	0.809	Yes
36	Convention Center Drive/Georgia Street & Venice Boulevard	0.095	A	0.185	A	0.090	No	0.129	A	0.221	A	0.092	No
37	Figueroa Street & Venice Boulevard	0.372	A	0.459	A	0.087	No	0.413	A	0.749	C	0.336	Yes
38	Flower Street & Venice Boulevard	0.155	A	0.206	A	0.051	No	0.183	A	0.628	B	0.445	No
39	Grand Avenue & Venice Boulevard	0.092	A	0.157	A	0.065	No	0.086	A	0.505	A	0.419	No
40	Olive Street & Venice Boulevard	0.078	A	0.259	A	0.181	No	0.078	A	0.577	A	0.499	No
41	Grand Avenue & 17th Street	0.223	A	0.287	A	0.064	No	0.228	A	0.535	A	0.307	No
42	Olive Street & 17th Street	0.263	A	0.787	C	0.524	Yes	0.239	A	0.431	A	0.192	No
43	Hill Street & 17th Street	0.317	A	0.883	D	0.566	Yes	0.203	A	0.928	E	0.725	Yes
44	Broadway & 17th Street	0.318	A	0.909	E	0.591	Yes	0.201	A	0.341	A	0.140	No
45	Main Street & 17th Street	0.295	A	0.837	D	0.542	Yes	0.243	A	0.323	A	0.080	No
46	Los Angeles Street & 17th Street	0.367	A	0.909	E	0.542	Yes	0.291	A	0.370	A	0.079	No
47	Flower Street & 18th Street	0.036	A	0.038	A	0.002	No	0.046	A	0.082	A	0.036	No
48	Grand Avenue & 18th Street	0.139	A	0.216	A	0.077	No	0.181	A	0.431	A	0.250	No
49	Olive Street & 18th Street	0.175	A	0.398	A	0.223	No	0.165	A	0.420	A	0.255	No
50	Hill Street & 18th Street	0.189	A	0.275	A	0.086	No	0.193	A	1.147	F	0.954	Yes
51	Broadway & 18th Street	0.289	A	0.328	A	0.039	No	0.251	A	0.934	E	0.683	Yes
52	Main Street & 18th Street	0.332	A	0.332	A	0.000	No	0.309	A	0.943	E	0.634	Yes
53	Los Angeles Street & 18th Street	0.367	A	0.367	A	0.000	No	0.405	A	1.674	F	1.269	Yes
54	Figueroa Street & Washington Boulevard	0.412	A	0.439	A	0.027	No	0.391	A	0.651	B	0.260	No
55	Flower Street & Washington Boulevard	0.214	A	0.217	A	0.003	No	0.167	A	0.430	A	0.263	No
56	Grand Avenue & Washington Boulevard	0.306	A	0.374	A	0.068	No	0.250	A	0.507	A	0.257	No
57	Olive Street & Washington Boulevard	0.208	A	0.384	A	0.176	No	0.144	A	0.355	A	0.211	No
58	Hill Street & Washington Boulevard	0.214	A	0.400	A	0.186	No	0.146	A	0.306	A	0.160	No
59	Broadway & Washington Boulevard	0.294	A	0.362	A	0.068	No	0.209	A	0.317	A	0.108	No
60	Main Street & Washington Boulevard	0.429	A	0.456	A	0.027	No	0.345	A	0.509	A	0.164	No

Table 6.2.1.1 **Existing With Project - Intersection Level of Service** 1/3/2012

Saturday Day: Pre-Event Hour: (12:00-1:00 PM) & Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Saturday Day Pre-Event Hour (12:00-1:00 PM)						Saturday Day Post-Event Hour (4:30-5:30 PM)					
		Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact	Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
61	Los Angeles Street & Washington Boulevard	0.211	A	0.238	A	0.027	No	0.189	A	0.309	A	0.120	No
62	San Pedro Street & Washington Boulevard	0.478	A	0.479	A	0.001	No	0.397	A	0.560	A	0.163	No
63	Figueroa Street & Adams Boulevard	0.742	C	0.752	C	0.010	No	0.713	C	0.763	C	0.050	Yes
64	Flower Street & Adams Boulevard	0.222	A	0.253	A	0.031	No	0.221	A	0.368	A	0.147	No
65	I-110 NB Off-Ramps & Adams Boulevard	0.478	A	0.789	C	0.311	Yes	0.468	A	0.513	A	0.045	No
66	Grand Avenue & Adams Boulevard	0.303	A	0.477	A	0.174	No	0.240	A	0.285	A	0.045	No
67	Hill Street & Adams Boulevard	0.299	A	0.658	B	0.359	No	0.223	A	0.226	A	0.003	No
68	Broadway & Adams Boulevard	0.293	A	0.370	A	0.077	No	0.231	A	0.236	A	0.005	No
69	Main Street & Adams Boulevard	0.424	A	0.424	A	0.000	No	0.333	A	0.333	A	0.000	No
70	Flower Street & Jefferson Boulevard	0.259	A	0.261	A	0.002	No	0.256	A	0.380	A	0.124	No
71	Figueroa Street & Exposition Boulevard	0.517	A	0.528	A	0.011	No	0.464	A	0.472	A	0.008	No
72	Flower Street & 37th Street	0.234	A	0.234	A	0.000	No	0.271	A	0.408	A	0.137	No
73	Hope Street & 37th Street	0.256	A	0.270	A	0.014	No	0.268	A	0.270	A	0.002	No
74	Hill Street & 37th Street	0.084	A	0.171	A	0.087	No	0.092	A	0.092	A	0.000	No
75	Broadway & 37th Street	0.109	A	0.108	A	-0.001	No	0.083	A	0.083	A	0.000	No
76	Figueroa Street & 39th Street	0.222	A	0.240	A	0.018	No	0.227	A	0.268	A	0.041	No
77	I-110 HOV Ramps & 39th Street	0.132	A	0.233	A	0.101	No	0.150	A	0.307	A	0.157	No
78	Figueroa Street & Martin Luther King Jr Boulevard	0.561	A	0.565	A	0.004	No	0.497	A	0.627	B	0.130	No
79	I-110 SB Ramps & Martin Luther King Jr Boulevard	0.667	B	0.671	B	0.004	No	0.602	B	0.759	C	0.157	Yes
80	I-110 NB Ramps & Martin Luther King Jr Boulevard	0.545	A	0.583	A	0.038	No	0.483	A	0.520	A	0.037	No
81	Georgia Street &9th Street	0.227	A	0.345	A	0.118	No	0.263	A	0.483	A	0.220	No
82	Francisco Street & 9th Street	0.159	A	0.338	A	0.179	No	0.145	A	0.494	A	0.349	No
83	Figueroa Street & 9th Street	0.295	A	0.405	A	0.110	No	0.301	A	0.408	A	0.107	No
84	Flower Street & 9th Street	0.367	A	0.409	A	0.042	No	0.226	A	0.300	A	0.074	No
85	Broadway & 9th Street	0.325	A	0.326	A	0.001	No	0.239	A	0.296	A	0.057	No
86	Bixel Street & 8th Street	0.377	A	0.377	A	0.000	No	0.323	A	0.477	A	0.154	No
87	Francisco Street & 8th Street	0.164	A	0.389	A	0.225	No	0.159	A	0.376	A	0.217	No
88	Figueroa Street & 8th Street	0.203	A	0.746	C	0.543	Yes	0.238	A	0.528	A	0.290	No
89	Flower Street & 8th Street	0.239	A	0.656	B	0.417	No	0.212	A	0.477	A	0.265	No

Table 6.2.1.1 **Existing With Project - Intersection Level of Service** 1/3/2012

Saturday Day: Pre-Event Hour: (12:00-1:00 PM) & Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Saturday Day Pre-Event Hour (12:00-1:00 PM)						Saturday Day Post-Event Hour (4:30-5:30 PM)					
		Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact	Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
90	Hill Street & 8th Street	0.320	A	0.387	A	0.067	No	0.238	A	0.243	A	0.005	No
91	Broadway & 8th Street	0.310	A	0.340	A	0.030	No	0.236	A	0.236	A	0.000	No
92	Bixel Street & Wilshire Boulevard	0.289	A	0.345	A	0.056	No	0.297	A	0.297	A	0.000	No
93	Figueroa Street & Wilshire Boulevard	0.260	A	0.290	A	0.030	No	0.364	A	0.711	C	0.347	Yes
94	Lucas Avenue & 6th Street	0.266	A	0.494	A	0.228	No	0.264	A	0.278	A	0.014	No
95	Bixel Street & 6th Street	0.273	A	0.351	A	0.078	No	0.233	A	0.250	A	0.017	No
96	Figueroa Street & 6th Street	0.197	A	0.333	A	0.136	No	0.249	A	0.413	A	0.164	No
97	Flower Street & 6th Street	0.149	A	0.342	A	0.193	No	0.156	A	0.197	A	0.041	No
98	Grand Avenue & 6th Street	0.173	A	0.267	A	0.094	No	0.138	A	0.209	A	0.071	No
99	Hill Street & 6th Street	0.293	A	0.303	A	0.010	No	0.261	A	0.423	A	0.162	No
100	Spring Street & 6th Street	0.139	A	0.161	A	0.022	No	0.137	A	0.184	A	0.047	No
101	Main Street & 6th Street	0.173	A	0.173	A	0.000	No	0.183	A	0.408	A	0.225	No
102	Figueroa Street & 5th Street	0.163	A	0.209	A	0.046	No	0.201	A	0.454	A	0.253	No
103	Grand Avenue & 5th Street	0.153	A	0.239	A	0.086	No	0.176	A	0.229	A	0.053	No
104	Olive Street & 5th Street	0.284	A	0.325	A	0.041	No	0.302	A	0.449	A	0.147	No
105	Hill Street & 5th Street	0.222	A	0.313	A	0.091	No	0.221	A	0.337	A	0.116	No
106	Spring Street & 5th Street	0.124	A	0.207	A	0.083	No	0.128	A	0.128	A	0.000	No
107	Main Street & 5th Street	0.156	A	0.156	A	0.000	No	0.149	A	0.213	A	0.064	No
108	Figueroa Street & 2nd Street	0.315	A	0.319	A	0.004	No	0.286	A	0.492	A	0.206	No
109	Beaudry Street & 1st Street	0.124	A	0.125	A	0.001	No	0.163	A	0.165	A	0.002	No
110	Hope Street & 1st Street	0.156	A	0.302	A	0.146	No	0.203	A	0.569	A	0.366	No
111	Grand Avenue & 1st Street	0.185	A	0.315	A	0.130	No	0.308	A	0.725	C	0.417	Yes
112	Olive Street & 1st Street	0.109	A	0.109	A	0.000	No	0.102	A	0.220	A	0.118	No
113	Hill Street & 1st Street	0.184	A	0.260	A	0.076	No	0.336	A	0.515	A	0.179	No
114	Spring Street & 1st Street	0.106	A	0.157	A	0.051	No	0.130	A	0.131	A	0.001	No
115	Main Street & 1st Street	0.130	A	0.130	A	0.000	No	0.142	A	0.246	A	0.104	No
116	Hope Street & Temple Street	0.232	A	0.310	A	0.078	No	0.291	A	0.456	A	0.165	No
117	Main Street & Aliso Street	0.129	A	0.129	A	0.000	No	0.172	A	0.461	A	0.289	No
118	Los Angeles Street & Aliso Street / US-101 SB On-Ramps	0.211	A	0.211	A	0.000	No	0.217	A	0.290	A	0.073	No
119	Grand Avenue & US-101 NB Ramps	0.281	A	0.296	A	0.015	No	0.345	A	0.792	C	0.447	Yes

Table 6.2.1.1 **Existing With Project - Intersection Level of Service** 1/3/2012

Saturday Day: Pre-Event Hour: (12:00-1:00 PM) & Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Saturday Day Pre-Event Hour (12:00-1:00 PM)						Saturday Day Post-Event Hour (4:30-5:30 PM)					
		Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact	Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
120	Beaudry Avenue & Sunset Boulevard	0.725	C	0.725	C	0.000	No	0.523	A	0.523	A	0.000	No
121	Figueroa Street & Cesar Chavez Avenue	0.497	A	0.497	A	0.000	No	0.479	A	0.479	A	0.000	No
122	Grand Avenue & Cesar Chavez Avenue	0.420	A	0.420	A	0.000	No	0.480	A	0.484	A	0.004	No
123	Spring Street & Cesar Chavez Avenue	0.383	A	0.445	A	0.062	No	0.371	A	0.371	A	0.000	No
124	Main Street & Cesar Chavez Avenue	0.444	A	0.444	A	0.000	No	0.505	A	0.505	A	0.000	No
125	Alameda Street & Cesar Chavez Avenue	0.574	A	0.574	A	0.000	No	0.582	A	0.582	A	0.000	No
126	Main Street & Alpine Street	0.171	A	0.187	A	0.016	No	0.137	A	0.162	A	0.025	No
127	Alameda Street & Alpine Street	0.120	A	0.129	A	0.009	No	0.092	A	0.108	A	0.016	No
128	Hill Street & Alpine Street	0.384	A	0.486	A	0.102	No	0.311	A	0.455	A	0.144	No
129	Hill Street & College Street	0.433	A	0.535	A	0.102	No	0.400	A	0.561	A	0.161	No
130	Sunset Boulevard & Elysian Park Avenue	0.677	B	0.677	B	0.000	No	0.597	A	0.612	B	0.015	No
131	Glendale Boulevard & Bellevue Avenue	0.388	A	0.442	A	0.054	No	0.356	A	0.536	A	0.180	No
132	Glendale Boulevard & Temple Street	0.570	A	0.625	B	0.055	No	0.583	A	0.783	C	0.200	Yes
133	Alvarado Street & US-101 WB Ramps	0.517	A	0.518	A	0.001	No	0.505	A	0.570	A	0.065	No
134	Alvarado Street & US-101 EB Ramps	0.462	A	0.494	A	0.032	No	0.474	A	0.499	A	0.025	No
135	Alvarado Street & Beverly Boulevard	0.426	A	0.445	A	0.019	No	0.437	A	0.437	A	0.000	No
136	Vermont Avenue & 6th Street	0.533	A	0.543	A	0.010	No	0.629	B	0.643	B	0.014	No
137	Alvarado Street & 6th Street	0.436	A	0.451	A	0.015	No	0.438	A	0.467	A	0.029	No
138	Western Avenue & Wilshire Boulevard	0.603	B	0.625	B	0.022	No	0.696	B	0.698	B	0.002	No
139	Normandie Avenue & Wilshire Boulevard	0.555	A	0.569	A	0.014	No	0.462	A	0.463	A	0.001	No
140	Vermont Avenue & Wilshire Boulevard	0.603	B	0.618	B	0.015	No	0.613	B	0.629	B	0.016	No
141	Alvarado Street & Wilshire Boulevard	0.411	A	0.411	A	0.000	No	0.419	A	0.468	A	0.049	No
142	Vermont Avenue & 8th Street	0.519	A	0.529	A	0.010	No	0.511	A	0.516	A	0.005	No
143	Alvarado Street & 8th Street	0.372	A	0.394	A	0.022	No	0.342	A	0.392	A	0.050	No
144	Western Avenue & Olympic Boulevard	0.507	A	0.549	A	0.042	No	0.519	A	0.594	A	0.075	No
145	Normandie Avenue & Olympic Boulevard	0.511	A	0.556	A	0.045	No	0.505	A	0.570	A	0.065	No
146	Vermont Avenue & Olympic Boulevard	0.874	D	0.957	E	0.083	Yes	0.640	B	0.715	C	0.075	Yes
147	Alvarado Street & Olympic Boulevard	0.617	B	0.735	C	0.118	Yes	0.581	A	0.685	B	0.104	No
148	Union Avenue & Olympic Boulevard	0.553	A	0.699	B	0.146	No	0.507	A	0.587	A	0.080	No
149	Western Avenue & Pico Boulevard	0.595	A	0.611	B	0.016	No	0.621	B	0.628	B	0.007	No

Table 6.2.1.1 **Existing With Project - Intersection Level of Service** 1/3/2012

Saturday Day: Pre-Event Hour: (12:00-1:00 PM) & Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Saturday Day Pre-Event Hour (12:00-1:00 PM)						Saturday Day Post-Event Hour (4:30-5:30 PM)					
		Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact	Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
150	Normandie Avenue & Pico Boulevard	0.532	A	0.545	A	0.013	No	0.549	A	0.552	A	0.003	No
151	Vermont Avenue & Pico Boulevard	0.599	A	0.642	B	0.043	No	0.540	A	0.579	A	0.039	No
152	Alvarado Street & Pico Boulevard	0.612	B	0.875	D	0.263	Yes	0.640	B	0.867	D	0.227	Yes
153	Union Avenue & Pico Boulevard	0.597	A	0.593	A	-0.004	No	0.563	A	0.726	C	0.163	Yes
154	Alvarado Street & Hoover Street	0.319	A	0.316	A	-0.003	No	0.328	A	0.437	A	0.109	No
155	Western Avenue & Venice Boulevard	0.487	A	0.511	A	0.024	No	0.529	A	0.547	A	0.018	No
156	Normandie Avenue & Venice Boulevard	0.457	A	0.485	A	0.028	No	0.469	A	0.527	A	0.058	No
157	Vermont Avenue & Venice Boulevard	0.543	A	0.621	B	0.078	No	0.593	A	0.625	B	0.032	No
158	Hoover Street & Venice Boulevard	0.579	A	0.632	B	0.053	No	0.591	A	0.765	C	0.174	Yes
159	Western Avenue & Washington Boulevard	0.598	A	0.624	B	0.026	No	0.651	B	0.668	B	0.017	No
160	Normandie Avenue & Washington Boulevard	0.557	A	0.587	A	0.030	No	0.556	A	0.562	A	0.006	No
161	Vermont Avenue & Washington Boulevard	0.663	B	0.760	C	0.097	Yes	0.679	B	0.688	B	0.009	No
162	Hoover Street & Washington Boulevard	0.539	A	0.612	B	0.073	No	0.605	B	0.748	C	0.143	Yes
163	I-10 WB Ramps & 20th Street	0.565	A	0.577	A	0.012	No	0.531	A	0.749	C	0.218	Yes
164	Vermont Avenue & I-10 EB Ramps	0.745	C	0.828	D	0.083	Yes	0.688	B	0.688	B	0.000	No
165	Hoover Street & I-10 EB Ramps	0.636	B	0.756	C	0.120	Yes	0.570	A	0.570	A	0.000	No
166	Hill Street & 16th Street	0.221	A	0.648	B	0.427	No	0.152	A	1.010	F	0.858	Yes
167	Broadway & 16th Street	0.240	A	0.440	A	0.200	No	0.151	A	0.375	A	0.224	No
168	Main Street & 16th Street	0.265	A	0.389	A	0.124	No	0.137	A	0.296	A	0.159	No
169	Los Angeles Street & 16th Street	0.252	A	0.433	A	0.181	No	0.137	A	0.267	A	0.130	No
170	San Pedro Street & 16th Street	0.705	C	0.837	D	0.132	Yes	0.417	A	0.716	C	0.299	Yes
171	Central Avenue & 16th Street	0.555	A	0.567	A	0.012	No	0.386	A	0.424	A	0.038	No
172	Central Avenue & Washington Boulevard	0.527	A	0.553	A	0.026	No	0.341	A	0.506	A	0.165	No
173	Wilton Place & Wilshire Boulevard	0.515	A	0.519	A	0.004	No	0.600	A	0.611	B	0.011	No
174	Arlington Avenue & Olympic Boulevard	0.401	A	0.436	A	0.035	No	0.471	A	0.503	A	0.032	No
175	Arlington Avenue & Pico Boulevard	0.390	A	0.390	A	0.000	No	0.452	A	0.467	A	0.015	No
176	Arlington Avenue & Venice Boulevard	0.454	A	0.482	A	0.028	No	0.700	B	0.754	C	0.054	Yes
177	Arlington Avenue & Washington Boulevard	0.519	A	0.555	A	0.036	No	0.561	A	0.564	A	0.003	No

Table 6.2.1.1 **Existing With Project - Intersection Level of Service** 10/7/2011

Saturday Day: Pre-Event Hour: (12:00-1:00 PM) & Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

Total # of Impacted Intersections		16			25
# of Impacted Intersections with FWP LOS C	50%	8		68%	17
# of Impacted Intersections with FWP LOS D	31%	5		4%	1
# of Impacted Intersections with FWP LOS E	19%	3		12%	3
# of Impacted Intersections with FWP LOS F	0%	0		16%	4

51.	Broadway & 18th Street	(LOS E)
52.	Main Street & 18th Street	(LOS E)
35.	Blaine Street & 11th Street	(LOS F)
50.	Hill Street & 18th Street	(LOS F)
53.	Los Angeles Street & 18th Street	(LOS F)
166.	Hill Street & 16th Street	(LOS F)

Eighteen of the twenty-five impacted intersections would operate at LOS D or better with the Proposed Project. Three of the impacted intersections would operate at LOS E with the Proposed Project. Four of the impacted intersections would operate at LOS F with the Proposed Project. Four of the impacted intersections, including virtually all of the LOS F intersections, would be located along the I-10 corridor on the south end of downtown between Figueroa Street and San Pedro Street, primarily with outbound traffic accessing the I-10 eastbound freeway. Ten of the impacted intersections would be in the downtown area, and the remaining eleven intersections would be on arterials serving the downtown area, with the majority of these intersections operating at LOS D or better.

6.2.2 Transit System Analysis

Saturday Pre-Event Hour (12:00 – 1:00pm)

The transit system analysis for the Saturday Pre-Event Hour is summarized in Table 6.2.2.1. As was discussed for Sunday Events, the transit system operates reduced schedules at weekends, so system capacity is lower than on weekdays. Overall, the transit system serving the Proposed Project site has a passenger capacity of 17,826 riders in the Saturday Pre-Event Hour (slightly higher than for a Sunday Pre-Event Hour). The total ridership in the Saturday Pre-Event Hour including 5,400 trips from the Proposed Project would be 16,332 riders, so overall there would be sufficient capacity to accommodate the Proposed Project. However the policy load factors (capacities) would be slightly exceeded on one rail transit line and the Silver Line, and for local buses as shown below, which would constitute significant impacts:

Line	Additional Rail Cars/Buses Needed to Meet Load Factor
Metro Blue Line	4
Metro Silver Line (South)	2
Local Bus	3

These would occur because of the reduced transit schedules at weekends, when additional capacity could be provided during the Saturday Pre-Event Hour. These impacts could be

Table 6.2.2.1 Existing With Project - Transit Analysis - Saturday Day: Pre-Event Hour (12:00 - 1:00pm) 11/3/2011

Line	Policy Load Factor [1]	Dir.[2]	Existing (2011)[3]				Existing With Project (2011)			
			Max Load	Total Capacity [4]	Load Factor	Available Capacity	Project Trips	Max Load	Load Factor	Available Capacity
Red	2.30	EB	1,311	2,540	1.21	1,229	1,188	2,499	2.31	41
Purple	2.30	EB	378	1,270	0.70	892	216	594	1.10	676
Red/Purple	2.30	WB	1,738	3,810	1.07	2,072	810	2,548	1.57	1,262
Blue	1.75	NB	1,080	1,995	0.96	915	1,296	2,376	2.11	-381
Green (East)	1.75	WB	234	1,064	0.39	830	432	666	1.11	398
Green (West)	1.75	EB	387	1,064	0.65	677	270	657	1.10	407
Gold (Pasadena)	1.75	SB	477	1,330	0.64	853	216	693	0.92	637
Gold (East LA)	1.75	NB	241	1,330	0.32	1,089	270	511	0.68	819
Metrolink	1.00	WB	324	681	0.48	357	324	648	0.95	33
Silver Line (Artesia T.C.)	1.30	NB	14	60	0.30	46	108	122	2.65	-62
Silver Line (El Monte)	1.30	SB	46	180	0.33	134	108	154	1.12	26
Metro Bus										
Rapid	1.30	N/E	963	1,708	0.73	745	724	1,687	1.28	21
Express	1.30	N/E	135	364	0.48	229	162	297	1.06	67
Local	1.30	N/E	5,267	5,899	1.16	632	788	6,055	1.33	-156
Rail Subtotal [5]	-		4,507	9,615	1.03	5,108	3,510	8,017	1.84	1,598
Grand Total	-		10,932	17,826	1.02	6,894	5,400	16,332	1.53	1,494

1. Source: Los Angeles County Transportation Authority (Metro), 2011; Southern California Regional Rail Authority (Metrolink), 2011
2. Direction of travel (NB/EB during Pre-Event Hours; SB/WB during Post-Event Hours) - Silver/Green/Gold Lines include both directions for all time periods
3. Metro Bus ridership data for March 2011, Metro Rail ridership data for 2010-2011; Metrolink ridership data for May 2011
4. Existing capacity from Metro and Metrolink service schedules and vehicle capacities from Table 5.1.2.1
5. Rail Subtotal includes Red, Purple, Red/Purple, and Blue Lines. Totals for other lines (Green-East, Green-West, Gold-Pasadena, Gold-East LA, and Metrolink) included in numbers for Red, Purple, and Blue Lines due to transfers.

Table 6.2.2.1a Existing Service Characteristics
Saturday Day: Pre-Event Hour (12:00 - 1:00pm)

Line	Dir.	Frequency (minutes)	Buses/Trains per Hour	Train Length - # of Cars	Total Cars/Buses
Red	EB	12	5	4	20
Purple	EB	12	5	2	10
Red/Purple	WB	6	10	4/2	30
Blue	NB	12	5	3	15
Green (East)	WB	15	4	2	8
Green (West)	EB	15	4	2	8
Gold (Pasadena)	SB	12	5	2	10
Gold (ELA)	NB	12	5	2	10
Metrolink	WB	60	1	5	5
Silver Line (Artesia T.C.)	NB	30	3	N/A	3
Silver Line (El Monte)	SB	20	3	N/A	3
Metro Bus					
Rapid	N/E	-	26	N/A	26
Express	N/E	-	7	N/A	7
Local	N/E	-	110	N/A	110

Table 6.2.2.1b Additional Service Needed with Project
Saturday Day: Pre-Event Hour (12:00 - 1:00pm)

Line	Dir.	Available Capacity with Project	Additional Cars/ Buses Needed
Red	EB	41	-
Purple	EB	676	-
Red/Purple	WB	1,262	-
Blue	NB	-381	4
Green (East)	WB	398	-
Green (West)	EB	407	-
Gold (Pasadena)	SB	637	-
Gold (ELA)	NB	819	-
Metrolink	WB	33	-
Silver Line (Artesia T.C.)	NB	-62	2
Silver Line (El Monte)	SB	26	-
Metro Bus			
Rapid	N/E	21	-
Express	N/E	67	-
Local	N/E	-156	3

Table 6.2.2.2 Existing With Project - Transit Analysis - Saturday Day: Post-Event Hour (4:30 - 5:30pm) 11/3/2011

Line	Policy Load Factor [1]	Dir.[2]	Existing (2011)[3]				Existing With Project (2011)			
			Max Load	Total Capacity [4]	Load Factor	Available Capacity	Project Trips	Max Load	Load Factor	Available Capacity
Red	2.30	WB	1,165	2,540	1.08	1,375	1,861	3,026	2.80	-486
Purple	2.30	WB	413	1,270	0.76	857	338	751	1.39	519
Red/Purple	2.30	EB	1,917	3,810	1.18	1,893	1,269	3,186	1.97	624
Blue	1.75	SB	1,036	1,995	0.92	959	2,030	3,066	2.73	-1,071
Green (East)	1.75	EB	313	1,064	0.52	751	677	990	1.65	74
Green (West)	1.75	WB	384	1,064	0.64	680	423	807	1.35	257
Gold (Pasadena)	1.75	NB	480	1,330	0.64	850	338	818	1.09	512
Gold (East LA)	1.75	SB	250	1,330	0.33	1,080	423	673	0.90	657
Metrolink	1.00	EB	290	681	0.43	391	508	798	1.17	-117
Silver Line (Artesia T.C.)	1.30	SB	19	60	0.41	41	169	188	4.09	-128
Silver Line (El Monte)	1.30	NB	85	180	0.62	95	169	254	1.84	-74
Metro Bus										
Rapid	1.30	S/W	902	1,708	0.69	806	1,134	2,036	1.55	-328
Express	1.30	S/W	139	416	0.43	277	254	393	1.23	23
Local	1.30	S/W	3,234	5,964	0.71	2,730	1,235	4,469	0.97	1,495
Rail Subtotal [5]	-		4,531	9,615	1.04	5,084	5,499	10,030	2.30	-415
Grand Total	-		8,910	17,943	0.83	9,033	8,460	17,370	1.61	573

1. Source: Los Angeles County Transportation Authority (Metro), 2011; Southern California Regional Rail Authority (Metrolink), 2011
2. Direction of travel (NB/EB during Pre-Event Hours; SB/WB during Post-Event Hours) - Silver/Green/Gold Lines include both directions for all time periods
3. Metro Bus ridership data for March 2011, Metro Rail ridership data for 2010-2011; Metrolink ridership data for May 2011
4. Existing capacity from Metro and Metrolink service schedules and vehicle capacities from Table 5.1.2.1
5. Rail Subtotal includes Red, Purple, Red/Purple, and Blue Lines. Totals for other lines (Green-East, Green-West, Gold-Pasadena, Gold-East LA, and Metrolink) included in numbers for Red, Purple, and Blue Lines due to transfers.

Table 6.2.2.2a Existing Service Characteristics
Saturday Day: Post-Event Hour (4:30 - 5:30pm)

Line	Dir.	Frequency (minutes)	Buses/Trains per Hour	Train Length - # of Cars	Total Cars/Buses
Red	WB	12	5	4	20
Purple	WB	12	5	2	10
Red/Purple	EB	6	10	4/2	30
Blue	SB	12	5	3	15
Green (East)	EB	15	4	2	8
Green (West)	WB	15	4	2	8
Gold (Pasadena)	NB	12	5	2	10
Gold (ELA)	SB	12	5	2	10
Metrolink	EB	60	1	5	5
Silver Line (Artesia T.C.)	SB	30	1	N/A	1
Silver Line (El Monte)	NB	20	3	N/A	3
Metro Bus					
Rapid	S/W	-	26	N/A	26
Express	S/W	-	8	N/A	8
Local	S/W	-	111	N/A	111

Table 6.2.2.2b Additional Service Needed with Project
Saturday Day: Post-Event Hour (4:30 - 5:30pm)

Line	Dir.	Available Capacity with Project	Additional Cars/ Buses Needed
Red	WB	-486	5
Purple	WB	519	-
Red/Purple	EB	624	-
Blue	SB	-1,071	9
Green (East)	EB	74	-
Green (West)	WB	257	-
Gold (Pasadena)	NB	512	-
Gold (ELA)	SB	657	-
Metrolink	EB	-117	1
Silver Line (Artesia T.C.)	SB	-128	2-3
Silver Line (El Monte)	NB	-74	1-2
Metro Bus			
Rapid	S/W	-328	6
Express	S/W	23	-
Local	S/W	1,495	-

eliminated by relatively small increases in transit service, as detailed in Chapter 10 – Project Mitigation.

Saturday Post Event Hour (4:30 – 5:30pm)

The transit system analysis for the Saturday Post-Event Hour is summarized in Table 6.2.2.2. Overall, the transit system serving the Proposed Project site has a person-carrying capacity of 17,943 riders in the Saturday Post-Event Hour (slightly higher than for a Sunday Post-Event Hour). The total ridership in the Saturday Post-Event Hour including 8,460 trips from the Proposed Project would be 17,370 riders, so overall there would be sufficient capacity to accommodate the Proposed Project. However the policy load factors (capacities) would be exceeded on two rail transit lines, the Silver Line, the Metrolink lines, and for Rapid Buses as shown below, which would constitute significant impacts:

Line	Additional Rail Cars/Buses Needed to Meet Load Factor
Metro Red Line	5
Metro Blue Line	9
Metrolink	1
Metro Silver Line (South)	3
Metro Silver Line (North)	2
Rapid Bus	6

These would occur because of the reduced transit schedules at weekends, when additional capacity could be provided during the Saturday Post-Event Hour, and these impacts could be eliminated by relatively small increases in transit service, as detailed in Chapter 10 – Project Mitigation.

6.2.3 Parking

Saturday Day Event

For a Saturday Day Event, the estimated parking demand for the Proposed Project would be a total of 24,727 spaces, comprising 20,964 for the Event Center and 3,763 for the Convention Center[1]. This demand would utilize the 6,670 on-site spaces, and 18,057 spaces in the off-site parking supply. This off-site parking demand would be readily accommodated by the off-site supply in downtown.

[1] Based on existing Saturday parking demand of 3,763 spaces for the 90th percentile event.

This is demonstrated by an analysis of parking demand and supply, not only for the Proposed Project but also for the STAPLES Center and LA LIVE, which is summarized in Table 6.2.3.1, for the same time period as a Saturday Day Event at the Event Center. Table 6.2.3.1 shows the total parking demand for these uses during a Saturday Day Event to be 26,656 spaces[1]. Note that the parking demand for STAPLES Center would be zero, due to the stated policy of not scheduling a STAPLES Center event at the same time as a major ticketed event at the Event Center.

Table 6.2.3.1 shows this overall demand for 26,656 spaces would utilize the 6,670 on-site parking space supply and 19,986 off-site parking spaces. Table 6.2.3.1 also shows there would be 36,540 off-site parking spaces available[2] which would be considerably more than necessary to satisfy the demand. It is therefore concluded that there would be no significant parking impacts for a Saturday Day Event, as the parking demand would not exceed the available parking supply.

6.2.4 Pedestrian Circulation

Pedestrian circulation conditions for a Saturday Day Event would be essentially the same as described in Section 6.1.4 for a Sunday Day Event. Attendance levels at the Event Center would be the same (72,000) for both weekend days. Background pedestrian volumes would also be very similar, and the slightly higher volumes observed for a Saturday were used for a conservative worst case weekend analysis, as described in Section 6.1.4, to address both Sunday and Saturday Day Event scenarios.

6.2.5 Freeways

Freeway Segments

Freeway Segment Impact Analysis

The freeway segment analysis is summarized in Tables 6.2.5.1 and 6.2.5.2. Levels of service and D/C ratios for Existing Conditions and Existing With Project Conditions are shown in Tables 6.2.5.1 for the Saturday Day Pre-Event hour and 6.2.5.2 for the Saturday Day Post-Event hour. The locations for freeway segment level of service analysis are shown in Figure 6.2.5.1

[1] Includes parking demand of 1,929 spaces for LA LIVE based on analysis for LASED EIR & Specific Plan, 2000, and LASED Specific Plan Amendment, 2010.

[2] As shown in Table 6.2.3.1 this would be comprised of 33,022 unoccupied parking spaces in the off-site area (excluding LA LIVE), as determined by the parking occupancy surveys described in Chapter 2, and shown in Table A.2.8.2 in Appendix 2, and the 3,518 space supply at LA LIVE.

Table 6.2.3.1 Existing With Project - Parking Demand and Supply Summary Saturday Event

11/1/11

Facility	Parking Demand	Parking Demand Allocations				
		On-Site Supply	Off-Site Supply			Total Supply
			LA LIVE Supply	Other Downtown Supply	Total Off-Site Supply	
Proposed Project	24,727 [1]	6,670 [2]	1,000 [3]	17,057	18,057	24,727
LA LIVE	1,929 [4]	0	1,929	0	1,929	1,929
STAPLES Center	0	0	0	0	0	0
Total Demand	26,656	6,670	2,929	17,057	19,986	26,656
Total Available Supply		6,670	3,518 [5]	33,022 [6]	36,540	43,210
Total Surplus						16,554

[1] Comprises 19,560 spaces for Event Center attendees, 1,404 spaces for Event Center employees, and 3,763 spaces for Convention Center based on existing Saturday parking demand of 3,763 spaces for 90th percentile event.

[2] From Table 4-1, Chapter 4.

[3] See Chapter 4.

[4] From analysis for LASED EIR & Specific Plan, 2000, and LASED Specific Plan Amendment, 2010.

[5] From Table 4.5.1, Chapter 4.

[6] Unoccupied parking spaces in the off-site area of the Primary Parking Area (excluding LA LIVE), from Table A.2.8.2 in Appendix 2.

Saturday Day: Pre-Event Hour (12:00 – 1:00pm)

Existing Conditions

As shown in Table 6.2.5.1, nineteen locations currently operate at LOS D or better. One mainline location (US-101 South of Vermont Avenue) operates at LOS E.

Existing With Project Conditions

With the Proposed Project, a total of thirteen freeway segments would operate at LOS D or better, two locations would operate at LOS E, and five locations would operate at LOS F(0).

As shown in Table 6.2.5.1, the Proposed Project would result in a significant traffic impact at three freeway mainline locations and two freeway HOV locations in the Saturday Day Pre-Event hour. These locations are as follows (with the resultant D/C ratio in parentheses):

3b.	I-110 North of Martin Luther King Jr. Blvd (HOV) (NB)	(1.002)	F(0)
7.	US-101 North of Vignes Street (NB)	(1.017)	F(0)
8.	US-101 at Glendale Boulevard (SB)	(1.045)	F(0)
14.	US-101 South of Vermont Avenue (SB)	(1.130)	F(0)
12b.	I-110 at Slauson Avenue (HOV) (NB)	(1.224)	F(1)

Three of the LOS F locations would have a D/C ratio of less than 1.10. One location would have a D/C ratio between 1.10 and 1.20 and one location would have a D/C ratio greater than 1.20.

Saturday Day: Post-Event Hour (4:30 – 5:30pm)

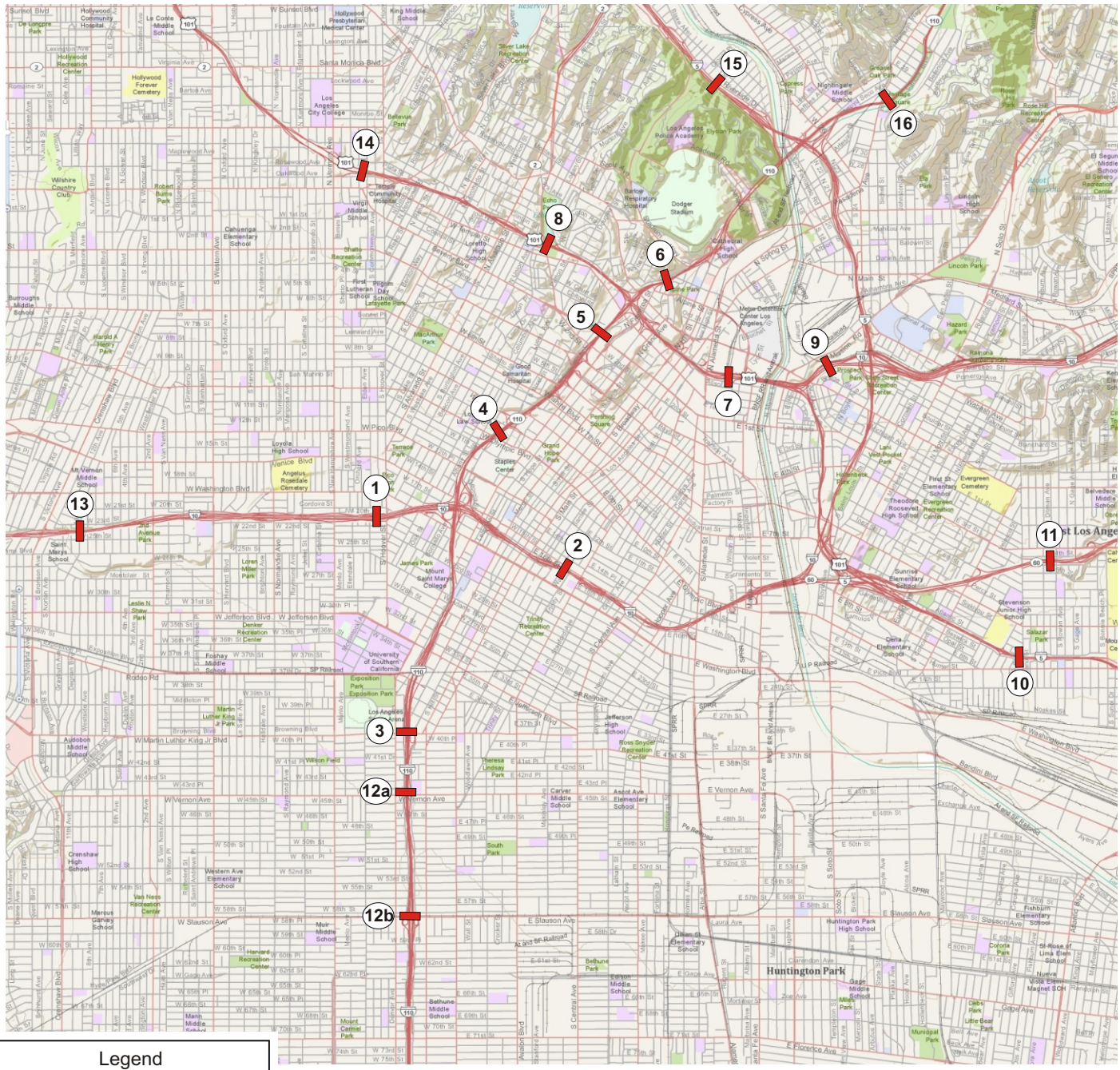
Existing Conditions

Nineteen of the freeway locations currently operate at LOS D or better in the Saturday Day Post-Event Hour, as shown in Table 6.2.5.2. One mainline location (I-110 between James Wood Boulevard and Olympic Boulevard) operates at LOS E.

Existing With Project Conditions

Under Existing With Project conditions, seven of the freeway segments would operate at LOS D or better, one would operate at LOS E, and thirteen would operate at LOS F(0).

As shown in Table 6.2.5.2, the Proposed Project would result in a significant traffic impact at ten freeway mainline and two freeway HOV locations in the Saturday Day Post-Event hour. These locations are as follows (with the direction and resultant D/C ratio in parentheses):



Legend

X — Freeway Analysis Locations

N

Not to Scale
11/02/11

Figure 6.2.5.1
Freeway Segment Analysis Locations

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions

Table 6.2.5.1 Existing With Project - Freeway Segment Level of Service
Saturday Day: Pre-Event Hour: (12:00 - 1:00 PM)

1/13/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Existing With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
1	I-10 West of Vermont (Total)	EB	4 G + 2 C-D	12,000	10,628	0.886	D	1,071	11,699	0.975	E	0.089	No
		WB	4 G + 2 C-D	12,000	11,583	0.965	E	0	11,583	0.965	E	0.000	No
2	I - 10 East of San Pedro Street	EB	5 G	10,000	6,645	0.665	C	0	6,645	0.665	C	0.000	No
		WB	5 G	10,000	5,995	0.600	C	2,387	8,382	0.838	D	0.239	No
3a	I - 110 South of Martin Luther King Jr. Boulevard (Mainline)	NB	5 G	10,000	5,440	0.544	B	584	6,024	0.602	C	0.058	No
		SB	5 G	10,000	7,234	0.723	C	0	7,234	0.723	C	0.000	No
3b	I - 110 North of Martin Luther King Jr. Boulevard (HOV)	NB	1 HOV	1,650	712	0.432	B	941	1,653	1.002	F(0)	0.570	Yes
		SB	2 HOV	3,300	1,805	0.547	B	0	1,805	0.547	B	0.000	No
4	SR-110 between James Wood Boulevard and Olympic Boulevard	NB	3G + 2 C-D	10,000	7,258	0.726	C	597	7,855	0.786	D	0.060	No
		SB	5 G	10,000	8,031	0.803	D	877	8,908	0.891	D	0.088	No
5	SR-110 South of US-101	NB	3 G + 2 C	10,000	6,465	0.647	C	0	6,465	0.647	C	0.000	No
		SB	3 G + 3 C	12,000	9,038	0.753	C	2,061	11,099	0.925	D	0.172	No
6	SR-110 North of Alpine Street	NB	3 G	6,000	4,785	0.798	D	0	4,785	0.798	D	0.000	No
		SB	3 G	6,000	4,965	0.828	D	675	5,640	0.940	E	0.113	No
7	US-101 North of Vignes Street	NB	4 G	8,000	6,996	0.875	D	1,139	8,135	1.017	F(0)	0.142	Yes
		SB	4 G	8,000	5,083	0.635	C	0	5,083	0.635	C	0.000	No

Table 6.2.5.1 Existing With Project - Freeway Segment Level of Service
Saturday Day: Pre-Event Hour: (12:00 - 1:00 PM)

1/13/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Existing With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
8	US-101 at Glendale Boulevard	NB	4 G	8,000	6,741	0.843	D	0	6,741	0.843	D	0.000	No
		SB	4 G	8,000	7,176	0.897	D	1,184	8,360	1.045	F(0)	0.148	Yes
9a	I-10 at Echandia Street b/w US 101 and I-5 (Mainline)	EB	3 G	6,000	2,519	0.420	B	0	2,519	0.420	B	0.000	No
		WB	3 G	6,000	2,170	0.362	B	399	2,569	0.428	B	0.066	No
9b	I-10 at Echandia Street b/w US 101 and I-5 (HOV)	EB	1 HOV	1,650	128	0.078	A	0	128	0.078	A	0.000	No
		WB	1 HOV	1,650	382	0.232	A	741	1,123	0.680	C	0.449	No
10	I-5 at Calzona Street west of Indiana Street	NB	5 G	10,000	7,365	0.737	C	1,660	9,025	0.902	D	0.166	No
		SB	5 G	10,000	8,654	0.865	D	0	8,654	0.865	D	0.000	No
11	SR-60 East of Indiana Street	EB	5 G	10,000	6,363	0.636	C	0	6,363	0.636	C	0.000	No
		WB	5 G	10,000	8,221	0.822	D	727	8,948	0.895	D	0.073	No
12a	I-110 at Vernon Avenue (Mainline)	NB	4 G	8,000	5,594	0.699	C	584	6,178	0.772	D	0.073	No
		SB	4 G	8,000	6,922	0.865	D	0	6,922	0.865	D	0.000	No
12b	I-110 at Slauson Avenue (HOV)	NB	2 HOV	3,300	2,954	0.895	D	1,085	4,039	1.224	F(0)	0.329	Yes
		SB	2 HOV	3,300	1,822	0.552	C	0	1,822	0.552	C	0.000	No
13	I-10 East of Crenshaw Boulevard	EB	5 G	10,000	8,100	0.810	D	1,071	9,171	0.917	D	0.107	No
		WB	5 G	10,000	7,508	0.751	C	0	7,508	0.751	C	0.000	No
14	US-101 South of Vermont Avenue	NB	4 G	8,000	6,099	0.762	C	0	6,099	0.762	C	0.000	No
		SB	4 G	8,000	7,568	0.946	E	1,473	9,041	1.130	F(0)	0.184	Yes

Table 6.2.5.1 Existing With Project - Freeway Segment Level of Service
Saturday Day: Pre-Event Hour: (12:00 - 1:00 PM)

1/13/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Existing With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
15	I-5 South of Stadium Way	NB	5 G	10,000	8,787	0.879	D	0	8,787	0.879	D	0.000	No
		SB	4 G + 1 A	9,000	7,808	0.868	D	491	8,299	0.922	D	0.055	No
16	SR-110 South of Avenue 43	NB	3 G	6,000	3,072	0.512	B	0	3,072	0.512	B	0.000	No
		SB	3 G	6,000	3,940	0.657	C	491	4,431	0.739	C	0.082	No

Significant Impact?	Yes	5
	No	15

Segment analyzed. All traffic inbound to event.

Table 6.2.5.2 Existing With Project - Freeway Segment Level of Service
Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

1/13/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Existing With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
1	I-10 West of Vermont (Total)	EB	4 G + 2 C-D	12,000	9,522	0.794	D	0	9,522	0.794	D	0.000	No
		WB	4 G + 2 C-D	12,000	10,730	0.894	D	1,675	12,405	1.034	F(0)	0.140	Yes
2	I - 10 East of San Pedro Street	EB	5 G	10,000	6,759	0.676	C	3,734	10,493	1.049	F(0)	0.373	Yes
		WB	5 G	10,000	5,448	0.545	B	0	5,448	0.545	B	0.000	No
3a	I - 110 South of Martin Luther King Jr. Boulevard (Mainline)	NB	5 G	10,000	4,424	0.442	B	0	4,424	0.442	B	0.000	No
		SB	5 G	10,000	7,112	0.711	C	1,358	8,470	0.847	D	0.136	No
3b	I - 110 North of Martin Luther King Jr. Boulevard (HOV)	NB	1 HOV	1,650	735	0.445	B	0	735	0.445	B	0.000	No
		SB	2 HOV	3,300	2,507	0.760	C	1,023	3,530	1.070	F(0)	0.310	Yes
4	SR-110 between James Wood Boulevard and Olympic Boulevard	NB	3G + 2 C-D	10,000	9,946	0.995	E	1107	11,053	1.105	F(0)	0.111	Yes
		SB	5 G	10,000	7,799	0.780	D	634	8,433	0.843	D	0.063	No
5	SR-110 South of US-101	NB	3 G + 2 C	10,000	8,684	0.868	D	3,196	11,880	1.188	F(0)	0.320	Yes
		SB	3 G + 3 C	12,000	8,535	0.711	C	0	8,535	0.711	C	0.000	No
6	SR-110 North of Alpine Street	NB	3 G	6,000	5,540	0.923	D	1,053	6,593	1.099	F(0)	0.176	Yes
		SB	3 G	6,000	4,780	0.797	D	0	4,780	0.797	D	0.000	No
7	US-101 North of Vignes Street	NB	4 G	8,000	5,182	0.648	C	0	5,182	0.648	C	0.000	No
		SB	4 G	8,000	7,198	0.900	D	1,782	8,980	1.123	F(0)	0.223	Yes

Table 6.2.5.2 Existing With Project - Freeway Segment Level of Service
Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

1/13/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Existing With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
8	US-101 at Glendale Boulevard	NB	4 G	8,000	6,763	0.845	D	2,213	8,976	1.122	F(0)	0.277	Yes
		SB	4 G	8,000	6,916	0.865	D	0	6,916	0.865	D	0.000	No
9a	I-10 at Echandia Street b/w US 101 and I-5 (Mainline)	EB	3 G	6,000	2,624	0.437	B	1,782	4,406	0.734	C	0.297	No
		WB	3 G	6,000	1,896	0.316	A	0	1,896	0.316	A	0.000	No
9b	I-10 at Echandia Street b/w US 101 and I-5 (HOV)	EB	1 HOV	1,650	249	0.151	A	0	249	0.151	A	0.000	No
		WB	1 HOV	1,650	240	0.145	A	0	240	0.145	A	0.000	No
10	I-5 at Calzona Street west of Indiana Street	NB	5 G	10,000	7,089	0.709	C	0	7,089	0.709	C	0.000	No
		SB	5 G	10,000	7,888	0.789	D	2,597	10,485	1.048	F(0)	0.260	Yes
11	SR-60 East of Indiana Street	EB	5 G	10,000	6,577	0.658	C	1,137	7,714	0.771	D	0.114	No
		WB	5 G	10,000	7,537	0.754	C	0	7,537	0.754	C	0.000	No
12a	I-110 at Vernon Avenue (Mainline)	NB	4 G	8,000	4,661	0.583	C	0	4,661	0.583	C	0.000	No
		SB	4 G	8,000	7,134	0.892	D	1,358	8,492	1.062	F(0)	0.170	Yes
12b	I-110 at Slauson Avenue (HOV)	NB	2 HOV	3,300	2,346	0.711	C	0	2,346	0.711	C	0.000	No
		SB	2 HOV	3,300	2,365	0.717	C	1,254	3,619	1.097	F(0)	0.380	Yes
13	I-10 East of Crenshaw Boulevard	EB	5 G	10,000	7,039	0.704	C	0	7,039	0.704	C	0.000	No
		WB	5 G	10,000	7,103	0.710	C	1,675	8,778	0.878	D	0.167	No
14	US-101 South of Vermont Avenue	NB	4 G	8,000	6,237	0.780	D	2,305	8,542	1.068	F(0)	0.288	Yes
		SB	4 G	8,000	4,974	0.622	C	0	4,974	0.622	C	0.000	No

Table 6.2.5.2 Existing With Project - Freeway Segment Level of Service
Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

1/13/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Existing With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
15	I-5 South of Stadium Way	NB	5 G	10,000	8,880	0.888	D	768	9,648	0.965	E	0.077	No
		SB	4 G + 1 A	9,000	9,401	1.045	F(0)	0	9,401	1.045	F(0)	0.000	No
16	SR-110 South of Avenue 43	NB	3 G	6,000	3,731	0.622	C	768	4,499	0.750	C	0.128	No
		SB	3 G	6,000	4,953	0.826	D	0	4,953	0.826	D	0.000	No

Significant Impact?	Yes	12
	No	7

Segment analyzed. All traffic outbound from event.

1.	I-10 West of Vermont Avenue (WB)	(1.034)	F(0)
10.	I-5 West of Indiana Street (SB)	(1.048)	F(0)
2.	I-10 East of San Pedro Street (EB)	(1.049)	F(0)
12a.	I-110 at Vernon Avenue (Mainline) (SB)	(1.062)	F(0)
14.	US-101 South of Vermont Avenue (SB)	(1.068)	F(0)
3b.	I-110 North of Martin Luther King Jr. Blvd (HOV) (SB)	(1.070)	F(0)
12b.	I-110 at Slauson Avenue (HOV) (SB)	(1.097)	F(0)
6.	SR-110 North of Alpine Street (NB)	(1.099)	F(0)
4.	SR-110 Between James Wood Blvd and Olympic Blvd (NB)	(1.105)	F(0)
8.	US-101 at Glendale Boulevard (NB)	(1.122)	F(0)
7.	US-101 North of Vignes Street (SB)	(1.123)	F(0)
5.	SR-110 South of US-101 (NB)	(1.188)	F(0)

The D/C ratio would be less than 1.10 at eight of the impacted locations, and would be between 1.10 and 1.20 at a further four locations.

Freeway Off-Ramps

Freeway Off-Ramp Impact Analysis

The freeway off-ramp analysis for the Existing Conditions and Existing With Project scenarios is summarized in Table 6.2.5.3 which also provides the ramp volumes and resultant queue lengths during the Pre-Event hour.

Saturday Day: Pre-Event Hour (12:00 – 1:00pm)

As shown in Table 6.2.5.3, the Proposed Project would result in a significant traffic impact at two freeway off-ramps in the Saturday Day Pre-Event hour. These off-ramps are as follows (with type of impact in parentheses):

3.	Los Angeles Street WB Off-ramp	(Mainline)
15.	Hoover Street EB Off-ramp	(Lane)

Freeway On-Ramps

Freeway On-Ramp Impact Analysis

The freeway on-ramp level of service analysis for the Existing Conditions and Existing With Project scenarios is summarized in Table 6.2.5.4 which also provides the ramp volumes during the Saturday Day Post-Event Hour.

Saturday Day: Post-Event Hour (4:30 – 5:30pm)

As shown in Table 6.2.5.4, the Proposed Project would result in a significant traffic impact at six freeway on-ramps in the Saturday Day Post-Event hour. These on-ramps would be as follows:

3. Los Angeles Street EB On-ramp (I-10)
11. Washington Boulevard SB On-ramp
12. Blaine Street SB On-ramp
23. 5th Street NB On-ramp
24. 8th Street NB On-ramp
26. 11th Street NB On-ramp

At three of these locations, volumes would exceed ramp capacities by less than 10%.

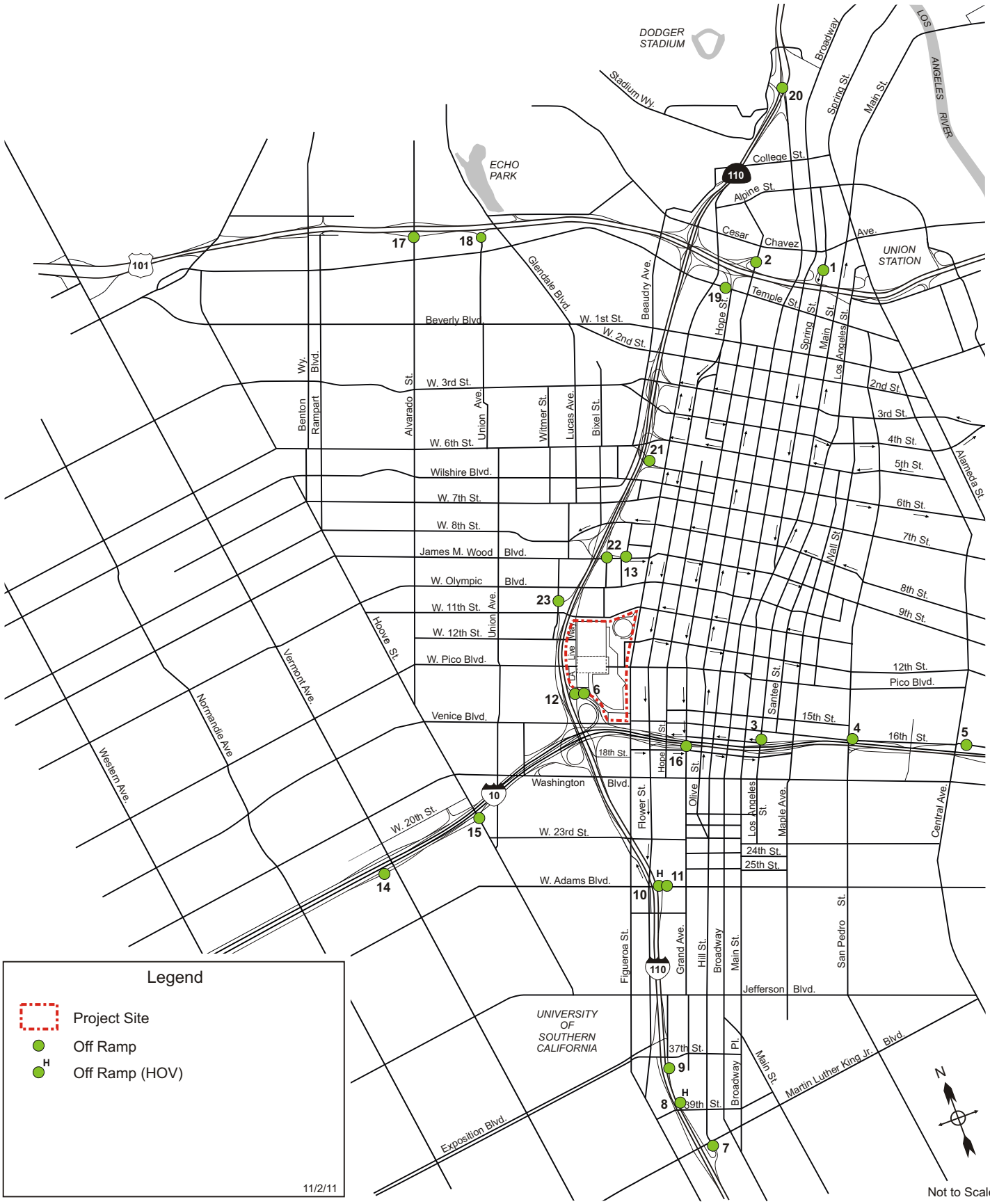


Figure 6.2.5.2
Freeway Off-Ramp Locations

Convention Center Modernization and Farmers Field Project

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Table 6.2.5.3 **Existing With Project - Freeway Off-Ramp Analysis** 1/11/12

Saturday Day: Pre-Event Hour: (12:00 - 1:00 PM)

Off - Ramp # and Location	Movement	# of Lanes	Storage Length (feet)	Existing Conditions			Existing With Project Conditions			
				Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Project Added Volume	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length
From I-10 East										
1 Spring Street NB Off ramp [1]	EB RT	2	735	31	44	No	268	299	176	No
2 Grand Avenue NB Off ramp	EB LT/RT	2	195	28	44	No	307	335	154	No
	EB RT		450		22	No			88	No
	RAMP TOTAL		645		66	No			242	No
From I-10 East (from I-5 & SR-60)										
3 Los Angeles Street WB Off ramp	WB LT/TH	2	705	850	242	No	1,455	2,305	858	Yes
	WB TH/RT		705		242	No			858	Yes
	RAMP TOTAL		1,410		484	No			1,716	Yes
4 San Pedro Street WB Off ramp	WB TH	2	1,225	705	484	No	353	1,058	880	No
5 Central Avenue WB Off ramp	WB TH	2	3,000	167	176	No	174	341	308	No
6 Pico Boulevard NB Off ramp	NB TH	1	965	726	198	No	410	1,136	330	No
From I-110 South										
7 Martin Luther King Jr. Boulevard NB Off ramp	NB LT	2	763	627	198	No	104	731	198	No
	NB TH/RT		763		396	No			484	No
	RAMP TOTAL		1,525		594	No			682	No
8 39th Street HOV NB Off ramp	NB LT/RT	1	1,060	221	66	No	143	364	110	No
9 37th Street NB Off ramp	NB TH	3	1,253	599	264	No	58	657	264	No
	NB TH/RT		627		132	No			132	No
	RAMP TOTAL		1,880		396	No			396	No

Table 6.2.5.3 **Existing With Project - Freeway Off-Ramp Analysis** 1/11/12

Saturday Day: Pre-Event Hour: (12:00 - 1:00 PM)

Off - Ramp # and Location	Movement	# of Lanes	Storage Length (feet)	Existing Conditions			Existing With Project Conditions			
				Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Project Added Volume	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length
10 Adams Boulevard HOV NB Off ramp	NB LT	2	2,505	712	242	No	524	1,236	352	No
(Existing Conditions)	NB LT/RT		2,505		352	No			1,298	No
	RAMP TOTAL		5,010		594	No			1,650	No
11 Adams Boulevard NB Off ramp – Gen.	NB LT	2	825	377	110	No	200	577	154	No
	NB LT/RT		825		286	No			770	No
	RAMP TOTAL		1,650		396	No			924	No
12 Pico Boulevard NB Off ramp	NB TH	2	1,120	746	220	No	253	999	220	No
From I-10 West										
13 9th Street NB Off ramp	EB LT/TH	2	550	677	132	No	748	1,425	264	No
(Existing Conditions)	EB TH		550		132	No			264	No
	RAMP TOTAL		1,100		264	No			528	No
14 Vermont Avenue EB Off ramp	EB LT	2	793	653	352	No	106	759	440	No
	EB TH/RT		793		264	No			242	No
	RAMP TOTAL		1,585		616	No			682	No
15 Hoover Street EB Off ramp	EB LT	2	575	633	220	No	331	964	374	No
	EB LT/RT		575		418	No			638	Yes
	RAMP TOTAL		1,150		638	No			1,012	No
16 Grand Avenue EB Off ramp	EB TH	2	2,450	335	264	No	285	620	440	No

Table 6.2.5.3 **Existing With Project - Freeway Off-Ramp Analysis** 1/11/12
Saturday Day: Pre-Event Hour: (12:00 - 1:00 PM)

Off - Ramp # and Location		Movement	# of Lanes	Storage Length (feet)	Existing Conditions			Existing With Project Conditions			
					Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Project Added Volume	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length
From US 101 Northwest											
17	Alvarado Street SB Off ramp	EB LT	2	598	410	198	No	55	465	176	No
		EB RT		598		198	No			220	No
		RAMP TOTAL		1,195		396	No			396	No
18	Glendale Boulevard SB Off ramp [1]	SB LT/TH	1	460	164	88	No	234	398	264	No
19	Hope Street EB Off ramp	SB LT	3	493	79	44	No	396	475	44	No
		SB TH/RT		755		44	No			264	No
		RAMP TOTAL		1,250		88	No			308	No
From SR 110 North											
20	Hill Street SB Off ramp	SB TH	2	3,850	956	396	No	306	1,262	484	No
21	6th Street SB Off ramp	EB TH	1	1,455	271	132	No	872	1,143	660	No
22	9th Street SB Off ramp [2]	EB TH	2	1,690	415	264	No	346	761	396	No
23	Olympic Boulevard SB Off ramp	WB LT	3	660	733	110	No	876	1,609	396	No
		WB RT		620		0	No			0	No
		RAMP TOTAL		660		110	No			396	No

Notes:

Analysis uses 22 feet/car for queue length calculations.

1. Unsignalized intersection analyzed as a signalized intersection.

2. Location analyzed as a 2-lane ramp and includes eastbound volumes travelling along 8th Street.

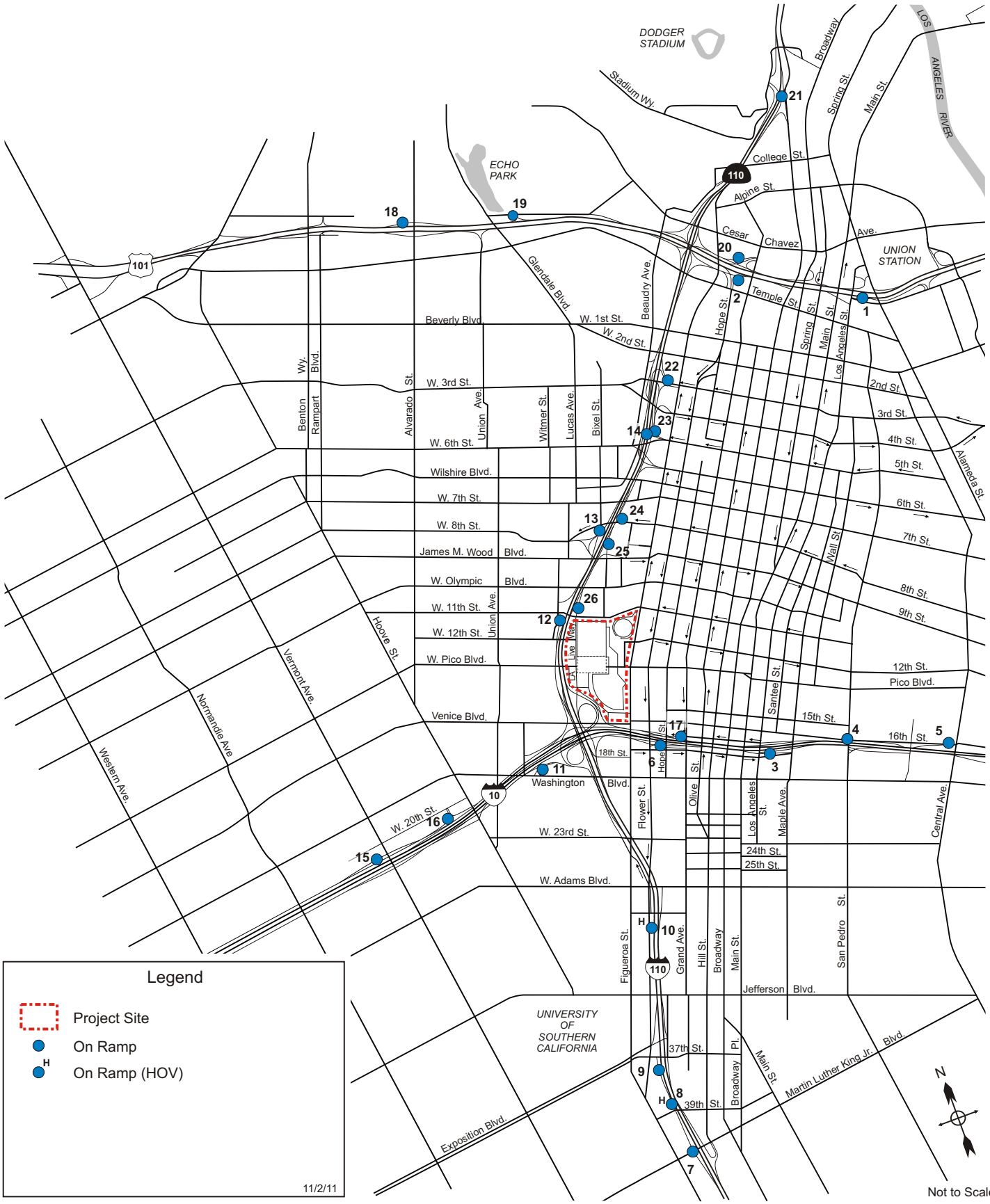


Figure 6.2.5.3
Freeway On-Ramp Locations

Convention Center Modernization and Farmers Field Project

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Table 6.2.5.4 **Existing With Project - Freeway On-Ramp Analysis** 10/31/11

Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

On - Ramp	# of Lanes[1]	Ramp Capacity[2]	Existing Conditions		Project Added Volume	Existing With Project Conditions	
			Ramp Volume[3]	Exceed Capacity		Ramp Volume	Exceed Capacity
<u>To I-10 East</u>							
1 Los Angeles Street EB On ramp	2	1,800	805	No	433	1,238	No
2 Hope Street EB On ramp	2	1,800	350	No	471	821	No
<u>To I-10 East (to I-5 & SR 60)</u>							
3 Los Angeles Street EB On ramp	2	1,800	693	No	1,902	2,595	Yes
4 San Pedro Street EB on ramp	2	1,800	591	No	541	1,132	No
5 Central Avenue EB on ramp	2	1,800	384	No	270	654	No
6 Flower Street EB On ramp	2	1,800	363	No	266	629	No
<u>To I-110 South</u>							
7 Martin Luther King Jr. Boulevard SB On ramp	2	1,800	824	No	235	1,059	No
8 39th Street HOV SB On ramp	1	1,650	150	No	231	381	No
9 37th Street SB On ramp[4]	2	1,800	924	No	356	1,280	No
10 Flower Street HOV SB On ramp	1	1,650	303	No	318	621	No
11 Washington Boulevard SB On ramp	1	900	392	No	645	1,037	Yes
12 Blaine Street SB On ramp	2	1,800	817	No	1,153	1,970	Yes
13 8th Street SB On ramp	2	1,800	990	No	634	1,624	No
14 5th Street SB On ramp	2	1,800	421	No	0	421	No
<u>To I-10 West</u>							
15 Vermont Avenue WB On ramp[4]	2	1,800	569	No	160	729	No
16 Hoover Street WB On ramp	2	1,800	597	No	329	926	No
17 Grand Avenue WB On ramp	2	1,800	771	No	816	1,587	No

Table 6.2.5.4 **Existing With Project - Freeway On-Ramp Analysis** 10/31/11

Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

On - Ramp	# of Lanes[1]	Ramp Capacity[2]	Existing Conditions		Project Added Volume	Existing With Project Conditions	
			Ramp Volume[3]	Exceed Capacity		Ramp Volume	Exceed Capacity
<u>To US 101 Northwest</u>							
18 Alvarado Street NB On ramp	2	1,800	587	No	92	679	No
19 Glendale Boulevard NB On ramp[4]	1	900	389	No	399	788	No
20 Grand Avenue NB On ramp	2	1,800	329	No	638	967	No
<u>To SR 110 North</u>							
21 Hill Street NB On ramp[5]	1	2,000	586	No	484	1,070	No
22 3rd Street NB On ramp	1	900	490	No	0	490	No
23 5th Street NB On ramp	2	1,800	705	No	1,412	2,117	Yes
24 8th Street NB On ramp	1	900	355	No	569	924	Yes
25 9th Street NB On ramp	1	900	451	No	330	781	No
26 11th Street NB On ramp	1	900	423	No	628	1,051	Yes

Note:

1. Number of lanes at ramp meter or on ramp if no meter.
2. Capacity for one lane on-ramp = 900 veh/hr/ln
   Capacity for one lane HOV on-ramp = 1,650 veh/hr/ln.
3. Existing volumes from 2011 intersection counts unless otherwise noted.
4. Existing volumes from Caltrans Performance Monitoring System (PeMS).
5. Uncontrolled one-lane on-ramp to separate mainline freeway lane.

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6.3 Weekday Evening Event

This event scenario represents a Weekday Evening event, typically an NFL game, starting at 5:30pm and ending at 9:00pm. This event scenario would be the least frequent occurrence and would only occur a few times every year. This scenario would represent the highest combination of event attendance and background traffic on the roadway system on a weekday, as discussed in Chapter 4, and because of weekday commute traffic would be the event scenario with the highest background traffic on the roadway and freeway system. The analysis addresses the pre-event hour (4:30 – 5:30pm) when all travel would be inbound, and the post-event hour (9:00 – 10:00pm) when all travel would be outbound.

6.3.1 Roadway Intersections

Impact Analysis

The Project-Only traffic volumes forecast at the study intersections are shown in Appendix 5 in Figure A.5.3.1.1 for the Weekday Evening Pre-Event Hour and Figure A.5.3.1.2 for the Weekday Evening Post-Event Hour. The total traffic volumes forecast for the study intersections are shown in Appendix 6 in Figure A.6.3.1.1 for the Weekday Evening Pre-Event Hour and Figure A.6.3.1.2 for the Weekday Evening Post-Event Hour.

The intersection level of service analysis for the Existing With Project conditions is summarized in Table 6.3.1.1. The locations of significant impacts at study intersections are shown in Figure 6.3.1.1 and Figure 6.3.1.2.

Table 6.3.1.1 compares the level of service for Existing and Existing With Project conditions, shows the increase in V/C ratio at each intersection due to the Proposed Project, and identifies significant impacts according to LADOT criteria.

Weekday Evening: Pre-Event Hour (4:30 – 5:30pm)

As shown in Table 6.3.1.1, the Proposed Project would result in a significant traffic impact at forty-four intersections in the Weekday Evening Pre-Event Hour. These intersections are as follows (with the resultant LOS in parentheses):

4.	Flower Street & Olympic Boulevard	(LOS C)
26.	Figueroa Street & Pico Boulevard	(LOS C)
34.	Blaine Street & SR-110 SB Off-Ramp	(LOS C)
42.	Olive Street & 17th Street	(LOS C)
54.	Figueroa Street & Washington Boulevard	(LOS C)
59.	Broadway & Washington Boulevard	(LOS C)
65.	I-110 NB Off-Ramp & Adams Boulevard	(LOS C)

67.	Hill Street & Adams Boulevard	(LOS C)
94.	Lucas Avenue & 6th Street	(LOS C)
110.	Hope Street & 1st Street	(LOS C)
116.	Hope Street & Temple Street	(LOS C)
147.	Alvarado Street & Olympic Boulevard	(LOS C)
148.	Union Avenue & Olympic Boulevard	(LOS C)
151.	Vermont Avenue & Pico Boulevard	(LOS C)
153.	Union Avenue & Pico Boulevard	(LOS C)
155.	Western Avenue & Venice Boulevard	(LOS C)
157.	Vermont Avenue & Venice Boulevard	(LOS C)
164.	Vermont Avenue & I-10 EB Ramps	(LOS C)
165.	Hoover Street & I-10 EB Ramps	(LOS C)
177.	Arlington Avenue & Washington Boulevard	(LOS C)
111.	Grand Avenue & 1st Street	(LOS D)
146.	Vermont Avenue & Olympic Boulevard	(LOS D)
152.	Alvarado Street & Pico Boulevard	(LOS D)
158.	Hoover Street & Venice Boulevard	(LOS D)
161.	Vermont Avenue & Washington Boulevard	(LOS D)
162.	Hoover Street & Washington Boulevard	(LOS D)
170.	San Pedro Street & 16th Street	(LOS D)
176.	Arlington Avenue & Venice Boulevard	(LOS D)
179.	Crenshaw Boulevard & Olympic Boulevard	(LOS D)
182.	Crenshaw Boulevard & Washington Boulevard	(LOS D)
184.	La Brea Avenue & Olympic Boulevard	(LOS D)
3.	Figueroa Street & Olympic Boulevard	(LOS E)
35.	Blaine Street & 11th Street	(LOS E)
37.	Figueroa Street & Venice Boulevard	(LOS E)
45.	Main Street & 17th Street	(LOS E)
46.	Los Angeles Street & 17th Street	(LOS E)
88.	Figueroa Street & 8th Street	(LOS E)
96.	Figueroa Street & 6th Street	(LOS E)
102.	Figueroa Street & 5th Street	(LOS E)
144.	Western Avenue & Olympic Boulevard	(LOS E)
181.	Crenshaw Boulevard & Venice Boulevard	(LOS E)
43.	Hill Street & 17th Street	(LOS F)
44.	Broadway & 17th Street	(LOS F)
93.	Figueroa Street & Wilshire Boulevard	(LOS F)

Thirty-one of the forty-four impacted intersections would continue to operate at LOS D or better with the Proposed Project. Ten of the impacted intersections would operate at LOS E, one of which would operate at LOS E without the Proposed Project (Crenshaw Boulevard & Venice Boulevard). Three of the impacted intersections would operate at LOS F with the

Proposed Project, one of which would operate at LOS E without the Proposed Project (Figueroa Street & Wilshire Boulevard).

Six of the impacted intersections, including two LOS F intersections, would be located along the 17th Street (and 16th Street) corridor leading from the I-10 westbound ramps at Los Angeles Street and San Pedro Street. Thirteen of the impacted intersections, including one LOS F intersection, would be located in the downtown area. Three intersections would be located at the ends of freeway off-ramps (at Vermont Avenue, at Hoover Street, and at Adams Boulevard – with all three operating at LOS D or better). The remaining twenty-eight impacted intersections would be located on arterial roadways near or leading to downtown, with twenty-two intersections operating at LOS D or better, four operating at LOS E and two operating at LOS F.

Because of the higher background traffic volumes without the project for this scenario as compared to the weekend days, many intersection impacts represent increases in V/C ratio but no change in LOS designation, or worsening by only one level of service. For example, of the thirteen impacted intersections that would operate at LOS E or LOS F with the Proposed Project, at two locations the LOS would change from LOS D to LOS E, at one location it would remain at LOS E (without and with the Proposed Project), and at one location it would worsen from LOS E to LOS F.

Weekday Evening: Post-Event Hour (9:00 – 10:00pm)

This time period would have the lowest background traffic of all the time periods studied. At this hour of the weekday evening, all study intersections would operate at LOS A without the Proposed Project.

As shown in Table 6.3.1.1, the Proposed Project would result in a significant traffic impact at seven intersections in the Weekday Evening Post-Event Hour. These intersections are as follows (with the resultant LOS in parentheses):

51.	Broadway & 18th Street	(LOS C)
52.	Main Street & 18th Street	(LOS C)
119.	Grand Avenue & US-101 NB Ramps	(LOS C)
166.	Hill Street & 16th Street	(LOS E)
35.	Blaine Street & 11th Street	(LOS F)
50.	Hill Street & 18th Street	(LOS F)
53.	Los Angeles Street & 18th Street	(LOS F)

Three of the seven impacted intersections would operate at LOS D or better, both with and without the Proposed Project. One of the impacted intersections would operate at LOS E with the Proposed Project. Three intersections, Blaine Street & 11th Street, Hill Street & 18th Street, and Los Angeles Street & 18th Street would operate at LOS F with the Proposed

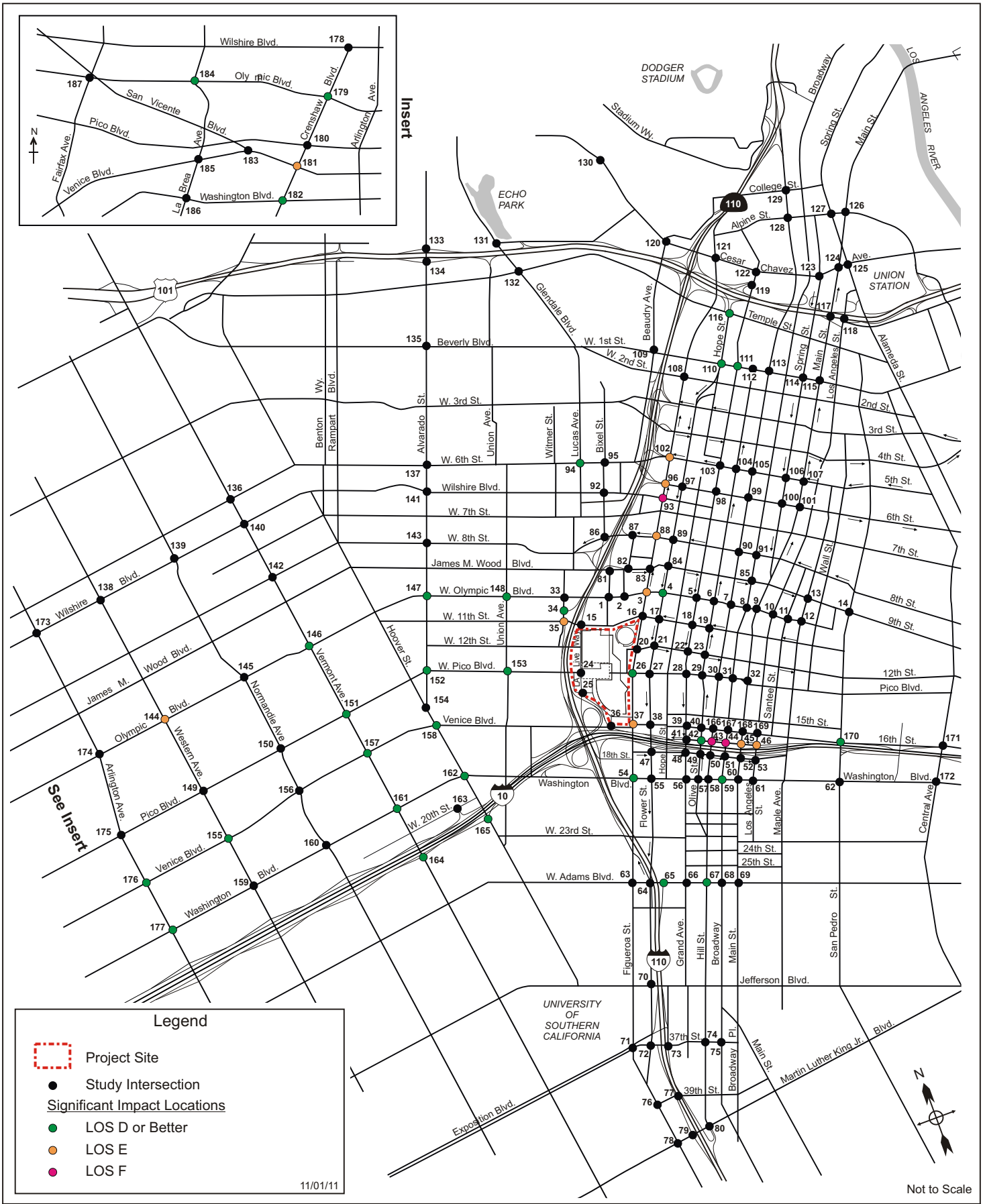


Figure 6.3.1.1
Existing with Project - Significant Impact Locations - Weekday Evening: Pre-Event Hour (4:30-5:30 PM)

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions



Figure 6.3.1.2
Existing with Project - Significant Impact Locations - Weekday Evening: Post-Event Hour (9:00-10:00 PM)

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions

Table 6.3.1.1 **Existing With Project - Intersection Level of Service** 1/3/2012

Weekday Evening: Pre-Event Hour: (4:30-5:30 PM) & Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)						Weekday Evening Post-Event Hour (9:00-10:00 PM)					
		Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact	Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
1	Georgia Street & Olympic Boulevard	0.349	A	0.444	A	0.095	No	0.155	A	0.385	A	0.230	No
2	Francisco Street & Olympic Boulevard	0.281	A	0.393	A	0.112	No	0.098	A	0.270	A	0.172	No
3	Figueroa Street & Olympic Boulevard	0.731	C	0.974	E	0.243	Yes	0.129	A	0.297	A	0.168	No
4	Flower Street & Olympic Boulevard	0.445	A	0.719	C	0.274	Yes	0.117	A	0.278	A	0.161	No
5	Grand Avenue & Olympic Boulevard	0.447	A	0.460	A	0.013	No	0.087	A	0.102	A	0.015	No
6	Olive Street & Olympic Boulevard	0.474	A	0.526	A	0.052	No	0.070	A	0.078	A	0.008	No
7	Hill Street & Olympic Boulevard	0.462	A	0.480	A	0.018	No	0.051	A	0.123	A	0.072	No
8	Broadway & Olympic Boulevard	0.406	A	0.431	A	0.025	No	0.064	A	0.066	A	0.002	No
9	Main Street & Olympic Boulevard	0.630	B	0.638	B	0.008	No	0.050	A	0.051	A	0.001	No
10	Los Angeles Street & Olympic Boulevard	0.367	A	0.376	A	0.009	No	0.042	A	0.048	A	0.006	No
11	Santee Street & Olympic Boulevard	0.289	A	0.298	A	0.009	No	0.013	A	0.020	A	0.007	No
12	Maple Avenue & Olympic Boulevard	0.334	A	0.349	A	0.015	No	0.025	A	0.038	A	0.013	No
13	Maple Avenue & 9th Street	0.407	A	0.411	A	0.004	No	0.041	A	0.046	A	0.005	No
14	San Pedro Street & 9th Street	0.530	A	0.552	A	0.022	No	0.053	A	0.064	A	0.011	No
15	LA Live Way & 11th Street	0.233	A	0.101	A	-0.132	No	0.049	A	0.662	B	0.613	No
16	Figueroa Street & 11th Street	0.329	A	0.333	A	0.004	No	0.064	A	0.074	A	0.010	No
17	Flower Street & 11th Street	0.292	A	0.247	A	-0.045	No	0.038	A	0.037	A	-0.001	No
18	Grand Avenue & 11th Street	0.252	A	0.529	A	0.277	No	0.035	A	0.081	A	0.046	No
19	Olive Street & 11th Street	0.233	A	0.341	A	0.108	No	0.029	A	0.065	A	0.036	No
20	Figueroa Street & 12th Street	0.252	A	0.231	A	-0.021	No	0.034	A	0.034	A	0.000	No
21	Flower Street & 12th Street	0.187	A	0.195	A	0.008	No	0.022	A	0.029	A	0.007	No
22	Grand Avenue & 12th Street	0.222	A	0.246	A	0.024	No	0.039	A	0.135	A	0.096	No
23	Olive Avenue & 12th Street	0.175	A	0.291	A	0.116	No	0.025	A	0.037	A	0.012	No
24	LA Live Way & Pico Boulevard	0.487	A	0.537	A	0.050	No	0.129	A	0.212	A	0.083	No
25	LA Live Way & Bond Street / I-10 & I-110 Off-Ramps	0.322	A	0.348	A	0.026	No	0.065	A	0.249	A	0.184	No
26	Figueroa Street & Pico Boulevard	0.607	B	0.737	C	0.130	Yes	0.073	A	0.205	A	0.132	No
27	Flower Street & Pico Boulevard	0.507	A	0.595	A	0.088	No	0.054	A	0.172	A	0.118	No
28	Grand Avenue & Pico Boulevard	0.422	A	0.455	A	0.033	No	0.051	A	0.260	A	0.209	No
29	Olive Street & Pico Boulevard	0.256	A	0.409	A	0.153	No	0.027	A	0.052	A	0.025	No
30	Hill Street & Pico Boulevard	0.425	A	0.617	B	0.192	No	0.027	A	0.510	A	0.483	No

Table 6.3.1.1 **Existing With Project - Intersection Level of Service** 1/3/2012

Weekday Evening: Pre-Event Hour: (4:30-5:30 PM) & Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)						Weekday Evening Post-Event Hour (9:00-10:00 PM)					
		Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact	Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
31	Broadway & Pico Boulevard	0.453	A	0.538	A	0.085	No	0.128	A	0.197	A	0.069	No
32	Main Street & Pico Boulevard	0.554	A	0.611	B	0.057	No	0.040	A	0.069	A	0.029	No
33	Blaine Street & Olympic Boulevard	0.546	A	0.651	B	0.105	No	0.236	A	0.314	A	0.078	No
34	Blaine Street & SR-110 SB Off-Ramp	0.153	A	0.763	C	0.610	Yes	0.078	A	0.092	A	0.014	No
35	Blaine Street & 11th Street	0.736	C	0.941	E	0.205	Yes	0.301	A	1.214	F	0.913	Yes
36	Convention Center Drive/Georgia Street & Venice Boulevard	0.150	A	0.317	A	0.167	No	0.030	A	0.103	A	0.073	No
37	Figueroa Street & Venice Boulevard	0.717	C	0.911	E	0.194	Yes	0.070	A	0.242	A	0.172	No
38	Flower Street & Venice Boulevard	0.407	A	0.481	A	0.074	No	0.052	A	0.311	A	0.259	No
39	Grand Avenue & Venice Boulevard	0.377	A	0.482	A	0.105	No	0.043	A	0.395	A	0.352	No
40	Olive Street & Venice Boulevard	0.223	A	0.404	A	0.181	No	0.029	A	0.541	A	0.512	No
41	Grand Avenue & 17th Street	0.567	A	0.631	B	0.064	No	0.070	A	0.255	A	0.185	No
42	Olive Street & 17th Street	0.359	A	0.783	C	0.424	Yes	0.073	A	0.125	A	0.052	No
43	Hill Street & 17th Street	0.517	A	1.015	F	0.498	Yes	0.048	A	0.656	B	0.608	No
44	Broadway & 17th Street	0.486	A	1.028	F	0.542	Yes	0.058	A	0.092	A	0.034	No
45	Main Street & 17th Street	0.471	A	0.968	E	0.497	Yes	0.052	A	0.052	A	0.000	No
46	Los Angeles Street & 17th Street	0.415	A	0.911	E	0.496	Yes	0.048	A	0.048	A	0.000	No
47	Flower Street & 18th Street	0.106	A	0.143	A	0.037	No	0.026	A	0.066	A	0.040	No
48	Grand Avenue & 18th Street	0.273	A	0.336	A	0.063	No	0.048	A	0.212	A	0.164	No
49	Olive Street & 18th Street	0.280	A	0.395	A	0.115	No	0.051	A	0.313	A	0.262	No
50	Hill Street & 18th Street	0.365	A	0.412	A	0.047	No	0.033	A	1.009	F	0.976	Yes
51	Broadway & 18th Street	0.393	A	0.429	A	0.036	No	0.049	A	0.737	C	0.688	Yes
52	Main Street & 18th Street	0.476	A	0.476	A	0.000	No	0.058	A	0.703	C	0.645	Yes
53	Los Angeles Street & 18th Street	0.545	A	0.545	A	0.000	No	0.085	A	1.443	F	1.358	Yes
54	Figueroa Street & Washington Boulevard	0.661	B	0.744	C	0.083	Yes	0.131	A	0.335	A	0.204	No
55	Flower Street & Washington Boulevard	0.470	A	0.485	A	0.015	No	0.063	A	0.229	A	0.166	No
56	Grand Avenue & Washington Boulevard	0.543	A	0.583	A	0.040	No	0.075	A	0.275	A	0.200	No
57	Olive Street & Washington Boulevard	0.367	A	0.616	B	0.249	No	0.068	A	0.209	A	0.141	No
58	Hill Street & Washington Boulevard	0.522	A	0.666	B	0.144	No	0.054	A	0.256	A	0.202	No
59	Broadway & Washington Boulevard	0.656	B	0.726	C	0.070	Yes	0.065	A	0.212	A	0.147	No
60	Main Street & Washington Boulevard	0.652	B	0.658	B	0.006	No	0.069	A	0.209	A	0.140	No

Table 6.3.1.1 **Existing With Project - Intersection Level of Service** 1/3/2012

Weekday Evening: Pre-Event Hour: (4:30-5:30 PM) & Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)						Weekday Evening Post-Event Hour (9:00-10:00 PM)					
		Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact	Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
61	Los Angeles Street & Washington Boulevard	0.508	A	0.533	A	0.025	No	0.046	A	0.162	A	0.116	No
62	San Pedro Street & Washington Boulevard	0.649	B	0.654	B	0.005	No	0.119	A	0.289	A	0.170	No
63	Figueroa Street & Adams Boulevard	0.869	D	0.871	D	0.002	No	0.248	A	0.307	A	0.059	No
64	Flower Street & Adams Boulevard	0.671	B	0.684	B	0.013	No	0.209	A	0.532	A	0.323	No
65	I-110 NB Off-Ramps & Adams Boulevard	0.449	A	0.777	C	0.328	Yes	0.122	A	0.175	A	0.053	No
66	Grand Avenue & Adams Boulevard	0.497	A	0.682	B	0.185	No	0.070	A	0.147	A	0.077	No
67	Hill Street & Adams Boulevard	0.433	A	0.789	C	0.356	Yes	0.060	A	0.089	A	0.029	No
68	Broadway & Adams Boulevard	0.546	A	0.546	A	0.000	No	0.068	A	0.074	A	0.006	No
69	Main Street & Adams Boulevard	0.637	B	0.637	B	0.000	No	0.086	A	0.086	A	0.000	No
70	Flower Street & Jefferson Boulevard	0.362	A	0.367	A	0.005	No	0.120	A	0.301	A	0.181	No
71	Figueroa Street & Exposition Boulevard	0.625	B	0.627	B	0.002	No	0.277	A	0.297	A	0.020	No
72	Flower Street & 37th Street	0.398	A	0.398	A	0.000	No	0.175	A	0.426	A	0.251	No
73	Hope Street & 37th Street	0.471	A	0.494	A	0.023	No	0.158	A	0.158	A	0.000	No
74	Hill Street & 37th Street	0.251	A	0.299	A	0.048	No	0.019	A	0.037	A	0.018	No
75	Broadway & 37th Street	0.376	A	0.376	A	0.000	No	0.035	A	0.035	A	0.000	No
76	Figueroa Street & 39th Street	0.467	A	0.485	A	0.018	No	0.063	A	0.081	A	0.018	No
77	I-110 HOV Ramps & 39th Street	0.466	A	0.606	B	0.140	No	0.040	A	0.171	A	0.131	No
78	Figueroa Street & Martin Luther King Jr Boulevard	0.840	D	0.840	D	0.000	No	0.285	A	0.368	A	0.083	No
79	I-110 SB Ramps & Martin Luther King Jr Boulevard	0.725	C	0.730	C	0.005	No	0.415	A	0.541	A	0.126	No
80	I-110 NB Ramps & Martin Luther King Jr Boulevard	0.629	B	0.688	B	0.059	No	0.245	A	0.277	A	0.032	No
81	Georgia Street &9th Street	0.342	A	0.461	A	0.119	No	0.200	A	0.435	A	0.235	No
82	Francisco Street & 9th Street	0.278	A	0.372	A	0.094	No	0.070	A	0.218	A	0.148	No
83	Figueroa Street & 9th Street	0.394	A	0.499	A	0.105	No	0.090	A	0.197	A	0.107	No
84	Flower Street & 9th Street	0.305	A	0.365	A	0.060	No	0.103	A	0.159	A	0.056	No
85	Broadway & 9th Street	0.320	A	0.324	A	0.004	No	0.052	A	0.071	A	0.019	No
86	Bixel Street & 8th Street	0.672	B	0.672	B	0.000	No	0.219	A	0.329	A	0.110	No
87	Francisco Street & 8th Street	0.375	A	0.441	A	0.066	No	0.094	A	0.245	A	0.151	No
88	Figueroa Street & 8th Street	0.686	B	0.999	E	0.313	Yes	0.111	A	0.352	A	0.241	No
89	Flower Street & 8th Street	0.394	A	0.587	A	0.193	No	0.105	A	0.279	A	0.174	No

Table 6.3.1.1 **Existing With Project - Intersection Level of Service** 1/3/2012

Weekday Evening: Pre-Event Hour: (4:30-5:30 PM) & Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)						Weekday Evening Post-Event Hour (9:00-10:00 PM)					
		Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact	Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
90	Hill Street & 8th Street	0.380	A	0.439	A	0.059	No	0.046	A	0.077	A	0.031	No
91	Broadway & 8th Street	0.308	A	0.332	A	0.024	No	0.052	A	0.052	A	0.000	No
92	Bixel Street & Wilshire Boulevard	0.465	A	0.520	A	0.055	No	0.223	A	0.223	A	0.000	No
93	Figueroa Street & Wilshire Boulevard	0.986	E	1.009	F	0.023	Yes	0.265	A	0.546	A	0.281	No
94	Lucas Avenue & 6th Street	0.631	B	0.769	C	0.138	Yes	0.134	A	0.134	A	0.000	No
95	Bixel Street & 6th Street	0.585	A	0.655	B	0.070	No	0.147	A	0.147	A	0.000	No
96	Figueroa Street & 6th Street	0.720	C	0.953	E	0.233	Yes	0.126	A	0.239	A	0.113	No
97	Flower Street & 6th Street	0.315	A	0.527	A	0.212	No	0.099	A	0.120	A	0.021	No
98	Grand Avenue & 6th Street	0.326	A	0.426	A	0.100	No	0.084	A	0.127	A	0.043	No
99	Hill Street & 6th Street	0.381	A	0.400	A	0.019	No	0.083	A	0.221	A	0.138	No
100	Spring Street & 6th Street	0.238	A	0.261	A	0.023	No	0.089	A	0.121	A	0.032	No
101	Main Street & 6th Street	0.320	A	0.323	A	0.003	No	0.090	A	0.298	A	0.208	No
102	Figueroa Street & 5th Street	0.852	D	0.937	E	0.085	Yes	0.125	A	0.375	A	0.250	No
103	Grand Avenue & 5th Street	0.302	A	0.436	A	0.134	No	0.116	A	0.163	A	0.047	No
104	Olive Street & 5th Street	0.572	A	0.618	B	0.046	No	0.131	A	0.328	A	0.197	No
105	Hill Street & 5th Street	0.324	A	0.427	A	0.103	No	0.059	A	0.219	A	0.160	No
106	Spring Street & 5th Street	0.163	A	0.259	A	0.096	No	0.060	A	0.060	A	0.000	No
107	Main Street & 5th Street	0.223	A	0.226	A	0.003	No	0.064	A	0.104	A	0.040	No
108	Figueroa Street & 2nd Street	0.618	B	0.618	B	0.000	No	0.121	A	0.311	A	0.190	No
109	Beaudry Street & 1st Street	0.450	A	0.457	A	0.007	No	0.079	A	0.079	A	0.000	No
110	Hope Street & 1st Street	0.601	A	0.734	C	0.133	Yes	0.094	A	0.435	A	0.341	No
111	Grand Avenue & 1st Street	0.707	C	0.846	D	0.139	Yes	0.115	A	0.578	A	0.463	No
112	Olive Street & 1st Street	0.557	A	0.558	A	0.001	No	0.049	A	0.185	A	0.136	No
113	Hill Street & 1st Street	0.625	B	0.664	B	0.039	No	0.096	A	0.253	A	0.157	No
114	Spring Street & 1st Street	0.251	A	0.322	A	0.071	No	0.058	A	0.059	A	0.001	No
115	Main Street & 1st Street	0.502	A	0.503	A	0.001	No	0.059	A	0.134	A	0.075	No
116	Hope Street & Temple Street	0.705	C	0.755	C	0.050	Yes	0.127	A	0.297	A	0.170	No
117	Main Street & Aliso Street	0.334	A	0.337	A	0.003	No	0.068	A	0.365	A	0.297	No
118	Los Angeles Street & Aliso Street / US-101 SB On-Ramps	0.288	A	0.289	A	0.001	No	0.062	A	0.116	A	0.054	No
119	Grand Avenue & US-101 NB Ramps	0.642	B	0.642	B	0.000	No	0.328	A	0.800	C	0.472	Yes

Table 6.3.1.1 **Existing With Project - Intersection Level of Service** 1/3/2012

Weekday Evening: Pre-Event Hour: (4:30-5:30 PM) & Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)						Weekday Evening Post-Event Hour (9:00-10:00 PM)					
		Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact	Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
120	Beaudry Avenue & Sunset Boulevard	0.961	E	0.961	E	0.000	No	0.436	A	0.436	A	0.000	No
121	Figueroa Street & Cesar Chavez Avenue	0.741	C	0.741	C	0.000	No	0.364	A	0.377	A	0.013	No
122	Grand Avenue & Cesar Chavez Avenue	0.705	C	0.705	C	0.000	No	0.332	A	0.336	A	0.004	No
123	Spring Street & Cesar Chavez Avenue	0.467	A	0.528	A	0.061	No	0.315	A	0.315	A	0.000	No
124	Main Street & Cesar Chavez Avenue	0.641	B	0.641	B	0.000	No	0.177	A	0.195	A	0.018	No
125	Alameda Street & Cesar Chavez Avenue	0.736	C	0.736	C	0.000	No	0.294	A	0.294	A	0.000	No
126	Main Street & Alpine Street	0.486	A	0.486	A	0.000	No	0.071	A	0.087	A	0.016	No
127	Alameda Street & Alpine Street	0.138	A	0.183	A	0.045	No	0.039	A	0.046	A	0.007	No
128	Hill Street & Alpine Street	0.566	A	0.593	A	0.027	No	0.086	A	0.218	A	0.132	No
129	Hill Street & College Street	0.663	B	0.663	B	0.000	No	0.114	A	0.262	A	0.148	No
130	Sunset Boulevard & Elysian Park Avenue	0.753	C	0.753	C	0.000	No	0.497	A	0.511	A	0.014	No
131	Glendale Boulevard & Bellevue Avenue	0.725	C	0.725	C	0.000	No	0.225	A	0.393	A	0.168	No
132	Glendale Boulevard & Temple Street	0.983	E	0.983	E	0.000	No	0.322	A	0.534	A	0.212	No
133	Alvarado Street & US-101 WB Ramps	0.577	A	0.577	A	0.000	No	0.365	A	0.365	A	0.000	No
134	Alvarado Street & US-101 EB Ramps	0.544	A	0.544	A	0.000	No	0.459	A	0.464	A	0.005	No
135	Alvarado Street & Beverly Boulevard	0.560	A	0.560	A	0.000	No	0.257	A	0.257	A	0.000	No
136	Vermont Avenue & 6th Street	0.735	C	0.735	C	0.000	No	0.509	A	0.515	A	0.006	No
137	Alvarado Street & 6th Street	0.561	A	0.561	A	0.000	No	0.270	A	0.275	A	0.005	No
138	Western Avenue & Wilshire Boulevard	0.706	C	0.723	C	0.017	No	0.534	A	0.555	A	0.021	No
139	Normandie Avenue & Wilshire Boulevard	0.882	D	0.897	D	0.015	No	0.472	A	0.485	A	0.013	No
140	Vermont Avenue & Wilshire Boulevard	0.754	C	0.788	C	0.034	No	0.512	A	0.538	A	0.026	No
141	Alvarado Street & Wilshire Boulevard	0.565	A	0.567	A	0.002	No	0.261	A	0.309	A	0.048	No
142	Vermont Avenue & 8th Street	0.615	B	0.631	B	0.016	No	0.443	A	0.445	A	0.002	No
143	Alvarado Street & 8th Street	0.486	A	0.486	A	0.000	No	0.146	A	0.244	A	0.098	No
144	Western Avenue & Olympic Boulevard	0.887	D	0.940	E	0.053	Yes	0.498	A	0.586	A	0.088	No
145	Normandie Avenue & Olympic Boulevard	0.627	B	0.675	B	0.048	No	0.301	A	0.375	A	0.074	No
146	Vermont Avenue & Olympic Boulevard	0.805	D	0.874	D	0.069	Yes	0.525	A	0.614	B	0.089	No
147	Alvarado Street & Olympic Boulevard	0.728	C	0.779	C	0.051	Yes	0.260	A	0.348	A	0.088	No
148	Union Avenue & Olympic Boulevard	0.655	B	0.793	C	0.138	Yes	0.217	A	0.269	A	0.052	No
149	Western Avenue & Pico Boulevard	0.634	B	0.659	B	0.025	No	0.348	A	0.385	A	0.037	No

Table 6.3.1.1 **Existing With Project - Intersection Level of Service** 1/3/2012

Weekday Evening: Pre-Event Hour: (4:30-5:30 PM) & Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)						Weekday Evening Post-Event Hour (9:00-10:00 PM)					
		Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact	Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
150	Normandie Avenue & Pico Boulevard	0.511	A	0.535	A	0.024	No	0.246	A	0.254	A	0.008	No
151	Vermont Avenue & Pico Boulevard	0.659	B	0.703	C	0.044	Yes	0.361	A	0.454	A	0.093	No
152	Alvarado Street & Pico Boulevard	0.650	B	0.882	D	0.232	Yes	0.214	A	0.429	A	0.215	No
153	Union Avenue & Pico Boulevard	0.669	B	0.763	C	0.094	Yes	0.189	A	0.399	A	0.210	No
154	Alvarado Street & Hoover Street	0.465	A	0.457	A	-0.008	No	0.165	A	0.275	A	0.110	No
155	Western Avenue & Venice Boulevard	0.641	B	0.705	C	0.064	Yes	0.314	A	0.375	A	0.061	No
156	Normandie Avenue & Venice Boulevard	0.643	B	0.700	B	0.057	No	0.247	A	0.323	A	0.076	No
157	Vermont Avenue & Venice Boulevard	0.663	B	0.758	C	0.095	Yes	0.320	A	0.465	A	0.145	No
158	Hoover Street & Venice Boulevard	0.793	C	0.871	D	0.078	Yes	0.271	A	0.428	A	0.157	No
159	Western Avenue & Washington Boulevard	0.677	B	0.710	C	0.033	No	0.389	A	0.445	A	0.056	No
160	Normandie Avenue & Washington Boulevard	0.678	B	0.716	C	0.038	No	0.285	A	0.313	A	0.028	No
161	Vermont Avenue & Washington Boulevard	0.774	C	0.872	D	0.098	Yes	0.377	A	0.467	A	0.090	No
162	Hoover Street & Washington Boulevard	0.732	C	0.809	D	0.077	Yes	0.265	A	0.347	A	0.082	No
163	I-10 WB Ramps & 20th Street	0.584	A	0.602	B	0.018	No	0.258	A	0.423	A	0.165	No
164	Vermont Avenue & I-10 EB Ramps	0.654	B	0.715	C	0.061	Yes	0.454	A	0.454	A	0.000	No
165	Hoover Street & I-10 EB Ramps	0.664	B	0.755	C	0.091	Yes	0.395	A	0.395	A	0.000	No
166	Hill Street & 16th Street	0.420	A	0.696	B	0.276	No	0.037	A	0.919	E	0.882	Yes
167	Broadway & 16th Street	0.372	A	0.509	A	0.137	No	0.043	A	0.223	A	0.180	No
168	Main Street & 16th Street	0.399	A	0.543	A	0.144	No	0.037	A	0.144	A	0.107	No
169	Los Angeles Street & 16th Street	0.347	A	0.598	A	0.251	No	0.029	A	0.120	A	0.091	No
170	San Pedro Street & 16th Street	0.701	C	0.843	D	0.142	Yes	0.095	A	0.413	A	0.318	No
171	Central Avenue & 16th Street	0.595	A	0.615	B	0.020	No	0.158	A	0.191	A	0.033	No
172	Central Avenue & Washington Boulevard	0.717	C	0.739	C	0.022	No	0.103	A	0.245	A	0.142	No
173	Wilton Place & Wilshire Boulevard	0.746	C	0.758	C	0.012	No	0.385	A	0.387	A	0.002	No
174	Arlington Avenue & Olympic Boulevard	0.631	B	0.670	B	0.039	No	0.261	A	0.321	A	0.060	No
175	Arlington Avenue & Pico Boulevard	0.600	A	0.618	B	0.018	No	0.205	A	0.231	A	0.026	No
176	Arlington Avenue & Venice Boulevard	0.849	D	0.899	D	0.050	Yes	0.274	A	0.341	A	0.067	No
177	Arlington Avenue & Washington Boulevard	0.667	B	0.713	C	0.046	Yes	0.320	A	0.320	A	0.000	No

Table 6.3.1.1 **Existing With Project - Intersection Level of Service**

Weekday Evening: Pre-Event Hour: (4:30-5:30 PM) & Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

1/3/2012

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)						Weekday Evening Post-Event Hour (9:00-10:00 PM)					
		Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact	Existing Conditions		Existing + Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
178	Crenshaw Boulevard & Wilshire Boulevard	0.761	C	0.774	C	0.013	No						
179	Crenshaw Boulevard & Olympic Boulevard	0.827	D	0.877	D	0.050	Yes						
180	Crenshaw Boulevard & Pico Boulevard	0.722	C	0.739	C	0.017	No						
181	Crenshaw Boulevard & Venice Boulevard	0.915	E	0.946	E	0.031	Yes						
182	Crenshaw Boulevard & Washington Boulevard	0.829	D	0.895	D	0.066	Yes						
183	San Vicente Boulevard & Venice Boulevard	0.508	A	0.541	A	0.033	No						
184	La Brea Avenue & Olympic Boulevard	0.789	C	0.833	D	0.044	Yes						
185	La Brea Avenue & Venice Boulevard	0.803	D	0.806	D	0.003	No						
186	La Brea Avenue & Washington Boulevard	0.700	B	0.731	C	0.031	No						
187	Fairfax Avenue & Olympic Boulevard	0.786	C	0.802	D	0.016	No						

Total # of Impacted Intersections		44			7
# of Impacted Intersections with FWP LOS C	45%	20		43%	3
# of Impacted Intersections with FWP LOS D	25%	11		0%	0
# of Impacted Intersections with FWP LOS E	23%	10		14%	1
# of Impacted Intersections with FWP LOS F	7%	3		43%	3

Project. Five of the seven impacted intersections would be located on Hill Street near the I-10 freeway and along 18th Street leading to the I-10 eastbound on-ramp at Los Angeles Street. Two of the impacted intersections would be at on-ramp locations to the freeway system (Blaine Street southbound to the Harbor Freeway and Grand Avenue northbound to the Hollywood Freeway).

6.3.2 Transit System Analysis

Weekday Evening Pre-Event Hour (4:30 – 5:30pm)

The transit system analysis for the Weekday Pre-Event Hour is summarized in Table 6.3.2.1. The transit system operates the most intensive schedules on weekday peak periods, so system capacity is at its highest during the Weekday Pre-Event Hour. Overall, the transit system serving the Proposed Project site has a person capacity of 33,749 riders in the Weekday Evening Pre-Event Hour. The total ridership in the Weekday Evening Pre-Event Hour including 7,200 trips from the Proposed Project would be 23,439 riders, so overall there would be sufficient capacity to accommodate the Proposed Project. This is largely because trips to the Proposed Project would be inbound to the downtown area, which is the non-peak load direction for transit service which is carrying the highest loads outbound from downtown in the evening commuter peak period. Transit vehicles inbound to downtown are thus carrying far fewer passengers and have more surplus capacity. Table 6.3.2.1 shows that the policy load factors (capacities) would not be exceeded on any component of the transit system, so there would be no significant impacts in the Weekday Pre-Event Hour.

Weekday Evening Post-Event Hour (9:00 – 10:00pm)

The transit system analysis for the Weekday Post-Event Hour is summarized in Table 6.3.2.2. The transit system operates reduced schedules on weekday nights, so system capacity is lower than for the Weekday Pre-Event Hour. Overall, the transit system serving the Proposed Project site has a passenger capacity of 8,489 riders in the Weekday Post-Event Hour (much lower than for the Weekday Pre-Event Hour). The total ridership in the Weekday Post-Event Hour including 11,160 trips from the Proposed Project would be 14,524 riders, so overall ridership would exceed available capacity. The policy load factors (capacities) would be exceeded on seven rail transit lines, the Silver Line (both directions), and for Rapid, Express, and Local buses, as shown below, which would constitute significant impacts:

Line	Additional Rail Cars/Buses Needed to Meet Load Factor
Metro Red Line	13

Table 6.3.2.1 Existing With Project - Transit Analysis - Weekday Evening: Pre-Event Hour (4:30 - 5:30pm) 11/3/2011

Line	Policy Load Factor [1]	Dir.[2]	Existing (2011)[3]				Existing With Project (2011)			
			Max Load	Total Capacity [4]	Load Factor	Available Capacity	Project Trips	Max Load	Load Factor	Available Capacity
Red	2.30	EB	2,218	4,572	1.14	2,354	1,584	3,802	1.96	770
Purple	2.30	EB	1,335	3,048	1.03	1,713	288	1,623	1.25	1,425
Red/Purple	2.30	WB	3,439	7,620	1.06	4,181	1,080	4,519	1.39	3,101
Blue	1.75	NB	1,393	4,389	0.56	2,996	1,728	3,121	1.26	1,268
Green (East)	1.75	WB	425	2,128	0.35	1,703	576	1,001	0.83	1,127
Green (West)	1.75	EB	1,148	2,128	0.96	980	360	1,508	1.26	620
Gold (Pasadena)	1.75	SB	527	1,862	0.50	1,335	288	815	0.78	1,047
Gold (East LA)	1.75	NB	543	2,128	0.45	1,585	360	903	0.75	1,225
Metrolink	1.00	WB	141	1,120	0.13	979	432	573	0.51	547
Silver Line (Artesia T.C.)	1.30	NB	70	360	0.25	290	144	214	0.78	146
Silver Line (El Monte)	1.30	SB	183	480	0.50	297	144	327	0.89	153
Metro Bus										
Rapid	1.30	N/E	2,599	3,978	0.85	1,379	965	3,564	1.16	414
Express	1.30	N/E	433	988	0.57	555	216	649	0.85	339
Local	1.30	N/E	4,569	8,314	0.71	3,745	1,051	5,620	0.87	2,694
Rail Subtotal [5]	-		8,385	19,629	0.94	11,244	4,680	13,065	1.46	6,564
Grand Total	-		16,239	33,749	0.82	17,510	7,200	23,439	1.18	10,310

1. Source: Los Angeles County Transportation Authority (Metro), 2011; Southern California Regional Rail Authority (Metrolink), 2011
2. Direction of travel (NB/EB during Pre-Event Hours; SB/WB during Post-Event Hours) - Silver/Green/Gold Lines include both directions for all time periods
3. Metro Bus ridership data for March 2011, Metro Rail ridership data for 2010-2011; Metrolink ridership data for May 2011
4. Existing capacity from Metro and Metrolink service schedules and vehicle capacities from Table 5.1.2.1
5. Rail Subtotal includes Red, Purple, Red/Purple, and Blue Lines. Totals for other lines (Green-East, Green-West, Gold-Pasadena, Gold-East LA, and Metrolink) included in numbers for Red, Purple, and Blue Lines due to transfers.

Table 6.3.2.1a Existing Service Characteristics
Weekday Evening: Pre-Event Hour (4:30 - 5:30pm)

Line	Dir.	Frequency (minutes)	Buses/Trains per Hour	Train Length - # of Cars	Total Cars/Buses
Red	EB	10	6	6	36
Purple	EB	10	6	4	24
Red/Purple	WB	5	12	6/4	60
Blue	NB	5	12	3	36
Green (East)	WB	7.5	8	2	16
Green (West)	EB	7.5	8	2	16
Gold (Pasadena)	SB	8.5	7	2	14
Gold (ELA)	NB	7.5	8	2	16
Metrolink	WB	35	2	4	8
Silver Line (Artesia T.C.)	NB	10	12	N/A	12
Silver Line (El Monte)	SB	7.5	8	N/A	8
Metro Bus					
Rapid	N/E	-	60	N/A	60
Express	N/E	-	19	N/A	19
Local	N/E	-	156	N/A	156

Table 6.3.2.1b Additional Service Needed with Project
Weekday Evening: Pre-Event Hour (4:30 - 5:30pm)

Line	Dir.	Available Capacity with Project	Additional Cars/ Buses Needed
Red	EB	770	-
Purple	EB	1,425	-
Red/Purple	WB	3,101	-
Blue	NB	1,268	-
Green (East)	WB	1,127	-
Green (West)	EB	620	-
Gold (Pasadena)	SB	1,047	-
Gold (ELA)	NB	1,225	-
Metrolink	WB	547	-
Silver Line (Artesia T.C.)	NB	146	-
Silver Line (El Monte)	SB	153	-
Metro Bus			
Rapid	N/E	414	-
Express	N/E	339	-
Local	N/E	2,694	-

Table 6.3.2.2 Existing With Project - Transit Analysis - Weekday Evening: Post-Event Hour (9:00 - 10:00pm) 11/3/2011

Line	Policy Load Factor [1]	Dir.[2]	Existing (2011)[3]				Existing With Project (2011)			
			Max Load	Total Capacity [4]	Load Factor	Available Capacity	Project Trips	Max Load	Load Factor	Available Capacity
Red	2.30	WB	579	1,524	0.89	945	2,455	3,034	4.68	-1,510
Purple	2.30	WB	136	762	0.42	626	446	582	1.80	180
Red/Purple	2.30	EB	811	2,286	0.83	1,475	1,674	2,485	2.56	-199
Blue	1.75	SB	412	798	0.92	386	2,678	3,090	6.87	-2,292
Green (East)	1.75	EB	127	399	0.56	272	893	1,020	4.53	-621
Green (West)	1.75	WB	140	266	0.93	126	558	698	4.65	-432
Gold (Pasadena)	1.75	NB	197	399	0.88	202	446	643	2.86	-244
Gold (East LA)	1.75	SB	99	266	0.66	167	558	657	4.38	-391
Metrolink	1.00	EB	142	1,400	0.10	1,258	670	812	0.58	588
Silver Line (Artesia T.C.)	1.30	SB	21	120	0.23	99	223	244	2.65	-124
Silver Line (El Monte)	1.30	NB	36	120	0.39	84	223	259	2.82	-139
Metro Bus										
Rapid	1.30	S/W	199	592	0.44	393	1,495	1,694	3.72	-1,102
Express	1.30	S/W	56	104	0.70	48	335	391	4.89	-287
Local	1.30	S/W	1,114	2,183	0.66	1,069	1,630	2,744	1.63	-561
Rail Subtotal [5]	-		1,938	5,370	0.81	3,432	7,254	9,192	3.84	-3,822
Grand Total	-		3,364	8,489	0.70	5,125	11,160	14,524	3.03	-6,035

1. Source: Los Angeles County Transportation Authority (Metro), 2011; Southern California Regional Rail Authority (Metrolink), 2011
2. Direction of travel (NB/EB during Pre-Event Hours; SB/WB during Post-Event Hours) - Silver/Green/Gold Lines include both directions for all time periods
3. Metro Bus ridership data for March 2011, Metro Rail ridership data for 2010-2011; Metrolink ridership data for May 2011
4. Existing capacity from Metro and Metrolink service schedules and vehicle capacities from Table 5.1.2.1
5. Rail Subtotal includes Red, Purple, Red/Purple, and Blue Lines. Totals for other lines (Green-East, Green-West, Gold-Pasadena, Gold-East LA, and Metrolink) included in numbers for Red, Purple, and Blue Lines due to transfers.

Table 6.3.2.2a Existing Service Characteristics
Weekday Evening: Post-Event Hour (9:00 - 10:00pm)

Line	Dir.	Frequency (minutes)	Buses/Trains per Hour	Train Length - # of Cars	Total Cars/Buses
Red	WB	20	3	4	12
Purple	WB	20	3	2	6
Red/Purple	EB	10	6	4/2	18
Blue	SB	20	3	2	6
Green (East)	EB	20	3	1	3
Green (West)	WB	30	2	1	2
Gold (Pasadena)	NB	20	3	1	3
Gold (ELA)	SB	30	3	1	3
Metrolink	EB	90	2	5	10
Silver Line (Artesia T.C.)	SB	30	2	N/A	2
Silver Line (El Monte)	NB	30	2	N/A	2
Metro Bus					
Rapid	S/W	-	8	N/A	8
Express	S/W	-	2	N/A	2
Local	S/W	-	41	N/A	41

Table 6.3.2.2b Additional Service Needed with Project
Weekday Evening: Post-Event Hour (9:00 - 10:00pm)

Line	Dir.	Available Capacity with Project	Additional Cars/ Buses Needed
Red	WB	-1,510	13
Purple	WB	180	-
Red/Purple	EB	-199	2
Blue	SB	-2,292	18
Green (East)	EB	-621	5
Green (West)	WB	-432	4
Gold (Pasadena)	NB	-244	2
Gold (ELA)	SB	-391	3
Metrolink	EB	588	-
Silver Line (Artesia T.C.)	SB	-124	3
Silver Line (El Monte)	NB	-139	3
Metro Bus			
Rapid	S/W	-1,102	19
Express	S/W	-287	5
Local	S/W	-561	10

Metro Red/Purple Lines	2
Metro Blue Line	18
Green Line (East)	5
Green Line (West)	4
Gold Line (Pasadena)	2
Gold Line (East LA)	3
Metro Silver Line (South)	3
Metro Silver Line (North)	3
Rapid Bus	19
Express Bus	5
Local Bus	10

These impacts would occur because of the significantly scaled back service schedules that are operated on the transit system in the late evening. Because of the reduced transit schedules at these times, additional capacity would need to be provided during the Weekday Post-Event Hour. Such capacity would be available, and additional service could be provided, as detailed in Chapter 10 – Project Mitigation. The total service necessary to accommodate the Weekday Evening Post-Event Hour passenger loads would still be well below the service levels typically operated during the weekday peak periods.

6.3.3 Parking

Weekday Evening Event

For a Weekday Evening Event, the estimated parking demand for the Proposed Project would be a total of 24,157 spaces, comprising 20,874 for the Event Center and 3,283 for the Convention Center[1]. This demand would utilize the 6,670 on-site spaces, and 17,487 spaces in the off-site parking supply. This off-site parking demand would be readily accommodated by the off-site supply in downtown.

This is demonstrated by an analysis of parking demand and supply, not only for the Proposed Project but also for the STAPLES Center and LA LIVE, which is summarized in Table 6.3.3.1, for the same time period as a Weekday Evening Event at the Event Center. Table 6.3.3.1 shows the total parking demand for these uses during a Weekday Evening Event to be 25,730 spaces[2]. Note that the parking demand for STAPLES Center would be zero, due to the stated policy of not scheduling a STAPLES Center event at the same time as a major ticketed event at the Event Center.

[1] Based on existing Weekday parking demand of 3,283 spaces for the 90th percentile event.
[2] Includes parking demand of 1,573 spaces for LA LIVE based on analysis for LASED EIR & Specific Plan, 2000, and LASED Specific Plan Amendment, 2010.

Table 6.3.3.1 Existing With Project - Parking Demand and Supply Summary Weekday Evening Event

11/11/11

Facility	Parking Demand	Parking Demand Allocations				
		On-Site Supply	Off-Site Supply			Total Supply
			LA LIVE Supply	Other Downtown Supply	Total Off-Site Supply	
Proposed Project	24,157 [1]	6,670 [2]	1,000 [3]	16,487	17,487	24,157
LA LIVE	1,573 [4]	0	1,573	0	1,573	1,573
STAPLES Center	0	0	0	0	0	0
Total Demand	25,730	6,670	2,573	16,487	19,060	25,730
Total Available Supply		6,670	3,518 [5]	22,394 [6]	25,912	32,582
Total Surplus						6,852

[1] Comprises 19,470 spaces for Event Center attendees, 1,404 spaces for Event Center employees, and 3,283 spaces for Convention Center based on existing weekday parking demand of 3,283 spaces for 90th percentile event.

[2] From Table 4-1, Chapter 4.

[3] See Chapter 4.

[4] From analysis for LASED EIR & Specific Plan, 2000, and LASED Specific Plan Amendment, 2010.

[5] From Table 4.5.1, Chapter 4.

[6] Unoccupied parking spaces in the off-site area of the Primary Parking Area (excluding LA LIVE), from Table A.2.8.3 in Appendix 2.

Table 6.3.3.1 shows this overall demand for 25,730 spaces would utilize the 6,670 on-site parking space supply and 19,060 off-site parking spaces. Table 6.3.3.1 also shows there would be 25,912 off-site parking spaces available[1] which would be more than necessary to satisfy the demand. It is therefore concluded that there would be no significant parking impacts for a Weekday Evening Event, as the parking demand would not exceed the available parking supply.

6.3.4 Pedestrian Circulation

Impact Analysis

Weekday Evening Pre-Event Hour (4:30 – 5:30pm)

The results of the pedestrian analysis are shown in Table 6.3.4.1 which shows pedestrian sidewalk levels of service for average flow and for platoon flow conditions. For purposes of preparing a conservative analysis, the analysis focuses on the results for platoon levels of service. These are illustrated graphically in Figure 6.3.4.1. (Details of the pedestrian level of service calculations are shown in Table A.6.1.4.3 in Appendix 6.)

The analysis shows that in general for the Weekday Evening Pre-Event Hour the sidewalks would operate at LOS D or better. At a few locations the sidewalk level of service (LOS) would be LOS E, but the LOS would not exceed LOS E in any location and there would be no significant pedestrian impacts.

Weekday Evening Post-Event Hour (9:00 – 10:00pm)

The results of the pedestrian analysis are also shown in Table 6.3.4.1 which shows pedestrian sidewalk levels of service. These are illustrated graphically in Figure 6.3.4.2. The analysis shows that in general for the Weekend Evening Post-Event Hour the sidewalks would operate at LOS D or better at many locations. There will be a number of locations where the sidewalk conditions will be LOS E, principally on 11th Street, 12th Street, short sections of Pico Boulevard and Venice Boulevard, and some sections of Figueroa Street and Flower Street as shown in Figure 6.3.4.2. The sidewalk level of service (LOS) would be LOS F at three locations which are listed below:

11th Street	Figueroa St - Flower St	North Side
11th Street	Figueroa St - Flower St	South Side
12th Street	Flower St - Hope St	South Side

[1] As shown in Table 6.3.3.1 this would be comprised of 22,394 unoccupied parking spaces in the off-site area (excluding LA LIVE), as determined by the parking occupancy surveys described in Chapter 2, and shown in Table A.2.8.3 in Appendix 2, and the 3,518 space supply at LA LIVE.

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Table 6.3.4.1 Existing With Project - Pedestrian Sidewalk Level of Service - Weekday Evening: Pre-Event Hour (4:30 - 5:30pm) and Weekday Evening: Post-Event Hour (9:00 - 10:00pm)

2/6/2012

Street	Section		Sidewalk Side	Total Sidewalk Width (ft)	Weekday Evening: Pre-Event Hour (4:30 - 5:30 PM)		Weekday Evening: Post-Event Hour (9:00 - 10:00 PM)	
	From	To			Avg. Flow Level of Service	Platoon Flow Level of Service	Avg. Flow Level of Service	Platoon Flow Level of Service
8th	Francisco	Figueroa	North	10	A	B	A	B
			South	13	A	B	A	B
9th	Georgia	Francisco	North	-	-	-	-	-
			South	13	A	B	B	C
Olympic	Georgia	Francisco	North	13	A	B	A	B
			South	14	A	B	A	B
Olympic	Francisco	Figueroa	North	15	A	B	A	B
			South	15	A	B	A	B
Olympic	Figueroa	Flower	North	16	A	B	A	B
			South	10	A	B	A	B
Olympic	Flower	Hope	North	10	A	B	A	B
			South	12	A	B	A	B
Olympic	Hope	Grand	North	10	A	B	A	B
			South	10	A	B	A	B
Olympic	Grand	Olive	North	10	A	B	A	B
			South	10	A	B	A	B
Olympic	Olive	Hill	North	10	A	B	A	A
			South	10	A	A	A	A
11th	LA Live Wy.	Georgia	North	15	B	C	C	D
			South	20	A	C	C	D
11th	Georgia	Nokia Plz	Both	95	A	C	B	C
11th	Nokia Plaza	Figueroa	Both	95	A	B	A	C
11th	Figueroa	Flower	North	10	D	E	E	F
			South	10	D	E	E	F
11th	Flower	Hope	North	12	B	C	C	D
			South	10	C	D	D	E
11th	Hope	Grand	North	10	A	C	C	D
			South	12	A	C	B	D
11th	Grand	Olive	North	10	A	C	B	D
			South	10	A	C	B	D
11th	Olive	Hill	North	10	A	B	A	B
			South	10	A	B	A	B
12th	GLP	Figueroa	Both	100	A	B	A	C
12th	Figueroa	Flower	Both	78	A	B	A	C
12th	Flower	Hope	North	10	C	D	E	E
			South	10	D	D	E	F

Table 6.3.4.1 Existing With Project - Pedestrian Sidewalk Level of Service - Weekday Evening: Pre-Event Hour (4:30 - 5:30pm) and Weekday Evening: Post-Event Hour (9:00 - 10:00pm)

2/6/2012

Street	Section		Sidewalk Side	Total Sidewalk Width (ft)	Weekday Evening: Pre-Event Hour (4:30 - 5:30 PM)		Weekday Evening: Post-Event Hour (9:00 - 10:00 PM)	
	From	To			Avg. Flow Level of Service	Platoon Flow Level of Service	Avg. Flow Level of Service	Platoon Flow Level of Service
12th	Hope	Grand	North	11	B	D	D	E
			South	10	C	D	E	E
12th	Grand	Olive	North	10	C	D	D	E
			South	10	C	D	D	E
12th	Olive	Hill	North	12	A	C	B	C
			South	10	A	C	C	D
12th	Hill	Broadway	North	11	A	B	A	C
			South	13	A	B	A	C
Pico	LA Live Wy.	GLP	North	20	A	B	B	C
			South	15	A	B	A	C
Pico	GLP	Figueroa	North	20	A	C	C	D
			South	21	A	C	C	D
Pico	Figueroa	Flower	North	20	B	D	D	E
			South	10	B	D	D	D
Pico	Flower	Hope	North	12	B	D	D	E
			South	13	A	C	B	C
Pico	Hope	Grand	North	12	B	D	D	D
			South	12	A	C	C	D
Pico	Grand	Olive	North	12	A	B	A	C
			South	10	A	B	A	C
Pico	Olive	Hill	North	11	A	B	A	B
			South	10	A	B	A	B
Venice	Figueroa	Flower	North	10	C	D	D	E
			South	10	A	C	C	D
Venice	Flower	Hope	North	10	C	D	D	E
			South	10	A	C	C	D
Venice	Hope	Grand	North	10	B	C	C	D
			South	10	A	C	B	D
Venice	Grand	Olive	North	10	A	B	A	A
			South	25	A	A	A	A
LA Live Wy.	12th	11th	East	15	A	B	A	B
			West	10	A	A	A	B
LA Live Wy.	Pico	12th	East	15	A	C	C	D
			West	10	A	B	A	B
Georgia	11th	Olympic	East	15	A	B	A	B
			West	15	A	B	A	C
Georgia	Olympic	9th	East	11	A	B	A	C
			West	10	A	B	A	C

Table 6.3.4.1 Existing With Project - Pedestrian Sidewalk Level of Service - Weekday Evening: Pre-Event Hour (4:30 - 5:30pm) and Weekday Evening: Post-Event Hour (9:00 - 10:00pm)

2/6/2012

Street	Section		Sidewalk Side	Total Sidewalk Width (ft)	Weekday Evening: Pre-Event Hour (4:30 - 5:30 PM)		Weekday Evening: Post-Event Hour (9:00 - 10:00 PM)	
	From	To			Avg. Flow Level of Service	Platoon Flow Level of Service	Avg. Flow Level of Service	Platoon Flow Level of Service
Francisco	Olympic	9th	East	10	A	C	B	C
			West	10	A	C	B	D
Francisco	9th	8th	East	10	B	D	D	D
			West	10	A	B	B	C
Figueroa	Venice	Pico	East	10	C	D	D	E
			West	22	B	C	C	D
Figueroa	Pico	12th	East	10	A	C	B	C
			West	17	B	D	B	C
Figueroa	12th	11th	East	12	A	C	A	C
			West	31	A	B	A	B
Figueroa	11th	Olympic	East	10	D	D	E	E
			West	15	D	E	D	E
Figueroa	Olympic	9th	East	22	A	C	B	D
			West	12	D	E	E	E
Figueroa	9th	8th	East	10	D	D	E	E
			West	15	C	D	C	D
Figueroa	8th	7th	East	13	A	C	C	D
			West	22	A	C	A	C
Figueroa	7th	Wilshire	East	12	A	C	A	C
			West	12	B	D	B	D
Figueroa	Wilshire	6th	East	10	C	D	C	D
			West	19	A	C	A	C
Figueroa	6th	5th	East	18	A	B	A	B
			West	10	C	D	D	D
Figueroa	5th	4th	East	10	C	D	C	D
			West	10	C	D	C	D
Flower	Venice	Pico	East	11	A	A	A	A
			West	10	A	B	A	B
Flower	Pico	12th	East	10	A	B	A	B
			West	10	A	B	A	B
Flower	12th	11th	East	12	A	B	A	B
			West	10	A	C	A	C
Flower	11th	Olympic	East	13	A	C	B	D
			West	22	A	B	A	C
Flower	Olympic	9th	East	13	A	C	B	D
			West	13	D	D	E	E
Flower	9th	8th	East	13	A	C	B	D
			West	12	C	D	D	E

Table 6.3.4.1 Existing With Project - Pedestrian Sidewalk Level of Service - Weekday Evening: Pre-Event Hour (4:30 - 5:30pm) and Weekday Evening: Post-Event Hour (9:00 - 10:00pm)

2/6/2012

Street	Section		Sidewalk Side	Total Sidewalk Width (ft)	Weekday Evening: Pre-Event Hour (4:30 - 5:30 PM)		Weekday Evening: Post-Event Hour (9:00 - 10:00 PM)	
	From	To			Avg. Flow Level of Service	Platoon Flow Level of Service	Avg. Flow Level of Service	Platoon Flow Level of Service
Flower	8th	7th	East	12	A	B	A	C
			West	12	A	C	B	C
Hope	Venice	15th	East	10	A	B	A	B
			West	15	A	B	A	B
Hope	15th	Pico	East	10	A	B	A	B
			West	11	A	B	A	B
Hope	Pico	12th	East	10	A	B	A	B
			West	11	A	B	A	B
Hope	12th	11th	East	11	A	B	A	B
			West	11	A	B	A	B
Hope	11th	Olympic	East	11	A	B	A	B
			West	12	A	B	A	C
Grand	Venice	15th	East	20	A	B	A	B
			West	10	A	C	C	D
Grand	15th	Pico	East	12	A	B	A	C
			West	15	A	B	A	C
Grand	Pico	12th	East	15	A	A	A	A
			West	20	A	A	A	A
Grand	12th	11th	East	18	A	A	A	A
			West	22	A	A	A	B
Grand	11th	Olympic	East	15	A	B	A	B
			West	15	A	B	A	B
Olive	Venice	15th	East	15	A	B	A	B
			West	10	A	B	A	B
Olive	15th	Pico	East	13	A	B	A	B
			West	15	A	B	A	B
Olive	Pico	12th	East	20	A	A	A	B
			West	15	A	B	A	B
Olive	12th	11th	East	15	A	B	A	B
			West	17	A	B	A	B
Olive	11th	Olympic	East	15	A	B	A	B
			West	16	A	B	A	C

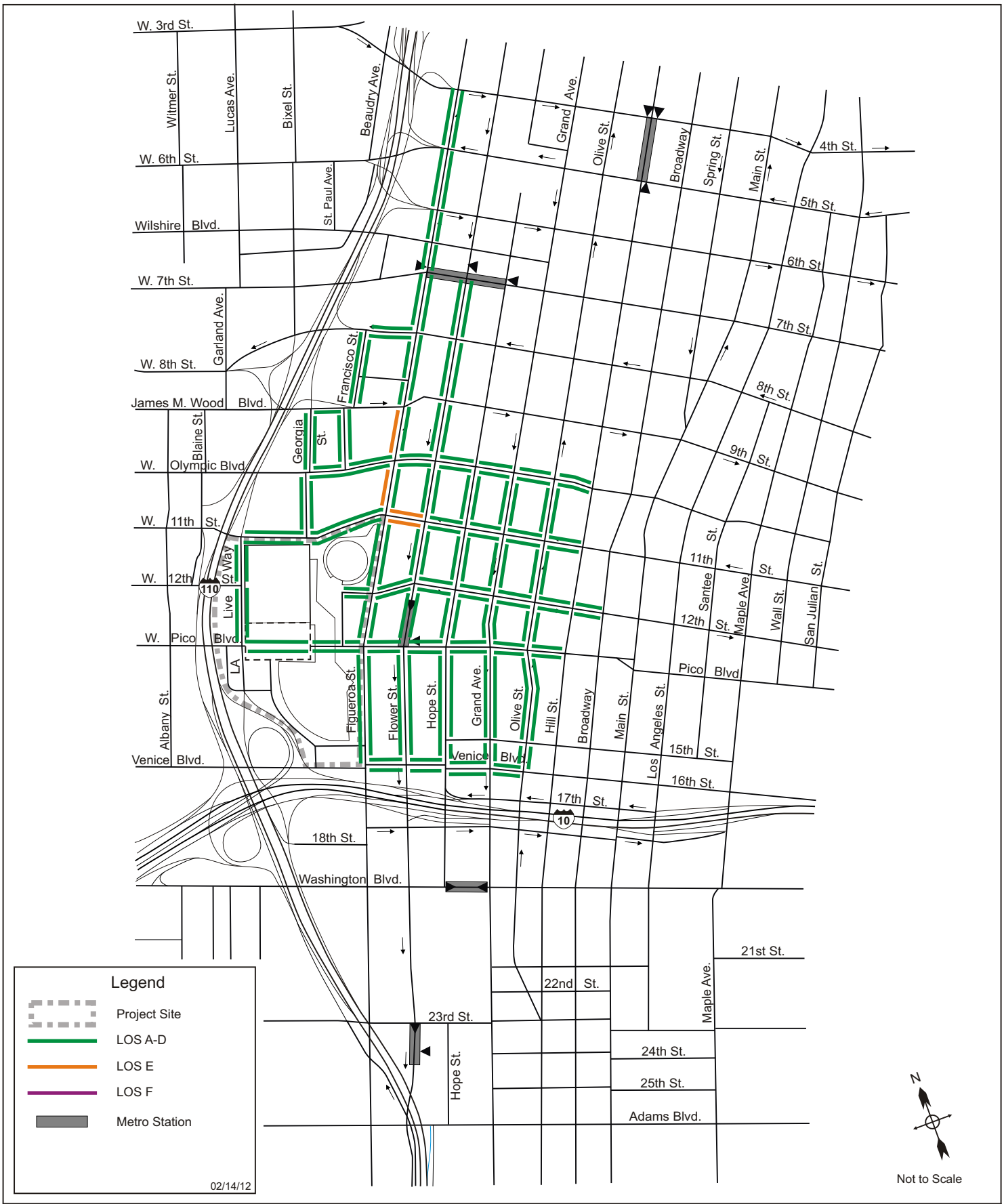


Figure 6.3.4.1

Existing With Project – Pedestrian Sidewalk Level of Service – Weekday Evening: Pre-Event Hour (4:30 – 5:30pm)

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions

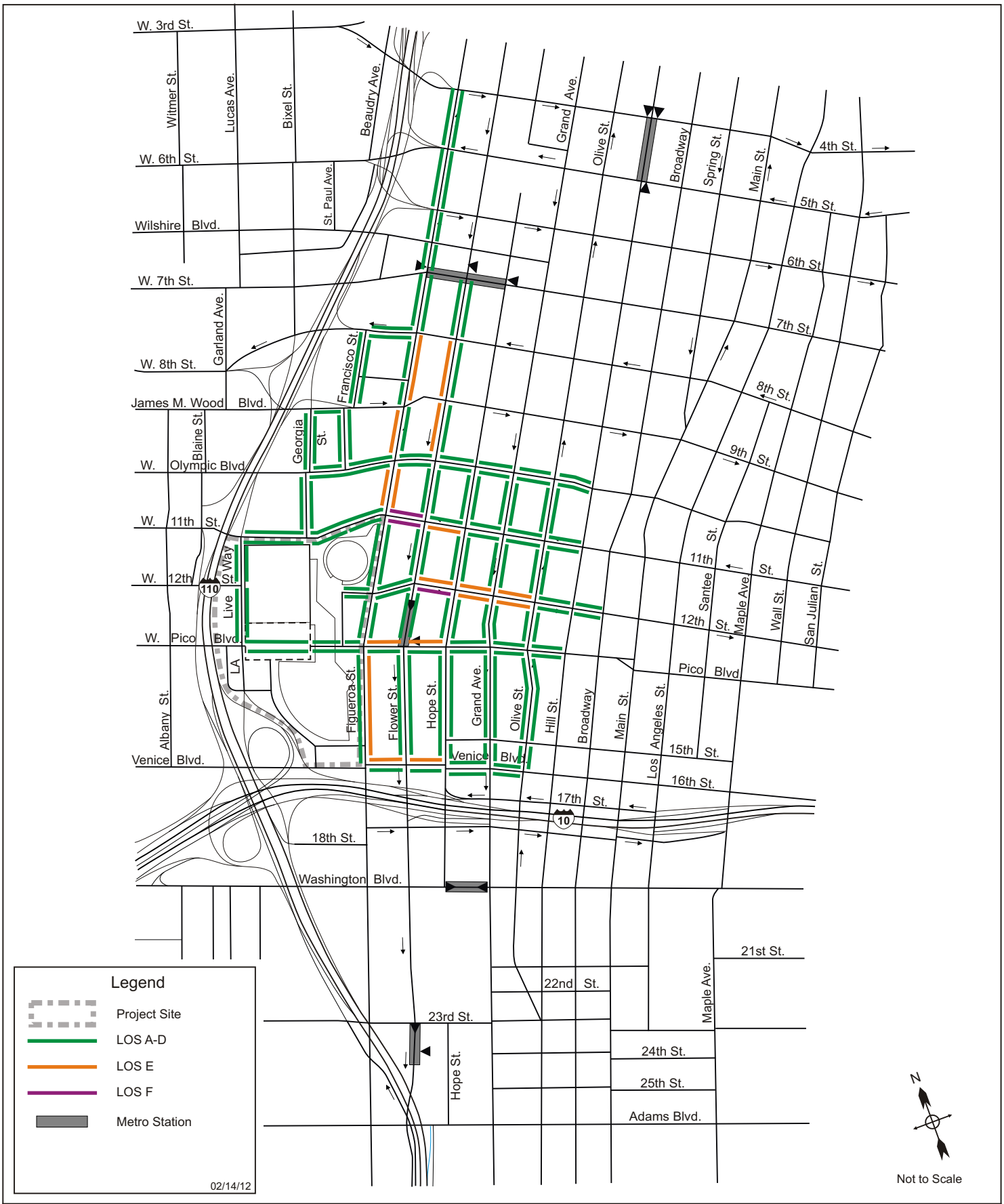


Figure 6.3.4.2

Existing With Project – Pedestrian Sidewalk Level of Service – Weekday Evening: Post-Event Hour (9:00 -10:00pm)

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions

There would thus be significant pedestrian impacts at these three locations in the Weekday Post-Event Hour.

6.3.5 Freeways

Freeway Segments

Freeway Segment Impact Analysis

The freeway segment analysis is summarized in Tables 6.3.5.1 and 6.3.5.2. Levels of service and D/C ratios for Existing Conditions and Existing With Project Conditions are shown in Tables 6.3.5.1 for the Weekday Evening Pre-Event Hour and 6.3.5.2 for the Weekday Evening Post-Event Hour. The locations for freeway segment level of service analysis for the Weekday Evening Pre-Event Hour are shown in Figure 6.3.5.1

Weekday Pre-Event Hour (4:30 – 5:30pm)

Existing Conditions

As shown in Table 6.3.5.1, four mainline and three HOV locations currently operate at LOS D or better in the Weekday Pre-Event Hour. Six mainline locations currently operate at LOS E and seven mainline locations operate at LOS F (five at LOS F(0), one at LOS F(1), and one at LOS F(3)).

Existing With Project Conditions

With the Proposed Project, six of the twenty freeway analysis locations are expected to operate at LOS D or better during the Weekday Evening Pre-Event hour, two locations would operate at LOS E, and twelve locations would operate at LOS F (nine at LOS F(0), two at LOS F(1), and one at LOS F(3)).

As shown in Table 6.3.5.1, the Proposed Project would result in a significant traffic impact at eleven freeway mainline locations in the Weekday Evening Pre-Event Hour. These locations are as follows (with the direction and resultant D/C ratio and LOS in parentheses):

4S.	SR-110 Between James Wood Blvd and Olympic Blvd (SB)	(1.044)	F(0)
10.	I-5 West of Indiana Street (NB)	(1.069)	F(0)
8.	US-101 at Glendale Boulevard (SB)	(1.115)	F(0)

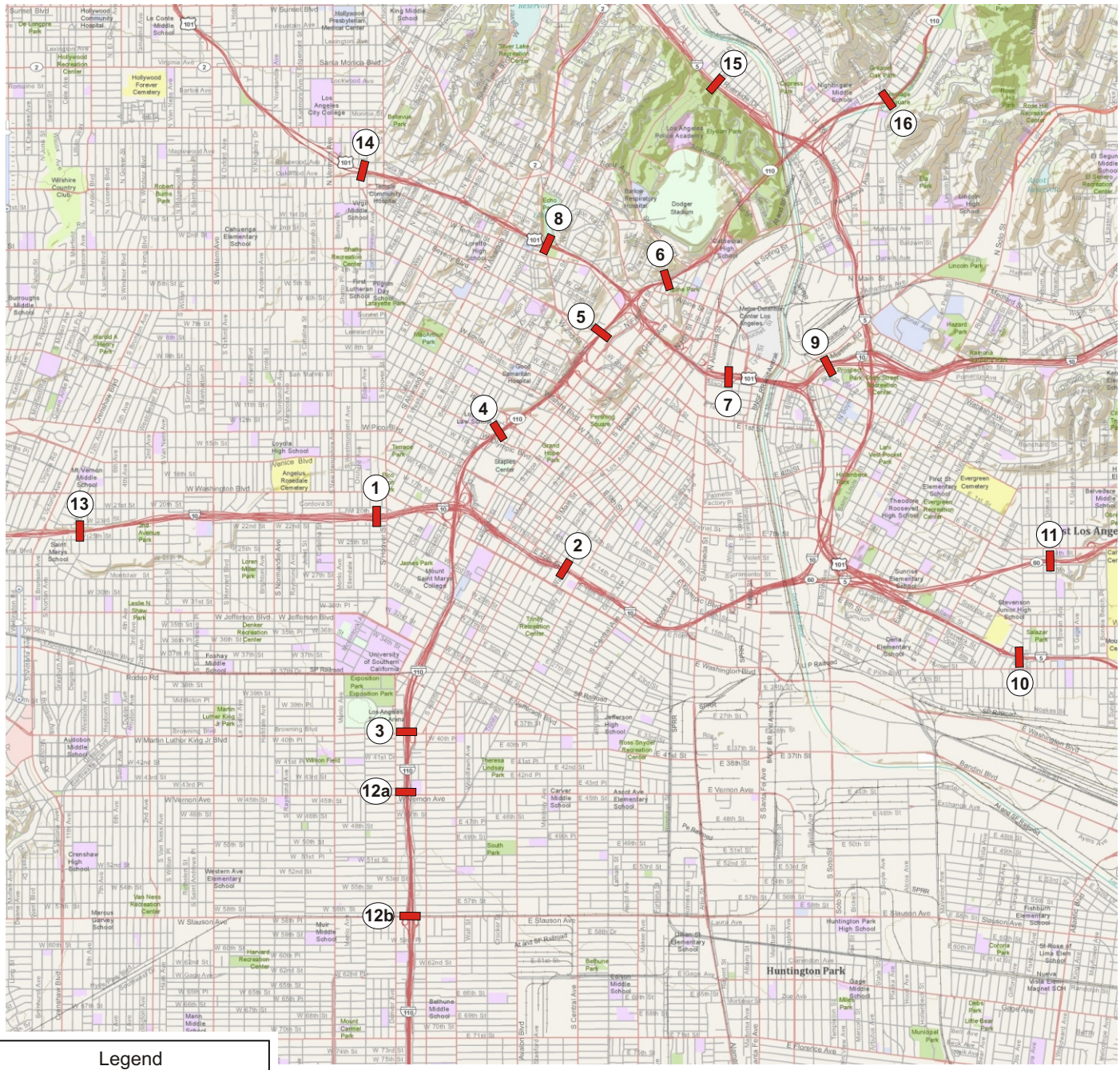


Figure 6.3.5.1
Freeway Segment Analysis Locations

Table 6.3.5.1 Existing With Project - Freeway Segment Level of Service
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

10/11/11

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Existing With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
1	I-10 West of Vermont (Total)	EB	4 G + 2 C-D	12,000	15,330	1.277	F(1)	821	16,151	1.346	F(1)	0.068	Yes
		WB	4 G + 2 C-D	12,000	15,459	1.288	F(1)	0	15,459	1.288	F(1)	0.000	No
2	I - 10 East of San Pedro Street	EB	5 G	10,000	13,374	1.337	F(1)	0	13,374	1.337	F(1)	0.000	No
		WB	5 G	10,000	9,669	0.967	E	2,542	12,211	1.221	F(0)	0.254	Yes
3a	I - 110 South of Martin Luther King Jr. Boulevard (Mainline)	NB	5 G	10,000	9,406	0.941	E	548	9,954	0.995	E	0.055	No
		SB	5 G	10,000	11,105	1.110	F(0)	0	11,105	1.110	F(0)	0.000	No
3b	I - 110 North of Martin Luther King Jr. Boulevard (HOV)	NB	1 HOV	1,650	484	0.293	A	829	1,313	0.796	D	0.502	No
		SB	2 HOV	3,300	2,452	0.743	C	0	2,452	0.743	C	0.000	No
4	SR-110 between James Wood Boulevard and Olympic Boulevard	NB	3G + 2 C-D	10,000	11,960	1.196	F(0)	78	12,038	1.204	F(0)	0.008	No
		SB	5 G	10,000	9,521	0.952	E	916	10,437	1.044	F(0)	0.092	Yes
5	SR-110 South of US-101	NB	3 G + 2 C	10,000	10,539	1.054	F(0)	0	10,539	1.054	F(0)	0.000	No
		SB	3 G + 3 C	12,000	13,668	1.139	F(0)	2,035	15,703	1.309	F(1)	0.170	Yes
6	SR-110 North of Alpine Street	NB	3 G	6,000	6,754	1.126	F(0)	0	6,754	1.126	F(0)	0.000	No
		SB	3 G	6,000	6,463	1.077	F(0)	683	7,146	1.191	F(0)	0.114	Yes
7	US-101 North of Vignes Street	NB	4 G	8,000	7,871	0.984	E	1,173	9,044	1.130	F(0)	0.147	Yes
		SB	4 G	8,000	8,030	1.004	F(0)	0	8,030	1.004	F(0)	0.000	No

Table 6.3.5.1 Existing With Project - Freeway Segment Level of Service
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

10/11/11

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Existing With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
8	US-101 at Glendale Boulevard	NB	4 G	8,000	7,584	0.948	E	0	7,584	0.948	E	0.000	No
		SB	4 G	8,000	7,715	0.964	E	1,208	8,923	1.115	F(0)	0.151	Yes
9a	I-10 at Echandia Street b/w US 101 and I-5 (Mainline)	EB	3 G	6,000	6,367	1.061	F(0)	0	6,367	1.061	F(0)	0.000	No
		WB	3 G	6,000	4,356	0.726	C	411	4,766	0.794	D	0.068	No
9b	I-10 at Echandia Street b/w US 101 and I-5 (HOV)	EB	1 HOV	1,650	639	0.387	B	0	639	0.387	B	0.000	No
		WB	1 HOV	1,650	168	0.102	A	763	931	0.564	C	0.462	No
10	I-5 at Calzona Street west of Indiana Street	NB	5 G	10,000	8,934	0.893	D	1,760	10,694	1.069	F(0)	0.176	Yes
		SB	5 G	10,000	10,416	1.042	F(0)	0	10,416	1.042	F(0)	0.000	No
11	SR-60 East of Indiana Street	EB	5 G	10,000	9,684	0.968	E	0	9,684	0.968	E	0.000	No
		WB	5 G	10,000	6,524	0.652	C	782	7,306	0.731	C	0.078	No
12a	I-110 at Vernon Avenue (Mainline)	NB	4 G	8,000	8,619	1.077	F(0)	548	9,167	1.146	F(0)	0.068	Yes
		SB	4 G	8,000	11,064	1.383	F(2)	0	11,064	1.383	F(2)	0.000	No
12b	I-110 at Slauson Avenue (HOV)	NB	2 HOV	3,300	1,640	0.497	B	1,017	2,657	0.805	D	0.308	No
		SB	2 HOV	3,300	2,743	0.831	D	0	2,743	0.831	D	0.000	No
13	I-10 East of Crenshaw Boulevard	EB	5 G	10,000	14,713	1.471	F(3)	821	15,535	1.553	F(3)	0.082	Yes
		WB	5 G	10,000	12,408	1.241	F(0)	0	12,408	1.241	F(0)	0.000	No
14	US-101 South of Vermont Avenue	NB	4 G	8,000	6,820	0.853	D	0	6,820	0.853	D	0.000	No
		SB	4 G	8,000	8,136	1.017	F(0)	1,418	9,554	1.194	F(0)	0.177	Yes

Table 6.3.5.1 Existing With Project - Freeway Segment Level of Service
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

10/11/11

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Existing With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
15	I-5 South of Stadium Way	NB	5 G	10,000	10,056	1.006	F(0)	0	10,056	1.006	F(0)	0.000	No
		SB	4 G + 1 A	9,000	8,395	0.933	E	489	8,884	0.987	E	0.054	No
16	SR-110 South of Avenue 43	NB	3 G	6,000	6,139	1.023	F(0)	0	6,139	1.023	F(0)	0.000	No
		SB	3 G	6,000	3,713	0.619	C	489	4,202	0.700	C	0.081	No

Significant Impact?	Yes	11
	No	9

Segment analyzed. All traffic inbound to event.

Table 6.3.5.2 Existing With Project - Freeway Segment Level of Service
Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

1/13/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Existing With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
1	I-10 West of Vermont (Total)	EB	4 G + 2 C-D	12,000	9,733	0.811	D	0	9,733	0.811	D	0.000	No
		WB	4 G + 2 C-D	12,000	8,188	0.682	C	1,280	9,468	0.789	D	0.107	No
2	I - 10 East of San Pedro Street	EB	5 G	10,000	4,887	0.489	B	3,961	8,848	0.885	D	0.396	No
		WB	5 G	10,000	2,810	0.281	A	0	2,810	0.281	A	0.000	No
3a	I - 110 South of Martin Luther King Jr. Boulevard (Mainline)	NB	5 G	10,000	4,761	0.476	B	0	4,761	0.476	B	0.000	No
		SB	5 G	10,000	5,775	0.578	C	1,267	7,042	0.704	C	0.127	No
3b	I - 110 North of Martin Luther King Jr. Boulevard (HOV)	NB	1 HOV	1,650	91	0.055	A	0	91	0.055	A	0.000	No
		SB	2 HOV	3,300	820	0.248	A	978	1,798	0.545	B	0.296	No
4	SR-110 between James Wood Boulevard and Olympic Boulevard	NB	3G + 2 C-D	10,000	6,304	0.630	C	962	7,266	0.727	C	0.096	No
		SB	5 G	10,000	6,548	0.655	C	321	6,869	0.687	C	0.032	No
5	SR-110 South of US-101	NB	3 G + 2 C	10,000	6,596	0.660	C	3,192	9,788	0.979	E	0.319	No
		SB	3 G + 3 C	12,000	6,679	0.557	C	0	6,679	0.557	C	0.000	No
6	SR-110 North of Alpine Street	NB	3 G	6,000	4,296	0.716	C	1,055	5,351	0.892	D	0.176	No
		SB	3 G	6,000	2,874	0.479	B	0	2,874	0.479	B	0.000	No
7	US-101 North of Vignes Street	NB	4 G	8,000	3,071	0.384	B	0	3,071	0.384	B	0.000	No
		SB	4 G	8,000	4,243	0.530	B	1,828	6,071	0.759	C	0.229	No

Table 6.3.5.2 Existing With Project - Freeway Segment Level of Service
Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

1/13/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Existing With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
8	US-101 at Glendale Boulevard	NB	4 G	8,000	5,783	0.723	C	2,209	7,992	0.999	E	0.276	No
		SB	4 G	8,000	5,824	0.728	C	0	5,824	0.728	C	0.000	No
9a	I-10 at Echandia Street b/w US 101 and I-5 (Mainline)	EB	3 G	6,000	2,052	0.342	A	1,828	3,880	0.647	C	0.305	No
		WB	3 G	6,000	1,283	0.214	A	0	1,283	0.214	A	0.000	No
9b	I-10 at Echandia Street b/w US 101 and I-5 (HOV)	EB	1 HOV	1,650	75	0.045	A	0	75	0.045	A	0.000	No
		WB	1 HOV	1,650	52	0.032	A	0	52	0.032	A	0.000	No
10	I-5 at Calzona Street west of Indiana Street	NB	5 G	10,000	4,497	0.450	B	0	4,497	0.450	B	0.000	No
		SB	5 G	10,000	6,875	0.688	C	2,742	9,617	0.962	E	0.274	No
11	SR-60 East of Indiana Street	EB	5 G	10,000	3,909	0.391	B	1,219	5,128	0.513	B	0.122	No
		WB	5 G	10,000	3,523	0.352	B	0	3,523	0.352	B	0.000	No
12a	I-110 at Vernon Avenue (Mainline)	NB	4 G	8,000	4,779	0.597	C	0	4,779	0.597	C	0.000	No
		SB	4 G	8,000	5,598	0.700	C	1,267	6,865	0.858	D	0.158	No
12b	I-110 at Slauson Avenue (HOV)	NB	2 HOV	3,300	728	0.221	A	0	728	0.221	A	0.000	No
		SB	2 HOV	3,300	810	0.245	A	1,170	1,980	0.600	C	0.355	No
13	I-10 East of Crenshaw Boulevard	EB	5 G	10,000	6,602	0.660	C	0	6,602	0.660	C	0.000	No
		WB	5 G	10,000	5,493	0.549	B	1,280	6,773	0.677	C	0.128	No
14	US-101 South of Vermont Avenue	NB	4 G	8,000	4,533	0.567	C	2,209	6,742	0.843	D	0.276	No
		SB	4 G	8,000	4,132	0.517	B	0	4,132	0.517	B	0.000	No

Table 6.3.5.2 Existing With Project - Freeway Segment Level of Service
Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

1/13/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Existing With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
15	I-5 South of Stadium Way	NB	5 G	10,000	5,557	0.556	C	762	6,319	0.632	C	0.076	No
		SB	4 G + 1 A	9,000	4,941	0.549	B	0	4,941	0.549	B	0.000	No
16	SR-110 South of Avenue 43	NB	3 G	6,000	2,893	0.482	B	762	3,655	0.609	C	0.127	No
		SB	3 G	6,000	3,130	0.522	B	0	3,130	0.522	B	0.000	No

Significant Impact?	Yes	0
	No	19

Segment analyzed. All traffic outbound from event.

7.	US-101 North of Vignes Street (NB)	(1.130)	F(0)
12a.	I-110 at Vernon Avenue (Mainline) (NB)	(1.146)	F(0)
6.	SR-110 North of Alpine Street (SB)	(1.191)	F(0)
14.	US-101 South of Vermont Avenue (SB)	(1.194)	F(0)
2.	I-10 East of San Pedro Street (WB)	(1.221)	F(1)
5.	SR-110 South of US-101 (SB)	(1.309)	F(2)
1.	I-10 West of Vermont Avenue (EB)	(1.346)	F(2)
13.	I-10 East of Crenshaw Boulevard (EB)	(1.553)	F(3)

At two of the eleven impacted freeway locations, the D/C ratio would be less than 1.10. Five impacted locations would have a D/C ratio between 1.10 and 1.20. One location would have a D/C ratio between 1.20 and 1.30, and the remaining three locations would have a D/C ratio greater than 1.30. The level of service at six of the eleven impacted locations would be LOS F without the Proposed Project. Table 6.3.5.1 also shows the increases in D/C ratios that would occur as a result of the Proposed Project, and shows that of these eleven impacted locations, the increase in D/C ratio would be less than 10% at four locations, between 10% to 15% at two locations, and in the 15% to 25% range at the other five locations.

Weekday Evening: Post-Event Hour (9:00 – 10:00pm)

Existing Conditions

All twenty of the freeway locations analyzed currently operate at LOS D or better in the Weekday Evening Post-Event Hour, as shown in Table 6.3.5.2.

Existing With Project Conditions

With the Proposed Project, a total of seventeen analysis locations are expected to continue to operate at LOS D or better during the Weekday Evening Pre-Event hour. Three locations would operate at LOS E.

As shown in Table 6.3.5.2, the Proposed Project would result in no significant traffic impacts at any of the freeway mainline locations in the Weekday Evening Post-Event Hour.

Freeway Off-Ramps

Freeway Off-Ramp Impact Analysis

The freeway off-ramp analysis for the Existing Conditions and Existing With Project scenarios is summarized in Table 6.3.5.3 which also provides the ramp volumes and resultant queue lengths during the Pre-Event Hour.

Weekday Evening: Pre-Event Hour (4:30 – 5:30pm)

As shown in Table 6.3.5.3, the Proposed Project would result in a significant traffic impact at four freeway off-ramps in the Weekday Evening Pre-Event Hour. At three locations these would be lane only impacts, and at one location would be an overall ramp impact. These off-ramps are as follows (with type of impact in parentheses):

3. Los Angeles Street WB Off-ramp (Mainline)
2. Grand Avenue NB Off-ramp (Mainline)
11. Adams Boulevard NB Off-ramp (Lane)
15. Hoover Street EB Off-ramp (Lane)

Freeway On-Ramps

Freeway On-Ramp Impact Analysis

The freeway off-ramp level of service analysis for the Existing Conditions and Existing With Project scenarios is summarized in Table 6.3.5.4 which shows the ramp capacities and ramp volumes during the Weekday Evening Post-Event Hour.

Weekday Evening: Post-Event Hour (9:00 – 10:00pm)

As shown in Table 6.3.5.4, the Proposed Project would result in a significant traffic impact at four freeway on-ramps in the Weekday Evening Post-Event Hour. These on-ramps are as follows:

3. Los Angeles Street EB On-ramp
12. Blaine Street SB On-ramp
23. 5th Street NB On-ramp
26. 11th Street NB On-ramp


DODGER STADIUM
ECHO PARK
UNION STATION
UNIVERSITY OF SOUTHERN CALIFORNIA
LOS ANGELES RIVER
Stadium Wy.
Broadway
Spring St.
Main St.
College St.
Alpine St.
Cesar Chavez Ave.
Temple St.
Beaudry Ave.
Glendale Blvd.
Hope St.
Los Angeles St.
Alameda St.
Beverly Blvd.
W. 1st St.
W. 2nd St.
2nd St.
3rd St.
4th St.
5th St.
6th St.
7th St.
8th St.
9th St.
12th St.
Pico Blvd.
16th St.
15th St.
18th St.
Washington Blvd.
W. 3rd St.
W. 6th St.
Wilshire Blvd.
W. 7th St.
W. 8th St.
James M. Wood Blvd.
W. Olympic Blvd.
W. 11th St.
W. 12th St.
W. Pico Blvd.
Venice Blvd.
W. 20th St.
W. 23rd St.
W. Adams Blvd.
24th St.
25th St.
37th St.
39th St.
Jefferson Blvd.
Martin Luther King Jr. Blvd.
Exposition Blvd.
Benton Wy.
Rampart Blvd.
Alvarado St.
Union Ave.
Witmer St.
Lucas Ave.
Bixel St.
Hoover St.
Vermont Ave.
Normandie Ave.
Western Ave.
Figueroa St.
Flower St.
Olive St.
Grand Ave.
Hill St.
Broadway
Main St.
San Pedro St.
Maple Ave.
Central Ave.
Santee St.
Wall St.
Los Angeles St.
Spring St.
Temple St.
Hope St.
Union Ave.
Lucas Ave.
Witmer St.
Bixel St.
Figueroa St.
Grand Ave.
Hill St.
Broadway
Main St.
Maple Ave.
Central Ave.
San Pedro St.
Santee St.
Wall St.
Los Angeles St.
Spring St.
Main St.
Broadway Pl.
Hope St.
Olive St.
Flower St.
Union Ave.
Lucas Ave.
Witmer St.
Bixel St.
Alvarado St.
Benton Wy.
Rampart Blvd.
Hoover St.
Vermont Ave.
Normandie Ave.
Western Ave.
Glendale Blvd.
Beaudry Ave.
Alameda St.
Los Angeles St.
Spring St.
Main St.
Broadway
Hope St.
Olive St.
Flower St.
Figueroa St.
Grand Ave.
Hill St.
Broadway
Main St.
San Pedro St.
Maple Ave.
Central Ave.
Santee St.
Wall St.
Los Angeles St.
Spring St.
Main St.
Broadway Pl.

Table 6.3.5.3 **Existing With Project - Freeway Off-Ramp Analysis** 1/11/12
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

Off - Ramp # and Location	Movement	# of Lanes	Storage Length (feet)	Existing Conditions			Existing With Project Conditions			
				Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Project Added Volume	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length
From I-10 East										
1 Spring Street NB Off ramp [1]	EB RT	2	735	69	44	No	308	377	176	No
2 Grand Avenue NB Off ramp	EB LT/RT	2	195	174	154	No	325	499	308	Yes
	EB RT		450		44	No			110	No
	RAMP TOTAL		645		198	No			418	No
From I-10 East (from I-5 & SR-60)										
3 Los Angeles Street WB Off ramp	WB LT/TH	2	705	731	264	No	1,315	2,046	814	Yes
	WB TH/RT		705		264	No			814	Yes
	RAMP TOTAL		1,410		528	No			1,628	Yes
4 San Pedro Street WB Off ramp	WB TH	2	1,225	658	572	No	380	1,038	1,012	No
5 Central Avenue WB Off ramp	WB TH	2	3,000	103	396	No	184	287	572	No
6 Pico Boulevard NB Off ramp	NB TH	1	965	1,070	462	No	200	1,270	616	No
From I-110 South										
7 Martin Luther King Jr. Boulevard NB Off ramp	NB LT	2	763	669	220	No	96	765	220	No
	NB TH/RT		763		572	No			704	No
	RAMP TOTAL		1,525		792	No			924	No
8 39th Street HOV NB Off ramp	NB LT/RT	1	1,060	338	154	No	188	526	176	No
9 37th Street NB Off ramp	NB TH	3	1,253	1,113	616	No	95	1,208	660	No
	NB TH/RT		627		308	No			330	No
	RAMP TOTAL		1,880		924	No			990	No

Table 6.3.5.3 **Existing With Project - Freeway Off-Ramp Analysis** 1/11/12
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

Off - Ramp # and Location	Movement	# of Lanes	Storage Length (feet)	Existing Conditions			Existing With Project Conditions			
				Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Project Added Volume	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length
10 Adams Boulevard HOV NB Off ramp	NB LT	2	2,505	484	176	No	564	1,048	308	No
(Existing Conditions)	NB LT/RT		2,505		242	No			1,166	No
	RAMP TOTAL		5,010		418	No			1,474	No
11 Adams Boulevard NB Off ramp – Gen.	NB LT	2	825	567	198	No	214	781	220	No
	NB LT/RT		825		154	No			946	Lane
	RAMP TOTAL		1,650		352	No			1,166	No
12 Pico Boulevard NB Off ramp	NB TH	2	1,120	493	176	No	156	649	264	No
From I-10 West										
13 9th Street NB Off ramp	EB LT/TH	2	550	919	242	No	274	1,193	308	No
(Existing Conditions)	EB TH		550		242	No			308	No
	RAMP TOTAL		1,100		484	No			616	No
14 Vermont Avenue EB Off ramp	EB LT	2	793	750	330	No	82	832	396	No
	EB TH/RT		793		330	No			308	No
	RAMP TOTAL		1,585		660	No			704	No
15 Hoover Street EB Off ramp	EB LT	2	575	850	264	No	250	1,100	374	No
	EB LT/RT		575		572	No			770	Yes
	RAMP TOTAL		1,150		836	No			1,144	No
16 Grand Avenue EB Off ramp	EB TH	2	2,450	703	484	No	215	918	616	No

Table 6.3.5.3 **Existing With Project - Freeway Off-Ramp Analysis** 1/11/12
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

Off - Ramp # and Location	Movement	# of Lanes	Storage Length (feet)	Existing Conditions			Existing With Project Conditions			
				Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Project Added Volume	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length
From US 101 Northwest										
17 Alvarado Street SB Off ramp	EB LT	2	598	355	220	No	0	355	220	No
	EB RT		598		132	No			132	No
	RAMP TOTAL		1,195		352	No			352	No
18 Glendale Boulevard SB Off ramp [1]	SB LT/TH	1	460	117	66	No	211	328	220	No
19 Hope Street EB Off ramp	SB LT	3	493	108	66	No	427	535	132	No
	SB TH/RT		755		44	No			308	No
	RAMP TOTAL		1,250		110	No			440	No
From SR 110 North										
20 Hill Street SB Off ramp	SB TH	2	3,850	1,065	440	No	295	1,360	572	No
21 6th Street SB Off ramp	EB TH	1	1,455	283	220	No	824	1,107	1,056	No
22 9th Street SB Off ramp [2]	EB TH	2	1,690	825	572	No	295	1,120	792	No
23 Olympic Boulevard SB Off ramp	WB LT	3	660	160	66	No	916	1,076	594	No
	WB RT		620		0	No			0	No
	RAMP TOTAL		660		66	No			594	No

Notes:

Analysis uses 22 feet/car for queue length calculations.

1. Unsignalized intersection analyzed as a signalized intersection.

2. Location analyzed as a 2-lane ramp and includes eastbound volumes travelling along 8th Street.

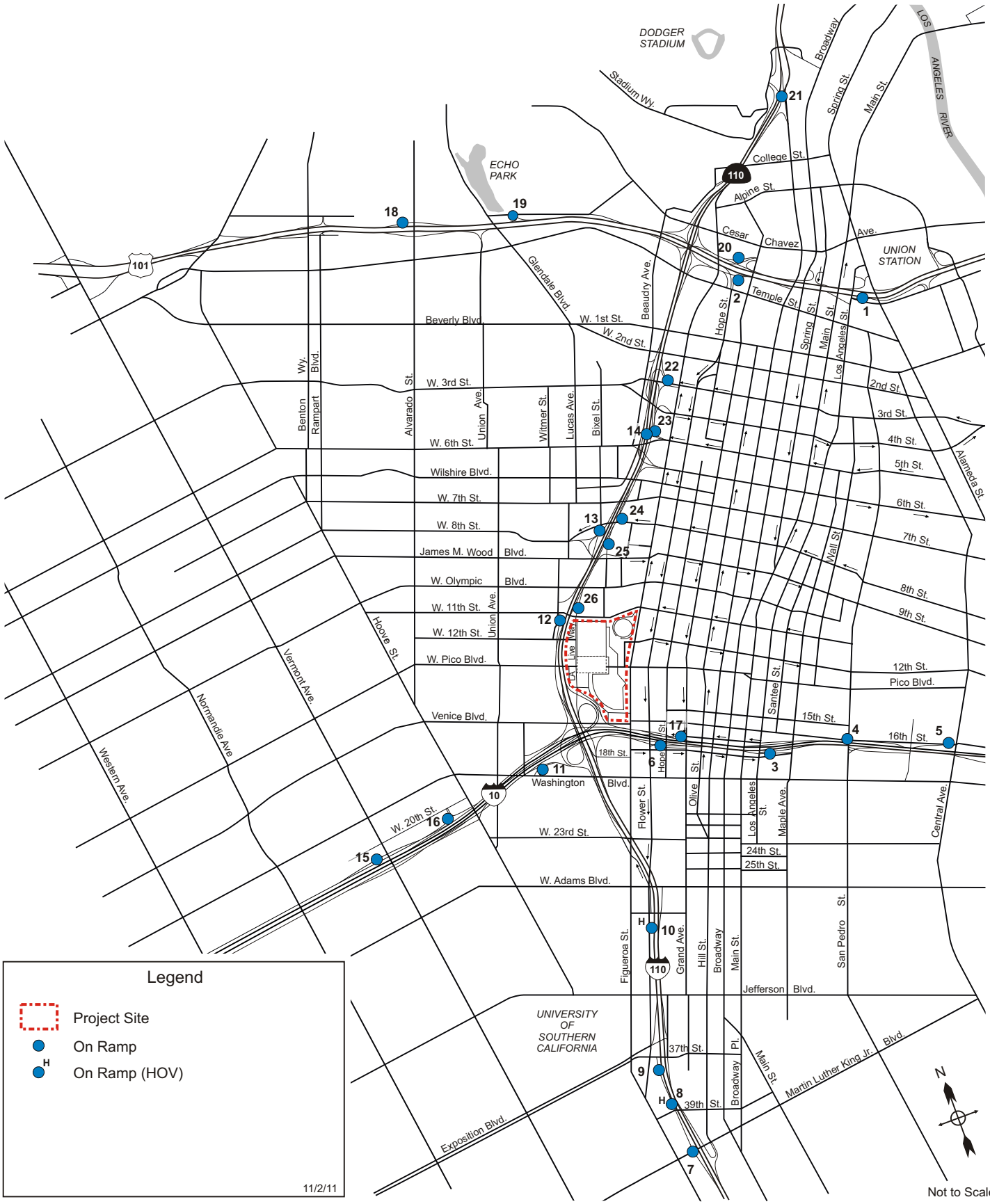


Figure 6.3.5.3
Freeway On-Ramp Locations

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions

Table 6.3.5.4 **Existing With Project - Freeway On-Ramp Analysis** 10/11/11

Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

	On - Ramp	# of Lanes[1]	Ramp Capacity[2]	Existing Conditions		Project Added Volume	Existing With Project Conditions	
				Ramp Volume[3]	Exceed Capacity		Ramp Volume	Exceed Capacity
<u>To I-10 East</u>								
1	Los Angeles Street EB On ramp	2	1,800	302	No	495	797	No
2	Hope Street EB On ramp	2	1,800	293	No	490	783	No
<u>To I-10 East (to I-5 & SR 60)</u>								
3	Los Angeles Street EB On ramp	2	1,800	267	No	2,061	2,328	Yes
4	San Pedro Street EB on ramp	2	1,800	235	No	589	824	No
5	Central Avenue EB on ramp	2	1,800	286	No	294	580	No
6	Flower Street EB On ramp	2	1,800	190	No	181	371	No
<u>To I-110 South</u>								
7	Martin Luther King Jr. Boulevard SB On ramp	2	1,800	583	No	190	773	No
8	39th Street HOV SB On ramp	1	1,650	56	No	286	342	No
9	37th Street SB On ramp[4]	2	1,800	616	No	668	1,284	No
10	Flower Street HOV SB On ramp	1	1,650	121	No	477	598	No
11	Washington Boulevard SB On ramp	1	900	283	No	397	680	No
12	Blaine Street SB On ramp	2	1,800	531	No	1,301	1,832	Yes
13	8th Street SB On ramp	2	1,800	902	No	321	1,223	No
14	5th Street SB On ramp	2	1,800	361	No	0	361	No
<u>To I-10 West</u>								
15	Vermont Avenue WB On ramp[4]	2	1,800	401	No	123	524	No
16	Hoover Street WB On ramp	2	1,800	352	No	248	600	No
17	Grand Avenue WB On ramp	2	1,800	361	No	477	838	No

Table 6.3.5.4 **Existing With Project - Freeway On-Ramp Analysis** 10/11/11

Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

On - Ramp	# of Lanes[1]	Ramp Capacity[2]	Existing Conditions		Project Added Volume	Existing With Project Conditions	
			Ramp Volume[3]	Exceed Capacity		Ramp Volume	Exceed Capacity
<u>To US 101 Northwest</u>							
18 Alvarado Street NB On ramp	2	1,800	455	No	0	455	No
19 Glendale Boulevard NB On ramp[4]	1	900	243	No	356	599	No
20 Grand Avenue NB On ramp	2	1,800	209	No	673	882	No
<u>To SR 110 North</u>							
21 Hill Street NB On ramp[5]	1	2,000	264	No	468	732	No
22 3rd Street NB On ramp	1	900	376	No	0	376	No
23 5th Street NB On ramp	2	1,800	668	No	1,386	2,054	Yes
24 8th Street NB On ramp	1	900	352	No	494	846	No
25 9th Street NB On ramp	1	900	450	No	353	803	No
26 11th Street NB On ramp	1	900	163	No	962	1,125	Yes

Note:

1. Number of lanes at ramp meter or on ramp if no meter.
2. Capacity for one lane on-ramp = 900 veh/hr/ln
   Capacity for one lane HOV on-ramp = 1,650 veh/hr/ln.
3. Existing volumes from 2011 intersection counts unless otherwise noted.
4. Existing volumes from Caltrans Performance Monitoring System (PeMS).
5. Uncontrolled one-lane on-ramp to separate mainline freeway lane.

6.4 Congestion Management Plan

6.4.1 CMP Intersection Analysis

Impact Analysis

The analysis was based on existing traffic counts and the addition of Proposed Project trips to obtain the Existing With Project conditions. The analysis of the nine CMP intersections analyzed (see Chapter 5) is summarized in Table 6.4.1.1. As shown in Table 6.4.1.1, while the Proposed Project would increase the V/C rates at most of the intersections, the incremental increase in V/C ratio would be less than the significant impact threshold of 0.02. Based on this analysis, the Proposed Project would not cause any significant traffic impacts at any of the nine CMP monitoring intersections.

6.4.2 CMP Freeway Analysis

Impact Analysis

Trips from the Proposed Project were assigned to the freeway system using the Proposed Project trip generation and the Proposed Project trip distribution discussed in Chapter 4. These were added to the Existing Conditions volumes to obtain the 2011 Existing With Project total volumes on the freeway segments. Both the Project only trips, and the total Existing With Project trips, are shown in Table 6.4.2.1 along with the Existing With Project D/C ratios and levels of service.

As shown in Table 6.4.2.1, the Proposed Project would add 150 or more trips in either direction at forty-three of the eighty-one CMP monitoring locations during the Weekday Evening Pre-Event Hour. According to CMP guidelines, no further CMP analysis is necessary at the thirty-eight locations that do not exceed the 150 trips threshold. However, for purposes of providing a comprehensive review, all eighty-one freeway monitoring locations were investigated in the analysis.

The addition of vehicle trips generated by the Proposed Project would cause significant impacts according to CMP criteria at seventeen CMP freeway monitoring locations as shown in Table 6.4.2.1.

6.4.3 CMP Transit Analysis

The CMP requires an analysis of transit impacts. This analysis was conducted and is documented elsewhere in this report.

Table 6.4.1.1 Existing With Project - CMP Intersection Analysis - Weekday Evening: Pre-Event Hour (4:30 - 5:30 PM)

10/3/2011

#	CMP Intersection	Existing (2011)		Existing + Project (2017)		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS		
1	Alameda & Washington	0.860	D	0.906	E	0.046	No
2	Alvarado & Sunset	0.809	D	0.809	D	0.000	No
3	Western & 9th	0.731	C	0.732	C	0.001	No
4	La Brea & Wilshire	0.851	D	0.867	D	0.016	No
5	La Cienega & Wilshire	0.925	E	0.934	E	0.009	No
6	La Cienega & Venice	0.945	E	0.952	E	0.007	No
7	La Cienega & Jefferson	1.020	F	1.020	F	0.000	No
8	Wilshire & Alvarado	0.696	B	0.696	B	0.000	No
9	Wilshire & Western	0.766	C	0.782	C	0.016	No

Table 6.4.2.1 **Existing With Project - CMP Freeway Analysis** 10/12/11
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

No.	CMP Station	Freeway Segments	DIR	Existing (2011)					Existing With Project (2011)							
				Demand	Capacity	D/C	LOS (A-F)	LOS	Project Trips	Exceeds Threshold?	Demand	Capacity	D/C	LOS	Change in D/C	Significant Impact
1	1001	SR-2 at Round Top Road	EB	8,346	10,000	0.835	D	D	120	No	8,466	10,000	0.847	D	0.012	No
			WB	5,832	10,000	0.583	C	C			5,832	10,000	0.583	C	0.000	No
2	1002	I-5 at Lemoran Avenue	NB	8,674	8,000	1.084	F	F(0)	827	Yes	9,501	8,000	1.188	F(0)	0.103	Yes
			SB	11,940	8,000	1.492	F	F(3)			11,940	8,000	1.492	F(3)	0.000	No
3	1003	I-5 at Ferris Avenue	NB	8,177	8,000	1.022	F	F(0)	1,493	Yes	9,670	8,000	1.209	F(0)	0.187	Yes
			SB	11,726	8,000	1.466	F	F(3)			11,726	8,000	1.466	F(3)	0.000	No
4	1004	I-5 at Stadium Way	NB	12,796	10,000	1.280	F	F(1)			12,796	10,000	1.280	F(1)	0.000	No
			SB	10,659	10,000	1.066	F	F(0)	410	Yes	11,069	10,000	1.107	F(0)	0.041	Yes
5	1005	I-5 south of Colorado Boulevard	NB	13,072	10,000	1.307	F	F(1)			13,072	10,000	1.307	F(1)	0.000	No
			SB	11,564	10,000	1.156	F	F(0)	348	Yes	11,912	10,000	1.191	F(0)	0.035	Yes
6	1006	I-5 at Burbank Boulevard	NB	10,297	8,000	1.287	F	F(1)			10,297	8,000	1.287	F(1)	0.000	No
			SB	11,912	8,000	1.489	F	F(3)	229	Yes	12,141	8,000	1.518	F(3)	0.029	Yes
7	1007	I-5 north of Jct Rte 170 at Osborne Street	NB	13,629	12,000	1.136	F	F(0)			13,629	12,000	1.136	F(0)	0.000	No
			SB	9,752	12,000	0.813	D	D	574	Yes	10,326	12,000	0.861	D	0.048	No
8	1008	I-5 north of Rte 14	NB	10,240	10,000	1.024	F	F(0)			10,240	10,000	1.024	F(0)	0.000	No
			SB	10,240	10,000	1.024	F	F(0)	83	No	10,323	10,000	1.032	F(0)	0.008	No
9	1009	I-5 north of Jct Rte 126 West	NB	5,173	8,000	0.647	C	C			5,173	8,000	0.647	C	0.000	No
			SB	3,800	8,000	0.475	B	B	28	No	3,828	8,000	0.479	B	0.004	No
10	1010	I-10 at Lincoln Boulevard	EB	5,832	6,000	0.972	E	E	71	No	5,903	6,000	0.984	E	0.012	No
			WB	3,922	6,000	0.654	C	C			3,922	6,000	0.654	C	0.000	No

Table 6.4.2.1 **Existing With Project - CMP Freeway Analysis** 10/12/11
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

No.	CMP Station	Freeway Segments	DIR	Existing (2011)					Existing With Project (2011)							
				Demand	Capacity	D/C	LOS (A-F)	LOS	Project Trips	Exceeds Threshold?	Demand	Capacity	D/C	LOS	Change in D/C	Significant Impact
11	1011	I-10 east of Overland Avenue	EB	13,638	10,000	1.364	F	F(2)	427	Yes	14,065	10,000	1.407	F(2)	0.043	Yes
			WB	8,524	8,000	1.065	F	F(0)			8,524	8,000	1.065	F(0)	0.000	No
12	1012	I-10 east of La Brea Avenue	EB	14,039	10,000	1.404	F	F(2)	822	Yes	14,861	10,000	1.486	F(3)	0.082	Yes
			WB	11,833	10,000	1.183	F	F(0)			11,833	10,000	1.183	F(0)	0.000	No
13	1013	I - 10 at Budlong Avenue	EB	18,050	12,500	1.444	F	F(2)	822	Yes	18,872	12,500	1.510	F(3)	0.066	Yes
			WB	17,549	12,500	1.404	F	F(2)			17,549	12,500	1.404	F(2)	0.000	No
14	1014	I-10 east of LA city limit	EB	12,804	12,000	1.067	F	F(0)			12,804	12,000	1.067	F(0)	0.000	No
			WB	7,215	12,000	0.601	C	C	1,112	Yes	8,327	12,000	0.694	C	0.093	No
15	1015	I-10 at Atlantic Boulevard	EB	11,178	8,000	1.397	F	F(2)			11,178	8,000	1.397	F(2)	0.000	No
			WB	6,605	8,000	0.826	D	D	1,052	Yes	7,657	8,000	0.957	E	0.132	No
16	1016	I-10 at Rosemead Boulevard	EB	11,585	8,000	1.448	F	F(2)			11,585	8,000	1.448	F(2)	0.000	No
			WB	6,605	8,000	0.826	D	D	960	Yes	7,565	8,000	0.946	E	0.120	No
17	1017	I-10 east of Peck Road	EB	11,000	10,000	1.100	F	F(0)			11,000	10,000	1.100	F(0)	0.000	No
			WB	6,761	10,000	0.676	C	C	822	Yes	7,583	10,000	0.758	C	0.082	No
18	1018	I-10 east of Puente Avenue	EB	13,119	10,000	1.312	F	F(1)			13,119	10,000	1.312	F(1)	0.000	No
			WB	13,422	10,000	1.342	F	F(1)	278	Yes	13,700	10,000	1.370	F(2)	0.028	Yes
19	1019	I-10 at Grand Avenue	EB	11,039	10,000	1.104	F	F(0)			11,039	10,000	1.104	F(0)	0.000	No
			WB	7,222	8,000	0.903	D	D	209	Yes	7,431	8,000	0.929	D	0.026	No
20	1020	I-10 at Dudley Street	EB	10,523	10,000	1.052	F	F(0)			10,523	10,000	1.052	F(0)	0.000	No
			WB	8,666	10,000	0.867	D	D	324	Yes	8,990	10,000	0.899	D	0.032	No

Table 6.4.2.1 **Existing With Project - CMP Freeway Analysis** 10/12/11
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

No.	CMP Station	Freeway Segments	DIR	Existing (2011)					Existing With Project (2011)							
				Demand	Capacity	D/C	LOS (A-F)	LOS	Project Trips	Exceeds Threshold?	Demand	Capacity	D/C	LOS	Change in D/C	Significant Impact
21	1021	I-10 west of Indian Hill Boulevard	EB	8,975	10,000	0.898	D	D			8,975	10,000	0.898	D	0.000	No
			WB	8,563	10,000	0.856	D	D	254	Yes	8,817	10,000	0.882	D	0.025	No
22	1022	SR-14 north of Jct Rte - 5	NB	8,234	12,000	0.686	C	C			8,234	12,000	0.686	C	0.000	No
			SB	4,434	12,000	0.369	B	B	183	Yes	4,617	12,000	0.385	B	0.015	No
23	1023	SR-14 south of Angeles Forest Hwy	NB	5,363	6,000	0.894	D	D			5,363	6,000	0.894	D	0.000	No
			SB	2,629	6,000	0.438	B	B	155	Yes	2,784	6,000	0.464	B	0.026	No
24	1024	SR-14 south of Jct Rte - 48	NB	1,837	4,000	0.459	B	B			1,837	4,000	0.459	B	0.000	No
			SB	1,837	4,000	0.459	B	B	0	No	1,837	4,000	0.459	B	0.000	No
25	1025	SR-57 south of Pathfinder Road	NB	11,706	10,000	1.171	F	F(0)	104	No	11,810	10,000	1.181	F(0)	0.010	No
			SB	6,257	10,000	0.626	C	C			6,257	10,000	0.626	C	0.000	No
26	1026	SR-57 south of Jct Rtes 10/71/210	NB	6,190	10,000	0.619	C	C			6,190	10,000	0.619	C	0.000	No
			SB	6,396	10,000	0.640	C	C	0	No	6,396	10,000	0.640	C	0.000	No
27	1027	SR-60 east of Indiana Street	EB	16,457	12,000	1.371	F	F(2)			16,457	12,000	1.371	F(2)	0.000	No
			WB	7,509	12,000	0.626	C	C	762	Yes	8,271	12,000	0.689	C	0.064	No
28	1028	SR-60 west of Peck Road	EB	14,430	10,000	1.443	F	F(2)			14,430	10,000	1.443	F(2)	0.000	No
			WB	8,434	10,000	0.843	D	D	663	Yes	9,097	10,000	0.910	D	0.066	No
29	1029	SR-60 east of Jct 605	EB	18,265	12,000	1.522	F	F(3)			18,265	12,000	1.522	F(3)	0.000	No
			WB	8,679	10,000	0.868	D	D	563	Yes	9,242	10,000	0.924	D	0.056	No
30	1030	SR-60 east of Nogales Street	EB	10,596	8,000	1.324	F	F(1)			10,596	8,000	1.324	F(1)	0.000	No
			WB	6,963	8,000	0.870	D	D	408	Yes	7,371	8,000	0.921	D	0.051	No

Table 6.4.2.1 **Existing With Project - CMP Freeway Analysis** 10/12/11
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

No.	CMP Station	Freeway Segments	DIR	Existing (2011)					Existing With Project (2011)							
				Demand	Capacity	D/C	LOS (A-F)	LOS	Project Trips	Exceeds Threshold?	Demand	Capacity	D/C	LOS	Change in D/C	Significant Impact
31	1031	SR-60 at Brea Canyon Road	EB	10,596	8,000	1.324	F	F(1)			10,596	8,000	1.324	F(1)	0.000	No
			WB	6,458	8,000	0.807	D	D	408	Yes	6,866	8,000	0.858	D	0.051	No
32	1032	SR-60 east of Jct Rte 57 North	EB	11,807	10,000	1.181	F	F(0)			11,807	10,000	1.181	F(0)	0.000	No
			WB	7,972	10,000	0.797	D	D	242	Yes	8,214	10,000	0.821	D	0.024	No
33	1033	SR-91 east of Alameda Street/Santa Fe Avenue	EB	15,652	12,000	1.304	F	F(1)			15,652	12,000	1.304	F(1)	0.000	No
			WB	6,178	12,000	0.515	B	B	58	No	6,236	12,000	0.520	B	0.005	No
34	1034	SR-91 east of Cherry Avenue	EB	10,812	10,000	1.081	F	F(0)			10,812	10,000	1.081	F(0)	0.000	No
			WB	8,032	12,000	0.669	C	C	58	No	8,090	12,000	0.674	C	0.005	No
35	1035	SR-91 at Norwalk and Pioneer Boulevard	EB	11,225	10,000	1.123	F	F(0)			11,225	10,000	1.123	F(0)	0.000	No
			WB	9,600	10,000	0.960	E	E	22	No	9,622	10,000	0.962	E	0.002	No
36	1036	US-101 North of Vignes Street	NB	10,860	8,000	1.358	F	F(2)	1,173	Yes	12,033	8,000	1.504	F(3)	0.147	Yes
			SB	11,061	8,000	1.383	F	F(2)			11,061	8,000	1.383	F(2)	0.000	No
37	1037	US-101 south of Santa Monica Boulevard	NB	11,031	8,000	1.379	F	F(2)			11,031	8,000	1.379	F(2)	0.000	No
			SB	11,532	8,000	1.442	F	F(2)	1,417	Yes	12,949	8,000	1.619	F(3)	0.177	Yes
38	1038	US-101 at Coldwater Canyon Avenue	NB	12,518	10,000	1.252	F	F(1)			12,518	10,000	1.252	F(1)	0.000	No
			SB	15,042	10,000	1.504	F	F(3)	390	Yes	15,432	10,000	1.543	F(3)	0.039	Yes
39	1039	US-101 at Winnetka Avenue	NB	9,804	10,000	0.980	E	E			9,804	10,000	0.980	E	0.000	No
			SB	12,937	10,000	1.294	F	F(1)	233	Yes	13,170	10,000	1.317	F(1)	0.023	Yes
40	1040	US-101 north of Reyes Adobe Road	NB	7,358	10,000	0.736	C	C			7,358	10,000	0.736	C	0.000	No
			SB	6,048	10,000	0.605	C	C	211	Yes	6,259	10,000	0.626	C	0.021	No

Table 6.4.2.1 **Existing With Project - CMP Freeway Analysis** 10/12/11
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

No.	CMP Station	Freeway Segments	DIR	Existing (2011)					Existing With Project (2011)							
				Demand	Capacity	D/C	LOS (A-F)	LOS	Project Trips	Exceeds Threshold?	Demand	Capacity	D/C	LOS	Change in D/C	Significant Impact
41	1041	I-105 east of Sepulveda Boulevard	EB	5,931	6,000	0.988	E	E	9	No	5,940	6,000	0.990	E	0.002	No
			WB	5,730	6,000	0.955	E	E			5,730	6,000	0.955	E	0.000	No
42	1042	I-105 east of Crenshaw Boulevard, west of Vermont	EB	11,962	10,000	1.196	F	F(0)	79	No	12,041	10,000	1.204	F(0)	0.008	No
			WB	7,840	10,000	0.784	D	D			7,840	10,000	0.784	D	0.000	No
43	1043	I-105 west of Jct Rte 710, e/o Harris Avenue	EB	12,754	10,000	1.275	F	F(1)			12,754	10,000	1.275	F(1)	0.000	No
			WB	8,537	10,000	0.854	D	D	26	No	8,563	10,000	0.856	D	0.003	No
44	1044	I-105 east of Bellflower Boulevard, west of Rte 605	EB	11,838	8,000	1.480	F	F(3)			11,838	8,000	1.480	F(3)	0.000	No
			WB	9,082	8,000	1.135	F	F(0)	26	No	9,108	8,000	1.139	F(0)	0.003	No
45	1045	I-110 at Wilmington, south of C Street	NB	3,030	8,000	0.379	B	B	64	No	3,094	8,000	0.387	B	0.008	No
			SB	4,141	8,000	0.518	B	B			4,141	8,000	0.518	B	0.000	No
46	1046	I-110 at Manchester Boulevard	NB	11,932	12,000	0.994	E	E	1,334	Yes	13,266	12,000	1.105	F(0)	0.111	Yes
			SB	12,106	12,000	1.009	F	F(0)			12,106	12,000	1.009	F(0)	0.000	No
47	1047	I-110 at Slauson Avenue	NB	11,933	12,000	0.994	E	E	1,564	Yes	13,497	12,000	1.125	F(0)	0.130	Yes
			SB	12,134	12,000	1.011	F	F(0)			12,134	12,000	1.011	F(0)	0.000	No
48	1048	SR-110 South of US-101	NB	11,642	8,000	1.455	F	F(3)			11,642	8,000	1.455	F(3)	0.000	No
			SB	10,538	8,000	1.317	F	F(1)	2,035	Yes	12,573	8,000	1.572	F(3)	0.254	Yes
49	1049	SR-110 North of Alpine Street	NB	9,251	6,000	1.542	F	F(3)			9,251	6,000	1.542	F(3)	0.000	No
			SB	8,849	6,000	1.475	F	F(3)	684	Yes	9,533	6,000	1.589	F(3)	0.114	Yes
50	1050	SR 110 at Pasadena Avenue	NB	6,335	6,000	1.056	F	F(0)			6,335	6,000	1.056	F(0)	0.000	No
			SB	4,123	6,000	0.687	C	C	491	Yes	4,614	6,000	0.769	C	0.082	No

Table 6.4.2.1 **Existing With Project - CMP Freeway Analysis** 10/12/11
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

No.	CMP Station	Freeway Segments	DIR	Existing (2011)					Existing With Project (2011)							
				Demand	Capacity	D/C	LOS (A-F)	LOS	Project Trips	Exceeds Threshold?	Demand	Capacity	D/C	LOS	Change in D/C	Significant Impact
51	1051	SR-118 at LA/Ventura County Line	EB	5,357	8,000	0.670	C	C	50	No	5,407	8,000	0.676	C	0.006	No
			WB	6,266	8,000	0.783	D	D			6,266	8,000	0.783	D	0.000	No
52	1052	SR-118 east of Woodley Avenue	EB	9,490	12,000	0.791	D	D	156	Yes	9,646	12,000	0.804	D	0.013	No
			WB	9,792	12,000	0.816	D	D			9,792	12,000	0.816	D	0.000	No
53	1053	SR-118 west of Jct Rte 210	EB	4,947	8,000	0.618	C	C	0	No	4,947	8,000	0.618	C	0.000	No
			WB	4,846	8,000	0.606	C	C			4,846	8,000	0.606	C	0.000	No
54	1054	SR-134 at Foreman Avenue	EB	12,114	10,000	1.211	F	F(0)			12,114	10,000	1.211	F(0)	0.000	No
			WB	12,013	10,000	1.201	F	F(0)	62	No	12,075	10,000	1.208	F(0)	0.006	No
55	1055	SR-134 east of Central Avenue	EB	8,547	10,000	0.855	D	D			8,547	10,000	0.855	D	0.000	No
			WB	6,134	10,000	0.613	C	C	17	No	6,151	10,000	0.615	C	0.002	No
56	1056	SR-134 west of San Rafael Avenue	EB	8,841	10,000	0.884	D	D			8,841	10,000	0.884	D	0.000	No
			WB	8,231	10,000	0.823	D	D	0	No	8,231	10,000	0.823	D	0.000	No
57	1057	SR-170 south of Sherman Way	NB	6,764	10,000	0.676	C	C			6,764	10,000	0.676	C	0.000	No
			SB	5,754	10,000	0.575	C	C	437	Yes	6,191	10,000	0.619	C	0.044	No
58	1058	I-210 east of Polk Street	EB	2,928	6,000	0.488	B	B	0	No	2,928	6,000	0.488	B	0.000	No
			WB	4,240	6,000	0.707	C	C			4,240	6,000	0.707	C	0.000	No
59	1059	I-210 at Terra Bella Street	EB	5,792	8,000	0.724	C	C	0	No	5,792	8,000	0.724	C	0.000	No
			WB	5,081	8,000	0.635	C	C			5,081	8,000	0.635	C	0.000	No
60	1060	I-210 west of Rtes 134/710	EB	4,979	10,000	0.498	B	B	0	No	4,979	10,000	0.498	B	0.000	No
			WB	6,504	10,000	0.650	C	C			6,504	10,000	0.650	C	0.000	No

Table 6.4.2.1 **Existing With Project - CMP Freeway Analysis** 10/12/11
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

No.	CMP Station	Freeway Segments	DIR	Existing (2011)					Existing With Project (2011)							
				Demand	Capacity	D/C	LOS (A-F)	LOS	Project Trips	Exceeds Threshold?	Demand	Capacity	D/C	LOS	Change in D/C	Significant Impact
61	1061	I-210 at Rosemead Boulevard	EB	14,430	10,000	1.443	F	F(2)	36	No	14,466	10,000	1.447	F(2)	0.004	No
			WB	9,857	10,000	0.986	E	E			9,857	10,000	0.986	E	0.000	No
62	1062	I-210 at west of Rte 605	EB	12,601	10,000	1.260	F	F(1)	0	No	12,601	10,000	1.260	F(1)	0.000	No
			WB	8,333	10,000	0.833	D	D			8,333	10,000	0.833	D	0.000	No
63	1063	I-210 at San Dimas Avenue	EB	7,325	10,000	0.732	C	C			7,325	10,000	0.732	C	0.000	No
			WB	5,261	10,000	0.526	B	B	181	Yes	5,442	10,000	0.544	C	0.018	No
64	1064	I-210 east of Indian Hill Boulevard	EB	7,634	10,000	0.763	C	C			7,634	10,000	0.763	C	0.000	No
			WB	4,333	10,000	0.433	B	B	146	No	4,479	10,000	0.448	B	0.015	No
65	1065	I-405 north of Rte 22	NB	8,753	10,000	0.875	D	D	262	Yes	9,015	10,000	0.901	D	0.026	No
			SB	14,313	12,000	1.193	F	F(0)			14,313	12,000	1.193	F(0)	0.000	No
66	1066	I-405 at Santa Fe Avenue	NB	8,988	10,000	0.899	D	D	623	Yes	9,611	10,000	0.961	E	0.062	No
			SB	10,806	10,000	1.081	F	F(0)			10,806	10,000	1.081	F(0)	0.000	No
67	1067	I-405 south of I-110 at Carson Scales	NB	9,493	10,000	0.949	E	E	417	Yes	9,910	10,000	0.991	E	0.042	No
			SB	11,412	10,000	1.141	F	F(0)			11,412	10,000	1.141	F(0)	0.000	No
68	1068	I-405 north of Inglewood Avenue at Compton Boulevard	NB	8,645	10,000	0.864	D	D	0	No	8,645	10,000	0.864	D	0.000	No
			SB	10,454	10,000	1.045	F	F(0)			10,454	10,000	1.045	F(0)	0.000	No
69	1069	I-405 north of La Tijera Boulevard	NB	14,475	10,000	1.447	F	F(2)	0	No	14,475	10,000	1.447	F(2)	0.000	No
			SB	11,560	10,000	1.156	F	F(0)			11,560	10,000	1.156	F(0)	0.000	No
70	1070	I-405 north of Venice Boulevard	NB	14,983	10,000	1.498	F	F(3)	55	No	15,038	10,000	1.504	F(3)	0.006	No
			SB	14,681	10,000	1.468	F	F(3)			14,681	10,000	1.468	F(3)	0.000	No

Table 6.4.2.1 **Existing With Project - CMP Freeway Analysis** 10/12/11
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

No.	CMP Station	Freeway Segments	DIR	Existing (2011)					Existing With Project (2011)							
				Demand	Capacity	D/C	LOS (A-F)	LOS	Project Trips	Exceeds Threshold?	Demand	Capacity	D/C	LOS	Change in D/C	Significant Impact
71	1071	I-405 south of Mulholland Drive	NB	14,756	10,000	1.476	F	F(3)			14,756	10,000	1.476	F(3)	0.000	No
			SB	10,107	10,000	1.011	F	F(0)	168	Yes	10,275	10,000	1.028	F(0)	0.017	No
72	1072	I-405 at Roscoe Boulevard	NB	12,937	10,000	1.294	F	F(1)			12,937	10,000	1.294	F(1)	0.000	No
			SB	6,873	10,000	0.687	C	C	22	No	6,895	10,000	0.689	C	0.002	No
73	1073	I-605 north of Carson Street	NB	10,103	10,000	1.010	F	F(0)	69	No	10,172	10,000	1.017	F(0)	0.007	No
			SB	7,756	10,000	0.776	D	D			7,756	10,000	0.776	D	0.000	No
74	1074	I-605 north of Jct Rte 91 south of Alondra Boulevard	NB	10,307	12,000	0.859	D	D	84	No	10,391	12,000	0.866	D	0.007	No
			SB	10,919	12,000	0.910	D	D			10,919	12,000	0.910	D	0.000	No
75	1075	I-605 north of Telegraph Road	NB	11,736	10,000	1.174	F	F(0)			11,736	10,000	1.174	F(0)	0.000	No
			SB	13,572	10,000	1.357	F	F(2)	0	No	13,572	10,000	1.357	F(2)	0.000	No
76	1076	I-605 north of Jct Rte 60	NB	11,991	10,000	1.199	F	F(0)			11,991	10,000	1.199	F(0)	0.000	No
			SB	6,605	10,000	0.661	C	C	0	No	6,605	10,000	0.661	C	0.000	No
77	1077	I-605 at San Gabriel River Bridge	NB	5,147	8,000	0.643	C	C			5,147	8,000	0.643	C	0.000	No
			SB	5,449	8,000	0.681	C	C	305	Yes	5,754	8,000	0.719	C	0.038	No
78	1078	I-710 north of Jct Rte 1 (PCH), Willow Street	NB	5,252	6,000	0.875	D	D	36	No	5,288	6,000	0.881	D	0.006	No
			SB	5,252	6,000	0.875	D	D			5,252	6,000	0.875	D	0.000	No
79	1079	I-710 north of Jct Rte 405, Del Amo Boulevard	NB	8,032	8,000	1.004	F	F(0)	0	No	8,032	8,000	1.004	F(0)	0.000	No
			SB	7,826	8,000	0.978	E	E			7,826	8,000	0.978	E	0.000	No
80	1080	I-710 north of Rte 105, north of Firestone Boulevard	NB	11,109	8,000	1.389	F	F(2)	80	No	11,189	8,000	1.399	F(2)	0.010	No
			SB	8,023	8,000	1.003	F	F(0)			8,023	8,000	1.003	F(0)	0.000	No

Table 6.4.2.1 **Existing With Project - CMP Freeway Analysis** 10/12/11
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

No.	CMP Station	Freeway Segments	DIR	Existing (2011)					Existing With Project (2011)							
				Demand	Capacity	D/C	LOS (A-F)	LOS	Project Trips	Exceeds Threshold?	Demand	Capacity	D/C	LOS	Change in D/C	Significant Impact
81	1081	I-710 south of Rte 60	NB	8,000	8,000	1.000	E	E	0	No	8,000	8,000	1.000	E	0.000	No
			SB	8,000	8,000	1.000	E	E			8,000	8,000	1.000	E	0.000	No

Notes:
Existing volume and capacity obtained from LACMTA "Draft 2010 Congestion Management Program." 2009 volumes growth to 2011 based on annualized CMP growth factors.

All affected transit operators received the Notice of Preparation for the Draft EIR for the Project, which was issued on March 17, 2011. Existing transit services in the project area are documented in Chapter 2. Information on transit trip generation is included in Chapter 4. The information on mode assignment and the transit impact analysis is contained in Section 6.1.2 for a Sunday Day Event, in Section 6.2.2 for a Saturday Day Event, and in Section 6.3.2 for a Weekday Evening Event.

7. Project Impact Analysis – Future With Project Compared to LACC Dark Conditions

The Convention Center currently experiences a wide range of activity levels. The majority of events are trades shows and conventions for out of town attendees. Consumer shows, which generally attract local residents, are less frequent. The highest activity level occurs during the Auto Show.

The existing level of activity for the LACC was determined based on surveys and analysis of parking occupancy conditions at the LACC on a weekday and weekend day when on-site activities were limited to those occurring at the LACC. Based on this data and the range of activities occurring at the time, the 90th percentile event was used to establish baseline conditions for analyzing the Proposed Project's impacts for the analyses in Chapters 5 and 6 of this report (see discussion in Chapter 5).

The New Hall will enhance the functionality of the LACC due to its contiguous configuration and attract more trade shows and conventions compared to existing levels. Based on forecasts of the growth brought about by the Proposed Project, it was estimated that the baseline event attendance included in the traffic analysis could increase by 15% in the future for a weekday event with the Proposed Project, and by 7% for a weekend event (see discussion in Chapter 5). Thus, the potential environmental impacts analyzed in Chapters 5 and 6 include those forecast growths.

Despite the frequent use of the LACC for exhibition events, on some days between events relatively little activity occurs at the LACC as the main exhibition spaces are prepared for the next event. These days are referred to as "LACC Dark Conditions," and occur from time to time during the year. For informational purposes only, this Chapter includes an analysis that compares the traffic generated by the Project to a day when there is no event at the LACC. Using the information provided above, the Project's impacts under this scenario are analyzed based on the baseline 90th percentile event plus the projected growth (i.e., the total future increment over a day when no patrons are present at the Project Site).

This chapter addresses potential transportation impacts of the Proposed Project for the 2017 Future With Project Compared to LACC Dark Conditions, including intersection analysis, transit analysis, parking analysis, pedestrian analysis, freeway analysis, and Congestion Management Plan analysis.

This chapter addresses the condition where there would be no event at the Los Angeles Convention Center (LACC Dark Conditions). Background traffic levels would therefore be lower for this scenario for both the Existing Conditions and Future Without Project Conditions. The Future With Project Condition for this scenario is exactly the same as for the Future With Project Scenario described in Chapter 5 as the future total forecasts are the same. However, the incremental differences (and thus impacts) of the Proposed Project may be different as they are compared to a dark day.

This chapter and the analysis presented are structured in the same manner, and use the same analytical methodologies and significant impact criteria as in Chapter 5 – Project Impact Analysis – Future With Project. Discussion of methodologies and significance criteria are thus not repeated here, and the reader is referred back to Chapter 5 for that information.

As in Chapter 5, this chapter is structured to present information for each of the three event scenarios analyzed. Within each event scenario, the analysis is documented for both the pre-event hour and the post-event hour (as follows):

- Sunday Day Event
  - Sunday Day: Pre-Event Hour (12:00 – 1:00pm)
  - Sunday Day: Post-Event Hour (4:30 – 5:30pm)

- Saturday Day Event
  - Saturday Day: Pre-Event Hour (12:00 – 1:00pm)
  - Saturday Day: Post-Event Hour (4:30 – 5:30pm)

- Weekday Evening Event
  - Weekday Evening: Pre-Event Hour (4:30 – 5:30pm)
  - Weekday Evening: Post-Event Hour (9:00 – 10:00pm)

7.1 Sunday Day Event

This event scenario represents a Sunday daytime event, typically an NFL game, starting at 1:00pm and ending at 4:30pm. This would be the most common event scenario as the majority of events would occur on a Sunday. The analysis addresses the pre-event hour (12:00 – 1:00pm) when all travel would be inbound, and the post-event hour (4:30 – 5:30pm) when all travel would be outbound.

7.1.1 Roadway Intersections

Methodology

Forecasts of traffic that would be generated by the Proposed Project were described in Chapter 4 and are shown in Appendix 4. The Project-Only traffic volumes forecast at the study intersections are shown in Appendix 7 in Figure A.7.1.1.1 for the Sunday Day Pre-Event Hour and Figure A.7.1.1.2 for the Sunday Day Post-Event Hour. The future total traffic volumes for the study intersections are the same as for the Future With Project scenario discussed in Chapter 5 and are shown in Figure A.5.1.1.3 for the Sunday Day Pre-Event Hour and Figure A.5.1.1.4 for the Sunday Day Post-Event Hour. The Future With Project scenario is compared to a Future Without Project scenario that assumes an LACC Dark Condition.

Impact Analysis

The intersection level of service analysis for the Future With Project Compared to LACC Dark Conditions is summarized in Table 7.1.1.1, which compares the level of service for Future With Project conditions to a Future Without Project scenario when the LACC is dark, and shows the increase in V/C ratio at each intersection due to the Proposed Project, and identifies significant impacts according to the LADOT criteria. The locations of significant impacts at study intersections are shown in Figure 7.1.1.1 and Figure 7.1.1.2.

Sunday Day: Pre-Event Hour (12:00 – 1:00pm)

As shown in Table 7.1.1.1, the Proposed Project would result in a significant traffic impact at eleven intersections in the Sunday Day Pre-Event Hour. These intersections are as follows (with the resultant LOS in parentheses):

35.	Blaine Street & 11th Street	(LOS C)
88.	Figueroa Street & 8th Street	(LOS C)
151.	Vermont Avenue & Pico Boulevard	(LOS C)
164.	Vermont Avenue & I-10 EB Ramps	(LOS C)
43.	Hill Street & 17th Street	(LOS D)
44.	Broadway & 17th Street	(LOS D)

45.	Main Street & 17th Street	(LOS D)
46.	Los Angeles Street & 17th Street	(LOS D)
152.	Alvarado Street & Pico Boulevard	(LOS D)
42.	Olive Street & 17th Street	(LOS E)
146.	Vermont Avenue & Olympic Boulevard	(LOS E)

Nine of the eleven impacted intersections will continue to operate at LOS D or better with the Proposed Project. The remaining two impacted intersections would operate at LOS E. Half of the impacted intersections would be located along 17th Street leading from the I-10 westbound off-ramp at Los Angeles Street.

Sunday Day: Post-Event Hour (4:30 – 5:30pm)

As shown in Table 7.1.1.1, the Proposed Project would result in a significant traffic impact at eighteen intersections in the Sunday Day Post-Event Hour. These intersections are as follows (with the resultant LOS in parentheses):

51.	Broadway & 18th Street	(LOS C)
78.	Figueroa Street & Martin Luther King Jr. Boulevard	(LOS C)
79.	I-110 SB Ramps & Martin Luther King Jr. Boulevard	(LOS C)
111.	Grand Avenue & 1st Street	(LOS C)
151.	Vermont Avenue & Pico Boulevard	(LOS C)
158.	Hoover Street & Venice Boulevard	(LOS C)
163.	I-10 WB Ramps & 20th Street	(LOS C)
52.	Main Street & 18th Street	(LOS D)
119.	Grand Avenue & US-101 NB Ramps	(LOS D)
144.	Western Avenue & Olympic Boulevard	(LOS D)
146.	Vermont Avenue & Olympic Boulevard	(LOS D)
152.	Alvarado Street & Pico Boulevard	(LOS D)
153.	Union Avenue & Pico Boulevard	(LOS D)
43.	Hill Street & 17th Street	(LOS E)
166.	Hill Street & 16th Street	(LOS E)
35.	Blaine Street & 11th Street	(LOS F)
50.	Hill Street & 18th Street	(LOS F)
53.	Los Angeles Street & 18th Street	(LOS F)

Thirteen of the eighteen impacted intersections would operate at LOS D or better with the Proposed Project. Two of the impacted intersections would operate at LOS E with the Proposed Project. Three intersections, Blaine Street & 11th Street, Hill Street & 18th Street, and Los Angeles Street & 18th Street would operate at LOS F with the Proposed Project. One-third of the intersections, including most of the LOS E and LOS F intersections, would be located on Hill Street near the I-10 freeway and along 18th Street leading to the I-10 eastbound on-ramp at Los Angeles Street.

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Figure 7.1.1.1
Future with Project - LACC Dark - Significant Impact Locations - Sunday: Pre-Event Hour (12:00-1:00 PM)

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions

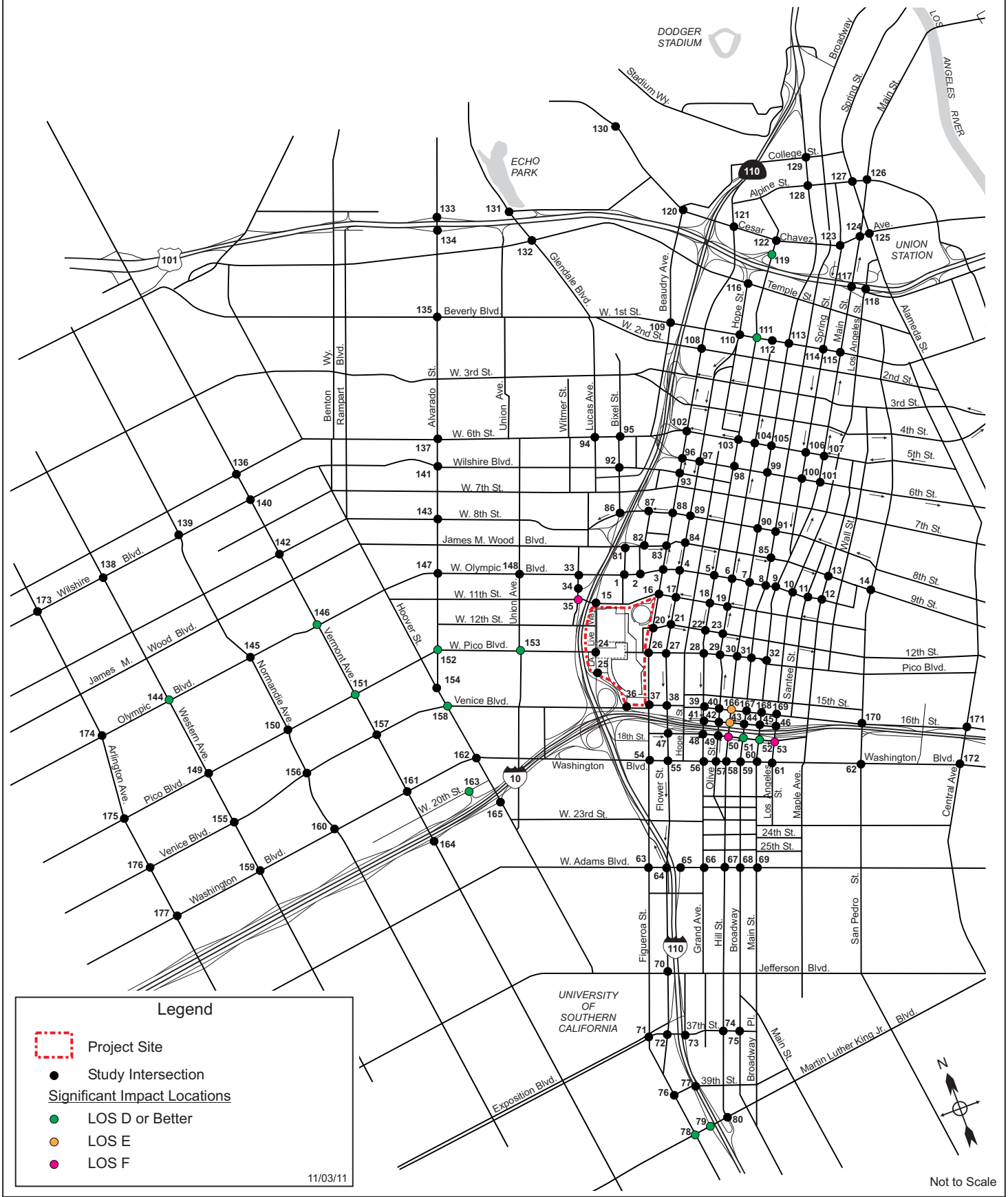


Figure 7.1.1.2
Future with Project - LACC Dark - Significant Impact Locations - Sunday: Post-Event Hour (4:30-5:30 PM)

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions

Table 7.1.1.1 **Future With Project With LACC Dark - Intersection Level of Service** 1/17/2012

Sunday Day: Pre-Event Hour: (12:00-1:00 PM) & Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Sunday Day Pre-Event Hour (12:00-1:00 PM)						Sunday Day Post-Event Hour (4:30-5:30 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
1	Georgia Street & Olympic Boulevard	0.311	A	0.438	A	0.127	No	0.348	A	0.581	A	0.233	No
2	Francisco Street & Olympic Boulevard	0.291	A	0.492	A	0.201	No	0.203	A	0.499	A	0.296	No
3	Figueroa Street & Olympic Boulevard	0.385	A	0.622	B	0.237	No	0.355	A	0.567	A	0.212	No
4	Flower Street & Olympic Boulevard	0.405	A	0.667	B	0.262	No	0.340	A	0.690	B	0.350	No
5	Grand Avenue & Olympic Boulevard	0.271	A	0.361	A	0.090	No	0.237	A	0.304	A	0.067	No
6	Olive Street & Olympic Boulevard	0.302	A	0.474	A	0.172	No	0.317	A	0.385	A	0.068	No
7	Hill Street & Olympic Boulevard	0.276	A	0.299	A	0.023	No	0.273	A	0.294	A	0.021	No
8	Broadway & Olympic Boulevard	0.475	A	0.498	A	0.023	No	0.463	A	0.463	A	0.000	No
9	Main Street & Olympic Boulevard	0.428	A	0.467	A	0.039	No	0.412	A	0.424	A	0.012	No
10	Los Angeles Street & Olympic Boulevard	0.263	A	0.263	A	0.000	No	0.146	A	0.149	A	0.003	No
11	Santee Street & Olympic Boulevard	0.272	A	0.272	A	0.000	No	0.164	A	0.179	A	0.015	No
12	Maple Avenue & Olympic Boulevard	0.375	A	0.375	A	0.000	No	0.262	A	0.291	A	0.029	No
13	Maple Avenue & 9th Street	0.370	A	0.372	A	0.002	No	0.209	A	0.234	A	0.025	No
14	San Pedro Street & 9th Street	0.279	A	0.309	A	0.030	No	0.193	A	0.233	A	0.040	No
15	LA Live Way & 11th Street	0.128	A	0.105	A	-0.023	No	0.078	A	0.625	B	0.547	No
16	Figueroa Street & 11th Street	0.235	A	0.254	A	0.019	No	0.229	A	0.238	A	0.009	No
17	Flower Street & 11th Street	0.244	A	0.224	A	-0.020	No	0.248	A	0.306	A	0.058	No
18	Grand Avenue & 11th Street	0.155	A	0.343	A	0.188	No	0.157	A	0.221	A	0.064	No
19	Olive Street & 11th Street	0.201	A	0.392	A	0.191	No	0.159	A	0.261	A	0.102	No
20	Figueroa Street & 12th Street	0.129	A	0.138	A	0.009	No	0.123	A	0.122	A	-0.001	No
21	Flower Street & 12th Street	0.087	A	0.088	A	0.001	No	0.092	A	0.141	A	0.049	No
22	Grand Avenue & 12th Street	0.116	A	0.123	A	0.007	No	0.124	A	0.294	A	0.170	No
23	Olive Avenue & 12th Street	0.167	A	0.347	A	0.180	No	0.137	A	0.185	A	0.048	No
24	LA Live Way & Pico Boulevard	0.323	A	0.514	A	0.191	No	0.308	A	0.394	A	0.086	No
25	LA Live Way & Bond Street / I-10 & I-110 Off-Ramps	0.187	A	0.390	A	0.203	No	0.155	A	0.320	A	0.165	No
26	Figueroa Street & Pico Boulevard	0.297	A	0.491	A	0.194	No	0.297	A	0.492	A	0.195	No
27	Flower Street & Pico Boulevard	0.226	A	0.387	A	0.161	No	0.197	A	0.469	A	0.272	No
28	Grand Avenue & Pico Boulevard	0.181	A	0.257	A	0.076	No	0.157	A	0.454	A	0.297	No
29	Olive Street & Pico Boulevard	0.157	A	0.442	A	0.285	No	0.139	A	0.197	A	0.058	No
30	Hill Street & Pico Boulevard	0.162	A	0.389	A	0.227	No	0.114	A	0.591	A	0.477	No

Table 7.1.1.1 **Future With Project With LACC Dark - Intersection Level of Service** 1/17/2012

Sunday Day: Pre-Event Hour: (12:00-1:00 PM) & Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Sunday Day Pre-Event Hour (12:00-1:00 PM)						Sunday Day Post-Event Hour (4:30-5:30 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
31	Broadway & Pico Boulevard	0.249	A	0.325	A	0.076	No	0.196	A	0.249	A	0.053	No
32	Main Street & Pico Boulevard	0.380	A	0.453	A	0.073	No	0.361	A	0.396	A	0.035	No
33	Blaine Street & Olympic Boulevard	0.408	A	0.677	B	0.269	No	0.380	A	0.568	A	0.188	No
34	Blaine Street & SR-110 SB Off-Ramp	0.172	A	0.697	B	0.525	No	0.134	A	0.225	A	0.091	No
35	Blaine Street & 11th Street	0.387	A	0.760	C	0.373	Yes	0.410	A	1.323	F	0.913	Yes
36	Convention Center Drive/Georgia Street & Venice Boulevard	0.061	A	0.255	A	0.194	No	0.086	A	0.289	A	0.203	No
37	Figueroa Street & Venice Boulevard	0.205	A	0.365	A	0.160	No	0.212	A	0.539	A	0.327	No
38	Flower Street & Venice Boulevard	0.170	A	0.243	A	0.073	No	0.146	A	0.511	A	0.365	No
39	Grand Avenue & Venice Boulevard	0.108	A	0.162	A	0.054	No	0.110	A	0.536	A	0.426	No
40	Olive Street & Venice Boulevard	0.111	A	0.379	A	0.268	No	0.115	A	0.596	A	0.481	No
41	Grand Avenue & 17th Street	0.275	A	0.319	A	0.044	No	0.257	A	0.507	A	0.250	No
42	Olive Street & 17th Street	0.279	A	0.969	E	0.690	Yes	0.243	A	0.388	A	0.145	No
43	Hill Street & 17th Street	0.286	A	0.839	D	0.553	Yes	0.257	A	0.917	E	0.660	Yes
44	Broadway & 17th Street	0.295	A	0.835	D	0.540	Yes	0.244	A	0.339	A	0.095	No
45	Main Street & 17th Street	0.296	A	0.813	D	0.517	Yes	0.252	A	0.289	A	0.037	No
46	Los Angeles Street & 17th Street	0.329	A	0.858	D	0.529	Yes	0.235	A	0.271	A	0.036	No
47	Flower Street & 18th Street	0.072	A	0.080	A	0.008	No	0.066	A	0.194	A	0.128	No
48	Grand Avenue & 18th Street	0.174	A	0.255	A	0.081	No	0.169	A	0.502	A	0.333	No
49	Olive Street & 18th Street	0.266	A	0.494	A	0.228	No	0.191	A	0.322	A	0.131	No
50	Hill Street & 18th Street	0.151	A	0.241	A	0.090	No	0.126	A	1.021	F	0.895	Yes
51	Broadway & 18th Street	0.197	A	0.232	A	0.035	No	0.147	A	0.791	C	0.644	Yes
52	Main Street & 18th Street	0.225	A	0.225	A	0.000	No	0.211	A	0.808	D	0.597	Yes
53	Los Angeles Street & 18th Street	0.279	A	0.280	A	0.001	No	0.308	A	1.503	F	1.195	Yes
54	Figueroa Street & Washington Boulevard	0.388	A	0.438	A	0.050	No	0.330	A	0.566	A	0.236	No
55	Flower Street & Washington Boulevard	0.241	A	0.247	A	0.006	No	0.188	A	0.460	A	0.272	No
56	Grand Avenue & Washington Boulevard	0.190	A	0.248	A	0.058	No	0.160	A	0.489	A	0.329	No
57	Olive Street & Washington Boulevard	0.162	A	0.334	A	0.172	No	0.146	A	0.330	A	0.184	No
58	Hill Street & Washington Boulevard	0.148	A	0.306	A	0.158	No	0.127	A	0.275	A	0.148	No
59	Broadway & Washington Boulevard	0.224	A	0.289	A	0.065	No	0.185	A	0.268	A	0.083	No
60	Main Street & Washington Boulevard	0.309	A	0.333	A	0.024	No	0.268	A	0.412	A	0.144	No

Table 7.1.1.1 **Future With Project With LACC Dark - Intersection Level of Service** 1/17/2012

Sunday Day: Pre-Event Hour: (12:00-1:00 PM) & Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Sunday Day Pre-Event Hour (12:00-1:00 PM)						Sunday Day Post-Event Hour (4:30-5:30 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
61	Los Angeles Street & Washington Boulevard	0.136	A	0.165	A	0.029	No	0.103	A	0.202	A	0.099	No
62	San Pedro Street & Washington Boulevard	0.362	A	0.391	A	0.029	No	0.301	A	0.435	A	0.134	No
63	Figueroa Street & Adams Boulevard	0.613	B	0.621	B	0.008	No	0.562	A	0.606	B	0.044	No
64	Flower Street & Adams Boulevard	0.240	A	0.249	A	0.009	No	0.249	A	0.420	A	0.171	No
65	I-110 NB Off-Ramps & Adams Boulevard	0.232	A	0.697	B	0.465	No	0.242	A	0.348	A	0.106	No
66	Grand Avenue & Adams Boulevard	0.185	A	0.372	A	0.187	No	0.182	A	0.249	A	0.067	No
67	Hill Street & Adams Boulevard	0.187	A	0.595	A	0.408	No	0.146	A	0.181	A	0.035	No
68	Broadway & Adams Boulevard	0.222	A	0.263	A	0.041	No	0.183	A	0.195	A	0.012	No
69	Main Street & Adams Boulevard	0.307	A	0.307	A	0.000	No	0.275	A	0.275	A	0.000	No
70	Flower Street & Jefferson Boulevard	0.237	A	0.238	A	0.001	No	0.228	A	0.376	A	0.148	No
71	Figueroa Street & Exposition Boulevard	0.589	A	0.608	B	0.019	No	0.408	A	0.451	A	0.043	No
72	Flower Street & 37th Street	0.122	A	0.125	A	0.003	No	0.174	A	0.337	A	0.163	No
73	Hope Street & 37th Street	0.202	A	0.216	A	0.014	No	0.231	A	0.231	A	0.000	No
74	Hill Street & 37th Street	0.049	A	0.108	A	0.059	No	0.050	A	0.061	A	0.011	No
75	Broadway & 37th Street	0.086	A	0.087	A	0.001	No	0.063	A	0.064	A	0.001	No
76	Figueroa Street & 39th Street	0.200	A	0.219	A	0.019	No	0.292	A	0.293	A	0.001	No
77	I-110 HOV Ramps & 39th Street	0.083	A	0.178	A	0.095	No	0.108	A	0.279	A	0.171	No
78	Figueroa Street & Martin Luther King Jr Boulevard	0.549	A	0.550	A	0.001	No	0.627	B	0.757	C	0.130	Yes
79	I-110 SB Ramps & Martin Luther King Jr Boulevard	0.604	B	0.605	B	0.001	No	0.597	A	0.747	C	0.150	Yes
80	I-110 NB Ramps & Martin Luther King Jr Boulevard	0.533	A	0.573	A	0.040	No	0.429	A	0.443	A	0.014	No
81	Georgia Street &9th Street	0.371	A	0.537	A	0.166	No	0.325	A	0.556	A	0.231	No
82	Francisco Street & 9th Street	0.161	A	0.279	A	0.118	No	0.141	A	0.481	A	0.340	No
83	Figueroa Street & 9th Street	0.359	A	0.485	A	0.126	No	0.327	A	0.460	A	0.133	No
84	Flower Street & 9th Street	0.322	A	0.395	A	0.073	No	0.261	A	0.387	A	0.126	No
85	Broadway & 9th Street	0.338	A	0.339	A	0.001	No	0.215	A	0.277	A	0.062	No
86	Bixel Street & 8th Street	0.373	A	0.373	A	0.000	No	0.403	A	0.549	A	0.146	No
87	Francisco Street & 8th Street	0.181	A	0.307	A	0.126	No	0.191	A	0.417	A	0.226	No
88	Figueroa Street & 8th Street	0.311	A	0.701	C	0.390	Yes	0.293	A	0.561	A	0.268	No
89	Flower Street & 8th Street	0.230	A	0.553	A	0.323	No	0.224	A	0.423	A	0.199	No

Table 7.1.1.1 **Future With Project With LACC Dark - Intersection Level of Service** 1/17/2012

Sunday Day: Pre-Event Hour: (12:00-1:00 PM) & Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Sunday Day Pre-Event Hour (12:00-1:00 PM)						Sunday Day Post-Event Hour (4:30-5:30 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
90	Hill Street & 8th Street	0.230	A	0.323	A	0.093	No	0.219	A	0.260	A	0.041	No
91	Broadway & 8th Street	0.524	A	0.551	A	0.027	No	0.407	A	0.407	A	0.000	No
92	Bixel Street & Wilshire Boulevard	0.289	A	0.325	A	0.036	No	0.267	A	0.289	A	0.022	No
93	Figueroa Street & Wilshire Boulevard	0.256	A	0.291	A	0.035	No	0.297	A	0.608	B	0.311	No
94	Lucas Avenue & 6th Street	0.321	A	0.532	A	0.211	No	0.331	A	0.366	A	0.035	No
95	Bixel Street & 6th Street	0.249	A	0.306	A	0.057	No	0.277	A	0.278	A	0.001	No
96	Figueroa Street & 6th Street	0.218	A	0.346	A	0.128	No	0.224	A	0.385	A	0.161	No
97	Flower Street & 6th Street	0.188	A	0.386	A	0.198	No	0.200	A	0.203	A	0.003	No
98	Grand Avenue & 6th Street	0.159	A	0.261	A	0.102	No	0.094	A	0.157	A	0.063	No
99	Hill Street & 6th Street	0.247	A	0.271	A	0.024	No	0.175	A	0.369	A	0.194	No
100	Spring Street & 6th Street	0.299	A	0.346	A	0.047	No	0.264	A	0.316	A	0.052	No
101	Main Street & 6th Street	0.215	A	0.216	A	0.001	No	0.217	A	0.444	A	0.227	No
102	Figueroa Street & 5th Street	0.170	A	0.182	A	0.012	No	0.170	A	0.420	A	0.250	No
103	Grand Avenue & 5th Street	0.139	A	0.235	A	0.096	No	0.153	A	0.203	A	0.050	No
104	Olive Street & 5th Street	0.203	A	0.244	A	0.041	No	0.214	A	0.334	A	0.120	No
105	Hill Street & 5th Street	0.221	A	0.311	A	0.090	No	0.168	A	0.311	A	0.143	No
106	Spring Street & 5th Street	0.200	A	0.247	A	0.047	No	0.221	A	0.223	A	0.002	No
107	Main Street & 5th Street	0.125	A	0.126	A	0.001	No	0.125	A	0.215	A	0.090	No
108	Figueroa Street & 2nd Street	0.162	A	0.162	A	0.000	No	0.172	A	0.338	A	0.166	No
109	Beaudry Street & 1st Street	0.130	A	0.137	A	0.007	No	0.162	A	0.164	A	0.002	No
110	Hope Street & 1st Street	0.289	A	0.339	A	0.050	No	0.274	A	0.597	A	0.323	No
111	Grand Avenue & 1st Street	0.384	A	0.424	A	0.040	No	0.363	A	0.754	C	0.391	Yes
112	Olive Street & 1st Street	0.243	A	0.248	A	0.005	No	0.252	A	0.395	A	0.143	No
113	Hill Street & 1st Street	0.288	A	0.353	A	0.065	No	0.266	A	0.437	A	0.171	No
114	Spring Street & 1st Street	0.208	A	0.294	A	0.086	No	0.221	A	0.228	A	0.007	No
115	Main Street & 1st Street	0.265	A	0.268	A	0.003	No	0.251	A	0.365	A	0.114	No
116	Hope Street & Temple Street	0.386	A	0.399	A	0.013	No	0.308	A	0.473	A	0.165	No
117	Main Street & Aliso Street	0.291	A	0.295	A	0.004	No	0.255	A	0.552	A	0.297	No
118	Los Angeles Street & Aliso Street / US-101 SB On-Ramps	0.180	A	0.181	A	0.001	No	0.189	A	0.263	A	0.074	No
119	Grand Avenue & US-101 NB Ramps	0.449	A	0.449	A	0.000	No	0.461	A	0.894	D	0.433	Yes

Table 7.1.1.1 **Future With Project With LACC Dark - Intersection Level of Service** 1/17/2012

Sunday Day: Pre-Event Hour: (12:00-1:00 PM) & Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Sunday Day Pre-Event Hour (12:00-1:00 PM)						Sunday Day Post-Event Hour (4:30-5:30 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
120	Beaudry Avenue & Sunset Boulevard	0.440	A	0.451	A	0.011	No	0.607	B	0.607	B	0.000	No
121	Figueroa Street & Cesar Chavez Avenue	0.456	A	0.456	A	0.000	No	0.509	A	0.509	A	0.000	No
122	Grand Avenue & Cesar Chavez Avenue	0.596	A	0.596	A	0.000	No	0.389	A	0.392	A	0.003	No
123	Spring Street & Cesar Chavez Avenue	0.497	A	0.561	A	0.064	No	0.586	A	0.590	A	0.004	No
124	Main Street & Cesar Chavez Avenue	0.469	A	0.471	A	0.002	No	0.514	A	0.547	A	0.033	No
125	Alameda Street & Cesar Chavez Avenue	0.578	A	0.578	A	0.000	No	0.651	B	0.651	B	0.000	No
126	Main Street & Alpine Street	0.238	A	0.251	A	0.013	No	0.190	A	0.219	A	0.029	No
127	Alameda Street & Alpine Street	0.165	A	0.167	A	0.002	No	0.128	A	0.129	A	0.001	No
128	Hill Street & Alpine Street	0.319	A	0.389	A	0.070	No	0.263	A	0.433	A	0.170	No
129	Hill Street & College Street	0.475	A	0.491	A	0.016	No	0.421	A	0.591	A	0.170	No
130	Sunset Boulevard & Elysian Park Avenue	0.820	D	0.820	D	0.000	No	0.645	B	0.657	B	0.012	No
131	Glendale Boulevard & Bellevue Avenue	0.313	A	0.362	A	0.049	No	0.306	A	0.443	A	0.137	No
132	Glendale Boulevard & Temple Street	0.515	A	0.572	A	0.057	No	0.513	A	0.655	B	0.142	No
133	Alvarado Street & US-101 WB Ramps	0.479	A	0.480	A	0.001	No	0.494	A	0.556	A	0.062	No
134	Alvarado Street & US-101 EB Ramps	0.433	A	0.433	A	0.000	No	0.452	A	0.475	A	0.023	No
135	Alvarado Street & Beverly Boulevard	0.399	A	0.418	A	0.019	No	0.455	A	0.473	A	0.018	No
136	Vermont Avenue & 6th Street	0.553	A	0.563	A	0.010	No	0.529	A	0.543	A	0.014	No
137	Alvarado Street & 6th Street	0.456	A	0.478	A	0.022	No	0.454	A	0.471	A	0.017	No
138	Western Avenue & Wilshire Boulevard	0.608	B	0.632	B	0.024	No	0.664	B	0.679	B	0.015	No
139	Normandie Avenue & Wilshire Boulevard	0.376	A	0.396	A	0.020	No	0.492	A	0.515	A	0.023	No
140	Vermont Avenue & Wilshire Boulevard	0.795	C	0.811	D	0.016	No	0.768	C	0.785	C	0.017	No
141	Alvarado Street & Wilshire Boulevard	0.412	A	0.423	A	0.011	No	0.466	A	0.521	A	0.055	No
142	Vermont Avenue & 8th Street	0.715	C	0.729	C	0.014	No	0.635	B	0.639	B	0.004	No
143	Alvarado Street & 8th Street	0.477	A	0.505	A	0.028	No	0.418	A	0.509	A	0.091	No
144	Western Avenue & Olympic Boulevard	0.649	B	0.699	B	0.050	No	0.815	D	0.899	D	0.084	Yes
145	Normandie Avenue & Olympic Boulevard	0.473	A	0.523	A	0.050	No	0.497	A	0.557	A	0.060	No
146	Vermont Avenue & Olympic Boulevard	0.819	D	0.905	E	0.086	Yes	0.811	D	0.896	D	0.085	Yes
147	Alvarado Street & Olympic Boulevard	0.524	A	0.672	B	0.148	No	0.595	A	0.691	B	0.096	No
148	Union Avenue & Olympic Boulevard	0.478	A	0.677	B	0.199	No	0.552	A	0.618	B	0.066	No
149	Western Avenue & Pico Boulevard	0.558	A	0.583	A	0.025	No	0.546	A	0.577	A	0.031	No

Table 7.1.1.1 **Future With Project With LACC Dark - Intersection Level of Service** 1/17/2012

Sunday Day: Pre-Event Hour: (12:00-1:00 PM) & Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Sunday Day Pre-Event Hour (12:00-1:00 PM)						Sunday Day Post-Event Hour (4:30-5:30 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
150	Normandie Avenue & Pico Boulevard	0.516	A	0.539	A	0.023	No	0.442	A	0.451	A	0.009	No
151	Vermont Avenue & Pico Boulevard	0.680	B	0.727	C	0.047	Yes	0.638	B	0.719	C	0.081	Yes
152	Alvarado Street & Pico Boulevard	0.607	B	0.867	D	0.260	Yes	0.628	B	0.834	D	0.206	Yes
153	Union Avenue & Pico Boulevard	0.573	A	0.677	B	0.104	No	0.597	A	0.829	D	0.232	Yes
154	Alvarado Street & Hoover Street	0.330	A	0.334	A	0.004	No	0.399	A	0.515	A	0.116	No
155	Western Avenue & Venice Boulevard	0.496	A	0.544	A	0.048	No	0.545	A	0.611	B	0.066	No
156	Normandie Avenue & Venice Boulevard	0.421	A	0.464	A	0.043	No	0.385	A	0.448	A	0.063	No
157	Vermont Avenue & Venice Boulevard	0.554	A	0.630	B	0.076	No	0.565	A	0.625	B	0.060	No
158	Hoover Street & Venice Boulevard	0.518	A	0.562	A	0.044	No	0.574	A	0.739	C	0.165	Yes
159	Western Avenue & Washington Boulevard	0.595	A	0.643	B	0.048	No	0.521	A	0.560	A	0.039	No
160	Normandie Avenue & Washington Boulevard	0.512	A	0.548	A	0.036	No	0.432	A	0.439	A	0.007	No
161	Vermont Avenue & Washington Boulevard	0.597	A	0.676	B	0.079	No	0.603	B	0.669	B	0.066	No
162	Hoover Street & Washington Boulevard	0.549	A	0.699	B	0.150	No	0.549	A	0.673	B	0.124	No
163	I-10 WB Ramps & 20th Street	0.556	A	0.561	A	0.005	No	0.541	A	0.769	C	0.228	Yes
164	Vermont Avenue & I-10 EB Ramps	0.684	B	0.767	C	0.083	Yes	0.726	C	0.726	C	0.000	No
165	Hoover Street & I-10 EB Ramps	0.563	A	0.687	B	0.124	No	0.548	A	0.552	A	0.004	No
166	Hill Street & 16th Street	0.112	A	0.472	A	0.360	No	0.109	A	0.969	E	0.860	Yes
167	Broadway & 16th Street	0.118	A	0.273	A	0.155	No	0.105	A	0.338	A	0.233	No
168	Main Street & 16th Street	0.213	A	0.353	A	0.140	No	0.183	A	0.349	A	0.166	No
169	Los Angeles Street & 16th Street	0.088	A	0.265	A	0.177	No	0.076	A	0.203	A	0.127	No
170	San Pedro Street & 16th Street	0.331	A	0.479	A	0.148	No	0.281	A	0.588	A	0.307	No
171	Central Avenue & 16th Street	0.369	A	0.380	A	0.011	No	0.294	A	0.337	A	0.043	No
172	Central Avenue & Washington Boulevard	0.414	A	0.464	A	0.050	No	0.300	A	0.454	A	0.154	No
173	Wilton Place & Wilshire Boulevard	0.446	A	0.447	A	0.001	No	0.417	A	0.430	A	0.013	No
174	Arlington Avenue & Olympic Boulevard	0.360	A	0.400	A	0.040	No	0.377	A	0.436	A	0.059	No
175	Arlington Avenue & Pico Boulevard	0.382	A	0.401	A	0.019	No	0.337	A	0.364	A	0.027	No
176	Arlington Avenue & Venice Boulevard	0.503	A	0.544	A	0.041	No	0.477	A	0.536	A	0.059	No
177	Arlington Avenue & Washington Boulevard	0.461	A	0.505	A	0.044	No	0.421	A	0.423	A	0.002	No

Table 7.1.1.1 **Future With Project With LACC Dark - Intersection Level of Service** 1/17/2012

Sunday Day: Pre-Event Hour: (12:00-1:00 PM) & Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

Total # of Impacted Intersections		11			18
# of Impacted Intersections with FWP LOS C	36%	4		39%	7
# of Impacted Intersections with FWP LOS D	45%	5		33%	6
# of Impacted Intersections with FWP LOS E	18%	2		11%	2
# of Impacted Intersections with FWP LOS F	0%	0		17%	3

7.1.2 Transit

The transit analysis addresses Future With Project Compared to LACC Dark Conditions where significant impacts are determined by comparing total transit riders to system capacity thresholds, rather than by evaluating any incremental increases. Because the future conditions are identical for both the Future With Project and Future With Project Compared to LACC Dark Conditions, the transit analysis for the Future With Project Compared to LACC Dark Conditions is the same as the analysis for the Future With Project. (This is because of negligible current use of public transit for Convention Center events.) The reader is directed to Chapter 5 – Project Impact Analysis – Future With Project, for the transit analysis.

7.1.3 Parking

The parking analysis addresses Future With Project Compared to LACC Dark Conditions, where significant impacts are determined by comparing total parking demand to total parking supply, rather than by evaluating any incremental increases. Because the future conditions are identical for both the Future With Project and Future With Project Compared to LACC Dark Conditions, the parking analysis for the Future With Project Compared to LACC Dark Conditions is identical to the analysis for the Future With Project. The reader is directed to Chapter 5 – Project Impact Analysis – Future With Project, for the parking analysis.

7.1.4 Pedestrian Circulation

The pedestrian analysis addresses Future With Project Compared to LACC Dark Conditions, where significant impacts are determined by comparing pedestrian sidewalk levels of service based on total pedestrians to level of service standards, rather than by evaluating any incremental increases. Because the future conditions are identical for both the Future With Project and Future With Project Compared to LACC Dark scenarios, the pedestrian analysis for the Future With Project Compared to LACC Dark Conditions is identical to the analysis for the Future With Project. The reader is directed to Chapter 5 – Project Impact Analysis – Future With Project, for the pedestrian analysis.

7.1.5 Freeways

The analysis of freeways addresses potential impacts of freeway mainline locations (segments), and freeway off-ramps and on-ramps that would be used by Proposed Project traffic.

Traffic volumes for Existing Conditions With LACC Dark and Future Without Project With LACC Dark Conditions were based on the same traffic data as previously described in

Chapter 5 – Project Impact Analysis – Future With Project, except that no LACC event traffic was included, in order to represent the LACC Dark Conditions.

Freeway Segments

Freeway Segment Impact Analysis

The freeway segment analysis is summarized in Tables 7.1.5.1 and 7.1.5.2. Levels of service and demand/capacity (D/C) ratios for Existing Conditions With LACC Dark, Future Without Project With LACC Dark and Future With Project conditions are shown in Tables 7.1.5.1 for the Sunday Pre-Event Hour and 7.1.5.2 for the Sunday Post-Event Hour.

Sunday Day: Pre-Event Hour (12:00 – 1:00pm)

Existing Conditions

As shown by the shaded rows provided in Table 7.1.5.1, nineteen of the twenty freeway locations analyzed currently operate at LOS D or better. One mainline location (US-101 South of Vermont Avenue) currently operates at LOS E.

Future Without Project Conditions

Under Future Without Project conditions, a total of seventeen freeway locations are expected to operate at LOS D or better with the remaining three locations expected to operate at LOS E. One location would operate at LOS E (US-101 South of Vermont Avenue), the same as under Existing Conditions. Two locations (US-101 at Glendale Boulevard and I-5 South of Stadium Way) would worsen from LOS D to LOS E.

Future With Project Conditions

With the Proposed Project, a total of twelve freeway analysis locations are expected to operate at LOS D or better, four locations would operate at LOS E, and four locations would operate at LOS F(0) during the Sunday Day Pre-Event hour. Three of the locations that would operate at LOS F(0) would operate at LOS E without the Proposed Project.

As shown in Table 7.1.5.1, the Proposed Project would result in a significant traffic impact at four freeway mainline locations in the Sunday Day Pre-Event hour. These locations are as follows (with the direction and resultant D/C ratio and LOS in parentheses):

6.	SR-110 North of Alpine Street (SB)	(1.006)	F(0)
15.	I-5 South of Stadium Way (SB)	(1.040)	F(0)

8.	US-101 at Glendale Boulevard (SB)	(1.094)	F(0)
14.	US-101 South of Vermont Avenue (SB)	(1.180)	F(0)

The D/C ratio at three of the four impacted locations would be less than 1.10, and between 1.10 and 1.20 at the fourth location.

Sunday Day: Post-Event Hour (4:30 – 5:30pm)

Existing Conditions

All twenty freeway locations currently operate at LOS D, as shown in Table 7.1.5.2.

Future Without Project Conditions

Under Future Without Project conditions, a total of eighteen freeway locations are expected to operate at LOS D or better. The remaining two mainline locations (SR-110 NB between James Wood and Olympic Boulevard Northbound, and I-5 South of Stadium Way) would operate at LOS E.

Future With Project Conditions

With the Proposed Project, eight of the freeway locations would operate at LOS D or better. Three locations would operate at LOS E, and nine locations would operate at LOS F(0). Three of these LOS F(0) locations would operate at LOS E without the addition of Proposed Project traffic.

As shown in Table 7.1.5.2, the Proposed Project would result in a significant traffic impact at nine freeway mainline locations in the Sunday Day Post-Event Hour. These locations are as follows (with the resultant D/C ratio in parentheses):

12a.	I-110 at Vernon Avenue (Mainline) (SB)	(1.010)	F(0)
15.	I-5 South of Stadium Way (NB)	(1.013)	F(0)
4N.	SR-110 Between James Wood Blvd and Olympic Blvd (NB)	(1.059)	F(0)
1.	I-10 West of Vermont Avenue (WB)	(1.060)	F(0)
14.	US-101 South of Vermont Avenue (NB)	(1.072)	F(0)
7.	US-101 North of Vignes Street (SB)	(1.081)	F(0)
10.	I-5 West of Indiana Street (SB)	(1.121)	F(0)
8.	US-101 at Glendale Boulevard (NB)	(1.139)	F(0)
5.	SR-110 South of US-101 (NB)	(1.243)	F(0)

At six of the nine impacted freeway locations, the D/C ratio would be less than 1.10. Two locations would be between 1.10 and 1.20, and one would be greater than 1.20.

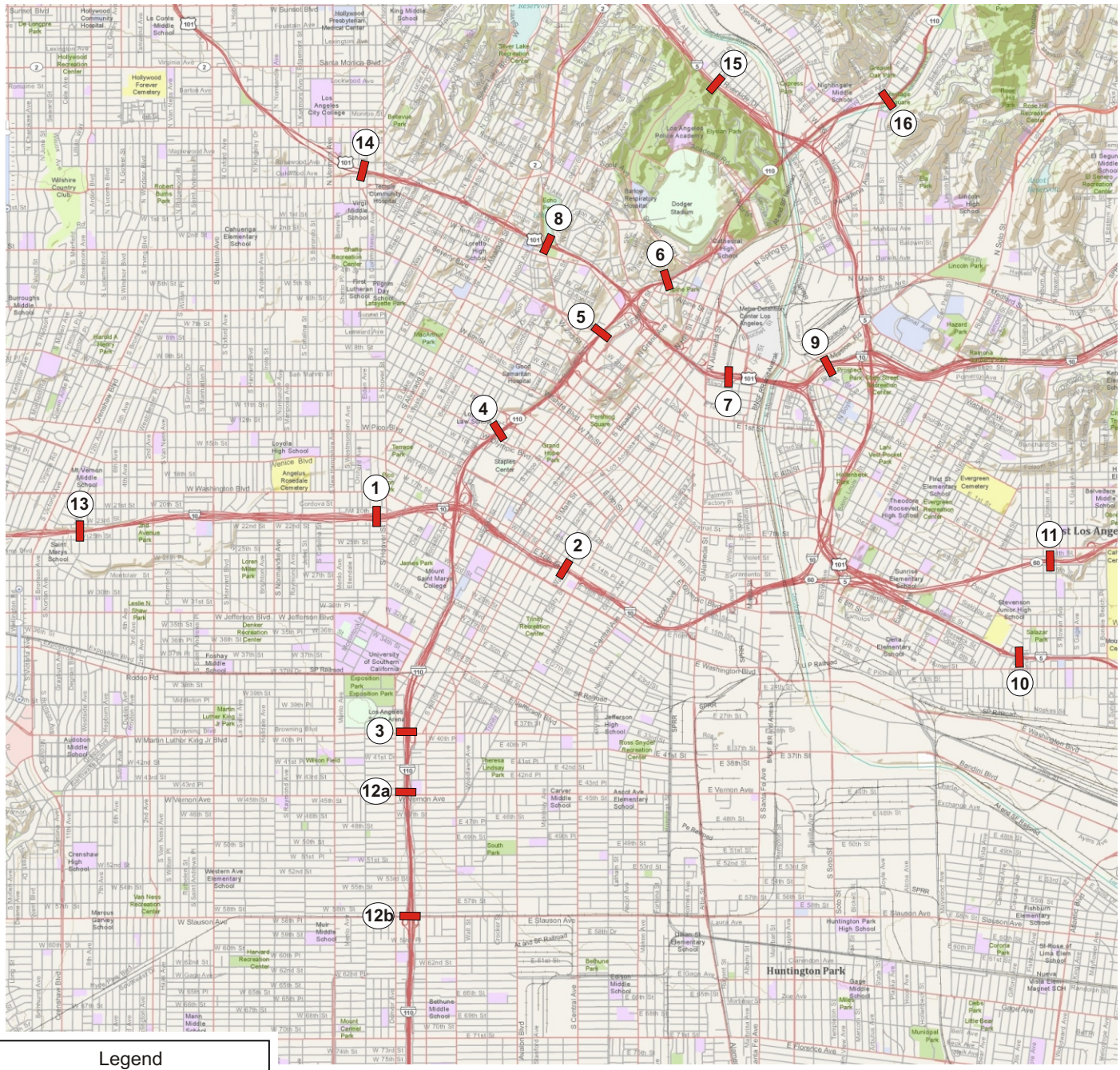


Figure 7.1.5.1
Freeway Segment Analysis Locations

Table 7.1.5.1 Future With Project With LACC Dark - Freeway Segment Level of Service
Sunday Day: Pre-Event Hour: (12:00 - 1:00 PM)

1/13/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Future Without Project Conditions			Future With Project With LACC Dark Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
1	I-10 West of Vermont (Total)	EB	4 G + 2 C-D	12,000	10,239	0.853	D	10,362	0.863	D	1,134	11,496	0.958	E	0.094	No
		WB	4 G + 2 C-D	12,000	10,390	0.866	D	10,515	0.876	D	0	10,515	0.876	D	0.000	No
2	I - 10 East of San Pedro Street	EB	5 G	10,000	5,287	0.529	B	5,588	0.559	C	0	5,588	0.559	C	0.000	No
		WB	5 G	10,000	5,069	0.507	B	5,366	0.537	B	2,529	7,895	0.789	D	0.253	No
3a	I - 110 South of Martin Luther King Jr. Boulevard (Mainline)	NB	5 G	10,000	5,852	0.585	C	6,037	0.604	C	689	6,726	0.673	C	0.069	No
		SB	5 G	10,000	6,195	0.620	C	6,387	0.639	C	0	6,387	0.639	C	0.000	No
3b	I - 110 North of Martin Luther King Jr. Boulevard (HOV)	NB	1 HOV	1,650	264	0.160	A	272	0.165	A	919	1,191	0.722	C	0.557	No
		SB	2 HOV	3,300	1,474	0.447	B	1,520	0.461	B	0	1,520	0.461	B	0.000	No
4	SR-110 between James Wood Boulevard and Olympic Boulevard	NB	3G + 2 C-D	10,000	7,264	0.726	C	7,682	0.768	C	647	8,329	0.833	D	0.065	No
		SB	5 G	10,000	7,401	0.740	C	7,833	0.783	D	1071	8,904	0.890	D	0.107	No
5	SR-110 South of US-101	NB	3 G + 2 C	10,000	6,688	0.669	C	7,069	0.707	C	0	7,069	0.707	C	0.000	No
		SB	3 G + 3 C	12,000	8,942	0.745	C	9,462	0.788	D	2,212	11,674	0.973	E	0.184	No
6	SR-110 North of Alpine Street	NB	3 G	6,000	4,500	0.750	C	4,649	0.775	D	0	4,649	0.775	D	0.000	No
		SB	3 G	6,000	5,134	0.856	D	5,305	0.884	D	728	6,033	1.006	F(0)	0.121	Yes
7	US-101 North of Vignes Street	NB	4 G	8,000	5,811	0.726	C	6,146	0.768	C	1,207	7,353	0.919	D	0.151	No
		SB	4 G	8,000	4,978	0.622	C	5,262	0.658	C	0	5,262	0.658	C	0.000	No

Table 7.1.5.1 Future With Project With LACC Dark - Freeway Segment Level of Service
Sunday Day: Pre-Event Hour: (12:00 - 1:00 PM)

1/13/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Future Without Project Conditions			Future With Project With LACC Dark Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
8	US-101 at Glendale Boulevard	NB	4 G	8,000	6,570	0.821	D	6,708	0.838	D	0	6,708	0.838	D	0.000	No
		SB	4 G	8,000	7,319	0.915	D	7,474	0.934	E	1,281	8,755	1.094	F(0)	0.160	Yes
9a	I-10 at Echandia Street b/w US 101 and I-5 (Mainline)	EB	3 G	6,000	2,280	0.380	B	2,430	0.405	B	0	2,430	0.405	B	0.000	No
		WB	3 G	6,000	2,059	0.343	A	2,196	0.366	B	423	2,619	0.436	B	0.071	No
9b	I-10 at Echandia Street b/w US 101 and I-5 (HOV)	EB	1 HOV	1,650	90	0.055	A	96	0.058	A	0	96	0.058	A	0.000	No
		WB	1 HOV	1,650	256	0.155	A	275	0.167	A	785	1,060	0.642	C	0.476	No
10	I-5 at Calzona Street west of Indiana Street	NB	5 G	10,000	7,264	0.726	C	7,860	0.786	D	1,759	9,619	0.962	E	0.176	No
		SB	5 G	10,000	9,498	0.950	E	10,267	1.027	F(0)	0	10,267	1.027	F(0)	0.000	No
11	SR-60 East of Indiana Street	EB	5 G	10,000	5,203	0.520	B	5,515	0.552	C	0	5,515	0.552	C	0.000	No
		WB	5 G	10,000	5,303	0.530	B	5,624	0.562	C	770	6,394	0.639	C	0.077	No
12a	I-110 at Vernon Avenue (Mainline)	NB	4 G	8,000	5,848	0.731	C	6,033	0.754	C	689	6,722	0.840	D	0.086	No
		SB	4 G	8,000	6,492	0.812	D	6,693	0.837	D	0	6,693	0.837	D	0.000	No
12b	I-110 at Slauson Avenue (HOV)	NB	2 HOV	3,300	1,864	0.565	C	1,922	0.582	C	1,085	3,007	0.911	D	0.329	No
		SB	2 HOV	3,300	2,017	0.611	C	2,080	0.630	C	0	2,080	0.630	C	0.000	No
13	I-10 East of Crenshaw Boulevard	EB	5 G	10,000	6,985	0.699	C	7,069	0.707	C	1,134	8,203	0.820	D	0.113	No
		WB	5 G	10,000	7,470	0.747	C	7,560	0.756	C	0	7,560	0.756	C	0.000	No
14	US-101 South of Vermont Avenue	NB	4 G	8,000	5,774	0.722	C	5,895	0.737	C	0	5,895	0.737	C	0.000	No
		SB	4 G	8,000	7,723	0.965	E	7,887	0.986	E	1,553	9,440	1.180	F(0)	0.194	Yes

Table 7.1.5.1 Future With Project With LACC Dark - Freeway Segment Level of Service
Sunday Day: Pre-Event Hour: (12:00 - 1:00 PM)

1/13/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Future Without Project Conditions			Future With Project With LACC Dark Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
15	I-5 South of Stadium Way	NB	5 G	10,000	8,487	0.849	D	9,353	0.935	E	0	9,353	0.935	E	0.000	No
		SB	4 G + 1 A	9,000	8,028	0.892	D	8,849	0.983	E	513	9,362	1.040	F(0)	0.057	Yes
16	SR-110 South of Avenue 43	NB	3 G	6,000	3,020	0.503	B	3,120	0.520	B	0	3,120	0.520	B	0.000	No
		SB	3 G	6,000	5,124	0.854	D	5,294	0.882	D	512	5,806	0.968	E	0.085	No

Significant Impact?	Yes	4
	No	16

Segment analyzed. All traffic inbound to event.

Table 7.1.5.2 Future With Project With LACC Dark - Freeway Segment Level of Service
Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

1/16/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Future Without Project Conditions			Future With Project With LACC Dark Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
1	I-10 West of Vermont (Total)	EB	4 G + 2 C-D	12,000	10,115	0.843	D	10,236	0.853	D	0	10,236	0.853	D	0.000	No
		WB	4 G + 2 C-D	12,000	10,849	0.904	D	10,980	0.915	D	1,736	12,716	1.060	F(0)	0.145	Yes
2	I - 10 East of San Pedro Street	EB	5 G	10,000	5,639	0.564	C	5,972	0.597	C	3,932	9,904	0.990	E	0.393	No
		WB	5 G	10,000	5,216	0.522	B	5,513	0.551	C	0	5,513	0.551	C	0.000	No
3a	I - 110 South of Martin Luther King Jr. Boulevard (Mainline)	NB	5 G	10,000	5,784	0.578	C	5,963	0.596	C	0	5,963	0.596	C	0.000	No
		SB	5 G	10,000	6,273	0.627	C	6,472	0.647	C	1,505	7,977	0.798	D	0.151	No
3b	I - 110 North of Martin Luther King Jr. Boulevard (HOV)	NB	1 HOV	1,650	277	0.168	A	286	0.173	A	0	286	0.173	A	0.000	No
		SB	2 HOV	3,300	1,728	0.524	B	1,782	0.540	B	999	2,781	0.843	D	0.303	No
4	SR-110 between James Wood Boulevard and Olympic Boulevard	NB	3G + 2 C-D	10,000	8,827	0.883	D	9,343	0.934	E	1251	10,594	1.059	F(0)	0.125	Yes
		SB	5 G	10,000	7,684	0.768	C	8,127	0.813	D	706	8,833	0.883	D	0.071	No
5	SR-110 South of US-101	NB	3 G + 2 C	10,000	8,524	0.852	D	9,024	0.902	D	3,405	12,429	1.243	F(0)	0.341	Yes
		SB	3 G + 3 C	12,000	8,477	0.706	C	8,960	0.747	C	0	8,960	0.747	C	0.000	No
6	SR-110 North of Alpine Street	NB	3 G	6,000	4,538	0.756	C	4,690	0.782	D	1,088	5,778	0.963	E	0.181	No
		SB	3 G	6,000	4,652	0.775	D	4,806	0.801	D	0	4,806	0.801	D	0.000	No
7	US-101 North of Vignes Street	NB	4 G	8,000	5,109	0.639	C	5,400	0.675	C	0	5,400	0.675	C	0.000	No
		SB	4 G	8,000	6,399	0.800	D	6,769	0.846	D	1,877	8,646	1.081	F(0)	0.235	Yes

Table 7.1.5.2 Future With Project With LACC Dark - Freeway Segment Level of Service
Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

1/16/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Future Without Project Conditions			Future With Project With LACC Dark Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
8	US-101 at Glendale Boulevard	NB	4 G	8,000	6,638	0.830	D	6,780	0.848	D	2,328	9,108	1.139	F(0)	0.291	Yes
		SB	4 G	8,000	7,282	0.910	D	7,435	0.929	D	0	7,435	0.929	D	0.000	No
9a	I-10 at Echandia Street b/w US 101 and I-5 (Mainline)	EB	3 G	6,000	2,364	0.394	B	2,527	0.421	B	1,877	4,404	0.734	C	0.313	No
		WB	3 G	6,000	1,890	0.315	A	2,015	0.336	A	0	2,015	0.336	A	0.000	No
9b	I-10 at Echandia Street b/w US 101 and I-5 (HOV)	EB	1 HOV	1,650	170	0.103	A	181	0.110	A	0	181	0.110	A	0.000	No
		WB	1 HOV	1,650	199	0.121	A	212	0.129	A	0	212	0.129	A	0.000	No
10	I-5 at Calzona Street west of Indiana Street	NB	5 G	10,000	6,026	0.603	C	6,514	0.651	C	0	6,514	0.651	C	0.000	No
		SB	5 G	10,000	7,834	0.783	D	8,479	0.848	D	2,735	11,214	1.121	F(0)	0.274	Yes
11	SR-60 East of Indiana Street	EB	5 G	10,000	5,512	0.551	C	5,846	0.585	C	1,198	7,044	0.704	C	0.120	No
		WB	5 G	10,000	5,740	0.574	C	6,084	0.608	C	0	6,084	0.608	C	0.000	No
12a	I-110 at Vernon Avenue (Mainline)	NB	4 G	8,000	5,741	0.718	C	5,919	0.740	C	0	5,919	0.740	C	0.000	No
		SB	4 G	8,000	6,376	0.797	D	6,578	0.822	D	1,505	8,083	1.010	F(0)	0.188	Yes
12b	I-110 at Slauson Avenue (HOV)	NB	2 HOV	3,300	1,988	0.602	C	2,050	0.621	C	0	2,050	0.621	C	0.000	No
		SB	2 HOV	3,300	1,822	0.552	C	1,878	0.569	C	1,254	3,132	0.949	E	0.380	No
13	I-10 East of Crenshaw Boulevard	EB	5 G	10,000	8,042	0.804	D	8,139	0.814	D	0	8,139	0.814	D	0.000	No
		WB	5 G	10,000	7,212	0.721	C	7,299	0.730	C	1,736	9,035	0.903	D	0.174	No
14	US-101 South of Vermont Avenue	NB	4 G	8,000	6,032	0.754	C	6,161	0.770	C	2,417	8,578	1.072	F(0)	0.302	Yes
		SB	4 G	8,000	5,559	0.695	C	5,676	0.709	C	0	5,676	0.709	C	0.000	No

Table 7.1.5.2 Future With Project With LACC Dark - Freeway Segment Level of Service
Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

1/16/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Future Without Project Conditions			Future With Project With LACC Dark Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
15	I-5 South of Stadium Way	NB	5 G	10,000	8,469	0.847	D	9,336	0.934	E	798	10,134	1.013	F(0)	0.080	Yes
		SB	4 G + 1 A	9,000	8,587	0.954	E	9,463	1.051	F(0)	0	9,463	1.051	F(0)	0.000	No
16	SR-110 South of Avenue 43	NB	3 G	6,000	3,378	0.563	C	3,491	0.582	C	799	4,290	0.715	C	0.133	No
		SB	3 G	6,000	4,613	0.769	C	4,765	0.794	D	0	4,765	0.794	D	0.000	No

Significant Impact? Yes 9

No 10

Segment analyzed. All traffic outbound from event.

Freeway Off-Ramps

Freeway Off-Ramp Impact Analysis

Proposed Project traffic would only be added to the freeway off-ramps during the Pre-Event Hour (inbound traffic traveling to the Event Center). The freeway off-ramp analysis for the Existing Conditions, Future Without Project and Future With Project Compared to LACC Dark Conditions is summarized in Table 7.1.5.3, which also provides the ramp volumes and resultant queue lengths during the Pre-Event Hour.

Sunday Day: Pre-Event Hour (12:00 – 1:00pm)

The distributed nature of the parking supply in the downtown area would allow incoming traffic to use many different off-ramps to access parking locations. In general, the traffic queues on the majority of the off-ramps would not exceed the storage capacities of the ramps for the Sunday Day Pre-Event Hour.

As shown in Table 7.1.5.3, the Proposed Project would result in a significant traffic impact at four freeway off-ramps in the Sunday Day Pre-Event peak hour. At three locations, the 85th percentile queue would exceed the storage capacity of an individual lane, and at one location it would exceed the overall capacity of the ramp[1]. These off-ramps are as follows (with type of impact in parentheses):

3.	Los Angeles Street WB Off-ramp	(Mainline)
2.	Grand Avenue NB Off-ramp	(Lane)
13.	9th Street NB Off-ramp	(Lane)
15.	Hoover Street EB Off-ramp	(Lane)

Freeway On-Ramps

Freeway On-Ramp Impact Analysis

Project traffic would only be added to the on-ramps during the post-event hour (outbound traffic leaving the Event Center). The freeway on-ramp level of service analysis for the Existing Conditions, Future Without Project and Future With Project Compared to LACC Dark Conditions is summarized in Table 7.1.5.4, which also shows the ramp capacities and the ramp volumes during the Sunday Day Post-Event Hour.

[1] At ramp locations where the 85th percentile queue would back into the mainline, any "lane" impacts are not noted as they are included in the impact to the mainline.

Sunday Day: Post-Event Hour (4:30 – 5:30pm)

As shown in Table 7.1.5.4, the Proposed Project would result in a significant traffic impact at seven freeway on-ramps in the Sunday Day Post-Event hour. These on-ramps would be as follows:

3. Los Angeles Street EB On-ramp
11. Washington Boulevard SB On-ramp
12. Blaine Street SB On-ramp
13. 8th Street SB On-ramp
23. 5th Street NB On-ramp
24. 8th Street NB On-ramp
26. 11th Street NB On-ramp

At three of these locations, volumes would exceed ramp capacities by less than 10%.



Figure 7.1.5.2
Freeway Off-Ramp Locations

Convention Center Modernization and Farmers Field Project

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Table 7.1.5.3 **Future With Project With LACC Dark - Freeway Off-Ramp Analysis** 1/11/12
Sunday Day: Pre-Event Hour: (12:00 - 1:00 PM)

Off - Ramp # and Location	Movement	# of Lanes	Storage Length (feet)	Existing Conditions			Future Without Project Conditions			Future With Project With LACC Dark Conditions			
				Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Project Added Volume	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length
From I-10 East													
1 Spring Street NB Off ramp [1]	EB RT	2	735	272	132	No	407	220	No	275	682	352	No
2 Grand Avenue NB Off ramp	EB LT/RT	2	195	272	132	No	428	220	Yes	310	738	352	Yes
	EB RT		450		66	No		88	No			154	No
	RAMP TOTAL		645		198	No		308	No			506	No
From I-10 East (from I-5 & SR-60)													
3 Los Angeles Street WB Off ramp	WB LT/TH	2	705	576	154	No	906	220	No	1,348	2,254	770	Yes
	WB TH/RT		705		154	No		220	No			770	Yes
	RAMP TOTAL		1,410		308	No		440	No			1,540	Yes
4 San Pedro Street WB Off ramp	WB TH	2	1,950	381	198	No	385	198	No	365	750	440	No
5 Central Avenue WB Off ramp	WB TH	2	3,000	126	132	No	127	132	No	183	310	264	No
6 Pico Boulevard NB Off ramp	NB TH	1	965	368	88	No	389	66	No	663	1,052	330	No
From I-110 South													
7 Martin Luther King Jr. Boulevard NB Off ramp	NB LT	2	763	497	198	No	606	220	No	111	717	220	No
	NB TH/RT		763		308	No		418	No			528	No
	RAMP TOTAL		1,525		506	No		638	No			748	No
8 39th Street HOV NB Off ramp	NB LT/RT	1	1,060	111	44	No	136	44	No	166	302	88	No
9 37th Street NB Off ramp	NB TH	3	1,253	418	176	No	480	220	No	61	541	220	No
	NB TH/RT		627		88	No		110	No			110	No
	RAMP TOTAL		1,880		264	No		330	No			330	No

Table 7.1.5.3 **Future With Project With LACC Dark - Freeway Off-Ramp Analysis** 1/11/12
Sunday Day: Pre-Event Hour: (12:00 - 1:00 PM)

Off - Ramp # and Location	Movement	# of Lanes	Storage Length (feet)	Existing Conditions			Future Without Project Conditions			Future With Project With LACC Dark Conditions			
				Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Project Added Volume	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length
10 Adams Boulevard HOV NB Off ramp	NB LT	2	2,505	266	110	No	N/A			N/A			
(Existing Conditions)	NB LT/RT		2,505		154	No							
	RAMP TOTAL		5,010		264	No							
10 Adams Boulevard HOV NB Off ramp	NB LT	3	3,497	N/A			283	176	No	518	801	220	No
(Future Without Project)	NB LT/RT		1,748					154	No			770	No
	RAMP TOTAL		5,010					330	No			990	No
11 Adams Boulevard NB Off ramp – Gen.	NB LT	2	825	429	132	No	491	132	No	222	713	198	No
	NB LT/RT		825		220	No		242	No			682	No
	RAMP TOTAL		1,650		352	No		379	No			880	No
12 Pico Boulevard NB Off ramp	NB TH	2	1,120	710	176	No	783	132	No	321	1,104	748	No
From I-10 West													
13 9th Street NB Off ramp	EB LT/TH	2	550	692	88	No	N/A			N/A			
(Existing Conditions)	EB TH		550		88	No							
	RAMP TOTAL		1,100		176	No							
13 9th Street NB Off ramp	EBL	3	345	N/A			953	88	No	765	1,718	198	No
(Future Without Project)	EB LT/TH		345										
	EB TH		345					264	No			440	Yes
	RAMP TOTAL		1,035					352	No			638	No
14 Vermont Avenue EB Off ramp	EB LT	2	793	521	264	No	648	330	No	106	754	418	No
	EB TH/RT		793		220	No		264	No			242	No
	RAMP TOTAL		1,585		484	No		594	No			660	No
15 Hoover Street EB Off ramp	EB LT	2	575	624	198	No	696	220	No	344	1,040	374	No
	EB LT/RT		575		352	No		418	No			594	Yes
	RAMP TOTAL		1,150		550	No		638	No			968	No

Table 7.1.5.3 **Future With Project With LACC Dark - Freeway Off-Ramp Analysis**
Sunday Day: Pre-Event Hour: (12:00 - 1:00 PM)

1/11/12

Off - Ramp # and Location	Movement	# of Lanes	Storage Length (feet)	Existing Conditions			Future Without Project Conditions			Future With Project With LACC Dark Conditions			
				Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Project Added Volume	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length
16 Grand Avenue EB Off ramp	EB TH	2	2,450	294	220	No	548	352	No	293	841	528	No
From US 101 Northwest													
17 Alvarado Street SB Off ramp	EB LT	2	598	393	176	No	475	242	No	55	530	242	No
	EB RT		598		176	No		154	No			220	No
	RAMP TOTAL		1,195		352	No		396	No			462	No
18 Glendale Boulevard SB Off ramp [1]	SB LT/TH	1	460	152	88	No	203	154	No	218	421	264	No
19 Hope Street EB Off ramp	SB LT	3	493	353	110	No	471	154	No	384	855	154	No
	SB TH/RT		755		88	No		132	No			308	No
	RAMP TOTAL		1,250		198	No		286	No			462	No
From SR 110 North													
20 Hill Street SB Off ramp	SB TH	2	3,850	615	264	No	828	352	No	297	1,125	484	No
21 6th Street SB Off ramp	EB TH	1	1,455	359	154	No	441	220	No	830	1,271	880	No
22 9th Street SB Off ramp [2]	EB TH	2	1,690	423	352	No	736	572	No	352	1,088	880	No
23 Olympic Boulevard SB Off ramp	WB LT	3	660	470	66	No	599	66	No	1,076	1,675	484	No
	WB RT		620			No		0	No				No
	RAMP TOTAL		660		66	No		66	No			484	No

Notes:

Analysis uses 22 feet/car for queue length calculations.

1. Unsignalized intersection analyzed as a signalized intersection.

2. Location analyzed as a 2-lane ramp and includes eastbound volumes travelling along 8th Street.

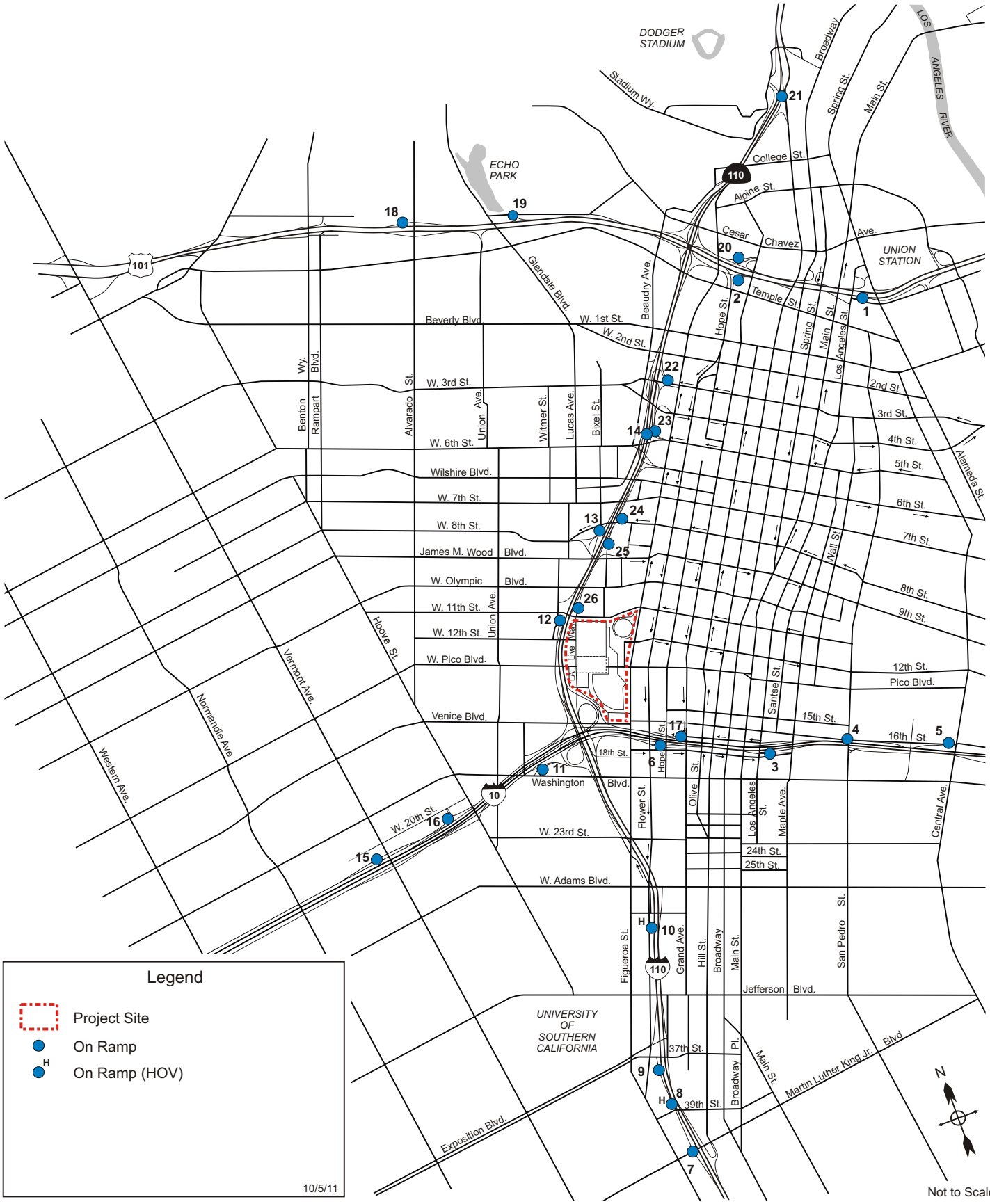


Figure 7.1.5.3
Freeway On-Ramp Locations

Convention Center Modernization and Farmers Field Project

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Table 7.1.5.4 **Future With Project With LACC Dark - Freeway On-Ramp Analysis** 10/31/11

Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

On - Ramp	# of Lanes[1]	Ramp Capacity[2]	Existing Conditions		Future Without Project Conditions		Project Added Volume	Future With Project With LACC Dark Conditions	
			Ramp Volume[3]	Exceed Capacity	Ramp Volume[3]	Exceed Capacity		Ramp Volume	Exceed Capacity
<u>To I-10 East</u>									
1 Los Angeles Street EB On ramp	2	1,800	619	No	998	No	445	1,444	No
2 Hope Street EB On ramp	2	1,800	299	No	438	No	469	907	No
<u>To I-10 East (to I-5 & SR 60)</u>									
3 Los Angeles Street EB On ramp	2	1,800	353	No	586	No	1,781	2,367	Yes
4 San Pedro Street EB on ramp	2	1,800	476	No	482	No	509	991	No
5 Central Avenue EB on ramp	2	1,800	297	No	301	No	254	555	No
6 Flower Street EB On ramp	2	1,800	158	No	269	No	748	1,017	No
<u>To I-110 South</u>									
7 Martin Luther King Jr. Boulevard SB On ramp	2	1,800	784	No	793	No	225	1,018	No
8 39th Street HOV SB On ramp	1	1,650	108	No	137	No	255	392	No
9 37th Street SB On ramp[4]	2	1,800	422	No	526	No	435	961	No
10 Flower Street HOV SB On ramp	1	1,650	174	No	188	No	313	501	No
11 Washington Boulevard SB On ramp	1	900	238	No	277	No	676	952	Yes
12 Blaine Street SB On ramp	2	1,800	406	No	560	No	1,301	1,861	Yes
13 8th Street SB On ramp	2	1,800	869	No	1,145	No	697	1,842	Yes
14 5th Street SB On ramp	2	1,800	329	No	460	No	0	460	No
<u>To I-10 West</u>									
15 Vermont Avenue WB On ramp[4]	2	1,800	528	No	676	No	160	836	No
16 Hoover Street WB On ramp	2	1,800	487	No	590	No	340	930	No
17 Grand Avenue WB On ramp	2	1,800	606	No	945	No	717	1,662	No

Table 7.1.5.4 **Future With Project With LACC Dark - Freeway On-Ramp Analysis** 10/31/11

Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

On - Ramp	# of Lanes[1]	Ramp Capacity[2]	Existing Conditions		Future Without Project Conditions		Project Added Volume	Future With Project With LACC Dark Conditions	
			Ramp Volume[3]	Exceed Capacity	Ramp Volume[3]	Exceed Capacity		Ramp Volume	Exceed Capacity
To US 101 Northwest									
18 Alvarado Street NB On ramp	2	1,800	578	No	675	No	89	764	No
19 Glendale Boulevard NB On ramp[4]	1	900	366	No	436	No	337	773	No
20 Grand Avenue NB On ramp	2	1,800	225	No	435	No	618	1,053	No
To SR 110 North									
21 Hill Street NB On ramp[5]	1	2,000	491	No	695	No	509	1,204	No
22 3rd Street NB On ramp	1	900	321	No	373	No	0	373	No
23 5th Street NB On ramp	2	1,800	470	No	673	No	1,359	2,032	Yes
24 8th Street NB On ramp	1	900	330	No	543	No	545	1,088	Yes
25 9th Street NB On ramp	1	900	345	No	499	No	345	844	No
26 11th Street NB On ramp	1	900	214	No	230	No	794	1,023	Yes

Note:

1. Number of lanes at ramp meter or on ramp if no meter.
2. Capacity for one lane on-ramp = 900 veh/hr/ln
   Capacity for one lane HOV on-ramp = 1,650 veh/hr/ln.
3. Existing volumes from 2011 intersection counts unless otherwise noted.
4. Existing volumes from Caltrans Performance Monitoring System (PeMS).
5. Uncontrolled one-lane on-ramp to separate mainline freeway lane.

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7.2 Saturday Day Event

This event scenario represents a Saturday Daytime event, potentially an NFL game or other major event, typically starting at 1:00pm and ending at 4:30pm. This scenario would represent the highest combination of event attendance and background traffic on the roadway system on a Saturday. The analysis addresses the pre-event hour (12:00 – 1:00pm) when all travel would be inbound, and the post-event hour (4:30 – 5:30pm) when all travel would be outbound.

7.2.1 Roadway Intersections

Impact Analysis

The Project-Only traffic volumes forecast at the study intersections are shown in Appendix 7 in Figure A.7.2.1.1 for the Saturday Day Pre-Event hour and Figure A.7.2.1.2 for the Saturday Day Post-Event Hour. The total traffic volumes forecast for the analysis locations are the same as for the Future With Project scenario described in Chapter 5, and are shown in Figure A.5.2.1.3 for the Saturday Day Pre-Event Hour and Figure A.5.2.1.4 for the Saturday Day Post-Event Hour.

The intersection level of service analysis for the Future With Project Compared to LACC Dark Conditions is summarized in Table 7.2.1.1. The locations of significant impacts at study intersections are shown in Figure 7.2.1.1 and Figure 7.2.1.2.

Table 7.2.1.1 compares the level of service for Future Without Project With LACC Dark and Future With Project conditions, shows the increase in V/C ratio at each intersection due to the Proposed Project, and identifies significant impacts according to LADOT criteria.

Saturday Day: Pre-Event Hour (12:00 – 1:00pm)

As shown in Table 7.2.1.1, the Proposed Project would result in a significant traffic impact at thirty-two intersections in the Saturday Day Pre-Event Hour. These intersections are as follows (with the resultant LOS in parentheses):

6.	Olive Avenue & Olympic Boulevard	(LOS C)
35.	Blaine Street & 11th Street	(LOS C)
67.	Hill Street & Adams Boulevard	(LOS C)
89.	Flower Street & 8th Street	(LOS C)
94.	Lucas Avenue & 6th Street	(LOS C)
123.	Spring Street & Cesar Chavez Avenue	(LOS C)
132.	Glendale Boulevard & Temple Street	(LOS C)
138.	Western Avenue & Wilshire Boulevard	(LOS C)

148.	Union Avenue & Olympic Boulevard	(LOS C)
151.	Vermont Avenue & Pico Boulevard	(LOS C)
157.	Vermont Avenue & Venice Boulevard	(LOS C)
158.	Hoover Street & Venice Boulevard	(LOS C)
162.	Hoover Street & Washington Boulevard	(LOS C)
166.	Hill Street & 16th Street	(LOS C)
3.	Figueroa Street & Olympic Boulevard	(LOS D)
65.	I-110 NB Off-Ramp & Adams Boulevard	(LOS D)
147.	Alvarado Street & Olympic Boulevard	(LOS D)
161.	Vermont Avenue & Washington Boulevard	(LOS D)
165.	Hoover Street & I-10 EB Ramps	(LOS D)
170.	San Pedro Street & 16th Street	(LOS D)
4.	Flower Street & Olympic Boulevard	(LOS E)
33.	Blaine Street & Olympic Boulevard	(LOS E)
63.	Figueroa Street & Adams Boulevard	(LOS E)
88.	Figueroa Street & 8th Street	(LOS E)
152.	Alvarado Street & Pico Boulevard	(LOS E)
164.	Vermont Avenue & I-10 EB Ramps	(LOS E)
42.	Olive Street & 17th Street	(LOS F)
43.	Hill Street & 17th Street	(LOS F)
44.	Broadway & 17th Street	(LOS F)
45.	Main Street & 17th Street	(LOS F)
46.	Los Angeles Street & 17th Street	(LOS F)
146.	Vermont Avenue & Olympic Boulevard	(LOS F)

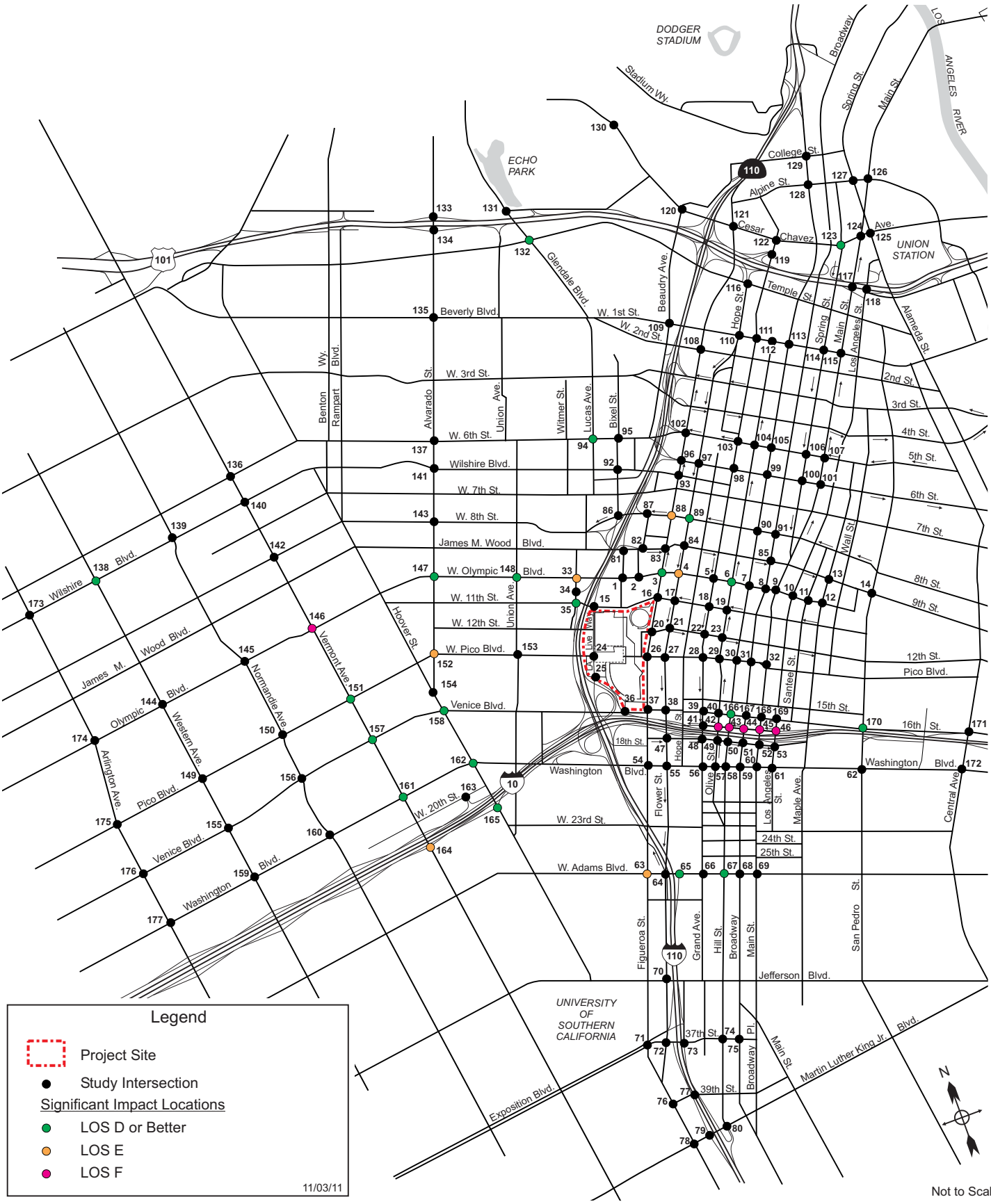
Twenty of the thirty-two impacted intersections would operate at LOS D or better with the Proposed Project. Six of the impacted intersections would operate at LOS E, two of which would operate at LOS E without the Proposed Project (Figueroa Street & Adams Boulevard, and Vermont Avenue & I-10 EB Ramps). Six of the impacted intersections are expected to operate at LOS F with the Proposed Project, one of which would operate at LOS F without the Proposed Project (Vermont Avenue & Olympic Boulevard). Six of the impacted intersections, and virtually all of the LOS F locations, would be along the 17th Street corridor leading from the I-10 westbound off-ramp at Los Angeles Street. Four intersections would be at the end of off-ramps (San Pedro Street, Adams Boulevard, Vermont Avenue, and Hoover Street). Eight of the impacted intersections would be in the downtown area. The remaining fifteen impacted intersections would be located on arterial roadways approaching downtown, of which thirteen would operate at LOS D or better.

Saturday Day: Post-Event Hour (4:30 – 5:30pm)

As shown in Table 7.2.1.1, the Proposed Project would result in a significant traffic impact at thirty-six intersections in the Saturday Day Post-Event Hour. These intersections are as follows (with the resultant LOS in parentheses):

30.	Hill Street & Pico Boulevard	(LOS C)
38.	Flower Street & Venice Boulevard	(LOS C)
41.	Grand Avenue & 17th Street	(LOS C)
54.	Figueroa Street & Washington Boulevard	(LOS C)
78.	Figueroa Street & Martin Luther King Jr. Boulevard	(LOS C)
79.	I-110 SB Ramps & Martin Luther King Jr. Boulevard	(LOS C)
81.	Georgia Street & 9th Street	(LOS C)
88.	Figueroa Street & 8th Street	(LOS C)
129.	Hill Street & College Avenue	(LOS C)
144.	Western Avenue & Olympic Boulevard	(LOS C)
151.	Vermont Avenue & Pico Boulevard	(LOS C)
153.	Union Avenue & Pico Boulevard	(LOS C)
170.	San Pedro Street & 16th Street	(LOS C)
176.	Arlington Avenue & Venice Boulevard	(LOS C)
1.	Georgia Street & Olympic Boulevard	(LOS D)
3.	Figueroa Street & Olympic Boulevard	(LOS D)
4.	Flower Street & Olympic Boulevard	(LOS D)
33.	Blaine Street & Olympic Boulevard	(LOS D)
93.	Figueroa Street & Wilshire Boulevard	(LOS D)
111.	Grand Avenue & 1st Street	(LOS D)
132.	Glendale Boulevard & Temple Street	(LOS D)
147.	Alvarado Street & Olympic Boulevard	(LOS D)
158.	Hoover Street & Venice Boulevard	(LOS D)
162.	Hoover Street & Washington Boulevard	(LOS D)
163.	I-10 WB Ramps & 20th Street	(LOS D)
37.	Figueroa Street & Venice Boulevard	(LOS E)
146.	Vermont Avenue & Olympic Boulevard	(LOS E)
152.	Alvarado Street & Pico Boulevard	(LOS E)
35.	Blaine Street & 11th Street	(LOS F)
43.	Hill Street & 17th Street	(LOS F)
50.	Hill Street & 18th Street	(LOS F)
51.	Broadway & 18th Street	(LOS F)
52.	Main Street & 18th Street	(LOS F)
53.	Los Angeles Street & 18th Street	(LOS F)
119.	Grand Avenue & US-101 NB Ramps	(LOS F)
166.	Hill Street & 16th Street	(LOS F)

Twenty-five of the thirty-six impacted intersections would operate at LOS D or better with the Proposed Project. Three of the impacted intersections would operate at LOS E with the Proposed Project. Eight of the impacted intersections would operate at LOS F with the Proposed Project. Ten of the impacted intersections, including virtually all of the LOS F intersections, would be located along the I-10 corridor on the south end of downtown between Figueroa Street and San Pedro Street, primarily with outbound traffic accessing the I-10


Legend
Project Site
Study Intersection
Significant Impact Locations
LOS D or Better
LOS E
LOS F
11/03/11
Not to Scale
N
DODGER STADIUM
ECHO PARK
UNIVERSITY OF SOUTHERN CALIFORNIA
UNION STATION
Stadium Wy.
Broadway
Spring St.
Main St.
LOS ANGELES RIVER
College St.
Alpine St.
Cesar Chavez Ave.
Temple St.
Beaudry Ave.
Glendale Blvd
Hope St.
Los Angeles St.
Alameda St.
Beverly Blvd.
W. 1st St.
W. 2nd St.
W. 3rd St.
Benton Wy.
Rampart Blvd.
Alvarado St.
Union Ave.
Witmer St.
Lucas Ave.
Bixel St.
W. 6th St.
Wilshire Blvd.
W. 7th St.
W. 8th St.
James M. Wood Blvd.
W. Olympic Blvd.
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W. Pico Blvd.
Venice Blvd.
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Normandie Ave.
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Martin Luther King Jr. Blvd.
Exposition Blvd.
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Olive St.
Flower St.
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Exposition Blvd.
Martin Luther King Jr.

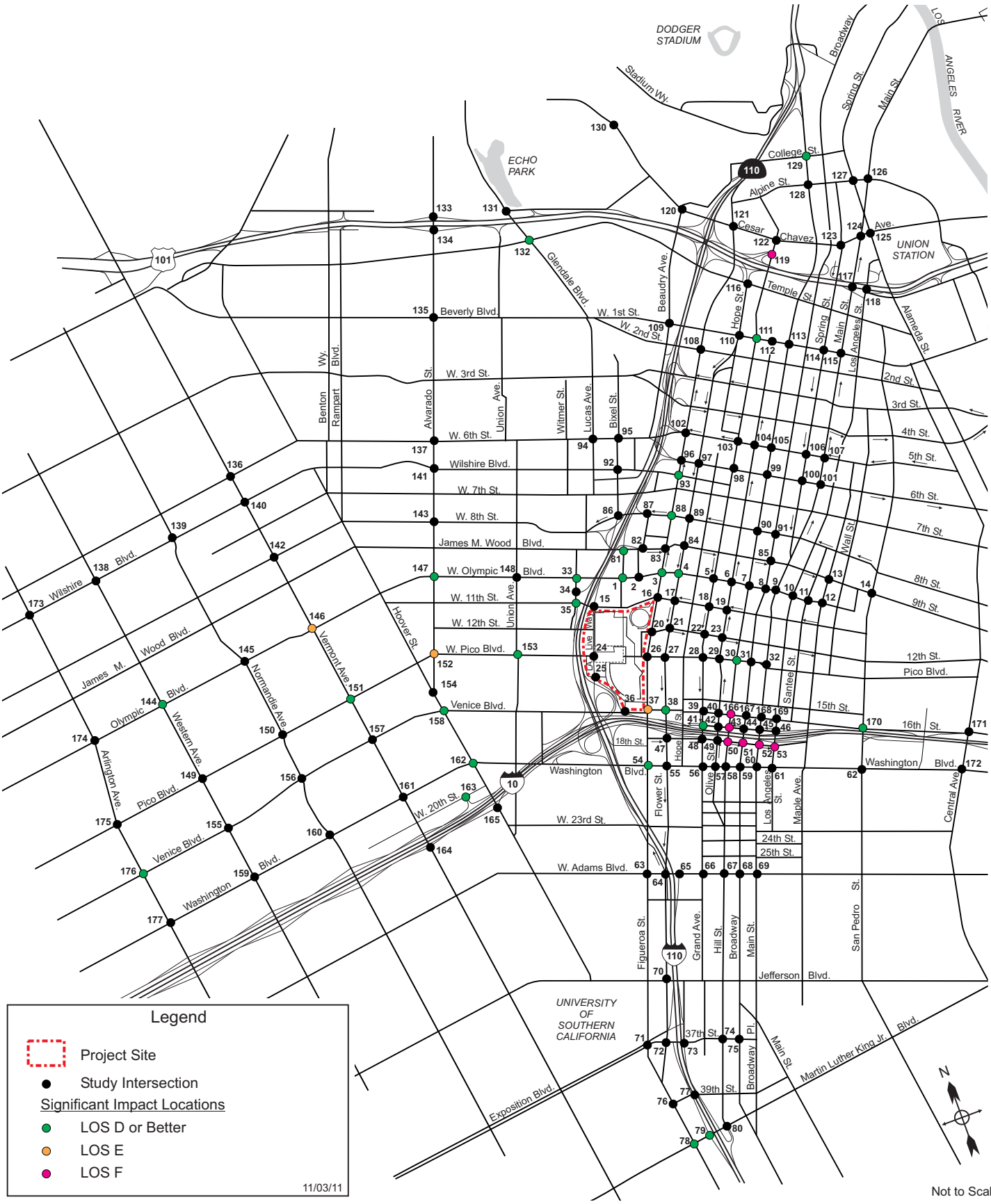


Figure 7.2.1.2
Future with Project - LACC Dark - Significant Impact Locations - Saturday: Post-Event Hour (4:30-5:30 PM)

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions

Table 7.2.1.1 **Future With Project With LACC Dark** 1/10/2012

Saturday Day: Pre-Event Hour: (12:00-1:00 PM) & Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Saturday Day Pre-Event Hour (12:00-1:00 PM)						Saturday Day Post-Event Hour (4:30-5:30 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
1	Georgia Street & Olympic Boulevard	0.565	A	0.640	B	0.075	No	0.569	A	0.834	D	0.265	Yes
2	Francisco Street & Olympic Boulevard	0.438	A	0.629	B	0.191	No	0.365	A	0.597	A	0.232	No
3	Figueroa Street & Olympic Boulevard	0.600	A	0.856	D	0.256	Yes	0.598	A	0.869	D	0.271	Yes
4	Flower Street & Olympic Boulevard	0.600	A	0.924	E	0.324	Yes	0.530	A	0.865	D	0.335	Yes
5	Grand Avenue & Olympic Boulevard	0.404	A	0.608	B	0.204	No	0.355	A	0.468	A	0.113	No
6	Olive Street & Olympic Boulevard	0.508	A	0.727	C	0.219	Yes	0.445	A	0.613	B	0.168	No
7	Hill Street & Olympic Boulevard	0.537	A	0.689	B	0.152	No	0.435	A	0.508	A	0.073	No
8	Broadway & Olympic Boulevard	0.727	C	0.753	C	0.026	No	0.627	B	0.632	B	0.005	No
9	Main Street & Olympic Boulevard	0.572	A	0.609	B	0.037	No	0.568	A	0.579	A	0.011	No
10	Los Angeles Street & Olympic Boulevard	0.399	A	0.399	A	0.000	No	0.274	A	0.274	A	0.000	No
11	Santee Street & Olympic Boulevard	0.363	A	0.363	A	0.000	No	0.260	A	0.275	A	0.015	No
12	Maple Avenue & Olympic Boulevard	0.463	A	0.480	A	0.017	No	0.356	A	0.368	A	0.012	No
13	Maple Avenue & 9th Street	0.485	A	0.486	A	0.001	No	0.341	A	0.360	A	0.019	No
14	San Pedro Street & 9th Street	0.495	A	0.523	A	0.028	No	0.329	A	0.363	A	0.034	No
15	LA Live Way & 11th Street	0.219	A	0.109	A	-0.110	No	0.205	A	0.641	B	0.436	No
16	Figueroa Street & 11th Street	0.432	A	0.436	A	0.004	No	0.456	A	0.464	A	0.008	No
17	Flower Street & 11th Street	0.455	A	0.462	A	0.007	No	0.405	A	0.469	A	0.064	No
18	Grand Avenue & 11th Street	0.208	A	0.393	A	0.185	No	0.246	A	0.332	A	0.086	No
19	Olive Street & 11th Street	0.319	A	0.551	A	0.232	No	0.282	A	0.311	A	0.029	No
20	Figueroa Street & 12th Street	0.280	A	0.289	A	0.009	No	0.336	A	0.336	A	0.000	No
21	Flower Street & 12th Street	0.151	A	0.176	A	0.025	No	0.160	A	0.211	A	0.051	No
22	Grand Avenue & 12th Street	0.198	A	0.206	A	0.008	No	0.187	A	0.379	A	0.192	No
23	Olive Avenue & 12th Street	0.279	A	0.481	A	0.202	No	0.255	A	0.342	A	0.087	No
24	LA Live Way & Pico Boulevard	0.446	A	0.567	A	0.121	No	0.447	A	0.358	A	-0.089	No
25	LA Live Way & Bond Street / I-10 & I-110 Off-Ramps	0.250	A	0.415	A	0.165	No	0.255	A	0.326	A	0.071	No
26	Figueroa Street & Pico Boulevard	0.499	A	0.616	B	0.117	No	0.588	A	0.657	B	0.069	No
27	Flower Street & Pico Boulevard	0.295	A	0.502	A	0.207	No	0.305	A	0.507	A	0.202	No
28	Grand Avenue & Pico Boulevard	0.281	A	0.381	A	0.100	No	0.238	A	0.605	B	0.367	No
29	Olive Street & Pico Boulevard	0.280	A	0.524	A	0.244	No	0.272	A	0.344	A	0.072	No
30	Hill Street & Pico Boulevard	0.311	A	0.621	B	0.310	No	0.235	A	0.739	C	0.504	Yes

Table 7.2.1.1 Future With Project With LACC Dark 1/10/2012

Saturday Day: Pre-Event Hour: (12:00-1:00 PM) & Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Saturday Day Pre-Event Hour (12:00-1:00 PM)						Saturday Day Post-Event Hour (4:30-5:30 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
31	Broadway & Pico Boulevard	0.397	A	0.537	A	0.140	No	0.303	A	0.333	A	0.030	No
32	Main Street & Pico Boulevard	0.619	B	0.686	B	0.067	No	0.515	A	0.547	A	0.032	No
33	Blaine Street & Olympic Boulevard	0.599	A	0.943	E	0.344	Yes	0.579	A	0.857	D	0.278	Yes
34	Blaine Street & SR-110 SB Off-Ramp	0.265	A	0.635	B	0.370	No	0.217	A	0.389	A	0.172	No
35	Blaine Street & 11th Street	0.454	A	0.711	C	0.257	Yes	0.642	B	1.188	F	0.546	Yes
36	Convention Center Drive/Georgia Street & Venice Boulevard	0.094	A	0.222	A	0.128	No	0.105	A	0.239	A	0.134	No
37	Figueroa Street & Venice Boulevard	0.424	A	0.544	A	0.120	No	0.516	A	0.902	E	0.386	Yes
38	Flower Street & Venice Boulevard	0.264	A	0.342	A	0.078	No	0.272	A	0.737	C	0.465	Yes
39	Grand Avenue & Venice Boulevard	0.176	A	0.251	A	0.075	No	0.160	A	0.626	B	0.466	No
40	Olive Street & Venice Boulevard	0.171	A	0.399	A	0.228	No	0.173	A	0.611	B	0.438	No
41	Grand Avenue & 17th Street	0.375	A	0.441	A	0.066	No	0.378	A	0.718	C	0.340	Yes
42	Olive Street & 17th Street	0.449	A	1.003	F	0.554	Yes	0.407	A	0.605	B	0.198	No
43	Hill Street & 17th Street	0.491	A	1.047	F	0.556	Yes	0.368	A	1.097	F	0.729	Yes
44	Broadway & 17th Street	0.456	A	1.065	F	0.609	Yes	0.339	A	0.487	A	0.148	No
45	Main Street & 17th Street	0.476	A	1.035	F	0.559	Yes	0.427	A	0.511	A	0.084	No
46	Los Angeles Street & 17th Street	0.515	A	1.074	F	0.559	Yes	0.442	A	0.526	A	0.084	No
47	Flower Street & 18th Street	0.091	A	0.095	A	0.004	No	0.091	A	0.179	A	0.088	No
48	Grand Avenue & 18th Street	0.253	A	0.336	A	0.083	No	0.276	A	0.544	A	0.268	No
49	Olive Street & 18th Street	0.362	A	0.599	A	0.237	No	0.333	A	0.549	A	0.216	No
50	Hill Street & 18th Street	0.287	A	0.373	A	0.086	No	0.267	A	1.242	F	0.975	Yes
51	Broadway & 18th Street	0.389	A	0.429	A	0.040	No	0.326	A	1.033	F	0.707	Yes
52	Main Street & 18th Street	0.470	A	0.470	A	0.000	No	0.423	A	1.080	F	0.657	Yes
53	Los Angeles Street & 18th Street	0.541	A	0.541	A	0.000	No	0.540	A	1.853	F	1.313	Yes
54	Figueroa Street & Washington Boulevard	0.520	A	0.592	A	0.072	No	0.479	A	0.709	C	0.230	Yes
55	Flower Street & Washington Boulevard	0.345	A	0.351	A	0.006	No	0.301	A	0.569	A	0.268	No
56	Grand Avenue & Washington Boulevard	0.384	A	0.454	A	0.070	No	0.327	A	0.558	A	0.231	No
57	Olive Street & Washington Boulevard	0.322	A	0.485	A	0.163	No	0.256	A	0.470	A	0.214	No
58	Hill Street & Washington Boulevard	0.306	A	0.496	A	0.190	No	0.236	A	0.388	A	0.152	No
59	Broadway & Washington Boulevard	0.405	A	0.476	A	0.071	No	0.327	A	0.421	A	0.094	No
60	Main Street & Washington Boulevard	0.569	A	0.598	A	0.029	No	0.485	A	0.651	B	0.166	No

Table 7.2.1.1 **Future With Project With LACC Dark** 1/10/2012

Saturday Day: Pre-Event Hour: (12:00-1:00 PM) & Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Saturday Day Pre-Event Hour (12:00-1:00 PM)						Saturday Day Post-Event Hour (4:30-5:30 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
61	Los Angeles Street & Washington Boulevard	0.249	A	0.278	A	0.029	No	0.231	A	0.340	A	0.109	No
62	San Pedro Street & Washington Boulevard	0.525	A	0.527	A	0.002	No	0.442	A	0.608	B	0.166	No
63	Figueroa Street & Adams Boulevard	0.955	E	0.966	E	0.011	Yes	0.925	E	0.930	E	0.005	No
64	Flower Street & Adams Boulevard	0.386	A	0.403	A	0.017	No	0.390	A	0.546	A	0.156	No
65	I-110 NB Off-Ramps & Adams Boulevard	0.503	A	0.880	D	0.377	Yes	0.303	A	0.504	A	0.201	No
66	Grand Avenue & Adams Boulevard	0.334	A	0.524	A	0.190	No	0.291	A	0.359	A	0.068	No
67	Hill Street & Adams Boulevard	0.387	A	0.771	C	0.384	Yes	0.326	A	0.337	A	0.011	No
68	Broadway & Adams Boulevard	0.357	A	0.436	A	0.079	No	0.303	A	0.303	A	0.000	No
69	Main Street & Adams Boulevard	0.521	A	0.521	A	0.000	No	0.438	A	0.438	A	0.000	No
70	Flower Street & Jefferson Boulevard	0.409	A	0.411	A	0.002	No	0.411	A	0.540	A	0.129	No
71	Figueroa Street & Exposition Boulevard	0.688	B	0.703	C	0.015	No	0.595	A	0.643	B	0.048	No
72	Flower Street & 37th Street	0.277	A	0.278	A	0.001	No	0.309	A	0.455	A	0.146	No
73	Hope Street & 37th Street	0.304	A	0.318	A	0.014	No	0.321	A	0.322	A	0.001	No
74	Hill Street & 37th Street	0.122	A	0.226	A	0.104	No	0.138	A	0.138	A	0.000	No
75	Broadway & 37th Street	0.151	A	0.153	A	0.002	No	0.102	A	0.105	A	0.003	No
76	Figueroa Street & 39th Street	0.357	A	0.376	A	0.019	No	0.359	A	0.365	A	0.006	No
77	I-110 HOV Ramps & 39th Street	0.168	A	0.269	A	0.101	No	0.187	A	0.344	A	0.157	No
78	Figueroa Street & Martin Luther King Jr Boulevard	0.701	C	0.708	C	0.007	No	0.631	B	0.768	C	0.137	Yes
79	I-110 SB Ramps & Martin Luther King Jr Boulevard	0.681	B	0.685	B	0.004	No	0.613	B	0.769	C	0.156	Yes
80	I-110 NB Ramps & Martin Luther King Jr Boulevard	0.627	B	0.696	B	0.069	No	0.579	A	0.609	B	0.030	No
81	Georgia Street &9th Street	0.433	A	0.553	A	0.120	No	0.485	A	0.722	C	0.237	Yes
82	Francisco Street & 9th Street	0.253	A	0.357	A	0.104	No	0.231	A	0.575	A	0.344	No
83	Figueroa Street & 9th Street	0.538	A	0.647	B	0.109	No	0.531	A	0.642	B	0.111	No
84	Flower Street & 9th Street	0.537	A	0.608	B	0.071	No	0.421	A	0.492	A	0.071	No
85	Broadway & 9th Street	0.451	A	0.452	A	0.001	No	0.337	A	0.395	A	0.058	No
86	Bixel Street & 8th Street	0.527	A	0.527	A	0.000	No	0.475	A	0.609	B	0.134	No
87	Francisco Street & 8th Street	0.260	A	0.543	A	0.283	No	0.254	A	0.471	A	0.217	No
88	Figueroa Street & 8th Street	0.418	A	0.986	E	0.568	Yes	0.471	A	0.754	C	0.283	Yes
89	Flower Street & 8th Street	0.391	A	0.755	C	0.364	Yes	0.358	A	0.559	A	0.201	No

Table 7.2.1.1 Future With Project With LACC Dark 1/10/2012

Saturday Day: Pre-Event Hour: (12:00-1:00 PM) & Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Saturday Day Pre-Event Hour (12:00-1:00 PM)						Saturday Day Post-Event Hour (4:30-5:30 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
90	Hill Street & 8th Street	0.475	A	0.541	A	0.066	No	0.391	A	0.395	A	0.004	No
91	Broadway & 8th Street	0.713	C	0.743	C	0.030	No	0.546	A	0.546	A	0.000	No
92	Bixel Street & Wilshire Boulevard	0.387	A	0.403	A	0.016	No	0.349	A	0.377	A	0.028	No
93	Figueroa Street & Wilshire Boulevard	0.375	A	0.393	A	0.018	No	0.479	A	0.820	D	0.341	Yes
94	Lucas Avenue & 6th Street	0.474	A	0.706	C	0.232	Yes	0.451	A	0.491	A	0.040	No
95	Bixel Street & 6th Street	0.405	A	0.485	A	0.080	No	0.388	A	0.404	A	0.016	No
96	Figueroa Street & 6th Street	0.315	A	0.451	A	0.136	No	0.367	A	0.533	A	0.166	No
97	Flower Street & 6th Street	0.258	A	0.467	A	0.209	No	0.263	A	0.305	A	0.042	No
98	Grand Avenue & 6th Street	0.243	A	0.338	A	0.095	No	0.202	A	0.275	A	0.073	No
99	Hill Street & 6th Street	0.385	A	0.397	A	0.012	No	0.349	A	0.513	A	0.164	No
100	Spring Street & 6th Street	0.320	A	0.369	A	0.049	No	0.323	A	0.375	A	0.052	No
101	Main Street & 6th Street	0.287	A	0.288	A	0.001	No	0.297	A	0.526	A	0.229	No
102	Figueroa Street & 5th Street	0.242	A	0.273	A	0.031	No	0.267	A	0.523	A	0.256	No
103	Grand Avenue & 5th Street	0.218	A	0.307	A	0.089	No	0.223	A	0.277	A	0.054	No
104	Olive Street & 5th Street	0.373	A	0.414	A	0.041	No	0.395	A	0.541	A	0.146	No
105	Hill Street & 5th Street	0.349	A	0.440	A	0.091	No	0.348	A	0.403	A	0.055	No
106	Spring Street & 5th Street	0.269	A	0.329	A	0.060	No	0.266	A	0.268	A	0.002	No
107	Main Street & 5th Street	0.197	A	0.199	A	0.002	No	0.207	A	0.297	A	0.090	No
108	Figueroa Street & 2nd Street	0.306	A	0.311	A	0.005	No	0.275	A	0.484	A	0.209	No
109	Beaudry Street & 1st Street	0.184	A	0.184	A	0.000	No	0.231	A	0.233	A	0.002	No
110	Hope Street & 1st Street	0.293	A	0.427	A	0.134	No	0.324	A	0.650	B	0.326	No
111	Grand Avenue & 1st Street	0.402	A	0.440	A	0.038	No	0.466	A	0.841	D	0.375	Yes
112	Olive Street & 1st Street	0.313	A	0.313	A	0.000	No	0.291	A	0.426	A	0.135	No
113	Hill Street & 1st Street	0.393	A	0.469	A	0.076	No	0.488	A	0.654	B	0.166	No
114	Spring Street & 1st Street	0.321	A	0.410	A	0.089	No	0.356	A	0.362	A	0.006	No
115	Main Street & 1st Street	0.345	A	0.348	A	0.003	No	0.348	A	0.464	A	0.116	No
116	Hope Street & Temple Street	0.299	A	0.347	A	0.048	No	0.358	A	0.523	A	0.165	No
117	Main Street & Aliso Street	0.360	A	0.363	A	0.003	No	0.381	A	0.681	B	0.300	No
118	Los Angeles Street & Aliso Street / US-101 SB On-Ramps	0.305	A	0.306	A	0.001	No	0.312	A	0.387	A	0.075	No
119	Grand Avenue & US-101 NB Ramps	0.497	A	0.497	A	0.000	No	0.560	A	1.008	F	0.448	Yes

Table 7.2.1.1 Future With Project With LACC Dark 1/10/2012

Saturday Day: Pre-Event Hour: (12:00-1:00 PM) & Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Saturday Day Pre-Event Hour (12:00-1:00 PM)						Saturday Day Post-Event Hour (4:30-5:30 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
120	Beaudry Avenue & Sunset Boulevard	0.806	D	0.806	D	0.000	No	0.633	B	0.633	B	0.000	No
121	Figueroa Street & Cesar Chavez Avenue	0.567	A	0.567	A	0.000	No	0.572	A	0.572	A	0.000	No
122	Grand Avenue & Cesar Chavez Avenue	0.578	A	0.578	A	0.000	No	0.642	B	0.645	B	0.003	No
123	Spring Street & Cesar Chavez Avenue	0.662	B	0.733	C	0.071	Yes	0.660	B	0.664	B	0.004	No
124	Main Street & Cesar Chavez Avenue	0.547	A	0.549	A	0.002	No	0.595	A	0.631	B	0.036	No
125	Alameda Street & Cesar Chavez Avenue	0.653	B	0.653	B	0.000	No	0.660	B	0.660	B	0.000	No
126	Main Street & Alpine Street	0.312	A	0.328	A	0.016	No	0.254	A	0.271	A	0.017	No
127	Alameda Street & Alpine Street	0.199	A	0.214	A	0.015	No	0.170	A	0.195	A	0.025	No
128	Hill Street & Alpine Street	0.429	A	0.532	A	0.103	No	0.415	A	0.577	A	0.162	No
129	Hill Street & College Street	0.543	A	0.645	B	0.102	No	0.573	A	0.735	C	0.162	Yes
130	Sunset Boulevard & Elysian Park Avenue	0.656	B	0.656	B	0.000	No	0.609	B	0.624	B	0.015	No
131	Glendale Boulevard & Bellevue Avenue	0.413	A	0.468	A	0.055	No	0.380	A	0.591	A	0.211	No
132	Glendale Boulevard & Temple Street	0.648	B	0.706	C	0.058	Yes	0.659	B	0.854	D	0.195	Yes
133	Alvarado Street & US-101 WB Ramps	0.565	A	0.566	A	0.001	No	0.550	A	0.614	B	0.064	No
134	Alvarado Street & US-101 EB Ramps	0.561	A	0.561	A	0.000	No	0.564	A	0.589	A	0.025	No
135	Alvarado Street & Beverly Boulevard	0.521	A	0.540	A	0.019	No	0.509	A	0.509	A	0.000	No
136	Vermont Avenue & 6th Street	0.660	B	0.669	B	0.009	No	0.748	C	0.763	C	0.015	No
137	Alvarado Street & 6th Street	0.574	A	0.594	A	0.020	No	0.554	A	0.585	A	0.031	No
138	Western Avenue & Wilshire Boulevard	0.659	B	0.712	C	0.053	Yes	0.760	C	0.776	C	0.016	No
139	Normandie Avenue & Wilshire Boulevard	0.685	B	0.706	C	0.021	No	0.638	B	0.639	B	0.001	No
140	Vermont Avenue & Wilshire Boulevard	0.788	C	0.803	D	0.015	No	0.780	C	0.798	C	0.018	No
141	Alvarado Street & Wilshire Boulevard	0.448	A	0.455	A	0.007	No	0.457	A	0.508	A	0.051	No
142	Vermont Avenue & 8th Street	0.727	C	0.740	C	0.013	No	0.703	C	0.704	C	0.001	No
143	Alvarado Street & 8th Street	0.544	A	0.575	A	0.031	No	0.471	A	0.563	A	0.092	No
144	Western Avenue & Olympic Boulevard	0.619	B	0.677	B	0.058	No	0.624	B	0.707	C	0.083	Yes
145	Normandie Avenue & Olympic Boulevard	0.615	B	0.665	B	0.050	No	0.595	A	0.668	B	0.073	No
146	Vermont Avenue & Olympic Boulevard	1.059	F	1.144	F	0.085	Yes	0.842	D	0.904	E	0.062	Yes
147	Alvarado Street & Olympic Boulevard	0.746	C	0.898	D	0.152	Yes	0.701	C	0.817	D	0.116	Yes
148	Union Avenue & Olympic Boulevard	0.617	B	0.775	C	0.158	Yes	0.569	A	0.663	B	0.094	No
149	Western Avenue & Pico Boulevard	0.673	B	0.698	B	0.025	No	0.705	C	0.717	C	0.012	No

Table 7.2.1.1 **Future With Project With LACC Dark** 1/10/2012

Saturday Day: Pre-Event Hour: (12:00-1:00 PM) & Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Saturday Day Pre-Event Hour (12:00-1:00 PM)						Saturday Day Post-Event Hour (4:30-5:30 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
150	Normandie Avenue & Pico Boulevard	0.605	B	0.627	B	0.022	No	0.622	B	0.629	B	0.007	No
151	Vermont Avenue & Pico Boulevard	0.721	C	0.769	C	0.048	Yes	0.657	B	0.715	C	0.058	Yes
152	Alvarado Street & Pico Boulevard	0.720	C	0.993	E	0.273	Yes	0.738	C	0.980	E	0.242	Yes
153	Union Avenue & Pico Boulevard	0.631	B	0.634	B	0.003	No	0.585	A	0.765	C	0.180	Yes
154	Alvarado Street & Hoover Street	0.409	A	0.412	A	0.003	No	0.420	A	0.536	A	0.116	No
155	Western Avenue & Venice Boulevard	0.551	A	0.581	A	0.030	No	0.590	A	0.607	B	0.017	No
156	Normandie Avenue & Venice Boulevard	0.502	A	0.537	A	0.035	No	0.525	A	0.583	A	0.058	No
157	Vermont Avenue & Venice Boulevard	0.643	B	0.728	C	0.085	Yes	0.695	B	0.731	C	0.036	No
158	Hoover Street & Venice Boulevard	0.671	B	0.735	C	0.064	Yes	0.671	B	0.872	D	0.201	Yes
159	Western Avenue & Washington Boulevard	0.672	B	0.700	B	0.028	No	0.731	C	0.748	C	0.017	No
160	Normandie Avenue & Washington Boulevard	0.621	B	0.652	B	0.031	No	0.630	B	0.637	B	0.007	No
161	Vermont Avenue & Washington Boulevard	0.800	C	0.899	D	0.099	Yes	0.816	D	0.825	D	0.009	No
162	Hoover Street & Washington Boulevard	0.633	B	0.759	C	0.126	Yes	0.740	C	0.856	D	0.116	Yes
163	I-10 WB Ramps & 20th Street	0.690	B	0.712	C	0.022	No	0.636	B	0.884	D	0.248	Yes
164	Vermont Avenue & I-10 EB Ramps	0.904	E	0.987	E	0.083	Yes	0.844	D	0.844	D	0.000	No
165	Hoover Street & I-10 EB Ramps	0.713	C	0.842	D	0.129	Yes	0.650	B	0.654	B	0.004	No
166	Hill Street & 16th Street	0.277	A	0.714	C	0.437	Yes	0.226	A	1.152	F	0.926	Yes
167	Broadway & 16th Street	0.278	A	0.484	A	0.206	No	0.197	A	0.427	A	0.230	No
168	Main Street & 16th Street	0.458	A	0.598	A	0.140	No	0.347	A	0.512	A	0.165	No
169	Los Angeles Street & 16th Street	0.266	A	0.448	A	0.182	No	0.151	A	0.277	A	0.126	No
170	San Pedro Street & 16th Street	0.714	C	0.849	D	0.135	Yes	0.423	A	0.721	C	0.298	Yes
171	Central Avenue & 16th Street	0.585	A	0.597	A	0.012	No	0.408	A	0.449	A	0.041	No
172	Central Avenue & Washington Boulevard	0.635	B	0.663	B	0.028	No	0.425	A	0.598	A	0.173	No
173	Wilton Place & Wilshire Boulevard	0.510	A	0.517	A	0.007	No	0.597	A	0.611	B	0.014	No
174	Arlington Avenue & Olympic Boulevard	0.449	A	0.489	A	0.040	No	0.516	A	0.551	A	0.035	No
175	Arlington Avenue & Pico Boulevard	0.425	A	0.430	A	0.005	No	0.486	A	0.511	A	0.025	No
176	Arlington Avenue & Venice Boulevard	0.472	A	0.507	A	0.035	No	0.727	C	0.790	C	0.063	Yes
177	Arlington Avenue & Washington Boulevard	0.559	A	0.597	A	0.038	No	0.605	B	0.609	B	0.004	No

Table 7.2.1.1 **Future With Project With LACC Dark** **1/10/2012**

Saturday Day: Pre-Event Hour: (12:00-1:00 PM) & Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

Total # of Impacted Intersections		32		36
# of Impacted Intersections with FWP LOS C	44%	14	39%	14
# of Impacted Intersections with FWP LOS D	19%	6	31%	11
# of Impacted Intersections with FWP LOS E	19%	6	8%	3
# of Impacted Intersections with FWP LOS F	19%	6	22%	8

eastbound freeway. Ten of the impacted intersections would be in the downtown area, and the remaining thirteen intersections would be on arterials serving the downtown area, with eleven of these intersections operating at LOS D or better.

7.2.2 Transit

The transit analysis addresses Future With Project Compared to LACC Dark Conditions where significant impacts are determined by comparing total transit riders to system capacity thresholds, rather than by evaluating any incremental increases. Because the future conditions are identical for both the Future With Project and Future With Project Compared to LACC Dark Conditions, the transit analysis for the Future With Project Compared to LACC Dark Conditions is the same as the analysis for the Future With Project. (This is because of negligible current use of public transit for Convention Center events.) The reader is directed to Chapter 5 – Project Impact Analysis – Future With Project, for the transit analysis.

7.2.3 Parking

The parking analysis addresses Future With Project Compared to LACC Dark Conditions where significant impacts are determined by comparing total parking demand to total parking supply, rather than by evaluating any incremental increases. Because the future conditions are identical for both the Future With Project and Future With Project Compared to LACC Dark Conditions, the parking analysis for the Future With Project Compared to LACC Dark Conditions is identical to the analysis for the Future With Project. The reader is directed to Chapter 5 – Project Impact Analysis – Future With Project, for the parking analysis.

7.2.4 Pedestrian Circulation

The pedestrian analysis addresses Future With Project Compared to LACC Dark Conditions where significant impacts are determined by comparing pedestrian sidewalk levels of service based on total pedestrians to level of service standards, rather than by evaluating any incremental increases. Because the future conditions are identical for both the Future With Project and Future With Project Compared to LACC Dark Conditions, the pedestrian analysis for the Future With Project Compared to LACC Dark Conditions is identical to the analysis for the Future With Project. The reader is directed to Chapter 5 – Project Impact Analysis – Future With Project, for the pedestrian analysis.

7.2.5 Freeways

Freeway Segments

Freeway Segment Impact Analysis

The freeway segment analysis is summarized in Tables 7.2.5.1 and 7.2.5.2. Levels of service and D/C ratios for Existing Conditions With LACC Dark, Future Without Project With LACC Dark, and Future With Project Compared to LACC Dark Conditions are shown in Tables 7.2.5.1 for the Saturday Day Pre-Event hour and 7.2.5.2 for the Saturday Day Post-Event hour. The locations for freeway segment level of service analysis are shown in Figure 7.2.5.1

Saturday Day: Pre-Event Hour (12:00 – 1:00pm)

Existing Conditions

As shown in Table 7.2.5.1, nineteen locations currently operate at LOS D or better. One mainline location (US-101 South of Vermont Avenue) operates at LOS E.

Future Without Project Conditions

Under Future Without Project conditions, a total of eighteen freeway locations are expected to continue to operate at LOS D or better, with the remaining two locations operating at LOS E (US-101 South of Vermont Avenue and I-5 South of Stadium Way).

Future With Project Conditions

With the Proposed Project, a total of eight freeway segments would operate at LOS D or better, six locations would operate at LOS E, five locations would operate at LOS F(0), and one would operate at LOS F(1).

As shown in Table 7.2.5.1, the Proposed Project would result in a significant traffic impact at four freeway mainline locations and two freeway HOV locations in the Saturday Day Pre-Event hour. These locations are as follows (with the resultant D/C ratio in parentheses):

15.	I-5 South of Stadium Way (SB)	(1.011)	F(0)
3b.	I-110 North of Martin Luther King Jr. Blvd (HOV) (NB)	(1.015)	F(0)
8.	US-101 at Glendale Boulevard (SB)	(1.064)	F(0)
7.	US-101 North of Vignes Street (NB)	(1.067)	F(0)
14.	US-101 South of Vermont Avenue (SB)	(1.150)	F(0)
12b.	I-110 at Slauson Avenue (HOV) (NB)	(1.252)	F(1)

Four of the LOS F locations would have a D/C ratio of less than 1.10. One location would be between 1.10 and 1.20, and one location would be greater than 1.20.

Saturday Day: Post-Event Hour (4:30 – 5:30pm)

Existing Conditions

Nineteen of the freeway locations currently operate at LOS D or better in the Saturday Day Post-Event Hour, as shown in Table 7.2.5.2. One mainline location (I-110 NB between James Wood Boulevard (9th Street) and Olympic Boulevard) operates at LOS E.

Future Without Project Conditions

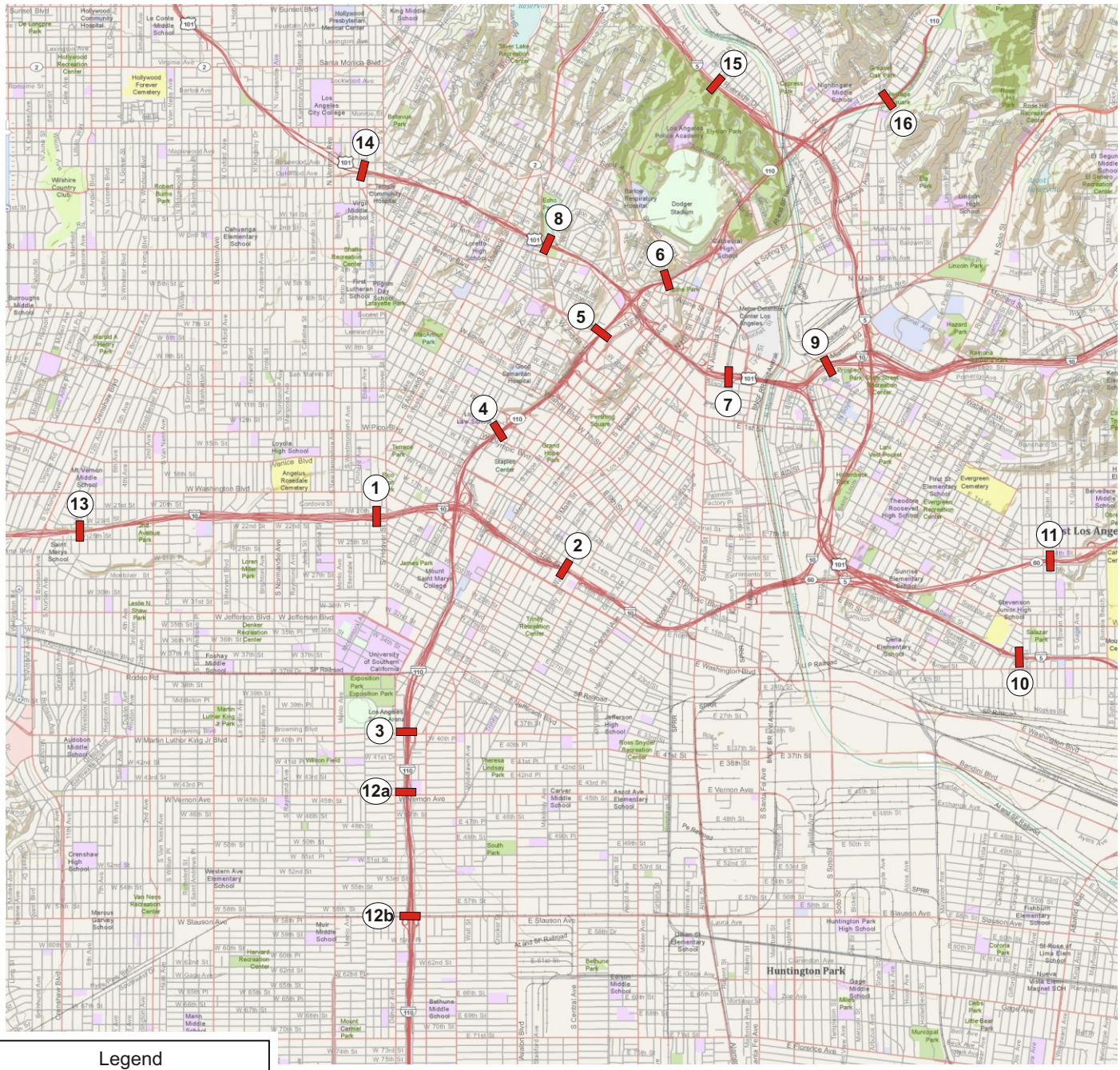
Under Future Without Project conditions, a total of sixteen freeway locations would operate at LOS D or better, with three of the remaining locations expected to operate at LOS E and one location expected to operate at LOS F (SR-110 NB between James Wood Boulevard (9th Street) and Olympic Boulevard).

Future With Project Conditions

Under Future With Project conditions, seven of the freeway segments would operate at LOS D or better, and thirteen would operate at LOS F(0).

As shown in Table 7.2.5.2, the Proposed Project would result in a significant traffic impact at eleven freeway mainline and two freeway HOV locations in the Saturday Day Post-Event hour. These locations are as follows (with the direction and resultant D/C ratio in parentheses):

1.	I-10 West of Vermont Avenue (WB)	(1.045)	F(0)
15.	I-5 South of Stadium Way (NB)	(1.055)	F(0)
14.	US-101 South of Vermont Avenue (SB)	(1.084)	F(0)
2.	I-10 East of San Pedro Street (EB)	(1.088)	F(0)
12a.	I-110 at Vernon Avenue (Mainline) (SB)	(1.089)	F(0)
3b.	I-110 North of Martin Luther King Jr. Blvd (HOV) (SB)	(1.093)	F(0)
10.	I-5 West of Indiana Street (SB)	(1.112)	F(0)
12b.	I-110 at Slauson Avenue (HOV) (SB)	(1.119)	F(0)
6.	SR-110 North of Alpine Street (NB)	(1.129)	F(0)
8.	US-101 at Glendale Boulevard (NB)	(1.140)	F(0)
4.	SR-110 Between James Wood Blvd and Olympic Blvd (NB)	(1.162)	F(0)
7.	US-101 North of Vignes Street (SB)	(1.174)	F(0)
5.	SR-110 South of US-101 (NB)	(1.238)	F(0)



Legend

X — Freeway Analysis Locations

N

Not to Scale
11/6/11

Figure 7.2.5.1
Freeway Segment Analysis Locations

Table 7.2.5.1 Future With Project With LACC Dark - Freeway Segment Level of Service
Saturday Day: Pre-Event Hour: (12:00 - 1:00 PM)

1/16/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Future Without Project Conditions			Future With Project With LACC Dark Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
1	I-10 West of Vermont (Total)	EB	4 G + 2 C-D	12,000	10,586	0.882	D	10,713	0.893	D	1,113	11,826	0.986	E	0.093	No
		WB	4 G + 2 C-D	12,000	11,583	0.965	E	11,722	0.977	E	0	11,722	0.977	E	0.000	No
2	I - 10 East of San Pedro Street	EB	5 G	10,000	6,645	0.665	C	7,024	0.702	C	0	7,024	0.702	C	0.000	No
		WB	5 G	10,000	5,856	0.586	C	6,197	0.620	C	2,526	8,723	0.872	D	0.253	No
3a	I - 110 South of Martin Luther King Jr. Boulevard (Mainline)	NB	5 G	10,000	5,337	0.534	B	5,506	0.551	C	687	6,193	0.619	C	0.069	No
		SB	5 G	10,000	7,234	0.723	C	7,458	0.746	C	0	7,458	0.746	C	0.000	No
3b	I - 110 North of Martin Luther King Jr. Boulevard (HOV)	NB	1 HOV	1,650	712	0.432	B	734	0.445	B	941	1,675	1.015	F(0)	0.570	Yes
		SB	2 HOV	3,300	1,805	0.547	B	1,861	0.564	C	0	1,861	0.564	C	0.000	No
4	SR-110 between James Wood Boulevard and Olympic Boulevard	NB	3G + 2 C-D	10,000	7,171	0.717	C	7,585	0.758	C	693	8,278	0.828	D	0.069	No
		SB	5 G	10,000	7,857	0.786	D	8,315	0.831	D	1126	9,441	0.944	E	0.113	No
5	SR-110 South of US-101	NB	3 G + 2 C	10,000	6,465	0.647	C	6,834	0.683	C	0	6,834	0.683	C	0.000	No
		SB	3 G + 3 C	12,000	8,864	0.739	C	9,379	0.782	D	2,235	11,614	0.968	E	0.186	No
6	SR-110 North of Alpine Street	NB	3 G	6,000	4,785	0.798	D	4,943	0.824	D	0	4,943	0.824	D	0.000	No
		SB	3 G	6,000	4,923	0.821	D	5,087	0.848	D	717	5,804	0.967	E	0.120	No
7	US-101 North of Vignes Street	NB	4 G	8,000	6,930	0.866	D	7,329	0.916	D	1,205	8,534	1.067	F(0)	0.151	Yes
		SB	4 G	8,000	5,083	0.635	C	5,373	0.672	C	0	5,373	0.672	C	0.000	No

Table 7.2.5.1 Future With Project With LACC Dark - Freeway Segment Level of Service
Saturday Day: Pre-Event Hour: (12:00 - 1:00 PM)

1/16/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Future Without Project Conditions			Future With Project With LACC Dark Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
8	US-101 at Glendale Boulevard	NB	4 G	8,000	6,741	0.843	D	6,883	0.860	D	0	6,883	0.860	D	0.000	No
		SB	4 G	8,000	7,098	0.887	D	7,249	0.906	D	1,262	8,511	1.064	F(0)	0.158	Yes
9a	I-10 at Echandia Street b/w US 101 and I-5 (Mainline)	EB	3 G	6,000	2,519	0.420	B	2,685	0.448	B	0	2,685	0.448	B	0.000	No
		WB	3 G	6,000	2,147	0.358	B	2,290	0.382	B	422	2,712	0.452	B	0.070	No
9b	I-10 at Echandia Street b/w US 101 and I-5 (HOV)	EB	1 HOV	1,650	128	0.078	A	136	0.083	A	0	136	0.083	A	0.000	No
		WB	1 HOV	1,650	339	0.205	A	364	0.221	A	784	1,148	0.696	C	0.475	No
10	I-5 at Calzona Street west of Indiana Street	NB	5 G	10,000	7,268	0.727	C	7,864	0.786	D	1,757	9,621	0.962	E	0.176	No
		SB	5 G	10,000	8,654	0.865	D	9,355	0.935	E	0	9,355	0.935	E	0.000	No
11	SR-60 East of Indiana Street	EB	5 G	10,000	6,363	0.636	C	6,745	0.674	C	0	6,745	0.674	C	0.000	No
		WB	5 G	10,000	8,179	0.818	D	8,672	0.867	D	769	9,441	0.944	E	0.077	No
12a	I-110 at Vernon Avenue (Mainline)	NB	4 G	8,000	5,491	0.686	C	5,665	0.708	C	687	6,352	0.794	D	0.086	No
		SB	4 G	8,000	6,922	0.865	D	7,137	0.892	D	0	7,137	0.892	D	0.000	No
12b	I-110 at Slauson Avenue (HOV)	NB	2 HOV	3,300	2,954	0.895	D	3,046	0.923	D	1,085	4,131	1.252	F(1)	0.329	Yes
		SB	2 HOV	3,300	1,822	0.552	C	1,878	0.569	C	0	1,878	0.569	C	0.000	No
13	I-10 East of Crenshaw Boulevard	EB	5 G	10,000	8,058	0.806	D	8,155	0.815	D	1,113	9,268	0.927	D	0.111	No
		WB	5 G	10,000	7,508	0.751	C	7,598	0.760	C	0	7,598	0.760	C	0.000	No
14	US-101 South of Vermont Avenue	NB	4 G	8,000	6,099	0.762	C	6,227	0.778	D	0	6,227	0.778	D	0.000	No
		SB	4 G	8,000	7,490	0.936	E	7,649	0.956	E	1,551	9,200	1.150	F(0)	0.194	Yes

Table 7.2.5.1 Future With Project With LACC Dark - Freeway Segment Level of Service
Saturday Day: Pre-Event Hour: (12:00 - 1:00 PM)

1/16/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Future Without Project Conditions			Future With Project With LACC Dark Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
15	I-5 South of Stadium Way	NB	5 G	10,000	8,787	0.879	D	9,683	0.968	E	0	9,683	0.968	E	0.000	No
		SB	4 G + 1 A	9,000	7,787	0.865	D	8,584	0.954	E	512	9,096	1.011	F(0)	0.057	Yes
16	SR-110 South of Avenue 43	NB	3 G	6,000	3,072	0.512	B	3,173	0.529	B	0	3,173	0.529	B	0.000	No
		SB	3 G	6,000	3,919	0.653	C	4,049	0.675	C	512	4,561	0.760	C	0.085	No

Significant Impact?	Yes	6
	No	14

Segment analyzed. All traffic inbound to event.

Table 7.2.5.2 Future With Project With LACC Dark - Freeway Segment Level of Service
Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

1/16/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Future Without Project Conditions			Future With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
1	I-10 West of Vermont (Total)	EB	4 G + 2 C-D	12,000	9,522	0.794	D	9,636	0.803	D	0	9,636	0.803	D	0.000	No
		WB	4 G + 2 C-D	12,000	10,668	0.889	D	10,797	0.900	D	1,737	12,534	1.045	F(0)	0.145	Yes
2	I - 10 East of San Pedro Street	EB	5 G	10,000	6,555	0.656	C	6,940	0.694	C	3,938	10,878	1.088	F(0)	0.394	Yes
		WB	5 G	10,000	5,448	0.545	B	5,759	0.576	C	0	5,759	0.576	C	0.000	No
3a	I - 110 South of Martin Luther King Jr. Boulevard (Mainline)	NB	5 G	10,000	4,424	0.442	B	4,561	0.456	B	0	4,561	0.456	B	0.000	No
		SB	5 G	10,000	6,961	0.696	C	7,182	0.718	C	1,509	8,691	0.869	D	0.151	No
3b	I - 110 North of Martin Luther King Jr. Boulevard (HOV)	NB	1 HOV	1,650	735	0.445	B	758	0.459	B	0	758	0.459	B	0.000	No
		SB	2 HOV	3,300	2,507	0.760	C	2,585	0.783	D	1,023	3,608	1.093	F(0)	0.310	Yes
4	SR-110 between James Wood Boulevard and Olympic Boulevard	NB	3G + 2 C-D	10,000	9,714	0.971	E	10,281	1.028	F(0)	1339	11,620	1.162	F(0)	0.134	Yes
		SB	5 G	10,000	7,713	0.771	D	8,158	0.816	D	720	8,878	0.888	D	0.072	No
5	SR-110 South of US-101	NB	3 G + 2 C	10,000	8,427	0.843	D	8,922	0.892	D	3,453	12,375	1.238	F(0)	0.345	Yes
		SB	3 G + 3 C	12,000	8,535	0.711	C	9,021	0.752	C	0	9,021	0.752	C	0.000	No
6	SR-110 North of Alpine Street	NB	3 G	6,000	5,478	0.913	D	5,661	0.943	E	1,115	6,776	1.129	F(0)	0.186	Yes
		SB	3 G	6,000	4,780	0.797	D	4,938	0.823	D	0	4,938	0.823	D	0.000	No
7	US-101 North of Vignes Street	NB	4 G	8,000	5,182	0.648	C	5,477	0.685	C	0	5,477	0.685	C	0.000	No
		SB	4 G	8,000	7,101	0.888	D	7,512	0.939	E	1,879	9,391	1.174	F(0)	0.235	Yes

Table 7.2.5.2 Future With Project With LACC Dark - Freeway Segment Level of Service
Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

1/16/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Future Without Project Conditions			Future With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
8	US-101 at Glendale Boulevard	NB	4 G	8,000	6,648	0.831	D	6,790	0.849	D	2,328	9,118	1.140	F(0)	0.291	Yes
		SB	4 G	8,000	6,916	0.865	D	7,061	0.883	D	0	7,061	0.883	D	0.000	No
9a	I-10 at Echandia Street b/w US 101 and I-5 (Mainline)	EB	3 G	6,000	2,527	0.421	B	2,701	0.450	B	1,879	4,580	0.763	C	0.313	No
		WB	3 G	6,000	1,896	0.316	A	2,021	0.337	A	0	2,021	0.337	A	0.000	No
9b	I-10 at Echandia Street b/w US 101 and I-5 (HOV)	EB	1 HOV	1,650	249	0.151	A	265	0.161	A	0	265	0.161	A	0.000	No
		WB	1 HOV	1,650	240	0.145	A	256	0.155	A	0	256	0.155	A	0.000	No
10	I-5 at Calzona Street west of Indiana Street	NB	5 G	10,000	7,089	0.709	C	7,663	0.766	C	0	7,663	0.766	C	0.000	No
		SB	5 G	10,000	7,746	0.775	D	8,385	0.839	D	2,739	11,124	1.112	F(0)	0.274	Yes
11	SR-60 East of Indiana Street	EB	5 G	10,000	6,515	0.652	C	6,910	0.691	C	1,199	8,109	0.811	D	0.120	No
		WB	5 G	10,000	7,537	0.754	C	7,989	0.799	D	0	7,989	0.799	D	0.000	No
12a	I-110 at Vernon Avenue (Mainline)	NB	4 G	8,000	4,661	0.583	C	4,805	0.601	C	0	4,805	0.601	C	0.000	No
		SB	4 G	8,000	6,983	0.873	D	7,205	0.901	D	1,509	8,714	1.089	F(0)	0.189	Yes
12b	I-110 at Slauson Avenue (HOV)	NB	2 HOV	3,300	2,346	0.711	C	2,419	0.733	C	0	2,419	0.733	C	0.000	No
		SB	2 HOV	3,300	2,365	0.717	C	2,438	0.739	C	1,254	3,692	1.119	F(0)	0.380	Yes
13	I-10 East of Crenshaw Boulevard	EB	5 G	10,000	7,039	0.704	C	7,123	0.712	C	0	7,123	0.712	C	0.000	No
		WB	5 G	10,000	7,041	0.704	C	7,126	0.713	C	1,737	8,863	0.886	D	0.174	No
14	US-101 South of Vermont Avenue	NB	4 G	8,000	6,122	0.765	C	6,253	0.782	D	2,420	8,673	1.084	F(0)	0.303	Yes
		SB	4 G	8,000	4,974	0.622	C	5,078	0.635	C	0	5,078	0.635	C	0.000	No

Table 7.2.5.2 Future With Project With LACC Dark - Freeway Segment Level of Service
Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

1/16/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Future Without Project Conditions			Future With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
15	I-5 South of Stadium Way	NB	5 G	10,000	8,849	0.885	D	9,755	0.975	E	799	10,554	1.055	F(0)	0.080	Yes
		SB	4 G + 1 A	9,000	9,401	1.045	F(0)	10,360	1.151	F(0)	0	10,360	1.151	F(0)	0.000	No
16	SR-110 South of Avenue 43	NB	3 G	6,000	3,700	0.617	C	3,823	0.637	C	799	4,622	0.770	C	0.133	No
		SB	3 G	6,000	4,953	0.826	D	5,116	0.853	D	0	5,116	0.853	D	0.000	No

Significant Impact?	Yes	13
	No	6

Segment analyzed. All traffic outbound from event.

The D/C ratio would be less than 1.10 at six of the impacted locations, and would be between 1.10 and 1.20 at a further six locations. The remaining impacted locations would have a D/C ratio greater than 1.20.

Freeway Off-Ramps

Freeway Off-Ramp Impact Analysis

The freeway off-ramp analysis for the Existing Conditions, Future Without Project With LACC Dark, and Future With Project Compared to LACC Dark Conditions is summarized in Table 7.2.5.3, which also provides the ramp volumes and resultant queue lengths during the Pre-Event hour.

Saturday Day: Pre-Event Hour (12:00 – 1:00pm)

As shown in Table 7.2.5.3, the Proposed Project would result in a significant traffic impact at five freeway off-ramps in the Saturday Day Pre-Event hour. These off-ramps are as follows (with type of impact in parentheses):

3.	Los Angeles Street WB Off-ramp	(Mainline)
15.	Hoover Street EB Off-ramp	(Mainline)
2.	Grand Avenue NB Off-ramp	(Lane)
11.	Adams Boulevard NB Off-ramp	(Lane)
13.	9th Street NB Off-ramp	(Lane)

Freeway On-Ramps

Freeway On-Ramp Impact Analysis

The freeway on-ramp level of service analysis for the Existing Conditions, Future Without Project With LACC Dark, and Future With Project Compared to LACC Dark Conditions is summarized in Table 7.2.5.4 which also provides the ramp volumes during the Saturday Day Post-Event Hour.

Saturday Day: Post-Event Hour (4:30 – 5:30pm)

As shown in Table 7.2.5.4, the Proposed Project would result in a significant traffic impact at eleven freeway on-ramps in the Saturday Day Post-Event hour. These on-ramps would be as follows:

1. Los Angeles Street EB On-ramp (US-101)

3. Los Angeles Street EB On-ramp (I-10)
11. Washington Boulevard SB On-ramp
12. Blaine Street SB On-ramp
13. 8th Street SB On-ramp
17. Grand Avenue WB On-ramp (I-10/I-110)
19. Glendale Boulevard On-ramp
23. 5th Street NB On-ramp
24. 8th Street NB On-ramp
25. 9th Street NB On-ramp
26. 11th Street NB On-ramp

At three of these locations, volumes would exceed ramp capacities by less than 10%.



Figure 7.2.5.2
Freeway Off-Ramp Locations

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions

Table 7.2.5.3 **Future With Project With LACC Dark - Freeway Off-Ramp Analysis** 1/11/12
Saturday Day: Pre-Event Hour: (12:00 - 1:00 PM)

Off - Ramp # and Location	Movement	# of Lanes	Storage Length (feet)	Existing Conditions			Future Without Project Conditions			Future With Project With LACC DarkConditions			
				Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Project Added Volume	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length
From I-10 East													
1 Spring Street NB Off ramp [1]	EB RT	2	735	20	44	No	227	176	No	279	506	264	No
2 Grand Avenue NB Off ramp	EB LT/RT	2	195	25	44	No	199	154	No	310	509	264	Yes
	EB RT		450		22	No		66	No			110	No
	RAMP TOTAL		645		66	No		220	No			374	No
From I-10 East (from I-5 & SR-60)													
3 Los Angeles Street WB Off ramp	WB LT/TH	2	705	805	220	No	1,271	352	No	1,501	2,772	1,430	Yes
	WB TH/RT		705		220	No		352	No			1,430	Yes
	RAMP TOTAL		1,410		440	No		704	No			2,860	Yes
4 San Pedro Street WB Off ramp	WB TH	2	1,225	705	484	No	712	484	No	353	1,065	924	No
5 Central Avenue WB Off ramp	WB TH	2	3,000	167	176	No	169	176	No	174	343	308	No
6 Pico Boulevard NB Off ramp	NB TH	1	965	633	154	No	660	132	No	500	1,160	330	No
From I-110 South													
7 Martin Luther King Jr. Boulevard NB Off ramp	NB LT	2	763	627	198	No	787	220	No	104	891	220	No
	NB TH/RT		763		396	No		572	No			682	No
	RAMP TOTAL		1,525		594	No		792	No			902	No
8 39th Street HOV NB Off ramp	NB LT/RT	1	1,060	221	66	No	248	88	No	143	391	110	No
9 37th Street NB Off ramp	NB TH	3	1,253	599	264	No	667	264	No	58	725	308	No
	NB TH/RT		627		132	No		132	No			154	No
	RAMP TOTAL		1,880		396	No		396	No			462	No

Table 7.2.5.3 **Future With Project With LACC Dark - Freeway Off-Ramp Analysis** 1/11/12
Saturday Day: Pre-Event Hour: (12:00 - 1:00 PM)

Off - Ramp # and Location	Movement	# of Lanes	Storage Length (feet)	Existing Conditions			Future Without Project Conditions			Future With Project With LACC DarkConditions			
				Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Project Added Volume	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length
10 Adams Boulevard HOV NB Off ramp	NB LT	2	2,505	712	242	No	N/A			N/A			
(Existing Conditions)	NB LT/RT		2,505		352	No							
	RAMP TOTAL		5,010		594	No							
10 Adams Boulevard HOV NB Off ramp	NB LT	3	3,497	N/A			771	352	No	523	1,294	440	No
(Future Without Project)	NB LT/RT		1,748					374	No			1,320	No
	RAMP TOTAL		5,010					726	No			1,760	No
11 Adams Boulevard NB Off ramp – Gen.	NB LT	2	825	347	110	No	429	110	No	231	660	154	No
	NB LT/RT		825		264	No		330	No			902	Lane
	RAMP TOTAL		1,650		374	No		440	No			1,056	No
12 Pico Boulevard NB Off ramp	NB TH	2	1,120	674	176	No	786	132	No	323	1,109	264	No
From I-10 West													
13 9th Street NB Off ramp	EB LT/TH	2	550	677	132	No	N/A			N/A			
(Existing Conditions)	EB TH		550		132	No							
	RAMP TOTAL		1,100		264	No							
13 9th Street NB Off ramp	EBL	3	345	N/A			1,107	110	No	751	1,858	242	No
(Future Without Project)	EB LT/TH		345										
	EB TH		345					396	Yes			616	Yes
	RAMP TOTAL		1,035					506	No			858	No
14 Vermont Avenue EB Off ramp	EB LT	2	793	653	352	No	819	484	No	106	925	638	No
	EB TH/RT		793		264	No		330	No			308	No
	RAMP TOTAL		1,585		616	No		814	No			946	No
15 Hoover Street EB Off ramp	EB LT	2	575	612	198	No	723	264	No	357	1,080	440	No
	EB LT/RT		575		418	No		506	No			814	Yes
	RAMP TOTAL		1,150		616	No		770	No			1,254	Yes

Table 7.2.5.3 **Future With Project With LACC Dark - Freeway Off-Ramp Analysis** 1/11/12
Saturday Day: Pre-Event Hour: (12:00 - 1:00 PM)

Off - Ramp # and Location	Movement	# of Lanes	Storage Length (feet)	Existing Conditions			Future Without Project Conditions			Future With Project With LACC DarkConditions			
				Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Project Added Volume	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length
16 Grand Avenue EB Off ramp	EB TH	2	2,450	314	264	No	639	484	No	306	945	616	No
From US 101 Northwest													
17 Alvarado Street SB Off ramp	EB LT	2	598	410	198	No	549	308	No	55	604	308	No
	EB RT		598		198	No		176	No			242	No
	RAMP TOTAL		1,195		396	No		484	No			550	No
18 Glendale Boulevard SB Off ramp [1]	SB LT/TH	1	460	164	88	No	259	198	No	235	494	330	No
19 Hope Street EB Off ramp	SB LT	3	493	79	44	No	201	66	No	395	596	66	No
	SB TH/RT		755		44	No		88	No			308	No
	RAMP TOTAL		1,250		88	No		154	No			374	No
From SR 110 North													
20 Hill Street SB Off ramp	SB TH	2	3,850	956	396	No	1,287	528	No	307	1,594	660	No
21 6th Street SB Off ramp	EB TH	1	1,455	271	132	No	409	220	No	873	1,282	1,034	No
22 9th Street SB Off ramp [2]	EB TH	2	1,690	415	264	No	901	616	No	346	1,247	880	No
23 Olympic Boulevard SB Off ramp	WB LT	3	660	559	66	No	778	88	No	849	1,627	528	No
	WB RT		620			No		0	No				No
	RAMP TOTAL		660		66	No		88	No			528	No

Notes:

Analysis uses 22 feet/car for queue length calculations.

1. Unsignalized intersection analyzed as a signalized intersection.

2. Location analyzed as a 2-lane ramp and includes eastbound volumes travelling along 8th Street.

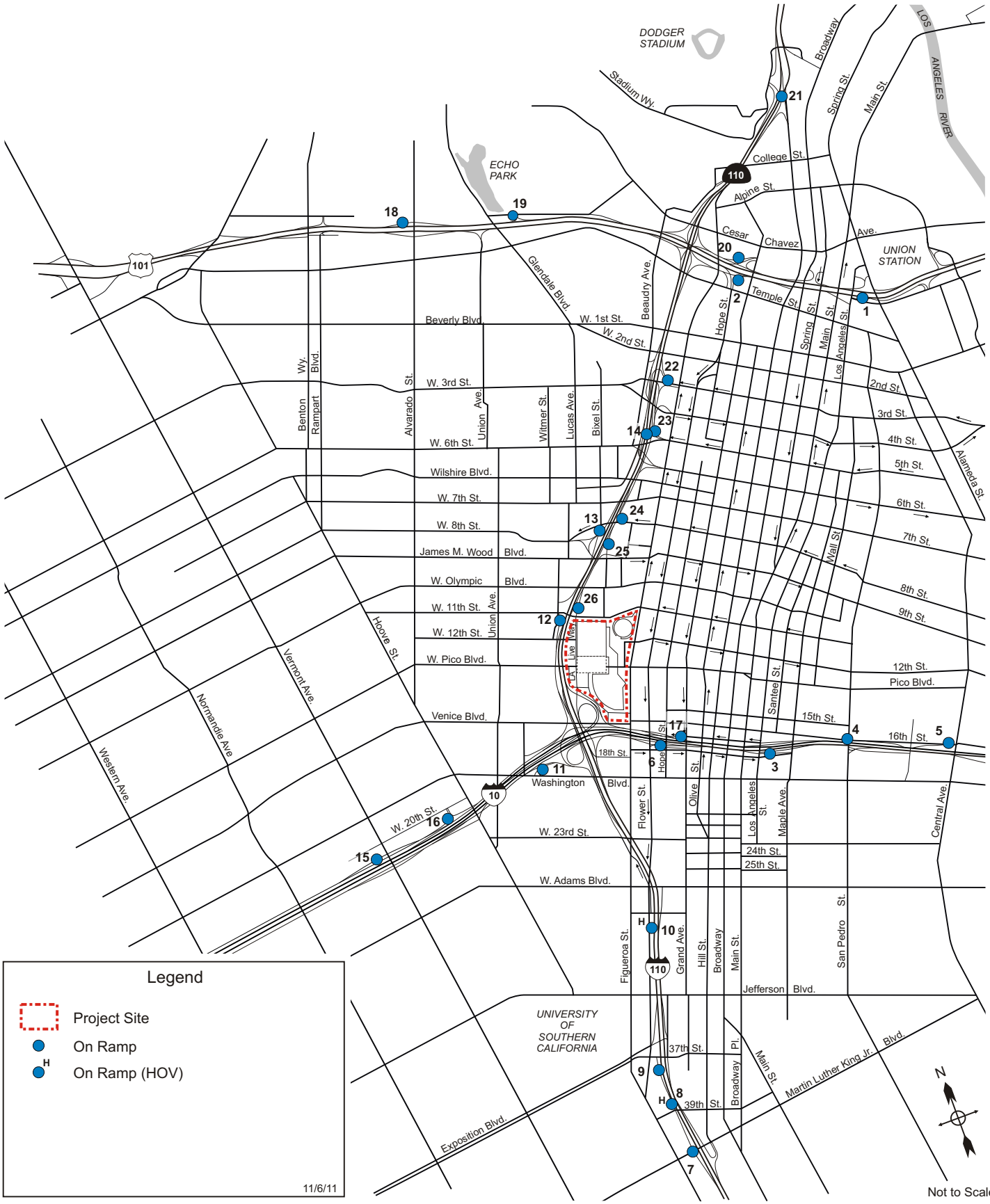


Figure 7.2.5.3
Freeway On-Ramp Locations

Table 7.2.5.4 **Future With Project With LACC Dark - Freeway On-Ramp Analysis** 10/31/11

Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

On - Ramp	# of Lanes[1]	Ramp Capacity[2]	Existing Conditions		Future Without Project Conditions		Project Added Volume	Future With Project With LACC Dark Conditions	
			Ramp Volume[3]	Exceed Capacity	Ramp Volume[3]	Exceed Capacity		Ramp Volume	Exceed Capacity
<u>To I-10 East</u>									
1 Los Angeles Street EB On ramp	2	1,800	787	No	1,356	No	451	1,808	Yes
2 Hope Street EB On ramp	2	1,800	350	No	482	No	471	953	No
<u>To I-10 East (to I-5 & SR 60)</u>									
3 Los Angeles Street EB On ramp	2	1,800	693	No	958	No	1,902	2,860	Yes
4 San Pedro Street EB on ramp	2	1,800	591	No	598	No	541	1,139	No
5 Central Avenue EB on ramp	2	1,800	384	No	389	No	270	659	No
6 Flower Street EB On ramp	2	1,800	215	No	356	No	416	771	No
<u>To I-110 South</u>									
7 Martin Luther King Jr. Boulevard SB On ramp	2	1,800	824	No	834	No	235	1,069	No
8 39th Street HOV SB On ramp	1	1,650	150	No	180	No	231	411	No
9 37th Street SB On ramp[4]	2	1,800	894	No	1,020	No	386	1,406	No
10 Flower Street HOV SB On ramp	1	1,650	303	No	342	No	318	660	No
11 Washington Boulevard SB On ramp	1	900	328	No	377	No	710	1,087	Yes
12 Blaine Street SB On ramp	2	1,800	736	No	916	No	1,163	2,079	Yes
13 8th Street SB On ramp	2	1,800	990	No	1,378	No	634	2,012	Yes
14 5th Street SB On ramp	2	1,800	421	No	571	No	0	571	No
<u>To I-10 West</u>									
15 Vermont Avenue WB On ramp[4]	2	1,800	569	No	771	No	160	931	No
16 Hoover Street WB On ramp	2	1,800	553	No	672	No	374	1,045	No
17 Grand Avenue WB On ramp	2	1,800	722	No	1,121	No	938	2,058	Yes

Table 7.2.5.4 **Future With Project With LACC Dark - Freeway On-Ramp Analysis** 10/31/11

Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

On - Ramp	# of Lanes[1]	Ramp Capacity[2]	Existing Conditions		Future Without Project Conditions		Project Added Volume	Future With Project With LACC Dark Conditions	
			Ramp Volume[3]	Exceed Capacity	Ramp Volume[3]	Exceed Capacity		Ramp Volume	Exceed Capacity
To US 101 Northwest									
18 Alvarado Street NB On ramp	2	1,800	587	No	712	No	92	804	No
19 Glendale Boulevard NB On ramp[4]	1	900	389	No	503	No	399	902	Yes
20 Grand Avenue NB On ramp	2	1,800	329	No	563	No	638	1,201	No
To SR 110 North									
21 Hill Street NB On ramp[5]	1	2,000	586	No	867	No	484	1,351	No
22 3rd Street NB On ramp	1	900	490	No	546	No	0	546	No
23 5th Street NB On ramp	2	1,800	705	No	1,033	No	1,412	2,445	Yes
24 8th Street NB On ramp	1	900	355	No	612	No	569	1,181	Yes
25 9th Street NB On ramp	1	900	426	No	635	No	355	990	Yes
26 11th Street NB On ramp	1	900	191	No	207	No	863	1,070	Yes

Note:

1. Number of lanes at ramp meter or on ramp if no meter.
2. Capacity for one lane on-ramp = 900 veh/hr/ln
   Capacity for one lane HOV on-ramp = 1,650 veh/hr/ln.
3. Existing volumes from 2011 intersection counts unless otherwise noted.
4. Existing volumes from Caltrans Performance Monitoring System (PeMS).
5. Uncontrolled one-lane on-ramp to separate mainline freeway lane.

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7.3 Weekday Evening Event

This event scenario represents a Weekday Evening event, typically an NFL game, starting at 5:30pm and ending at 9:00pm. This event scenario would be the least frequent occurrence and would only occur a few times every year. This scenario would represent the highest combination of event attendance and background traffic on the roadway system on a weekday, as discussed in Chapter 4, and because of weekday commute traffic would be the event scenario with the highest background traffic on the roadway and freeway system. The analysis addresses the pre-event hour (4:30 – 5:30pm) when all travel would be inbound, and the post-event hour (9:00 – 10:00pm) when all travel would be outbound.

7.3.1 Roadway Intersections

Impact Analysis

The Project-Only traffic volumes forecast at the study intersections are shown in Appendix 7 in Figure A.7.3.1.1 for the Weekday Evening Pre-Event Hour and Figure A.7.3.1.2 for the Weekday Evening Post-Event Hour. The total traffic volumes forecast for the study intersections are the same as for the Future With Project scenario discussed in Chapter 5, and are shown in Figure A.5.3.1.3 for the Weekday Evening Pre-Event Hour and Figure A.5.3.1.4 for the Weekday Evening Post-Event Hour.

The intersection level of service analysis for the Future With Project Compared to LACC Dark Conditions is summarized in Table 7.3.1.1. The locations of significant impacts at study intersections are shown in Figure 7.3.1.1 and Figure 7.3.1.2.

Table 7.3.1.1 compares the level of service for Future Without Project With LACC Dark and Future With Project Compared to LACC Dark Conditions, shows the increase in V/C ratio at each intersection due to the Proposed Project, and identifies significant impacts according to LADOT criteria.

Weekday Evening: Pre-Event Hour (4:30 – 5:30pm)

As shown in Table 7.3.1.1, the Proposed Project would result in a significant traffic impact at seventy-nine intersections in the Weekday Evening Pre-Event Hour. These intersections are as follows (with the resultant LOS in parentheses):

1. Georgia Street & Olympic Boulevard (LOS C)
6. Olive Street & Olympic Boulevard (LOS C)
18. Grand Avenue & 11th Street (LOS C)
27. Flower Street & Pico Boulevard (LOS C)
30. Hill Street & Pico Boulevard (LOS C)

56.	Grand Avenue & Washington Boulevard	(LOS C)
57.	Olive Street & Washington Boulevard	(LOS C)
58.	Hill Street & Washington Boulevard	(LOS C)
71.	Figueroa Street & Exposition Boulevard	(LOS C)
81.	Georgia Street & 9th Street	(LOS C)
83.	Figueroa Street & 9th Street	(LOS C)
104.	Olive Street & 5th Street	(LOS C)
145.	Normandie Avenue & Olympic Boulevard	(LOS C)
155.	Western Avenue & Venice Boulevard	(LOS C)
156.	Normandie Avenue & Venice Boulevard	(LOS C)
163.	I-10 WB Ramp & 20th Street	(LOS C)
166.	Hill Street & 16th Street	(LOS C)
174.	Arlington Avenue & Olympic Boulevard	(LOS C)
177.	Arlington Avenue & Washington Boulevard	(LOS C)
4.	Flower Street & Olympic Boulevard	(LOS D)
8.	Broadway & Olympic Boulevard	(LOS D)
33.	Blaine Street & Olympic Boulevard	(LOS D)
34.	Blaine Street & SR-110 SB Off-Ramp	(LOS D)
41.	Grand Avenue & 17th Street	(LOS D)
54.	Figueroa Street & Washington Boulevard	(LOS D)
59.	Broadway & Washington Boulevard	(LOS D)
66.	Grand Avenue & Adams Boulevard	(LOS D)
80.	I-110 NB Ramps & Martin Luther King Jr. Boulevard	(LOS D)
95.	Bixel Street & 6th Street	(LOS D)
110.	Hope Street & 1st Street	(LOS D)
116.	Hope Street & Temple Street	(LOS D)
138.	Western Avenue & Wilshire Boulevard	(LOS D)
148.	Union Avenue & Olympic Boulevard	(LOS D)
151.	Vermont Avenue & Pico Boulevard	(LOS D)
153.	Union Avenue & Pico Boulevard	(LOS D)
157.	Vermont Avenue & Venice Boulevard	(LOS D)
164.	Vermont Avenue & I-10 EB Ramps	(LOS D)
165.	Hoover Street & I-10 EB Ramps	(LOS D)
170.	San Pedro Street & 16th Street	(LOS D)
172.	Central Avenue & Washington Boulevard	(LOS D)
184.	La Brea Avenue & Olympic Boulevard	(LOS D)
26.	Figueroa Street & Pico Boulevard	(LOS E)
37.	Figueroa Street & Venice Boulevard	(LOS E)
42.	Olive Street & 17th Street	(LOS E)
64.	Flower Street & Adams Boulevard	(LOS E)
65.	I-110 NB Off-Ramp & Adams Boulevard	(LOS E)
67.	Hill Street & Adams Boulevard	(LOS E)
123.	Spring Street & Cesar Chavez Avenue	(LOS E)

139.	Normandie Avenue & Wilshire Boulevard	(LOS E)
141.	Alvarado Street & Wilshire Boulevard	(LOS E)
147.	Alvarado Street & Olympic Boulevard	(LOS E)
152.	Alvarado Street & Pico Boulevard	(LOS E)
158.	Hoover Street & Venice Boulevard	(LOS E)
162.	Hoover Street & Washington Boulevard	(LOS E)
168.	Main Street & 16th Street	(LOS E)
176.	Arlington Avenue & Venice Boulevard	(LOS E)
179.	Crenshaw Boulevard & Olympic Boulevard	(LOS E)
181.	Crenshaw Boulevard & Venice Boulevard	(LOS E)
182.	Crenshaw Boulevard & Washington Boulevard	(LOS E)
3.	Figueroa Street & Olympic Boulevard	(LOS F)
9.	Main Street & Olympic Boulevard	(LOS F)
32.	Main Street & Pico Boulevard	(LOS F)
35.	Blaine Street & 11th Street	(LOS F)
43.	Hill Street & 17th Street	(LOS F)
44.	Broadway & 17th Street	(LOS F)
45.	Main Street & 17th Street	(LOS F)
46.	Los Angeles Street & 17th Street	(LOS F)
63.	Figueroa Street & Adams Boulevard	(LOS F)
86.	Bixel Street & 8th Street	(LOS F)
88.	Figueroa Street & 8th Street	(LOS F)
93.	Figueroa Street & Wilshire Boulevard	(LOS F)
94.	Lucas Avenue & 6th Street	(LOS F)
96.	Figueroa Street & 6th Street	(LOS F)
102.	Figueroa Street & 5th Street	(LOS F)
111.	Grand Avenue & 1st Street	(LOS F)
140.	Vermont Avenue & Wilshire Boulevard	(LOS F)
144.	Western Avenue & Olympic Boulevard	(LOS F)
146.	Vermont Avenue & Olympic Boulevard	(LOS F)
161.	Vermont Avenue & Washington Boulevard	(LOS F)

Forty-one of the seventy-nine impacted intersections would continue to operate at LOS D or better with the Proposed Project. Eighteen of the impacted intersections would operate at LOS E, two of which would operate at LOS E without the Proposed Project (Normandie Avenue & Wilshire Boulevard, and Crenshaw Boulevard & Venice Boulevard). Twenty of the impacted intersections would operate at LOS F with the Proposed Project, seven of which would operate at LOS F without the Proposed Project (Main Street & Olympic Boulevard, Main Street & Pico Boulevard, Figueroa Street & Adams Boulevard, Bixel Street & 8th Street, Figueroa Street & Wilshire Boulevard, Figueroa Street & 5th Street, and Vermont Avenue & Wilshire Boulevard) and seven of which would operate at LOS E without the Proposed Project (Figueroa Street & Olympic Boulevard, Figueroa Street & 8th Street, Figueroa Street

& 6th Street, Grand Avenue & 1st Street, Western Avenue & Olympic Boulevard, Vermont Avenue & Olympic Boulevard, and Vermont Avenue & Washington Boulevard).

Nine of the impacted intersections, including four LOS F intersections, would be located along the 17th Street (and 16th Street) corridor leading from the I-10 westbound ramps at Los Angeles Street and San Pedro Street. Twenty-eight of the impacted intersections, including ten LOS F intersections, would be located in the downtown area. Four intersections would be located at the ends of freeway off-ramps (at Vermont Avenue, at Hoover Street, at Adams Boulevard, and at Martin Luther King Jr. Boulevard – with three operating at LOS D or better and one operating at LOS E). The remaining thirty-eight impacted intersections would be located on arterial roadways near or leading to downtown, with eighteen intersections operating at LOS D or better, ten operating at LOS E and six operating at LOS F.

Because of the higher background traffic volumes without the project for this scenario, many intersection impacts represent increases in V/C ratio but no change in LOS designation, or worsening by only one level of service. For example, of the thirty-eight impacted intersections that would operate at LOS E or LOS F with the Proposed Project, at nine locations the LOS would change from LOS D to LOS E, at two locations it would remain at LOS E (without and with the Proposed Project), at seven locations it would worsen from LOS E to LOS F, and at seven locations it would remain at LOS F.

Weekday Evening: Post-Event Hour (9:00 – 10:00pm)

This time period would have the lowest background traffic of all the time periods studied. At this hour of the weekday evening, all study intersections would operate at LOS A without the Proposed Project.

As shown in Table 7.3.1.1, the Proposed Project would result in a significant traffic impact at nine intersections in the Weekday Evening Post-Event Hour. These intersections are as follows (with the resultant LOS in parentheses):

43.	Hill Street & 17th Street	(LOS C)
146.	Vermont Avenue & Olympic Boulevard	(LOS C)
51.	Broadway & 18th Street	(LOS D)
52.	Main Street & 18th Street	(LOS D)
119.	Grand Avenue & US-101 NB Ramps	(LOS E)
166.	Hill Street & 16th Street	(LOS E)
35.	Blaine Street & 11th Street	(LOS F)
50.	Hill Street & 18th Street	(LOS F)
53.	Los Angeles Street & 18th Street	(LOS F)

Four of the nine impacted intersections would operate at LOS D or better, both with and without the Proposed Project. Two of the impacted intersections would operate at LOS E

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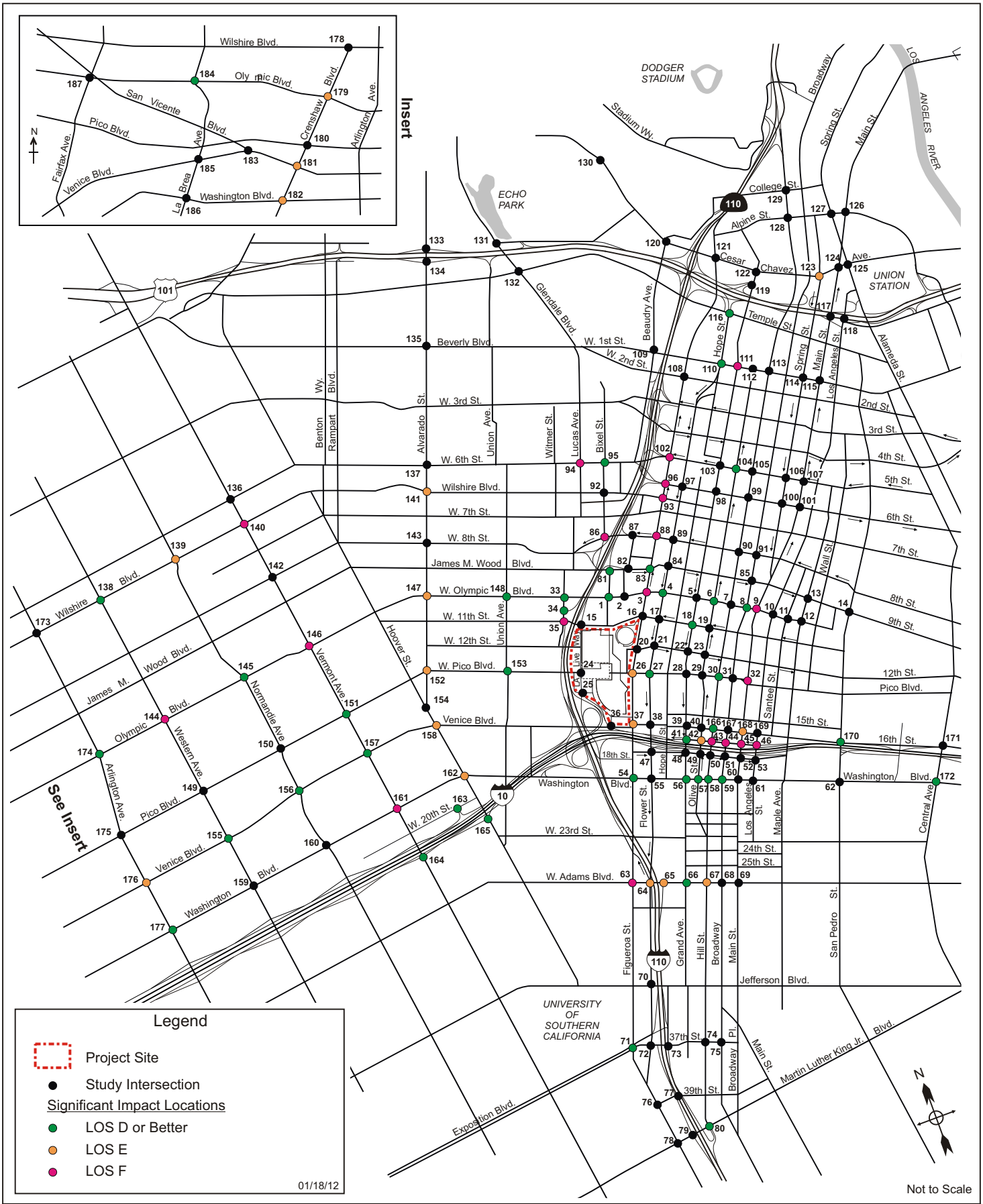


Figure 7.3.1.1
Future with Project - LACC Dark - Significant Impact Locations - Weekday Eve: Pre-Event Hour (4:30-5:30 PM)

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions



Figure 7.3.1.2
Future with Project - LACC Dark - Significant Impact Locations - Weekday Eve: Post-Event Hour (9:00-10:00 PM)

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions

Table 7.3.1.1 Future With Project With LACC Dark - Intersection Level of Service 1/10/2012

Weekday Evening: Pre-Event Hour: (4:30-5:30 PM) & Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)						Weekday Evening Post-Event Hour (9:00-10:00 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
1	Georgia Street & Olympic Boulevard	0.651	B	0.757	C	0.106	Yes	0.322	A	0.522	A	0.200	No
2	Francisco Street & Olympic Boulevard	0.487	A	0.628	B	0.141	No	0.189	A	0.338	A	0.149	No
3	Figueroa Street & Olympic Boulevard	0.901	E	1.273	F	0.372	Yes	0.285	A	0.458	A	0.173	No
4	Flower Street & Olympic Boulevard	0.608	B	0.873	D	0.265	Yes	0.249	A	0.410	A	0.161	No
5	Grand Avenue & Olympic Boulevard	0.663	B	0.680	B	0.017	No	0.192	A	0.239	A	0.047	No
6	Olive Street & Olympic Boulevard	0.679	B	0.733	C	0.054	Yes	0.208	A	0.224	A	0.016	No
7	Hill Street & Olympic Boulevard	0.739	C	0.749	C	0.010	No	0.159	A	0.287	A	0.128	No
8	Broadway & Olympic Boulevard	0.869	D	0.894	D	0.025	Yes	0.253	A	0.262	A	0.009	No
9	Main Street & Olympic Boulevard	1.061	F	1.100	F	0.039	Yes	0.198	A	0.202	A	0.004	No
10	Los Angeles Street & Olympic Boulevard	0.441	A	0.453	A	0.012	No	0.062	A	0.069	A	0.007	No
11	Santee Street & Olympic Boulevard	0.351	A	0.359	A	0.008	No	0.030	A	0.037	A	0.007	No
12	Maple Avenue & Olympic Boulevard	0.472	A	0.472	A	0.000	No	0.058	A	0.071	A	0.013	No
13	Maple Avenue & 9th Street	0.489	A	0.497	A	0.008	No	0.065	A	0.070	A	0.005	No
14	San Pedro Street & 9th Street	0.613	B	0.639	B	0.026	No	0.077	A	0.089	A	0.012	No
15	LA Live Way & 11th Street	0.196	A	0.113	A	-0.083	No	0.064	A	0.663	B	0.599	No
16	Figueroa Street & 11th Street	0.419	A	0.489	A	0.070	No	0.157	A	0.184	A	0.027	No
17	Flower Street & 11th Street	0.533	A	0.577	A	0.044	No	0.152	A	0.167	A	0.015	No
18	Grand Avenue & 11th Street	0.459	A	0.762	C	0.303	Yes	0.099	A	0.239	A	0.140	No
19	Olive Street & 11th Street	0.443	A	0.637	B	0.194	No	0.127	A	0.215	A	0.088	No
20	Figueroa Street & 12th Street	0.278	A	0.341	A	0.063	No	0.070	A	0.070	A	0.000	No
21	Flower Street & 12th Street	0.305	A	0.355	A	0.050	No	0.069	A	0.076	A	0.007	No
22	Grand Avenue & 12th Street	0.391	A	0.431	A	0.040	No	0.100	A	0.252	A	0.152	No
23	Olive Avenue & 12th Street	0.374	A	0.498	A	0.124	No	0.096	A	0.117	A	0.021	No
24	LA Live Way & Pico Boulevard	0.452	A	0.585	A	0.133	No	0.160	A	0.233	A	0.073	No
25	LA Live Way & Bond Street / I-10 & I-110 Off-Ramps	0.300	A	0.364	A	0.064	No	0.072	A	0.263	A	0.191	No
26	Figueroa Street & Pico Boulevard	0.559	A	0.909	E	0.350	Yes	0.149	A	0.304	A	0.155	No
27	Flower Street & Pico Boulevard	0.512	A	0.767	C	0.255	Yes	0.117	A	0.281	A	0.164	No
28	Grand Avenue & Pico Boulevard	0.638	B	0.689	B	0.051	No	0.099	A	0.378	A	0.279	No
29	Olive Street & Pico Boulevard	0.425	A	0.600	A	0.175	No	0.073	A	0.092	A	0.019	No
30	Hill Street & Pico Boulevard	0.531	A	0.758	C	0.227	Yes	0.064	A	0.585	A	0.521	No

Table 7.3.1.1 Future With Project With LACC Dark - Intersection Level of Service 1/10/2012

Weekday Evening: Pre-Event Hour: (4:30-5:30 PM) & Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)						Weekday Evening Post-Event Hour (9:00-10:00 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
31	Broadway & Pico Boulevard	0.567	A	0.681	B	0.114	No	0.201	A	0.275	A	0.074	No
32	Main Street & Pico Boulevard	1.013	F	1.116	F	0.103	Yes	0.138	A	0.197	A	0.059	No
33	Blaine Street & Olympic Boulevard	0.718	C	0.823	D	0.105	Yes	0.352	A	0.429	A	0.077	No
34	Blaine Street & SR-110 SB Off-Ramp	0.225	A	0.847	D	0.622	Yes	0.107	A	0.135	A	0.028	No
35	Blaine Street & 11th Street	0.788	C	1.032	F	0.244	Yes	0.418	A	1.258	F	0.840	Yes
36	Convention Center Drive/Georgia Street & Venice Boulevard	0.148	A	0.360	A	0.212	No	0.036	A	0.117	A	0.081	No
37	Figueroa Street & Venice Boulevard	0.717	C	0.971	E	0.254	Yes	0.121	A	0.282	A	0.161	No
38	Flower Street & Venice Boulevard	0.468	A	0.614	B	0.146	No	0.097	A	0.379	A	0.282	No
39	Grand Avenue & Venice Boulevard	0.503	A	0.625	B	0.122	No	0.078	A	0.474	A	0.396	No
40	Olive Street & Venice Boulevard	0.358	A	0.622	B	0.264	No	0.070	A	0.565	A	0.495	No
41	Grand Avenue & 17th Street	0.760	C	0.836	D	0.076	Yes	0.161	A	0.358	A	0.197	No
42	Olive Street & 17th Street	0.568	A	0.997	E	0.429	Yes	0.179	A	0.258	A	0.079	No
43	Hill Street & 17th Street	0.724	C	1.289	F	0.565	Yes	0.100	A	0.759	C	0.659	Yes
44	Broadway & 17th Street	0.653	B	1.199	F	0.546	Yes	0.108	A	0.174	A	0.066	No
45	Main Street & 17th Street	0.680	B	1.178	F	0.498	Yes	0.123	A	0.123	A	0.000	No
46	Los Angeles Street & 17th Street	0.589	A	1.087	F	0.498	Yes	0.095	A	0.095	A	0.000	No
47	Flower Street & 18th Street	0.239	A	0.275	A	0.036	No	0.063	A	0.106	A	0.043	No
48	Grand Avenue & 18th Street	0.428	A	0.490	A	0.062	No	0.080	A	0.275	A	0.195	No
49	Olive Street & 18th Street	0.385	A	0.569	A	0.184	No	0.119	A	0.341	A	0.222	No
50	Hill Street & 18th Street	0.534	A	0.534	A	0.000	No	0.064	A	1.070	F	1.006	Yes
51	Broadway & 18th Street	0.517	A	0.553	A	0.036	No	0.086	A	0.813	D	0.727	Yes
52	Main Street & 18th Street	0.625	B	0.625	B	0.000	No	0.145	A	0.832	D	0.687	Yes
53	Los Angeles Street & 18th Street	0.732	C	0.732	C	0.000	No	0.247	A	1.621	F	1.374	Yes
54	Figueroa Street & Washington Boulevard	0.717	C	0.832	D	0.115	Yes	0.269	A	0.427	A	0.158	No
55	Flower Street & Washington Boulevard	0.643	B	0.645	B	0.002	No	0.179	A	0.389	A	0.210	No
56	Grand Avenue & Washington Boulevard	0.713	C	0.756	C	0.043	Yes	0.183	A	0.421	A	0.238	No
57	Olive Street & Washington Boulevard	0.529	A	0.732	C	0.203	Yes	0.165	A	0.336	A	0.171	No
58	Hill Street & Washington Boulevard	0.626	B	0.776	C	0.150	Yes	0.099	A	0.339	A	0.240	No
59	Broadway & Washington Boulevard	0.733	C	0.809	D	0.076	Yes	0.112	A	0.279	A	0.167	No
60	Main Street & Washington Boulevard	0.771	C	0.779	C	0.008	No	0.148	A	0.318	A	0.170	No

Table 7.3.1.1 Future With Project With LACC Dark - Intersection Level of Service 1/10/2012

Weekday Evening: Pre-Event Hour: (4:30-5:30 PM) & Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)						Weekday Evening Post-Event Hour (9:00-10:00 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
61	Los Angeles Street & Washington Boulevard	0.558	A	0.582	A	0.024	No	0.062	A	0.195	A	0.133	No
62	San Pedro Street & Washington Boulevard	0.693	B	0.701	C	0.008	No	0.160	A	0.331	A	0.171	No
63	Figueroa Street & Adams Boulevard	1.015	F	1.025	F	0.010	Yes	0.333	A	0.379	A	0.046	No
64	Flower Street & Adams Boulevard	0.899	D	0.912	E	0.013	Yes	0.315	A	0.667	B	0.352	No
65	I-110 NB Off-Ramps & Adams Boulevard	0.525	A	0.941	E	0.416	Yes	0.162	A	0.214	A	0.052	No
66	Grand Avenue & Adams Boulevard	0.647	B	0.823	D	0.176	Yes	0.113	A	0.225	A	0.112	No
67	Hill Street & Adams Boulevard	0.585	A	0.966	E	0.381	Yes	0.080	A	0.123	A	0.043	No
68	Broadway & Adams Boulevard	0.616	B	0.620	B	0.004	No	0.088	A	0.094	A	0.006	No
69	Main Street & Adams Boulevard	0.731	C	0.731	C	0.000	No	0.147	A	0.147	A	0.000	No
70	Flower Street & Jefferson Boulevard	0.542	A	0.547	A	0.005	No	0.255	A	0.442	A	0.187	No
71	Figueroa Street & Exposition Boulevard	0.671	B	0.722	C	0.051	Yes	0.393	A	0.413	A	0.020	No
72	Flower Street & 37th Street	0.423	A	0.434	A	0.011	No	0.229	A	0.480	A	0.251	No
73	Hope Street & 37th Street	0.511	A	0.534	A	0.023	No	0.202	A	0.202	A	0.000	No
74	Hill Street & 37th Street	0.295	A	0.353	A	0.058	No	0.030	A	0.048	A	0.018	No
75	Broadway & 37th Street	0.413	A	0.418	A	0.005	No	0.048	A	0.048	A	0.000	No
76	Figueroa Street & 39th Street	0.528	A	0.548	A	0.020	No	0.089	A	0.092	A	0.003	No
77	I-110 HOV Ramps & 39th Street	0.496	A	0.636	B	0.140	No	0.041	A	0.173	A	0.132	No
78	Figueroa Street & Martin Luther King Jr Boulevard	0.788	C	0.788	C	0.000	No	0.349	A	0.455	A	0.106	No
79	I-110 SB Ramps & Martin Luther King Jr Boulevard	0.738	C	0.743	C	0.005	No	0.421	A	0.548	A	0.127	No
80	I-110 NB Ramps & Martin Luther King Jr Boulevard	0.784	C	0.846	D	0.062	Yes	0.319	A	0.323	A	0.004	No
81	Georgia Street &9th Street	0.574	A	0.730	C	0.156	Yes	0.311	A	0.552	A	0.241	No
82	Francisco Street & 9th Street	0.469	A	0.543	A	0.074	No	0.105	A	0.273	A	0.168	No
83	Figueroa Street & 9th Street	0.611	B	0.773	C	0.162	Yes	0.234	A	0.336	A	0.102	No
84	Flower Street & 9th Street	0.547	A	0.643	B	0.096	No	0.199	A	0.245	A	0.046	No
85	Broadway & 9th Street	0.623	B	0.628	B	0.005	No	0.101	A	0.139	A	0.038	No
86	Bixel Street & 8th Street	1.057	F	1.084	F	0.027	Yes	0.301	A	0.431	A	0.130	No
87	Francisco Street & 8th Street	0.489	A	0.574	A	0.085	No	0.181	A	0.343	A	0.162	No
88	Figueroa Street & 8th Street	0.935	E	1.368	F	0.433	Yes	0.293	A	0.558	A	0.265	No
89	Flower Street & 8th Street	0.529	A	0.691	B	0.162	No	0.193	A	0.372	A	0.179	No

Table 7.3.1.1 **Future With Project With LACC Dark - Intersection Level of Service** 1/10/2012

Weekday Evening: Pre-Event Hour: (4:30-5:30 PM) & Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)						Weekday Evening Post-Event Hour (9:00-10:00 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
90	Hill Street & 8th Street	0.559	A	0.617	B	0.058	No	0.101	A	0.136	A	0.035	No
91	Broadway & 8th Street	0.729	C	0.752	C	0.023	No	0.173	A	0.173	A	0.000	No
92	Bixel Street & Wilshire Boulevard	0.535	A	0.575	A	0.040	No	0.234	A	0.247	A	0.013	No
93	Figueroa Street & Wilshire Boulevard	1.284	F	1.343	F	0.059	Yes	0.339	A	0.620	B	0.281	No
94	Lucas Avenue & 6th Street	0.893	D	1.031	F	0.138	Yes	0.216	A	0.223	A	0.007	No
95	Bixel Street & 6th Street	0.748	C	0.817	D	0.069	Yes	0.207	A	0.207	A	0.000	No
96	Figueroa Street & 6th Street	0.922	E	1.177	F	0.255	Yes	0.189	A	0.304	A	0.115	No
97	Flower Street & 6th Street	0.431	A	0.661	B	0.230	No	0.139	A	0.171	A	0.032	No
98	Grand Avenue & 6th Street	0.407	A	0.513	A	0.106	No	0.094	A	0.156	A	0.062	No
99	Hill Street & 6th Street	0.480	A	0.523	A	0.043	No	0.182	A	0.232	A	0.050	No
100	Spring Street & 6th Street	0.480	A	0.523	A	0.043	No	0.182	A	0.232	A	0.050	No
101	Main Street & 6th Street	0.451	A	0.463	A	0.012	No	0.141	A	0.372	A	0.231	No
102	Figueroa Street & 5th Street	1.013	F	1.101	F	0.088	Yes	0.178	A	0.421	A	0.243	No
103	Grand Avenue & 5th Street	0.400	A	0.508	A	0.108	No	0.114	A	0.186	A	0.072	No
104	Olive Street & 5th Street	0.727	C	0.773	C	0.046	Yes	0.193	A	0.390	A	0.197	No
105	Hill Street & 5th Street	0.473	A	0.576	A	0.103	No	0.117	A	0.251	A	0.134	No
106	Spring Street & 5th Street	0.346	A	0.387	A	0.041	No	0.121	A	0.121	A	0.000	No
107	Main Street & 5th Street	0.317	A	0.328	A	0.011	No	0.083	A	0.145	A	0.062	No
108	Figueroa Street & 2nd Street	0.677	B	0.677	B	0.000	No	0.133	A	0.306	A	0.173	No
109	Beaudry Street & 1st Street	0.525	A	0.531	A	0.006	No	0.079	A	0.079	A	0.000	No
110	Hope Street & 1st Street	0.764	C	0.897	D	0.133	Yes	0.125	A	0.482	A	0.357	No
111	Grand Avenue & 1st Street	0.913	E	1.052	F	0.139	Yes	0.190	A	0.647	B	0.457	No
112	Olive Street & 1st Street	0.754	C	0.765	C	0.011	No	0.108	A	0.266	A	0.158	No
113	Hill Street & 1st Street	0.771	C	0.796	C	0.025	No	0.153	A	0.310	A	0.157	No
114	Spring Street & 1st Street	0.534	A	0.630	B	0.096	No	0.159	A	0.160	A	0.001	No
115	Main Street & 1st Street	0.784	C	0.799	C	0.015	No	0.162	A	0.274	A	0.112	No
116	Hope Street & Temple Street	0.799	C	0.849	D	0.050	Yes	0.165	A	0.336	A	0.171	No
117	Main Street & Aliso Street	0.587	A	0.604	B	0.017	No	0.182	A	0.512	A	0.330	No
118	Los Angeles Street & Aliso Street / US-101 SB On-Ramps	0.459	A	0.464	A	0.005	No	0.090	A	0.161	A	0.071	No
119	Grand Avenue & US-101 NB Ramps	0.917	E	0.917	E	0.000	No	0.484	A	0.956	E	0.472	Yes

Table 7.3.1.1 Future With Project With LACC Dark - Intersection Level of Service 1/10/2012

Weekday Evening: Pre-Event Hour: (4:30-5:30 PM) & Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)						Weekday Evening Post-Event Hour (9:00-10:00 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
120	Beaudry Avenue & Sunset Boulevard	1.058	F	1.058	F	0.000	No	0.471	A	0.471	A	0.000	No
121	Figueroa Street & Cesar Chavez Avenue	0.845	D	0.845	D	0.000	No	0.424	A	0.424	A	0.000	No
122	Grand Avenue & Cesar Chavez Avenue	0.886	D	0.886	D	0.000	No	0.456	A	0.461	A	0.005	No
123	Spring Street & Cesar Chavez Avenue	0.843	D	0.904	E	0.061	Yes	0.514	A	0.514	A	0.000	No
124	Main Street & Cesar Chavez Avenue	0.783	C	0.789	C	0.006	No	0.237	A	0.268	A	0.031	No
125	Alameda Street & Cesar Chavez Avenue	0.822	D	0.822	D	0.000	No	0.341	A	0.341	A	0.000	No
126	Main Street & Alpine Street	0.629	B	0.638	B	0.009	No	0.108	A	0.132	A	0.024	No
127	Alameda Street & Alpine Street	0.294	A	0.322	A	0.028	No	0.078	A	0.080	A	0.002	No
128	Hill Street & Alpine Street	0.736	C	0.736	C	0.000	No	0.165	A	0.321	A	0.156	No
129	Hill Street & College Street	0.862	D	0.862	D	0.000	No	0.207	A	0.363	A	0.156	No
130	Sunset Boulevard & Elysian Park Avenue	0.733	C	0.733	C	0.000	No	0.501	A	0.515	A	0.014	No
131	Glendale Boulevard & Bellevue Avenue	0.762	C	0.766	C	0.004	No	0.224	A	0.401	A	0.177	No
132	Glendale Boulevard & Temple Street	1.070	F	1.074	F	0.004	No	0.345	A	0.557	A	0.212	No
133	Alvarado Street & US-101 WB Ramps	0.619	B	0.619	B	0.000	No	0.412	A	0.412	A	0.000	No
134	Alvarado Street & US-101 EB Ramps	0.642	B	0.642	B	0.000	No	0.537	A	0.542	A	0.005	No
135	Alvarado Street & Beverly Boulevard	0.658	B	0.658	B	0.000	No	0.299	A	0.304	A	0.005	No
136	Vermont Avenue & 6th Street	0.855	D	0.867	D	0.012	No	0.554	A	0.567	A	0.013	No
137	Alvarado Street & 6th Street	0.691	B	0.691	B	0.000	No	0.344	A	0.349	A	0.005	No
138	Western Avenue & Wilshire Boulevard	0.869	D	0.893	D	0.024	Yes	0.559	A	0.581	A	0.022	No
139	Normandie Avenue & Wilshire Boulevard	0.957	E	0.992	E	0.035	Yes	0.502	A	0.525	A	0.023	No
140	Vermont Avenue & Wilshire Boulevard	1.027	F	1.081	F	0.054	Yes	0.576	A	0.602	B	0.026	No
141	Alvarado Street & Wilshire Boulevard	0.866	D	0.929	E	0.063	Yes	0.307	A	0.354	A	0.047	No
142	Vermont Avenue & 8th Street	0.786	C	0.800	C	0.014	No	0.562	A	0.564	A	0.002	No
143	Alvarado Street & 8th Street	0.662	B	0.662	B	0.000	No	0.245	A	0.343	A	0.098	No
144	Western Avenue & Olympic Boulevard	0.989	E	1.042	F	0.053	Yes	0.585	A	0.673	B	0.088	No
145	Normandie Avenue & Olympic Boulevard	0.745	C	0.794	C	0.049	Yes	0.371	A	0.447	A	0.076	No
146	Vermont Avenue & Olympic Boulevard	0.964	E	1.032	F	0.068	Yes	0.646	B	0.735	C	0.089	Yes
147	Alvarado Street & Olympic Boulevard	0.862	D	0.980	E	0.118	Yes	0.358	A	0.446	A	0.088	No
148	Union Avenue & Olympic Boulevard	0.725	C	0.857	D	0.132	Yes	0.270	A	0.333	A	0.063	No
149	Western Avenue & Pico Boulevard	0.720	C	0.745	C	0.025	No	0.412	A	0.449	A	0.037	No

Table 7.3.1.1 **Future With Project With LACC Dark - Intersection Level of Service** 1/10/2012

Weekday Evening: Pre-Event Hour: (4:30-5:30 PM) & Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)						Weekday Evening Post-Event Hour (9:00-10:00 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
150	Normandie Avenue & Pico Boulevard	0.602	B	0.627	B	0.025	No	0.284	A	0.294	A	0.010	No
151	Vermont Avenue & Pico Boulevard	0.766	C	0.829	D	0.063	Yes	0.438	A	0.530	A	0.092	No
152	Alvarado Street & Pico Boulevard	0.743	C	0.999	E	0.256	Yes	0.283	A	0.494	A	0.211	No
153	Union Avenue & Pico Boulevard	0.680	B	0.846	D	0.166	Yes	0.215	A	0.425	A	0.210	No
154	Alvarado Street & Hoover Street	0.565	A	0.570	A	0.005	No	0.225	A	0.334	A	0.109	No
155	Western Avenue & Venice Boulevard	0.714	C	0.779	C	0.065	Yes	0.359	A	0.419	A	0.060	No
156	Normandie Avenue & Venice Boulevard	0.713	C	0.769	C	0.056	Yes	0.281	A	0.357	A	0.076	No
157	Vermont Avenue & Venice Boulevard	0.763	C	0.858	D	0.095	Yes	0.383	A	0.527	A	0.144	No
158	Hoover Street & Venice Boulevard	0.870	D	0.991	E	0.121	Yes	0.344	A	0.501	A	0.157	No
159	Western Avenue & Washington Boulevard	0.757	C	0.790	C	0.033	No	0.443	A	0.509	A	0.066	No
160	Normandie Avenue & Washington Boulevard	0.756	C	0.794	C	0.038	No	0.326	A	0.364	A	0.038	No
161	Vermont Avenue & Washington Boulevard	0.910	E	1.010	F	0.100	Yes	0.458	A	0.550	A	0.092	No
162	Hoover Street & Washington Boulevard	0.826	D	0.951	E	0.125	Yes	0.343	A	0.434	A	0.091	No
163	I-10 WB Ramps & 20th Street	0.678	B	0.753	C	0.075	Yes	0.332	A	0.497	A	0.165	No
164	Vermont Avenue & I-10 EB Ramps	0.783	C	0.850	D	0.067	Yes	0.546	A	0.546	A	0.000	No
165	Hoover Street & I-10 EB Ramps	0.736	C	0.840	D	0.104	Yes	0.480	A	0.480	A	0.000	No
166	Hill Street & 16th Street	0.509	A	0.797	C	0.288	Yes	0.061	A	0.966	E	0.905	Yes
167	Broadway & 16th Street	0.426	A	0.569	A	0.143	No	0.064	A	0.449	A	0.385	No
168	Main Street & 16th Street	0.773	C	0.927	E	0.154	Yes	0.095	A	0.260	A	0.165	No
169	Los Angeles Street & 16th Street	0.364	A	0.615	B	0.251	No	0.033	A	0.128	A	0.095	No
170	San Pedro Street & 16th Street	0.711	C	0.855	D	0.144	Yes	0.096	A	0.415	A	0.319	No
171	Central Avenue & 16th Street	0.633	B	0.659	B	0.026	No	0.176	A	0.209	A	0.033	No
172	Central Avenue & Washington Boulevard	0.828	D	0.858	D	0.030	Yes	0.181	A	0.315	A	0.134	No
173	Wilton Place & Wilshire Boulevard	0.746	C	0.757	C	0.011	No	0.369	A	0.374	A	0.005	No
174	Arlington Avenue & Olympic Boulevard	0.683	B	0.723	C	0.040	Yes	0.395	A	0.454	A	0.059	No
175	Arlington Avenue & Pico Boulevard	0.651	B	0.669	B	0.018	No	0.235	A	0.262	A	0.027	No
176	Arlington Avenue & Venice Boulevard	0.887	D	0.945	E	0.058	Yes	0.298	A	0.365	A	0.067	No
177	Arlington Avenue & Washington Boulevard	0.725	C	0.771	C	0.046	Yes	0.346	A	0.346	A	0.000	No

Table 7.3.1.1 **Future With Project With LACC Dark - Intersection Level of Service** 1/10/2012

Weekday Evening: Pre-Event Hour: (4:30-5:30 PM) & Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)						Weekday Evening Post-Event Hour (9:00-10:00 PM)					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
178	Crenshaw Boulevard & Wilshire Boulevard	0.821	D	0.823	D	0.002	No						
179	Crenshaw Boulevard & Olympic Boulevard	0.885	D	0.935	E	0.050	Yes						
180	Crenshaw Boulevard & Pico Boulevard	0.778	C	0.793	C	0.015	No						
181	Crenshaw Boulevard & Venice Boulevard	0.942	E	0.973	E	0.031	Yes						
182	Crenshaw Boulevard & Washington Boulevard	0.894	D	0.960	E	0.066	Yes						
183	San Vicente Boulevard & Venice Boulevard	0.529	A	0.562	A	0.033	No						
184	La Brea Avenue & Olympic Boulevard	0.848	D	0.891	D	0.043	Yes						
185	La Brea Avenue & Venice Boulevard	0.819	D	0.828	D	0.009	No						
186	La Brea Avenue & Washington Boulevard	0.746	C	0.776	C	0.030	No						
187	Fairfax Avenue & Olympic Boulevard	0.840	D	0.858	D	0.018	No						

Total # of Impacted Intersections			79		9
# of Impacted Intersections with FWP LOS C	24%	19	22%	2	
# of Impacted Intersections with FWP LOS D	28%	22	22%	2	
# of Impacted Intersections with FWP LOS E	23%	18	22%	2	
# of Impacted Intersections with FWP LOS F	25%	20	33%	3	

with the Proposed Project. Three intersections, Blaine Street & 11th Street, Hill Street & 18th Street, and Los Angeles Street & 18th Street would operate at LOS F with the Proposed Project. Six of the nine impacted intersections would be located on Hill Street near the I-10 freeway and along 18th Street leading to the I-10 eastbound on-ramp at Los Angeles Street. Two of the impacted intersections would be at on-ramp locations to the freeway system (Blaine Street southbound to the Harbor Freeway and Grand Avenue northbound to the Hollywood Freeway).

7.3.2 Transit

The transit analysis addresses Future With Project Compared to LACC Dark Conditions where significant impacts are determined by comparing total transit riders to system capacity thresholds, rather than by evaluating any incremental increases. Because the future conditions are identical for both the Future With Project and Future With Project Compared to LACC Dark Conditions, the transit analysis for the Future With Project Compared to LACC Dark Conditions is the same as the analysis for the Future With Project. (This is because of negligible current use of public transit for Convention Center events.) The reader is directed to Chapter 5 – Project Impact Analysis – Future With Project, for the transit analysis.

7.3.3 Parking

The parking analysis addresses Future With Project Compared to LACC Dark Conditions where significant impacts are determined by comparing total parking demand to total parking supply, rather than by evaluating any incremental increases. Because the future conditions are identical for both the Future With Project and Future With Project Compared to LACC Dark Conditions, the parking analysis for the Future With Project Compared to LACC Dark Conditions is identical to the analysis for the Future With Project. The reader is directed to Chapter 5 – Project Impact Analysis – Future With Project, for the parking analysis.

7.3.4 Pedestrian Circulation

The pedestrian analysis addresses total future conditions with the Proposed Project, and significant impacts are determined by comparing total pedestrian sidewalk levels of service based on total pedestrians to level of service standards, rather than by evaluating any incremental increases. Because the future conditions are identical for both the Future With Project and Future With Project Compared to LACC Dark Conditions, the pedestrian analysis for the Future With Project Compared to LACC Dark Conditions is identical to the analysis for the Future With Project. The reader is directed to Chapter 5 – Project Impact Analysis – Future With Project, for the pedestrian analysis.

7.3.5 Freeways

Freeway Segments

Freeway Segment Impact Analysis

The freeway segment analysis is summarized in Tables 7.3.5.1 and 7.3.5.2. Levels of service and D/C ratios for Existing Conditions With LACC Dark, Future Without Project With LACC Dark, and Future With Project Compared to LACC Dark Conditions are shown in Tables 7.3.5.1 for the Weekday Evening Pre-Event Hour and 7.3.5.2 for the Weekday Evening Post-Event Hour. The locations for freeway segment level of service analysis for the Weekday Evening Pre-Event Hour are shown in Figure 7.3.5.1.

Weekday Evening Pre-Event Hour (4:30 – 5:30pm)

Existing Conditions

As shown in Table 7.3.5.1, four mainline and three HOV locations currently operate at LOS D or better in the Weekday Pre-Event Hour. Six mainline locations currently operate at LOS E and seven mainline locations operate at LOS F (five at LOS F(0), one at LOS F(1), and one at LOS F(3)).

Future Without Project Conditions

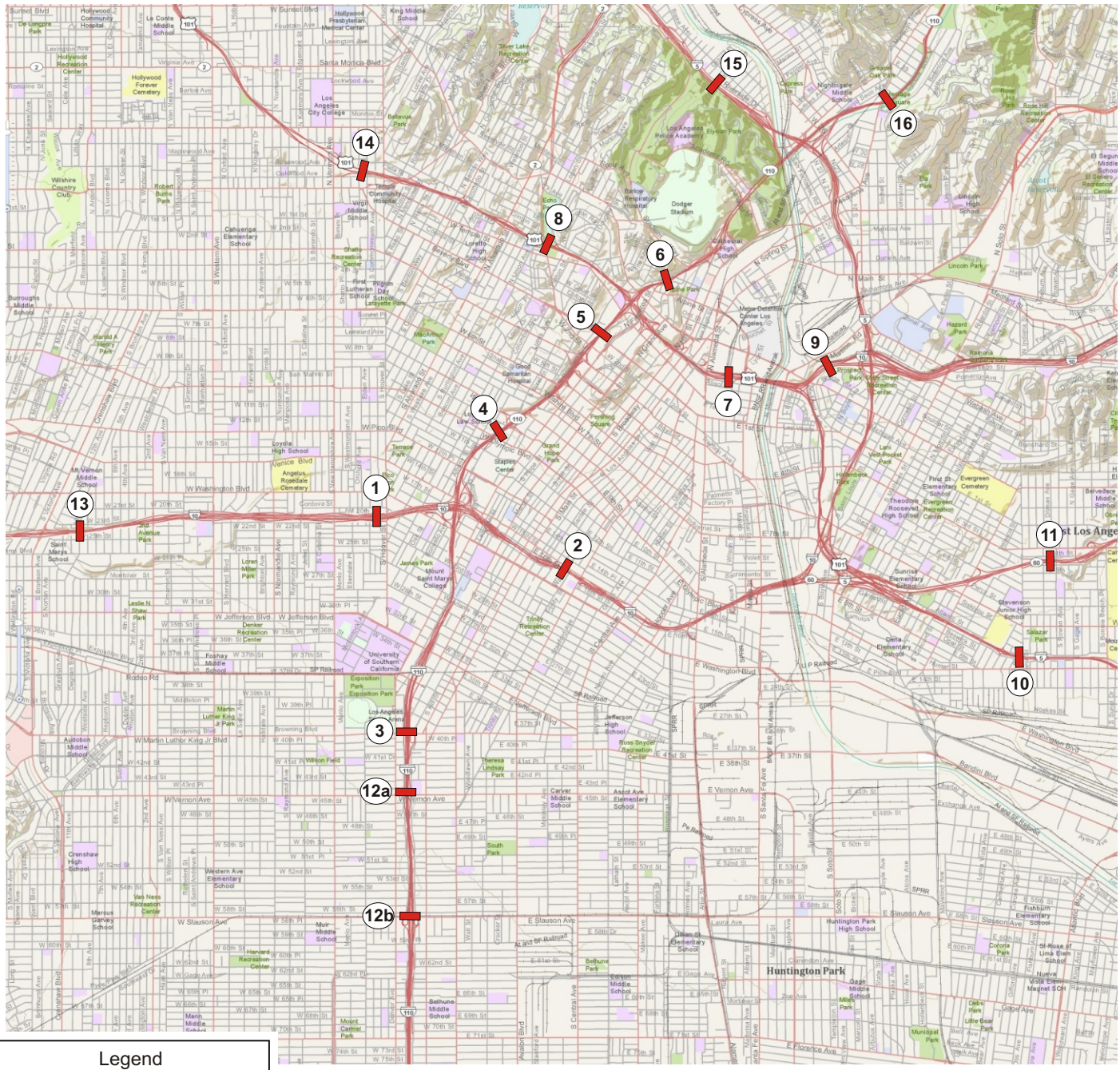
Under Future Without Project conditions, three freeway mainline locations and all three freeway HOV locations are expected to continue to operate at LOS D or better. Three mainline locations are expected to operate at LOS E and eleven mainline locations are expected to operate at LOS F (nine at LOS F(0), one at LOS F(1), and one at LOS F(3)).

Future With Project Conditions

With the Proposed Project, six of the twenty freeway analysis locations are expected to operate at LOS D or better during the Weekday Evening Pre-Event hour, and fourteen locations would operate at LOS F (nine at LOS F(0), two at LOS F(1), two at LOS F(2), and one at LOS F(3)).

As shown in Table 7.3.5.1, the Proposed Project would result in a significant traffic impact at fourteen freeway mainline locations in the Weekday Evening Pre-Event Hour. These locations are as follows (with the direction and resultant D/C ratio and LOS in parentheses):

3a.	I-110 South of Martin Luther King Jr. Blvd (Mainline) (NB)	(1.025)	F(0)
15.	I-5 South of Stadium Way (SB)	(1.082)	F(0)



Legend

X — Freeway Analysis Locations

N

Not to Scale
11/6/11

Figure 7.3.5.1
Freeway Segment Analysis Locations

Table 7.3.5.1 Future With Project With LACC Dark - Freeway Segment Level of Service
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

10/11/11

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Future Without Project Conditions			Future With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
1	I-10 West of Vermont (Total)	EB	4 G + 2 C-D	12,000	15,295	1.275	F(1)	15,479	1.290	F(1)	856	16,335	1.361	F(2)	0.071	Yes
		WB	4 G + 2 C-D	12,000	15,459	1.288	F(1)	15,645	1.304	F(1)	0	15,645	1.304	F(1)	0.000	No
2	I - 10 East of San Pedro Street	EB	5 G	10,000	13,374	1.337	F(1)	14,137	1.414	F(2)	0	14,137	1.414	F(2)	0.000	No
		WB	5 G	10,000	9,669	0.967	E	10,220	1.022	F(0)	2,542	12,762	1.276	F(1)	0.254	Yes
3a	I - 110 South of Martin Luther King Jr. Boulevard (Mainline)	NB	5 G	10,000	9,406	0.941	E	9,698	0.970	E	548	10,245	1.025	F(0)	0.055	Yes
		SB	5 G	10,000	11,105	1.110	F(0)	11,449	1.145	F(0)	0	11,449	1.145	F(0)	0.000	No
3b	I - 110 North of Martin Luther King Jr. Boulevard (HOV)	NB	1 HOV	1,650	484	0.293	A	499	0.302	A	829	1,328	0.805	D	0.502	No
		SB	2 HOV	3,300	2,452	0.743	C	2,528	0.766	C	0	2,528	0.766	C	0.000	No
4	SR-110 between James Wood Boulevard and Olympic Boulevard	NB	3G + 2 C-D	10,000	11,650	1.165	F(0)	12,332	1.233	F(0)	351	12,683	1.268	F(1)	0.035	Yes
		SB	5 G	10,000	9,503	0.950	E	10,045	1.005	F(0)	974	11,019	1.102	F(0)	0.097	Yes
5	SR-110 South of US-101	NB	3 G + 2 C	10,000	10,539	1.054	F(0)	11,140	1.114	F(0)	0	11,140	1.114	F(0)	0.000	No
		SB	3 G + 3 C	12,000	13,597	1.133	F(0)	14,376	1.198	F(0)	2,106	16,482	1.374	F(2)	0.176	Yes
6	SR-110 North of Alpine Street	NB	3 G	6,000	6,754	1.126	F(0)	6,977	1.163	F(0)	0	6,977	1.163	F(0)	0.000	No
		SB	3 G	6,000	6,463	1.077	F(0)	6,676	1.113	F(0)	683	7,359	1.227	F(0)	0.114	Yes
7	US-101 North of Vignes Street	NB	4 G	8,000	7,871	0.984	E	8,319	1.040	F(0)	1,173	9,492	1.187	F(0)	0.147	Yes
		SB	4 G	8,000	8,030	1.004	F(0)	8,487	1.061	F(0)	0	8,487	1.061	F(0)	0.000	No

Table 7.3.5.1 Future With Project With LACC Dark - Freeway Segment Level of Service
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

10/11/11

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Future Without Project Conditions			Future With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
8	US-101 at Glendale Boulevard	NB	4 G	8,000	7,584	0.948	E	7,743	0.968	E	0	7,743	0.968	E	0.000	No
		SB	4 G	8,000	7,644	0.956	E	7,806	0.976	E	1,279	9,085	1.136	F(0)	0.160	Yes
9a	I-10 at Echandia Street b/w US 101 and I-5 (Mainline)	EB	3 G	6,000	6,367	1.061	F(0)	6,788	1.131	F(0)	0	6,788	1.131	F(0)	0.000	No
		WB	3 G	6,000	4,356	0.726	C	4,643	0.774	D	411	5,054	0.842	D	0.068	No
9b	I-10 at Echandia Street b/w US 101 and I-5 (HOV)	EB	1 HOV	1,650	639	0.387	B	681	0.413	B	0	681	0.413	B	0.000	No
		WB	1 HOV	1,650	168	0.102	A	179	0.109	A	763	942	0.571	C	0.462	No
10	I-5 at Calzona Street west of Indiana Street	NB	5 G	10,000	8,934	0.893	D	9,658	0.966	E	1,760	11,417	1.142	F(0)	0.176	Yes
		SB	5 G	10,000	10,416	1.042	F(0)	11,260	1.126	F(0)	0	11,260	1.126	F(0)	0.000	No
11	SR-60 East of Indiana Street	EB	5 G	10,000	9,684	0.968	E	10,265	1.027	F(0)	0	10,265	1.027	F(0)	0.000	No
		WB	5 G	10,000	6,524	0.652	C	6,915	0.692	C	782	7,697	0.770	C	0.078	No
12a	I-110 at Vernon Avenue (Mainline)	NB	4 G	8,000	8,619	1.077	F(0)	8,887	1.111	F(0)	548	9,434	1.179	F(0)	0.068	Yes
		SB	4 G	8,000	11,064	1.383	F(2)	11,407	1.426	F(2)	0	11,407	1.426	F(2)	0.000	No
12b	I-110 at Slauson Avenue (HOV)	NB	2 HOV	3,300	1,640	0.497	B	1,691	0.512	B	1,017	2,708	0.820	D	0.308	No
		SB	2 HOV	3,300	2,743	0.831	D	2,828	0.857	D	0	2,828	0.857	D	0.000	No
13	I-10 East of Crenshaw Boulevard	EB	5 G	10,000	14,678	1.468	F(3)	14,855	1.485	F(3)	856	15,711	1.571	F(3)	0.086	Yes
		WB	5 G	10,000	12,408	1.241	F(0)	12,557	1.256	F(1)	0	12,557	1.256	F(1)	0.000	No
14	US-101 South of Vermont Avenue	NB	4 G	8,000	6,820	0.853	D	6,964	0.870	D	0	6,964	0.870	D	0.000	No
		SB	4 G	8,000	8,065	1.008	F(0)	8,236	1.029	F(0)	1,489	9,725	1.216	F(0)	0.186	Yes

Table 7.3.5.1 Future With Project With LACC Dark - Freeway Segment Level of Service
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

10/11/11

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Future Without Project Conditions			Future With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
15	I-5 South of Stadium Way	NB	5 G	10,000	10,056	1.006	F(0)	11,082	1.108	F(0)	0	11,082	1.108	F(0)	0.000	No
		SB	4 G + 1 A	9,000	8,395	0.933	E	9,252	1.028	F(0)	489	9,741	1.082	F(0)	0.054	Yes
16	SR-110 South of Avenue 43	NB	3 G	6,000	6,139	1.023	F(0)	6,342	1.057	F(0)	0	6,342	1.057	F(0)	0.000	No
		SB	3 G	6,000	3,713	0.619	C	3,836	0.639	C	489	4,325	0.721	C	0.081	No

Significant Impact?		
	Yes	14
	No	6

Segment analyzed. All traffic inbound to event.

Table 7.3.5.2 Future With Project With LACC Dark - Freeway Segment Level of Service
Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

1/16/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Future Without Project Conditions			Future With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
1	I-10 West of Vermont (Total)	EB	4 G + 2 C-D	12,000	9,733	0.811	D	9,850	0.821	D	0	9,850	0.821	D	0.000	No
		WB	4 G + 2 C-D	12,000	8,188	0.682	C	8,286	0.691	C	1,280	9,566	0.797	D	0.107	No
2	I - 10 East of San Pedro Street	EB	5 G	10,000	4,887	0.489	B	5,166	0.517	B	3,961	9,126	0.913	D	0.396	No
		WB	5 G	10,000	2,810	0.281	A	2,970	0.297	A	0	2,970	0.297	A	0.000	No
3a	I - 110 South of Martin Luther King Jr. Boulevard (Mainline)	NB	5 G	10,000	4,761	0.476	B	4,909	0.491	B	0	4,909	0.491	B	0.000	No
		SB	5 G	10,000	5,775	0.578	C	5,954	0.595	C	1,267	7,221	0.722	C	0.127	No
3b	I - 110 North of Martin Luther King Jr. Boulevard (HOV)	NB	1 HOV	1,650	91	0.055	A	94	0.057	A	0	94	0.057	A	0.000	No
		SB	2 HOV	3,300	820	0.248	A	845	0.256	A	978	1,823	0.553	C	0.296	No
4	SR-110 between James Wood Boulevard and Olympic Boulevard	NB	3G + 2 C-D	10,000	6,304	0.630	C	6,663	0.666	C	965	7,628	0.763	C	0.097	No
		SB	5 G	10,000	6,548	0.655	C	6,921	0.692	C	357	7,278	0.728	C	0.036	No
5	SR-110 South of US-101	NB	3 G + 2 C	10,000	6,596	0.660	C	6,972	0.697	C	3,192	10,164	1.016	F(0)	0.319	Yes
		SB	3 G + 3 C	12,000	6,679	0.557	C	7,060	0.588	C	0	7,060	0.588	C	0.000	No
6	SR-110 North of Alpine Street	NB	3 G	6,000	4,296	0.716	C	4,438	0.740	C	1,055	5,493	0.915	D	0.176	No
		SB	3 G	6,000	2,874	0.479	B	2,969	0.495	B	0	2,969	0.495	B	0.000	No
7	US-101 North of Vignes Street	NB	4 G	8,000	3,071	0.384	B	3,246	0.406	B	0	3,246	0.406	B	0.000	No
		SB	4 G	8,000	4,243	0.530	B	4,485	0.561	C	1,828	6,313	0.789	D	0.229	No

Table 7.3.5.2 Future With Project With LACC Dark - Freeway Segment Level of Service
Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

1/16/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Future Without Project Conditions			Future With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
8	US-101 at Glendale Boulevard	NB	4 G	8,000	5,783	0.723	C	5,904	0.738	C	2,209	8,113	1.014	F(0)	0.276	Yes
		SB	4 G	8,000	5,824	0.728	C	5,946	0.743	C	0	5,946	0.743	C	0.000	No
9a	I-10 at Echandia Street b/w US 101 and I-5 (Mainline)	EB	3 G	6,000	2,052	0.342	A	2,187	0.365	B	1,828	4,016	0.669	C	0.305	No
		WB	3 G	6,000	1,283	0.214	A	1,368	0.228	A	0	1,368	0.228	A	0.000	No
9b	I-10 at Echandia Street b/w US 101 and I-5 (HOV)	EB	1 HOV	1,650	75	0.045	A	80	0.048	A	0	80	0.048	A	0.000	No
		WB	1 HOV	1,650	52	0.032	A	55	0.034	A	0	55	0.034	A	0.000	No
10	I-5 at Calzona Street west of Indiana Street	NB	5 G	10,000	4,497	0.450	B	4,861	0.486	B	0	4,861	0.486	B	0.000	No
		SB	5 G	10,000	6,875	0.688	C	7,432	0.743	C	2,742	10,174	1.017	F(0)	0.274	Yes
11	SR-60 East of Indiana Street	EB	5 G	10,000	3,909	0.391	B	4,144	0.414	B	1,219	5,362	0.536	B	0.122	No
		WB	5 G	10,000	3,523	0.352	B	3,734	0.373	B	0	3,734	0.373	B	0.000	No
12a	I-110 at Vernon Avenue (Mainline)	NB	4 G	8,000	4,779	0.597	C	4,927	0.616	C	0	4,927	0.616	C	0.000	No
		SB	4 G	8,000	5,598	0.700	C	5,772	0.721	C	1,267	7,039	0.880	D	0.158	No
12b	I-110 at Slauson Avenue (HOV)	NB	2 HOV	3,300	728	0.221	A	751	0.227	A	0	751	0.227	A	0.000	No
		SB	2 HOV	3,300	810	0.245	A	835	0.253	A	1,170	2,005	0.608	C	0.355	No
13	I-10 East of Crenshaw Boulevard	EB	5 G	10,000	6,602	0.660	C	6,681	0.668	C	0	6,681	0.668	C	0.000	No
		WB	5 G	10,000	5,493	0.549	B	5,559	0.556	C	1,280	6,839	0.684	C	0.128	No
14	US-101 South of Vermont Avenue	NB	4 G	8,000	4,533	0.567	C	4,628	0.579	C	2,209	6,837	0.855	D	0.276	No
		SB	4 G	8,000	4,132	0.517	B	4,219	0.527	B	0	4,219	0.527	B	0.000	No

Table 7.3.5.2 Future With Project With LACC Dark - Freeway Segment Level of Service
Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

1/16/12

No.	Location	DIR	No of Lanes	Capacity	Existing Conditions			Future Without Project Conditions			Future With Project Conditions				Increase in D/C	Significant Impact?
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	Project Trips	Hourly Volume	D/C	LOS		
15	I-5 South of Stadium Way	NB	5 G	10,000	5,557	0.556	C	6,124	0.612	C	762	6,886	0.689	C	0.076	No
		SB	4 G + 1 A	9,000	4,941	0.549	B	5,445	0.605	C	0	5,445	0.605	C	0.000	No
16	SR-110 South of Avenue 43	NB	3 G	6,000	2,893	0.482	B	2,988	0.498	B	762	3,750	0.625	C	0.127	No
		SB	3 G	6,000	3,130	0.522	B	3,233	0.539	B	0	3,233	0.539	B	0.000	No

Significant Impact?	Yes	3
	No	16

Segment analyzed. All traffic outbound from event.

4S.	SR-110 Between James Wood Blvd and Olympic Blvd (SB)	(1.102)	F(0)
8.	US-101 at Glendale Boulevard (SB)	(1.136)	F(0)
10.	I-5 West of Indiana Street (NB)	(1.142)	F(0)
12a.	I-110 at Vernon Avenue (Mainline) (NB)	(1.179)	F(0)
7.	US-101 North of Vignes Street (NB)	(1.187)	F(0)
14.	US-101 South of Vermont Avenue (SB)	(1.216)	F(0)
6.	SR-110 North of Alpine Street (SB)	(1.227)	F(0)
2.	I-10 East of San Pedro Street (WB)	(1.276)	F(1)
4N.	SR-110 Between James Wood Blvd and Olympic Blvd (NB)	(1.268)	F(1)
1.	I-10 West of Vermont Avenue (EB)	(1.361)	F(2)
5.	SR-110 South of US-101 (SB)	(1.374)	F(2)
13.	I-10 East of Crenshaw Boulevard (EB)	(1.571)	F(3)

At two of the fourteen impacted freeway locations, the D/C ratio would be less than 1.10. Five impacted locations would have a D/C ratio between 1.10 and 1.20. Four impacted locations would have a D/C ratio between 1.20 and 1.30, and three would have a D/C ratio greater than 1.30. The level of service at eleven of the fourteen impacted locations would be LOS F without the Proposed Project.

Table 7.3.5.1 also shows the increases in D/C ratios that would occur as a result of the Proposed Project, and shows that of these eleven impacted locations, the increase in D/C ratio would be less than 10% at six locations, between 10% to 15% at one location, and in the 15% to 25% range at the other four locations.

Weekday Evening Post-Event Hour (9:00 – 10:00pm)

Existing Conditions

All twenty of the freeway locations analyzed currently operate at LOS D or better in the Weekday Evening Post-Event Hour, as shown in Table 7.3.5.2.

Future Without Project Conditions

Under Future Without Project conditions, all twenty freeway locations are expected to continue to operate at LOS D or better in the Weekday Evening Post-Event Hour.

Future With Project Conditions

With the Proposed Project, a total of seventeen analysis locations are expected to continue to operate at LOS D or better during the Weekday Evening Post-Event hour. Three locations would operate at LOS F(0).

As shown in Table 7.3.5.2, the Proposed Project would result in a significant traffic impact at three freeway mainline locations in the Weekday Evening Post-Event Hour. These locations are as follows (with the resultant D/C ratio and LOS in parentheses):

8.	US-101 at Glendale Boulevard	(1.014)	F(0)
5.	SR-110 South of US-101	(1.016)	F(0)
10.	I-5 West of Indiana Street	(1.017)	F(0)

All three of impacted freeway locations would have a V/C ratio less than 1.02.

Freeway Off-Ramps

Freeway Off-Ramp Impact Analysis

The freeway off-ramp analysis for the Existing Conditions With LACC Dark, Future Without Project With LACC Dark, and Future With Project Compared to LACC Dark Conditions is summarized in Table 7.3.5.3 which also provides the ramp volumes and resultant queue lengths during the Pre-Event Hour.

Weekday Evening: Pre-Event Hour (4:30 – 5:30pm)

As shown in Table 7.3.5.3, the Proposed Project would result in a significant traffic impact at eight freeway off-ramps in the Weekday Evening Pre-Event Hour. At two locations these would be lane only impacts, and at six locations would be overall ramp impacts. These off-ramps are as follows (with type of impact in parentheses):

2.	Grand Avenue NB Off-ramp	(Mainline)
3.	Los Angeles Street WB Off-ramp	(Mainline)
13.	9th Street NB Off-ramp	(Mainline)
15.	Hoover Street EB Off-ramp	(Mainline)
21.	6th Street SB Off-ramp	(Mainline)
23.	Olympic Boulevard SB Off-ramp	(Mainline)
7.	Martin Luther King Jr. Boulevard NB Off-ramp	(Lane)
11.	Adams Boulevard NB Off-ramp	(Lane)

Freeway On-Ramps

Freeway On-Ramp Impact Analysis

The freeway off-ramp level of service analysis for the Existing Conditions With LACC Dark, Future Without Project With LACC Dark, and Future With Project Compared to LACC Dark

Conditions is summarized in Table 7.3.5.4 which shows the ramp capacities and ramp volumes during the Weekday Evening Post-Event Hour.

Weekday Evening: Post-Event Hour (9:00 – 10:00pm)

As shown in Table 7.3.5.4, the Proposed Project would result in a significant traffic impact at six freeway on-ramps in the Weekday Evening Post-Event Hour. These on-ramps are as follows:

3. Los Angeles Street EB On-ramp
12. Blaine Street SB On-ramp
23. 5th Street NB On-ramp
24. 8th Street NB On-ramp
25. 9th Street NB On-ramp
26. 11th Street NB On-ramp

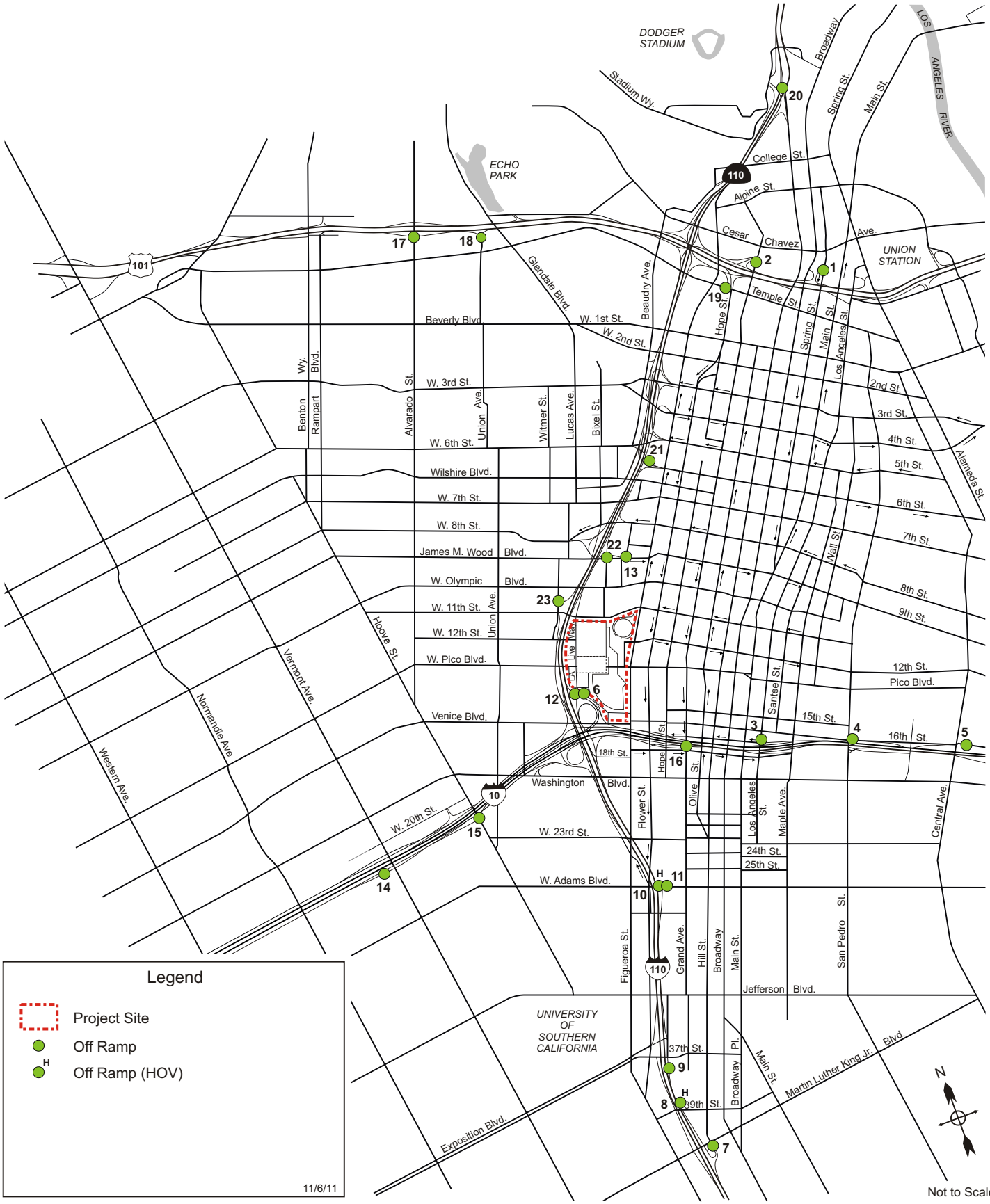


Figure 7.3.5.2
Freeway Off-Ramp Locations

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions

Table 7.3.5.3 Future With Project With LACC Dark - Freeway Off-Ramp Analysis
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

10/11/11

Off - Ramp # and Location	Movement	# of Lanes	Storage Length (feet)	Existing Conditions			Future Without Project Conditions			Future With Project With LACC Dark Conditions			
				Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Project Added Volume	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length
From I-10 East													
1 Spring Street NB Off ramp [1]	EB RT	2	735	69	44	No	298	176	No	308	606	352	No
2 Grand Avenue NB Off ramp	EB LT/RT	2	195	174	154	No	340	286	Yes	325	665	528	Yes
	EB RT		450		44	No		66	No			132	No
	RAMP TOTAL		645		198	No		352	No			660	Yes
From I-10 East (from I-5 & SR-60)													
3 Los Angeles Street WB Off ramp	WB LT/TH	2	705	731	264	No	1,216	396	No	1,315	2,531	1,342	Yes
	WB TH/RT		705		264	No		396	No			1,342	Yes
	RAMP TOTAL		1,410		528	No		792	No			2,684	Yes
4 San Pedro Street WB Off ramp	WB TH	2	1,225	658	572	No	665	616	No	380	1,045	1,012	No
5 Central Avenue WB Off ramp	WB TH	2	3,000	103	396	No	104	440	No	184	288	616	No
6 Pico Boulevard NB Off ramp	NB TH	1	965	1,070	374	No	1,090	374	No	170	1,260	770	No
From I-110 South													
7 Martin Luther King Jr. Boulevard NB Off ramp	NB LT	2	763	669	220	No	873	220	No	96	969	220	No
	NB TH/RT		763		572	No		1,012	Yes			946	Yes
	RAMP TOTAL		1,525		792	No		1,232	No			1,166	No
8 39th Street HOV NB Off ramp	NB LT/RT	1	1,060	338	154	No	358	176	No	188	546	264	No
9 37th Street NB Off ramp	NB TH	3	1,253	1,113	616	No	1,174	660	No	94	1,268	704	No
	NB TH/RT		627		308	No		330	No			352	No
	RAMP TOTAL		1,880		924	No		990	No			1,056	No

Table 7.3.5.3 Future With Project With LACC Dark - Freeway Off-Ramp Analysis 10/11/11

Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

Off - Ramp # and Location	Movement	# of Lanes	Storage Length (feet)	Existing Conditions			Future Without Project Conditions			Future With Project With LACC Dark Conditions			
				Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Project Added Volume	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length
10 Adams Boulevard HOV NB Off ramp	NB LT	2	2,505	484	176	No	N/A			N/A			
(Existing Conditions)	NB LT/RT		2,505		264	No							
	RAMP TOTAL		5,010		440	No							
10 Adams Boulevard HOV NB Off ramp	NB LT	3	3,497	N/A			620	264	No	563	1,183	352	No
(Future Without Project)	NB LT/RT		1,748					330	No			1,298	No
	RAMP TOTAL		5,010					594	No			1,650	No
11 Adams Boulevard NB Off ramp – Gen.	NB LT	2	825	567	264	No	682	308	No	215	897	374	No
	NB LT/RT		825		220	No		308	No			880	Yes
	RAMP TOTAL		1,650		484	No		616	No			1,254	No
12 Pico Boulevard NB Off ramp	NB TH	2	1,120	493	176	No	585	88	No	140	725	308	No
From I-10 West													
13 9th Street NB Off ramp	EB LT/TH	2	550	867	176	No	N/A			N/A			
(Existing Conditions)	EB TH		550		176	No							
	RAMP TOTAL		1,100		352	No							
13 9th Street NB Off ramp	EBL	3	345	N/A			1,328	330	No	276	1,604	308	No
(Future Without Project)	EB LT/TH		345										
	EB TH		345					704	Yes			1,012	Yes
	RAMP TOTAL		1,035					1,034	No			1,320	Yes
14 Vermont Avenue EB Off ramp	EB LT	2	793	750	330	No	889	440	No	82	971	528	No
	EB TH/RT		793		330	No		374	No			352	No
	RAMP TOTAL		1,585		660	No		814	No			880	No
15 Hoover Street EB Off ramp	EB LT	2	575	815	242	No	924	286	No	285	1,209	440	No
	EB LT/RT		575		550	No		682	Yes			968	Yes
	RAMP TOTAL		1,150		792	No		968	No			1,408	Yes

Table 7.3.5.3 Future With Project With LACC Dark - Freeway Off-Ramp Analysis
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

10/11/11

Off - Ramp # and Location	Movement	# of Lanes	Storage Length (feet)	Existing Conditions			Future Without Project Conditions			Future With Project With LACC Dark Conditions			
				Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Project Added Volume	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length
16 Grand Avenue EB Off ramp	EB TH	2	2,450	703	484	No	1,042	748	No	215	1,257	924	No
From US 101 Northwest													
17 Alvarado Street SB Off ramp	EB LT	2	598	355	220	No	494	330	No	0	494	330	No
	EB RT		598		132	No		132	No			132	No
	RAMP TOTAL		1,195		352	No		462	No			462	No
18 Glendale Boulevard SB Off ramp [1]	SB LT/TH	1	460	117	66	No	236	176	No	211	447	308	No
19 Hope Street EB Off ramp	SB LT	3	493	108	66	No	251	132	No	427	678	220	No
	SB TH/RT		755		44	No		132	No			352	No
	RAMP TOTAL		1,250		110	No		264	No			572	No
From SR 110 North													
20 Hill Street SB Off ramp	SB TH	2	3,850	1,065	440	No	1,410	660	No	295	1,705	880	No
21 6th Street SB Off ramp	EB TH	1	1,455	283	220	No	410	330	No	824	1,234	1,540	Yes
22 9th Street SB Off ramp [2]	EB TH	2	1,690	773	528	No	1,287	1,056	No	348	1,635	1,584	No
23 Olympic Boulevard SB Off ramp	WB LT	3	660	142	44	No	336	88	No	934	1,270	792	Yes
	WB RT		620			No		0	No				No
	RAMP TOTAL		660		44	No		88	No			792	Yes

Notes:

Analysis uses 22 feet/car for queue length calculations.

1. Unsignalized intersection analyzed as a signalized intersection.

2. Location analyzed as a 2-lane ramp and includes eastbound volumes travelling along 8th Street.

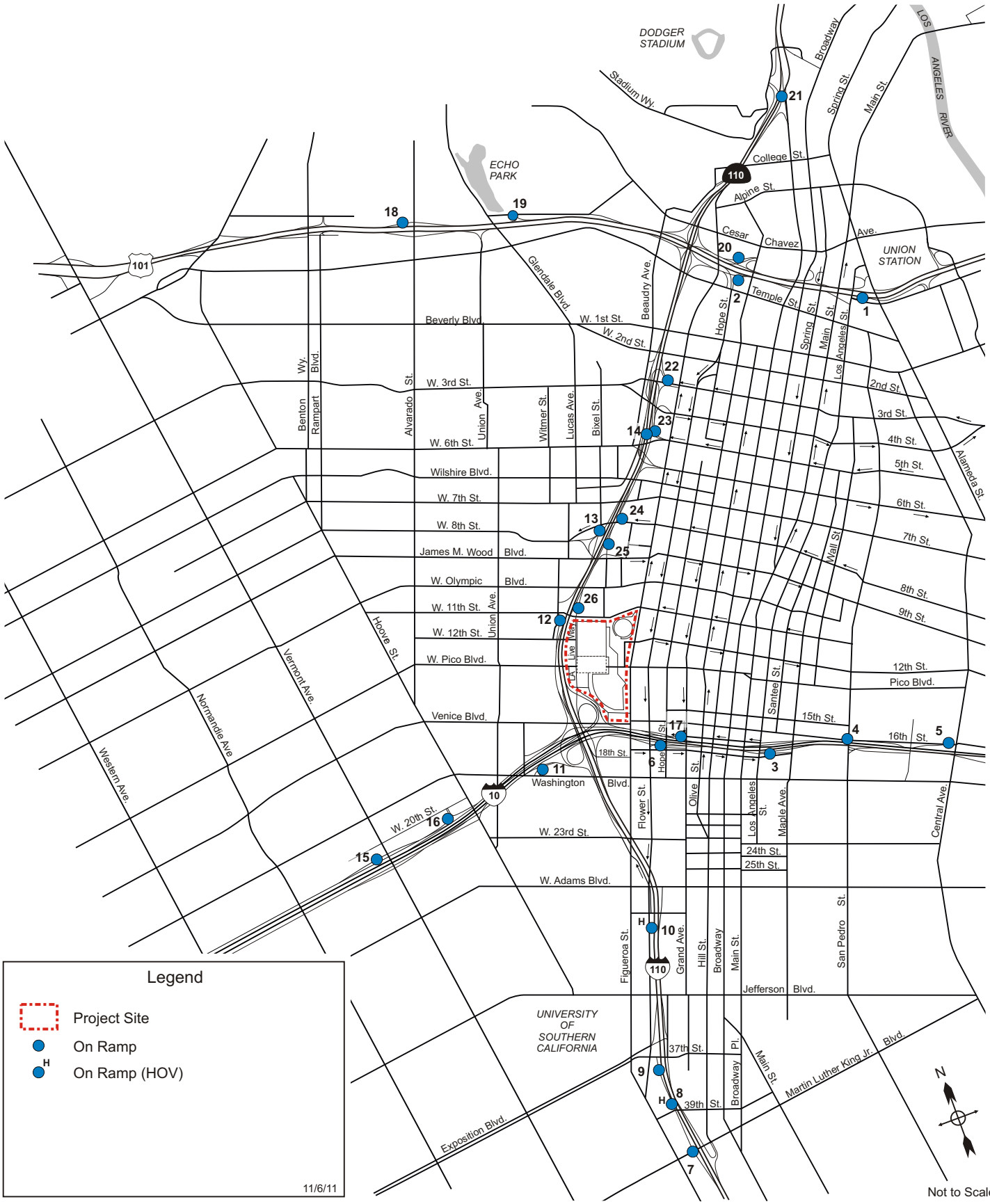

Legend
Project Site
On Ramp
On Ramp (HOV)
11/6/11
Not to Scale
DODGER STADIUM
ECHO PARK
UNIVERSITY OF SOUTHERN CALIFORNIA
UNION STATION
LOS ANGELES RIVER
Stadium Wy.
Broadway
Spring St.
Main St.
College St.
Alpine St.
Cesar Chavez Ave.
Temple St.
Beaudry Ave.
Glendale Blvd.
Hope St.
Los Angeles St.
Alameda St.
Beverly Blvd.
W. 1st St.
W. 2nd St.
2nd St.
3rd St.
4th St.
5th St.
6th St.
7th St.
8th St.
9th St.
12th St.
Pico Blvd.
15th St.
16th St.
18th St.
W. 3rd St.
W. 6th St.
Wilshire Blvd.
W. 7th St.
W. 8th St.
James M. Wood Blvd.
W. Olympic Blvd.
W. 11th St.
W. 12th St.
W. Pico Blvd.
Venice Blvd.
W. 20th St.
W. 23rd St.
W. Adams Blvd.
24th St.
25th St.
37th St.
39th St.
Jefferson Blvd.
Martin Luther King Jr. Blvd.
Exposition Blvd.
Benton Rampart Wy.
Alvarado St.
Union Ave.
Witmer St.
Lucas Ave.
Bixel St.
Hoover St.
Vermont Ave.
Normandie Ave.
Western Ave.
Figueroa St.
Flower St.
Olive St.
Grand Ave.
Hill St.
Broadway
Main St.
San Pedro St.
Maple Ave.
Central Ave.
Santee St.
Wall St.
Los Angeles St.
Spring St.
Temple St.
Hope St.
Beaudry Ave.
Glendale Blvd.
Union Ave.
Lucas Ave.
Witmer St.
Bixel St.
Alvarado St.
Hoover St.
Vermont Ave.
Normandie Ave.
Western Ave.
Grand Ave.
Hill St.
Broadway
Main St.
Broadway Pl.
Main St.
San Pedro St.
Maple Ave.
Central Ave.
Santee St.
Wall St.
Los Angeles St.
Spring St.
Temple St.
Hope St.
Beaudry Ave.
Glendale Blvd.
Union Ave.
Lucas Ave.
Witmer St.
Bixel St.
Alvarado St.
Hoover St.
Vermont Ave.
Normandie Ave.
Western Ave.
Figueroa St.
Flower St.
Olive St

Table 7.3.5.4 **Future With Project With LACC Dark - Freeway On-Ramp Analysis** 10/11/11

Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

	On - Ramp	# of Lanes[1]	Ramp Capacity[2]	Existing Conditions		Future Without Project Conditions		Project Added Volume	Future With Project With LACC Dark Conditions	
				Ramp Volume[3]	Exceed Capacity	Ramp Volume[3]	Exceed Capacity		Ramp Volume	Exceed Capacity
<u>To I-10 East</u>										
1	Los Angeles Street EB On ramp	2	1,800	302	No	631	No	495	1,126	No
2	Hope Street EB On ramp	2	1,800	293	No	410	No	490	900	No
<u>To I-10 East (to I-5 & SR 60)</u>										
3	Los Angeles Street EB On ramp	2	1,800	267	No	549	No	2,061	2,610	Yes
4	San Pedro Street EB on ramp	2	1,800	235	No	238	No	589	827	No
5	Central Avenue EB on ramp	2	1,800	286	No	289	No	294	583	No
6	Flower Street EB On ramp	2	1,800	190	No	300	No	181	481	No
<u>To I-110 South</u>										
7	Martin Luther King Jr. Boulevard SB On ramp	2	1,800	583	No	590	No	190	780	No
8	39th Street HOV SB On ramp	1	1,650	56	No	84	No	286	370	No
9	37th Street SB On ramp[4]	2	1,800	616	No	714	No	668	1,382	No
10	Flower Street HOV SB On ramp	1	1,650	121	No	239	No	477	716	No
11	Washington Boulevard SB On ramp	1	900	283	No	320	No	397	717	No
12	Blaine Street SB On ramp	2	1,800	531	No	649	No	1,197	1,846	Yes
13	8th Street SB On ramp	2	1,800	902	No	1,171	No	357	1,528	No
14	5th Street SB On ramp	2	1,800	361	No	487	No	0	487	No
<u>To I-10 West</u>										
15	Vermont Avenue WB On ramp[4]	2	1,800	401	No	537	No	123	660	No
16	Hoover Street WB On ramp	2	1,800	352	No	426	No	248	674	No
17	Grand Avenue WB On ramp	2	1,800	361	No	763	No	545	1,308	No

Table 7.3.5.4 **Future With Project With LACC Dark - Freeway On-Ramp Analysis** 10/11/11

Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

On - Ramp	# of Lanes[1]	Ramp Capacity[2]	Existing Conditions		Future Without Project Conditions		Project Added Volume	Future With Project With LACC Dark Conditions	
			Ramp Volume[3]	Exceed Capacity	Ramp Volume[3]	Exceed Capacity		Ramp Volume	Exceed Capacity
To US 101 Northwest									
18 Alvarado Street NB On ramp	2	1,800	455	No	558	No	0	558	No
19 Glendale Boulevard NB On ramp[4]	1	900	243	No	293	No	356	649	No
20 Grand Avenue NB On ramp	2	1,800	209	No	401	No	673	1,074	No
To SR 110 North									
21 Hill Street NB On ramp[5]	1	2,000	264	No	477	No	468	945	No
22 3rd Street NB On ramp	1	900	376	No	416	No	0	416	No
23 5th Street NB On ramp	2	1,800	668	No	862	No	1,386	2,248	Yes
24 8th Street NB On ramp	1	900	352	No	554	No	494	1,048	Yes
25 9th Street NB On ramp	1	900	450	No	579	No	353	932	Yes
26 11th Street NB On ramp	1	900	163	No	173	No	962	1,135	Yes

Note:

1. Number of lanes at ramp meter or on ramp if no meter.
2. Capacity for one lane on-ramp = 900 veh/hr/ln
   Capacity for one lane HOV on-ramp = 1,650 veh/hr/ln.
3. Existing volumes from 2011 intersection counts unless otherwise noted.
4. Existing volumes from Caltrans Performance Monitoring System (PeMS).
5. Uncontrolled one-lane on-ramp to separate mainline freeway lane.

7.4 Congestion Management Plan

7.4.1 CMP Intersection Analysis

Impact Analysis

The analysis was based on existing traffic counts, forecasts of Future Without Project With LACC Dark traffic volumes using the methodology described in Chapter 3, and the addition of Proposed Project trips for the Future With Project conditions. As discussed earlier in this chapter, for intersections and freeways, existing LACC event traffic was excluded from the Existing Conditions and Future Without Project Conditions traffic volumes. The analysis of the nine CMP intersections identified above is summarized in Table 7.4.1.1. As shown in Table 7.4.1.1, while the Proposed Project would increase the V/C ratios at most of the intersections, the incremental increase in V/C ratio would be less than the significant impact threshold of 0.02. Based on this analysis, the Proposed Project would not cause any significant traffic impacts at any of the nine CMP monitoring intersections.

7.4.2 CMP Freeway Analysis

Impact Analysis

The freeway impact analysis at all CMP locations is shown in Table 7.4.2.1 for the Weekday Evening Pre-Event Hour.

Traffic volumes for Existing Conditions With LACC Dark and for Future Without Conditions With LACC Dark were obtained by the same process described in Chapter 5 – Project Traffic Impacts – Future With Project, except that existing LACC event traffic volumes were excluded.

Proposed Project trips were added to the 2017 Future Without Project With LACC Dark base volumes to obtain the 2017 Future With Project Compared to LACC Dark Conditions total volumes on the freeway segments. Both the Project only trips, and the total Future With Project trips, are shown in Table 7.4.2.1 along with the Future With Project D/C ratios and levels of service.

As shown in Table 7.4.2.1, the Proposed Project would add 150 or more trips in either direction at forty-three of the eighty-one CMP monitoring locations during the Weekday Evening Pre-Event Hour. According to CMP guidelines, no further CMP analysis is necessary at the thirty-eight locations that do not exceed the 150 trips threshold. However, for purposes of providing a comprehensive review, all eighty-one freeway monitoring locations were investigated in the analysis.

The addition of vehicle trips generated by the Proposed Project would cause significant impacts according to CMP criteria at twenty-three CMP freeway monitoring locations as shown in Table 7.4.2.1.

7.4.3 CMP Transit Analysis

The CMP requires an analysis of transit impacts. This analysis was conducted and is documented elsewhere in this report. All affected transit operators received the Notice of Preparation. Existing transit services in the project area are documented in Chapter 2. Information on transit trip generation is included in Chapter 4. The information on mode assignment and the transit impact analysis is contained in Section 5.1.2 for a Sunday Day Event, in Section 5.2.2 for a Saturday Day Event, and in Section 5.3.2 for a Weekday Evening Event.

Table 7.4.1.1 Future With Project With LACC Dark - CMP Intersection Analysis - Weekday Evening: Pre-Event Hour (4:30 - 5:30 PM)

10/3/2011

#	CMP Intersection	Existing (2011)		Future Without Project (2017)		Future With Project (2017)		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS	V/C	LOS		
1	Alameda & Washington	0.860	D	0.929	E	0.974	E	0.045	No
2	Alvarado & Sunset	0.809	D	0.946	E	0.962	E	0.016	No
3	Western & 9th	0.731	C	0.789	C	0.790	C	0.001	No
4	La Brea & Wilshire	0.851	D	0.878	D	0.894	D	0.016	No
5	La Cienega & Wilshire	0.925	E	0.931	E	0.941	E	0.010	No
6	La Cienega & Venice	0.945	E	0.952	E	0.959	E	0.007	No
7	La Cienega & Jefferson	1.020	F	1.029	F	1.029	F	0.000	No
8	Wilshire & Alvarado	0.681	B	0.756	C	0.768	C	0.012	No
9	Wilshire & Western	0.766	C	0.845	D	0.861	D	0.016	No

Table 7.4.2.1 **Future With Project With LACC Dark - CMP Freeway Analysis**
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

10/12/11

No.	CMP Station	Freeway Segments	DIR	Existing (2011)					Future Without Project (2017)					Future With Project With LACC Dark (2017)							
				Demand	Capacity	D/C	LOS (A-F)	LOS	Demand	Capacity	D/C	LOS (A-F)	LOS	Project Trips	Exceeds Threshold?	Demand	Capacity	D/C	LOS	Change in D/C	Significant Impact
1	1001	SR-2 at Round Top Road	EB	8,346	10,000	0.835	D	D	8,487	10,000	0.849	D	D	120	No	8,607	10,000	0.861	D	0.012	No
			WB	5,822	10,000	0.582	C	C	5,920	10,000	0.592	C	C	12	No	5,932	10,000	0.593	C	0.001	No
2	1002	I-5 at Lemoran Avenue	NB	8,674	8,000	1.084	F	F(0)	9,218	8,000	1.152	F	F(0)	827	Yes	10,045	8,000	1.256	F(1)	0.103	Yes
			SB	11,799	8,000	1.475	F	F(3)	12,548	8,000	1.569	F	F(3)	162	Yes	12,710	8,000	1.589	F(3)	0.020	Yes
3	1003	I-5 at Ferris Avenue	NB	8,177	8,000	1.022	F	F(0)	8,899	8,000	1.112	F	F(0)	1,493	Yes	10,392	8,000	1.299	F(1)	0.187	Yes
			SB	11,573	8,000	1.447	F	F(2)	12,607	8,000	1.576	F	F(3)	176	Yes	12,783	8,000	1.598	F(3)	0.022	Yes
4	1004	I-5 at Stadium Way	NB	12,763	10,000	1.276	F	F(1)	12,978	10,000	1.298	F	F(1)	38	No	13,016	10,000	1.302	F(1)	0.004	No
			SB	10,659	10,000	1.066	F	F(0)	10,838	10,000	1.084	F	F(0)	410	Yes	11,248	10,000	1.125	F(0)	0.041	Yes
5	1005	I-5 south of Colorado Boulevard	NB	13,042	10,000	1.304	F	F(1)	13,262	10,000	1.326	F	F(1)	35	No	13,297	10,000	1.330	F(1)	0.004	No
			SB	11,564	10,000	1.156	F	F(0)	11,759	10,000	1.176	F	F(0)	348	Yes	12,107	10,000	1.211	F(0)	0.035	Yes
6	1006	I-5 at Burbank Boulevard	NB	10,277	8,000	1.285	F	F(1)	10,574	8,000	1.322	F	F(1)	23	No	10,597	8,000	1.325	F(1)	0.003	No
			SB	11,912	8,000	1.489	F	F(3)	12,256	8,000	1.532	F	F(3)	229	Yes	12,485	8,000	1.561	F(3)	0.029	Yes
7	1007	I-5 north of Jct Rte 170 at Osborne Street	NB	13,551	12,000	1.129	F	F(0)	13,944	12,000	1.162	F	F(0)	90	No	14,034	12,000	1.170	F(0)	0.008	No
			SB	9,733	12,000	0.811	D	D	10,015	12,000	0.835	D	D	593	Yes	10,608	12,000	0.884	D	0.049	No
8	1008	I-5 north of Rte 14	NB	10,229	10,000	1.023	F	F(0)	12,035	10,000	1.204	F	F(0)	13	No	12,048	10,000	1.205	F(0)	0.001	No
			SB	10,237	10,000	1.024	F	F(0)	12,043	10,000	1.204	F	F(0)	86	No	12,129	10,000	1.213	F(0)	0.009	No
9	1009	I-5 north of Jct Rte 126 West	NB	5,169	8,000	0.646	C	C	6,081	8,000	0.760	C	C	5	No	6,086	8,000	0.761	C	0.001	No
			SB	3,799	8,000	0.475	B	B	4,470	8,000	0.559	C	C	29	No	4,499	8,000	0.562	C	0.004	No
10	1010	I-10 at Lincoln Boulevard	EB	5,829	6,000	0.972	E	E	5,927	6,000	0.988	E	E	74	No	6,001	6,000	1.000	F(0)	0.012	No
			WB	3,912	6,000	0.652	C	C	3,978	6,000	0.663	C	C	12	No	3,990	6,000	0.665	C	0.002	No

Table 7.4.2.1 **Future With Project With LACC Dark - CMP Freeway Analysis**
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

10/12/11

No.	CMP Station	Freeway Segments	DIR	Existing (2011)					Future Without Project (2017)					Future With Project With LACC Dark (2017)								
				Demand	Capacity	D/C	LOS (A-F)	LOS	Demand	Capacity	D/C	LOS (A-F)	LOS	Project Trips	Exceeds Threshold?	Demand	Capacity	D/C	LOS	Change in D/C	Significant Impact
11	1011	I-10 east of Overland Avenue	EB	13,620	10,000	1.362	F	F(2)	13,735	10,000	1.374	F	F(2)	445	Yes	14,180	10,000	1.418	F(2)	0.045	Yes
			WB	8,462	8,000	1.058	F	F(0)	8,533	8,000	1.067	F	F(0)	71	No	8,604	8,000	1.076	F(0)	0.009	No
12	1012	I-10 east of La Brea Avenue	EB	14,008	10,000	1.401	F	F(2)	14,126	10,000	1.413	F	F(2)	853	Yes	14,979	10,000	1.498	F(3)	0.085	Yes
			WB	11,727	10,000	1.173	F	F(0)	11,826	10,000	1.183	F	F(0)	122	No	11,948	10,000	1.195	F(0)	0.012	No
13	1013	I - 10 at Budlong Avenue	EB	18,015	12,500	1.441	F	F(2)	18,167	12,500	1.453	F	F(3)	857	Yes	19,024	12,500	1.522	F(3)	0.069	Yes
			WB	17,430	12,500	1.394	F	F(2)	17,577	12,500	1.406	F	F(2)	137	No	17,714	12,500	1.417	F(2)	0.011	No
14	1014	I-10 east of LA city limit	EB	12,679	12,000	1.057	F	F(0)	13,312	12,000	1.109	F	F(0)	144	No	13,456	12,000	1.121	F(0)	0.012	No
			WB	7,215	12,000	0.601	C	C	7,571	12,000	0.631	C	C	1,112	Yes	8,683	12,000	0.724	C	0.093	No
15	1015	I-10 at Atlantic Boulevard	EB	11,060	8,000	1.383	F	F(2)	11,612	8,000	1.452	F	F(3)	136	No	11,748	8,000	1.469	F(3)	0.017	No
			WB	6,605	8,000	0.826	D	D	6,932	8,000	0.866	D	D	1,052	Yes	7,984	8,000	0.998	E	0.132	No
16	1016	I-10 at Rosemead Boulevard	EB	11,477	8,000	1.435	F	F(2)	12,049	8,000	1.506	F	F(3)	124	No	12,173	8,000	1.522	F(3)	0.016	No
			WB	6,605	8,000	0.826	D	D	6,932	8,000	0.866	D	D	960	Yes	7,892	8,000	0.986	E	0.120	No
17	1017	I-10 east of Peck Road	EB	10,908	10,000	1.091	F	F(0)	11,212	10,000	1.121	F	F(0)	106	No	11,318	10,000	1.132	F(0)	0.011	No
			WB	6,761	10,000	0.676	C	C	6,948	10,000	0.695	C	C	822	Yes	7,770	10,000	0.777	D	0.082	No
18	1018	I-10 east of Puente Avenue	EB	13,067	10,000	1.307	F	F(1)	13,430	10,000	1.343	F	F(1)	60	No	13,490	10,000	1.349	F(1)	0.006	No
			WB	13,422	10,000	1.342	F	F(1)	13,793	10,000	1.379	F	F(2)	278	Yes	14,071	10,000	1.407	F(2)	0.028	Yes
19	1019	I-10 at Grand Avenue	EB	11,000	10,000	1.100	F	F(0)	12,081	10,000	1.208	F	F(0)	45	No	12,126	10,000	1.213	F(0)	0.004	No
			WB	7,222	8,000	0.903	D	D	7,929	8,000	0.991	E	E	209	Yes	8,138	8,000	1.017	F(0)	0.026	Yes
20	1020	I-10 at Dudley Street	EB	10,487	10,000	1.049	F	F(0)	11,518	10,000	1.152	F	F(0)	41	No	11,559	10,000	1.156	F(0)	0.004	No
			WB	8,666	10,000	0.867	D	D	9,515	10,000	0.951	E	E	324	Yes	9,839	10,000	0.984	E	0.032	No

Table 7.4.2.1 **Future With Project With LACC Dark - CMP Freeway Analysis**
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

10/12/11

No.	CMP Station	Freeway Segments	DIR	Existing (2011)					Future Without Project (2017)					Future With Project With LACC Dark (2017)							
				Demand	Capacity	D/C	LOS (A-F)	LOS	Demand	Capacity	D/C	LOS (A-F)	LOS	Project Trips	Exceeds Threshold?	Demand	Capacity	D/C	LOS	Change in D/C	Significant Impact
21	1021	I-10 west of Indian Hill Boulevard	EB	8,946	10,000	0.895	D	D	9,826	10,000	0.983	E	E	33	No	9,859	10,000	0.986	E	0.003	No
			WB	8,563	10,000	0.856	D	D	9,402	10,000	0.940	E	E	254	Yes	9,656	10,000	0.966	E	0.025	No
22	1022	SR-14 north of Jct Rte - 5	NB	8,211	12,000	0.684	C	C	9,664	12,000	0.805	D	D	26	No	9,690	12,000	0.808	D	0.002	No
			SB	4,429	12,000	0.369	B	B	5,211	12,000	0.434	B	B	188	Yes	5,399	12,000	0.450	B	0.016	No
23	1023	SR-14 south of Angeles Forest Hwy	NB	5,343	6,000	0.891	D	D	6,217	6,000	1.036	F	F(0)	23	No	6,240	6,000	1.040	F(0)	0.004	No
			SB	2,625	6,000	0.438	B	B	3,053	6,000	0.509	B	B	159	Yes	3,212	6,000	0.535	B	0.027	No
24	1024	SR-14 south of Jct Rte - 48	NB	1,837	4,000	0.459	B	B	2,318	4,000	0.580	C	C	0	No	2,318	4,000	0.580	C	0.000	No
			SB	1,837	4,000	0.459	B	B	2,318	4,000	0.580	C	C	0	No	2,318	4,000	0.580	C	0.000	No
25	1025	SR-57 south of Pathfinder Road	NB	11,706	10,000	1.171	F	F(0)	12,030	10,000	1.203	F	F(0)	104	No	12,134	10,000	1.213	F(0)	0.010	No
			SB	6,244	10,000	0.624	C	C	6,417	10,000	0.642	C	C	15	No	6,432	10,000	0.643	C	0.001	No
26	1026	SR-57 south of Jct Rtes 10/71/210	NB	6,190	10,000	0.619	C	C	6,796	10,000	0.680	C	C	0	No	6,796	10,000	0.680	C	0.000	No
			SB	6,396	10,000	0.640	C	C	7,023	10,000	0.702	C	C	0	No	7,023	10,000	0.702	C	0.000	No
27	1027	SR-60 east of Indiana Street	EB	16,364	12,000	1.364	F	F(2)	17,816	12,000	1.485	F	F(3)	107	No	17,923	12,000	1.494	F(3)	0.009	No
			WB	7,509	12,000	0.626	C	C	8,171	12,000	0.681	C	C	762	Yes	8,933	12,000	0.744	C	0.064	No
28	1028	SR-60 west of Peck Road	EB	14,349	10,000	1.435	F	F(2)	15,062	10,000	1.506	F	F(3)	93	No	15,155	10,000	1.516	F(3)	0.009	No
			WB	8,434	10,000	0.843	D	D	8,851	10,000	0.885	D	D	663	Yes	9,514	10,000	0.951	E	0.066	No
29	1029	SR-60 east of Jct 605	EB	18,196	12,000	1.516	F	F(3)	18,702	12,000	1.559	F	F(3)	79	No	18,781	12,000	1.565	F(3)	0.007	No
			WB	8,679	10,000	0.868	D	D	8,919	10,000	0.892	D	D	563	Yes	9,482	10,000	0.948	E	0.056	No
30	1030	SR-60 east of Nogales Street	EB	10,546	8,000	1.318	F	F(1)	10,839	8,000	1.355	F	F(2)	58	No	10,897	8,000	1.362	F(2)	0.007	No
			WB	6,963	8,000	0.870	D	D	7,156	8,000	0.894	D	D	408	Yes	7,564	8,000	0.945	E	0.051	No

Table 7.4.2.1 **Future With Project With LACC Dark - CMP Freeway Analysis**
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

10/12/11

No.	CMP Station	Freeway Segments	DIR	Existing (2011)					Future Without Project (2017)					Future With Project With LACC Dark (2017)							
				Demand	Capacity	D/C	LOS (A-F)	LOS	Demand	Capacity	D/C	LOS (A-F)	LOS	Project Trips	Exceeds Threshold?	Demand	Capacity	D/C	LOS	Change in D/C	Significant Impact
31	1031	SR-60 at Brea Canyon Road	EB	10,546	8,000	1.318	F	F(1)	10,839	8,000	1.355	F	F(2)	58	No	10,897	8,000	1.362	F(2)	0.007	No
			WB	6,458	8,000	0.807	D	D	6,637	8,000	0.830	D	D	408	Yes	7,045	8,000	0.881	D	0.051	No
32	1032	SR-60 east of Jct Rte 57 North	EB	11,777	10,000	1.178	F	F(0)	12,104	10,000	1.210	F	F(0)	35	No	12,139	10,000	1.214	F(0)	0.004	No
			WB	7,972	10,000	0.797	D	D	8,193	10,000	0.819	D	D	242	Yes	8,435	10,000	0.843	D	0.024	No
33	1033	SR-91 east of Alameda Street/Santa Fe Avenue	EB	15,644	12,000	1.304	F	F(1)	17,082	12,000	1.424	F	F(2)	9	No	17,091	12,000	1.424	F(2)	0.001	No
			WB	6,178	12,000	0.515	B	B	6,746	12,000	0.562	C	C	58	No	6,804	12,000	0.567	C	0.005	No
34	1034	SR-91 east of Cherry Avenue	EB	10,804	10,000	1.080	F	F(0)	11,798	10,000	1.180	F	F(0)	9	No	11,807	10,000	1.181	F(0)	0.001	No
			WB	8,032	12,000	0.669	C	C	8,770	12,000	0.731	C	C	58	No	8,828	12,000	0.736	C	0.005	No
35	1035	SR-91 at Norwalk and Pioneer Boulevard	EB	11,222	10,000	1.122	F	F(0)	11,926	10,000	1.193	F	F(0)	3	No	11,929	10,000	1.193	F(0)	0.000	No
			WB	9,600	10,000	0.960	E	E	10,202	10,000	1.020	F	F(0)	22	No	10,224	10,000	1.022	F(0)	0.002	No
36	1036	US-101 North of Vignes Street	NB	10,860	8,000	1.358	F	F(2)	11,043	8,000	1.380	F	F(2)	1,173	Yes	12,216	8,000	1.527	F(3)	0.147	Yes
			SB	10,929	8,000	1.366	F	F(2)	11,115	8,000	1.389	F	F(2)	152	Yes	11,267	8,000	1.408	F(2)	0.019	No
37	1037	US-101 south of Santa Monica Boulevard	NB	10,809	8,000	1.351	F	F(2)	10,901	8,000	1.363	F	F(2)	255	Yes	11,156	8,000	1.395	F(2)	0.032	Yes
			SB	11,463	8,000	1.433	F	F(2)	11,560	8,000	1.445	F	F(2)	1,486	Yes	13,046	8,000	1.631	F(3)	0.186	Yes
38	1038	US-101 at Coldwater Canyon Avenue	NB	12,418	10,000	1.242	F	F(0)	12,780	10,000	1.278	F	F(1)	115	No	12,895	10,000	1.290	F(1)	0.012	No
			SB	15,012	10,000	1.501	F	F(3)	15,446	10,000	1.545	F	F(3)	420	Yes	15,866	10,000	1.587	F(3)	0.042	Yes
39	1039	US-101 at Winnetka Avenue	NB	9,744	10,000	0.974	E	E	10,062	10,000	1.006	F	F(0)	69	No	10,131	10,000	1.013	F(0)	0.007	No
			SB	12,919	10,000	1.292	F	F(1)	13,339	10,000	1.334	F	F(1)	251	Yes	13,590	10,000	1.359	F(2)	0.025	Yes
40	1040	US-101 north of Reyes Adobe Road	NB	7,326	10,000	0.733	C	C	7,503	10,000	0.750	C	C	37	No	7,540	10,000	0.754	C	0.004	No
			SB	6,038	10,000	0.604	C	C	6,183	10,000	0.618	C	C	221	Yes	6,404	10,000	0.640	C	0.022	No

Table 7.4.2.1 **Future With Project With LACC Dark - CMP Freeway Analysis**
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

10/12/11

No.	CMP Station	Freeway Segments	DIR	Existing (2011)					Future Without Project (2017)					Future With Project With LACC Dark (2017)							
				Demand	Capacity	D/C	LOS (A-F)	LOS	Demand	Capacity	D/C	LOS (A-F)	LOS	Project Trips	Exceeds Threshold?	Demand	Capacity	D/C	LOS	Change in D/C	Significant Impact
41	1041	I-105 east of Sepulveda Boulevard	EB	5,931	6,000	0.988	E	E	6,023	6,000	1.004	F	F(0)	9	No	6,032	6,000	1.005	F(0)	0.001	No
			WB	5,729	6,000	0.955	E	E	5,818	6,000	0.970	E	E	1	No	5,819	6,000	0.970	E	0.000	No
42	1042	I-105 east of Crenshaw Boulevard, west of Vermont	EB	11,962	10,000	1.196	F	F(0)	12,148	10,000	1.215	F	F(0)	79	No	12,227	10,000	1.223	F(0)	0.008	No
			WB	7,830	10,000	0.783	D	D	7,953	10,000	0.795	D	D	12	No	7,965	10,000	0.797	D	0.001	No
43	1043	I-105 west of Jct Rte 710, e/o Harris Avenue	EB	12,751	10,000	1.275	F	F(1)	13,877	10,000	1.388	F	F(2)	3	No	13,880	10,000	1.388	F(2)	0.000	No
			WB	8,537	10,000	0.854	D	D	9,290	10,000	0.929	D	D	26	No	9,316	10,000	0.932	E	0.003	No
44	1044	I-105 east of Bellflower Boulevard, west of Rte 605	EB	11,836	8,000	1.480	F	F(3)	12,578	8,000	1.572	F	F(3)	2	No	12,580	8,000	1.573	F(3)	0.000	No
			WB	9,080	8,000	1.135	F	F(0)	9,650	8,000	1.206	F	F(0)	28	No	9,678	8,000	1.210	F(0)	0.004	No
45	1045	I-110 at Wilmington, south of C Street	NB	3,030	8,000	0.379	B	B	3,121	8,000	0.390	B	B	64	No	3,185	8,000	0.398	B	0.008	No
			SB	4,133	8,000	0.517	B	B	4,257	8,000	0.532	B	B	9	No	4,266	8,000	0.533	B	0.001	No
46	1046	I-110 at Manchester Boulevard	NB	11,932	12,000	0.994	E	E	12,984	12,000	1.082	F	F(0)	1,334	Yes	14,318	12,000	1.193	F(0)	0.111	Yes
			SB	11,937	12,000	0.995	E	E	13,006	12,000	1.084	F	F(0)	194	Yes	13,200	12,000	1.100	F(0)	0.016	No
47	1047	I-110 at Slauson Avenue	NB	11,933	12,000	0.994	E	E	12,034	12,000	1.003	F	F(0)	1,564	Yes	13,598	12,000	1.133	F(0)	0.130	Yes
			SB	11,934	12,000	0.995	E	E	12,036	12,000	1.003	F	F(0)	230	Yes	12,266	12,000	1.022	F(0)	0.019	No
48	1048	SR-110 South of US-101	NB	11,222	8,000	1.403	F	F(2)	11,347	8,000	1.418	F	F(2)	483	Yes	11,830	8,000	1.479	F(3)	0.060	Yes
			SB	10,467	8,000	1.308	F	F(1)	10,581	8,000	1.323	F	F(1)	2,106	Yes	12,687	8,000	1.586	F(3)	0.263	Yes
49	1049	SR-110 North of Alpine Street	NB	9,167	6,000	1.528	F	F(3)	9,323	6,000	1.554	F	F(3)	97	No	9,420	6,000	1.570	F(3)	0.016	No
			SB	8,849	6,000	1.475	F	F(3)	8,998	6,000	1.500	F	F(3)	684	Yes	9,682	6,000	1.614	F(3)	0.114	Yes
50	1050	SR 110 at Pasadena Avenue	NB	6,293	6,000	1.049	F	F(0)	6,400	6,000	1.067	F	F(0)	48	No	6,448	6,000	1.075	F(0)	0.008	No
			SB	4,123	6,000	0.687	C	C	4,192	6,000	0.699	C	C	491	Yes	4,683	6,000	0.781	D	0.082	No

Table 7.4.2.1 **Future With Project With LACC Dark - CMP Freeway Analysis**
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

10/12/11

No.	CMP Station	Freeway Segments	DIR	Existing (2011)					Future Without Project (2017)					Future With Project With LACC Dark (2017)							
				Demand	Capacity	D/C	LOS (A-F)	LOS	Demand	Capacity	D/C	LOS (A-F)	LOS	Project Trips	Exceeds Threshold?	Demand	Capacity	D/C	LOS	Change in D/C	Significant Impact
51	1051	SR-118 at LA/Ventura County Line	EB	5,355	8,000	0.669	C	C	5,529	8,000	0.691	C	C	52	No	5,581	8,000	0.698	C	0.007	No
			WB	6,259	8,000	0.782	D	D	6,463	8,000	0.808	D	D	8	No	6,471	8,000	0.809	D	0.001	No
52	1052	SR-118 east of Woodley Avenue	EB	9,483	12,000	0.790	D	D	9,757	12,000	0.813	D	D	163	Yes	9,920	12,000	0.827	D	0.014	No
			WB	9,768	12,000	0.814	D	D	10,051	12,000	0.838	D	D	28	No	10,079	12,000	0.840	D	0.002	No
53	1053	SR-118 west of Jct Rte 210	EB	4,947	8,000	0.618	C	C	5,090	8,000	0.636	C	C	0	No	5,090	8,000	0.636	C	0.000	No
			WB	4,846	8,000	0.606	C	C	4,986	8,000	0.623	C	C	0	No	4,986	8,000	0.623	C	0.000	No
54	1054	SR-134 at Foreman Avenue	EB	12,114	10,000	1.211	F	F(0)	12,464	10,000	1.246	F	F(0)	0	No	12,464	10,000	1.246	F(0)	0.000	No
			WB	12,008	10,000	1.201	F	F(0)	12,355	10,000	1.235	F	F(0)	67	No	12,422	10,000	1.242	F(0)	0.007	No
55	1055	SR-134 east of Central Avenue	EB	8,546	10,000	0.855	D	D	8,690	10,000	0.869	D	D	1	No	8,691	10,000	0.869	D	0.000	No
			WB	6,134	10,000	0.613	C	C	6,237	10,000	0.624	C	C	17	No	6,254	10,000	0.625	C	0.002	No
56	1056	SR-134 west of San Rafael Avenue	EB	8,841	10,000	0.884	D	D	9,278	10,000	0.928	D	D	0	No	9,278	10,000	0.928	D	0.000	No
			WB	8,231	10,000	0.823	D	D	8,638	10,000	0.864	D	D	0	No	8,638	10,000	0.864	D	0.000	No
57	1057	SR-170 south of Sherman Way	NB	6,694	10,000	0.669	C	C	6,889	10,000	0.689	C	C	81	No	6,970	10,000	0.697	C	0.008	No
			SB	5,732	10,000	0.573	C	C	5,898	10,000	0.590	C	C	459	Yes	6,357	10,000	0.636	C	0.046	No
58	1058	I-210 east of Polk Street	EB	2,928	6,000	0.488	B	B	3,012	6,000	0.502	B	B	0	No	3,012	6,000	0.502	B	0.000	No
			WB	4,240	6,000	0.707	C	C	4,362	6,000	0.727	C	C	0	No	4,362	6,000	0.727	C	0.000	No
59	1059	I-210 at Terra Bella Street	EB	5,792	8,000	0.724	C	C	6,078	8,000	0.760	C	C	0	No	6,078	8,000	0.760	C	0.000	No
			WB	5,081	8,000	0.635	C	C	5,332	8,000	0.667	C	C	0	No	5,332	8,000	0.667	C	0.000	No
60	1060	I-210 west of Rtes 134/710	EB	4,979	10,000	0.498	B	B	5,225	10,000	0.523	B	B	0	No	5,225	10,000	0.523	B	0.000	No
			WB	6,504	10,000	0.650	C	C	6,825	10,000	0.682	C	C	0	No	6,825	10,000	0.682	C	0.000	No

Table 7.4.2.1 **Future With Project With LACC Dark - CMP Freeway Analysis**
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

10/12/11

No.	CMP Station	Freeway Segments	DIR	Existing (2011)					Future Without Project (2017)					Future With Project With LACC Dark (2017)								
				Demand	Capacity	D/C	LOS (A-F)	LOS	Demand	Capacity	D/C	LOS (A-F)	LOS	Project Trips	Exceeds Threshold?	Demand	Capacity	D/C	LOS	Change in D/C	Significant Impact
61	1061	I-210 at Rosemead Boulevard	EB	14,427	10,000	1.443	F	F(2)	15,140	10,000	1.514	F	F(3)	39	No	15,179	10,000	1.518	F(3)	0.004	No
			WB	9,857	10,000	0.986	E	E	10,344	10,000	1.034	F	F(0)	0	No	10,344	10,000	1.034	F(0)	0.000	No
62	1062	I-210 at west of Rte 605	EB	12,601	10,000	1.260	F	F(1)	13,223	10,000	1.322	F	F(1)	0	No	13,223	10,000	1.322	F(1)	0.000	No
			WB	8,333	10,000	0.833	D	D	8,745	10,000	0.874	D	D	0	No	8,745	10,000	0.874	D	0.000	No
63	1063	I-210 at San Dimas Avenue	EB	7,305	10,000	0.731	C	C	8,022	10,000	0.802	D	D	23	No	8,045	10,000	0.805	D	0.002	No
			WB	5,261	10,000	0.526	B	B	5,777	10,000	0.578	C	C	181	Yes	5,958	10,000	0.596	C	0.018	No
64	1064	I-210 east of Indian Hill Boulevard	EB	7,618	10,000	0.762	C	C	8,366	10,000	0.837	D	D	18	No	8,384	10,000	0.838	D	0.002	No
			WB	4,333	10,000	0.433	B	B	4,757	10,000	0.476	B	B	146	No	4,903	10,000	0.490	B	0.015	No
65	1065	I-405 north of Rte 22	NB	8,753	10,000	0.875	D	D	9,557	10,000	0.956	E	E	262	Yes	9,819	10,000	0.982	E	0.026	No
			SB	14,256	12,000	1.188	F	F(0)	15,571	12,000	1.298	F	F(1)	66	No	15,637	12,000	1.303	F(1)	0.006	No
66	1066	I-405 at Santa Fe Avenue	NB	8,988	10,000	0.899	D	D	9,259	10,000	0.926	D	D	623	Yes	9,882	10,000	0.988	E	0.062	No
			SB	10,725	10,000	1.073	F	F(0)	11,050	10,000	1.105	F	F(0)	93	No	11,143	10,000	1.114	F(0)	0.009	No
67	1067	I-405 south of I-110 at Carson Scales	NB	9,493	10,000	0.949	E	E	9,779	10,000	0.978	E	E	417	Yes	10,196	10,000	1.020	F(0)	0.042	Yes
			SB	11,321	10,000	1.132	F	F(0)	11,664	10,000	1.166	F	F(0)	105	No	11,769	10,000	1.177	F(0)	0.011	No
68	1068	I-405 north of Inglewood Avenue at Compton Boulevard	NB	8,645	10,000	0.864	D	D	8,780	10,000	0.878	D	D	0	No	8,780	10,000	0.878	D	0.000	No
			SB	10,454	10,000	1.045	F	F(0)	10,617	10,000	1.062	F	F(0)	0	No	10,617	10,000	1.062	F(0)	0.000	No
69	1069	I-405 north of La Tijera Boulevard	NB	14,475	10,000	1.447	F	F(2)	14,701	10,000	1.470	F	F(3)	0	No	14,701	10,000	1.470	F(3)	0.000	No
			SB	11,560	10,000	1.156	F	F(0)	11,740	10,000	1.174	F	F(0)	0	No	11,740	10,000	1.174	F(0)	0.000	No
70	1070	I-405 north of Venice Boulevard	NB	14,981	10,000	1.498	F	F(3)	15,233	10,000	1.523	F	F(3)	57	No	15,290	10,000	1.529	F(3)	0.006	No
			SB	14,673	10,000	1.467	F	F(3)	14,920	10,000	1.492	F	F(3)	9	No	14,929	10,000	1.493	F(3)	0.001	No

Table 7.4.2.1 **Future With Project With LACC Dark - CMP Freeway Analysis**
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10/12/11

No.	CMP Station	Freeway Segments	DIR	Existing (2011)					Future Without Project (2017)					Future With Project With LACC Dark (2017)							
				Demand	Capacity	D/C	LOS (A-F)	LOS	Demand	Capacity	D/C	LOS (A-F)	LOS	Project Trips	Exceeds Threshold?	Demand	Capacity	D/C	LOS	Change in D/C	Significant Impact
71	1071	I-405 south of Mulholland Drive	NB	14,732	10,000	1.473	F	F(3)	15,212	10,000	1.521	F	F(3)	28	No	15,240	10,000	1.524	F(3)	0.003	No
			SB	10,100	10,000	1.010	F	F(0)	10,428	10,000	1.043	F	F(0)	175	Yes	10,603	10,000	1.060	F(0)	0.018	No
72	1072	I-405 at Roscoe Boulevard	NB	12,934	10,000	1.293	F	F(1)	13,354	10,000	1.335	F	F(1)	3	No	13,357	10,000	1.336	F(1)	0.000	No
			SB	6,872	10,000	0.687	C	C	7,095	10,000	0.710	C	C	23	No	7,118	10,000	0.712	C	0.002	No
73	1073	I-605 north of Carson Street	NB	10,103	10,000	1.010	F	F(0)	10,736	10,000	1.074	F	F(0)	69	No	10,805	10,000	1.081	F(0)	0.007	No
			SB	7,749	10,000	0.775	D	D	8,235	10,000	0.824	D	D	8	No	8,243	10,000	0.824	D	0.001	No
74	1074	I-605 north of Jct Rte 91 south of Alondra Boulevard	NB	10,307	12,000	0.859	D	D	10,953	12,000	0.913	D	D	84	No	11,037	12,000	0.920	D	0.007	No
			SB	10,910	12,000	0.909	D	D	11,595	12,000	0.966	E	E	10	No	11,605	12,000	0.967	E	0.001	No
75	1075	I-605 north of Telegraph Road	NB	11,736	10,000	1.174	F	F(0)	12,472	10,000	1.247	F	F(0)	0	No	12,472	10,000	1.247	F(0)	0.000	No
			SB	13,572	10,000	1.357	F	F(2)	14,424	10,000	1.442	F	F(2)	0	No	14,424	10,000	1.442	F(2)	0.000	No
76	1076	I-605 north of Jct Rte 60	NB	11,991	10,000	1.199	F	F(0)	12,584	10,000	1.258	F	F(1)	0	No	12,584	10,000	1.258	F(1)	0.000	No
			SB	6,605	10,000	0.661	C	C	6,932	10,000	0.693	C	C	0	No	6,932	10,000	0.693	C	0.000	No
77	1077	I-605 at San Gabriel River Bridge	NB	5,113	8,000	0.639	C	C	5,255	8,000	0.657	C	C	39	No	5,294	8,000	0.662	C	0.005	No
			SB	5,449	8,000	0.681	C	C	5,600	8,000	0.700	C	C	305	Yes	5,905	8,000	0.738	C	0.038	No
78	1078	I-710 north of Jct Rte 1 (PCH), Willow Street	NB	5,252	6,000	0.875	D	D	5,734	6,000	0.956	E	E	36	No	5,770	6,000	0.962	E	0.006	No
			SB	5,247	6,000	0.875	D	D	5,729	6,000	0.955	E	E	6	No	5,735	6,000	0.956	E	0.001	No
79	1079	I-710 north of Jct Rte 405, Del Amo Boulevard	NB	8,032	8,000	1.004	F	F(0)	8,770	8,000	1.096	F	F(0)	0	No	8,770	8,000	1.096	F(0)	0.000	No
			SB	7,826	8,000	0.978	E	E	8,545	8,000	1.068	F	F(0)	0	No	8,545	8,000	1.068	F(0)	0.000	No
80	1080	I-710 north of Rte 105, north of Firestone Boulevard	NB	11,109	8,000	1.389	F	F(2)	12,089	8,000	1.511	F	F(3)	80	No	12,169	8,000	1.521	F(3)	0.010	No
			SB	8,015	8,000	1.002	F	F(0)	8,723	8,000	1.090	F	F(0)	9	No	8,732	8,000	1.092	F(0)	0.001	No

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No.	CMP Station	Freeway Segments	DIR	Existing (2011)					Future Without Project (2017)					Future With Project With LACC Dark (2017)							
				Demand	Capacity	D/C	LOS (A-F)	LOS	Demand	Capacity	D/C	LOS (A-F)	LOS	Project Trips	Exceeds Threshold?	Demand	Capacity	D/C	LOS	Change in D/C	Significant Impact
81	1081	I-710 south of Rte 60	NB	8,000	8,000	1.000	E	E	8,706	8,000	1.088	F	F(0)	0	No	8,706	8,000	1.088	F(0)	0.000	No
			SB	8,000	8,000	1.000	E	E	8,706	8,000	1.088	F	F(0)	0	No	8,706	8,000	1.088	F(0)	0.000	No

Notes:
Existing volume and capacity obtained from LACMTA "Draft 2010 Congestion Management Program." 2009 volumes growth to 2011 based on annualized CMP growth factors.

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8. Evaluation of Proposed Project With Concurrent Coliseum and Dodger Stadium Events

This chapter addresses the Future With Project conditions with concurrent events at the Los Angeles Coliseum and at Dodger Stadium. This evaluation is provided for information purposes, and to provide guidance to addressing concurrent events in the Transportation Management Plan that will be prepared for the Proposed Project. The analysis is based on the 2017 Future With Project conditions analyzed in Chapter 5, and addresses the same three event scenarios as the Proposed Project (Sunday Day Event, Saturday Day Event, Weekday Evening Event). The evaluation evaluates the likelihood of concurrent events occurring at both the Los Angeles Coliseum and at Dodger Stadium, estimates the transportation characteristics of events at both facilities, and evaluates the potential cumulative transportation conditions.

8.1 Event Characteristics

Coliseum Event

The current capacity of the Coliseum is about 92,000 seats. Typical events at the Coliseum are USC College Football games, and major soccer games. Other events, such as concerts also occur at the Coliseum but relatively infrequently. Events at the Coliseum on Sundays are unusual. Weekend events are usually USC football games which almost always occur on Saturdays. The start time varies and is usually set by television broadcast schedules. Games can start almost anytime between 12:00pm and 7:00pm, with the most typical start times being 12:30pm, 5:00pm, or 7:00pm. College football games usually last about three hours. USC typically plays six games at the Coliseum during the season, between September and early December, which coincide with much of the NFL football season. The average attendance at USC football games over the last four years was 84,750.

Weekday evening events at the Coliseum usually start at 7:00pm or 7:30pm, and are usually soccer games. These typically last about two hours. Soccer games are not a regular occurrence at the Coliseum with usually only a few major international games being scheduled each year. While attendance varies considerably, the major soccer games at the Coliseum over the last fifteen years have attracted attendances in the range of 88,000 to 91,600 people, and have averaged 90,500. Soccer games can also occur at weekends but not as frequently as weekdays.

Dodger Stadium Event

The current capacity of Dodger Stadium is about 56,000 seats. The typical event at Dodger Stadium is a Los Angeles Dodgers baseball game. Other events occur very infrequently and are usually concerts. The Dodgers play a total of 81 home games in a season, between April and September, so the schedule only partially overlaps with the NFL season. Over a typical season, the vast majority of games (62%) are scheduled on weekday evenings, with 5% scheduled on weekdays during the day, 17% on Saturdays, and 16% on Sundays. Most Saturday games are in the evenings and most Sunday games are in the daytime. The average attendance at Dodgers games over the last four years was 45,550 on weekdays and 47,000 on weekends. A typical Dodgers game lasts about three hours. Weekend daytime games typically start at 1:10pm and end around 4:15pm, and can occur on both Saturday and Sunday. Weekday daytime games usually start at 12:10pm and end by 3:15 pm. Weekday night games usually start at 7:10pm and end around 10:15pm.

Likelihood of Concurrent Events With the Event Center

There would be a very low probability of a concurrent event at the Coliseum with a spectator event at the Event Center. On Sundays – the day when the most events would occur at the Event Center, there is rarely an event at the Coliseum. On Saturdays, while there are typically six home USC games between early September and the end of November, NFL games are not regularly scheduled on Saturdays until December, and even then there would typically be only one game scheduled on a Saturday in that month. On weekdays - when the least events would be scheduled at the Event Center, there would be at most only a few NFL evening games between September and December – which would occur only on Monday or Thursday evenings. There are relatively few evening events at the Coliseum during the year, and those that are scheduled do not necessarily occur on Mondays and Thursdays.

There would be a higher probability of a concurrent event at Dodger Stadium, although this would be limited primarily to the month of September and perhaps October if the Dodgers were in the MLB playoffs. During these times, the highest probability would occur for a Sunday Day event at the Event Center. Concurrent events on weekday evenings would be rare as there would be few events at the Event Center.

The above evaluation focuses on the sports events at the Event Center – which would be the most frequent major sold-out events. While there could be other events at the Event Center for the times discussed above, the chances of concurrent events on the same day and at the same time would also be low.

In summary, it can be concluded from the above evaluation that concurrent events would be quite rare and would be very much the exception rather than the rule. The probability of concurrent events at both the Coliseum and Dodger Stadium at the same time as an Event Center event would be extremely low. Nevertheless, for the purposes of preparing a

conservative analysis, the rest of this chapter addresses the potential for concurrent events at the Coliseum and at Dodger Stadium to occur with a major Event Center event.

8.2 Concurrent Events with Event Center Event

The schedule characteristics of events at the Coliseum and at Dodger Stadium were evaluated against the three event scenarios being studied for the Event Center. Table 8.2.1 summarizes a comparison of event arrival times, and Table 8.2.2 summarizes event departure times.

Event Center Sunday Daytime Event (1:00pm – 4:30pm)

Events at the Coliseum rarely occur on Sundays, so a concurrent event with an Event Center Sunday Daytime Event was not analyzed. A concurrent weekend event at the Coliseum was instead addressed for a Saturday Daytime event at the Event Center (see discussion below). Dodgers games typically start at 1:10pm on Sundays, so a concurrent Dodgers event and Event Center event were analyzed.

Pre-Event Hour (12:00 – 1:00pm)

Dodgers games typically start at 1:10pm on Sundays, about the same time as a 1:00pm start for an Event Center event, so a 100% overlap of pre-event hours was assumed, and the concurrent analysis included the pre event hour for a Dodgers game. Similarly to the Event Center, 50% of arrivals at Dodgers games are estimated to occur in the pre-event hour (see Table 8.2.1).

Post-Event Hour (4:30 – 5:30pm)

A Dodgers game typically ends around 4:10pm, a little earlier than an Event Center event ending at 4:30pm. This would constitute a 67% overlap between post-event hours. There would also be a 33% overlap between the first twenty minutes of the Dodgers post-post-event hour and the Event Center post-event hour. So the concurrent analysis included these concurrencies with a Dodgers game post-event hour, and the estimated 55% of attendees leave a Dodgers game in the post-event hour, and 15% of attendees leave in the post-post-event hour, for a net 42% overlap of Dodgers traffic with the Event Center post-event hour (see Table 8.2.2).

Event Center Saturday Daytime Event (1:00pm – 4:30pm)

Pre-Event Hour (12:00 – 1:00pm)

A Saturday daytime event at the Coliseum is typically a USC football game. A common start time is 12:30pm, but games also start at other times as described above. It is unusual for a

Table 8.2.1 Comparison of Event Arrival Times for Concurrent Events – Pre-Event Hour 11-09-11

Parameter	Sunday Day		Saturday Day		Weekday Evening	
Typical Event Center Event Start Time →	1:00pm		1:00pm		5:30pm	
	Coliseum Event	Dodger Stadium Event	Coliseum Event	Dodger Stadium Event	Coliseum Event	Dodger Stadium Event
Typical Concurrent Event Start Time	N/A	1:10pm	12:30pm	1:10pm	7:00pm	7:10pm
Overlap of Pre-Event Hour Traffic	N/A	Full 100%	Partial[1] 50%	Full 100%	Partial[2,5]	Partial[3,4]
% of Concurrent Event Traffic Occurring in Event Center Pre-Event Hour	N/A	50%[4]	40%[5]	50%[4]	25%[6]	17.5%[7]
Net % of Concurrent Event Traffic Used in Analysis	N/A	50%	20%	50%	25%	17.5%

[1] Event Center Pre-Event Hour of 12:00 – 1:00pm is 50% overlap with Coliseum Event Pre-Event Hour of 11:30am – 12:30pm.

[2] See discussion in Note 6.

[3] See discussion in Note 7.

[4] Arrival rates developed from data in Dodgers Stadium Area Circulation Study, 1988.

[5] Arrival rates for college football game estimated from data for UCLA College Football games in Rose Bowl Renovation Project EIR, 2005.

[6] No direct overlap with weekday evening event at Coliseum, but estimated 30% of Coliseum events arrive in Coliseum Pre-Event Hour of 5:00 – 6:00pm, with 50% overlap with Event Center Pre-Event Hour (4:30 -5:30pm) for net of 15%; plus estimated 20% of Coliseum event arrive in Coliseum Pre-Pre-Event Hour of 4:00 – 5:00pm with 50% overlap with Event Center Pre-Event Hour (4:30 – 5:30pm) for net of 10%; total for Event Center Pre-Event Hour = 15% + 10% = 25%.

[7] No direct overlap with weekday evening event at Dodger Stadium, but estimated 35% of Dodger Stadium event arrive in Dodger Stadium Pre-Pre-Event Hour (5:00 – 6:00pm) with 50% overlap with Event Center Pre-Event Hour (4:30 – 5:30pm) for net of 17.5%.

Table 8.2.2 Comparison of Event Departure Times for Concurrent Events – Post-Event Hour 2-28-12

Parameter	Sunday Day		Saturday Day		Weekday Evening	
Typical Event Center Event End Time →	4:30pm		4:30pm		9:00pm	
	Coliseum Event	Dodger Stadium Event	Coliseum Event	Dodger Stadium Event	Coliseum Event	Dodger Stadium Event
Typical Concurrent Event End Time	N/A	4:10pm	3:30pm	4:10pm	9:00pm	10:10pm
Overlap of Post-Event Hour Traffic	N/A	Partial[1] 67% 33%	Partial[2]	Partial[1] 67% 33%	Full 100%	Partial[3,4]
% of Concurrent Event Traffic Occurring in Event Center Post-Event Hour	N/A	55%[4] 15%[4]	30%[5]	55%[4] 15%[4]	75%[6]	30%[7]
Net % of Concurrent Event Traffic Used in Analysis		42%	30%	42%	75%	30%

[1] Event Center Post-Event Hour of 4:30 – 5:30pm is 67% overlap with Dodger Stadium Event Post-Event Hour of 4:10 – 5:10pm and 33% overlap with Dodger Stadium Event Post-Post-Event Hour of 5:10 – 6:10pm.

[2] See discussion in Note 5.

[3] See discussion in Note 7.

[4] Departure rates developed from data in Dodgers Stadium Area Circulation Study, 1988.

[5] Departure rates (for Coliseum Post-Post-Event Hour) estimated from data for UCLA College Football games in Rose Bowl Renovation Project EIR, 2005.

[6] Departure rates for Coliseum Post-Event Hour soccer game assumed to be 75% as per Event Center characteristics.

[7] Dodgers games end after Event Center Post-Event Hour, but up to 30% of Dodgers game attendees leave in hour before game ends, i.e. during Event Center Post-Event Hour.

Coliseum event to start at 1:00pm. The concurrent event analysis therefore assumed a 50% overlap of a Coliseum pre-event hour with the Event Center pre-event hour. It is estimated that 40% of USC game attendees arrive in the pre-event hour, so there would be a net 20% overlap of Coliseum traffic with the Event Center pre-event hour (see Table 8.2.1). As Dodgers games typically start at 1:10pm on Saturdays a 100% overlap of pre-event hours was assumed, and the concurrent analysis included the pre-event hour for a Dodgers game with a 50% arrival rate of Dodgers traffic in the Dodgers pre-event hour (see Table 8.2.1).

Post-Event Hour (4:30 – 5:30pm)

A USC football game in the Coliseum starting at 12:30pm typically ends at about 3:30pm. This is a full hour earlier than the end of an Event Center event which would typically occur at about 4:30pm. While there would be no direct overlap between post-event hours, not all USC game attendees typically leave in the post-event hour. It is estimated that 30% of attendees at a USC game leave in the hour after the post-event hour and concurrent with the Event Center post-event hour, so the analysis assumed a 30% overlap with the Event Center post-event hour (see Table 8.2.2). A Dodgers game typically ends at about 4:10pm, so the same overlap estimates were used as discussed earlier for the Sunday post-event hour (see Table 8.2.2).

<u>Event Center Weekday Evening Event (5:30pm – 9:00pm)</u>

Pre-Event Hour (4:30 – 5:30pm)

A Coliseum event is unlikely to start at 5:30pm as weekday evening events usually start at 7:00pm or 7:30pm. For purposes of a conservative analysis, a 7:00pm start time was assumed. While there would be no direct overlap between pre-event hours, it is estimated that 25% of Coliseum attendees could arrive during the Event Center pre-event hour (see Table 8.2.1), so that overlap with the Event Center pre-event hour was assumed. As a Dodgers game typically starts at 7:10pm there would be no direct overlap with an Event Center event starting at 5:30pm. However, it is estimated that 17.5% of Dodgers attendees could arrive during the Event Center pre-event hour (see Table 8.2.1) so that overlap with the Event Center pre-event hour was assumed.

Post-Event Hour (9:00 – 10:00pm)

A Coliseum weeknight event is likely to be a soccer game that could finish at 9:00pm so the post-event hour would coincide with the finish of an Event Center event also at 9:00pm. The analysis therefore assumed a 100% overlap of post-event hours, with 75% of Coliseum traffic leaving in the post-event hour (see Table 8.2.2). Dodgers games typically end around 10:10pm, so there would be no direct overlap with an Event Center event post-event hour of 9:00 – 10:00pm. However, up to 30% of Dodgers fans typically leave early before the end of

the game, so a 30% overlap of Dodgers traffic with the Event Center post-event hour was assumed (see Table 8.2.2).

8.3 Transportation Characteristics of Concurrent Events

The estimated transportation characteristics of concurrent events at the Coliseum and at Dodger Stadium are summarized in Table 8.3.1. At the Coliseum, a typical attendance of 84,750 was identified for a weekend USC game, and of 90,500 for a weekday soccer game.

For the Coliseum, a transit mode split of between 10.0% for weekday evening soccer games and 17.5% for weekend USC games (including 10% walk-in from the USC campus) was estimated (accounting for the fact that the Exposition Line would be fully operational in 2017, which would also connect the Coliseum to the other rail lines in the system in downtown). For Dodger Stadium, a transit mode split of 1.5% transit was estimated for weekday and weekend games, based on information available on the use of the Dodgers Shuttle to Union Station. The percentage of trips occurring in the pre-event hour and the post-event hour at both facilities were estimated based on available information, and are laid out in Table 8.3.1 (see also footnotes to Table 8.2.1 and Table 8.2.2). Finally Table 8.3.1 shows the estimated number of vehicle trips from each concurrent event that would occur in the Event Center Pre-Event and Post-Event hours, and that were included in the analysis.

As shown in Table 8.3.1, for an Event Center Sunday Day Event, there could be an estimated 7,713 concurrent event trips in the Pre-Event Hour and 6,448 concurrent event trips in the Post-Event Hour. For an Event Center Saturday Day Event, there could be an estimated 12,374 concurrent event trips in the Pre-Event Hour and 13,440 concurrent event trips in the Post-Event Hour. For an Event Center Weekday Evening Event, there could be an estimated 8,389 concurrent event trips in the Pre-Event Hour and 21,862 concurrent event trips in the Post-Event Hour.

8.4 Overview of Analysis of Concurrent Events

The analysis addresses the same event scenarios and time periods as addressed in Chapter 5 for the Event Center. It builds on that analysis by adding estimated traffic loads in the Event Center Pre-Event and Post-Event hours from events at the Coliseum and Dodger Stadium, as identified above, to the traffic forecasts identified for the Future With Proposed Project Conditions. The analysis addresses the same analysis locations that were addressed for the Proposed Project in Chapter 5. This analysis is therefore not an impact analysis of Coliseum and Dodger Stadium events, but rather demonstrates the effects of additional traffic from concurrent events at the Coliseum and at Dodger Stadium on those locations analyzed for the Event Center.

Table 8.3.1 Transportation Characteristics of Concurrent Events 2-28-12

Parameter	Sunday Day		Saturday Day		Weekday Evening	
	Coliseum Event	Dodger Stadium Event	Coliseum Event	Dodger Stadium Event	Coliseum Event	Dodger Stadium Event
Attendance	N/A	46,980[1]	84,750[2]	46,980[1]	90,500[3]	44,750[4]
Transit/Walk %	N/A	1.5%[5]	17.5%[6]	1.5%[5]	10%[7]	1.5%[5]
Auto %	N/A	98.5%	82.5%	98.5%	90%	98.5%
Auto Occupancy	N/A	3.0[8]	3.0[9]	3.0[8]	3.5[10]	3.0[8]
Auto Trips	N/A	15,425	23,306	15,425	23,271	14,693
% Auto Trips in Event Center Pre-Event Hour[11]	N/A	50%	20%	50%	25%	17.5%
No. of Auto Trips in Event Center Pre-Event Hour	N/A	7,713	4,661	7,713	5,818	2,571
No. of Transit Trips in Event Center Pre-Event Hour	N/A	352	1,271	352	2,263	117
% Auto Trips in Event Center Post-Event Hour	N/A	42%	30%	42%	75%	30%
No. of Auto Trips in Event Center Post-Event Hour	N/A	6,448	6,992	6,448	17,454	4,408

Table 8.3.1 Transportation Characteristics of Concurrent Events 2-28-12

Parameter	Sunday Day		Saturday Day		Weekday Evening	
	Coliseum Event	Dodger Stadium Event	Coliseum Event	Dodger Stadium Event	Coliseum Event	Dodger Stadium Event
No. of Transit Trips in Event Center Post-Event Hour	N/A	295	1,907	295	6,788	201

[1] Average weekend attendance at Dodgers games, 2007 to 2010.

[2] Average attendance at USC College Football games, 2007 to 2010.

[3] Average attendance at major soccer games at Coliseum over last fifteen years.

[4] Average weekday attendance at Dodgers games, 2007 to 2010.

[5] From data on use of Dodgers Shuttle between Union Station and Dodger Stadium, 2010.

[6] Assumes 10% walk in from USC campus and 7.5% use transit, including Expo Line, for USC football game.

[7] Assumes 10% use transit for soccer game, including Expo Line.

[8] From Dodger Stadium Area Circulation Study, 1988.

[9] Estimate based on NFL games.

[10] Based on operating experience for soccer games for Los Angeles Galaxy at Home Depot Center in Carson (AEG, 2011).

[11] From Table 8.2.1 and 8.2.2.

Traffic conditions at many of the street intersection locations analyzed for the Event Center would remain unchanged with concurrent events at the Coliseum and at Dodger Stadium – because there is limited geographic overlap between the three areas. For surface streets, the geographic overlap of traffic access/egress between the Proposed Project and the Coliseum is generally limited to the area of the I-10 Freeway corridor and to the south, while the geographic overlap between the Proposed Project and Dodger Stadium is generally limited to the US-101 Freeway corridor and to the north. This is also the case for freeway ramps, where the geographic overlap is relatively limited to the ramps serving the Coliseum and Dodger Stadium areas. There is a wider geographic overlap of traffic on the mainline freeway system as patrons would use many of the freeways in the downtown area to access all three venues.

8.5 Sunday Day Event

8.5.1 Roadway Intersections

The analysis is summarized in Table 8.5.1.1 which focuses on and lists those intersections where the level of service would change (worsen) between the Future With Project Conditions and the Future With Project with Concurrent Events Conditions. That is, if the intersection level of service would remain the same with concurrent events, then that intersection would not be identified in Table 8.5.1.1 as there would be no substantive change in traffic conditions. The detailed analysis of all study intersections is presented in Table A.8.5.1.1 in Appendix 8.

Sunday Day: Pre-Event Hour (12:00 – 1:00pm)

As shown in Table 8.5.1.1, the addition of concurrent event traffic to Future With Project Conditions would result in worse levels of service at three intersections in the Sunday Day Pre-Event Hour. These intersections are as follows (with the resultant LOS in parentheses):

121.	Figueroa Street & Cesar Chavez Avenue	(LOS B)
134.	Alvarado Street & US-101 EB Ramps	(LOS D)
130.	Sunset Boulevard & Elysian Park Avenue	(LOS F)

Two of these intersections would continue to operate at LOS D or better. The intersection of Sunset Boulevard at Elysian Park Avenue would operate at LOS F. This is a key intersection for access to Dodger Stadium and is usually controlled by LADOT traffic officers during Dodgers games.

Table 8.5.1.1 **Future With Project With Coliseum & Dodger Stadium Events - Intersection With Level of Service Change** 2/28/2012

Sunday Day: Pre-Event Hour: (12:00-1:00 PM) &

Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Sunday Day Pre-Event Hour (12:00-1:00 PM)					Sunday Day Post-Event Hour (4:30-5:30 PM)				
		Future With Project Conditions		Future With Project With Coliseum & Dodger Stadium Events		Change in V/C	Future With Project Conditions		Future With Project With Coliseum & Dodger Stadium Events		Change in V/C
		V/C	LOS	V/C	LOS		V/C	LOS	V/C	LOS	
119	Grand Avenue & US-101 NB Ramps						0.894	D	0.981	E	0.087
120	Beaudry Avenue & Sunset Boulevard						0.607	B	0.745	C	0.138
121	Figueroa Street & Cesar Chavez Avenue	0.456	A	0.651	B	0.195	0.509	A	0.621	B	0.112
123	Spring Street & Cesar Chavez Avenue						0.590	A	0.633	B	0.043
125	Alameda Street & Cesar Chavez Avenue						0.651	B	0.727	C	0.076
129	Hill Street & College Street						0.591	A	0.607	B	0.016
130	Sunset Boulevard & Elysian Park Avenue	0.820	D	2.119	F	1.299	0.657	B	0.896	D	0.239
133	Alvarado Street & US-101 WB Ramps						0.556	A	0.626	B	0.070
134	Alvarado Street & US-101 EB Ramps	0.433	A	0.883	D	0.450			0.475		

Total # Intersections		3		3			8		8	
# of Intersections with LOS A		2		0			4		0	
# of Intersections with LOS B		0		1			3		4	
# of Intersections with LOS C		0		0			0		2	
# of Intersections with LOS D		1		1			1		1	
# of Intersections with LOS E		0		0			0		1	
# of Intersections with LOS F		0		1			0		0	

Sunday Day: Post-Event Hour (4:30 – 5:30pm)

As shown in Table 8.5.1.1, the addition of concurrent event traffic to the Future With Project Conditions would result in worse levels of service at eight intersections in the Sunday Day Post-Event Hour. These intersections are as follows (with the resultant LOS in parentheses):

121.	Figueroa Street & Cesar Chavez Avenue	(LOS B)
123.	Spring Street & Cesar Chavez Avenue	(LOS B)
129.	Hill Street & College Street	(LOS B)
133.	Alvarado Street & US-101 WB Ramps	(LOS B)
120.	Beaudry Avenue & Sunset Boulevard	(LOS C)
125.	Alameda Street & Cesar Chavez Avenue	(LOS C)
130.	Sunset Boulevard & Elysian Park Avenue	(LOS D)
119.	Grand Avenue & US-101 NB Ramps	(LOS E)

Seven of these intersections would continue to operate at LOS D or better. The intersection of Grand Avenue & US-101 NB Ramps Sunset Boulevard would operate at LOS E, due to the addition of eastbound Dodger Stadium traffic.

8.5.2 Transit

Sunday Pre-Event Hour (12:00 – 1:00pm)

The concurrent events would generate an additional 352 transit trips in the Event Center Pre-Event Hour (see Table 8.3.1). These would be trips to Dodger Stadium. The transit analysis is shown in Table A.8.5.2.1 in Appendix 8.

The transit system operates reduced schedules at weekends, so system capacity is lower than on weekdays. Overall, the transit system serving the Proposed Project site would have a projected passenger-carrying capacity of 17,460 riders in the Sunday Pre-Event Hour. The total ridership in the Sunday Pre-Event Hour, including 5,400 trips from the Proposed Project and 352 concurrent event trips, would be 14,431 riders, so overall there would be sufficient transit capacity to accommodate the Proposed Project in the Sunday Day Pre-Event Hour. However, the policy load factors (capacities) would be slightly exceeded on one rail transit line, the Metrolink lines, the Silver Line, and for Express buses, as shown in the list below, which also shows the additional number of rail transit cars or buses that would be needed to meet the policy load factors.

Line	Additional Rail Cars/Buses Needed to Meet Load Factor
Metro Blue Line	3
Metrolink	2
Metro Silver Line (South)	2
Metro Silver Line (North)	2
Express Bus	2

Sunday Post Event Hour (4:30 – 5:30pm)

The concurrent events would generate an additional 295 transit trips in the Event Center Post-Event Hour (see Table 8.3.1). These would be trips leaving Dodger Stadium.

The transit system analysis for the Sunday Post-Event Hour is summarized in Table A.8.5.2.2 in Appendix 8. Overall, the transit system serving the Proposed Project site would have a projected passenger-carrying capacity of 18,199 riders in the Sunday Post-Event Hour. The total ridership in the Sunday Post-Event Hour, including 8,460 trips from the Proposed Project and 295 concurrent event trips, would be 17,390, so overall there would be sufficient capacity to accommodate the Proposed Project. However the policy load factors (capacities) would be exceeded on three rail transit lines, the Metrolink line, the Silver Line, and for Rapid and Express buses, as shown below.

Line	Additional Rail Cars/Buses Needed to Meet Load Factor
Metro Red Line	6
Metro Blue Line	8
Metro Expo Line	1
Metrolink	3
Metro Silver Line (South)	3
Metro Silver Line (North)	3
Rapid Bus	1
Express Bus	3

8.5.3 Parking

The parking supply areas for the Event Center, the Coliseum, and Dodger Stadium are geographically independent so do not overlap. The Primary Parking Area identified for the Event Center does not extend south of 23rd Street/Adams Boulevard. The Coliseum parking areas, including the USC campus, do not extend as far north as Adams Boulevard. Dodger Stadium parking is entirely provided on-site. Therefore there would be no increases in parking utilization in the Primary Parking Area analyzed in the Future With Project Conditions with concurrent events at the Coliseum and at Dodger Stadium.

8.5.4 Pedestrian Circulation

The areas where pedestrians would circulate to/from the Coliseum and Dodger Stadium are also geographically independent from the Event Center. Pedestrians from the Coliseum and Dodgers Stadium would not overlap with the pedestrian volumes analyzed in the Event Center Future with Project Conditions which would therefore be unchanged with concurrent events at the Coliseum and at Dodger Stadium.

8.5.5 Freeways

Freeway Segments

The freeway segment analysis is summarized in Table 8.5.5.1 for the Sunday Pre-Event Hour and in Table 8.5.5.2 for the Sunday Post-Event Hour, which show the volumes, D/C ratios and LOS for the Future With Project and Future With Project With Concurrent Coliseum and Dodger Stadium Event Conditions, for those locations where the LOS designation would change with concurrent events. Detailed analysis of all freeway study locations is shown in Table A.8.5.5.1 and A.8.5.5.2 in Appendix 8.

Sunday Day: Pre-Event Hour (12:00 – 1:00pm)

Future With Project Conditions

With the Proposed Project, a total of twelve freeway analysis locations are expected to operate at LOS D or better, four locations would operate at LOS E, and four locations would operate at LOS F(0) during the Sunday Day Pre-Event hour.

Future With Project With Coliseum and Dodger Stadium Event Conditions

With concurrent events, ten freeway analysis locations would operate at LOS D or better, three locations would operate at LOS E, six locations would operate at LOS F(0) and one location would operate at LOS F(1), during the Sunday Day Pre-Event Hour.

As shown in Table 8.5.5.1, the addition of concurrent event traffic would result in worse levels of service at five freeway analysis locations during the Sunday Pre-Event hour. These locations are as follows (with the direction and resultant D/C ratio and LOS in parentheses):

7.	US-101 North of Vignes Street (SB)	(0.952)	(LOS E)
10.	I-5 West of Indiana Street (SB)	(1.000)	(LOS F0)
9b.	I-10 Between I-5 and US-101 (HOV) (WB)	(1.042)	(LOS F0)
16.	SR-110 South of Avenue 43 (SB)	(1.106)	(LOS F0)
14.	US-101 South of Vermont Avenue (SB)	(1.344)	(LOS F1)

One analysis location would change to LOS E, three would change to LOS F(0) and one to LOS F(1).

Sunday Day: Post-Event Hour (4:30 – 5:30pm)

Future With Project Conditions

With the Proposed Project, eight of the freeway locations would operate at LOS D or better. Three locations would operate at LOS E, and nine locations would operate at LOS F(0).

Future With Project With Coliseum and Dodger Stadium Event Conditions

With concurrent events, seven freeway analysis locations would operate at LOS D or better, four locations would operate at LOS E, eight locations would operate at LOS F(0), and one location would operate at LOS F(1), during the Sunday Day Post-Event Hour.

As shown in Table 8.5.5.2, the addition of concurrent event traffic would result in worse levels of service at four freeway analysis locations during the Sunday Post-Event hour. These locations are as follows (with the direction and resultant D/C ratio and LOS in parentheses):

9a.	I-10 Between I-5 and US-101 (Mainline) (EB)	(0.865)	(LOS D)
16.	SR-110 South of Avenue 43 (NB)	(0.835)	(LOS D)
4S.	SR-110 Btw James Wood Blvd and Olympic Blvd (SB)	(0.943)	(LOS E)
8.	US-101 at Glendale Blvd (NB)	(1.256)	(LOS F1)

Two analysis locations would change to LOS D, one location would change to LOS E, and one location would change to LOS F(1).

Freeway Off-Ramps

The freeway off-ramp analysis for the Future With Project Conditions and Future With Project With Concurrent Coliseum and Dodgers Stadium Event Conditions is summarized in Table 8.5.5.3 which also provides the ramp volumes and resultant queue lengths during the Pre-Event Hour for those locations where queue lengths would change with concurrent events. The detailed analysis for all freeway off-ramps is shown in Table A.8.5.5.3 in Appendix 8.

Sunday Day: Pre-Event Hour (12:00 – 1:00pm)

As shown in Table 8.5.5.3, the addition of concurrent event traffic to the Future With Project traffic volumes would increase the vehicle traffic expected at two off-ramp locations (US-101 Grand Avenue NB Off-ramp, and US-101 Alvarado Street SB Off-ramp) in the Sunday Pre-Event hour, both due to traffic accessing Dodger Stadium. At the US-101 Grand Avenue NB Off-ramp location, the additional event traffic would cause the 85th percentile queue length to exceed the overall capacity of the ramp[1] instead of the capacity of an individual lane as identified under Future With Project conditions. At the US-101 Alvarado Street SB Off-ramp location, the additional traffic would cause the 85th percentile queue length to exceed the storage capacity of an individual lane. Traffic conditions at the other off-ramps studied in the Event Center analysis would remain unchanged with concurrent events.

Freeway On-Ramps

The freeway on-ramp analysis for the Future With Project Conditions and Future With Project With Concurrent Coliseum and Dodger Stadium Event Conditions is summarized in Table 8.5.5.4 which shows the ramp capacities and the ramp volumes during the Sunday Day Post-Event Hour where traffic volumes would change with a concurrent Coliseum and Dodger Stadium event. The detailed analysis for all freeway off-ramps is shown in Table A.8.5.5.4 in Appendix 8.

Sunday Day: Post-Event Hour (4:30 – 5:30pm)

As shown in Table 8.5.5.4, the addition of concurrent event traffic to the Future With Project traffic volumes would increase the vehicle traffic expected on two on-ramp locations (US-101 Hope Street EB On-ramp and US-101 Alvarado Street NB On-ramp) both due to traffic leaving Dodger Stadium. However, the higher volumes would not exceed the capacity of either on-ramp location in the Sunday Day Post-Event hour. Traffic conditions at the other on-ramps studied in the Event Center analysis would remain unchanged with concurrent events.

[1] At ramp locations where the 85th percentile queue would back into the mainline, any "lane" impacts are not noted as they are included in the impact to the mainline.

Table 8.5.5.1 Future With Project With Coliseum & Dodger Stadium Events
Freeway Segments With Level of Service Change
Sunday Day: Pre-Event Hour: (12:00 - 1:00 PM)

No.	Location	DIR	No of Lanes	Capacity	Future With Project Conditions			Future With Project With Coliseum & Dodger Stadium Events			Change in D/C
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	
7	US-101 North of Vignes Street	NB	4 G	8,000	7,353	0.919	D	7,612	0.952	E	0.032
		SB	4 G	8,000	5,262	0.658	C	5,262	0.658	C	0.000
9b	I-10 at Echandia Street b/w US 101 and I-5 (HOV)	EB	1 HOV	1,650	96	0.058	A	96	0.058	A	0.000
		WB	1 HOV	1,650	1,061	0.643	C	1,720	1.042	F(0)	0.399
10	I-5 at Calzona Street west of Indiana Street	NB	5 G	10,000	9,619	0.962	E	10,001	1.000	F(0)	0.038
		SB	5 G	10,000	10,267	1.027	F(0)	10,267	1.027	F(0)	0.000
14	US-101 South of Vermont Avenue	NB	4 G	8,000	5,895	0.737	C	5,895	0.737	C	0.000
		SB	4 G	8,000	9,440	1.180	F(0)	10,754	1.344	F(1)	0.164
16	SR-110 South of Avenue 43	NB	3 G	6,000	3,120	0.520	B	3,120	0.520	B	0.000
		SB	3 G	6,000	5,806	0.968	E	6,637	1.106	F(0)	0.139

Segment analyzed. All traffic inbound to event.

Table 8.5.5.2 Future With Project With Coliseum & Dodger Stadium Events
Freeway Segments With Level of Service Change
Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Location	DIR	No of Lanes	Capacity	Future With Project Conditions			Future With Project With Coliseum & Dodger Stadium Events			Change in D/C
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	
4	SR-110 between James Wood Boulevard and Olympic Boulevard	NB	3G + 2 C-D	10,000	10,594	1.059	F(0)	10,594	1.059	F(0)	0.000
		SB	5 G	10,000	8,833	0.883	D	9,426	0.943	E	0.059
8	US-101 at Glendale Bouelvard	NB	4 G	8,000	9,108	1.138	F(0)	10,047	1.256	F(1)	0.117
		SB	4 G	8,000	7,435	0.929	D	7,435	0.929	D	0.000
9a	I-10 at Echandia Street b/w US 101 and I-5 (Mainline)	EB	3 G	6,000	4,403	0.734	C	5,190	0.865	D	0.131
		WB	3 G	6,000	2,015	0.336	A	2,015	0.336	A	0.000
16	SR-110 South of Avenue 43	NB	3 G	6,000	4,289	0.715	C	5,011	0.835	D	0.120
		SB	3 G	6,000	4,765	0.794	D	4,765	0.794	D	0.000

Segment analyzed. All traffic outbound from event.

Table 8.5.5.3 Future With Project With Coliseum & Dodger Stadium Events 11/11/11
Freeway Off-Ramp Locations With Volume Changes
Sunday Day: Pre-Event Hour: (12:00 - 1:00 PM)

Off - Ramp # and Location	Movement	# of Lanes	Storage Length (feet)	Future With Project Conditions			Future With Project With Coliseum & Dodger Stadium Events		
				Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length
From I-10 East									
2 Grand Avenue NB Off ramp	EB LT/RT	2	195	0	352	Lane	0	462	Lane
	EB RT		450		154	No		220	No
	RAMP TOTAL		645		506	No		682	Yes
From US 101 Northwest									
17 Alvarado Street SB Off ramp	EB LT	2	598	530	242	No	1,187	902	Lane
	EB RT		598		220	No		132	No
	RAMP TOTAL		1,195		462	No		1,034	No

Table 8.5.5.4 Future With Project With Coliseum & Dodger Stadium Events 2/28/12

Freeway On-Ramp Locations With Volume Changes

Sunday Day: Post-Event Hour: (4:30 - 5:30 PM)

On - Ramp	# of Lanes[1]	Ramp Capacity[2]	Future With Project Conditions		Future With Project With Coliseum & Dodger Stadium Events	
			Ramp Volume	Exceed Capacity	Ramp Volume	Exceed Capacity
To I-10 East						
2 Hope Street EB On ramp	2	1,800	907	No	1,124	No
To US 101 Northwest						
18 Alvarado Street NB On ramp	2	1,800	764	No	896	No

Note:

1. Number of lanes at ramp meter or on ramp if no meter.
2. Capacity for one lane on-ramp = 900 veh/hr/ln
   Capacity for one lane HOV on-ramp = 1,650 veh/hr/ln.

8.6 Saturday Day Event

8.6.1 Roadway Intersections

The analysis is summarized in Table 8.6.1.1 which focuses on and lists those intersections where the level of service would change (worsen) between the Future With Project Conditions and the Future With Project With Concurrent Events Conditions. The detailed analysis of all study intersections is presented in Table A.8.6.1.1 in Appendix 8.

Saturday Day: Pre-Event Hour (12:00 – 1:00pm)

As shown in Table 8.6.1.1, the addition of concurrent event traffic to Future With Project Conditions would result in worse levels of service at nineteen intersections in the Saturday Day Pre-Event Hour. These intersections are as follows (with the resultant LOS in parentheses):

60.	Main Street & Washington Boulevard	(LOS B)
66.	Grand Avenue & Cesar Chavez Avenue	(LOS B)
124.	Main Street & Cesar Chavez Avenue	(LOS B)
168.	Main Street & 16th Street	(LOS B)
171.	Central Avenue & 16th Street	(LOS B)
177.	Arlington Avenue & Washington Boulevard	(LOS B)
79.	I-110 SB Ramps & Martin Luther King Jr. Boulevard	(LOS C)
80.	I-110 NB Ramps & Martin Luther King Jr. Boulevard	(LOS C)
121.	Figueroa Street & Cesar Chavez Avenue	(LOS C)
129.	Hill Street & College Street	(LOS C)
149.	Western Avenue & Pico Boulevard	(LOS C)
159.	Western Avenue & Washington Boulevard	(LOS C)
78.	Figueroa Street & Martin Luther King Jr. Boulevard	(LOS D)
147.	Alvarado Street & Olympic Boulevard	(LOS E)
161.	Vermont Avenue & Washington Boulevard	(LOS E)
63.	Figueroa Street & Adams Boulevard	(LOS F)
130.	Sunset Boulevard & Elysian Park Avenue	(LOS F)
134.	Alvarado Street & US-101 EB Ramps	(LOS F)
164.	Vermont Avenue & I-10 EB Ramps	(LOS F)

Thirteen of the nineteen intersections would continue to operate at LOS D or better. The level of service would change to LOS E at two intersections and to LOS F at four intersections. Three of the changes to LOS E and LOS F would result from the addition of traffic traveling to a Coliseum event and three would result from traffic traveling to a Dodgers Stadium.

Table 8.6.1.1 **Future With Project With Coliseum & Dodger Stadium Events - Intersection With Level of Service Change** 2/28/2012

Saturday Day: Pre-Event Hour: (12:00-1:00 PM) &

Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Saturday Day Pre-Event Hour (12:00-1:00 PM)					Saturday Day Post-Event Hour (4:30-5:30 PM)				
		Future With Project Conditions		Future With Project With Coliseum & Dodger Stadium Events		Change in V/C	Future With Project Conditions		Future With Project With Coliseum & Dodger Stadium Events		Change in V/C
		V/C	LOS	V/C	LOS		V/C	LOS	V/C	LOS	
54	Figueroa Street & Washington Boulevard						0.709	C	0.849	D	0.140
60	Main Street & Washington Boulevard	0.598	A	0.614	B	0.016	0.651	B	0.791	C	0.140
63	Figueroa Street & Adams Boulevard	0.966	E	1.193	F	0.227	0.930	E	1.199	F	0.269
66	Grand Avenue & Adams Boulevard	0.524	A	0.647	B	0.123					
69	Main Street & Adams Boulevard						0.438	A	0.631	B	0.193
71	Figueroa Street & Exposition Boulevard						0.643	B	0.766	C	0.123
72	Flower Street & 37th Street						0.455	A	0.845	D	0.390
73	Hope Street & 37th Street						0.322	A	0.796	C	0.474
76	Figueroa Street & 39th Street						0.365	A	0.615	B	0.250
78	Figueroa Street & Martin Luther King Jr Boulevard	0.708	C	0.806	D	0.098	0.768	C	0.848	D	0.080
79	I-110 SB Ramps & Martin Luther King Jr Boulevard	0.685	B	0.729	C	0.044	0.769	C	0.991	E	0.222
80	I-110 NB Ramps & Martin Luther King Jr Boulevard	0.696	B	0.736	C	0.040	0.609	B	0.709	C	0.100
120	Beaudry Avenue & Sunset Boulevard						0.633	B	0.771	C	0.138
121	Figueroa Street & Cesar Chavez Avenue	0.567	A	0.771	C	0.204	0.572	A	0.685	B	0.113
122	Grand Avenue & Cesar Chavez Avenue						0.645	B	0.807	D	0.162
123	Spring Street & Cesar Chavez Avenue						0.664	B	0.708	C	0.044
124	Main Street & Cesar Chavez Avenue	0.549	A	0.605	B	0.056					
125	Alameda Street & Cesar Chavez Avenue						0.660	B	0.735	C	0.075
129	Hill Street & College Street	0.645	B	0.714	C	0.069					
130	Sunset Boulevard & Elysian Park Avenue	0.656	B	1.955	F	1.299	0.624	B	0.863	D	0.239
134	Alvarado Street & US-101 EB Ramps	0.561	A	1.011	F	0.450					
147	Alvarado Street & Olympic Boulevard	0.898	D	0.909	E	0.011					
149	Western Avenue & Pico Boulevard	0.698	B	0.713	C	0.015					
152	Alvarado Street & Pico Boulevard						0.980	E	1.126	F	0.146
156	Normandie Avenue & Venice Boulevard						0.583	A	0.606	B	0.023
158	Hoover Street & Venice Boulevard						0.872	D	0.920	E	0.048

Table 8.6.1.1 **Future With Project With Coliseum & Dodger Stadium Events - Intersection With Level of Service Change** 2/28/2012

Saturday Day: Pre-Event Hour: (12:00-1:00 PM) &

Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

No.	Intersection	Saturday Day Pre-Event Hour (12:00-1:00 PM)					Saturday Day Post-Event Hour (4:30-5:30 PM)				
		Future With Project Conditions		Future With Project With Coliseum & Dodger Stadium Events		Change in V/C	Future With Project Conditions		Future With Project With Coliseum & Dodger Stadium Events		Change in V/C
		V/C	LOS	V/C	LOS		V/C	LOS	V/C	LOS	
159	Western Avenue & Washington Boulevard	0.700	B	0.711	C	0.011					
161	Vermont Avenue & Washington Boulevard	0.899	D	0.916	E	0.017					
162	Hoover Street & Washington Boulevard						0.856	D	0.904	E	0.048
163	I-10 WB Ramps & 20th Street						0.884	D	0.968	E	0.084
164	Vermont Avenue & I-10 EB Ramps	0.987	E	1.061	F	0.074	0.844	D	1.033	F	0.189
165	Hoover Street & I-10 EB Ramps						0.654	B	0.765	C	0.111
168	Main Street & 16th Street	0.598	A	0.623	B	0.025					
171	Central Avenue & 16th Street	0.597	A	0.640	B	0.043					
172	Central Avenue & Washington Boulevard						0.598	A	0.636	B	0.038
176	Arlington Avenue & Venice Boulevard						0.790	C	0.813	D	0.023
177	Arlington Avenue & Washington Boulevard	0.597	A	0.613	B	0.016					

Total # Intersections		19		19			26		26	
# of Intersections with LOS A		8		0			7		0	
# of Intersections with LOS B		6		6			9		5	
# of Intersections with LOS C		1		6			4		8	
# of Intersections with LOS D		2		1			4		6	
# of Intersections with LOS E		2		2			2		4	
# of Intersections with LOS F		0		4			0		3	

Three of the changes to LOS E and LOS F would result from the addition of traffic traveling to a Coliseum event and three would result from traffic traveling to a Dodgers Stadium.

Saturday Day: Post-Event Hour (4:30 – 5:30pm)

As shown in Table 8.6.1.1, the addition of concurrent event traffic to Future With Project Conditions would result in worse levels of service at twenty-six intersections in the Saturday Day Post-Event Hour. These intersections are as follows (with the resultant LOS in parentheses):

69.	Main Street & Adams Boulevard	(LOS B)
76.	Figueroa Street & 37th Street	(LOS B)
121.	Figueroa Street & Cesar Chavez Avenue	(LOS B)
156.	Normandie Avenue & Venice Boulevard	(LOS B)
172.	Central Avenue & Washington Boulevard	(LOS B)
60.	Main Street & Washington Boulevard	(LOS C)
71.	Figueroa Street & Exposition Boulevard	(LOS C)
73.	Hope Street & 37th Street	(LOS C)
80.	I-110 NB Ramps & Martin Luther King Jr. Boulevard	(LOS C)
120.	Beaudry Avenue & Sunset Boulevard	(LOS C)
123.	Spring Street & Cesar Chavez Avenue	(LOS C)
125.	Alameda Street & Cesar Chavez Avenue	(LOS C)
165.	Hoover Street & I-10 EB Ramps	(LOS C)
54.	Figueroa Street & Washington Boulevard	(LOS D)
72.	Flower Street & 37th Street	(LOS D)
78.	Figueroa Street & Martin Luther King Jr. Boulevard	(LOS D)
122.	Grand Avenue & Cesar Chavez Avenue	(LOS D)
130.	Sunset Boulevard & Elysian Park Avenue	(LOS D)
176.	Arlington Avenue & Venice Boulevard	(LOS D)
79.	I-110 SB Ramps & Martin Luther King Jr. Boulevard	(LOS E)
158.	Hoover Street & Venice Boulevard	(LOS E)
162.	Hoover Street & Washington Boulevard	(LOS E)
163.	I-10 WB Ramps & Hoover Street	(LOS E)
63.	Figueroa Street & Adams Boulevard	(LOS F)
152.	Alvarado Street & Pico Boulevard	(LOS F)
164.	Vermont Avenue & I-10 EB Ramps	(LOS F)

Nineteen of the twenty-six intersections would continue to operate at LOS D or better. The level of service would change to LOS E at four intersections and to LOS F at three intersections. All of the changes to LOS E and LOS F would result from the addition of traffic traveling from a Coliseum event.

8.6.2 Transit

Saturday Pre-Event Hour (12:00 – 1:00pm)

The concurrent events would generate an additional 1,624 transit trips in the Event Center Pre-Event Hour (see Table 8.3.1.). The majority (1,271 trips) would be trips to the Coliseum, and the remainder (352 trips) would be to Dodger Stadium.

The transit system analysis for the Saturday Pre-Event Hour is summarized in Table A.8.6.2.1. As was discussed for Sunday Events, the transit system operates reduced schedules at weekends, so system capacity is lower than on weekdays. Overall, the transit system serving the Proposed Project site would have a projected passenger-carrying capacity of 19,139 riders in the Saturday Pre-Event Hour (slightly higher than for a Sunday Pre-Event Hour). The total ridership in the Saturday Pre-Event Hour, including 5,400 trips from the Proposed Project and 1,624 concurrent event trips, would be 19,030 riders, so overall there would be sufficient capacity to accommodate the Proposed Project with concurrent events. However the policy load factors (capacities) would be slightly exceeded on three rail transit lines, the Metrolink line, the Silver Line, and for Express and Local buses, as shown below.

Line	Additional Rail Cars/Buses Needed to Meet Load Factor
Metro Red Line	3
Metro Blue Line	6
Metro Expo Line	1
Metrolink	2
Metro Silver Line (South)	3
Metro Silver Line (North)	2
Express Bus	2
Local Bus	3

Saturday Post Event Hour (4:30 – 5:30pm)

The concurrent events would generate an additional 2,201 transit trips in the Event Center Post-Event Hour (see Table 8.3.1). The majority (1,907 trips) would be leaving the Coliseum, with the remainder (295 trips) leaving Dodger Stadium.

The transit system analysis for the Saturday Post-Event Hour is summarized in Table A.8.6.2.2. Overall, the transit system serving the Proposed Project site would have a projected passenger-carrying capacity of 19,308 riders in the Saturday Post-Event Hour

(slightly higher than for a Sunday Post-Event Hour). The total ridership in the Saturday Post-Event Hour, including 8,460 trips from the Proposed Project and 2,201 concurrent event trips, would be 20,656 riders, so overall there would not be sufficient capacity to accommodate the Proposed Project and concurrent events. In addition, the policy load factors (capacities) would be exceeded on four rail transit lines, the Silver Line, the Metrolink lines, and for Express buses, as shown below, which would constitute significant impacts:

Line	Additional Rail Cars/Buses Needed to Meet Load Factor
Metro Red Line	8
Metro Red/Purple Lines	1
Metro Blue Line	11
Exposition Line	6
Metrolink	3
Metro Silver Line (South)	5
Metro Silver Line (North)	4
Express Bus	3

8.6.3 Parking

As discussed in Section 8.5.3 of this chapter, the parking supply areas for the Event Center, the Coliseum, and Dodger Stadium are geographically independent so do not overlap. Therefore there would be no increases in parking utilization in the Primary Parking Area analyzed in the Future With Project Conditions with concurrent events at the Coliseum and at Dodger Stadium.

8.6.4 Pedestrian Circulation

The areas where pedestrians would circulate to/from the Coliseum and Dodger Stadium are also geographically independent from the Event Center. Pedestrians from the Coliseum and Dodgers Stadium would not overlap with the pedestrian volumes analyzed in the Event Center Future with Project Conditions which would therefore be unchanged with concurrent events at the Coliseum and at Dodger Stadium.

8.6.5 Freeways

Freeway Segments

The freeway segment analysis is summarized in Tables 8.6.5.1 and 8.6.5.2 for those locations where the LOS designation would change with concurrent events. Detailed analysis of all freeway study locations is shown in Table A.8.6.5.1 and Table A.8.6.5.2 in Appendix 8.

Saturday Day: Pre-Event Hour (12:00 – 1:00pm)

Future With Project Conditions

With the Proposed Project, a total of eight freeway segments would operate at LOS D or better, six locations would operate at LOS E, five locations would operate at LOS F(0), and one location would operate at LOS F(1).

Future With Project With Coliseum and Dodger Stadium Event Conditions

With concurrent events, three freeway analysis locations would operate at LOS D or better, four would operate at LOS E, eleven locations would operate at LOS F(0), one location would operate at LOS F(1), and one location would operate at LOS F(2).

As shown in Table 8.6.5.1, the addition of concurrent event traffic would result in worse levels of service at ten freeway mainline locations and one freeway HOV location in the Saturday Day Pre-Event hour. These locations are as follows (with the direction and resultant D/C ratio and LOS in parentheses):

12a.	I-110 at Vernon Avenue (Mainline) (NB)	(0.944)	(LOS E)
16.	SR-110 South of Avenue 43 (SB)	(0.944)	(LOS E)
2.	I-10 East of San Pedro Street (WB)	(0.952)	(LOS E)
10.	I-5 West of Indiana Street (NB)	(1.024)	(LOS F0)
13.	I-10 East of Crenshaw Boulevard (EB)	(1.037)	(LOS F0)
1.	I-10 West of Vermont Avenue (EB)	(1.040)	(LOS F0)
4S.	SR-110 bw James Wood Blvd and Olympic Blvd (SB)	(1.060)	(LOS F0)
6.	SR-110 North of Alpine Street (SB)	(1.060)	(LOS F0)
5.	SR-110 South of US-101 (SB)	(1.065)	(LOS F0)
9b.	I-10 Between I-5 and US-101 (HOV) (WB)	(1.241)	(LOS F0)
14.	US-101 South of Vermont Avenue (SB)	(1.390)	(LOS F2)

Three locations would worsen to LOS E, seven locations would worsen to LOS F(0), and one location would worsen to LOS F(2).

Saturday Day: Post-Event Hour (4:30 – 5:30pm)

Future With Project Conditions

Under Future With Project conditions, seven of the freeway segments would operate at LOS D or better, and thirteen would operate at LOS F(0).

Future With Project With Coliseum and Dodger Stadium Event Conditions

With concurrent events, three freeway analysis locations would operate at LOS D or better, three locations would operate at LOS E, eight locations would operate at LOS F(0), four would operate at LOS F(1), and two locations would operate at LOS F(2). As shown in Table 8.6.5.2, the addition of concurrent event traffic would result in worse levels of service at ten freeway mainline locations in the Saturday Day Post-Event hour. These locations are as follows (with the direction and resultant D/C ratio and LOS in parentheses):

4S.	SR-110 Btw James Wood Blvd and Olympic Blvd (SB)	(0.947)	(LOS E)
16.	SR-110 South of Avenue 43 (NB)	(0.959)	(LOS E)
9a.	I-10 Between I-5 and US-101 (Mainline) (EB)	(0.987)	(LOS E)
13.	I-10 East of Crenshaw Boulevard (WB)	(1.036)	(LOS F0)
12a.	I-110 at Vernon Avenue (Mainline) (SB)	(1.284)	(LOS F1)
6.	SR-110 North of Alpine Street (SB)	(1.294)	(LOS F1)
14.	US-101 South of Vermont Avenue (SB)	(1.349)	(LOS F1)
4N.	SR-110 Btw James Wood Blvd and Olympic Blvd (NB)	(1.337)	(LOS F1)
8.	US-101 at Glendale Boulevard (NB)	(1.371)	(LOS F2)
5.	SR-110 South of US-101 (SB)	(1.412)	(LOS F2)

Three freeway mainline locations would change to LOS E, one freeway mainline location would change to LOS F(0), four freeway mainline locations would change to LOS F(1), and two freeway mainline locations would change to LOS F(2).

Freeway Off-Ramps

Freeway Off-Ramp Analysis With Concurrent Event

The freeway off-ramp analysis for the Future With Project Conditions and Future With Project With Concurrent Coliseum and Dodger Stadium Event Conditions is summarized in Table 8.6.5.3 which also provides the ramp volumes and resultant queue lengths during the Pre-Event hour for those locations where queue lengths would change with concurrent events. The detailed analysis for all freeway off-ramps is shown in Table A.8.6.5.3 in Appendix 8.

Table 8.6.5.1 Future With Project With Coliseum & Dodger Stadium Events
Freeway Segments With Level of Service Change
Saturday Day: Pre-Event Hour: (12:00 - 1:00 PM)

No.	Location	DIR	No of Lanes	Capacity	Future With Project Conditions			Future With Project With Coliseum & Dodger Stadium Events			Change in D/C
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	
1	I-10 West of Vermont (Total)	EB	4 G + 2 C-D	12,000	11,826	0.986	E	12,480	1.040	F(0)	0.055
		WB	4 G + 2 C-D	12,000	11,722	0.977	E	11,722	0.977	E	0.000
2	I - 10 East of San Pedro Street	EB	5 G	10,000	7,024	0.702	C	7,024	0.702	C	0.000
		WB	5 G	10,000	8,723	0.872	D	9,520	0.952	E	0.080
4	SR-110 between James Wood Boulevard and Olympic Boulevard	NB	3G + 2 C-D	10,000	8,278	0.828	D	8,942	0.894	D	0.066
		SB	5 G	10,000	9,441	0.944	E	10,603	1.060	F(0)	0.116
5	SR-110 South of US-101	NB	3 G + 2 C	10,000	6,834	0.683	C	6,834	0.683	C	0.000
		SB	3 G + 3 C	12,000	11,614	0.968	E	12,776	1.065	F(0)	0.097
6	SR-110 North of Alpine Street	NB	3 G	6,000	4,943	0.824	D	4,943	0.824	D	0.000
		SB	3 G	6,000	5,804	0.967	E	6,359	1.060	F(0)	0.092
9b	I-10 at Echandia Street b/w US 101 and I-5 (HOV)	EB	1 HOV	1,650	136	0.083	A	136	0.083	A	0.000
		WB	1 HOV	1,650	1,148	0.696	C	2,048	1.241	F(0)	0.545
10	I-5 at Calzona Street west of Indiana Street	NB	5 G	10,000	9,621	0.962	E	10,235	1.024	F(0)	0.061
		SB	5 G	10,000	9,355	0.935	E	9,355	0.935	E	0.000
12a	I-110 at Vernon Avenue (Mainline)	NB	4 G	8,000	6,352	0.794	D	7,555	0.944	E	0.150
		SB	4 G	8,000	7,137	0.892	D	7,137	0.892	D	0.000
13	I-10 East of Crenshaw Boulevard	EB	5 G	10,000	9,268	0.927	D	10,373	1.037	F(0)	0.111
		WB	5 G	10,000	7,598	0.760	C	7,598	0.760	C	0.000

Table 8.6.5.1 Future With Project With Coliseum & Dodger Stadium Events
Freeway Segments With Level of Service Change
Saturday Day: Pre-Event Hour: (12:00 - 1:00 PM)

No.	Location	DIR	No of Lanes	Capacity	Future With Project Conditions			Future With Project With Coliseum & Dodger Stadium Events			Change in D/C
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	
14	US-101 South of Vermont Avenue	NB	4 G	8,000	6,227	0.778	D	6,227	0.778	D	0.000
		SB	4 G	8,000	9,200	1.150	F(0)	11,121	1.390	F(2)	0.240
16	SR-110 South of Avenue 43	NB	3 G	6,000	3,173	0.529	B	3,173	0.529	B	0.000
		SB	3 G	6,000	4,561	0.760	C	5,664	0.944	E	0.184

Segment analyzed. All traffic inbound to event.

F:\Projects 2010\LACC Event Center\Draft Report 10-31-11\Chapter 8 - FWP Dodgers & Coliseum\Tables\[Table 8.6.5.1 - Coliseum & Dodgers Fwy Segments With Level of Service Change - Saturday Pre-Event 11-16-11.xlsx]Report Table

Table 8.6.5.2 **Future With Project With Coliseum & Dodger Stadium Events**
Freeway Segments With Level of Service Change
Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

2/29/2012

No.	Location	DIR	No of Lanes	Capacity	Future With Project Conditions			Future With Project With Coliseum & Dodger Stadium Events			Change in D/C
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	
4	SR-110 between James Wood Boulevard and Olympic Boulevard	NB	3G + 2 C-D	10,000	11,620	1.162	F(0)	13,369	1.337	F(1)	0.175
		SB	5 G	10,000	8,878	0.888	D	9,471	0.947	E	0.059
5	SR-110 South of US-101	NB	3 G + 2 C	10,000	12,375	1.237	F(0)	14,124	1.412	F(2)	0.175
		SB	3 G + 3 C	12,000	9,021	0.752	C	9,021	0.752	C	0.000
6	SR-110 North of Alpine Street	NB	3 G	6,000	6,776	1.129	F(0)	7,766	1.294	F(1)	0.165
		SB	3 G	6,000	4,938	0.823	D	4,938	0.823	D	0.000
8	US-101 at Glendale Boulevard	NB	4 G	8,000	9,118	1.140	F(0)	10,970	1.371	F(2)	0.232
		SB	4 G	8,000	7,061	0.883	D	7,061	0.883	D	0.000
9a	I-10 at Echandia Street b/w US 101 and I-5 (Mainline)	EB	3 G	6,000	4,579	0.763	C	5,922	0.987	E	0.224
		WB	3 G	6,000	2,021	0.337	A	2,021	0.337	A	0.000
12a	I-110 at Vernon Avenue (Mainline)	NB	4 G	8,000	4,805	0.601	C	4,805	0.601	C	0.000
		SB	4 G	8,000	8,713	1.089	F(0)	10,268	1.284	F(1)	0.194
13	I-10 East of Crenshaw Boulevard	EB	5 G	10,000	7,123	0.712	C	7,123	0.712	C	0.000
		WB	5 G	10,000	8,863	0.886	D	10,364	1.036	F(0)	0.150
14	US-101 South of Vermont Avenue	NB	4 G	8,000	8,673	1.084	F(0)	10,789	1.349	F(1)	0.265
		SB	4 G	8,000	5,078	0.635	C	5,078	0.635	C	0.000
16	SR-110 South of Avenue 43	NB	3 G	6,000	4,622	0.770	D	5,755	0.959	E	0.189
		SB	3 G	6,000	5,116	0.853	D	5,116	0.853	D	0.000

Segment analyzed. All traffic outbound from event.

Table 8.6.5.3 Future With Project With Coliseum & Dodger Stadium Events 11/11/11

Freeway Off-Ramp Locations With Volume Changes

Saturday Day: Pre-Event Hour: (12:00 - 1:00 PM)

Off - Ramp # and Location	Movement	# of Lanes	Storage Length (feet)	Future With Project Conditions			Future With Project With Coliseum & Dodger Stadium Events		
				Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length
From I-10 East									
2 Grand Avenue NB Off ramp	EB LT/RT	2	195	509	264	Lane	768	374	Lane
	EB RT		450		110	No		176	No
	RAMP TOTAL		645		374	No		550	No
From I-10 East (from I-5 & SR-60)									
3 Los Angeles Street WB Off ramp	WB LT/TH	2	705	2,772	1,430	Lane	3,038	1,782	Lane
	WB TH/RT		705		1,430	Lane		1,782	Lane
	RAMP TOTAL		1,410		2,860	Yes		3,564	Yes
4 San Pedro Street WB Off ramp	WB TH	2	1,225	1,065	924	No	1,242	1,100	No
5 Central Avenue WB Off ramp	WB TH	2	3,000	343	308	No	432	308	No
From I-110 South									
7 Martin Luther King Jr. Boulevard NB Off ramp	NB LT	2	763	891	220	No	1,112	330	No
	NB TH/RT		763		682	No		880	Lane
	RAMP TOTAL		1,525		902	No		1,210	No
8 39th Street HOV NB Off ramp	NB LT/RT	1	1,060	391	110	No	614	198	No
From I-10 West									
14 Vermont Avenue EB Off ramp	EB LT	2	793	925	638	No	1,236	550	No
	EB TH/RT		793		308	No		792	No
	RAMP TOTAL		1,585		946	No		1,342	No
15 Hoover Street EB Off ramp	EB LT	2	575	1,080	440	No	1,164	440	No
	EB LT/RT		575		814	Lane		968	Lane
	RAMP TOTAL		1,150		1,254	Yes		1,408	Yes

Table 8.6.5.3 Future With Project With Coliseum & Dodger Stadium Events 11/11/11

Freeway Off-Ramp Locations With Volume Changes

Saturday Day: Pre-Event Hour: (12:00 - 1:00 PM)

Off - Ramp # and Location	Movement	# of Lanes	Storage Length (feet)	Future With Project Conditions			Future With Project With Coliseum & Dodger Stadium Events		
				Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length
From US 101 Northwest									
17 Alvarado Street SB Off ramp	EB LT	2	598	604	308	No	1,262	1,166	Lane
	EB RT		598		242	No		154	No
	RAMP TOTAL		1,195		550	No		1,320	Yes

Table 8.6.5.4 Future With Project With Coliseum & Dodger Stadium Events 2/28/12

Freeway On-Ramp Locations with Volume Change

Saturday Day: Post-Event Hour: (4:30 - 5:30 PM)

On - Ramp	# of Lanes[1]	Ramp Capacity[2]	Future With Project Conditions		Future With Project With Coliseum & Dodger Stadium Events	
			Ramp Volume	Exceed Capacity	Ramp Volume	Exceed Capacity
<u>To I-10 East</u>						
2 Hope Street EB On ramp	2	1,800	953	No	1,170	No
<u>To I-10 East (to I-5 & SR 60)</u>						
3 Los Angeles Street EB On ramp	2	1,800	2,860	Yes	3,258	Yes
4 San Pedro Street EB on ramp	2	1,800	1,139	No	1,404	No
5 Central Avenue EB on ramp	2	1,800	659	No	792	No
<u>To I-110 South</u>						
7 Martin Luther King Jr. Boulevard SB On ramp	2	1,800	1,069	No	1,401	No
8 39th Street HOV SB On ramp	1	1,650	411	No	747	No
<u>To I-10 West</u>						
15 Vermont Avenue WB On ramp	2	1,800	931	No	1,398	No
16 Hoover Street WB On ramp	2	1,800	1,045	No	1,171	No
<u>To US 101 Northwest</u>						
18 Alvarado Street NB On ramp	2	1,800	804	No	936	No

Note:

1. Number of lanes at ramp meter or on ramp if no meter.
2. Capacity for one lane on-ramp = 900 veh/hr/ln
   Capacity for one lane HOV on-ramp = 1,650 veh/hr/ln.

Saturday Day: Pre-Event Hour (12:00 – 1:00pm)

As shown in Table 8.6.5.3, the addition of concurrent event traffic would increase the ramp volume at nine off-ramp locations. However, at seven locations, there would be no change in status regarding storage lengths being exceeded. At two locations the status would change, with a lane capacity being exceeded at one off-ramp (I-110 Martin Luther King Jr. Boulevard NB Off-ramp) due to Coliseum traffic, and the ramp storage capacity being exceeded at one ramp (US-101 Alvarado Street SB Off-ramp) due to Dodger Stadium traffic. Traffic conditions at the other off-ramps studied in the Event Center analysis would remain unchanged with concurrent events.

Freeway On-Ramps

The freeway on-ramp analysis for the Future With Project Conditions and Future With Project With Concurrent Coliseum and Dodger Stadium Event Conditions is summarized in Table 8.6.5.4 which also provides the ramp capacities and ramp volumes during the Saturday Day Post-Event Hour. The detailed analysis for all freeway on-ramps is shown in Table A.8.6.5.4 in Appendix 8.

Saturday Day: Post-Event Hour (4:30 – 5:30pm)

As shown in Table 8.6.5.4, the addition of concurrent event traffic would increase the expected ramp volumes at nine on-ramp locations in the Saturday Day Post-Event hour. However, there would be no change in the status of ramp capacity being exceeded from the Future With Project Conditions. Traffic conditions at the other on-ramps studied in the Event Center analysis would remain unchanged with concurrent events.

8.7 Weekday Evening Event

8.7.1 Roadway Intersections

The analysis is summarized in Table 8.7.1.1 which focuses on and lists those intersections where the level of service would change (worsen) between the Future With Project Conditions and the Future With Project With Concurrent Events Conditions. The detailed analysis of all study intersections is presented in Table A.8.7.1.1 in Appendix 8.

Weekday Evening: Pre-Event Hour (4:30 – 5:30pm)

As shown in Table 8.7.1.1, the addition of concurrent event traffic to Future With Project conditions would result in worse levels of service at twenty-seven intersections in the

Weekday Evening Pre-Event Hour. These intersections are as follows (with the resultant LOS in parentheses):

61.	Los Angeles Street & Washington Boulevard	(LOS B)
70.	Flower Street & Jefferson Boulevard	(LOS B)
154.	Alvarado Street & Hoover Street	(LOS B)
171.	Central Avenue & 16th Street	(LOS C)
76.	Figueroa Street & 39th Street	(LOS D)
77.	I-110 HOV Ramps & 39th Street	(LOS D)
124.	Main Street & Cesar Chavez Avenue	(LOS D)
142.	Vermont Avenue & 8th Street	(LOS D)
145.	Normandie Avenue & Olympic Boulevard	(LOS D)
159.	Western Avenue & Washington Boulevard	(LOS D)
160.	Normandie Avenue & Washington Boulevard	(LOS D)
166.	Hill Street & 16th Street	(LOS D)
180.	Crenshaw Boulevard & Pico Boulevard	(LOS D)
41.	Grand Avenue & 17th Street	(LOS E)
56.	Grand Avenue & Washington Boulevard	(LOS E)
66.	Grand Avenue & Adams Boulevard	(LOS E)
78.	Figueroa Street & Martin Luther King Jr. Boulevard	(LOS E)
80.	I-110 NB Ramps & Martin Luther King Jr. Boulevard	(LOS E)
129.	Hill Street & College Street	(LOS E)
134.	Alvarado Street & US-101 EB Ramps	(LOS E)
172.	Central Avenue & Washington Boulevard	(LOS E)
184.	La Brea Avenue & Olympic Boulevard	(LOS E)
42.	Olive Street & 17th Street	(LOS F)
64.	Flower Street & Adams Boulevard	(LOS F)
130.	Sunset Boulevard & Elysian Park Avenue	(LOS F)
158.	Hoover Street & Venice Boulevard	(LOS F)
164.	Vermont Avenue & I-10 EB Ramps	(LOS F)

Thirteen of the twenty-seven intersections would continue to operate at LOS D or better. The level of service would change to LOS E at nine intersections and to LOS F at five intersections. Eleven of these changes to LOS E and LOS F would result from the addition of traffic traveling to a Coliseum event and three would result from traffic traveling to a Dodgers Stadium event.

Weekday Evening: Post-Event Hour (9:00 – 10:00pm)

As shown in Table 8.7.1.1, the addition of concurrent event traffic to Future With Project conditions would result in worse levels of service at twenty-three intersections in the Weekday Evening Post-Event Hour. These intersections are as follows (with the resultant LOS in parentheses):

Table 8.7.1.1 **Future With Project With Coliseum & Dodger Stadium Events - Intersection With Level of Service Change** 1/11/2012

Weekday Evening: Pre-Event Hour: (4:30-5:30 PM) &

Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)					Weekday Evening Post-Event Hour (9:00-10:00 PM)				
		Future With Project Conditions		Future With Project With Coliseum & Dodger Stadium Events		Change in V/C	Future With Project Conditions		Future With Project With Coliseum & Dodger Stadium Events		Change in V/C
		V/C	LOS	V/C	LOS		V/C	LOS	V/C	LOS	
41	Grand Avenue & 17th Street	0.836	D	0.947	E	0.111					
42	Olive Street & 17th Street	0.997	E	1.089	F	0.092					
52	Main Street & 18th Street						0.832	D	1.495	F	0.663
54	Figueroa Street & Washington Boulevard						0.427	A	0.788	C	0.361
56	Grand Avenue & Washington Boulevard	0.756	C	0.946	E	0.190					
60	Main Street & Washington Boulevard						0.318	A	0.667	B	0.349
61	Los Angeles Street & Washington Boulevard	0.582	A	0.603	B	0.021					
62	San Pedro Street & Washington Boulevard						0.331	A	0.612	B	0.281
63	Figueroa Street & Adams Boulevard						0.379	A	1.094	F	0.715
64	Flower Street & Adams Boulevard	0.912	E	1.131	F	0.219					
66	Grand Avenue & Adams Boulevard	0.823	D	0.984	E	0.161					
69	Main Street & Adams Boulevard						0.147	A	0.629	B	0.482
70	Flower Street & Jefferson Boulevard	0.547	A	0.684	B	0.137					
71	Figueroa Street & Exposition Boulevard						0.413	A	1.118	F	0.705
72	Flower Street & 37th Street						0.480	A	1.452	F	0.972
73	Hope Street & 37th Street						0.202	A	1.386	F	1.184
76	Figueroa Street & 39th Street	0.548	A	0.853	D	0.305	0.092	A	0.983	E	0.891
77	I-110 HOV Ramps & 39th Street	0.636	B	0.822	D	0.186	0.173	A	0.732	C	0.559
78	Figueroa Street & Martin Luther King Jr Boulevard	0.788	C	0.953	E	0.165	0.455	A	0.917	E	0.462
79	I-110 SB Ramps & Martin Luther King Jr Boulevard						0.548	A	1.818	F	1.270
80	I-110 NB Ramps & Martin Luther King Jr Boulevard	0.846	D	0.983	E	0.137	0.323	A	0.643	B	0.320
119	Grand Avenue & US-101 NB Ramps						0.956	E	1.016	F	0.060
124	Main Street & Cesar Chavez Avenue	0.789	C	0.807	D	0.018					
129	Hill Street & College Street	0.862	D	0.903	E	0.041					
130	Sunset Boulevard & Elysian Park Avenue	0.733	C	1.166	F	0.433	0.515	A	0.678	B	0.163
134	Alvarado Street & US-101 EB Ramps	0.642	B	0.792	C	0.150					
142	Vermont Avenue & 8th Street	0.800	C	0.819	D	0.019					
144	Western Avenue & Olympic Boulevard						0.673	B	0.715	C	0.042
145	Normandie Avenue & Olympic Boulevard	0.794	C	0.807	D	0.013					

Table 8.7.1.1 **Future With Project With Coliseum & Dodger Stadium Events - Intersection With Level of Service Change** 1/11/2012

Weekday Evening: Pre-Event Hour: (4:30-5:30 PM) &

Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)					Weekday Evening Post-Event Hour (9:00-10:00 PM)				
		Future With Project Conditions		Future With Project With Coliseum & Dodger Stadium Events		Change in V/C	Future With Project Conditions		Future With Project With Coliseum & Dodger Stadium Events		Change in V/C
		V/C	LOS	V/C	LOS		V/C	LOS	V/C	LOS	
152	Alvarado Street & Pico Boulevard						0.494	A	0.709	C	0.215
154	Alvarado Street & Hoover Street	0.570	A	0.628	B	0.058					
158	Hoover Street & Venice Boulevard	0.991	E	1.072	F	0.081	0.501	A	0.621	B	0.120
159	Western Avenue & Washington Boulevard	0.790	C	0.804	D	0.014					
160	Normandie Avenue & Washington Boulevard	0.794	C	0.808	D	0.014					
162	Hoover Street & Washington Boulevard						0.434	A	0.631	B	0.197
163	I-10 WB Ramps & 20th Street						0.497	A	0.707	C	0.210
164	Vermont Avenue & I-10 EB Ramps	0.850	D	1.039	F	0.189	0.546	A	1.018	F	0.472
165	Hoover Street & I-10 EB Ramps						0.480	A	0.756	C	0.276
166	Hill Street & 16th Street	0.797	C	0.827	D	0.030					
171	Central Avenue & 16th Street	0.659	B	0.720	C	0.061					
172	Central Avenue & Washington Boulevard	0.858	D	0.917	E	0.059					
180	Crenshaw Boulevard & Pico Boulevard	0.793	C	0.814	D	0.021					
184	La Brea Avenue & Olympic Boulevard	0.891	D	0.904	E	0.013					

Total # Intersections		27		27			23		23	
# of Intersections with LOS A		4		0			20		0	
# of Intersections with LOS B		3		3			1		7	
# of Intersections with LOS C		10		2			0		6	
# of Intersections with LOS D		7		9			1		0	
# of Intersections with LOS E		3		8			1		2	
# of Intersections with LOS F		0		5			0		8	

60.	Main Street & Washington Boulevard	(LOS B)
62.	San Pedro Street & Washington Boulevard	(LOS B)
69.	Main Street & Adams Boulevard	(LOS B)
80.	I-110 NB Ramps & Martin Luther King Jr. Boulevard	(LOS B)
130.	Sunset Boulevard & Elysian Park Avenue	(LOS B)
158.	Hoover Street & Venice Boulevard	(LOS B)
162.	Hoover Street & Washington Boulevard	(LOS B)
54.	Figueroa Street & Washington Boulevard	(LOS C)
77.	I-110 HOV Ramps at 39th Street	(LOS C)
144.	Western Avenue & Olympic Boulevard	(LOS C)
152.	Alvarado Street & Pico Boulevard	(LOS C)
163.	I-10 WB Ramps & Hoover Street	(LOS C)
165.	Hoover Street & I-10 EB Ramps	(LOS C)
76.	Figueroa Street & 37th Street	(LOS E)
78.	Figueroa Street & Martin Luther King Jr. Boulevard	(LOS E)
52.	Main Street & 18th Street	(LOS F)
63.	Figueroa Street & Adams Boulevard	(LOS F)
71.	Figueroa Street & Exposition Boulevard	(LOS F)
73.	Hope Street & 37th Street	(LOS F)
72.	Flower Street & 37th Street	(LOS F)
79.	I-110 SB Ramps & Martin Luther King Jr. Boulevard	(LOS F)
119.	Grand Avenue & US-101 NB Ramps	(LOS F)
164.	Vermont Avenue & I-10 EB Ramps	(LOS F)

Thirteen of the twenty-three intersections would continue to operate at LOS D or better. The level of service would change to LOS E at two intersections and to LOS F at eight intersections. Eight of these changes to LOS E and LOS F would result from the addition of traffic traveling to a Coliseum event and one would result from traffic traveling to a Dodger Stadium event

8.7.2 Transit

Weekday Pre-Event Hour (4:30 – 5:30pm)

The concurrent events would generate an additional 2,380 transit trips in the Event Center Pre-Event Hour (see Table 8.3.1). The majority (2,263 trips) would be trips to the Coliseum, with the remainder (117 trips) being trips to Dodger Stadium.

The transit system analysis for the Weekday Pre-Event Hour is summarized in Table A.8.7.2.1. The transit system operates the most intensive schedules on weekday peak periods, so system capacity is at its highest during the Weekday Pre-Event Hour. Overall, the transit system serving the Proposed Project site would have a projected passenger-carrying capacity

of 37,248 riders in the Weekday Pre-Event Hour. The total ridership in the Weekday Pre-Event Hour, including 7,200 trips from the Proposed Project and 2,380 concurrent event trips, would be 27,443 riders, so overall there would be sufficient capacity to accommodate the Proposed Project with concurrent events. This is largely because trips to the Proposed Project would be inbound to the downtown area, which is the non-peak load direction for transit service, which is carrying the highest loads outbound from downtown in the evening commuter peak period. Transit vehicles inbound to downtown are thus carrying far fewer passengers and have more surplus capacity. Table A.8.7.2.1 shows that the policy load factor (capacity) would be slightly exceeded for Express Bus.

Line	Additional Rail Cars/Buses Needed To Meet Load Factor
Express Bus	1

Weekday Post-Event Hour (9:00 – 10:00pm)

The concurrent events would generate an additional 6,989 transit trips in the Event Center Post-Event Hour (see Table 8.3.1). The vast majority would be from the Coliseum (6,788 trips) with the remainder from Dodger Stadium (201 trips).

The transit system analysis for the Weekday Post-Event Hour is summarized in Table A.8.7.2.2. The transit system operates reduced schedules on weekday nights, so system capacity is lower than for the Weekday Pre-Event Hour. Overall, the transit system serving the Proposed Project site would have a projected passenger-carrying capacity of 9,225 riders in the Weekday Post-Event Hour (much lower than for the Weekday Pre-Event Hour). The total ridership in the Weekday Post-Event Hour, including 11,160 trips from the Proposed Project and 6,989 concurrent event trips, would be 21,981 riders, so overall ridership would exceed available capacity. The policy load factors (capacities) would be exceeded on eight rail transit lines; the Silver Line (both directions); and for Rapid, Express and Local buses, as shown below.

Line	Additional Rail Cars/Buses Needed To Meet Load Factor
Metro Red Line	22
Metro Red/Purple Lines	18
Metro Blue Line	31

Exposition Line	15
Green Line (East)	7
Green Line (West)	5
Gold Line (Pasadena)	5
Gold Line (East LA)	14
Metro Silver Line (South)	8
Metro Silver Line (North)	9
Rapid Bus	7
Express Bus	9
Local Bus	7

8.7.3 Parking

As discussed in Section 8.5.3 of this chapter the parking supply areas for the Event Center, the Coliseum, and Dodger Stadium are geographically independent so do not overlap. Therefore there would be no increases in parking utilization in the Primary Parking Area analyzed in the Future With Project Conditions with concurrent events at the Coliseum and at Dodger Stadium.

8.7.4 Pedestrian Circulation

The areas where pedestrians would circulate to/from the Coliseum and Dodger Stadium are also geographically independent from the Event Center. Pedestrians from the Coliseum and Dodgers Stadium would not overlap with the pedestrian volumes analyzed in the Event Center Future with Project Conditions which would therefore be unchanged with concurrent events at the Coliseum and at Dodger Stadium.

8.7.5 Freeways

Freeway Segments

The freeway segment analysis is summarized in Table 8.7.5.1 for the Weekday Evening Pre-Event Hour and 8.7.5.2 for the Weekday Evening Post-Event Hour for those locations where the LOS designation would change with concurrent events. Detailed analysis of all freeway study locations is shown in Table A.8.7.5.1 and Table A.8.7.5.2 in Appendix 8.

Weekday Pre-Event Hour (4:30 – 5:30pm)

Future With Project Conditions

With the Proposed Project, six of the twenty freeway analysis locations are expected to operate at LOS D or better during the Weekday Evening Pre-Event hour, fourteen locations would operate at LOS F (nine at LOS F(0), two at LOS F(1),two at LOS F(2) and one at LOS F(3)).

Future With Project With Coliseum and Dodger Stadium Event Conditions

With concurrent events, five freeway analysis locations would operate at LOS D or better, one would operate at LOS E, five would operate at LOS F(0), four at LOS F(1), three at LOS F(2), and two at LOS F(3). As shown in Table 8.7.5.1, the addition of concurrent event traffic would result in worse levels of service at ten freeway mainline locations in the Weekday Evening Pre-Event Hour. These locations are as follows (with the direction and resultant D/C ratio and LOS in parentheses):

11.	SR-60 East of Indiana Street (WB)	(0.814)	(LOS D)
16.	SR-110 South of Avenue 43 (SB)	(0.824)	(LOS D)
9b.	I-10 Between I-5 and US-101 (HOV) (WB)	(0.886)	(LOS D)
3b.	I-110 North of Martin Luther King Blvd (Mainline) (NB)	(0.974)	(LOS E)
4S.	SR-110 Btw James Wood Blvd and Olympic Blvd (SB)	(1.258)	(LOS F1)
12a.	I-110 at Vernon Avenue (Mainline) (NB)	(1.321)	(LOS F1)
6.	SR-110 North of Alpine Street (SB)	(1.342)	(LOS F1)
2.	I-10 East of San Pedro Street (WB)	(1.365)	(LOS F2)
14.	US-101 South of Vermont Avenue (SB)	(1.365)	(LOS F2)
5.	SR-110 South of US-101 (SB)	(1.503)	(LOS F3)

One analysis location would change to LOS E, three locations would change to LOS F(1), two to LOS F(2), and one to LOS F(3).

Weekday Evening: Post-Event Hour (9:00 – 10:00pm)

Future With Project Conditions

With the Proposed Project, a total of seventeen analysis locations are expected to continue to operate at LOS D or better during the Weekday Evening Pre-Event hour. Three locations would operate at LOS F(0).

Future With Project With Coliseum and Dodger Stadium Event Conditions

With concurrent events, nine freeway analysis locations would operate at LOS D or better, two would operate at LOS E, five would operate at LOS F(0), two at LOS F(1), one at LOS F(2), and one at LOS F(3). As shown in Table 8.7.5.2, the addition of concurrent event traffic would result in worse levels of service at fifteen freeway mainline locations the Weekday Evening Post-Event Hour. These locations are as follows (with the direction and resultant D/C ratio and LOS in parentheses):

11.	SR-60 East of Indiana Street (EB)	(0.663)	(LOS C)
3b.	I-110 North of Martin Luther King Blvd (Mainline) (SB)	(0.807)	(LOS D)
15.	I-5 South of Stadium Way (NB)	(0.859)	(LOS D)
12b.	I-110 at Slauson Avenue (HOV) (SB)	(0.862)	(LOS D)
16.	SR-110 South of Avenue 43 (SB)	(0.878)	(LOS D)
1.	I-10 West of Vermont Avenue (WB)	(0.934)	(LOS E)
9a.	I-10 Between I-5 and US-101 (Mainline) (EB)	(0.991)	(LOS E)
13.	I-10 East of Crenshaw Boulevard (WB)	(1.016)	(LOS F0)
2.	I-10 East of San Pedro Street (EB)	(1.179)	(LOS F0)
4N.	SR-110 Btw James Wood Blvd and Olympic Blvd (NB)	(1.232)	(LOS F0)
14.	US-101 South of Vermont Avenue (NB)	(1.243)	(LOS F0)
6.	SR-110 North of Alpine Street (SB)	(1.281)	(LOS F1)
12a.	I-110 at Vernon Avenue (Mainline) (SB)	(1.283)	(LOS F1)
8.	US-101 at Glendale Boulevard (NB)	(1.380)	(LOS F2)
5.	SR-110 South of US-101 (NB)	(1.486)	(LOS F3)

Two of the study locations would change to LOS E, four would change to LOS F(0), two to LOS F(1), one to LOS F(2) and one to LOS F(3).

Freeway Off-Ramps

The freeway off-ramp analysis for the Future With Project Conditions and Future With Project With Concurrent Coliseum and Dodger Stadium Event Conditions is summarized in Table 8.7.5.3 which also provides the ramp volumes and resultant queue lengths during the Pre-Event Hour for those locations where queue lengths would change with concurrent events. The detailed analysis of all freeway off-ramps is shown in Table A.8.7.5.3 in Appendix 8.

Weekday Evening: Pre-Event Hour (4:30 – 5:30pm)

As shown in Table 8.7.5.3, the addition of concurrent event traffic would increase the ramp volume at nine off-ramp locations. However, at seven locations, there would be no change in status regarding storage lengths being exceeded. At two locations the status would change,

with a lane capacity being exceeded at one off-ramp (I-10 Vermont Avenue EB Off-ramp), and the ramp storage capacity being exceeded at one ramp (I-110 Martin Luther King Jr. Boulevard Off-ramp), both due to Coliseum traffic. Traffic conditions at the other off-ramps studies in the Event Center analysis would remain unchanged with concurrent events.

Freeway On-Ramps

Freeway On-Ramp Impact Analysis

The freeway on-ramp analysis for the Future With Project Conditions and Future With Project With Coliseum and Dodger Stadium Event Conditions is summarized in Table 8.7.5.4 which shows the ramp capacities and ramp volumes during the Weekday Evening Post-Event Hour where traffic volumes would change with concurrent events. The detailed analysis of all freeway on-ramps is shown in Table A.8.7.5.4 in Appendix 8.

Weekday Evening: Post-Event Hour (9:00 – 10:00pm)

As shown in Table 8.7.5.4, the addition of concurrent event traffic would increase the expected ramp volumes at nine on-ramp locations in the Weekday Evening Post-Event hour.

There would be a change in the status of ramp capacity being exceeded from the Future With Project Conditions at two locations. With concurrent event traffic, the storage capacity would be exceeded on the I-110 Martin Luther King Jr. Boulevard SB On-ramp and the I-10 Vermont Avenue WB On-ramp, both due to Coliseum traffic. Traffic conditions at the other on-ramps studied in the Event Center analysis would remain unchanged with concurrent events.

Table 8.7.5.1 Future With Project With Coliseum & Dodger Stadium Events
Freeway Segments With Level of Service Change
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

No.	Location	DIR	No of Lanes	Capacity	Future With Project Conditions			Future With Project With Coliseum & Dodger Stadium Events			Change in D/C
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	
2	I - 10 East of San Pedro Street	EB	5 G	10,000	14,137	1.414	F(2)	14,137	1.414	F(2)	0.000
		WB	5 G	10,000	12,762	1.276	F(1)	13,649	1.365	F(2)	0.089
3b	I - 110 North of Martin Luther King Jr. Boulevard (HOV)	NB	1 HOV	1,650	1,328	0.805	D	1,607	0.974	E	0.169
		SB	2 HOV	3,300	2,528	0.766	C	2,528	0.766	C	0.000
4	SR-110 between James Wood Boulevard and Olympic Boulevard	NB	3G + 2 C-D	10,000	12,683	1.268	F(1)	12,904	1.290	F(1)	0.022
		SB	5 G	10,000	11,019	1.102	F(0)	12,578	1.258	F(1)	0.156
5	SR-110 South of US-101	NB	3 G + 2 C	10,000	11,140	1.114	F(0)	11,140	1.114	F(0)	0.000
		SB	3 G + 3 C	12,000	16,482	1.374	F(2)	18,041	1.503	F(3)	0.130
6	SR-110 North of Alpine Street	NB	3 G	6,000	6,977	1.163	F(0)	6,977	1.163	F(0)	0.000
		SB	3 G	6,000	7,359	1.227	F(0)	8,052	1.342	F(1)	0.116
9b	I-10 at Echandia Street b/w US 101 and I-5 (HOV)	EB	1 HOV	1,650	681	0.413	B	681	0.413	B	0.000
		WB	1 HOV	1,650	942	0.571	C	1,463	0.886	D	0.316
11	SR-60 East of Indiana Street	EB	5 G	10,000	10,265	1.027	F(0)	10,265	1.027	F(0)	0.000
		WB	5 G	10,000	7,697	0.770	C	8,137	0.814	D	0.044
12a	I-110 at Vernon Avenue (Mainline)	NB	4 G	8,000	9,434	1.179	F(0)	10,565	1.321	F(1)	0.141
		SB	4 G	8,000	11,407	1.426	F(2)	11,407	1.426	F(2)	0.000
14	US-101 South of Vermont Avenue	NB	4 G	8,000	6,964	0.870	D	6,964	0.870	D	0.000
		SB	4 G	8,000	9,725	1.216	F(0)	10,921	1.365	F(2)	0.150

Table 8.7.5.1 Future With Project With Coliseum & Dodger Stadium Events
Freeway Segments With Level of Service Change
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

No.	Location	DIR	No of Lanes	Capacity	Future With Project Conditions			Future With Project With Coliseum & Dodger Stadium Events			Change in D/C
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	
16	SR-110 South of Avenue 43	NB	3 G	6,000	6,342	1.057	F(0)	6,342	1.057	F(0)	0.000
		SB	3 G	6,000	4,325	0.721	C	4,942	0.824	D	0.103

Segment analyzed. All traffic inbound to event.

Table 8.7.5.2 Future With Project With Concurrent Coliseum & Dodger Stadium Events
Freeway Segments With Level of Service Change
Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Location	DIR	No of Lanes	Capacity	Future With Project Conditions			Future With Project With Coliseum & Dodger Stadium Events			Change in D/C
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	
1	I-10 West of Vermont (Total)	EB	4 G + 2 C-D	12,000	9,850	0.821	D	9,850	0.821	D	0.000
		WB	4 G + 2 C-D	12,000	9,566	0.797	D	11,205	0.934	E	0.137
2	I - 10 East of San Pedro Street	EB	5 G	10,000	9,126	0.913	D	11,786	1.179	F(0)	0.266
		WB	5 G	10,000	2,970	0.297	A	2,970	0.297	A	0.000
3b	I - 110 North of Martin Luther King Jr. Boulevard (HOV)	NB	1 HOV	1,650	94	0.057	A	94	0.057	A	0.000
		SB	2 HOV	3,300	1,823	0.553	C	2,662	0.807	D	0.254
4	SR-110 between James Wood Boulevard and Olympic Boulevard	NB	3G + 2 C-D	10,000	7,625	0.763	C	12,319	1.232	F(0)	0.469
		SB	5 G	10,000	7,278	0.728	C	7,684	0.768	C	0.041
5	SR-110 South of US-101	NB	3 G + 2 C	10,000	10,164	1.016	F(0)	14,858	1.486	F(3)	0.469
		SB	3 G + 3 C	12,000	7,060	0.588	C	7,060	0.588	C	0.000
6	SR-110 North of Alpine Street	NB	3 G	6,000	5,493	0.915	D	7,686	1.281	F(1)	0.366
		SB	3 G	6,000	2,969	0.495	B	2,969	0.495	B	0.000
8	US-101 at Glendale Boulevard	NB	4 G	8,000	8,113	1.014	F(0)	11,037	1.380	F(2)	0.366
		SB	4 G	8,000	5,946	0.743	C	5,946	0.743	C	0.000
9a	I-10 at Echandia Street b/w US 101 and I-5 (Mainline)	EB	3 G	6,000	4,016	0.669	C	5,944	0.991	E	0.321
		WB	3 G	6,000	1,368	0.228	A	1,368	0.228	A	0.000

Table 8.7.5.2 Future With Project With Concurrent Coliseum & Dodger Stadium Events
Freeway Segments With Level of Service Change
Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Location	DIR	No of Lanes	Capacity	Future With Project Conditions			Future With Project With Coliseum & Dodger Stadium Events			Change in D/C
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	
11	SR-60 East of Indiana Street	EB	5 G	10,000	5,362	0.536	B	6,634	0.663	C	0.127
		WB	5 G	10,000	3,734	0.373	B	3,734	0.373	B	0.000
12a	I-110 at Vernon Avenue (Mainline)	NB	4 G	8,000	4,927	0.616	C	4,927	0.616	C	0.000
		SB	4 G	8,000	7,039	0.880	D	10,267	1.283	F(1)	0.404
12b	I-110 at Slauson Avenue (HOV)	NB	2 HOV	3,300	751	0.227	A	751	0.227	A	0.000
		SB	2 HOV	3,300	2,005	0.608	C	2,844	0.862	D	0.254
13	I-10 East of Crenshaw Boulevard	EB	5 G	10,000	6,681	0.668	C	6,681	0.668	C	0.000
		WB	5 G	10,000	6,839	0.684	C	10,165	1.016	F(0)	0.333
14	US-101 South of Vermont Avenue	NB	4 G	8,000	6,837	0.855	D	9,941	1.243	F(0)	0.388
		SB	4 G	8,000	4,219	0.527	B	4,219	0.527	B	0.000
15	I-5 South of Stadium Way	NB	5 G	10,000	6,886	0.689	C	8,587	0.859	D	0.170
		SB	4 G + 1 A	9,000	5,445	0.605	C	5,445	0.605	C	0.000
16	SR-110 South of Avenue 43	NB	3 G	6,000	3,750	0.625	C	5,269	0.878	D	0.253
		SB	3 G	6,000	3,233	0.539	B	3,233	0.539	B	0.000

Segment analyzed. All traffic outbound from event.

Table 8.7.5.3 Future With Project With Coliseum & Dodger Stadium Events 11/11/11
Freeway Off-Ramp Locations With Volume Changes
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

Off - Ramp # and Location	Movement	# of Lanes	Storage Length (feet)	Future With Project Conditions			Future With Project With Coliseum & Dodger Stadium Events		
				Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length
From I-10 East									
2 Grand Avenue NB Off ramp	EB LT/RT	2	195	665	528	Lane	752	594	Lane
	EB RT		450		132	No		154	No
	RAMP TOTAL		645		660	Yes		748	Yes
From I-10 East (from I-5 & SR-60)									
3 Los Angeles Street WB Off ramp	WB LT/TH	2	705	2,531	1,342	Lane	2,863	1,760	Lane
	WB TH/RT		705		1,342	Lane		1,760	Lane
	RAMP TOTAL		1,410		2,684	Yes		3,520	Yes
4 San Pedro Street WB Off ramp	WB TH	2	1,225	1,045	1,012	No	1,266	1,144	No
5 Central Avenue WB Off ramp	WB LT/TH	2	3,000	288	616	No	399	616	No
From I-110 South									
7 Martin Luther King Jr. Boulevard NB Off ramp	NB LT	2	763	969	220	No	1,605	572	No
	NB TH/RT		763		946	Lane		1,738	Lane
	RAMP TOTAL		1,525		1,166	No		2,310	Yes
8 39th Street HOV NB Off ramp	NB LT/RT	1	1,060	546	264	No	825	462	No
From I-10 West									
14 Vermont Avenue EB Off ramp	EB LT	2	793	971	528	No	1,360	418	No
	EB TH/RT		793		352	No		902	Lane
	RAMP TOTAL		1,585		880	No		1,320	No
15 Hoover Street EB Off ramp	EB LT	2	575	1,209	440	No	1,313	440	No
	EB LT/RT		575		968	Lane		1,210	Lane
	RAMP TOTAL		1,150		1,408	Yes		1,650	Yes

Table 8.7.5.3 Future With Project With Coliseum & Dodger Stadium Events 11/11/11
Freeway Off-Ramp Locations With Volume Changes
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

Off - Ramp # and Location	Movement	# of Lanes	Storage Length (feet)	Future With Project Conditions			Future With Project With Coliseum & Dodger Stadium Events		
				Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length
From US 101 Northwest									
17 Alvarado Street SB Off ramp	EB LT	2	598	494	330	No	713	506	No
	EB RT		598		132	No		110	No
	RAMP TOTAL		1,195		462	No		616	No

Table 8.7.5.4 Future With Project With Coliseum & Dodger Stadium Events 11/11/11

Freeway On-Ramp Locations With Volume Changes

Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

On - Ramp	# of Lanes[1]	Ramp Capacity[2]	Future With Project Conditions		Future With Project With Coliseum & Dodger Stadium Events	
			Ramp Volume	Exceed Capacity	Ramp Volume	Exceed Capacity
<u>To I-10 East</u>						
2 Hope Street EB On ramp	2	1,800	900	No	1,048	No
<u>To I-10 East (to I-5 & SR 60)</u>						
3 Los Angeles Street EB On ramp	2	1,800	2,610	Yes	3,604	Yes
4 San Pedro Street EB on ramp	2	1,800	827	No	1,490	No
5 Central Avenue EB on ramp	2	1,800	583	No	915	No
<u>To I-110 South</u>						
7 Martin Luther King Jr. Boulevard SB On ramp	2	1,800	780	No	2,685	Yes
8 39th Street HOV SB On ramp	1	1,650	370	No	1,209	No
<u>To I-10 West</u>						
15 Vermont Avenue WB On ramp	2	1,800	660	No	1,826	Yes
16 Hoover Street WB On ramp	2	1,800	674	No	988	No
<u>To US 101 Northwest</u>						
18 Alvarado Street NB On ramp	2	1,800	558	No	648	No

Note:

1. Number of lanes at ramp meter or on ramp if no meter.
2. Capacity for one lane on-ramp = 900 veh/hr/ln
   Capacity for one lane HOV on-ramp = 1,650 veh/hr/ln.

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9. Evaluation of Proposed Project With Concurrent Auto Show Event

This chapter addresses the Future With Project conditions with a concurrent Auto Show Event at the Convention Center. This evaluation is provided for information purposes, and to provide guidance to addressing this potential concurrent event scenario in the Transportation Management Plan that will be prepared for the Proposed Project. The analysis is based on the 2017 Future With Project conditions analyzed in Chapter 5. It evaluates the likelihood of an Event Center Event occurring at the same time as the Los Angeles Auto Show, estimates the transportation characteristics of the Auto Show, and evaluates the potential cumulative transportation conditions.

9.1 Auto Show Characteristics and Concurrent Event Schedule

The Los Angeles Auto Show is the largest exhibition event, with the highest attendance, held at the Los Angeles Convention Center. The Auto Show runs for ten days in late November. It starts on a Friday and runs through the weekend, the following week and for a second weekend. It is scheduled around Thanksgiving which falls on the Thursday of the middle week of the show.

Attendance at the Auto Show is somewhat higher on weekends and on Thanksgiving Day, than on regular weekdays[1]. However, at those times of highest Auto Show attendance, background traffic levels are lower and parking occupancies in downtown are much lower as people are not working. While Auto Show attendance is lower on a regular weekday, the potential cumulative condition would be higher with commuter traffic and commuter parking occurring in the downtown area on a regular work day.

To provide the most conservative evaluation, this analysis looked at the worst case of an Event Center Weekday Evening Event, when background traffic levels and parking occupancies in the downtown are at their highest. However, it should be noted that the typical Weekday Evening Event would be an NFL football game. These occur only on Mondays and Thursdays. There is only one Thursday when the Auto Show is open to the general public – Thanksgiving, when as discussed above background traffic levels and downtown parking occupancies are well below typical weekday levels because of the holiday. Therefore, an event occurring on a Monday evening has the greatest potential on a weekday to impact roadways in the vicinity due to an NFL football game at the Event Center, the Auto Show,

[1] Los Angeles Convention Center staff, and Convention Center on-site parking data.

attendance day[1]. Nevertheless, to provide a more conservative assessment, the analysis focused on a Weekday Evening Event at the Event Center, assumed an average weekday level attendance at the Auto Show, and addressed both the Weekday Evening Event Pre-Event Hour (4:30 – 5:30pm) and the Weekday Evening Event Post-Event Hour (9:00 – 10:00pm). It should be noted that these concurrent events would occur infrequently as there would be only one NFL game in the league played on that Monday. As there are thirty two teams in the league, there would be only a 3% chance of it occurring at the Event Center in any given year. Further, if games were scheduled randomly it could be expected to occur on average only once every thirty-two years.

Auto Show Characteristics

Data on Auto Show attendance is proprietary, but for the purposes of this analysis the best available estimate (from the Los Angeles Convention Center) of auto show attendance is approximately 600,000 people over the whole ten days, which averages to about 60,000 people per day. As noted above, attendance is higher at weekends, and the available parking data indicate that the average weekday attendance is about 10% less than the average daily attendance. Parking demands for the Auto Show often exceed the capacity of the on-site parking garages, and visitors park off-site in parking lots and garages near the Convention Center. It was not possible to collect direct data observations during an Auto Show event in the timeframe of this study, and there is little information available on off-site parking for the Auto Show. So estimates were made of the transportation characteristics of the Auto Show during the Event Center Pre-Event and Post-Event hours based on available parking data, on the experience of Convention Center and LA LIVE staff, and on professional judgment.

Traffic Characteristics

The average weekday daily attendance was estimated at about 54,000 people (10% below the overall daily average, based on on-site parking data, as discussed above). On weekdays, the Auto Show is typically open from 11am to 10pm, although access is not allowed after 9pm. The Auto Show is a very large show with many exhibits to see. An average visit length of three hours was assumed for this analysis, which means few people would arrive after 7pm in the evening.

If people arrived uniformly throughout the day, then on average about 11% of daily attendees would arrive each hour between 11am and 7pm, and about 11% would depart each hour between 2pm and 10pm[2]. But arrivals and departures are typically not spread evenly between hours. On weekdays, arrivals tend to be higher around lunchtime and in the early evening (after work), and the afternoon period tends to have below average activity for

[1] Ibid
[2] Accounts for some actually arriving in half hour before 11am and some leaving in half hour after 10pm.

arrivals and departures[1]. For departures, many people tend to stay until the show closes at 10pm[2].

For the Weekday Evening Pre-Event Hour (4:30 – 5:30pm) it was assumed that arrivals and departures are approximately 25% less than an average hour, i.e. 8.5% of daily total attendees arrive and 8.5% depart during this hour. This translates to about 1,530 vehicles arriving and 1,530 vehicles departing during the Weekday Evening Pre-Event Hour (4:30 – 5:30pm).

For the Weekday Evening Post-Event Hour (9:00 – 10:00pm), there would be no Auto Show arrivals as the event doors are closed at 9pm. It was assumed that departures are 30% greater than the average hour for departure between 9-10pm, i.e. 14.30% of daily total attendees depart during the weekday evening Post-Event Hour (9:00 – 10:00pm). This translates to no vehicles arriving and 2,574 vehicles departing during the Weekday Evening Post-Event Hour (9:00 – 10:00pm)[3].

Parking Characteristics

For an average weekday daily attendance of 54,000, and assuming an average auto occupancy of 3 persons per vehicle, then the daily total parking demand would be for approximately 18,000. These cars would not all need to park at the same time. Assuming an average 3 hour stay at the Auto Show, then an analysis indicates that on average about 33% of daily attendees could be in the Auto Show at any given time (allowing for overlap of arrivals and departures and peaking) and therefore parked – which would generate a demand of 5,940 parking spaces for visitors. But again, given that arrivals are not evenly distributed, if it is assumed that peak parking demand could be approximately 25% higher than average, then the peak parking demand would be for about 7,425 cars at any given time. It is also estimated that between 35% and 40% of the Convention Center on-site parking is used by Auto Show exhibitors[4]. At the high end of the range - 40% - about 2,223 spaces would be used by exhibitors. Therefore, the total peak weekday demand (at any given hour) is estimated at 9,648 total spaces.

With the Proposed Project, 2,792 spaces would be available on-site for Auto Show parking (in the South Hall and Venice Garages, as it is assumed that the LA Live Way and Bond Street Garages would be used for Event Center parking), so off-site parking would total about 6,856 spaces. It should also be noted that during a concurrent event at the Event Center, it is assumed that off-site locations would not include the LA LIVE Garages as they would be used for LA LIVE and for Event Center parking.

[1] Ibid
[2] Ibid
[3] Assumed an average vehicle occupancy of 3 attendees per vehicle
[4] Ibid

9.2 Weekday Evening Event

9.2.1 Roadway Intersections

The analysis is summarized in Table 9.2.1.1 which focuses on and lists those intersections where the level of service would change (worsen) between the Future With Project Conditions and the Future With Project With Concurrent Auto Show Event Conditions. That is, if the intersection level of service would remain the same with the concurrent event, then that intersection would not be identified in Table 9.2.1.1 as there would be no substantive change in traffic conditions. The detailed analysis of all study intersections is presented in Table A.9.2.1.1 in Appendix 9.

As will be shown in Section 9.2.3 of this chapter, on a weekday, the concurrent parking demand for an Event Center Weekday Evening Event and the Auto Show would exceed the available parking supply in the Primary Parking Area identified for analysis, and so some parking would need to occur beyond the boundaries of that area (see Section 9.2.3). As will be also discussed in Section 9.2.3, there is a considerable parking supply in areas adjacent to the Primary Parking Area, particularly with the use of shuttle bus connections.

For the purposes of this traffic analysis it was assumed that parking would occur in five peripheral areas – on Bunker Hill, at Union Station, in parts of Central City West between Olympic Boulevard and Sixth Street, east of Broadway between Broadway and Main/Los Angeles Street, and south of Adams Boulevard in the USC/Coliseum area (including potentially the Shrine Auditorium Garage) to the extent available.

During the Weekday Evening Pre-Event Hour (4:30 – 5:30pm) and the Post-Event Hour (9:00 – 10:00pm) there would be a mix of Event Center traffic and Auto Show traffic on City Streets in the downtown area. For the purposes of this analysis, it was assumed that the a portion of the inbound traffic levels due to a concurrent Event Center Event and the Auto Show during the Pre-Event Hour (which could be either Event Center or Auto Show traffic) would park in the peripheral parking areas in order to evaluate cumulative traffic effects in accessing those areas (and based on the fact that parking closer to the Project Site would already be occupied or dedicated for other attendees at that time). It was further assumed that the Auto Show outbound traffic during the Pre-Event Hour would be leaving parking areas nearer the Convention Center, as it would have arrived earlier in the day when more parking was available. This approach allowed a balanced evaluation of concurrent traffic.

It was further assumed, again for the purposes of analysis, that during the Post-Event Hour that a portion of outbound traffic from the concurrent events would depart from the five peripheral parking areas – again to evaluate the cumulative effect of concurrent traffic in those areas.

Table 9.2.1.1 **Future With Project With AutoShow Event - Intersection Level of Service** 1/12/2012

Weekday Evening: Pre-Event Hour: (4:30-5:30 PM) &

Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)					Weekday Evening Post-Event Hour (9:00-10:00 PM)				
		Future With Project Conditions		Future With Project With Autoshow Event		Change in V/C	Future With Project Conditions		Future With Project With Autoshow Event		Change in V/C
		V/C	LOS	V/C	LOS		V/C	LOS	V/C	LOS	
29	Olive Street & Pico Boulevard	0.600	A	0.605	B	0.005					
37	Figueroa Street & Venice Boulevard	0.971	E	1.075	F	0.104					
38	Flower Street & Venice Boulevard	0.614	B	0.795	C	0.181					
39	Grand Avenue & Venice Boulevard	0.625	B	0.729	C	0.104					
50	Hill Street & 18th Street	0.534	A	0.750	C	0.216					
51	Broadway & 18th Street	0.553	A	0.615	B	0.062					
53	Los Angeles Street & 18th Street	0.732	C	0.846	D	0.114					
54	Figueroa Street & Washington Boulevard	0.832	D	0.909	E	0.077					
55	Flower Street & Washington Boulevard	0.645	B	0.733	C	0.088					
70	Flower Street & Jefferson Boulevard						0.442	A	0.794	C	0.352
71	Figueroa Street & Exposition Boulevard	0.722	C	0.875	D	0.153					
72	Flower Street & 37th Street						0.480	A	0.666	B	0.186
73	Hope Street & 37th Street	0.534	A	0.601	B	0.067					
77	I-110 HOV Ramps & 39th Street	0.636	B	0.705	C	0.069					
92	Bixel Street & Wilshire Boulevard	0.575	A	0.631	B	0.056					
110	Hope Street & 1st Street	0.897	D	0.944	E	0.047	0.482	A	0.621	B	0.139
111	Grand Avenue & 1st Street						0.647	B	0.737	C	0.090
113	Hill Street & 1st Street	0.796	C	0.805	D	0.009					
115	Main Street & 1st Street	0.799	C	0.803	D	0.004					
119	Grand Avenue & US-101 NB Ramps						0.956	E	1.046	F	0.090
143	Alvarado Street & 8th Street	0.662	B	0.721	C	0.059					
145	Normandie Avenue & Olympic Boulevard	0.794	C	0.804	D	0.010					
147	Alvarado Street & Olympic Boulevard	0.980	E	1.018	F	0.038					
152	Alvarado Street & Pico Boulevard	0.999	E	1.031	F	0.032					
158	Hoover Street & Venice Boulevard	0.991	E	1.019	F	0.028					
160	Normandie Avenue & Washington Boulevard	0.794	C	0.801	D	0.007					
162	Hoover Street & Washington Boulevard	0.951	E	1.001	F	0.050					

Table 9.2.1.1 **Future With Project With AutoShow Event - Intersection Level of Service** 1/12/2012

Weekday Evening: Pre-Event Hour: (4:30-5:30 PM) &

Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)					Weekday Evening Post-Event Hour (9:00-10:00 PM)				
		Future With Project Conditions		Future With Project With Autoshow Event		Change in V/C	Future With Project Conditions		Future With Project With Autoshow Event		Change in V/C
		V/C	LOS	V/C	LOS		V/C	LOS	V/C	LOS	
166	Hill Street & 16th Street	0.797	C	0.871	D	0.074	0.879	D	0.966	E	0.087
170	San Pedro Street & 16th Street	0.855	D	0.917	E	0.062					
184	La Brea Avenue & Olympic Boulevard	0.891	D	0.901	E	0.010					
	Total # Intersections		26		26			6		6	
	# of Intersections with LOS A		5		0			3		0	
	# of Intersections with LOS B		5		4			1		2	
	# of Intersections with LOS C		7		6			0		2	
	# of Intersections with LOS D		4		7			1		0	
	# of Intersections with LOS E		5		4			1		1	
	# of Intersections with LOS F		0		5			0		1	

It should also be noted that additional traffic circulation may occur in the Pre-Event Hour as Auto Show arrivals search for available parking. This would be addressed through a comprehensive parking management and parking information systems for Auto Show traffic as well as for the Event Center (as discussed in Chapters 4 and 5).

Weekday Evening: Pre-Event Hour (4:30 – 5:30pm)

As shown in Table 9.2.1.1, the addition of concurrent Auto Show traffic to Future With Project conditions would result in worse levels of service at twenty-six intersections in the Weekday Evening Pre-Event Hour. These intersections are as follows (with the resultant LOS in parentheses):

29.	Olive Street & Pico Boulevard	(LOS B)
51.	Broadway & 18th Street	(LOS B)
73.	Hope Street & 37th Street	(LOS B)
92.	Bixel Street & Wilshire Boulevard	(LOS B)
38.	Flower Street & Venice Boulevard	(LOS C)
39.	Grand Avenue & Venice Boulevard	(LOS C)
50.	Hill Street & 18th Street	(LOS C)
55.	Flower Street & Washington Boulevard	(LOS C)
77.	I-110 HOV Ramps & 39th Street	(LOS C)
143.	Alvarado Street & 8th Street	(LOS C)
53.	Los Angeles Street & 18th Street	(LOS D)
71.	Figueroa Street & Exposition Boulevard	(LOS D)
113.	Hill Street & 1st Street	(LOS D)
115.	Main Street & 1st Street	(LOS D)
145.	Normandie Avenue & Olympic Boulevard	(LOS D)
160.	Normandie Avenue & Washington Boulevard	(LOS D)
166.	Hill Street & 16th Street	(LOS D)
54.	Figueroa Street & Washington Boulevard	(LOS E)
110.	Hope Street & 1st Street	(LOS E)
170.	San Pedro Street & 16th Street	(LOS E)
184.	La Brea Avenue & Olympic Boulevard	(LOS E)
37.	Figueroa Street & Venice Boulevard	(LOS F)
147.	Alvarado Street & Olympic Boulevard	(LOS F)
152.	Alvarado Street & Pico Boulevard	(LOS F)
158.	Hoover Street & Venice Boulevard	(LOS F)
162.	Hoover Street & Washington Boulevard	(LOS F)

Seventeen of the twenty-six intersections would continue to operate at LOS D or better. The level of service would change to LOS E at four intersections and to LOS F at five intersections. Five of these changes to LOS F would operate at LOS E without a concurrent Auto Show event.

Weekday Evening: Post-Event Hour (9:00 – 10:00pm)

As shown in Table 9.2.1.1, the addition of concurrent Auto Show traffic to Future With Project conditions would result in worse levels of service at six intersections in the Weekday Evening Post-Event Hour. These intersections are as follows (with the resultant LOS in parentheses):

72.	Flower Street & 37th Street	(LOS B)
110.	Hope Street & 1st Street	(LOS B)
70.	Flower Street & Jefferson Boulevard	(LOS C)
111.	Grand Avenue & 1st Street	(LOS C)
166.	Hill Street & 16th Street	(LOS E)
119.	Grand Avenue & US-101 NB Ramps	(LOS F)

Four of the six intersections would continue to operate at LOS D or better. The level of service would change to LOS E at one intersection (Hill Street & 16th Street) and change to LOS F at one intersection (Grand Avenue & US-101 NB Ramps). This change to LOS F would operate at LOS E without a concurrent Auto Show event.

9.2.2 Transit

The Convention Center has no specific data on use of public transit to the Auto Show, although it is considered to be very minimal, particularly given the auto-oriented nature of the event. This would not be expected to change with the Proposed Project, so any transit image usage to the Auto Show would remain constant, and the analysis of future transit conditions with the Proposed Project would be as discussed in Chapter 5.2.

9.2.3 Parking

Weekday Evening Event

For a Weekday Evening Event, the estimated parking demand for the Proposed Project and concurrent Auto Show would be a total of 30,522 spaces, comprising 20,874 for the Event Center and 9,648 for the Convention Center[1]. During the Auto Show, Kentia Hall is used as exhibit space so the capacity of the South Hall Garage is reduced by 418 spaces to 1,253 spaces. The parking demand would utilize the 6,252 on-site spaces, and would require 24,270 off-site parking spaces.

[1] Based on estimated parking demand as described in Section 9.1 earlier.

An analysis of parking demand and supply, not only for the Proposed Project With Concurrent Auto Show Event but also for the STAPLES Center and LA LIVE, is summarized in Table 9.2.3.1, for the same time period as a Weekday Evening Event at the Event Center.

Table 9.2.3.1 shows the total concurrent parking demand for these used during a Weekday Evening Event to be 33,047 spaces[1]. Note that the parking demand for STAPLES Center would be zero, due to the stated policy of not scheduling a STAPLES Center event at the same time as a major ticketed event at the Event Center.

Table 9.2.3.1 shows this overall demand for 33,047 spaces would utilize the 6,252 on-site parking space supply and would require 26,795 off-site parking spaces. Table 9.2.3.1 also shows there would be 22,076 off-site parking spaces available[2] in the Primary Parking Area previously analyzed which would be insufficient to satisfy the demand and there would be a need for 4,719 off-site parking spaces beyond the limits of the Primary Parking Area. Table 9.2.3.2 summarizes this analysis in the same format as Table 5.5.4.2 in Section 5.5 – Parking Code Analysis, for comparison purposes.

However, there is a considerable parking supply in areas outside of and adjacent to the Primary Parking Area (defined earlier as extending to 4th Street in the north, to Broadway in the east, to Adams Boulevard in the south, and the I-110/SR-110 freeway in the west). Significant parking supplies exist north of 4th Street on Bunker Hill and at Union Station, west of the SR-110 freeway in Central City West between Olympic Boulevard and Sixth Street, east of Broadway between Broadway and Main/Los Angeles Streets, and south of Adams Boulevard at USC and the Coliseum including the Shrine Auditorium. It is estimated there are at least 22,000 additional spaces in these areas excluding the USC/Coliseum area, and about 42,000 spaces including the USC/Coliseum area. While many of these spaces would be in use on a weekday afternoon, there would clearly be potential to use some of the parking in these areas as remote parking with shuttle bus connections, or direct rail transit connections (e.g. from Union Station and from the USC/Coliseum area) to the Project Site. Such provisions should be included in the Transportation Management Plan for a concurrent Auto Show Event.

9.2.4 Pedestrian Circulation

For a Weekday Evening Event at the Event Center, pedestrian volumes to/from the Auto Show would be below average levels for the Auto Show during the Pre-Event Hour (4:30 – 5:30pm) as Auto Show arrivals/departures are not at their highest at that time. Pedestrian

[1] Includes parking demand of 2,525 spaces for LA LIVE based on analysis for LASED EIR & Specific Plan, 2000, and LASED Specific Plan Amendment, 2010.

[2] As shown in Table 5.3.3.1 this would be comprised of 18,558 unoccupied parking spaces in the off-site area (excluding LA LIVE), as determined by the parking occupancy surveys described in Chapter 2, and shown in Table A.5.3.3.1 in Appendix 5, and the 3,518 space supply at LA LIVE.

Table 9.2.3.1 Future With Project - Parking Demand and Supply Summary Weekday Evening Event With Concurrent Auto Show

2/15/12

Facility	Parking Demand	Parking Demand Allocations				
		On-Site Supply	Off-Site Supply			Total Supply
			LA LIVE Supply	Other Downtown Supply	Total Off-Site Supply	
Proposed Project	30,522 [1]	6,252 [2]	1,000 [3]	23,270	24,270	30,522
LA LIVE	2,525 [4]	0	2,525	0	2,525	2,525
STAPLES Center	0	0	0	0	0	0
Total Demand	33,047	6,252	3,525	23,270	26,795	33,047
Total Available Supply		6,252	3,518 [5]	18,558 [6]	22,076	28,328
Total Surplus						-4,719

[1] Comprises 19,470 spaces for Event Center attendees, 1,404 spaces for Event Center employees, and 9,648 spaces for Convention Center based on estimated demand for Auto Show.

[2] From Table 4.1.1, Chapter 4.

[3] See Chapter 4.

[4] From analysis for LASED EIR & Specific Plan, 2000, and LASED Specific Plan Amendment, 2010.

[5] From Table 4.5.1, Chapter 4.

[6] Unoccupied parking spaces in the off-site area of the Primary Parking Area (excluding LA LIVE), from Table A.5.3.3.1 in Appendix 5.

Table 9.2.3.2 Parking Demand and Supply Comparison 2/15/12

Weekday Evening Event With Concurrent Auto Show

	Weekday Evening Event Peak Demand
DEMAND	
Event Center Full Attendance [1]	20,874
Convention Center [2]	9,648
LA Live [3]	2,525
Staples Center [4]	0
Total Demand	33,047
SUPPLY	
On-Site [5]	6,252
Off-Site Spaces Needed	26,795
Off-Site Spaces Available (unoccupied spaces)	22,076

Notes:

1. From Table 5.3.3.1 in Chapter 5.
2. From Table 9.23.1.
3. LASED Specific Plan/EIR, 2001, and updates for LASED Specific
4. No concurrent Staples Center event during full attendance event at
5. Includes 2,950 spaces in LA Live Way Garage, 928 spaces in Bond Street Garage, 1,253 spaces in South Hall Garage (excluding Kentia Hall spaces because used as exhibit space), 1,121 spaces in Venice Garage.

circulation levels in the area surrounding the Convention Center would however be higher for the Auto Show than for typical Convention Center events due to the fact that more people would park off-site (although it would be expected that some of those parking off-site would use shuttle buses between off-site parking and the Convention Center). The higher pedestrian volumes would occur on streets that would also be used to access the Proposed Project, such as Figueroa Street, Pico Boulevard, 12th Street, and Flower Street. The peak pedestrian volumes of the Auto Show and an Event Center event would not coincide for the Post-Event Hour (9:00 – 10:00pm) as a Weekday Evening Event at the Event Center would end around 9:00pm whereas the highest pedestrian exiting volumes from the Auto Show would occur right after it closes at 10:00pm.

The Transportation Management Plan for the Proposed Project should address pedestrian circulation during a concurrent event at the Event Center with the Auto Show and identify measures to minimize pedestrian-vehicle conflicts to achieve safe and efficient access/egress and circulation for pedestrians (for example directional signage, and targeted pedestrian routes for Auto Show attendees and for Event Center attendees, use of traffic control officers, selected street closures).

9.2.5 Freeways

Freeway Segments

The freeway segment analysis is summarized in Table 9.2.5.1 for the Sunday Pre-Event Hour and in Table 9.2.5.2 for the Sunday Post-Event Hour, which show the volumes, D/C ratios and LOS for the Future With Project and Future With Project With Concurrent Auto Show Event Conditions, for those locations where the LOS designation would change with the concurrent event. Detailed analysis of all freeway study locations is shown in Table A.9.2.5.1 and A.9.2.5.2 in Appendix 9.

Weekday Pre-Event Hour (4:30 – 5:30pm)

Future With Project Conditions

With the Proposed Project, six of the twenty freeway analysis locations are expected to operate at LOS D or better during the Weekday Evening Pre-Event hour, fourteen locations would operate at LOS F (nine at LOS F(0), two at LOS F(1),two at LOS F(2) and one at LOS F(3)).

Future With Project With Auto Show Event Conditions

With the concurrent event, six freeway analysis locations would operate at LOS D or better, nine would operate at LOS F(0), two at LOS F(1), two at LOS F(2), and one at LOS F(3). There would thus be no change in the total number of freeway analysis locations operating at LOS F in the Weekday Evening Pre-Event Hour with a concurrent Auto Show event. As shown in Table 9.2.5.1, the addition of concurrent event traffic would result in worse levels of service at one freeway mainline location in the Weekday Evening Pre-Event Hour. However, this location would still operate at LOS D. The location is as follows (with the direction and resultant D/C ratio and LOS in parentheses):

11.	SR-60 East of Indiana Street (WB)	(0.780)	(LOS D)

Weekday Evening: Post-Event Hour (9:00 – 10:00pm)

Future With Project Conditions

With the Proposed Project, a total of seventeen analysis locations are expected to operate at LOS D or better during the Weekday Evening Post-Event hour. Three locations would operate at LOS F(0).

Future With Project With Auto Show Event Conditions

With the concurrent event, fourteen freeway analysis locations would operate at LOS D or better, three would operate at LOS E, and three would operate at LOS F(0). As shown in Table 9.2.5.2, the addition of concurrent event traffic would result in worse levels of service at five freeway mainline locations in the Weekday Evening Post-Event Hour. These locations are as follows (with the direction and resultant D/C ratio and LOS in parentheses):

11.	SR-60 East of Indiana Street (EB)	(0.554)	(LOS C)
3a.	I-110 South of Martin Luther King Blvd (Mainline) (SB)	(0.771)	(LOS D)
2.	I-10 East of San Pedro Street (EB)	(0.953)	(LOS E)
6.	SR-110 North of Alpine Street (NB)	(0.931)	(LOS E)
12a.	I-110 at Vernon Avenue (Mainline) (SB)	(0.940)	(LOS E)

Two locations would operate at LOS D or better, and three of the study locations would change to LOS E.

Freeway Off-Ramps

The freeway off-ramp analysis for the Future With Project Conditions and Future With Project With Concurrent Auto Show Event Conditions is summarized in Table 9.2.5.3 which also provides the ramp volumes and resultant queue lengths during the Pre-Event Hour for those locations where queue lengths would change with concurrent events. The detailed analysis for all freeway off-ramps is shown in Table A.9.2.5.3 in Appendix 9.

Weekday Evening: Pre-Event Hour (4:30 – 5:30pm)

As shown in Table 9.2.5.3, the addition of concurrent event traffic would increase the ramp volumes at seven off-ramp locations. However, at six locations, there would be no change in status regarding storage lengths being exceeded. At one location the status would change, with the ramp storage capacity being slightly exceeded at one ramp (I-10 San Pedro Street WB Off-ramp), with concurrent Auto Show traffic (due to access to peripheral parking areas). Traffic conditions at the other off-ramps studied in the Event Center analysis would remain unchanged with the concurrent event.

Freeway On-Ramps

Freeway On-Ramp Impact Analysis

The freeway on-ramp analysis for the Future With Project Conditions and Future With Project With Concurrent Auto Show Event Conditions is summarized in Table 9.2.5.4 which also shows the ramp capacities and the ramp volumes during the Weekday Evening Post-Event Hour where traffic volumes would change with a concurrent Auto Show event. The detailed analysis for all freeway off-ramps is shown in Table A.9.2.5.4 in Appendix 9.

Weekday Evening: Post-Event Hour (9:00 – 10:00pm)

As shown in Table 9.2.5.4, the addition of concurrent event traffic would increase the expected ramp volumes at ten on-ramp locations in the Weekday Evening Post-Event hour.

There would be a change in the status of ramp capacity being exceeded from the Future With Project Conditions at one location. With concurrent event traffic, the storage capacity would be slightly exceeded on the I-110 37th Street SB On-ramp with concurrent Auto Show traffic (due to egress from peripheral parking areas). Traffic conditions at the other on-ramps studied in the Event Center analysis would remain unchanged with the concurrent event.

Table 9.2.5.1 Future With Project With Auto Show - Freeway Segments With Level of Service Change Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

No.	Location	DIR	No of Lanes	Capacity	Future With Project Conditions			Future With Project With Auto Show Conditions			Change in D/C
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	
11	SR-60 East of Indiana Street	EB	5 G	10,000	10,265	1.027	F(0)	10,265	1.027	F(0)	0.000
		WB	5 G	10,000	7,697	0.770	C	7,800	0.780	D	0.010

Segment analyzed. All traffic inbound to event.

Table 9.2.5.2 Future With Project With Auto Show - Freeway Segments With Level of Service Change
Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Location	DIR	No of Lanes	Capacity	Future With Project Conditions			Future With Project With Auto Show Conditions			Change in D/C
					Hourly Volume	D/C	LOS	Hourly Volume	D/C	LOS	
2	I - 10 East of San Pedro Street	EB	5 G	10,000	9,126	0.913	D	9,530	0.953	E	0.040
		WB	5 G	10,000	2,970	0.297	A	2,970	0.297	A	0.000
3a	I - 110 South of Martin Luther King Jr. Boulevard (Mainline)	NB	5 G	10,000	4,909	0.491	B	4,909	0.491	B	0.000
		SB	5 G	10,000	7,221	0.722	C	7,705	0.771	D	0.048
6	SR-110 North of Alpine Street	NB	3 G	6,000	5,493	0.915	D	5,587	0.931	E	0.016
		SB	3 G	6,000	2,969	0.495	B	2,969	0.495	B	0.000
11	SR-60 East of Indiana Street	EB	5 G	10,000	5,362	0.536	B	5,536	0.554	C	0.017
		WB	5 G	10,000	3,734	0.373	B	3,734	0.373	B	0.000
12a	I-110 at Vernon Avenue (Mainline)	NB	4 G	8,000	4,927	0.616	C	4,927	0.616	C	0.000
		SB	4 G	8,000	7,039	0.880	D	7,523	0.940	E	0.061

Segment analyzed. All traffic outbound from event.

Table 9.2.5.3 Future With Project With Auto Show Event - Freeway Off-Ramps With Volume Changes
Weekday Evening: Pre-Event Hour: (4:30 - 5:30 PM)

11/16/11

Off - Ramp # and Location	Movement	# of Lanes	Storage Length (feet)	Future With Project Conditions			Future With Project With Concurrent Auto Show Event		
				Ramp Volume	85% Queue Length (feet)	Exceed Storage Length	Ramp Volume	85% Queue Length (feet)	Exceed Storage Length
From I-10 East									
2 Grand Avenue NB Off ramp	EB LT/RT	2	195	665	528	Lane	777	638	Lane
	EB RT		450		132	No		154	No
	RAMP TOTAL		645		660	Yes		792	Yes
From I-10 East (from I-5 & SR-60)									
4 San Pedro Street WB Off ramp	WB TH	2	1,225	1,045	1,012	No	1,229	1,474	Yes
9 37th Street NB Off ramp	NB TH	3	1,253	1,268	704	No	1,557	836	No
	NB TH/RT		627		352	No		418	No
	RAMP TOTAL		1,880		1,056	No		1,254	No
From I-10 West									
15 Hoover Street EB Off ramp	EB LT	2	575	1,209	440	No	1,295	440	No
	EB LT/RT		575		968	Lane		1,166	Lane
	RAMP TOTAL		1,150		1,408	Yes		1,606	Yes
From US 101 Northwest									
19 Hope Street EB Off ramp	SB LT	3	493	678	220	No	754	220	No
	SB TH/RT		755		352	No		396	No
	RAMP TOTAL		1,250		572	No		616	No
From SR 110 North									
20 Hill Street SB Off ramp	SB TH	2	3,850	1,705	880	No	1,817	1,012	No
21 6th Street SB Off ramp	EB TH	1	1,455	1,234	1,540	Yes	1,302	1,782	Yes

Table 9.2.5.4 Future With Project With Auto Show Event - Freeway On-Ramp Locations With Volume Changes 11/15/11

Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

On - Ramp	# of Lanes[1]	Ramp Capacity[2]	Future With Project Conditions		Future With Project With AutoShow Event	
			Ramp Volume	Exceed Capacity	Ramp Volume	Exceed Capacity
To I-10 East						
2 Hope Street EB On ramp	2	1,800	900	No	1,088	No
To I-10 East (to I-5 & SR 60)						
4 San Pedro Street EB on ramp	2	1,800	827	No	1,137	No
6 Flower Street EB On ramp	2	1,800	481	No	575	No
To I-110 South						
9 37th Street SB On ramp	2	1,800	1,382	No	1,866	Yes
13 8th Street SB On ramp	2	1,800	1,528	No	1,639	No
To I-10 West						
16 Hoover Street WB On ramp	2	1,800	674	No	819	No
To US 101 Northwest						
20 Grand Avenue NB On ramp	2	1,800	1,074	No	1,202	No
To SR 110 North						
21 Hill Street NB On ramp [3]	1	2,000	945	No	1,133	No
23 5th Street NB On ramp	2	1,800	2,248	Yes	2,470	Yes
24 8th Street NB On ramp	1	900	1,048	Yes	1,189	Yes

Note:

1. Number of lanes at ramp meter or on ramp if no meter.
2. Capacity for one lane on-ramp = 900 veh/hr/ln
   Capacity for one lane HOV on-ramp = 1,650 veh/hr/ln.
3. Uncontrolled one-lane on-ramp to separate mainline freeway lane.

10. Transportation Improvement and Mitigation Program

This Chapter of the report explores and identifies mitigation strategies to reduce significant transportation impacts identified in the earlier impact analyses for the Proposed Project, and describes a proposed transportation mitigation program. These mitigations were developed in conjunction with, and approved by, LADOT.

10.1 Overview of Impacts

The analysis of potential impacts from the Proposed Project was described in Chapter 5 which addressed intersections, transit, parking, pedestrians, and freeways, and identified areas where the Proposed Project would cause significant transportation impacts for a Sunday Day Event, a Saturday Day Event, and a Weekday Evening Event.

10.2 Overall Transportation Strategy

The overall transportation strategy for the Proposed Project is based on the Project's unique location in Downtown Los Angeles adjacent to significant existing transit, freeway, and roadway infrastructure, and the successful operating experience to date of STAPLES Center and LA LIVE. The transportation strategy has the following seven key components:

1. Encourage and Facilitate the Use of Transit.

The location of the Proposed Project provides a real opportunity for the significant use of transit – particularly high capacity rail transit – to access the Event Center. The Proposed Project is within convenient access to two rail transit stations – the Pico Metro Station one block from the Project Site and the 7th Street/Metro Center within four blocks of the Project Site, which together access the entire Metro and Metrolink rail transit system in Los Angeles County and Southern California. The use of transit will be heavily promoted as the central focus of the transportation strategy for the Proposed Project.

2. Minimize Auto Trips

The Proposed Project will pursue policies and programs to reduce auto trips, through promoting and encouraging increased auto vehicle occupancies, and encouraging walking and bicycling. The Proposed Project will develop a Streetscape and Open Space Plan that will

enhance the pedestrian environment in the area of the Proposed Project and build on the existing LASED Streetscape Plan to develop guidelines for streetscape improvements on streets leading to the Project Site. The intent of this plan is to promote pedestrian access to and from the Proposed Project. The Proposed Project will also encourage the use of bicycling through the provision of bicycle parking and bicycle valets, which will be coordinated and consistent with the current plans for a Bike Station at or adjacent to the Project Site, as well as the concept proposal in the current Figueroa Corridor Study for adding bike lanes on Figueroa Street.

3. Utilize the Existing Distributed Parking Supply in Downtown.

The existing and proposed supply of parking on-site, and the existing extensive supply of parking off-site in the downtown area, will provide a significant parking resource for the Proposed Project. As shown in Section 5.3, this will provide sufficient parking for the Proposed Project, including spectator events at the Event Center. This parking is distributed over a large geographic area and will facilitate a strategy of distributing traffic over many routes, thereby reducing traffic congestion on individual routes.

4. Continue Existing Strategies of Distributed Access and Egress Routes to Parking.

Access and egress routes from freeways to parking areas will be able to use over forty off-ramps and on-ramps, thereby allowing traffic to be dispersed across many access/egress routes rather than being focused on only a few corridors. This distributed parking and access has worked successfully for STAPLES Center and LA LIVE, and will be accomplished through the use of directional signage, extensive information identifying parking zones and access routes, and bundling parking with ticket sales for the efficient management of distributed parking. Information will be distributed via many sources including web sites, media advertising, and smartphone applications.

5. Use Effective Traffic Management to Maximize the Capacity of Existing Facilities.

Again building on the success of traffic management for STAPLES Center and the Convention Center, the Event Center will utilize traffic management techniques, including directional signage, event traffic signal timing programs, and use of traffic control officers to gain the maximum efficiencies from the existing circulation system and to handle the relatively infrequent peak event loads.

6. The Extensive Use of Information Systems to Inform Patrons of Transportation Options and Preferred Transportation Methods and Operations.

The extensive use of information systems will be employed by the Proposed Project, again continuing the experience and success of STAPLES Center and LA LIVE, to inform patrons of all transportation options. This will include the use of traditional methods such as print and

broadcast media, as well as the latest digital distribution technology including methods in real time to mobile personal devices (e.g. smart phones, and in-car navigation systems where feasible).

7. Develop and Implement a Comprehensive Transportation Management Plan

A comprehensive Transportation Management Plan will be developed and implemented for the Proposed Project in coordination with LADOT, Metro, LAPD, Caltrans, and other transportation agencies. This Plan will include an Event Coordination Plan, which will provide the framework and details for managing all aspects of transportation for events at the Proposed Project as well as at STAPLES Center and LA LIVE. This Plan will build on the successful implementation of existing similar plans for STAPLES Center, LA LIVE, and the Convention Center. The transportation strategy will be further defined and detailed in the Transportation Management Plan that will be prepared for the Project.

10.3 SB 292 Requirements and Relation to Mitigation Program

Overview

On September 27, 2011, Governor Brown signed Senate Bill 292 which provides for expedited judicial review if litigation is filed in connection with the City's approval of the Proposed Project. As part of SB 292, the Project Applicant must implement measures to provide for carbon neutrality from vehicle miles traveled and to reduce automobile trips of persons attending spectator events at the Event Center. In particular, the Proposed Project must achieve a trip ratio that is no more than 90 percent of the trip ratio at any other NFL stadium. As a result, the most important component of transportation strategy is to focus on measures that increase non-auto modes and to increase average vehicle ridership.

SB 292 requires reports to be filed for a period of years beginning after the second NFL season to provide data regarding the effectiveness of trip reduction measures. At the time the EIR is certified, SB 292 requires the City to adopt the protocol including criteria and guidelines that will be used to determine the effectiveness trip ratio measures. The reports must also include a summary of publicly available data and other data gathered by the applicant regarding average vehicle ridership, non-passenger automobile modes of arrival, and trip reduction measures undertaken at other NFL stadiums.

The requirements under SB 292 are in addition to mitigation measures that are otherwise required under CEQA.

SB 292 Reporting

In connection with the requirements in SB 292, the Transportation Management Plan will provide the protocol that will set forth the criteria and guidelines for monitoring and reporting on the trip ratio of total number of private passenger automobiles arriving at the Event Center for spectator events divided by the total annual number of spectators at the events. It is anticipated that the annual reporting required by SB 292 following the second NFL season will be submitted as part of the annual reports required by the proposed Development Agreement. The report will include the measures undertaken to reduce trips and the results of those measures. The report will also include data from other NFL stadiums including average vehicle ridership, non-passenger vehicle modes of arrival and trip reduction measures.

10.4 Project Design Features

Certain improvements and programs are already incorporated directly into the Project Description for the Proposed Project and therefore constitute Project Design Features. These are listed below.

10.4.1 Project Area Street Modifications

The Proposed Project will make improvements and modifications to the streets listed below in order to achieve wider sidewalks.

1. LA Live Way (Collector Street)

The cross section of LA Live Way between Pico Boulevard and Chick Hearn Court/11th Street will be reduced to comprise a 64-foot curb-curb width, in a 89-foot right-of-way, with a 10-foot sidewalk on the west side of the street and a 15-foot sidewalk on the east side of the street. The lane configuration will remain largely the same as today, except for the elimination of one midblock northbound lane. This is shown in Figure A.10.4.1.1 in Appendix 10.

2. Chick Hearn Court (Collector Street)

The roadway cross section of Chick Hearn Court between LA Live Way and Georgia Street will be reduced to comprise a 72-foot curb-curb width, a 15-foot sidewalk on the north side of the street and a 20-foot sidewalk on the south side of the street, between LA Live Way and the east-most driveway to the LA LIVE West Garage; a 60.5-foot curb-curb width, a 26.5-foot sidewalk on the north side of the street and a 20-foot sidewalk on the south side of the street, between the east-most driveway to the LA LIVE West Garage and Georgia Street; and a 107-

foot right-of-way for the entire block. The existing lane configuration will be maintained. This is shown in Figure A.10.4.1.2 in Appendix 10.

3. Pico Boulevard (Modified Secondary Highway)

The cross section of Pico Boulevard between Figueroa Street and a point approximately 600 feet west of Figueroa Street will be modified to comprise a 100-foot right-of-way, a 70-foot curb-curb width with three eastbound lanes and two westbound lanes, a minimum 20-foot sidewalk on the north side of the street and a minimum 20-foot sidewalk on the south side of the street (of which 10-feet may be on Convention Center property). From the point approximately 600 feet west of Figueroa Street to LA Live Way, the existing roadway width of 80 feet curb to curb and lane configuration will be maintained, and a minimum 20-foot sidewalk provided on both sides of the street (all of which may be provided on Convention Center property). The existing street right-of-way of 100 feet will be maintained between Figueroa Street and LA Live Way.

10.4.2 Parking

The Proposed Project will minimize the provision of new additional parking at the Project Site. Only an additional 1,112 parking spaces will be provided after replacement of existing parking that will be demolished and replaced in new parking garages. The Proposed Project will construct two new parking garages, the Bond Street Garage (928 spaces) and the LA Live Way Garage (2,950 spaces).

The Proposed Project will provide a total of 250 new bicycle parking spaces in the on-site parking garages.

10.4.3 Pedestrian Circulation System Improvements

The Proposed Project will implement various measures to improve pedestrian circulation in the vicinity of the Project Site, including elements such as the sidewalk widenings adjacent to the Project Site, pedestrian streetscape and plaza improvements at the Project Site, and the provision of wayfinding signage, as described in Chapter 4, and shown in Figure 10.4.3.1. These will include the street modifications discussed in Section 10.4.1 above, which will provider wider sidewalks on the south side of Chick Hearn Court between LA Live Way and Georgia Street (increase sidewalk width from 10 feet to 20 feet), on the east side of LA Live Way between Pico Boulevard and Chick Hearn Court (increase sidewalk width from 10 feet to 15 feet), and on both sides of Pico Boulevard between Figueroa Street and LA Live Way (to provide 20-foot sidewalks on both sides of the street), as well as the intersection crosswalk enhancements discussed below.

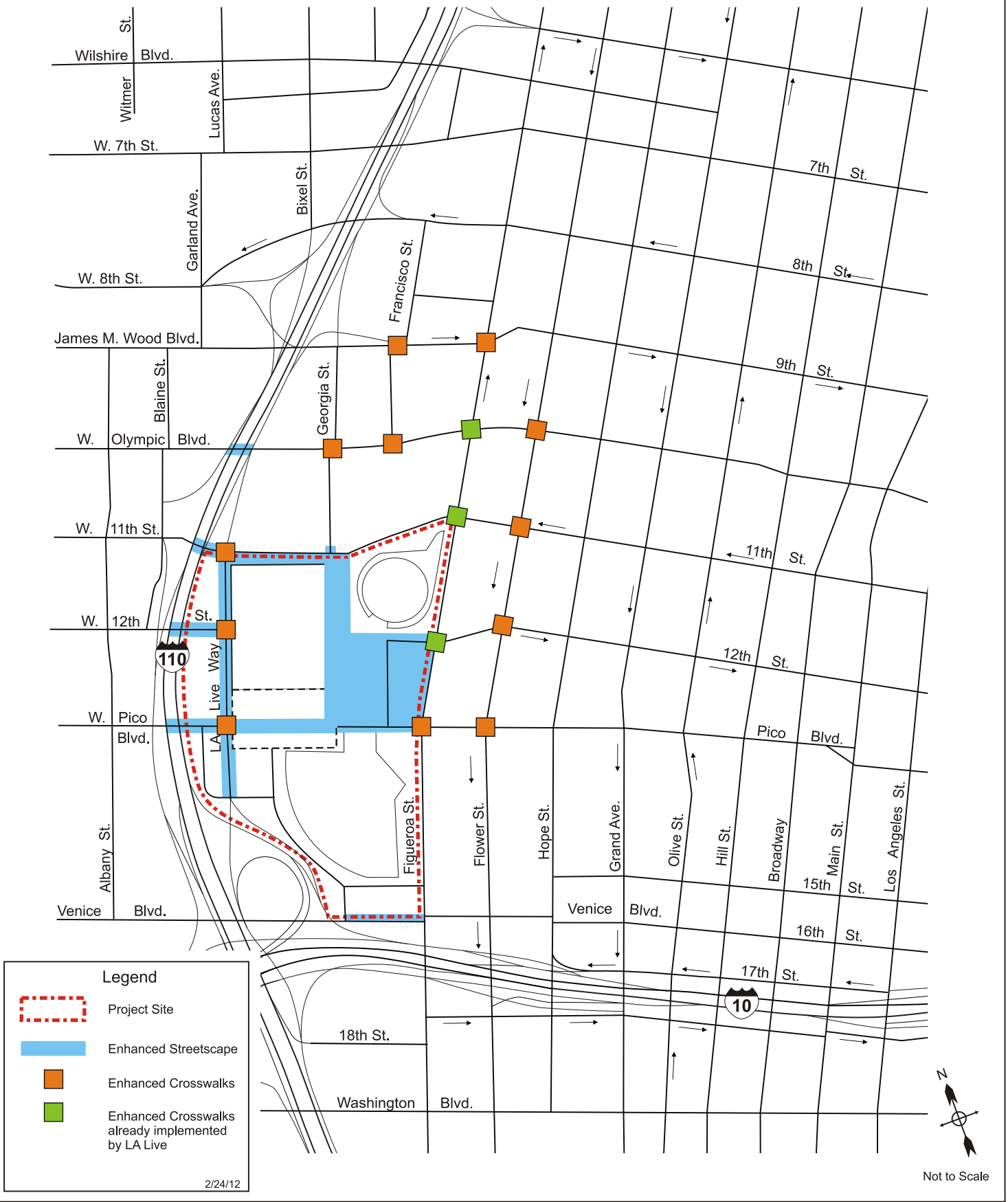


Figure 10.4.3.1
Project Streetscape Improvements

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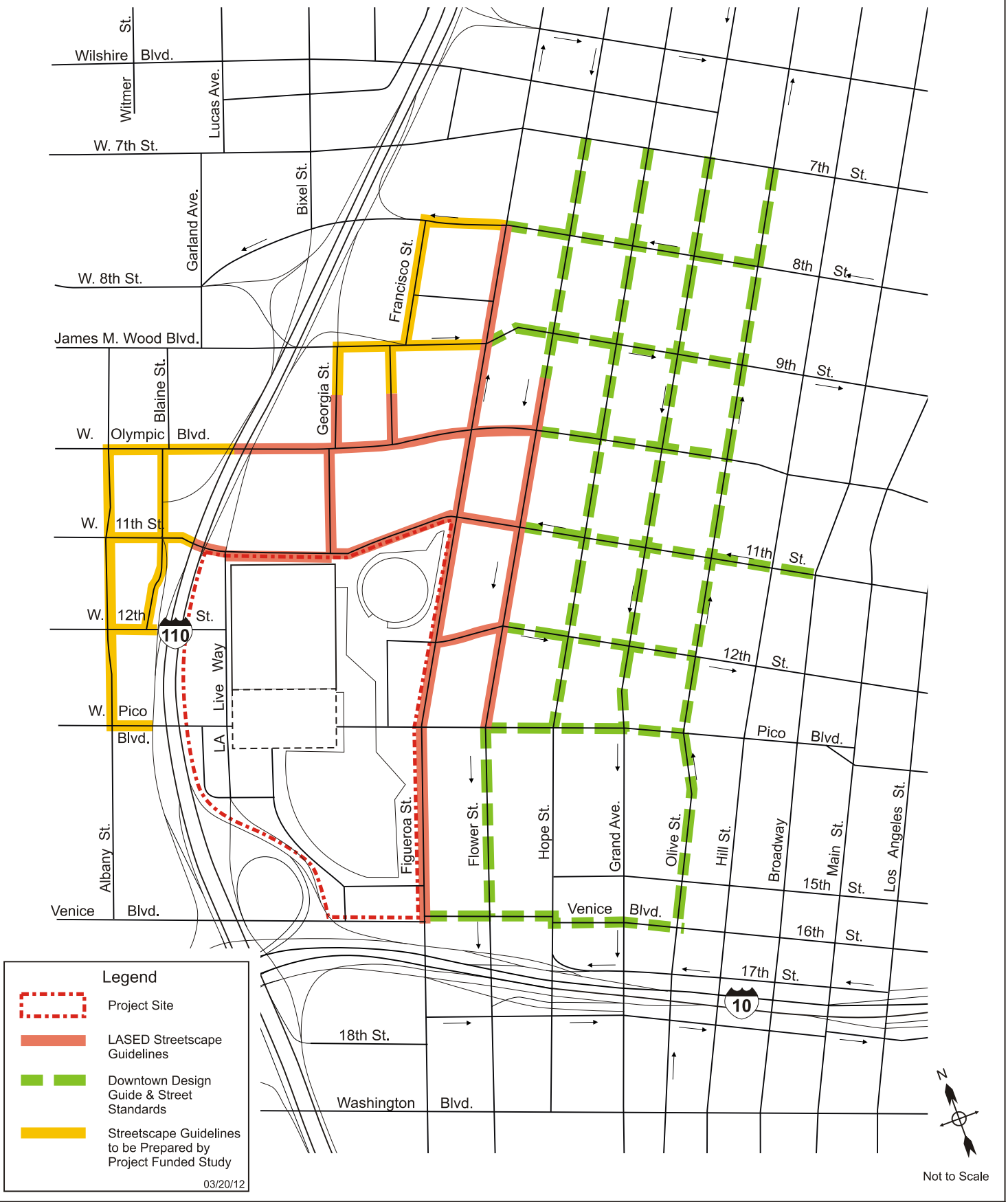


Figure 10.4.3.2
Streetscape Guidelines By Others

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The Proposed Project would implement wider crosswalks (up to 30-feet) with differential paving (as was done for certain intersections for LA LIVE) at the following twelve intersections shown in Figure 10.4.3.1

LA Live Way & Chick Hearn Court
LA Live Way & 12th Street
LA Live Way & Pico Boulevard
Georgia Street & Olympic Boulevard
Francisco Street & Olympic Boulevard
Francisco Street & James Wood Boulevard
Figueroa Street & Pico Boulevard
Figueroa Street & 9th Street
Flower Street & Pico Boulevard
Flower Street & 12th Street
Flower Street & 11th Street
Flower Street & Olympic Boulevard

Off-Site Pedestrian Streetscape

There are already streetscape guidelines that cover the streets that will be used to access the Project Site from the downtown area – either in the LASED Streetscape Plan or in the Downtown Design Guide and Street Standards documents, as shown in Figure 10.4.3.2. The Proposed Project will fund a planning study to evaluate these guidelines for the streets identified in Figure 10.4.3.2 to determine if additional guidelines are desirable (for example enhancements to street lighting, enhanced and wider crosswalks, wayfinding signage, etc.). Figure 10.4.3.2 also shows streets in the Pico Union area just west of the freeway which are not covered by existing design guidelines. The Proposed Project would also fund a similar planning study to prepare streetscape guidelines for these streets (which would be part of the broader community planning study to be funded by the Proposed Project in the Community Benefits Program).

As part of the Proposed Project Design it is expected that the following streets would be closed to thru traffic (local access and transit vehicles allowed) before, during, and after events, in order to minimize the conflicts between vehicles and pedestrians.

- LA Live Way, between Pico Boulevard and Chick Hearn Court
- Chick Hearn Court between LA Live Way and Georgia Street
- Georgia Street, between Chick Hearn Court and West Road
- 12th Street, between Figureroa Street and Flower Street
- Chick Hearn Court, between Figueroa Street and Georgia Street (closed to all traffic)

The final configuration of the traffic closures on Event Days will be determined upon completion of the Transportation Management Plan.

10.4.4 Coordination with Bicycle Plans

The Proposed Project will coordinate with the provision of a Bike Station and Mobility Hub at or adjacent to the Project Site. It is expected that the current plans for a Bike Station will be implemented by others but the Proposed Project will coordinate with and support that program. It is assumed that a bike share program will be provided independently at the Bike Station by others.

The Proposed Project would also coordinate with the concept plans currently being evaluated in the Figueroa Corridor Study for providing a bike lane in each direction on Figueroa Street between USC and downtown (although because of the large number of pedestrians that would be associated with the Event Center, Convention Center, STAPLES Center and LA LIVE, the Proposed Project would not support any type of raised curb delineating the bike lanes in the vicinity of the Project Site as they would create pedestrian safety impacts).

10.4.5 Green Transportation Measures

Two measures will be implemented to improve air quality and reduce carbon emissions.

The Proposed Project will provide up to 12 electric vehicle charging stations in the on-site parking garages to facilitate and encourage the use of electric vehicles.

The Proposed Project will also provide priority parking locations for hybrid and electric vehicles, to facilitate and encourage the use of these vehicles.

10.4.6 Transportation Management Center

The Proposed Project will provide an appropriately sized building on the Project Site to accommodate a Field Operations Center. This facility shall provide space for the on-site coordination of security staff, the LAPD, LADOT, Metro, and Caltrans, and communications capabilities to each agency's main control center. In addition to functioning as the security and safety management center, the FOC shall also provide for the centralized coordination of all transportation and parking management activities during events.

While these project design features would improve circulation and in some cases improve air quality, they would not necessarily reduce vehicle trips, so no trip credits are taken in the analysis for project design features.

10.5 The Mitigation Program

Overview

The mitigation program is a comprehensive multi-modal program that includes a wide range of measures, and that focuses on encouraging transit use, reducing auto trips, implementing traffic management and operational measures, and implementing physical improvements in certain locations where feasible and beneficial to all transportation modes.

Unlike many land use developments projects which function on a regular daily basis, the Proposed Project includes an Event Center where events would not occur every day or on a regular schedule, but rather would occur irregularly and only on those days and at those times when events are scheduled. Transportation mitigations are thus more appropriately focused on operational measures that would address the short-term and temporary nature of impacts by managing and maximizing the capacity of the existing roadway infrastructure on a temporary basis during events, rather than physical infrastructure improvements that would not be necessary for mitigation for most of the time, and which might through roadway capacity increases encourage further auto use contrary to policies to increase transit use. Given the Proposed Project's stated policies and goals of increasing transit use and decreasing auto use, physical improvements to transportation infrastructure are focused on transit rather than highways. However, the mitigation plan will include certain "spot" or localized highway improvements to reduce traffic impacts and to facilitate efficient traffic operations where feasible.

10.5.1 Transit Measures

The mitigation program will include the following measures aimed at increasing ridership on transit.

Improve Pico Metro Station

The Pico Metro Station, located on Flower Street between 12th Street and Pico Boulevard one block from the Project Site, is currently a single platform station with limited capacity access to the platform from the east sidewalk of Flower Street. This measure would improve the Pico Metro Station by adding a second platform parallel to the existing platform. The measure would also refurbish the existing platform to improve the passenger handling capacity. This measure would significantly enhance the passenger-handling capacity of the station, pedestrian and disabled person access to the station, and train operations at the station, as well as reducing the number of passengers that would have to cross the tracks to board trains. This station enhancement is identified in Figures 10.5.1.1 and 10.5.1.2. The second platform would replace one of the traffic lanes on Flower Street, so for this block Flower Street would be reduced from three southbound lanes to two lanes. The Proposed Project will

make a substantial one time fixed-fee financial contribution of $10,000,000 to this improvement. which .

The reduction in traffic capacity of Flower Street has been incorporated into the mitigation analysis for the Proposed Project. An analysis was also conducted of traffic conditions with the proposed station improvements but with no event at the Proposed Project, which is included at the end of this chapter.

Additional Transit Service – EIR Forecast Transit Ridership

As demonstrated in the impact analysis in Chapter 5, while the existing scheduled transit services would provide sufficient capacity for the projected transit ridership forecast in the EIR analysis for the Weekday Evening Pre-Event Hour, additional transit service would need to be provided for other event scenarios and time periods. This additional service would be needed because Metro currently operates service at lower levels (i.e. frequencies) during the weekday evenings and at weekends. The additional service levels necessary to avoid exceeding the policy load factors (see discussion in Chapter 5) are shown for each event scenario in Table 10.5.1.1. These are expressed in terms of additional rail cars or buses needed by time period. This provides Metro the operational flexibility of either adding rail cars to existing scheduled trains or adding whole trains. (For example, weekend service on the Red Line comprises 4-car trains. Additional capacity could be provided by adding two cars to scheduled trains to run six-car trains or by adding a new train). In most cases, the additional service capacities shown in Table 10.5.1.1 are relatively small increases in service, and in all cases could be provided by the existing service fleet without the need for any new equipment. The transit analysis for Future With Project With Mitigation is shown in Appendix 10 in Tables A.10.5.1.1 through A.10.5.1.6. This measure shall be implemented solely by Metro. If Metro does not provide the added service, the Proposed Project's transit impacts would remain significant.

Additional Transit Service – Increase Transit Ridership

This measure would seek to increase transit ridership to the Proposed Project, beyond the levels identified in the EIR analysis (see Chapter 4 and Chapter 5). Additional transit service could be provided in a number of ways. This measure will be implemented as part of the Transportation Management Plan described later in this section.

Additional Metro and Metrolink Service

Firstly, additional passengers could be carried by the Metro lines serving the Project Site and on the Metrolink six-county commuter rail lines serving Union Station. During certain time periods such increases might be accommodated by existing service levels. For other event scenarios additional transit service would need to be provided – again either by adding rail cars to trains or by additional trains, to increase the frequency and capacity of the service.



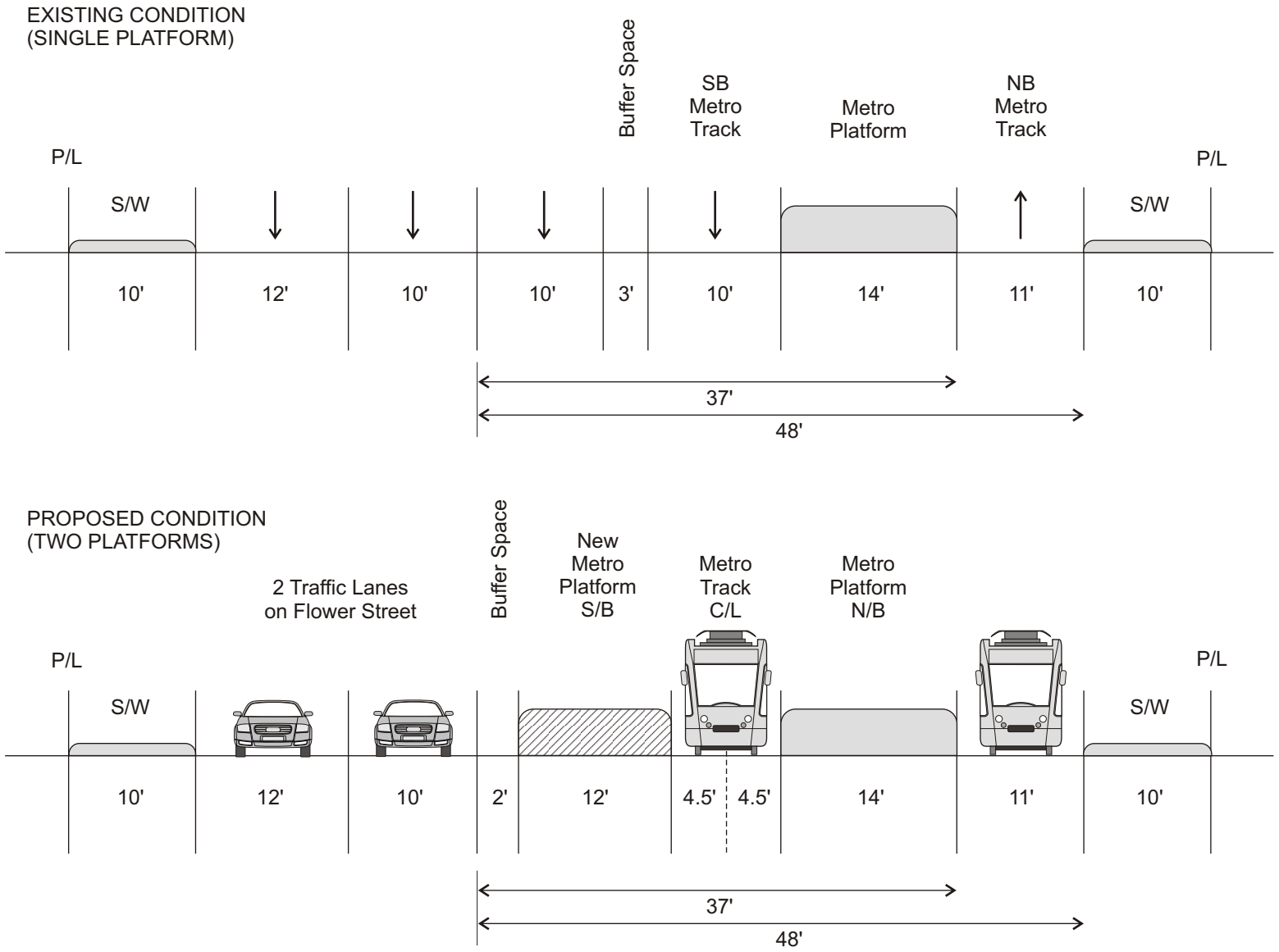
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Figure 10.5.1.1
Pico Station - Second Platform Concept

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2/6/12

Figure 10.5.1.2
Pico Station - Cross-Section Study of Flower Street for Second Platform Concept

Table 10.5.1.1 Additional Transit Service to Meet Policy Load Factors
Number of Additional Rail Cars/Buses - Future With Project

11/11/2011

Transit Line	Sunday Day		Saturday Day		Weekday Evening	
	Pre-Event Hour	Post-Event Hour	Pre-Event Hour	Post-Event Hour	Pre-Event Hour	Post-Event Hour
Red	-	6	1	5	-	13
Purple	-	-	-	-	-	-
Red/Purple	-	-	-	-	-	3
Blue	3	8	4	9	-	18
Expo	-	1	-	1	-	10
Green (East)	-	-	-	-	-	5
Green (West)	-	-	-	-	-	4
Gold (Pasadena)	-	-	-	-	-	2
Gold (East LA)	-	-	-	-	-	4
Metrolink	1	2	-	1	-	-
Silver Line (Artesia T.C.)	2	3	1	2	-	3
Silver Line (El Monte)	2	3	1	2	-	3
Bus - Rapid	-	1	-	-	-	7
Bus - Express	2	3	1	2	-	5
Bus - Local	-	-	1	-	-	-

Special Metrolink Trains

Metrolink could run special event trains, similar to those currently operated to Angel games at Anaheim Stadium and those that have been operated to Fontana Speedway and to concerts at Anaheim Stadium.

Express Bus Park-and-Ride

The Event Center could run an Express Park-and-Ride service where patrons could park in remote parking locations and ride Express Bus Service directly to the Event Center. This could operate in a similar fashion to the existing Hollywood Bowl Park-and-Ride service. While this service would be coordinated and managed by the Event Center it would most likely be operated by private transit operators.

Charter Bus Service

The Event Center could encourage a resident football team to promote the use of charter buses for team fans to use to attend games rather than driving. These would be an efficient method of bringing fans who would travel, longer distances to games (for example outside of Los Angeles County), and could also be organized by fan supporter and/or booster clubs.

Encourage and Incentivize Transit Use

The use of transit would be encouraged and heavily promoted by the Proposed Project. This would include bundling of transit passes with event ticket sales, where patrons could purchase a transit ticket at the same time as the event ticket so patrons would not need to buy a transit ticket on the day of the event. The Proposed Project will work with transit operators to achieve a process where a single transit ticket/pass could be used on all connecting transit links to facilitate transfers. It would also include extensive use of marketing and promotional materials to ensure patrons would be aware of the availability, convenience, and benefits of all transit options, including use of electronic distribution methods such as web-site and cell phone applications.

This measure could also include special offers and/or programs to encourage the use of transit, such as for example potentially offering discounts on merchandise or at restaurants, or running a “Transit Club” or “Transit Fan Appreciation Program” where continued use of transit provides patrons with certain benefits. This measure will be implemented as part of the TMP described later in this section.

Mitigation Analysis

As it is difficult to quantify accurately the trip reduction benefits of these measures at this time, the traffic analysis will conservatively take no trip credits. Instead, the trip reductions

will be monitored as part of the SB 292 process. Therefore, this analysis represents a very conservative assessment and likely substantially overstates the Proposed Project's actual traffic impacts.

10.5.2 Trip Reduction Measures

These measures would be focused on reducing the number of auto trips to the Project Site. These would take two forms: measures to increase auto occupancy for events; and additional measures to encourage use of alternative modes to the auto.

Increase Auto Occupancy

These measures would be aimed at increasing auto occupancy for events over the 3.00 persons per car assumed for weekend events and the 2.75 persons per car assumed for weekday events. Measures could include reduced parking rates for cars with 4+ people, and providing preferred parking locations for cars with 4+ people.

The Proposed Project will also encourage the use of vanpools, and will facilitate organizing vanpool programs for Event Center events, and will provide priority parking for vanpool vehicles.

These measures will be implemented as part of the TMP described later in this section.

Encourage Use of Alternative Modes

Bicycle Use

An on-site Bicycle-Valet Program will be operated during major events.

The Proposed Project would make a one-time fixed fee financial contribution of $250,000 to the City's Bicycle Trust Fund that is currently being established, the monies to be used to improve bicycle facilities in the area of the Proposed Project.

Mobility Hub

To support a local Mobility Hub the Proposed Project will provide space on or adjacent to the Project Site for a car-share program (approximately 300 sq. ft. for a rental office and parking for up to 20 car-share vehicles). The Proposed Project would also make a one-time fixed fee financial contribution of $750,000 to LADOT's Mobility Hub Program.

Mitigation Analysis

As it is difficult to quantify accurately the trip reduction benefits of these measures at this time, the traffic analysis will conservatively take no trip credits. Instead, the trip reductions will be monitored as part of the SB 292 process. Therefore, this analysis represents a very conservative assessment and likeley substatially overstates the Proposed Project's actual traffic impacts.

10.5.3 Pedestrian Circulation System Measures

Temporary Street Closures

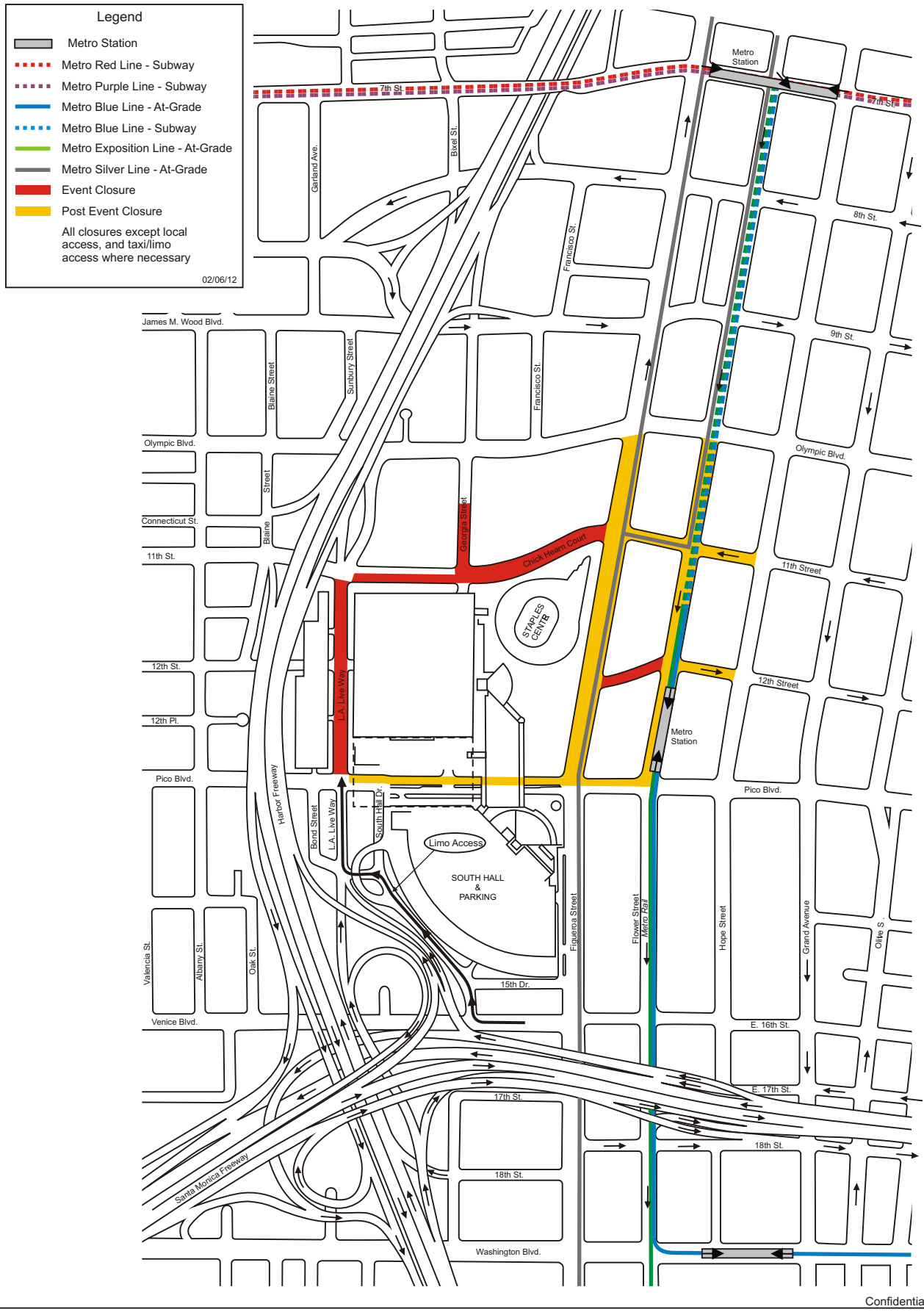
The pedestrian impact analysis (see Chapter 5) identified isolated pedestrian sidewalk impacts at certain locations. These would be mitigated by the temporary closure of certain street segments after major events, which would eliminate conflicts between pedestrians and vehicles during the period of highest pedestrian flows directly after a major event at the Event Center. While the actual street closure program would be determined in the Transportation Management Plan, for the purposes of analysis in this EIR the following street closures were assumed for the Post-Event Hour:

Figueroa Street:	both directions, between Olympic Boulevard and Pico Boulevard
Flower Street:	both directions, between Olympic Boulevard and Pico Boulevard
11th Street:	both directions, between Figueroa Street and Hope Street
12th Street:	both directions, between Figueroa Street and Hope Street
Pico Boulevard:	westbound direction only, between Flower Street and LA Live Way

Where streets would be closed, they would be closed to all traffic, including transit vehicles, except for local access to adjacent properties. While the exact location, duration and details of closure would be determined in the Transportation Management Plan, it is expected that these street closures would not need to occur for more than one hour after a major event and may only be closed for a shorter period of time. Figure 10.5.3.1 shows the locations of expected street closures including those identified earlier for the Pre-Event Hour and during events as Project Design Features, and discussed in Chapter 4.

The proposed post-event street closures would fully mitigate all of the significant pedestrian impacts identified in the analysis in Chapter 5. Analysis of the post-event street closures and the pedestrian mitigations is shown in Appendix 10 in Tables A.10.5.3.1 through A.10.5.3.6.

These street closures would affect traffic flows in the vicinity of the Proposed Project, so traffic diversions that would occur as a result are included in the mitigation traffic analysis. The primary alternate route for southbound traffic would be Grand Avenue which is a one-



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Figure 10.5.3.1
Proposed Event Street Closures

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way southbound four-lane street two blocks to the east of Flower Street. The temporary post-event street closures would create five additional significant intersection traffic impacts in the Sunday Post-Event Hour and eleven additional significant intersection impacts in the Saturday Post-Event Hour, but would not create any additional significant freeway traffic impacts. Traffic analysis of the post-event street closures is included in the mitigation analysis for intersections shown in Appendix 10, in Tables A.10.5.7.1 through A.10.5.7.8.

10.5.4 Parking Management

The Proposed Project will develop a Parking Management Plan (as part of the TMP) that will make efficient shared use of the considerable parking supply available in the downtown area, and will implement an effective program of directing patrons to specific parking zones based on their direction of arrival to the maximum extent possible, as described in Chapter 4. Methods that will be use to help achieve this, will include the bundling of parking passes with event ticket sales wherever possible, and the extensive use of informational programs (including use of electronic distribution methods such as web-site and cell phone applications) to advise patrons of the preferred parking locations for their directions of arrival and the preferred routes to access/egress such parking.

Coordination with LADOT's Downtown *Express*Park Program

The Proposed Project will coordinate with LADOT's Downtown *Express*Park Program (see Chapter 3) to coordinate the efficient use of the parking supply. This will involve including the on-site parking garages in the City's Program (for monitoring of occupancy and utilization), and coordinating information sources, types, and distribution methods for parking locations and access/egress routes during events.

In developing the Parking Management Plan, the Proposed Project will encourage the participation of other parking garages in the downtown in the *Express*Park Program. The Proposed Project will also fund a study for the City of Los Angeles to explore ways of extending parking garage participation in the *Express*Park Program (up to a total of $200,000).

The Proposed Project will also make a one-time fixed fee contribution of $1,000,000 to the Downtown *Express*Park Program.

The Proposed Project will also make a total 3-year annual contribution to the Downtown *Express*Park Program for system maintenance (3 payments of $100,000 per year).

Employee Parking

While every effort will be made to encourage employees to take alternate modes to the auto, the Proposed Project will provide off-site parking for employees who drive and will provide shuttle bus service from the remote parking locations to the Project Site, similar to the programs successfully deployed for STAPLES Center and LA LIVE.

Use of Remote Parking When Necessary

The impact analysis in Chapter 5 identified that generally there would be more than sufficient parking available between the on-site supply and the off-site parking available in the Primary Parking area identified in downtown. The analysis did, however, identify that there may be occasional times for weekday evening events when additional parking may be necessary, and that could be provided at numerous locations outside the Primary Parking area (for example, on Bunker Hill, at Union Station, east of Broadway, in Central City West (north of Olympic Boulevard), and south of the Project Site in the general USC/Coliseum area including the Shrine Auditorium.

The Proposed Project would arrange remote parking outside the Primary Parking Area when necessary and would provide connecting shuttle bus service to the Project Site as necessary (some remote parking locations would be connected to the Project Site by rail transit lines such as the Red Line, and the Blue/Exposition Lines). The Proposed Project would need to coordinate with potential additional parking facilities based on availability and willingness to participate. Remote parking plans will be included in the Transportation Management Plan.

Mitigation Analysis

These measures would not reduce vehicle trips, but should minimize vehicles circulating to look for parking spaces and thereby also minimize vehicle miles travelled (VMT)[1]. They would also mitigate potential parking impacts.

10.5.5 Traffic Management Measures

Due to the irregular nature of activities at event centers, and the fact that many events occur outside of the typical peak traffic hours on the highways system, traffic management and operations measures are typically considered the most effective strategies to mitigate or minimize the temporary impacts from event traffic. Rather than build unnecessary transportation infrastructure improvements that would only be used by the peak event traffic

[1] LADOT has estimated that the measures that will be put in place as part of the Downtown *Express*Park Program could reduce vehicle miles traveled and associated green house gas emissions in downtown by approximately 10%.

sporadically (i.e. before and after events), the traffic management measures seek to maximize the operational efficiency of the existing infrastructure to better accommodate the temporary nature of the event traffic impacts. The proposed traffic management measures include the following:

Portable Surface Street Changeable Message Signs (CMS)

The Proposed Project will obtain and utilize up to 25 portable CMS trailers for use in traffic operations management during events. Their specific use will be determined in the Transportation Management Plan.

Permanent Surface Street Changeable Message Signs (CMS)

The Proposed Project will obtain and install new permanent surface street CMS signs (up to a total cost of $1,250,000) to be used in conjunction with the existing CMS signs on streets in the area around the Project Site to provide specific traffic and parking messages as needed. Their specific use will be determined in the Transportation Management Plan. It is anticipated these will be smaller and less visually intrusive than the existing CMS signs in the area, and will be used to expand and augment the existing system.

Fixed Signage

A fixed signage program will be implemented (up to a total cost of $500,000), providing directional information to parking zones, parking facilities and preferred access/egress routes.

Mitigation Analysis

These measures will not reduce vehicle trips, but will instead improve traffic flows in and around the Event Center and may therefore partially mitigate traffic impacts. As their precise effect cannot be accurately quantified, the traffic analysis will conservatively take no trip credits or reductions in intersection volume to capacity ratios for these measures. Therefore, this analysis represents a very conservative assessment and likley substatially overstates the Proposed Project's actual traffic impacts.

10.5.6 Pico Union Neighborhood Traffic and Parking Management Plan

The impact analysis in Chapter 5 identified the potential for significant traffic impacts to certain local residential streets in the Pico Union area due to possible cut-thru traffic, and the potential for significant parking impacts in the area.

The Proposed Project will develop and implement a Neighborhood Traffic and Parking Management Plan to minimize such potential impacts (total cost for preparation of plan and

implementation of fixed features up to $400,000). The Plan will be developed in coordination with LADOT and the community. This Plan in and of itself would not reduce vehicle trips, but if agreed to by the affected neighborhood would mitigate or minimize parking and traffic impacts on local streets in Pico Union.

10.5.7 Street Intersection Improvements

Background

The Proposed Project is located in the central Los Angeles area, where the street system is essentially fully built out and is already often striped for the maximum capacity and operational effectiveness within the available right-of-way. In most cases, street widenings are not feasible, because sufficient right-of-way is not available and right-of-way acquisition is not possible, because they might cause secondary impacts by displacing on-street parking, or because it is not practical or desirable to reduce sidewalk widths due to secondary impacts that could occur to pedestrian flows through a degraded pedestrian environment.

In addition, for the downtown area to function effectively from an access and circulation standpoint it is critical for the transportation system to achieve a balance in serving vehicular traffic, transit, and pedestrians. Roadway widenings – while benefiting traffic – often have adverse impacts on pedestrians by reducing sidewalk widths and may have adverse impacts on bus transit service by relocating or impacting bus stops. So even where roadway mitigations may physically be possible – they may be considered detrimental in the overall context of multi-modal transportation and circulation and are therefore considered infeasible in many locations.

Reversible Lanes

The potential benefits and effectiveness of temporary reversible lanes on key arterial roadways during pre-event and/or post-event hours was evaluated as a traffic management measure. This evaluation indicated that reversible lanes were either not needed or not an effective solution, or that they were not feasible. For example, on east-west arterials west of the Project Site, reversible lanes could theoretically be beneficial during the pre-event hour for a weekday evening event. However, as eastbound and westbound traffic volumes are very similar at that time, the roadway capacity in the "reverse" direction is not available. Reversible lanes were therefore not included in the mitigation program.

Specific Intersection Improvements

The feasibility of specific intersection improvements was investigated for the intersection locations where the Project would cause significant traffic impacts. This evaluation, which was conducted in conjunction with LADOT staff, looked at the feasibility of re-striping traffic

lanes and/or adding traffic lanes to modify intersection lane configurations, roadway widenings, and potential changes to signal timing and phasing.

In conjunction with LADOT, it was determined that in general the following types of intersection improvements were not feasible:

- roadway widenings were not a feasible measure because they would require reducing sidewalk widths – which would degrade the pedestrian environment and could cause secondary impacts; and due to the lack of available right-of-way because of existing buildings or improvements or lack of control over adjacent right-of-way;

- roadway lane re-striping was not a feasible measure at a majority of the impacted intersections as it would result in inadequate lane widths,; or require the removal of on-street parking – which would cause secondary impacts to the adjacent land uses;

- signal timing/phasing changes were not feasible as they would worsen rather than improve intersection operations or potentially cause other problems and/or impacts elsewhere.

Specific physical mitigation improvements were deemed to be feasible at the following intersections locations.

Blaine Street at SR-110 Southbound Off-Ramp

The proposed mitigation measure at this intersection is to restripe the westbound approach on the SR-110 SB Off-Ramp to change one of the exclusive right-turn lanes into a shared left-thru-right lane. This would modify the approach from the existing configuration of one left-turn lane and two exclusive right-turn lanes, to a configuration of one left-turn lane, one shared left-thru-right lane, and an exclusive right turn lane. This measure would enhance the capacity of the off-ramps for Event Center traffic inbound to the parking garages at the Proposed Project. It would not require any widening or additional right-of-way. It would require the approval of Caltrans. The concept improvement plan for this location is shown in Figure A.10.5.7.1 in Appendix 10.

This mitigation measure would fully mitigate the Weekday Pre-Event Hour significant impact at this intersection (there would be no significant impacts for the other event scenario/times analyzed).

Blaine Street at 11th Street

The proposed mitigation measure at this intersection is to restripe the westbound approach on 11th Street to include one exclusive left-turn lane and one shared left-thru lane. This would modify the existing approach from the configuration of one shared left-thru lane and one thru

lane, to a configuration of one exclusive left-turn lane and one shared left-thru lane. This measure would provide two left-turn lanes to the SR-110 Southbound On-Ramp at this intersection rather than the existing one left turn lane, thereby increasing access capacity to the ramp for outbound traffic from the Proposed Project. It would require widening on the south-east corner of the intersection. It would require the approval of Caltrans. The concept improvement plan for this location is shown in Figure A.10.5.7.2 in Appendix 10.

This mitigation measure would fully mitigate the significant impacts at this location for all six event scenario/times analyzed.

The 17th Street and 18th Street Corridor Between Los Angeles Street and Grand Avenue

A key access/egress route to the Project Site for inbound traffic from I-10 West traveling from the East Los Angeles Interchange would be to exit the freeway at the Los Angeles Street westbound off-ramp and use 17th Street to Hill Street or Olive Street to then access parking areas to the east of the Event Center. The return outbound route would be use 18th Street eastbound to the eastbound on-ramp at Los Angeles Street. The analysis identified a number of significant traffic impacts in this corridor.

This mitigation measure would enhance the capacity of the I-10 Westbound Off-Ramp at Los Angeles Street, enhance the capacity of 17th and 18th Streets, and improve access to the I-10 Eastbound On-Ramp at Los Angeles Street.

The proposed roadway mitigation measure is to restripe both 17th Street and 18th Street from the existing two lanes to three lanes between Los Angeles Street and Grand Avenue.
The current curb-to-curb right of way along 17th Street is wide enough to accommodate an additional thru lane in the westbound direction. This improvement would require that on-street parking, located along the southern edge of the roadway, either be permanently removed or restricted during events from Los Angeles Street to Grand Avenue. The I-10 Westbound Off-Ramp at Los Angeles Street (the westbound approach at the Los Angeles Street & 17th Street intersection), would be widened from two lanes to three lanes to match the additional capacity provided on 17th Street and provide additional capacity for traffic exiting the freeway.

Along 18th Street, a similar improvement would also be implemented, to provide an additional eastbound lane between Olive Street and Los Angeles Street. At Los Angeles Street, 18th Street would be widened on the north side to provide an additional left-turn lane and a smoother transition onto the I-10 EB On-ramp. This improvement would require the removal of on-street parking along the southern edge of 18th Street between Main Street and Los Angeles Street.

This measure would require the removal (temporary or permanent) of 15 metered parking spaces and 7 non-metered spaces along 17th Street, and 4 metered and 3 non-metered parking

spaces along 18th Street. An analysis (per LADOT guidelines, and summarized in Appendix 10) showed that there are sufficient unoccupied parking spaces in the adjacent area (within two blocks and for the majority of spaces within one block) to accommodate the loss of these on-street parking spaces, so this measure would cause less than significant impacts on parking in this corridor.

The specific improvements proposed under this overall mitigation measure are as described below. These improvements have been included in the mitigation analysis. Except where identified, these measures could be implemented within the existing curb-to-curb roadway widths and within existing rights-of-way. Improvement concept plans are shown in Figure A.10.5.7.3 and Figure A.10.5.7.4 in Appendix 10.

Los Angeles Street at 17th Street

The proposed mitigation measure at this intersection is to widen the westbound approach on the I-10 Westbound Off-Ramp to add a thru lane. This would modify the existing configuration of one shared left-thru lane and one shared thru-right lane, to a configuration of one shared left-thru lane, one thru lane, and one shared thru-right lane. This measure would require widening on the south side in the Caltrans right-of-way, and would require the approval of Caltrans.

Main Street at 17th Street

The proposed mitigation measure at this intersection is to restripe the westbound approach on 17th Street to add an additional thru lane. This would modify the existing configuration of one shared left-thru lane and one shared thru-right lane, to a configuration of one shared left-thru lane, one thru lane and one shared thru-right lane.

Broadway at 17th Street

The proposed mitigation measure at this intersection is to restripe the westbound approach on 17th Street to add an additional thru lane. This would modify the existing configuration of one shared left-thru lane and one shared thru-right lane, to a configuration of one shared left-thru lane, one thru lane and one shared thru-right lane.

Hill Street at 17th Street

The proposed mitigation measure at this intersection is to restripe the westbound approach on 17th Street to add an additional thru lane. This would modify the existing configuration of one shared left-thru lane and one shared thru-right lane, to a configuration of one shared left-thru lane, one thru lane and one shared thru-right lane.

Olive Street at 17th Street

The proposed mitigation measure at this intersection is to restripe the westbound approach on 17th Street to add an additional thru lane. This would modify the existing configuration of one thru lane and one shared thru-right lane, to a configuration of two thru lanes and one shared thru-right lane.

Grand Avenue at 17th Street

The proposed mitigation measure at this intersection is to restripe the westbound approach on 17th Street to add an additional thru lane. This would modify the existing configuration of one shared left-thru lane and one thru lane, to a configuration of one shared left-thru lane and two thru lanes.

Hill Street at 18th Street

The proposed mitigation measure at this intersection is to restripe the eastbound approach on 18th Street to add an additional thru lane. This would modify the existing configuration of one shared left-thru lane and one shared thru-right lane, to a configuration of one shared left-thru lane, one thru lane, and one shared thru-right lane.

Broadway at 18th Street

The proposed mitigation measure at this intersection is to restripe the eastbound approach on 18th Street to add an additional thru lane. This would modify the existing configuration of one left turn lane, one thru lane and one shared thru-right lane, to a configuration of one shared left-thru lane, one thru lane, and one shared thru-right lane.

Los Angeles Street at 18th Street

The proposed mitigation measure at this intersection is to widen the eastbound approach on 18th Street to add an additional left-turn lane. This would modify the existing configuration of one left-turn lane, one thru lane, and one shared thru-right lane, to a configuration of two left-turn lanes, one thru lane, and one shared thru-right lane. This measure would require widening into the Caltrans right-of-way on the north-west corner of the 18th Street & Los Angeles Street intersection, and would require the approval of Caltrans.

Effects of Mitigation Measures

These mitigation measures would fully mitigate four of the five significant impacts and partially mitigate the remaining significant impact along 17th Street in the Sunday Pre-Event Hour; would partially mitigate all five significant impacts in the Saturday Pre-Event Hour (and eliminate all LOS F conditions); and would fully mitigate one of the six significant

impacts and partially mitigate five significant impacts in the Weekday Pre-Event Hour (and would eliminate all LOS F conditions).

They would also fully mitigate one of the three significant impacts and partially mitigate the other two significant impacts along 18th Street in the Sunday Post-Event Hour (and eliminate all LOS F conditions); would fully mitigate one of the four significant impacts in the Saturday Post-Event Hour (and eliminate all LOS F conditions); and would fully mitigate two of the four significant impacts and partially mitigate the other two significant impacts in the Weekday Post-Event Hour.

Figueroa Street at Washington Boulevard

A mitigation measure was proposed at this intersection to restripe the westbound approach on Washington Boulevard to add an exclusive right-turn lane. This would modify the existing configuration of one left-turn, two thru lanes, and one shared thru-right lane, to a configuration of one left-turn lane, three thru lanes, and one exclusive right-turn lane. This could be accomplished within the existing curb-to-curb width of the roadway. The improvement concept plan for this location is shown in Figure A.10.5.7.5 in Appendix 10. This mitigation measure would fully mitigate the significant impact during the Saturday Post-Event Hour and partially mitigate the significant impact during the Weekday Pre-Event Hour (there would be no significant impacts for the other event scenario/times analyzed). However, this measure was not accepted by LADOT, given the projected turn volumes and that the intersection would operate at LOS C in the Saturday Day Post-Event Hour and at LOS D in the Weekday Evening Pre-Event Hour.

ATSAC System Upgrades

Intersection Traffic Signal Upgrades

The traffic signal controllers at some study intersections are currently older model Type 170 Controllers. Where possible, the City is implementing upgrades to newer Type 2070 Controllers which provides for enhanced real time operation of traffic signal timing. The newer controllers allow LADOT to respond to real time traffic situations by making immediate adjustments to an intersection's signal timing and providing for more efficient traffic flows.

The Proposed Project would fund the upgrade of the signal controllers at 73 intersection locations, as listed in Table 10.5.7.1 and shown in Figure 10.5.7.1.

Closed Circuit Television (CCTV) Cameras

An integral part of the City's ATSAC/ATCS traffic signal control system is CCTV cameras at key intersection locations. These provide visual information to the City's ATSAC Traffic

Control Center, and allow LADOT to monitor traffic operations and respond in real time to traffic conditions that delay vehicles and transit service.

The Proposed Project would fund the installation of new CCTV cameras (including necessary mounting poles, fiber optic and electrical connections) at 9 locations where there would be significant traffic impacts, as listed in Table 10.5.7.1 and shown in Figure 10.5.7.1.

The locations for traffic signal upgrades and CCTV cameras have been agreed with LADOT. The Applicant will either install the upgrades or pay LADOT a fixed amount of $1,200,000 to provide for LADOT to design and install the improvements.

Mitigation Analysis

LADOT has determined that the traffic system management improvements for traffic signal upgrades and CCTV cameras described above would increase intersection capacity in the system. Per LADOT procedures a 1% increase in intersection capacity (0.01 improvement in the V/C ratio) has been included in the mitigation analysis for the intersections shown in Table 10.5.7.2[2].

In combination with the other mitigation measures, these ATSAC measures would partially mitigate three significant impacts in the Sunday Pre-Event Hour, nine significant impacts in the Sunday Post-Event Hour, twenty-four significant impacts in the Saturday Pre-Event Hour, twelve significant impacts in the Saturday Post-Event Hour, forty-one significant impacts in the Weekday Pre-Event Hour, and four significant impacts in the Weekday Post-Event Hour.

The intersection levels of service at all analysis locations for Future With Project With Mitigation are shown in Appendix 10 in Tables A.10.5.7.1 through A.10.5.7.3.

10.5.8 Freeway Measures

The impact analysis in Chapter 5 identified various freeway mainline segments, and a number of freeway off-ramps and on-ramps, where significant traffic impacts would occur for certain event scenarios. The freeway system is part of the regional transportation infrastructure, and in the heavily developed and built up area of Central Los Angeles there is very little if any right-of-way available for freeway widenings. Freeway improvement projects are therefore generally not very common and usually only carried out as part of major regional infrastructure improvement plans. In addition, as discussed earlier in this Chapter, unlike

[2] Because the improvements benefit the signal system and not just individual intersections, their benefit is applied also to intersections in the vicinity of the intersection where they are implemented. The list in Table 10.5.7.2 was approved by LADOT.

Table 10.5.7.1 Proposed ATSAC Intersection Improvements **1-16-12**

Part A. Traffic Signal Controller Upgrade Locations

1. Griffith Avenue & 16th Street
2. San Pedro Street & 16th Street
3. Maple Avenue & 16th Street
4. Maple Avenue & 18th Street
5. Maple Avenue & 23rd Street
6. Maple Avenue & Adams Boulevard
7. Los Angeles Street & 16th Street
8. Los Angeles Street & 17th Street
9. Los Angeles Street & 18th Street
10. Main Street & 16th Street
11. Main Street & 17th Street
12. Main Street & 18th Street
13. Main Street & 23rd Street
14. Broadway & Alpine Street
15. Broadway & Ord Street
16. Broadway & 16th Street
17. Hill Street & 1st Street
18. Hill Street & 2nd Street
19. Hill Street & 3rd Street
20. Hill Street & 4th Street
21. Hill Street & 16th Street
22. Hill Street & 17th Street
23. Hill Street & 18th Street
24. Hill Street & Adams Boulevard
25. Olive Street & 16th Street
26. Grand Avenue & 16th Street
27. Grand Avenue & Adams Boulevard
28. Hope Street & 2nd Street
29. Hope Street & 4th Street
30. Hope Street & Wilshire Boulevard
31. Hope Street & 8th Street
32. Hope Street & 9th Street
33. Hope Street & 11th Street
34. Hope Street & 12th Street
35. Hope Street & Pico Boulevard
36. Flower Street & 9th Street
37. Flower Street & 11th Street
38. Figueroa Street & Olympic Boulevard
39. Figueroa Street & Convention Center Bus Exit

40. Figueroa Street & Venice Boulevard
41. Figueroa Street & 18th Street
42. Figueroa Street & 23rd Street
43. Francisco Street & 8th Street
44. Georgia Street & 9th Street
45. Convention Center Drive & Venice Boulevard
46. Lucas Street & Wilshire Boulevard
47. LA Live Way & 11th Street
48. Blaine Street & SR-110 SB Off-Ramp
49. Blaine Street & 11th Street
50. Albany Street & Pico Boulevard
51. Valencia Street & 11th Street
52. Valencia Street & Pico Boulevard
53. Oak Street & Washington Boulevard
54. Union Avenue & 11th Street
55. Union Avenue & 12th Street
56. Union Avenue & Venice Boulevard
57. Union Avenue & Washington Boulevard
58. Union Avenue & 23rd Street
59. Bonnie Brae Street & Pico Boulevard
60. Burlington Avenue & Venice Boulevard
61. Alvarado Street & 11th Street
62. Alvarado Street & 12th Street
63. Alvarado Street & Pico Boulevard
64. Hoover Street & Pico Boulevard
65. Hoover Street & Washington Boulevard
66. Hoover Street & 20th Street
67. Hoover Street & I-10 EB Ramps
68. Magnolia Avenue & Pico Boulevard
69. Magnolia Avenue & Venice Boulevard
70. Magnolia Avenue & Washington Boulevard
71. Westmoreland Avenue & Venice Boulevard
72. Catalina Street & Pico Boulevard
73. Loyola High School Driveway & Venice Boulevard

Part B. CCTV Camera Installation Locations

74. Broadway & 3rd Street
75. Broadway & 17th Street
76. Broadway & 18th Street
77. Grand Avenue & 1st Street
78. Flower Street & 3rd Street

79. Flower Street & 9th Street
80. Figueroa Street & 2nd Street
81. Figueroa Street & 5th Street
82. Figueroa Street & Adams Boulevard

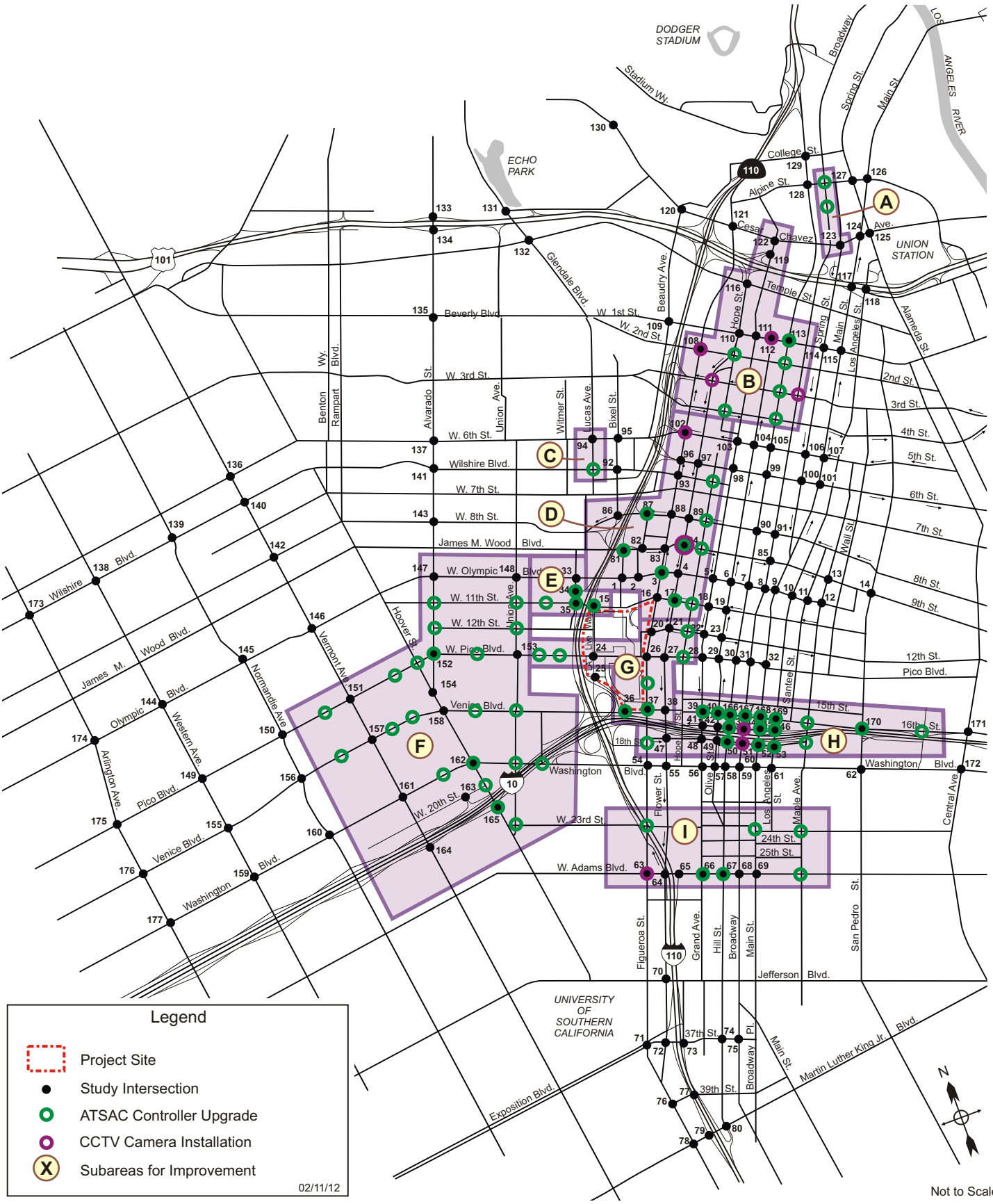


Figure 10.5.7.1
ATSAC Improvement Locations

Convention Center Modernization and Farmers Field Project

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Transportation Strategies & Solutions

Table 10.5.7.2 Intersection Locations Where V/C Credit Applied for Proposed ATSAC Intersection Improvements **1-30-12**

1. Georgia Street & Olympic Boulevard
2. Francisco Street & Olympic Boulevard
3. Figueroa Street & Olympic Boulevard
4. Flower Street & Olympic Boulevard
5. LA Live Way & 11th Street
6. Figueroa Street & 11th Street
7. Flower Street & 11th Street
8. Figueroa Street & 12th Street
9. Flower Street & 12th Street
10. LA Live Way & Pico Boulevard
11. Figueroa Street & Pico Boulevard
12. Flower Street & Pico Boulevard
13. Blaine Street & Olympic Boulevard
14. Blaine Street & SR-110 SB Off-Ramp
15. Blaine Street & 11th Street
16. Convention Center Drive & Venice Boulevard
17. Figueroa Street & Venice Boulevard
18. Flower Street & Venice Boulevard
19. Grand Avenue & Venice Boulevard
20. Olive Street & Venice Boulevard
21. Grand Avenue & 17th Street
22. Olive Street & 17th Street
23. Hill Street & 17th Street
24. Broadway & 17th Street
25. Main Street & 17th Street
26. Los Angeles Street & 17th Street
27. Flower Street & 18th Street
28. Grand Avenue & 18th Street
29. Olive Street & 18th Street
30. Hill Street & 18th Street
31. Broadway & 18th Street
32. Main Street & 18th Street
33. Los Angeles Street & 18th Street
34. Figueroa Street & Adams Boulevard
35. Flower Street & Adams Boulevard
36. I-110 NB Off-Ramps & Adams Boulevard
37. Grand Avenue & Adams Boulevard
38. Hill Street & Adams Boulevard
39. Broadway & Adams Boulevard
40. Main Street & Adams Boulevard
41. Georgia Street & 9th Street
42. Francisco Street & 9th Street

43. Figueroa Street & 9th Street
44. Flower Street & 9th Street
45. Bixel Street & 8th Street
46. Figueroa Street & 8th Street
47. Figueroa Street & 8th Street
48. Flower Street & 8th Street
49. Figueroa Street & Wilshire Boulevard
50. Lucas Street & 6th Street
51. Figueroa Street & 6th Street
52. Flower Street & 6th Street
53. Figueroa Street & 5th Street
54. Figueroa Street & 2nd Street
55. Hope Street & 1st Street
56. Grand Avenue & 1st Street
57. Olive Street & 1st Street
58. Hill Street & 1st Street
59. Hope Street & Temple Street
60. Grand Avenue & US-101 NB Ramps
61. Grand Avenue & Cesar Chavez Avenue
62. Broadway & Cesar Chavez Avenue
63. Alvarado Street & Olympic Boulevard
64. Union Avenue & Olympic Boulevard
65. Vermont Avenue & Pico Boulevard
66. Alvarado Street & Pico Boulevard
67. Union Avenue & Pico Boulevard
68. Alvarado Street & Hoover Street
69. Vermont Avenue & Venice Boulevard
70. Hoover Street & Venice Boulevard
71. Vermont Avenue & Washington Boulevard
72. Hoover Street & Washington Boulevard
73. I-10 WB Ramps & 20th Street
74. Vermont Avenue & I-10 EB Ramps
75. Hoover Street & I-10 EB Ramps
76. Hill Street & 16th Street
77. Main Street & 16th Street
78. Los Angeles Street & 16th Street
79. San Pedro Street & 16th Street

many land use developments projects which function on a regular daily basis, the Proposed Project includes an Event Center where events would not occur every day or on a regular schedule, but rather would occur irregularly and only on those days and at those times when events were scheduled. Transportation mitigations are thus more appropriately focused on operational measures that would address the short-term and temporary nature of impacts by managing and maximizing the capacity of the existing roadway infrastructure on a temporary basis during events, rather than physical infrastructure improvements that would not be necessary for mitigation for most of the time, and which might through roadway capacity increases encourage further auto use, contrary to policies of increased transit use.

Freeway Ramps

A review of the Proposed Project's impacts on the freeway system revealed no feasible off-ramp or on-ramps mitigation measures that the Proposed Project could implement at most locations. The freeway system in downtown Los Angeles is complex, with many ramps in close proximity and often tied into collector-distributor lanes, which make the improvement of one ramp or freeway segment impossible without major changes to larger segments. In other cases, freeway segments are on structure or right-of-way for improvements is not available, again making improvements infeasible. Major changes to freeway infrastructure are only made at a regional level as part of long-term plans and are beyond the capacity of individual development projects to implement.

The following improvements do, however, appear to be feasible and are proposed in the mitigation program.

SR-110 Southbound Off-Ramp to Blaine Street (Olympic Boulevard)

The proposed mitigation measure at this off-ramp is to restripe the westbound approach on the SR-110 SB Off-Ramp to change one of the exclusive right-turn lanes to a shared left- right lane. This would modify the approach from the existing configuration of one left-turn lane and two exclusive right-turn lanes, to a configuration of one left-turn lane, one shared left-right lane, and an exclusive right turn lane. This measure would enhance the capacity of the off-ramps for Event Center traffic inbound to the parking garages at the Proposed Project. It would not require any widening or additional right-of-way. It would require the approval of Caltrans. The improvement concept plan for this location is shown in Figure A.10.5.7.1 in Appendix 10. This measure was included in the mitigation analysis.

This measure would fully mitigate the significant impact during the Weekday Pre-Event Hour (there would be no significant impacts for the other event scenario/times analyzed).

I-10 Westbound Off-Ramp at Los Angeles Street

The proposed mitigation measure at this intersection is to widen the westbound approach on the I-10 Westbound Off-Ramp to add a thru lane. This would modify the existing configuration of one shared left-thru lane and one shared thru-right lane, to a configuration of one shared left-thru lane, one thru lane, and one shared thru-right lane. This measure would require widening on the south side in the Caltrans right-of-way, and would require the approval of Caltrans. The improvement concept plan for this location is shown in Figure A.10.5.7.2 in Appendix 10.

These proposed improvements were included in the mitigation analysis. The freeway ramp analysis for Future With Project With Mitigation is shown in Appendix 10 in Tables A.10.5.8.1 through A.10.5.8.3 for off-ramps and Tables A.10.5.8.4 through A.10.5.8.6 for on-ramps.

This measure would fully mitigate the significant impact at this location in the Sunday Pre-Event Hour. It would partially mitigate the significant impact during the Saturday Pre-Event Hour and Weekday Evening Pre-Event Hour, but would substantially reduce the queue lengths on the off-ramp.

Freeway Mainline Segments

A review of the Proposed Project's impacts on the freeway system revealed no feasible mainline segment mitigation measures that the Proposed Project could implement.

Contribution to Regional-Level Improvement

However, the Proposed Project would make a one-time fixed fee financial contribution of $2,400,000 towards one potential mainline freeway improvement in the downtown area that has been discussed for a number of years. This regional scale improvement project would add an auxiliary lane to the westbound US-101 Hollywood Freeway between the four-level interchange and Alvarado Street. It would correct merge-weave related traffic congestion that cause significant backups on both the westbound US-101 and the northbound US-110 freeways.

It is proposed that the Proposed Project contribution could fund initial engineering studies and a Project Study Report (PSR) that could provide the impetus to jump-start the project and make it available for state and federal funding. This measure would require the approval of Caltrans. Because this measure would also require funding by others and may not be implemented by 2017 when the Proposed Project opens, it has not be included in the traffic mitigation analysis.

CMS Signs

The Proposed Project will make a one-time contribution of $2,500,000 to Caltrans for the purpose of installing five additional mainline freeway changeable message signs (CMS) on the freeway systems surrounding and/or approaching downtown, to facilitate event traffic management. Installation locations will be determined in conjunction between the Applicant, Caltrans and LADOT and incorporated into the Transportation Management Plan. This measure would require the approval of Caltrans.

Fixed Directional Signage

The Proposed Project proposes to install fixed directional signage on the freeway system approaching and surrounding the downtown (up to a total cost of $2,000,000), to provide information on access routes to the parking areas for the Proposed Project to help manage traffic flows in a distributed manner as specified in the parking management strategy. These measures would require the approval of Caltrans.

Ramp Metering Upgrades

The Proposed Project will make a one-time contribution of $1,600,000 to Caltrans for the purpose of implementing upgrades to ramp meters on on-ramps in the downtown area. These will also facilitate event traffic management. Installation locations will be determined in conjunction with Caltrans and LADOT and incorporated along with all other ramp metering locations in the downtown area into the Transportation Management Plan. This measure would require the approval of Caltrans.

Traffic Management Measures

The Transportation Management Plan that will be developed for the Proposed Project will address traffic management measures on the freeway system. These will be focused on managing traffic flows in a distributed manner to utilize the numerous freeway and many off-ramps serving the downtown area. While the details of these will be worked out with Caltrans, it is expected they would include use of the existing fixed changeable message signs (CMS) on the freeway system approaching and surrounding the downtown area to provide event-specific messages for event traffic (e.g. preferred routes and freeway exits) and for non-event traffic (e.g. warnings of upcoming events, and of potential traffic congestion during events); and potentially the use of portable CMS trailers to provide localized information at on and off-ramps. The Proposed Project will also coordinate with Metro to increase Freeway Service Patrols (up to four additional tow trucks) on the freeway system around downtown before and after major events. Any such measures would require the approval of Caltrans.

Caltrans has reviewed the above identified freeway measures and has conceptually agreed to them, subject to actual details of traffic management measures being worked out and finalized

in the preparation of the Transportation Management Plan. The Proposed Project has agreed with Caltrans to a total contribution of $11,000,000 for the overall freeway program, with the flexibility to re-allocate monies between the specific measures if necessary in their implementation.

Mitigation Analysis

While the CMS signs, fixed signage, ramp metering upgrades, and traffic management measures would improve traffic flow and may partially mitigate traffic impacts, they would not reduce vehicle trips and their effect is difficult to quantify, so no trip credits are taken in the mitigation analysis.

10.5.9 Develop and Implement a Transportation Management Plan

A comprehensive Transportation Management Plan will be developed and implemented for the Proposed Project in coordination with LADOT, Metro, LAPD, Caltrans, and other transportation agencies, including an Event Coordination Plan, which will provide the framework and details for managing all aspects of transportation for events at the Proposed Project. This plan will build on the successful implementation of existing similar plans for STAPLES Center, LA LIVE, and the Convention Center. The Plan will provide an initial blueprint for transportation management, but will also be dynamic, flexible, and capable of responsiveness to the actual transportation conditions that may occur once the Proposed Project in operation.

This will be a multi-modal plan that addresses transit, autos, parking, pedestrians, and bicycles. It is expected that the Transportation Management Plan will address the following categories:

- Event Center Site Description and Operations
- Event Center Scheduling
- Event Coordination Plan
- Trip Generation Levels
- Overall Parking Strategy
- Parking Management and Access/Egress Plans
- Transit Service
- Pedestrian Circulation
- Transportation Demand Management and Trip Reduction (visitors and employees)
- Traffic Management
- Pico Union Neighborhood Traffic and Parking Management Plan

It is also expected that the Transportation Management Plan will include, but not necessarily be limited to, the following types of measures:

- Parking Locations by Type of Parking, and Parking Management Measures
- Access and Egress Routes to Parking
- Access and Egress Routes to Transit
- Event Ticket Bundling with Parking and Transit Passes
- Transit Service Provisions
- Integrated Transit Fare Measures
- Private Bus, Taxi, and Limousine, Provisions
- Pedestrian Signage and Wayfinding
- Pedestrian Circulation Management
- Use of Traffic Control Officers
- Potential Temporary Street Closures
- Potential Temporary Turn Restrictions
- Potential Temporary Traffic Lane Closures and/or Reassignments
- Use of Changeable Message Signs
- Emergency Vehicle Provisions

10.6 Summary of Mitigation Analysis and Significant Impacts Remaining After Mitigation

An analysis was conducted of the mitigation and improvements program described in earlier sections of this chapter. This analysis included the quantitative effects of physical mitigation measures (such as roadway improvements, ATSAC system upgrades at intersections, freeway ramp improvements, and event street closures). It did not quantify the benefits of trip reduction or increased transit use measures, because it is difficult to accurately quantify such benefits, so the analysis conservatively takes no trip credits for these types of measures. These latter measures will however be applied with implementation of the Proposed Project, particularly in conjunction with SB 292, and so will reduce the impacts identified in this report. Therefore, this analysis represents a very conservative assessment and likeley substatially overstates the Proposed Project's actual traffic impacts.

10.6.1 Intersections

The mitigation analysis for intersections is summarized in Table 10.6.1.1 which shows for each time period the number of significantly impacted intersections before and after mitigation. The mitigation program would reduce the number of impacted intersections, in some cases to below a significant level of impact, and in others would partially mitigate the impacts. An analysis of the proposed temporary event street closures indicated that while post-event street closures would reduce vehicle-pedestrian conflicts in the immediate area of the proposed Project, they would in certain cases cause secondary significant traffic impacts along routes to which traffic was diverted.

Table 10.6.1.1 Future With Project With Mitigation - Impacted Intersection Summary 1-19-12

	# of Impacted Intersections in Future With Project	# of Impacted Intersections in Future With Project With Mitigation [1]	Net Change Impacted Intersections [2]	# of Partial Mitigated Intersections
Sunday Day Pre-Event Hour	11	4	-7	-3
Sunday Day Post-Event Hour	18	20	+2	-9
Saturday Day Pre-Event Hour	31	28	-3	-24
Saturday Day Post-Event Hour	36	42	+6	-12
Weekday Evening Pre-Event Hour	77	72	-5	-41
Weekday Evening Post-Event Hour	9	6	-3	-4

Note:

1. Includes physical mitigation, 0.01 credit for intersection improvements, and post-event street closure.
2. Net change includes any mitigated location due to street closure, and any new impact due to street closure.

As shown in Table 10.6.1.1, the mitigation program would reduce the number of significantly impacted intersections from 11 to 4 during the Sunday Day Pre-Event Hour, and would partially mitigate a further 3 intersections. It would increase the number of significantly impacted intersections from 18 to 20 during the Sunday Day Post-Event Hour (increase due to temporary street closures), and would partially mitigate a further 9 intersections. It would reduce the number of significantly impacted intersections from 31 to 28 during the Saturday Day Pre-Event Hour, and would partially mitigate a further 24 intersections. It would increase the number of significantly impacted intersections from 36 to 42 during the Saturday Day Post-Event Hour (increase due to temporary street closures), and would partially mitigate a further 12 intersections. It would reduce the number of significantly impacted intersections from 77 to 72 during the Weekday Evening Pre-Event Hour, and would partially mitigate a further 41 intersections. It would decrease the number of significantly impacted intersections from 9 to 6 during the Weekday Evening Post-Event Hour, and would partially mitigate a further 4 intersections. The intersection levels of service at all analysis locations for Future With Project With Mitigation are shown in Appendix 10 in Tables A.10.5.7.1 through A.10.5.7.3.

Significant unavoidable impacts would remain at 4 intersections in the Sunday Day Pre-Event Hour, at 20 intersections in the Sunday Day Post-Event Hour, at 28 intersections in the Saturday Day Pre-Event Hour, at 42 intersections in the Saturday Day Post-Event Hour, at 72 intersections in the Weekday Evening Pre-Event Hour, and at 6 intersections in the Weekday Evening Post-Event Hour. The intersection mitigations would be effective in eliminating or substantially reducing the number of intersections operating at LOS F before and after events, as shown in Table 10.6.1.2 for Sunday Day Events, in Table 10.6.1.3 for Saturday Day Events, and Table 10.6.1.4 for Weekday Evening Events.

These impacts would not however occur on a daily or regular basis, and would occur irregularly associated only with events at the Event Center. The number of impacts would also reduce with the implementation of additional trip reduction and greater use of transit measures. Impacts would also be reduced further by implementation of the Transportation Management Plan.

10.6.2 Transit

The impact analysis in Chapter 5 identified certain transit service increases would be necessary in order that transit policy load factors would not be exceeded. It was concluded that these would be necessary due largely to the fact that transit service operates at reduced schedules during weekends and the late evenings. It was also concluded that only relatively modest increases in transit series would be necessary. With the implementation of these, which were identified in Table 10.5.1.1 earlier in this chapter, impacts on the transit system would be reduced to a less than significant impact and there would be no remaining

Table 10.6.1.2 Future With Project With Mitigation - Sunday Day Impacted Intersection Summary

1/19/2012

Sunday Day: Pre-Event Hour (12:00-1:00 PM)

	# of Impacted Intersections in Future With Project	Future With Project With Mitigation [1]	Net Change Impacted Intersections
# of Impacted Intersections	11	4	-7
LOS C	4	1	-3
LOS D	5	1	-4
LOS E	2	2	0
LOS F	0	0	0

Sunday Day: Post-Event Hour (4:30-5:30 PM)

	# of Impacted Intersections in Future With Project	Future With Project With Mitigation [1]	Net Change Impacted Intersections
# of Impacted Intersections	18	20	+2
LOS C	7	6	-1
LOS D	6	8	+2
LOS E	2	6	+4
LOS F	3	0	-3

Note:

1. Mitigation includes full street closure (for post-event only), physical intersection improvements, and 0.01 credit for certain intersections.

Table 10.6.1.3 Future With Project With Mitigation - Saturday Day Impacted Intersection Summary

1/19/2012

Saturday Day: Pre-Event Hour (12:00-1:00 PM)

	# of Impacted Intersections in Future With Project	Future With Project With Mitigation [1]	Net Change Impacted Intersections
# of Impacted Intersections	31	28	-3
LOS C	14	15	+1
LOS D	6	6	0
LOS E	5	6	+1
LOS F	6	1	-5

Saturday Day: Post-Event Hour (4:30-5:30 PM)

	# of Impacted Intersections in Future With Project	Future With Project With Mitigation [1]	Net Change Impacted Intersections
# of Impacted Intersections	36	42	+6
LOS C	14	17	+3
LOS D	11	12	+1
LOS E	3	7	+4
LOS F	8	6	-2

Note:

1. Mitigation includes full street closure (for post-event only), physical intersection improvements, and 0.01 credit for certain intersections.

Table 10.6.1.4 Future With Project With Mitigation - Weekday Evening Impacted Intersection Summary

1/19/2012

Weekday Evening: Pre-Event Hour (4:30-5:30 PM)

	# of Impacted Intersections in Future With Project	Future With Project With Mitigation [1]	Net Change Impacted Intersections
# of Impacted Intersections	77	72	-5
LOS C	17	18	+1
LOS D	22	23	+1
LOS E	18	18	0
LOS F	20	13	-7

Weekday Evening: Post-Event Hour (9:00-10:00 PM)

	# of Impacted Intersections in Future With Project	Future With Project With Mitigation [1]	Net Change Impacted Intersections
# of Impacted Intersections	9	6	-3
LOS C	2	2	0
LOS D	2	1	-1
LOS E	2	3	+1
LOS F	3	0	-3

Note:

1. Mitigation includes full street closure (for post-event only), physical intersection improvements, and 0.01 credit for certain intersections.

unavoidable significant impacts. The transit analysis for Future With Project With Mitigation is shown in Appendix 10 in Tables A.10.5.1.1 through A.10.5.1.6.

10.6.3 Parking

The impact analysis in Chapter 5 identified the availability of a sufficient parking supply for the Proposed Project. This supply would be adequate with the defined Primary Parking Area for most events. For certain infrequent event combinations at the Project Site, some of the abundant parking supply beyond the Primary Parking Area would also need to be utilized. With the parking management measurements identified as Project Description Features and in the mitigation program identified earlier in this chapter, parking impacts would be less than significant, and there would be no remaining unavoidable significant impacts.

10.6.4 Pedestrians

The impact analysis in Chapter 5 identified 4 locations where significant pedestrian circulation impacts would occur for Weekend Day Post-Event Hours, and 3 locations for a Weekend Day Post-Event Hour. With the post-event temporary street closure measures discussed earlier in this chapter, and the Transportation Management Plan, all pedestrian impacts would be less than significant and there would be no remaining unavoidable significant impacts. The pedestrian analysis for Future With Project With Mitigation is shown in Appendix 10 in Tables A.10.5.3.1 through A.10.5.3.6.

10.6.5 Project Access

The impact analysis in Chapter 5 identified there would be no significant access impacts for the Proposed Project. No mitigation measures would be necessary, and there would be no remaining unavoidable significant impacts.

10.6.6 Neighborhood Intrusion

The impact analysis in Chapter 5 identified the potential for significant traffic and parking impacts to occur on local streets in the Pico Union neighborhood. With the implementation of the proposed mitigation of a Neighborhood Traffic and Parking Management Program, neighborhood intersection impacts would be less than significant, and there would be no remaining unavoidable significant impacts. However, if the community rejects proposed effective measures, then potential traffic and parking impacts could remain significant.

10.6.7 Freeways

The impact analysis in Chapter 5 identified a number of significant freeway impacts on freeway mainline segments, and freeway off-ramps and on-ramps during pre-event and post-event hours. As discussed earlier in this report, these impacts would not occur on a regular daily basis but irregularly during events. Mitigation measures will therefore focus more appropriately on trip reduction and traffic management measures than infrastructure improvements.

Freeway Segments

There would be 4 significant impact locations during the Sunday Day Pre-Event Hour, 9 significant impact locations during the Sunday Day Post-Event Hour, 6 significant impact locations during the Saturday Day Pre-Event Hour, 13 significant impact locations during the Saturday Day Post-Event Hour, 13 significant impact locations during the Weekday Evening Pre-Event Hour, and 3 significant impact locations during the Weekday Post-Event Hour. However, it would be expected that these impacts would be reduced through the implementation of the Transportation Management Plan (TMP), and would be further reduced (and in some cases perhaps eliminated) by the trip reduction and greater use of transit measures to be implemented as part of the TMP and SB 292. Nevertheless it is conservatively concluded for the purposes of this EIR that these would all remain unavoidable significant impacts.

Freeway Off-Ramps

The impact analysis in Chapter 5 identified significant freeway off-ramp impacts at 4 locations in the Sunday Day Pre-Event Hour, at 5 locations in the Saturday Pre-Event Hour, and at 8 locations in the Weekday Evening Pre-Event Hour. With the mitigation measures identified in Section 10.5.8 of this Chapter, there would be 3 remaining significant impacts in the Sunday Day Pre-Event Hour, 5 remaining significant impacts in the Saturday Day Pre-Event Hour, and 7 remaining significant impacts in the Weekday Evening Pre-Event Hour. While it is expected that these impacts would be reduced through the implementation of the Transportation Management Plan (TMP), and would be further reduced (and in some cases perhaps eliminated) by the trip reduction and greater use of transit measures to be implemented as part of the TMP and SB 292, it is conservatively concluded for the purposes of this EIR that these would all remain unavoidable significant impacts. The freeway off-ramp analysis for Future With Project With Mitigation is shown in Appendix 10 in Tables A.10.5.8.1 through A.10.5.8.3.

Freeway On-Ramps

The impact analysis in Chapter 5 identified significant freeway on-ramp impacts at 7 locations in the Sunday Day Post-Event Hour, at 11 locations in the Saturday Post-Event Hour, and at 6

locations in the Weekday Evening Post-Event Hour. No feasible physical improvement mitigation measures were identified for these impacts. While it is expected that these impacts would be reduced through the implementation of the Transportation Management Plan (TMP), and would be further reduced (and in some cases perhaps eliminated) by the trip reduction and greater use of transit measures to be implemented as part of the TMP and SB 292, it is conservatively concluded for the purposes of this EIR that these would all remain unavoidable significant impacts. The freeway on-ramp analysis for Future With Project With Mitigation is shown in Appendix 10 in Tables A.10.5.8.4 through A.10.5.8.6.

10.6.8 Congestion Management Program

The impact analysis in Chapter 5 identified the Proposed Project would cause no significant traffic impacts at CMP monitoring intersections, but would cause nineteen significant impacts at freeway monitoring locations. These impacts would not occur on a regular daily basis but would occur only infrequently as there would be few weekday evening events starting at 5:30pm. No feasible mitigation measures were identified for these infrequent mainline freeway impacts. However, it would be expected that these impacts would be reduced through the implementation of the Transportation Management Plan (TMP), and would be further reduced (and in some cases perhaps eliminated) by the trip reduction and greater use of transit measures to be implemented as part of the TMP and SB 292. Nevertheless it is conservatively concluded for the purposes of this EIR that these would all remain unavoidable significant impacts.

10.6.9 Construction

Overall, impacts from construction on the transportation system would be temporary and short-term, and would cause some temporary and intermittent reductions in street and intersection capacity on roadways adjacent to the Project Site. As increases in delays and travel times would be noticeable to drivers, traffic impacts would be potentially short-term and temporary significant impacts.

The Proposed Project will prepare Construction Traffic and Parking Management Plans for all phase of construction activity at the Project site which will include specific provisions for truck routes and staging, roadway lane closures, maintenance of transit service, and maintenance of access/egress for all modes to buildings on the Project Site and at LA LIVE. These plans should include but not be limited to the following, as appropriate:

- Coordination of construction activities with event schedules at Convention Center, STAPLE Center and LA LIVE to the extent feasible.

- Identification of truck staging areas, and management of truck access/egress to minimize truck impacts on the street system.

- Development of Worksite Traffic Control Plans, including temporary traffic controls, lane reconfigurations, temporary traffic signal operation, signage, detour plans as appropriate, and provisions for flag personnel, etc.

- Development of a construction worker transportation demand management plan to encourage use of transit and ridesharing and minimize parking needs.

- Development of a construction worker Parking Management Plan to provide sufficient parking, including multiple dispersed off-site parking locations to minimize potential associated off-site traffic impacts, and to prevent construction workers utilizing on-street parking in the Pico Union area.

- An adequate provision for alternate routing, protection barriers, covered walkways where necessary and feasible, and other safety precautions for pedestrians and bicyclists through the Project Area.

- Development of an Event Construction Parking Plan to develop and implement temporary parking strategies for events for the Convention Center, STAPLES Center, and LA LIVE during construction.

- Development of a Pico Union Construction Traffic and Parking Management Plan to minimize impacts in Pico Union.

- To the extent feasible, schedule construction-related deliveries, other than concrete and earthwork-related deliveries, to reduce travel during peak commute periods.

- Develop and submit a Freeway Truck Management Plan to Caltrans.

- Coordinate and work with Metro to coordinate possible bus stop relocations and/or bus line/re-routings to minimize inconvenience to transit riders.

While development and implementation of a detailed and comprehensive Construction Traffic Control Plan would reduce such impacts, it is conservatively concluded that temporary impacts due to truck traffic, construction worker traffic, and some roadway lane closures would at times be significant and unavoidable.

10.6.10 Traffic Analysis of Metro Pico Station Improvement

As discussed in Section 10.5.1 earlier in this chapter, the Proposed Project would improve the existing Pico Metro Station by adding a second platform adjacent to the existing platform. To accommodate this additional platform, one southbound through lane on Flower Street would be removed from use as a vehicle travel lane. This lane reduction would only occur between 12th Street and Pico Boulevard. As Flower Street is a one-way southbound street, this would reduce the number of through southbound lanes from three to two lanes at the street intersections located immediately adjacent to the existing stations - the intersections of Flower Street & 12th Street and Flower Street & Pico Boulevard. No other roadway or intersection changes would be required.

As this transit improvement would result in a permanent reduction in the number of travel lanes on Flower Street, its potential impact on Flower Street was evaluated for all event scenario time periods, as well as during the weekday evening peak hour when a spectator event would not be occurring at the Event Center (this latter analysis focused on the evening peak hour as traffic volumes are highest in the evening because of commuter traffic outbound from downtown. In the morning peak hour traffic flows are predominantly inbound to downtown and so do not use this stretch of Flower Street, and traffic volumes are much lower).

The lane reduction was included in the mitigation analysis for the Future with Project condition discussed earlier in this section and the results of which are shown in Appendix 10. For regular occurrences without events at the Event Center, an analysis was conducted for the Future Without Project condition, which is summarized in Table 10.6.10.1. The revised street configuration (because of the new station platform) would not change the intersection level of service at either Flower Street & 12th Street or Flower Street & Pico Boulevard for five of the six time periods analyzed. During the Weekday Evening Pre-Event Hour (effectively the P.M. peak hour) the level of service would not change at the intersection of Flower Street & 12tH Street but would change from LOS B to LOS D at the intersection of Flower Street & Pico Boulevard. While this would still be an acceptable level of service, the change would constitute a significant impact according to LADOT criteria. The resultant level of service would not cause significant volumes of traffic to divert other routes. No feasible mitigation measure was identified at Flower Street & Pico Boulevard as the roadways are already striped to the maximum lane configuration and no additional right-of-way is available. While the improvement of the Pico Station would be of substantial benefit to transit riders and would help reduce vehicle trips, it was therefore concluded that the traffic impact at Flower Street & Pico Boulevard would remain as a significant unavoidable impact.

Table 10.6.10.1 Pico Station Improvement - Effect on Flower Street Future Without Project

2/6/2012

Scenario	Intersection	Exisitng Configuration (3 SB Lanes)		Future Configuration (2 SB Lanes)		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS		
Sunday Day Pre-Event	Flower Street & 12th Street	0.088	A	0.155	A	0.067	No
	Flower Street & Pico Boulevard	0.255	A	0.335	A	0.080	No
Sunday Day Post-Event	Flower Street & 12th Street	0.092	A	0.169	A	0.077	No
	Flower Street & Pico Boulevard	0.279	A	0.361	A	0.082	No
Saturday Day Pre-Event	Flower Street & 12th Street	0.153	A	0.260	A	0.107	No
	Flower Street & Pico Boulevard	0.323	A	0.429	A	0.106	No
Saturday Day Post-Event	Flower Street & 12th Street	0.161	A	0.274	A	0.113	No
	Flower Street & Pico Boulevard	0.329	A	0.440	A	0.111	No
Weekday Evening Pre-Event	Flower Street & 12th Street	0.350	A	0.559	A	0.209	No
	Flower Street & Pico Boulevard	0.668	B	0.874	D	0.206	Yes
Weekday Evening Post-Event	Flower Street & 12th Street	0.069	A	0.100	A	0.031	No
	Flower Street & Pico Boulevard	0.117	A	0.182	A	0.065	No

11. Project Alternatives

This chapter provides an evaluation of the seven Project Alternatives identified for the EIR. These alternatives are briefly described below, and Table 11.1 provides a summary comparison of the land use quantities for each alternative. The evaluation focuses on the estimated trip generation and parking requirements for each alternative, with a discussion of potential impacts compared to the Proposes Project. Table 11.2 provides a summary of the estimated trip generation totals for each alternative.

11.1 Alternative 1: No Project - Status Quo (No Additional Square Footage)

Description

The No Project—Status Quo Alternative assumes that the Project would not be implemented and that on-site activities would be limited to the maintenance of the existing on-site structures (i.e., paint and carpeting), with no increase in on-site floor area.

Impacts

All transportation conditions would remain the same as current conditions. There would be no significant construction activities and so there would be no significant construction traffic impacts with this alternative. As there would be no new development, there would be no additional trips generated by this alternative, and no difference in overall transportation conditions from current conditions, so there would be no significant transportation impacts, parking impacts, or pedestrian impacts under Alternative 1.

11.2 Alternative 2: No Project - Buildout Per Existing Approvals

Description

The No Project—Buildout Per Existing Approvals Alternative consists of constructing additional Convention Center Floor Area permitted by the City's October 29,1987 Conditional Use Permit (CPC-1987-0595-CU), and Convention Center related uses on a portion of the Los Angeles Sports and Entertainment District (LASED) Specific Plan designated for this purpose. This would increase the total Floor Area from 1,538,671 sq. ft. to 1,862,000 sq. ft., an increase of 323,329 square feet of Floor Area, and would increase rentable floor area from 886,093 sq. ft. to 1,073,624 sq. ft., an increase of 186,773 sq. ft. This

Table 11.1 Summary Description of Alternatives 2-8-12

Scenario	Exhibit/Meeting Space		Hotel Rooms	Hotel Usable Meeting Space	Stadium Total Seats	Parking Spaces							
	LACC Total Floor Area	LACC Total Rentable Space				West Hall	Cherry Street/ LA Live	Bond Street	South Hall	Venice	Hotel	Surface Lots	Total Parking Spaces
Existing	1,538,671	886,093	0	0	0	1,625	858	283	1,671	1,121	0	Bond Street	5,588
Proposed Project	1,576,470	886,851	0	0	72,000	0	2,950	928	1,671	1,121	0	0	6,670
Alt 1	1,538,671	886,093	0	0	0	1,625	858	283	1,671	1,121	0	Bond Street	5,588
Alt 2	1,862,000	1,073,624	0	0	0	1,625	1,949	928	1,671	1,121	0	0	7,294
Alt 3	1,538,671	886,093	0	0	61,500	0	2,611	928	1,671	1,121	0	0	6,331
Alt 4	1,576,470	886,851	0	0	0	0	2,950	928	1,671	1,121	0	0	6,670
Alt 5	2,112,070	1,197,499	1,000	25,000	0	1,100	2,950	283	1,671	1,121	419	Bond Street	7,544
Alt 6	2,763,386	1,575,262	0	0	0	2,230	2,950	928	1,671	1,121	0	0	8,900
Alt 7	1,754,671	1,011,373	0	0	0	1,625	1,247	283	1,671	1,121	0	Bond Street	5,947

Table 11.2 Project Alternatives - Total Additional Trip Generation Comparison by Alternative 2/3/2012

Alternative	Total Additional Vehicle Trips by Project Alternative					
	Sunday		Saturday		Weekday	
	Pre-Event Hour	Post-Event Hour	Pre-Event Hour	Post-Event Hour	Pre-Event Hour	Post-Event Hour
Proposed Project	9,841	15,384	9,844	15,387	10,002	15,234
Alt 1 - No Project	0	0	0	0	0	0
Alt 2 - No Project, Existing Approvals	191	244	195	251	378	0
Alt 3 - Reduced Intensity	8,415	13,150	8,418	13,153	8,583	13,010
Alt 4 - Enclosed Event Center	9,841	15,384	9,844	15,387	10,002	15,234
Alt 5 - New Hotel and Expansion	696	805	786	905	1,299	319
Alt 6 - Maximum Expansion	818	1,038	828	1,070	1,869	0
Alt 7 - West Hall Rehab and Limited Expansion	128	163	130	167	253	0

Note: Trips shown are additional to the Existing Condition trips.

F:\Projects 2010\LACC Event Center\Draft Report Jan 2012\Alts Analysis\Table 11.2 (Rev) - Total Vehicle Trips by Project Alternative 2-3-12

increase would be constructed within two new structures under this Alternative – a total of 73,329 square feet of Floor Area north of the West Hall, and south of Chick Hearn Court (West Hall Annex), and a total of 250,000 square feet in the area designated for Development Site 1a, an airspace parcel, in the Olympic West Subarea of the LASED Specific Plan (Event Deck Hall), on the north side of Chick Hearn Court, between Georgia Street and LA LIVE Way, opposite from the Convention Center's West Hall. The Event Deck Hall would connect to the West Hall Annex via a bridge over Chick Hearn Court that would also include meeting room space. The Event Center would not be developed under this Alternative.

Impacts

Overall, transportation, parking, and pedestrian impacts under Alternative 2 would be substantially less than for the Proposed Project, and the far lower number of additional trips would eliminate most but probably not all of the Proposed Project's significant impacts.

1. Transportation

Alternative 2 would have lower overall levels of construction activity than for the Proposed Project in all respects, with fewer haul and delivery trucks, fewer construction workers, and fewer roadway lane closures (Pico Boulevard lanes would not need to be closed during construction and lane closures would be limited to LA Live Way and Chick Hearn Court). While there may be impacts from truck trips and construction worker trips these would be temporary in nature and with mitigation measures would be expected to be insignificant. It is unlikely there would be significant traffic impacts from roadway lane closures on LA Live Way as it not an arterial roadway and carries less traffic than major streets in the area.. However, construction of the building bridging over Chick Hearn Court could require more lane closures than for the Proposed Project, and could lead to temporary significant impacts. While the previous analysis determined there would be significant construction impacts for the Proposed Project, impacts under this Alternative would be less than for the Proposed Project, and there would be fewer significant impacts.

Alternative 2 would generate between approximately 190 and 380 vehicle trips in five of the six the hours analyzed for the Proposed Project, with zero trips occurring in the Weekday Evening Post-Event Hour (no Convention Center activity). These additional trips would occur only from the expansion of the Convention Center, and would be substantially lower than the additional trip totals for the Proposed Project (9,840 to 15,400 trips per hour).

There would be substantially fewer significant impacts at intersections and freeway mainline locations from Alternative 2 than with the Proposed Project, and it is estimated that most but not all of the Proposed Project's significant impacts in these categories (and particularly a substantial number of LOS E and LOS F impacts) would be eliminated with this Alternative. The few remaining impacts would be at locations in close proximity to or on corridors leading directly to the Project Site. This Alternative would likely eliminate most if not all of the

freeway ramp impacts identified for the Proposed Project. There would be no significant Congestion Management Plan (CMP) intersection impacts, as for the Proposed Project. This Alternative would eliminate most if not all of the CMP freeway mainline impacts identified for the Proposed Project, with any remaining impacts being located in close proximity to the Project Site. Alternative 2 would lead to a negligible increase in transit trips and no additional transit service would be needed. There would be no significant transit impacts, and the Pico Station improvements that would occur with the Proposed Project would not occur under this Alternative as they would not be needed. Access provisions for this Alternative would be very similar to the Proposed Project. Access to the West Hall would be maintained unlike with the Proposed Project, but there would be no significant access impacts, as for the Proposed Project. With the substantially lower trip volumes for this Alternative there would be no significant neighborhood intrusion impacts, unlike the Proposed Project which could cause potential significant impacts.

2. Parking

Alternative 2 would require a total of 6,622 code parking spaces, or 1,157 more than today for the current Convention Center. The increase would be solely attributable to the increase in size of the Convention Center. The spaces required would be substantially less than the 12,670 spaces required by the Proposed Project. This Alternative would provide a total of 7,294 parking spaces, an increase of 1,706 spaces over the existing supply.

The existing West Hall, South Hall and Venice Garages would remain, the Bond Street Garage would be built (928 spaces as per the Proposed Project), and the LA Live Way Garage would be built but only to 6 levels and 1,949 spaces (compared to 2,950 spaces with the Proposed Project). The parking supply for this Alternative would be sufficient to meet the parking needs, so there would be no significant parking impacts (as was also concluded for the Proposed Project with the propose parking supply and management plan).

3. Pedestrian Circulation and Safety

Additional pedestrian volumes would be substantially lower for Alternative 2 than for the Proposed Project. Pedestrian facilities would remain largely as today. The temporary street closures and the streetscape and sidewalk enhancements that would occur with Proposed Project would not occur with this Alternative. Impacts for pedestrian circulation and safety and for bicycle circulation and safety would be less than for the Proposed Project and would similarly be less than significant.

11.3 Alternative 3: Reduced Intensity Alternative

Description

The Reduced Intensity Alternative includes the same land uses and structures as the Proposed Project but reduces the Floor Area of the New Hall, the number of seats and height of the Event Center, and the amount of parking provided in the LA LIVE Way Parking Garage. Under the Reduced Intensity Alternative, the total Floor Area of the Convention Center would be 1,538,671 sq. ft. (886,093 rentable sq. ft.) compared to 1,576,470 sq. ft. (and 886,851 sq. ft.) respectively for the Proposed Project. The Event Center would hold 61,500 seats (reduction of 9,500 seats from the 72,000 seats for the Proposed Project), the LA LIVE Way Garage would be reduced by 339 spaces to a total of 2,611 spaces (2,950 with the Proposed Project), and the Bond Street Parking Garage would be the same as under the Proposed Project.

Impacts

Because the number of additional trips for this Alternative would be lower but similar to the Proposed Project, overall transportation, parking, and pedestrian impacts would be correspondingly less than for the Proposed Project, with similar type and levels of significant impacts to the Proposed Project.

1. Transportation

Alternative 3 would have lower but very similar levels of construction activity as the Proposed Project in all respects, with slightly less haul and delivery trucks and slightly less construction workers, but would have similar temporary roadway lane closures. Impacts from truck trips and construction worker trips these would be temporary in nature, would be slightly less than for the Proposed Project, and as for the Proposed Project would be expected to be significant. Traffic impacts from temporary roadway lane closures would in some cases be expected to be significant, as for the Proposed Project. It is unlikely there would be significant traffic impacts from roadway closures along LA Live Way and Chick Hearn Court as these are not arterial roadways and carry less traffic than major streets in the area. The potential significant impacts associated with the lane closures along Pico Boulevard would be anticipated to be very similar but slightly less than those identified under the Proposed Project.

Alternative 3 would generate between approximately 8,415 and 13,150 vehicle trips in the hours analyzed for the Proposed Project. These additional trips would occur as a result of both the expansion of the Convention Center and construction of the 61,500-seat Event Center, and would be slightly lower than the additional trip totals for the Proposed Project (9,840 to 15,400 trips per hour).

The number of significant impacts under Alternative 3 would be similar but somewhat less at intersections and freeway mainline locations than with the Proposed Project. The freeway ramp impacts under Alternative 3 would be very similar but somewhat less than the Proposed Project and the same significant impacts would occur. There would be no significant Congestion Management Plan (CMP) intersection impacts, as for the Proposed Project. The CMP freeway mainline impacts identified for this Alternative would be very similar but somewhat less than the Proposed Project, with many of the same significant impact locations. Alternative 3 would lead to a slightly lower increase in transit trips with similar significant transit impacts, which would be reduced to les than significant by slightly lower levels of additional transit service than for the Proposed Project. The Pico Station improvements that would occur with the Proposed Project would also occur under this Alternative. Access provisions for this Alternative would be very similar to the Proposed Project and there would be no significant access impacts, as for the Proposed Project. With the slightly lower trip volumes for this Alternative, the neighborhood intrusion impacts would be anticipated to be slightly less but very similar to the Proposed Project and also potentially significant.

2. Parking

Alternative 3 would require a total of 11,615 code parking spaces, which would be slightly less than the 12,670 spaces required by the Proposed Project. This Alternative would provide a total of 6,331 parking spaces, an increase of 743 spaces over the existing supply.

The existing South Hall and Venice Garages would remain, the Bond Street Garage would be built (928 spaces as per the Proposed Project), and the LA Live Way Garage would be built but with 2,611 spaces (compared to 2,950 spaces with the Proposed Project). The same parking management strategy and use of off-site parking in the downtown area would occur as for the Proposed Project, but slightly less off-site spaces would be needed. There would therefore be no significant parking impacts (as was also concluded for the Proposed Project with the proposed parking supply and management plan).

3. Pedestrian Circulation and Safety

Additional pedestrian volumes would be slightly lower for Alternative 3 than for the Proposed Project. Pedestrian facilities enhancements would be similar to the Proposed Project. The temporary street closures that would occur with Proposed Project would also occur with this Alternative. Impacts for pedestrian circulation and safety and for bicycle circulation and safety would be slightly less than for the Proposed Project and would similarly be less than significant.

11.4 Alternative 4: Enclosed Stadium Alternative

Description

The Enclosed Stadium Alternative is exactly the same as the Proposed Project, with one exception; the deployable roof is replaced by a permanent fixed roof that would enclose the Event Center.

Impacts

All construction and operational transportation impacts would be the same under this Alternative as for the Proposed Project, as it would not change the size of the development, the number of trips generated, or the operational characteristics of transportation access/egress and parking.

11.5 Alternative 5: New Hotel and Expansion Alternative

Description

The New Hotel and Expansion Alternative includes the development of a 1,000-room convention hotel with approximately 50,000 square feet of banquet hall space within the Project Site. In addition, as with the Proposed Project, this Alternative increases the size of the Convention Center through the development of the New Hall. Under this Alternative, additional convention center Floor Area would also be developed to the north of the New Hall in a structure referred to as the West Hall Replacement Building. This would increase the total Floor Area from 1,538,671 sq. ft. to 2,112,070 sq. ft., an increase of 573,399 square feet of Floor Area, and would increase rentable floor area from 886,093 sq. ft. to 1,197,499 sq. ft., an increase of 311,406 sq. ft..

Under the New Hotel and Expansion Alternative, the 1,000-room convention hotel would be located at the north end of the Project Site adjacent to Chick Hearn Court and across the street from the JW Marriott at L.A LIVE and the Ritz Carlton at L.A. LIVE hotels. Parking for the hotel would be provided via a subterranean structure below the hotel. Parking for the remaining uses on-site would be provided beneath the West Hall Replacement Building, within the LA LIVE Way Parking Garage as proposed under the Project, and within the Bond Street Surface Lots that would remain.

Impacts

Overall, transportation, parking, and pedestrian impacts under Alternative 5 would be substantially less than for the Proposed Project, and the far lower number of additional trips would eliminate many but not all of the Proposed Project's significant impacts.

1. Transportation

Alternative 5 would have lower levels of construction activity (due to less building construction), than for the Proposed Project with respect to fewer haul and delivery trucks and fewer construction workers but would have similar temporary roadway lane closures (temporary lane closures would occur on Pico Boulevard as for the Proposed Project). While there may be impacts from truck trips and construction worker trips these would be temporary in nature, would be less than for the Proposed Project, and with mitigation measures would be expected to be insignificant – unlike the Proposed Project where it was determined they would be significant. Traffic impacts from temporary roadway lane closures on Pico Boulevard would be expected to be significant, as for the Proposed Project.

Alternative 5 would generate between approximately 320 and 1,300 vehicle trips in the hours analyzed for the Proposed Project. These additional trips would occur from the expansion of the Convention Center and from the new hotel, and would be substantially lower than the additional trip totals for the Proposed Project (9,840 to 15,400 trips per hour). Hotel trips would also occur throughput the day, and every day, rather than the vast majority being focused on events and occurring only during events with the Proposed Project.

There would be substantially fewer significant impacts at intersections and freeway mainline locations from Alternative 5 than with the Proposed Project, and it is estimated that most but not all of the Proposed Project's significant impacts in these categories (and particularly a substantial number of LOS E and LOS F impacts) would be eliminated with this Alternative. The remaining impacts would be at locations in close proximity to or on corridors leading directly to the Project Site. This Alternative would likely eliminate most if not all of the freeway ramp impacts identified for the Proposed Project. There would be no significant Congestion Management Plan (CMP) intersection impacts, as for the Proposed Project. This Alternative would eliminate most if not all of the CMP freeway mainline impacts identified for the Proposed Project, with any remaining impacts being located in close proximity to the Project Site. Alternative 5 would lead to a nominal increase in transit trips and it is likely that no additional transit service would be needed. There would therefore be no significant transit impacts, and the Pico Station improvements that would occur with the Proposed Project would not occur under this Alternative as they would not be needed. Access provisions for this Alternative would be similar to the Proposed Project, but with additional parking access locations on LA Live Way and Chick Hearn Court for the new development, but there would be no significant access impacts, as for the Proposed Project. With the substantially lower trip volumes for this Alternative there would be no significant neighborhood intrusion impacts, unlike the Proposed Project which could cause potential significant impacts.

2. Parking

Alternative 5 would require a total of 7,447 code parking spaces (including the hotel), or 2,232 more than today for the current Convention Center. The increase would be attributable

to the new hotel and the increase in size of the Convention Center. The spaces required would be substantially less than the 12,670 spaces required by the Proposed Project. This Alternative would provide a total of 7,544 parking spaces, an increase of 1,956 spaces over the existing supply.

The existing South Hall and Venice Garages would remain, the Bond Street Garage would not be built, and the LA Live Way Garage would be built as per the Proposed Project. The West Hall Garage would be reconstructed under the new West Hall Replacement Building with 1,100 spaces and 419 spaces would be provided under the hotel. The parking supply for this Alternative would be sufficient to meet the parking needs, so there would be no significant parking impacts (as was also concluded for the Proposed Project with the propose parking supply and management plan).

3. Pedestrian Circulation and Safety

Additional pedestrian volumes would be substantially lower for Alternative 5 than for the Proposed Project. Pedestrian facility enhancements would be similar to the Proposed Project but may be scaled back to reflect the much lower pedestrian volumes expected with this Alternative. The temporary event street closures that would occur with the Proposed Project would not occur with this Alternative as there would be no Event Center. Impacts for pedestrian circulation and safety and for bicycle circulation and safety would be less than for the Proposed Project and would similarly be less than significant.

11.6 Alternative 6: Maximum Convention Center Alternative

Description

The Maximum Convention Center Alternative would develop the entire Event Center site and the Convention Center Expansion Parcel located within the LASED Specific Plan area with convention center uses. Under this Alternative, the New Hall would be developed as proposed under the Project. The Event Center site would be developed with a two-level convention center structure referred to as the West Hall Replacement Building located above one level of at-grade parking. An additional 250,000 square feet of Floor Area would be developed within the LASED Specific Plan area (the Event Deck Hall). This would increase the total Floor Area from 1,538,671 sq. ft. to 2,763386 sq. ft., an increase of 1,224,715 square feet of Floor Area, and would increase rentable floor area from 886,093 sq. ft. to 1,575,262 sq. ft., an increase of 689,169 sq. ft..

The Event Deck Hall would connect to the West Hall Replacement Building via a bridge over Chick Hearn Court that would also include meeting room space. The Event Center would not be developed under the Maximum Convention Center Alternative.

Impacts

Overall, transportation, parking, and pedestrian impacts under Alternative 6 would be less than for the Proposed Project, and the lower number of additional trips would eliminate many but not all of the Proposed Project's significant impacts. The least impacts would be eliminated during the Weekday Pre-Event Hour which would have the highest trip generation for this Alternative.

1. Transportation

Alternative 6 would have lower levels of construction activity than for the Proposed Project due to less building construction, with somewhat fewer haul and delivery trucks, somewhat fewer construction workers, but with similar if not greater roadway lane closures (more lanes on Chick Hearn Court would need to be closed, as well as the other lane closures identified for the Proposed Project). While there may be impacts from truck trips and construction worker trips these would be temporary in nature and with mitigation measures would be expected to be insignificant. As for the Proposed Project, it is unlikely there would be significant traffic impacts from roadway lane closures on LA Live Way as it is not an arterial roadway and carries less traffic than major streets in the area. However the temporary lane closures on Pico Boulevard would lead to temporary significant traffic impacts as for the Proposed Project. The temporary lane closures on Chick Hearn Court could also lead to temporary significant impacts (more lanes would need to be closed to construct the building bridging over the street), so impacts would be greater in this respect than for the Proposed Project.

Alternative 6 would generate between approximately 820 and 1,870 vehicle trips in five of the six hours analyzed for the Proposed Project with zero trips occurring in the Weekday Evening Post-Event Hour (no Convention Center activity). These additional trips would occur only from the expansion of the Convention Center, and would be substantially lower than the additional trip totals for the Proposed Project (9,840 to 15,400 trips per hour).

There would be fewer significant impacts at intersections and freeway mainline locations from Alternative 6 than with the Proposed Project, and it is estimated that many but not all of the Proposed Project's significant impacts in these categories would be eliminated with this Alternative. However, with an additional 2,140 vehicle trips generated in the Weekday Evening Pre-Event Hour for example, significant impacts would remain, particularly at locations in proximity to or on corridors leading directly to the Project Site. This Alternative would likely eliminate most if not all of the freeway ramp impacts identified for the Proposed Project but could also generate additional significant impacts on ramps immediately adjacent to and in the proximity of the Convention Center. There would be no significant Congestion Management Plan (CMP) intersection impacts, as for the Proposed Project. This Alternative would eliminate many but not all of the CMP freeway mainline impacts identified for the Proposed Project, with remaining impacts being located near the Project Site.

If existing transportation characteristics continued for the Convention Center then Alternative 6 would lead to a slight increase in public transit trips, but far fewer public transit trips than for the Proposed Project and the need for additional public transit service would likely be minimal. There would likely be no significant transit impacts, and the Pico Station improvements that would occur with the Proposed Project would not occur under this Alternative as they would not be needed. However, there would be an increase in the number of shuttle buses and coaches bringing convention center attendees to conventions from area hotels, and additional bus loading/unloading areas may need to be provided – probably at a minimum expanding the existing bus loading area in Gilbert Lindsay Plaza which would preclude open space enhancements. It is also possible that given the substantial increase in size of the Convention Center, transportation strategies could be adopted to reduce use of autos and increase use of public transit, in which case additional transit service may be necessary during peak periods.

Access provisions for this Alternative would be similar to the Proposed Project, but with additional parking access locations on LA Live Way and Chick Hearn Court for the new development, but there would be no significant access impacts, as for the Proposed Project. With the substantially lower trip volumes for this Alternative there would be no significant neighborhood intrusion impacts, unlike the Proposed Project which could cause potential significant impacts.

2. Parking

Alternative 6 would require a total of 10,432 code parking spaces, or 4,967 more than today for the current Convention Center. The increase would be solely attributable to the increase in size of the Convention Center. The spaces required would be less than the 12,670 spaces required by the Proposed Project. This Alternative would provide a total of 8,900 parking spaces, an increase of 3,314 spaces over the existing supply.

The existing South Hall and Venice Garages would remain, the West Hall Garage would be rebuilt with 2,230 spaces, the Bond Street Garage would be built (928 spaces as per the Proposed Project), and the LA Live Way Garage would be built with 2,950 spaces as with the Proposed Project. The on-site parking supply for this Alternative would not be sufficient to meet the parking needs, so there could be significant parking impacts (unlike for the Proposed Project for which it was concluded there would be no significant impacts with the propose parking supply and management plan). Such impacts could be mitigated with a similar off-site parking plan as for the Proposed Project (although because of shorter acceptable walking distances for Convention Center events the off-site parking would need to be in close proximity to the Convention Center). It is also possible that with such a large increase in the size of the Convention Center, policies of increasing transit use and reducing auto trips would reduce the number of parking spaces needed. With the adoption of either of these strategies it is likely that there would be no significant parking impacts for this Alternative, as per the Proposed Project.

3. Pedestrian Circulation and Safety

Pedestrian volumes would be substantially lower for Alternative 6 than for the Proposed Project, but would be higher than existing volumes during major events at the Convention Center – which would be expected to occur more often under this alternative. Pedestrian facility enhancements would be similar to the Proposed Project but may be scaled back to reflect the lower pedestrian volumes expected with this Alternative and without the Event Center. The temporary event street closures that would occur with the Proposed Project would not occur with this Alternative. Impacts for pedestrian circulation and safety and for bicycle circulation and safety would be less than for the Proposed Project and would similarly be less than significant.

11.7 Alternative 7: Rehabilitation of West Hall and Limited Expansion Alternative

Description

The Rehabilitation of West Hall and Limited Expansion Alternative (the "West Hall Rehab Alternative") would retain the West Hall as it currently stands in order to not affect any potential historic attributes of the building. While no new convention center facilities would be constructed on the Project Site under this Alternative, the Convention Center Expansion Parcel located within the LASED Specific Plan area would be developed with a two-level building that would provide 216,000 square feet of Floor Area, with meeting rooms on top of a one-level exhibit hall, referred to as the Event Deck Hall. A pedestrian bridge would be constructed that would connect these two buildings. This bridge would not include convention center uses. This would increase the total Floor Area from 1,538,671 sq. ft. to 1,754,671 sq. ft., an increase of 216,000 square feet of Floor Area, and would increase rentable floor area from 886,093 sq. ft. to 1,011,373 sq. ft., an increase of 125,280 sq. ft..

Impacts

Overall, transportation, parking, and pedestrian impacts under Alternative 7 would be substantially less than for the Proposed Project, and the far lower number of additional trips would eliminate most but probably not all of the Proposed Project's significant impacts.

1. Transportation

Alternative 7 would have lower levels of construction activity than for the Proposed Project in all respects, with fewer haul and delivery trucks, fewer construction workers, and fewer roadway lane closures (Pico Boulevard lanes would not need to closed during construction and lane closures would be limited to LA Live Way and Chick Hearn Court). While there may be impacts from truck trips and construction worker trips these would be temporary in

nature and with mitigation measures would be expected to be insignificant. It is unlikely there would be significant traffic impacts from roadway lane closures as LA Live Way and Chick Hearn Court are not arterial roadways and carry less traffic than major streets in the area. While the previous analysis determined there would be significant construction impacts for the Proposed Project, impacts under this Alternative would likely be less than significant, and therefore less than traffic impacts for the Proposed Project.

Alternative 7 would generate between approximately 130 and 255 vehicle trips in five of the six the hours analyzed for the Proposed Project with zero trips occurring in the Weekday Evening Post-Event Hour (no Convention Center activity). These additional trips would occur only from the expansion of the Convention Center, and would be substantially lower than the additional trip totals for the Proposed Project (9,840 to 15,400 trips per hour).

There would be substantially fewer significant impacts at intersections and freeway mainline locations from Alternative 7 than with the Proposed Project, and it is estimated that most but not all of the Proposed Project's significant impacts in these categories (and particularly a substantial number of LOS E and LOS F impacts) would be eliminated with this Alternative. The few remaining impacts would be at locations in close proximity to or on corridors leading directly to the Project Site. This Alternative would likely eliminate most if not all of the freeway ramp impacts identified for the Proposed Project. There would be no significant Congestion Management Plan (CMP) intersection impacts, as for the Proposed Project. This Alternative would eliminate most if not all of the CMP freeway mainline impacts identified for the Proposed Project, with any remaining impacts being located in close proximity to the Project Site. Alternative 7 would lead to a negligible increase in transit trips and no additional transit service would be needed. There would be no significant transit impacts, and the Pico Station improvements that would occur with the Proposed Project would not occur under this Alternative as they would not be needed. Access provisions for this Alternative would be similar to the Proposed Project, but with additional parking access locations on LA Live Way and Chick Hearn Court for the new development, but there would be no significant access impacts, as for the Proposed Project. With the substantially lower trip volumes for this Alternative there would be no significant neighborhood intrusion impacts, unlike the Proposed Project which could cause potential significant impacts.

2. Parking

Alternative 7 would require a total of 6,238 code parking spaces, or 733 more than today for the current Convention Center. The increase would be solely attributable to the increase in size of the Convention Center. The spaces required would be substantially less than the 12,670 spaces required by the Proposed Project. This Alternative would provide a total of 6,300 parking spaces, an increase of 712 spaces over the existing supply.

The existing West Hall, South Hall and Venice Garages would remain, the Bond Street Garage would not be built, and the LA Live Way Garage would be built but only to 5 levels

and 1,600 spaces (compared to 2,950 spaces with the Proposed Project). The parking supply for this Alternative would be sufficient to meet the parking needs, so there would be no significant parking impacts (as was also concluded for the Proposed Project with the proposed parking supply and management plan).

3. Pedestrian Circulation and Safety

Additional pedestrian volumes would be substantially lower for Alternative 7 than for the Proposed Project. Pedestrian facilities would remain largely as today. The temporary street closures and the streetscape and sidewalk enhancements that would occur with the Proposed Project would not occur with this Alternative. Impacts for pedestrian circulation and safety and for bicycle circulation and safety would be less than for the Proposed Project and would similarly be less than significant.