

Inglewood Basketball and Entertainment Center

March 20, 2020

74. Hawthorne Blvd & I-105 WB Off-Ramp

Impacted scenarios:

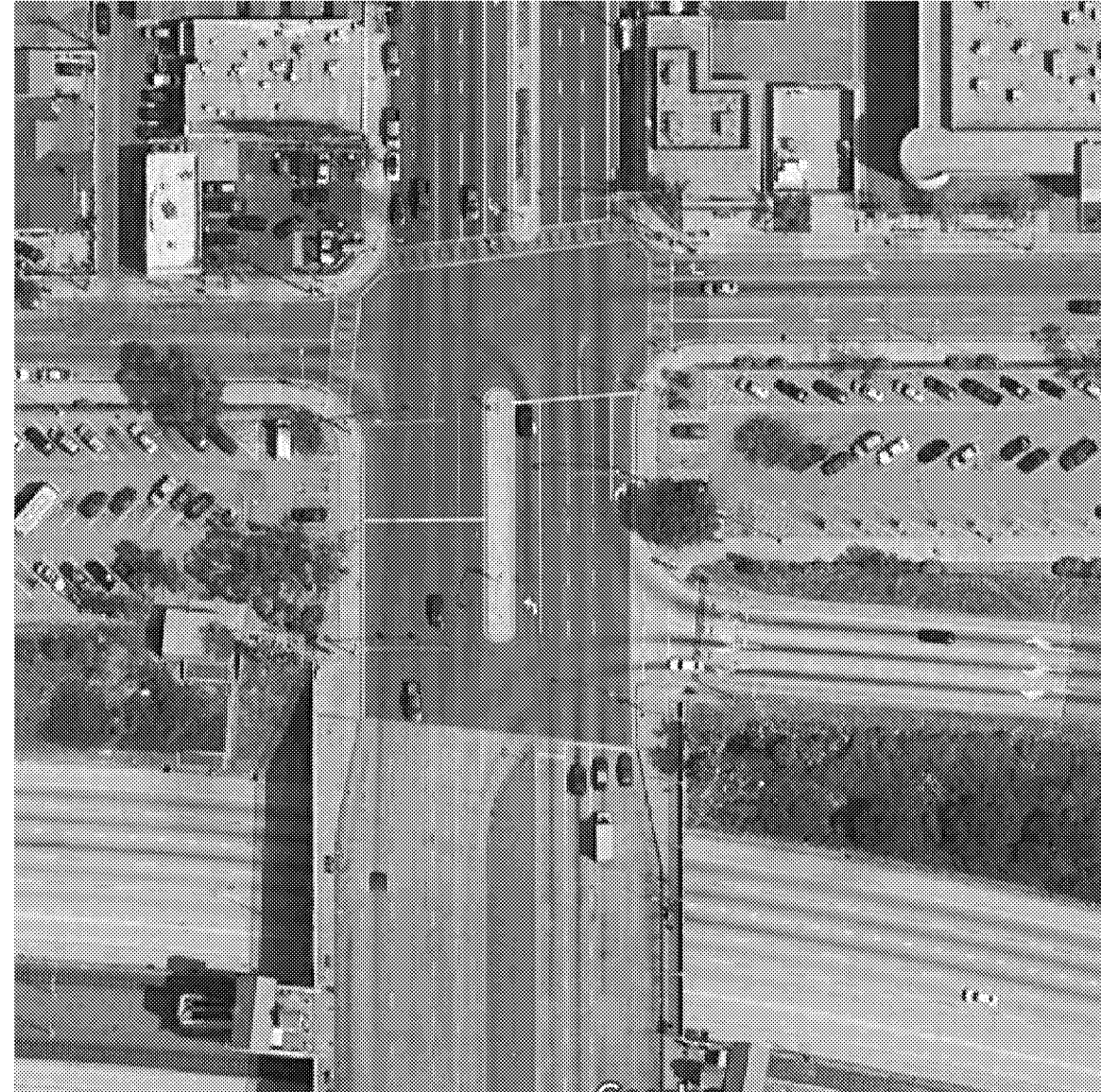
- Impacted under Cumulative plus Daytime Events (PM peak hour); Project adds mainly SB trips during this hour (not trips coming off ramp)
- Also impacted under Weekday Pre-Event and Weekday Post-Event under triple threat concurrent event scenario

WB off-ramp:

- WB off-ramp approach is currently configured with a shared center lane, allowing it to be used flexibly
- Project mitigation includes widening the two I-105 WB off-ramps (Crenshaw and Prairie) that inbound IBEC motorists would pass before reaching this one

Hawthorne Blvd:

- Hawthorne is generally a 6-lane roadway, 3 in each direction, with turn lanes at many intersections
- South leg is on the bridge over the Metro Green Line station & I-105, with bus pullouts on both sides; do not want to interfere with bus stops
- Could restripe the SB approach to provide a 4th SB through lane, but very close to Hawthorne/111th intersection (60' to stop bar) and so limited lane utilization effectiveness



77. Freeman Ave/I-105 EB On-Ramp & Imperial Hwy

- Impacted scenarios: Impacted under concurrent event scenarios with Forum, Stadium or Stadium & Forum only (weekday pre-event & post-event hours)
- Westbound approach already allows right-turns into the HOV bypass lane from the #3 through lane
- Limited ROW on the EB approach so cannot add a second left-turn lane; 76' curb-to-curb width with 7 lanes - no room to add an 8th lane
- NB approach is on a small residential street (36' curb-to-curb); loss of parking was a consideration (Inglewood traffic engineer direction to not remove parking on residential streets)
- Widening WB approach to provide 2nd right-turn lane would create trap situation for non-HOV rights



85. 120TH St & I-105 EB Ramps

- Impacted scenarios: Impacted under concurrent event scenarios with Stadium or Stadium & Forum only (weekday post-event hour), which would be an infrequent occurrence
- Westbound approach already allows right-turns into the HOV bypass lane from the #2 through lane
- Looked into the possibility of adding a second EB left-turn lane:
 - Would create a large offset between the #1 WB through lane and the EB left-turn lanes
 - Inadequate width for WB departure; inability to widen due to Dominguez Channel and pump on north and Hawthorne Airport on south
 - HOV bypass lane on the on-ramp would need to be converted to mixed-flow
- Widening WB approach to provide 2nd right-turn lane would require take from Metro park-and-ride lot serving Green Line station and would create trap situation for non-HOV rights

