

TECHNICAL MEMORANDUM

Date: August 24, 2018
To: Peter Puglese, City of Inglewood
Pat Tomcheck, Los Angeles World Airport
From: Tom Gaul, Netai Basu, and Mike Samuelson

Subject: *Future Baseline Network Changes*

LA2018-3002

The Inglewood Basketball and Entertainment Center (IBEC) transportation analysis scope of work includes evaluation of conditions for the opening day in 2024. Figure 1 displays the study intersections. This memorandum documents the assumptions for the year 2024 transportation network, specifically around changes to roadway capacities and signal phasing. These projects are assumed to be in place regardless of the final project studied as part of the EIR

To be included as an assumed project for this study, the project must be reasonably foreseeable—this includes projects that are currently under construction or appear in City or agency plans with at least partial funding identified. Table 1 details the future network changes at study intersections. Please confirm that the future network changes detailed in Table 1 are correct, and if not, please provide the correct future land configurations for 2024. If there are any other changes to the roadway network that are not included in Table 1 for study intersections, please let us know.



--- Neighborhood Street Segments

⬡ Metro Green Line and station

⊗ Metro Crenshaw-LAX Line and station (under construction)



Figure 1
Inglewood Basketball & Entertainment Center
 Neighborhood Study Recommendations

Table 1 Future 2024 Network Changes at Study Intersections for Inglewood Basketball and Entertainment Center EIR							
Intersection	Jurisdiction	LAMP [a]	LAX Northside [a]	Inglewood CIP [b]	Hollywood Park [c]	Century Boulevard [d]	Notes
Prairie Avenue & 97th Street	City of Inglewood				Proposed lane configuration for WB approach to [g]		correct
Prairie Avenue & Hardy Street	City of Inglewood				Proposed lane configuration for WB approach to [g]		Lane Config: 1-RT 1-Shared LT/Thru 1-LT
Prairie Avenue & Arbor Vitae Street	City of Inglewood	correct			Proposed lane configuration for WB approach to [g]		
Prairie Avenue & Kelso Street/Pincay Drive	City of Inglewood	Proposed mitigation: Restrip NE approach to		Proposed lane configuration for NB approach to [f]			correct - Length of RT-lane is TBD.
Prairie Avenue & Grace Avenue	City of Inglewood			Add NE left phasing			TBD, but LT Phasing is being added
Prairie Avenue & Buckthorn Street	City of Inglewood			Proposed lane configuration for NB approach to [e]	Proposed New Signal [h]		Are there changes to the existing lane configurations on Prairie or Buckthorn? What is the driveway lane configuration?
La Cienega Boulevard & Century Boulevard	City of Los Angeles	Proposed mitigation: Restrip NB and SB approach to					Correct. Length of RT-Lane is TBD
La Brea/Hawthorne Boulevard & Century Boulevard	City of Inglewood	Proposed mitigation: Restrip WB and EB approach to					correct. protected LT
La Cienega Boulevard & Lennox Boulevard	City of Los Angeles	Proposed mitigation: Restrip NB approach to					Exiting HP (WB) Lane Config: 1-LT 1-Thru 1-RT
La Cienega Boulevard & 104th Street	City of Los Angeles	Proposed mitigation: Restrip NB approach to					
La Cienega Boulevard & I-405 Ramps (s/o Century Boulevard)	City of Los Angeles	Proposed mitigation: Restrip NB approach to					lane config: 1-LT 2-Thru (NO RT only lane)
La Cienega Boulevard & Arbor Vitae	City of Inglewood	Proposed mitigation: Restrip NB approach to					
Prairie Avenue & Century Boulevard	City of Inglewood				[g]	Proposed reconfiguration for WB and EB approach	correct
Doty Avenue & Century Boulevard	City of Inglewood				Proposed lane configuration for SB approach to [g]		Lane Config: 1-LT 1- Shared LT/Thru 1-RT
Yukon Avenue & Century Boulevard	City of Inglewood				Proposed lane configuration for SB approach to [g]		
Crenshaw Boulevard & Century Boulevard	City of Inglewood				[g]		
Various new driveways to Hollywood Park on Prairie Avenue, Century Boulevard, and Pincay Drive	City of Inglewood				Future Driveway [h]		Please provide latest site map, including external driveway locations and lane configurations, for Hollywood Park to be used for IBEC EIR.

need to confirm this

can't confirm this

correct

can't confirm this

FYI - EB Lane Config is changing too:
1-LT
2-Thru
1-RT (Free RT)

i believe we know about every entrance/exit except whats propose on Pincay. I will get that to you once we get it.

[a] Detailed striping provided in EIR, and will be used for future geometries.
 [b] Email from City of Inglewood on July 9, 2019.
 [c] Taken from "City of Champion Revitalization Initiative", stamped as received by City of Inglewood City Clerk on January 2, 2015, unless otherwise stated.
 [d] Taken from City of Inglewood Public Works Department Striping plans, dated 5/18/2015. All changes to lane configurations implemented unless noted.
 [e] Installation of right turn Lane starting from Arbor Vitae (approximately 425 feet).
 [f] Installation of right turn Lane starting from Buckthorn (approximately 910 feet).
 [g] Other improvements from "City of Champion Revitalization Initiative" already implemented and are included in the existing lane configurations.
 [h] "Initiative Measure to be Submitted Directly to the Voters" page 38, Attachment D of Staff Report, February 24, 2015.

correct