

APPENDIX D

City of Torrance Proposed Improvements at
SR 1/Hawthorne Boulevard and SR 1/Crenshaw Boulevard

INTERSECTION 89

Hawthorne Boulevard (SR-107)/Pacific Coast Highway (SR-1) Improvement(s)

Forecast Near-Term Conditions Intersection LOS Summary

	Weekday AM Peak Hour	Weekday Mid-Day Peak Hour	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour
Without Improvement(s)	45.7 – D	45.3 – D	49.0 – D	62.7 – E
With Improvement(s)	43.3 – D	43.5 – D	45.5 – D	53.2 – D

Note: Delay shown in seconds per vehicle; Deficient intersection operation shown in *bold italics*.

Recommended Improvements:

- Widen the eastbound Pacific Coast Highway (SR-1) approach from one left-turn lane, two through lanes, and one shared through/right-turn lane to consist of one left-turn lane, three through lanes, and one right-turn lane.
- Widen the westbound Pacific Coast Highway (SR-1) approach from one left-turn lane, two through lanes, and one shared through/right-turn lane to consist of one left-turn lane, three through lanes, and one right-turn lane.
- Implementation of the recommended improvements identified at the Hawthorne Boulevard (SR-107)/Pacific Coast Highway (SR-1) intersection will require City acquisition of approximately 12-feet of right-of-way on the eastbound Pacific Coast Highway (SR-1) approach and departure to provide adequate alignment of eastbound through lanes and City acquisition of approximately 12-feet of right-of-way on the westbound Pacific Coast Highway (SR-1) approach and departure to provide adequate alignment of westbound through lanes.

INTERSECTION 54

Crenshaw Boulevard/Pacific Coast Highway (SR-1) Improvement(s)

Forecast Near-Term Conditions Intersection LOS Summary

	Weekday AM Peak Hour	Weekday Mid-Day Peak Hour	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour
Without Improvement(s)	59.9 – E	50.7 – D	130.1 – F	91.1 – F
With Improvement(s)	37.2 – D	41.5 – D	52.8 – D	52.6 – D

Note: Delay shown in seconds per vehicle; Deficient intersection operation shown in *bold italics*.

Recommended Improvements:

- Modify the northbound Crenshaw Boulevard traffic signal phasing to include a northbound right-turn overlap, which will preclude U-turn movement from westbound to eastbound Pacific Coast Highway (SR-1).
- Widen the southbound Crenshaw Boulevard approach from one left-turn lane, two through lanes, and one shared through/right-turn lane to consist of two left-turn lanes, two through lanes, and one shared through/right-turn lane.
- Widen the eastbound Pacific Coast Highway (SR-1) approach from two left-turn lanes, one through lane, and one shared through/right-turn lane to consist of two left-turn lanes, two through lanes, and one shared through/right-turn lane.
- Implementation of the improvements identified at the Crenshaw Boulevard/Pacific Coast Highway (SR-1) intersection will require City acquisition of approximately 12-feet of right-of-way on the southbound Crenshaw Boulevard approach and departure to provide adequate alignment of southbound through lanes and approximately 12-feet of right-of-way on the eastbound Pacific Coast Highway (SR-1) approach and departure to provide adequate alignment of eastbound Pacific Coast Highway (SR-1) through lanes.