

## Comments for the Inglewood Basketball and Entertainment Center DEIR

Culver CityBus

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1. City of Inglewood and the consultant for the Inglewood NFL arena is in conversation with regional transit agencies on providing services to the proposed transit center within the Hollywood Park Specific Plan. This project should participate in this effort and coordinate with the Hollywood Park Specific Plan project team and regional transit providers on route and bus stop planning should any transit provide chose to service the proposed NBA arena.
2. The project should consider establish dedicated bus lanes to facilitate faster public transportation services and transport employees and event attendees with higher efficiency. Possible locations for dedicated bus lanes include along Prairie Avenue, Manchester Boulevard, Crenshaw Boulevard, and Century Boulevard, at least to/from freeways and/or major transit stations (Expo, Crenshaw, Green Line). Transit signal priority for buses is another option as well.
3. The design of the project facilities and nearby street configuration shall aim to prioritize the circulation of the transit vehicles and avoid conflict between transit vehicles and other vehicles going to the project site.
4. *Chapter 3.14, page 198, TDM 9/Event-Day Local Microtransit Service.* Please consider utilize the microtransit service so that it connects to the proposed shuttle locations at three nearby Metro stations. As the shuttle service provides higher capacity and efficiency to carry employees and attendees than minibuses.
5. *Project Description page 58, Public Bus Transit.* There is no mention of any street furniture at the six bus stops on South Prairie Avenue and West Century Boulevard adjacent to the project site. Proper shading from sun and rain, places to sit, and excellent wayfinding/signage should be incorporated at these bus stops if they are not already.
6. *Chapter 3.14 page 50, Pedestrian Network.* It is unclear based on the description how wide different sections of the sidewalks are along South Prairie Avenue and West Century Boulevard. Immediately adjacent to the project site, along South Prairie Avenue and West Century Boulevard, it is also unclear whether the “8-foot landscaped area that also contains signage and utilities” is an area that people can walk on as well if the five foot wide sidewalk gets too crowded. Five feet wide sidewalks support two people walking side by side, and eight feet wide sidewalks support two pairs of people passing each other (Boston Complete Streets Guidelines). Narrow sidewalks do not support heavy pedestrian activity and can create unsafe conditions where people walk on the street. The project should consider widening the sidewalks within the vicinity of the project site to accommodate the thousands of attendees for Clippers games and other big events. [https://nacto.org/wp-content/uploads/2016/04/1-6\\_BT\\_D\\_Boston-Complete-Streets-Guidelines-2.4-6-Sidewalk-Widths\\_2013.pdf](https://nacto.org/wp-content/uploads/2016/04/1-6_BT_D_Boston-Complete-Streets-Guidelines-2.4-6-Sidewalk-Widths_2013.pdf)
7. *Chapter 3.14 page 50, Bicycle Network.* The project should also consider adding bike lanes on South Prairie Avenue and West Century Boulevard. E-scooters could also use the bike lanes as well. Creating a safer environment for bikes and e-scooters could provide first/last mile travel options for people traveling to/from the arena.

8. Chapter 3.14 page 66, Proposed Project Land Uses, Parking Supply, and Access Provisions. The project should consider allowing bikes and e-scooters on the first floor of the East Parking Garage in addition to creating a transportation hub for TNCs such as Uber and Lyft. This could be one possible location for bike share as well.
9. Chapter 3.14 page 196, TDM 2/Event-day Dedicated Shuttle Services. In this section it says that there will be shuttle services “from the Green Line at Hawthorne Station, Crenshaw/LAX Line at AMC/96<sup>th</sup> Station, and Crenshaw/LAX Line at Downtown Inglewood station for arena events.” In Chapter 3.14 pages 95-96, Mode Split it says that “[D]uring major events, the Proposed Project would operate shuttles that transport attendees between the site and the Hawthorne Green Line Station and planned Metro Crenshaw/LAX Line station in Downtown Inglewood” without mentioning the Crenshaw/LAX Line at AMC/96<sup>th</sup> Station. The project should clarify whether there is shuttle service to the Crenshaw/LAX Line at AMC/96<sup>th</sup> Station or not during big events. Culver City Buses 6 and Rapid 6 have stops at the Green Line Aviation LAX station and the LAX City Bus Center (Metro AMC/96<sup>th</sup> station in the future), which are both regional transit connection points and close to the project. The project should consider providing shuttle services to/from the Green Line Aviation LAX station and the AMC/96<sup>th</sup> station.
10. Chapter 3.14 page 191, Mitigation Measure 3.14-1(a) TDM 1/Encourage Alternative Modes of Transportation. The project should consider providing transit subsidies for all attendees with proof of ticket purchase to encourage transit use and reduce vehicular traffic to/from the arena. This could also improve bus speeds and efficiency in getting passengers to/from the arena on time.
11. Chapter 3.14 page 191, Mitigation Measure 3.14-1(a) TDM 1/Encourage Alternative Modes of Transportation. The project’s marketing and outreach campaign should include information about all modes of transit and all legs of the trip to/from the arena, including rail, bus, shuttle service, bike, and e-scooter.
12. Chapter 3.14 page 191, Mitigation Measure 3.14-1(a) TDM 4/Encourage Active Transportation. The Project should provide more than 23 attendee bike parking spaces, considering that a sold out Clippers game would have a capacity of 18,000 fixed seats.