

**RE: Inglewood Basketball and Entertainment Center**

Ramirez, Carlo@DOT &lt;Carlo.Ramirez@dot.ca.gov&gt;

Thu 5/14/2020 10:30 AM

To: Lisa Trifiletti &lt;lisa@trifiletticonsulting.com&gt;

Cc: Edmonson, Miya R@DOT &lt;miya.edmonson@dot.ca.gov&gt;

Hi Lisa,

Thanks for your time and putting this together. We agree with the mitigation measures established here. We look forward to them being finalized in the FEIR and subsequent agreements.

Best,

**Carlo Ramirez**

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**From:** Lisa Trifiletti <lisa@trifiletticonsulting.com>**Sent:** Wednesday, May 13, 2020 9:08 PM**To:** Edmonson, Miya R@DOT <miya.edmonson@dot.ca.gov>; Ramirez, Carlo@DOT <Carlo.Ramirez@dot.ca.gov>**Subject:** Inglewood Basketball and Entertainment Center

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Miya and Carlo,

I hope you are well and having a great week. Thank you again for your help and support, and for leading the coordination effort with City of Inglewood and Caltrans on the Inglewood Basketball and Entertainment Center EIR. Per our discussion and agreement, the following mitigation measures will be reflected in the IBEC EIR. As you know, we have many other transportation-related mitigation measures that will be in the FEIR and MMRP, these mitigation measures are the ones that we have been focusing on with Caltrans over the last few months.

**TDM Mitigation Measure 3.14-2(b)**

- Encourage alternative modes – Discounted event tickets if ride transit, giveaways/rewards/gamification, employee transit & vanpool subsidies, marketing
- Event-Day dedicated shuttle services – Shuttles to Green & Crenshaw LRT
- Encourage carpools & zero-emission vehicles – Preferential parking, reduced parking costs, EV parking spaces
- Encourage active transportation – Bicycle parking in excess of code, bike valet if needed, showers & lockers for employees
- Employee vanpool program
- Park-n-ride program – Regional park-n-ride program using charter coaches
- Information services – Real-time data, website/social media, etc.
- Reduce on-site parking demand – Coach bus/minibus/micro-transit parking areas, TNC staging areas

- Event-day local micro-transit service
- Performance standards & monitoring

### **IBEC Event Traffic Management Plan**

- Active event traffic management (local CMS, TCOs, etc.) in immediate vicinity of IBEC parking areas and at key intersections
- Parking reservation system, smartphone parking app, real-time parking garage occupancy
- Neighborhood traffic management program
- Bicycle parking
- Shuttle bus pull-out along Prairie Avenue
- Management strategies to minimize pre-event TNC drop-off at curb; post-event TNC staging in East Parking Garage
- Truck staging not permitted on Prairie, Century, or residential streets
- Local hospital access plan

### **Freeway Off-Ramps**

#### **Mitigation Measure 3.14-2(g)**

The project applicant shall work with the City of Inglewood and Caltrans to widen **the I-105 off-ramp approach to South Prairie Avenue to consist of two lefts, a shared left/through/right, and a dedicated right-turn lane**. This would require complying with the Caltrans project development process as a local agency-sponsored project. Depending on the complexity and cost of the improvement, this could include (but is not limited to) a cooperative agreement, permit engineering evaluation report, project study report, project report, environmental and engineering studies, project design, construction, etc.

#### **Mitigation Measure 3.14-2(j)**

The project applicant shall work with the City of Inglewood, the City of Hawthorne, and Caltrans to **widen the I-105 westbound off-ramp at Crenshaw Boulevard to consist of one left, one left/through, and two right-turn lanes**. This would require complying with the Caltrans project development process as a local agency-sponsored project. Depending on the complexity and cost of the improvement, this could include (but is not limited to) a cooperative agreement, permit engineering evaluation report, project study report, project report, environmental and engineering studies, project design, construction, etc.

#### **Mitigation Measure 3.14-3(c)**

The project applicant shall work with the City of Inglewood and Caltrans to restripe the center lane on the I-405 NB Off-Ramp at West Century Boulevard to permit both left and right-turn movements. This would require complying with the Caltrans project development process as a local agency-sponsored project. This could include (but is not limited to) a cooperative agreement, permit engineering evaluation report, encroachment permit, project design, construction, etc.

#### **Mitigation Measure 3.14-8(b)**

The project applicant shall provide a one-time contribution of \$1,500,00 to Caltrans towards implementation of the following traffic management system improvements along the I-105 corridor:

- Changeable message sign (CMS) on the eastbound I-105 between the I-405 connector ramp and the eastbound South Prairie Avenue off-ramp.
- CMS on the westbound I-105 between Vermont Avenue and the westbound Crenshaw Boulevard off-ramp.
- Closed circuit television cameras on the westbound Crenshaw Boulevard off-ramp, the South Prairie Avenue off-ramp, the westbound Hawthorne Boulevard off-ramp, and the eastbound 120th Street off-ramp to I-105.

- For MMRP: payment to be made prior to issuance of first building permit for arena construction following excavation.

**Mitigation Measure 3.14-24(h)**

The project applicant shall provide a one-time contribution of \$1,524,900 to Caltrans which represents a fair share contribution of funds towards Caltrans' I-405 Active Traffic Management (ATM)/Corridor Management (CM) project. For MMRP: payment to be made prior to issuance of first building permit for arena construction following excavation.

**Mitigation Measure 3.14-2(p)**

The project applicant shall work with the City of Inglewood, the City of Hawthorne, and Caltrans to investigate the feasibility of adding a second eastbound left-turn lane or extending the length of the single existing left-turn lane on 120th Street at the I-105 Eastbound On/Off Ramps within the existing pavement width and, if determined to be feasible within the existing pavement width, to implement the improvement.

**Signal Coordination**

Signal coordination/optimization along Prairie, Century, and La Cienega corridors (including freeway ramp termini intersections) are also included in various mitigation measures.

Again, I really appreciate you guys and look forward to continuing to work with you as we move forward. Please confirm that this list reflects our agreement at your earliest convenience, and let me know if you have any questions.

Thanks again,  
Lisa Trifiletti

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