

IBEC Traffic Mitigation Measures

07/31/19

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Operational Measure

Physical Improvement

Mitigation Measure

The Project Applicant shall implement an Event Transportation Management Plan (TMP) to the satisfaction of the City Traffic Engineer and subject to the performance standards set forth within it including:

The Project Applicant shall implement the IBEC Project Transportation Demand Management Program included in its AB 987 application including strategies, incentives and tools to provide opportunities for event attendees and employees to reduce single-occupancy vehicle trips and use other modes of transportation besides automobile to travel to basketball games and other events hosted at the IBEC Project

The Project Applicant shall work with the City of Inglewood and the City of Los Angeles to investigate and implement capacity-increasing improvements at the Century Boulevard/La Cienega Boulevard intersection. Potential improvements include: a) Restripe the westbound approach to convert the outside through/right lane to a dedicated right-turn lane and operate it with an overlap phase. This is consistent with the LAX LAMP improvements planned for this location. b) Remove median island on the west leg and restripe the eastbound westbound approaches to add second left-turn lanes in each direction.

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 Century Boulevard to permit both left and right-turn movements. This will require going through 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.

The Project Applicant shall construct (via restriping and conversion of median) second left-turn lanes on the northbound and southbound approaches to Century Boulevard/Hawthorne Boulevard/La Brea Boulevard intersection and operate the northbound right-turn with an overlap phase.

The Project Applicant shall restripe the westbound 104th Street approach to Yukon Avenue from consisting of a shared left/through/right/lane to consist of a left/through lane and a dedicated right-turn lane.

The Project Applicant shall convert the signal control system at the intersection of Prairie Avenue and Pincay Drive to provide protected westbound and eastbound left-turn phasing.

The Project Applicant shall work with the City of Inglewood and Caltrans to widen the I-105 off-ramp approach to Prairie Avenue to consist of two lefts, a shared left/through/right, and dedicated right-turn lane. This will require going through 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.

The Project Applicant shall widen the east side of Prairie Avenue to provide a northbound exclusive right-turn lane, extending the proposed shuttle bus pull-out on the east side of Prairie Avenue to the intersection to serve as a bus queue jumper, prohibiting northbound right-turn movements during major event periods, using a changeable message sign to direct eventgoers parking at Hollywood Park to continue north on Prairie Avenue rather than turning right constructing a pedestrian bridge across Century Boulevard, or some combination of the above.

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 will require going through 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.

The Project Applicant shall work with the City of Hawthorne to implement a southbound right-turn overlap signal phase at the intersection of Crenshaw Boulevard and 120th Street.

The Project Applicant shall work with the City of Inglewood and The City of Los Angeles to remove the median island on the north leg and construct a second left-turn lane on southbound La Cienega Boulevard at Centinela Avenue.

The Project Applicant shall construct a second left-turn lane on southbound La Brea Avenue at Centinela Avenue and implement protected left turns for the northbound and southbound approaches.

The Project Applicant shall implement protected left-turn phasing on southbound Prairie Avenue at 104th Street.

The Project Applicant shall restripe the westbound approach of Crenshaw Boulevard/Manchester Avenue to provide a second left-turn lane, resulting in two left-turn lanes, one through lane and one shared through/right-turn lane.

The Project Applicant will work with the City of Inglewood to coordinate traffic signals and optimize traffic signal timings to accommodate major event traffic flows (see Figure 3.14-20 for locations)

Event TMP per Exhibit K -The significant street impact on 109 Street is related to a 7 percent increase in daily trips, exceeding the daily volume to over 3,000 vehicles per day. Implementation of the Event Traffic Management Plan, which includes a neighborhood protection plan, is proposed as mitigation for this impact. The Event TMP is included as Appendix K-4.

The Project Applicant shall widen the east leg crosswalk across Century Boulevard at Prairie Avenue to 20 feet. This mitigation measure would not be required if the West Century Boulevard Pedestrian Bridge Project Variant is constructed.

The Project Applicant shall work with the Centinela Hospital Medical Center to develop and implement a Local Hospital Access Plan that would eliminate significant delays in access to the hospital by emergency or private vehicles accessing the CHMC emergency room. Measures to be included in the plan could include, but may not be limited to, identification and communication of key routes to/from the hospital, placement of TCOs at key intersections along those routes expected to be impacted by traffic generated by Project or other overlapping or concurrent events, and inclusion of strategies to provide event attendees with suggested driving routes to and from the event parking areas in the Event Transportation Management Plan (Project TMP) described in **Mitigation Measure 3.14-2a**. The Local Hospital Access Plan shall be incorporated into the Project TMP and coordinated with the Transportation Management and Operations Plan (TMOP) developed for the NFL Stadium. The Local Hospital Access Plan shall be reviewed by the City, the Police Department, LACoFD, and approved by the City prior to the first event at the Proposed Project arena.

Before issuance of grading permits for any phase of the project site , the project applicant shall prepare a detailed Construction Traffic Management Plan that will be subject to review and approval by the City Department of Public Works, in consultation with affected transit providers and local emergency service providers. The plan shall ensure that acceptable operating conditions on local roadways are maintained, At a minimum, the plan shall include:

The Project Applicant shall restripe the eastbound and westbound approaches of 104th Street to Prairie Avenue, through the removal of on-street parking, to consist of a dedicated left turn lane and a through-right lane.

Project Applicant shall restripe the northbound approach of Felton Avenue at Century Boulevard from a single left-through-right lane to one left/through lane and one right turn lane.

The Project Applicant shall restripe the eastbound approach of Manchester Boulevard at La Brea Avenue to provide a separate right-turn lane, resulting in one left-turn lane, two through lanes and one right-turn lane.

The significant street impact on 109th Street is related to a 6% increase in daily trips, exceeding the daily volume to over 3,000 vehicles per day. Implementation of the Event Traffic Management Plan, which includes a neighborhood protection plan, is proposed as mitigation for this impact. The Event TMP is included as Appendix K, 4.

On days with concurrent events at the Forum, Project Applicant shall coordinate Event TMP with the operator of The Forum to expand traffic control officer coverage and implement temporary lane assignments through the use of cones as follows:

On days with the concurrent events at the NFL Stadium, Project Applicant shall coordinate Event TMP with the operator of the NFL Stadium Transportation Management and Operations Plan (TMOP).

As of 07/30/19, City is reviewing their Intellegent Traffic System and intends to add traffic signal and fiber optic connection upgrades.

AECOM Item Number
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Total Estimated Cost Physical Improvements =