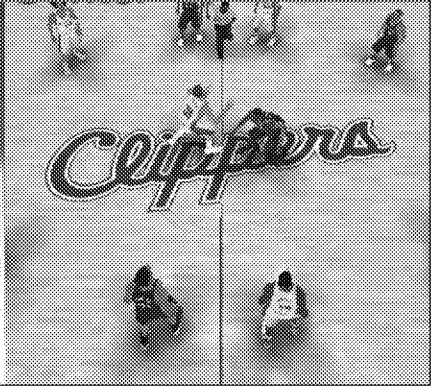


Envision Inglewood

Connecting People, Places and the Future



Envision Inglewood: Connecting People, Places and the Future

Agenda

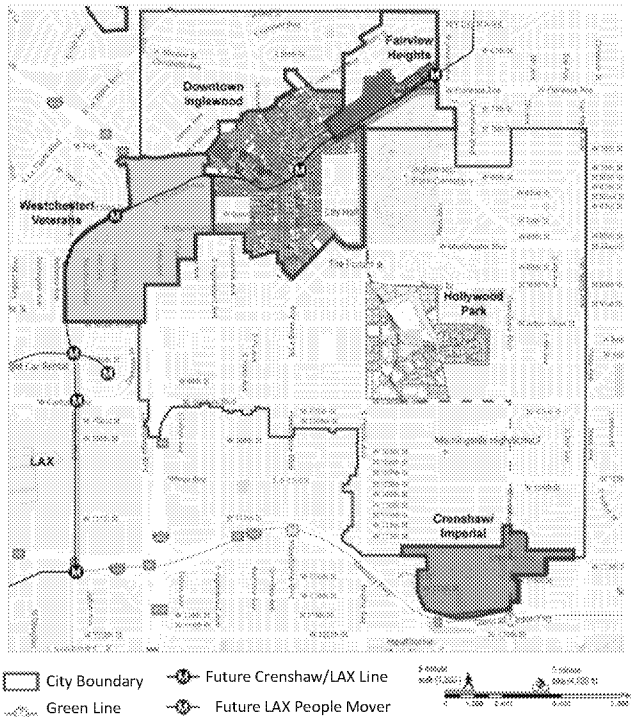
1. The City's Challenge
2. Overview of Comprehensive Approach to Mobility
3. City's Transportation Planning Work Underway
 - Transit Connector Alignment Development
4. Background: Metro Study
5. Existing COI Transportation Partnerships
6. Next Steps

The City's Challenge: To Facilitate the City's World-Class Transformation with a Comprehensive Transportation Plan



- **Link rail to major destinations, make robust multi-modal connections to the regional transportation system, and complete transit network to activity centers**
- **Minimize traffic congestion, provide public safety and reduce unwarranted traffic through residential neighborhoods**
- **Enhance active transportation corridors for pedestrians, bikes and other modes**
- **Integrate state of the art technologies such as intelligent transportation system and other smart app-driven technologies, as part of City's transportation plan**

Existing/Future Development in City of Inglewood

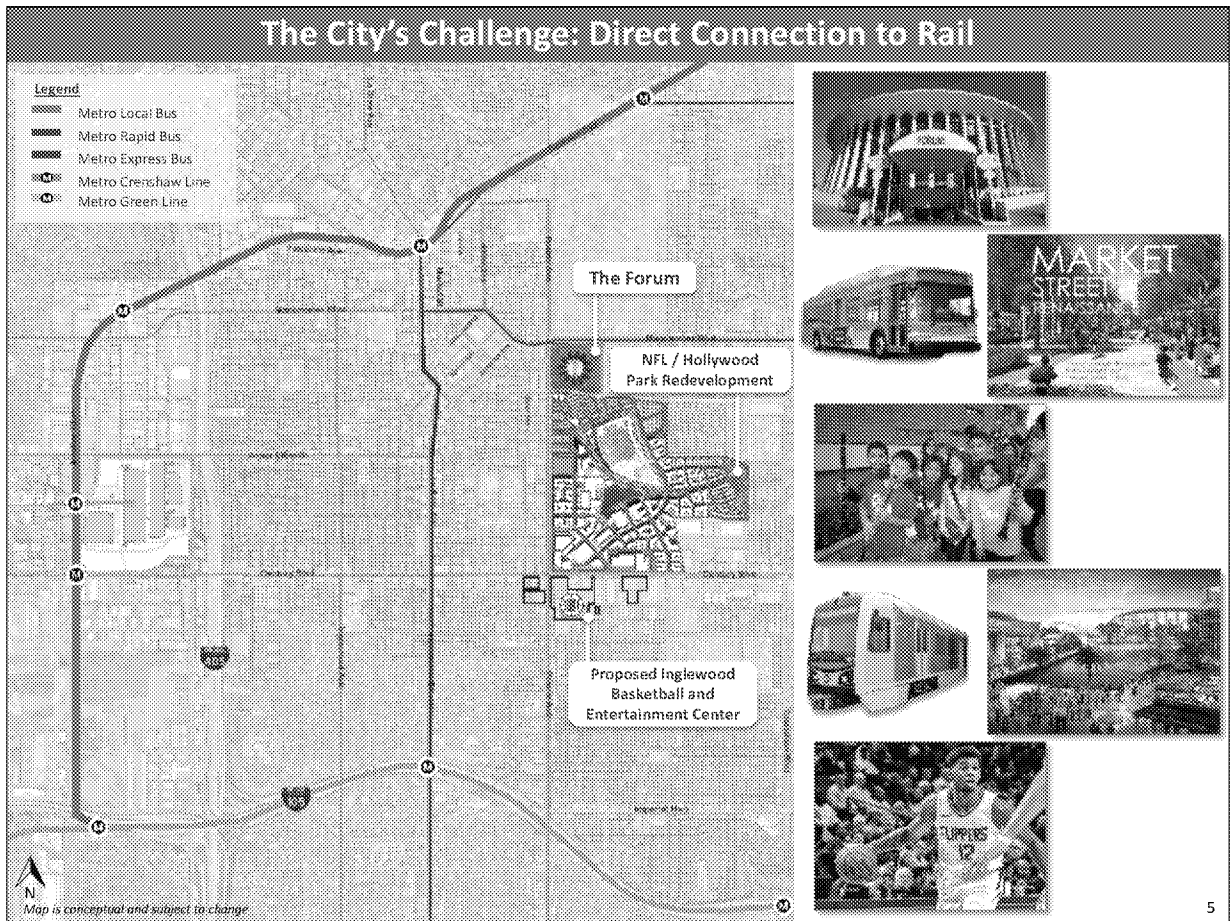


Transit Oriented Development Plans will increase density near the Crenshaw/LAX Line and Green Line transit stations:

- Downtown Inglewood
- Fairview Heights
- Westchester/Veterans
- Crenshaw/Imperial

Existing/Future Development includes:

- Revitalization of the Forum
- NFL Stadium and Hollywood Park Redevelopment
- Potential Clippers Arena
- LAX Landside Access Modernization Program
- Airport Metro Connector 96th Street Transit Station



Main Point: the existing transit network is not equipped to handle the increased capacity resulting from new activity centers.

Map illustrates the current transit network in the City of Inglewood. The only other service not shown in the map is Inglewood's local shuttle which doesn't run often and is not reliable (only runs for certain events).

Weekend Service is limited (only Metro Local Line 117) along Century runs during the weekend close to the major development sites. It runs every 30 min on weekends.

City of Inglewood's Mobility Needs

The Circulation Element of City of Inglewood's General Plan has not been updated since 1992

- Circulation Element currently does not reflect existing conditions nor future mobility goals, policies and objectives

New incoming development must be reviewed for consistency with updated Mobility Plan's policies and objectives

- Comprehensive evaluation of each project's consistency with the Mobility Plan is necessary in order to achieve the City's future mobility needs

Adoption of a Mobility Plan will establish a vision and framework for completing short-term and long-term transportation improvements by:

- Improving local and regional mobility and access
- Reducing traffic impacts by the adoption of travel demand management and multimodal strategies, including advanced transportation technologies



Inglewood Mobility Plan

Inglewood Transit Connector

City's Transportation Planning Work Underway

Transportation Management Plan for Stadium and Entertainment District

Neighborhood Protection Plan

Inglewood Mobility Plan: Plan will include (1) overall evaluation and assessment of the multi-modal transportation system performance, development of a Multi-Modal Travel Demand Forecasting Model (City Model)

Multi-Modal Travel Demand Forecasting Model will

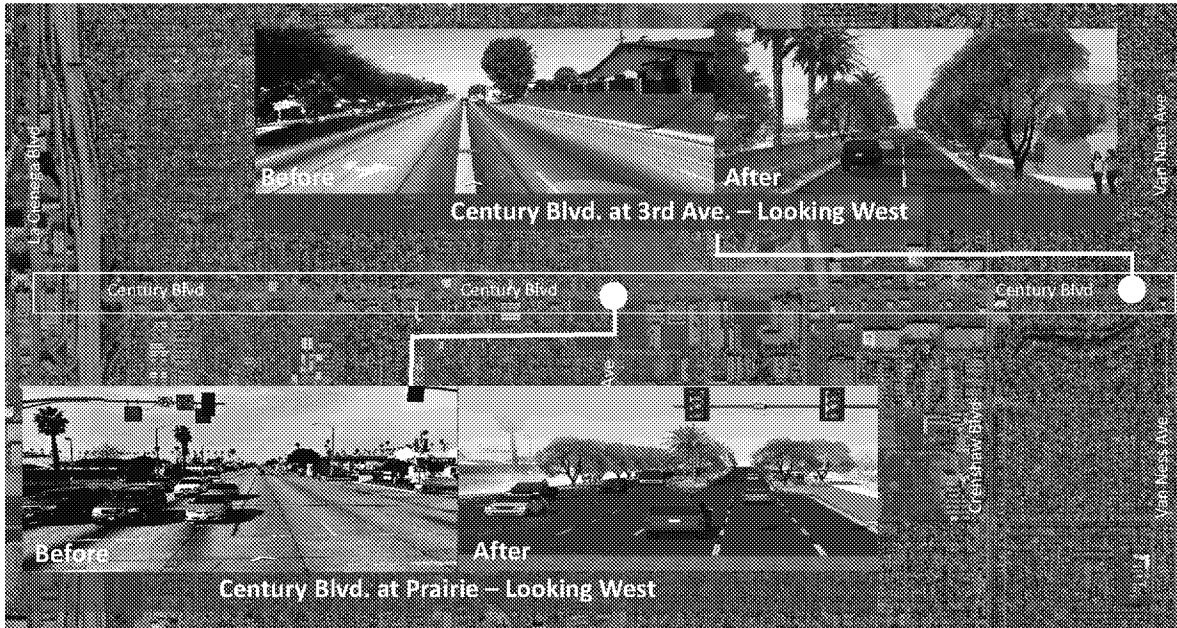
Utilize land use, socio-economic, and demographic data as key input to produce estimates of traffic demands and transit ridership

Inglewood Transit Connector: Major mass transit project that will connect the Metro Rail system to the new activity centers such as the Hollywood Park Development, NFL Stadium, Clipper's Arena, etc.

Transportation Management Plan for Stadium and Entertainment District

Neighborhood Protection Plan

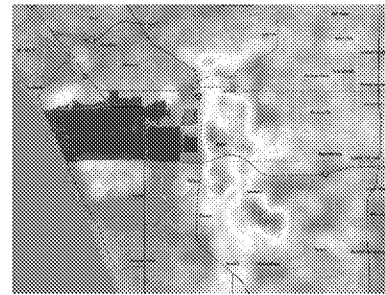
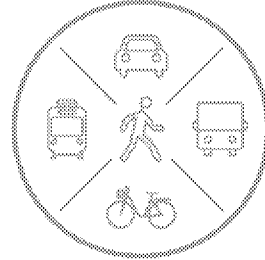
Century Boulevard Reconfigurations



Rideshare / TDM Partnerships

City of Inglewood will collaborate with local jurisdictions and agencies to enhance and coordinate on-going project implementation for the following projects:

- Inglewood Mobility Plan working partnership with SCAG and Metro
- Inglewood will implement a Travel Demand Management Program in coordination with LAX (31 – 50% of LAX employees live within 5-10 miles; high concentration within 1-3miles)
- Inglewood will implement Intelligent Transportation System improvements along Century Blvd and integrate the system with City of LA (LAWA) and Culver City
- Inglewood will coordinate with Caltrans and LAWA on their proposed freeway improvements



TMP game day

City of Inglewood's Mobility Plan

Comprehensive and Sustainable Mobility Plan

- Mobility Plan will identify policy recommendations, infrastructure improvements and the program requirements necessary to move people across an integrated multimodal transportation environment

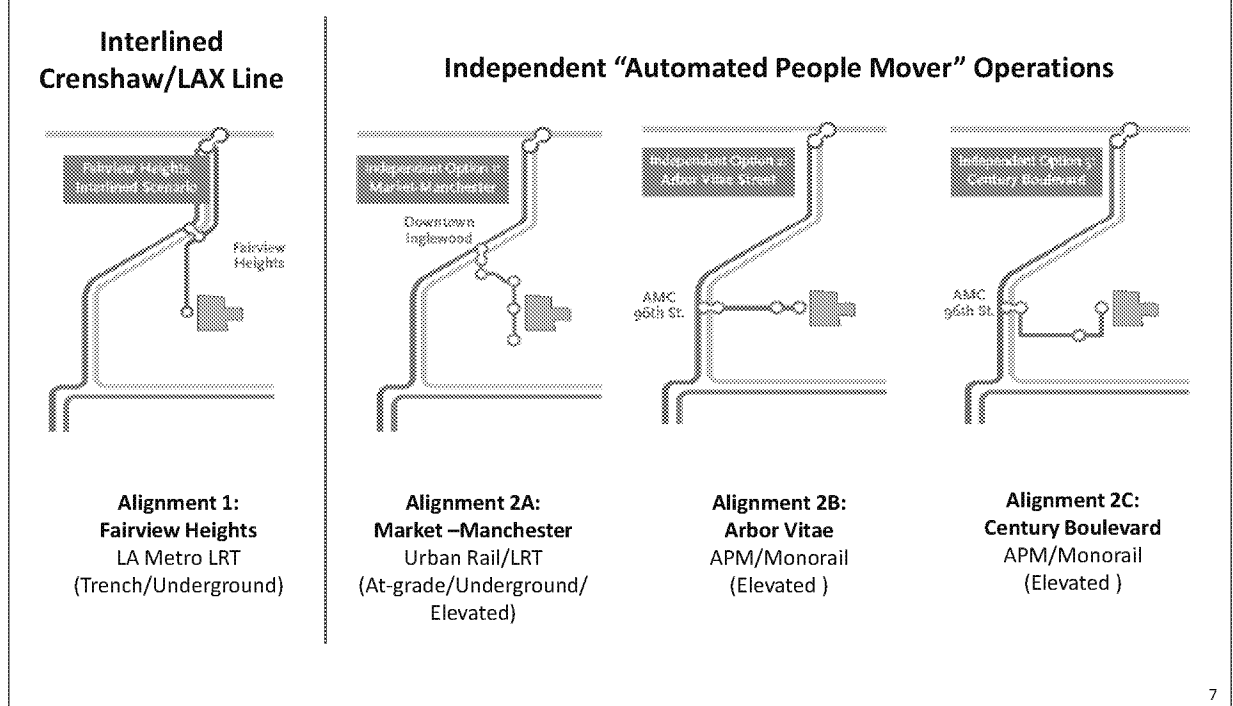
Mobility Plan will include

- An overall evaluation and assessment of the multi-modal transportation system performance
- Development of a Multi-Modal Travel Demand Forecasting Model (City-Model)
- Future Intermediate and Horizon Year (2040) Travel Demand Forecasts
- Identify deficiencies in the City's existing Transportation Network
- Develop overall Multi-Modal Transportation Circulation and Mobility Elements Improvements



Examples of other APM's in the world.

Background: Metro Studied Four Alternatives



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The City requested Metro to prepare a focused analysis study of a transit connection from the Metro Crenshaw/LAX light rail line to the Inglewood Stadium/Hollywood Park mixed-use development. The study explores how to connect Inglewood's future entertainment/stadium district to Metro's rail system via a high capacity transit connection.

STUDY'S CONCLUSION

Metro will not fund a connection from the Metro rail system to the Development. (Measure M Expenditure Plan does not include a major transit project for Inglewood)

Interlined Option

Spur introduces complexity on mainline operations. If Spur extended to connect Crenshaw to Green introduces a new route, which implicates other mainline operations

In other words, Any scenario involving integration with the Crenshaw/LAX Line requires upgrades to accommodate increased train frequency to provide service to the Development

Although, Metro will not fund a connection they acknowledge and support a major transit connector from the Metro Rail Line to the major development sites

INFORMATION FROM THE METRO STUDY REGARDING EACH ALIGNMENT & HOW OUR ALIGNMENTS DIFFER (High Level)

Fairview Heights (Alternative 1)– the interlined alternative

This is the original alternative that the board motion asked Metro to study. It would function as branch of the Metro Rail network with Metro owned and operated light rail service directly to the Development.

This alternative was selected for the Study evaluation because it was the most direct branch alignment from the Crenshaw/LAX Line and serves significant travel demand from the Westside, Central Los Angeles, and points further north and east via DTLA.

Key Differences between Metro's alignment and COI (City of Inglewood) Alignment

Metro studied the alignment as a "spur line" which provided a one seat ticket on the Crenshaw Line to the NFL Stadium. COI is studying the alignment as an independent "Automated People Mover" (alignment is not interlined with the Metro Rail System)

Metro's alignment went underground on Prairie to avoid traffic impacts and delays along Prairie Avenue. However, going underground has potential impacts to the cemetery (construction staging and launching points for the TBM & utility impacts).

COI research showed that there are major utilities along Prairie, water pipes, recycle water and storm drains located along Prairie Ave. Thus the COI refined the alignment and made it aerial to minimize traffic and utility impacts. However, there are still property impacts as the columns (to avoid being on the street) for the aerial alignment would likely be on the Cemetery's property as the Cemetery goes up right to the curb of the street.

Station Locations are different. The Metro alignment did not have a station for the Forum or the Clipper's Arena. COI alignment does.

Market-Manchester (Alternative 2)

It was developed to connect to Downtown Inglewood Station along the Crenshaw/LAX Line. It is the shortest distance from the Development to the Crenshaw/LAX line and would create additional economic activity in Inglewood's historic center

Key Differences between Metro's alignment and COI (City of Inglewood) Alignment

Metro Alignment

It was at grade on Market Street, underground from Market St to Manchester, then elevated from Manchester to Prairie. Station only for the NFL Stadium and Market Street.

COI Alignment

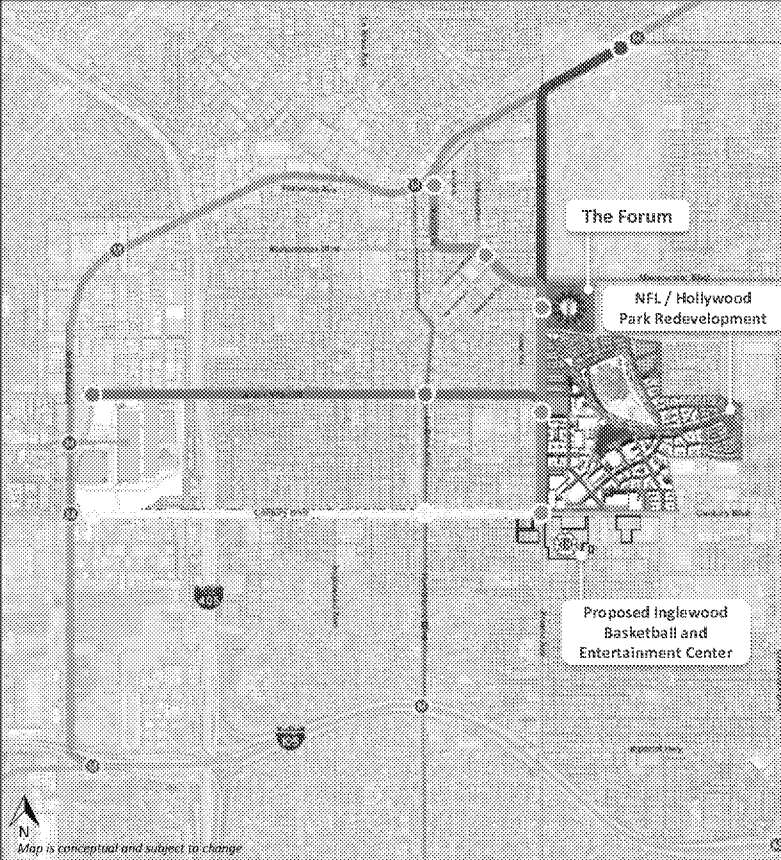
Aerial (above ground) from Market Street to Prairie. At no point will the alignment go underground. Also, COI studying the alternative as an APM, not streetcar technology

Arbor Vitae and Century Blvd (Alternative 3 and 4)

Key difference between Metro's version and COI alignment is the analysis of utilities and underlying assumptions of placement of columns. Metro assumes columns would be located in the center of the street while COI considers columns not only along the centerline but also straddling the right-of-way.

COI has also studied utility impacts in greater detail than Metro

Alternative Alignments

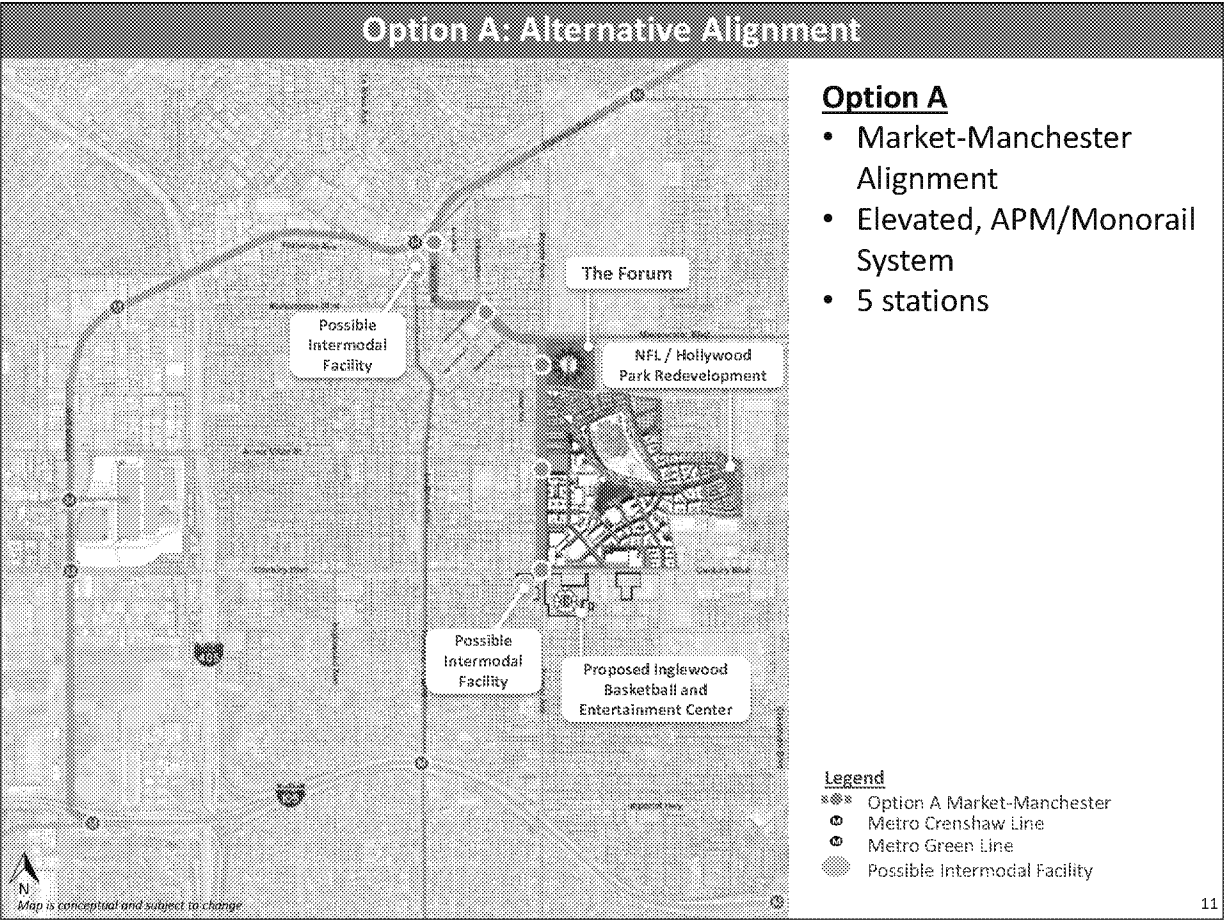


Alternative Alignment Options

- A. Market-Manchester
- B. Fairview Heights
- C. Arbor Vitae
- D. Century Boulevard

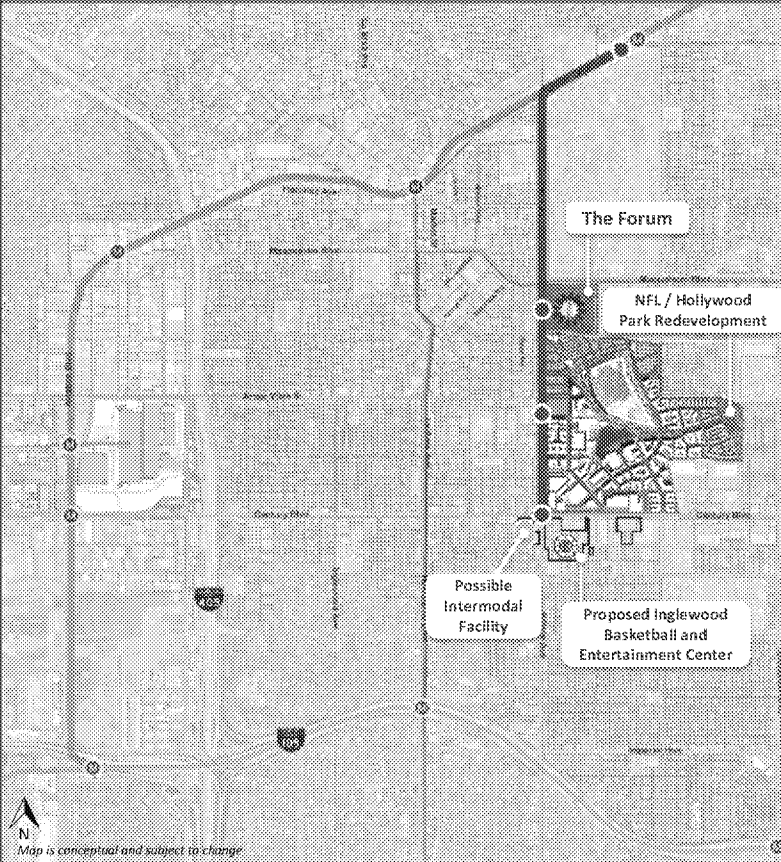
Legend

- ⊗⊗⊗ Option A Market-Manchester
- ⊗⊗⊗ Option B Fairview Heights
- ⊗⊗⊗ Option C Arbor Vitae
- ⊗⊗⊗ Option D Century Boulevard
- Metro Crenshaw Line
- Metro Green Line



The Market Street Alignment (Option A) is an aerial alignment that runs approximately one quarter of a mile along Market Street between Florence Avenue and Manchester Blvd where it transitions east along Manchester Blvd for approximately half a mile to Prairie Ave. The alignment continues for approximately one mile south of Manchester Blvd along Prairie to Century Blvd providing service to The Forum, the Hollywood Park Development (NFL Stadium), and the Clipper's Arena. Option A was developed to connect major development sites to the Metro's LAX Crenshaw LRT line station at Downtown Inglewood. Option A presents an opportunity for integration with local economic activity, current and future transit-oriented development, and other initiatives in the area

Option B: Alternative Alignment



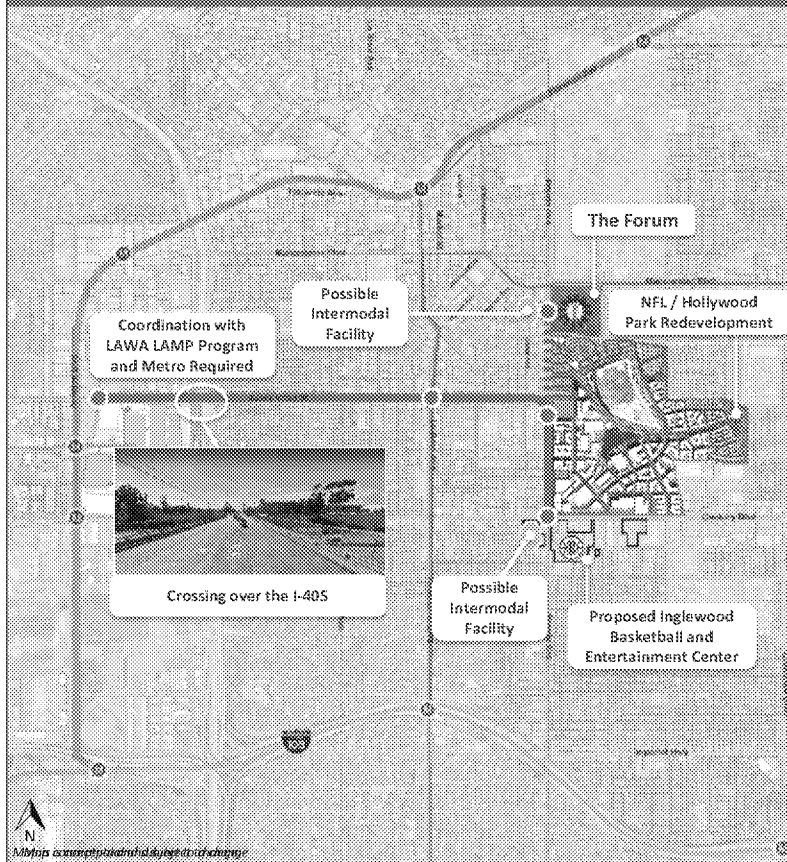
Option B

- Fairview Heights Alignment
- Elevated, APM/Monorail System
- 4 stations

Legend

- Option B Fairview Heights
- Metro Crenshaw Line
- Metro Green Line
- Possible Intermodal Facility

Option C: Alternative Alignment



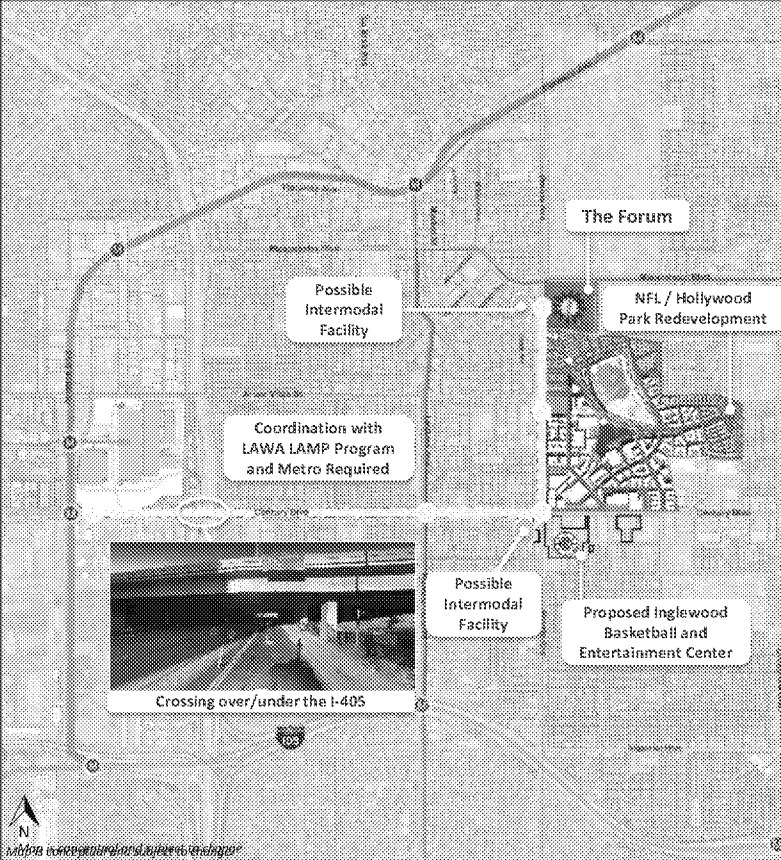
Option C

- Arbor Vitae Alignment
- Elevated, APM/Monorail System
- Split routes to serve the Forum and the proposed Inglewood Basketball and Entertainment Center
- 5 stations

Legend

- Option C Arbor Vitae
- Metro Crenshaw Line
- Metro Green Line
- Possible Intermodal Facility

Option D: Alternative Alignment



Option D

- Century Boulevard Alignment
- Elevated, APM/Monorail System
- 5 stations

Legend

- Option D Century Boulevard
- ⊙ Metro Crenshaw Line
- ⊙ Metro Green Line
- Possible Intermodal Facility

Century Blvd has a wider right-of-way, continuous median and a center two way left turn lane and is lined by larger commercial uses.

City's Transit Connector Planning Work Underway

- **City is building upon prior work to better serve Inglewood needs and vision**
- **Transit Connector Ridership driven by “traffic generators” – detailed review underway**
 - Where are users/patrons coming from and going to?
 - Event based and Non-Event based (regular) traffic/ridership
 - Event based rider – anticipated time spent in City (available amenities)
 - Service hours/duration
- **Guiding Principals for Transit Connector alignment refinement:**
 - Proximity to major City venues – i.e. traffic generators
 - Available City amenities to event based riders – “time in City”
 - Avoid/minimize traffic impacts – elevated alignment
 - Preserve future expansion opportunity
 - Robust intermodal and transit connectivity
 - Activate downtown Market Street & create synergy with City's economic development goals

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Potential Question: How is this study different from Metro's Study?

High Level: Main difference is the Ridership Model & Related Projects List

Ridership Model takes into account weekday ridership not only event based ridership (although that is included as well)

The Hollywood Park Development Site (especially with Phase 2) is not only event based, and has the potential to generate ridership that was not taken into account in the Metro Study

Concurrent Events (The Forum and the Clippers)

Related Projects List

More extensive than Metro's study. Takes into account Hollywood Park Phase II, The Clippers and new projects in surrounding jurisdictions

Metro study did not take Inglewood's new TOD plans into account

Downtown Inglewood/Fairview Heights TOD Plan

Westchester/Veterans TOD Plan

Crenshaw/Imperial TOD Plan

Other differences

We are building on Metro's study (we not creating an entirely “new study”)

That said, station locations have been refined to align with City's expectations/needs (Metro's Market-Manchester alignment had two stations along Prairie, we have three stations at slightly different locations. Locations were refined based on utility data.

Inglewood study collected more detailed utility information than Metro, studied the Market-Manchester alignment as an APM or aerial alignment (not street car or "urban rail"). Different utility and right-of-way impacts
Study has used the most up to date street plans (not used in Metro Study)
Electrical utility information (exact locations not identified in Metro Study)

Next Steps and Overall Process

Inglewood Transit Connector

1. Finalize Techno-Economic assessment to support selection of Preferred Alternative
2. Define Project Description
3. Initiate CEQA Environmental Process
4. Define Funding strategy
5. Define Project Development and Delivery strategy
6. Initiate Stakeholder Outreach strategy
7. Upon stakeholder concurrence – define procurement strategy and initiate procurement process, and present for City approval

Other Planning Work Simultaneously Underway

1. Complete and implement the Inglewood Mobility Plan
2. Continue to engage and coordinate with strategic agency partners (i.e. Caltrans, Metro, SCAG, South Bay Cities Council of Governments, etc.)



Connecting to People, Places and the Future



Enhanced Partnerships

Given potential to reduce traffic impacts, greenhouse gas emissions and increase transit ridership generated by the new activity centers, it is imperative the City seek to collaborate with SCAG and Metro

Improve Partnership to

Improve regional and local system connectivity

Improve bike and pedestrian connections to transit

Enhance local, regional, and express bus service

Participate in the Local Street Improvement Program

Asses the best use of Measure M local return money in Inglewood