

WELCOME!



Caltrans[®]

District 7 - Los Angeles

CALTRANS & CITY OF INGLEWOOD COLLABORATION MEETING

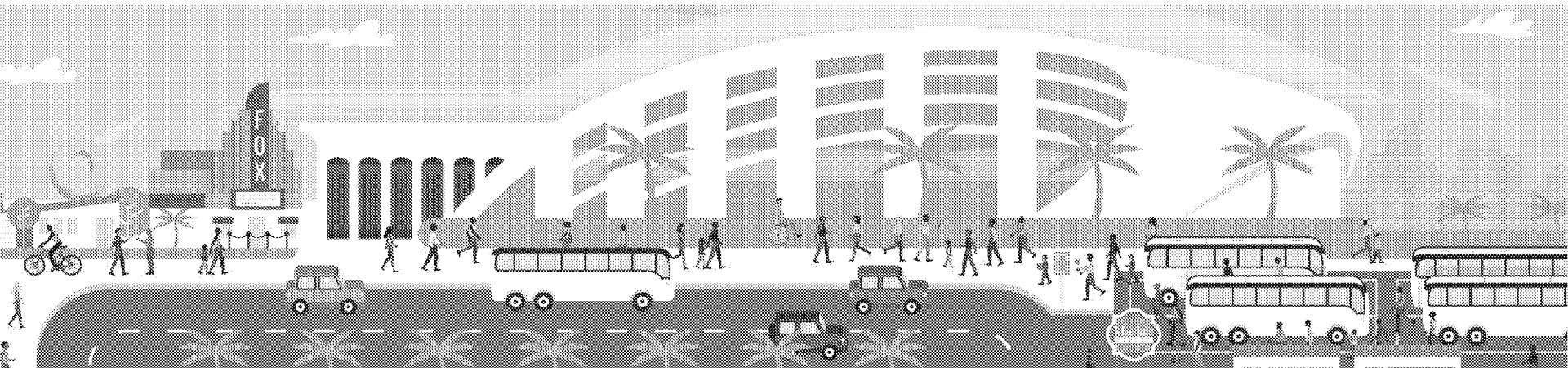
**INGLEWOOD TRANSIT CONNECTOR PROJECT
INGLEWOOD BASKETBALL AND ENTERTAINMENT CENTER**

January 29, 2019

Agenda



1. **Welcome & Introductions**
2. **Vision for City of Inglewood**
3. **Transportation Planning Work Underway**
4. **Inglewood Transit Connector Project**
 - **Transportation Connectivity Needs**
 - **Anticipated Inglewood Transit Connector Project Benefits**
 - **Next Steps on Inglewood Transit Connector**
5. **Inglewood Basketball & Entertainment Center**
 - **Project Elements**
 - **Proposed Study Area**
 - **Caltrans Thresholds of Significance**
6. **Adjourn**



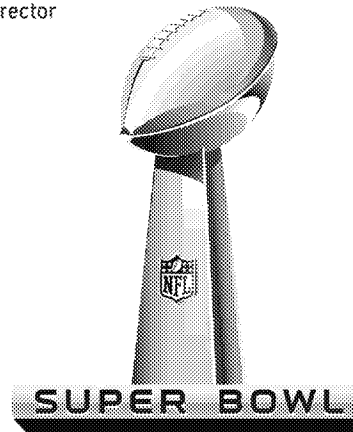
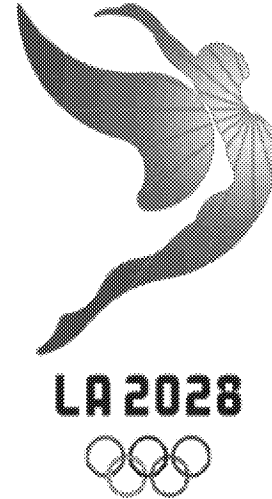
Vision for City of Inglewood: World Class Sports and Entertainment Center



Vision: World Class Sports and Entertainment Center



- NFL stadium | Fall 2020
- Super Bowl LVI | Winter 2022
- Youth Orchestra of Los Angeles | LA Phil
- Los Angeles Clippers | Fall 2024
- Olympic Ceremonies | Summer 2028





Ingleswood Mobility Plan



Ingleswood Transit Connector

City's Transportation Planning Work Underway



**Transportation Management & Operations
Plan for Sports & Entertainment District**



Neighborhood Protection Plan

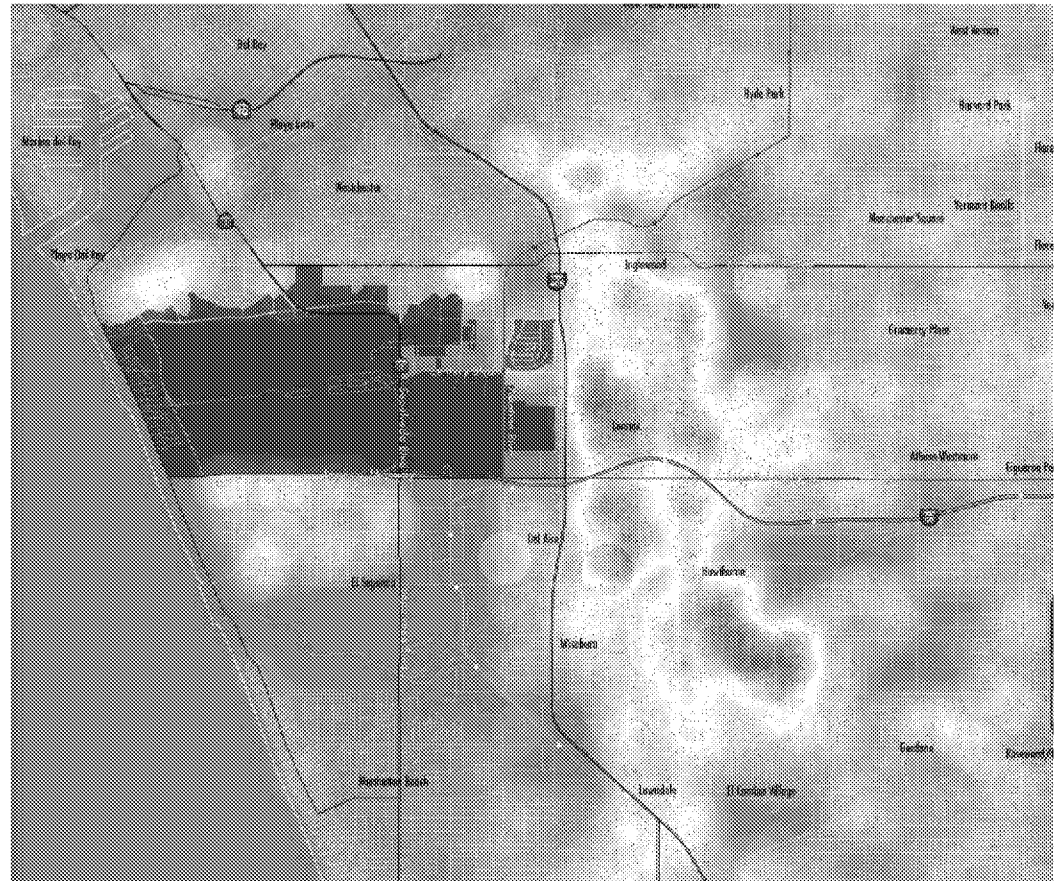


Work Underway: Forging Transportation Partnerships



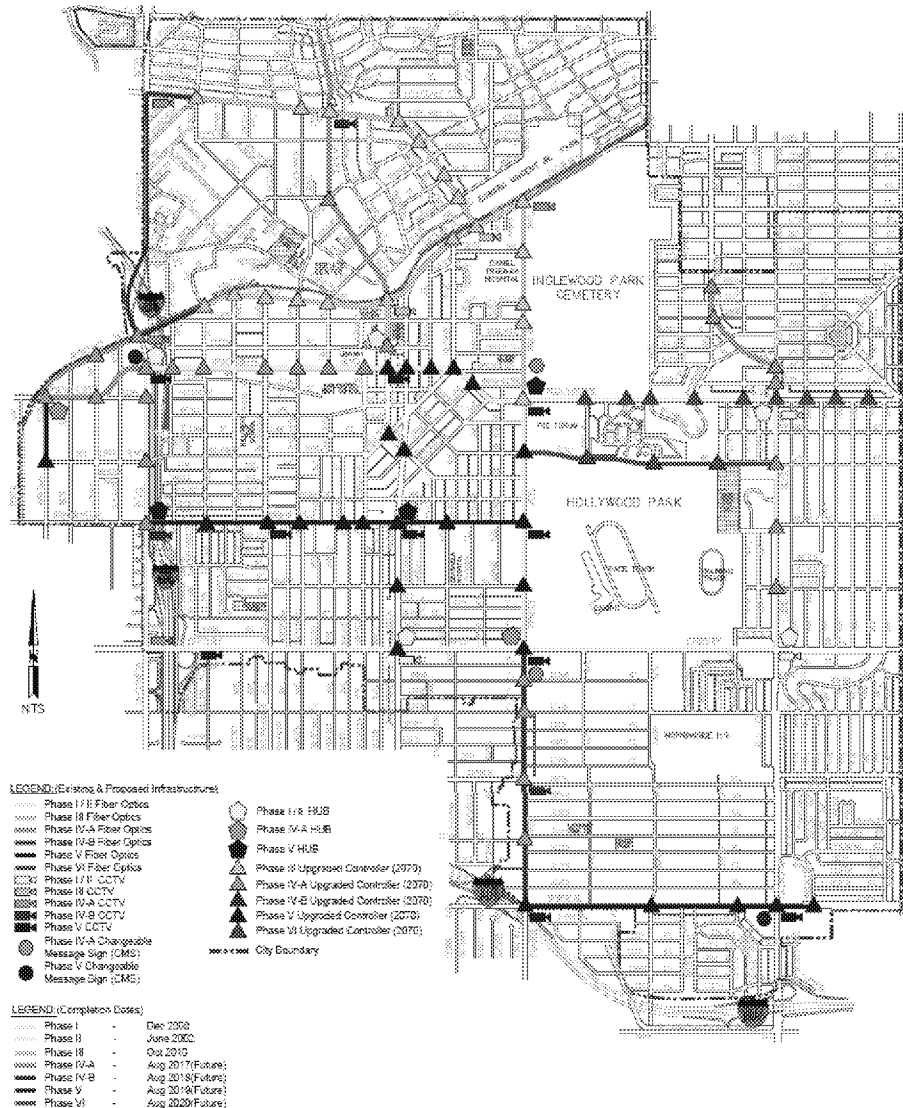
City is collaborating with local jurisdictions and agencies on numerous transportation improvement projects:

- Inglewood Mobility Plan with SCAG and Metro
- Inglewood LAX Employee Rideshare Program
- Intelligent Transportation System improvements integrated with City of LA, Culver City, LAWA and County of LA
- Coordination with Caltrans and LAWA on proposed freeway improvements
- Coordination with South Bay COG on numerous projects



35% of LAX employees live within 5 miles, in Inglewood, Hawthorne, Lennox

Work Underway: Intelligent Transportation System (ITS)



ITS is the application of sensing, analysis, control and communication technologies to increase the effective capacity of existing transportation systems and services

- Traffic signal upgrades
- Ramp metering
- Driver information system Local arterial changeable message signs
- Vehicle detection systems
- Dynamic tolling
- Variable speed control

Work Underway: Local Streets & Roads Projects



SB 1 dedicated approximately \$1.5 billion per year to cities and counties for basic road maintenance, rehabilitation, and critical safety projects.

With State support, the City of Inglewood has implemented three SB 1 projects:

- 1. Centinela Avenue and N. La Brea Improvements:** Street resurfacing, curb, gutter and sidewalk repairs, and curb ramp construction
- 2. South Prairie Improvement Project:** 1 mile of street resurfacing, curb, gutter and sidewalk repairs, and curb ramp construction
- 3. Imperial Highway Improvement Project:** Construction of 1.5 miles of street resurfacing, curb, gutter and sidewalk repairs, curb ramp construction, traffic and pedestrian safety improvements

Work Underway: Century Blvd Improvement Project



The project will reduce congestion, improve safety and drainage, improve pedestrian connectivity and enhance streetscapes for 3.1 miles of Century Blvd



Century Blvd at 3rd Ave – Looking West

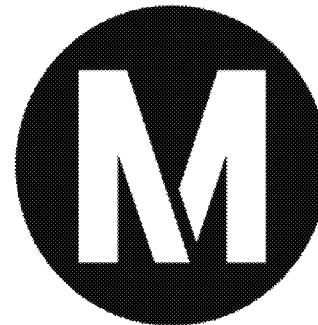


Century Blvd at Prairie Ave – Looking West



Metro (LACMTA) Chairmanship

- Mayor Butts assumes Chairmanship July 1, 2019
- Measure M Projects
- Job Creation
- Crenshaw/LAX Completion & Milestones
- Joint Development Opportunities
- Local/District Improvements
- Shared Priorities
- Open Discussion



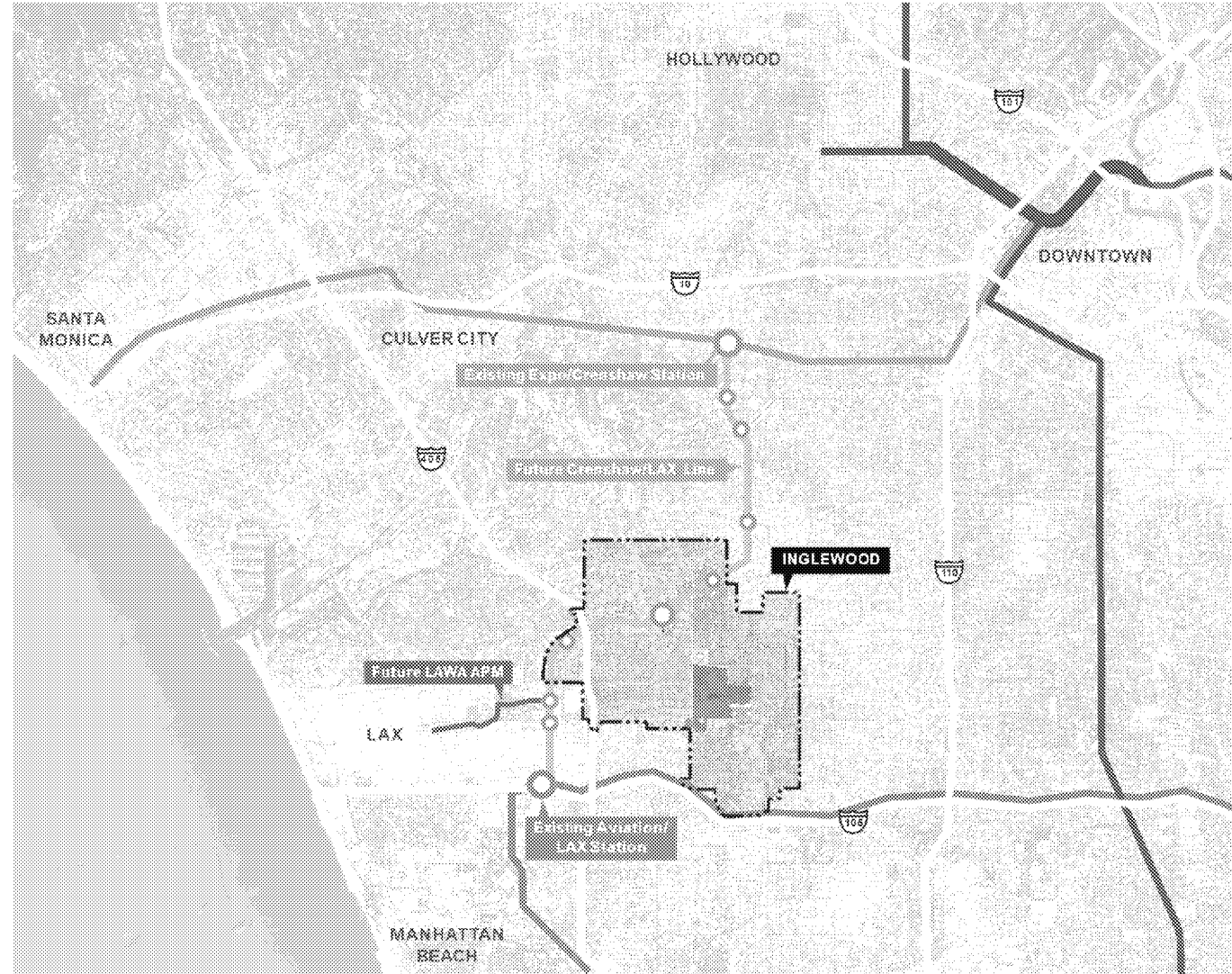
MetroTM



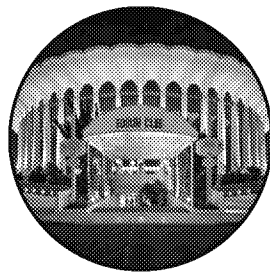
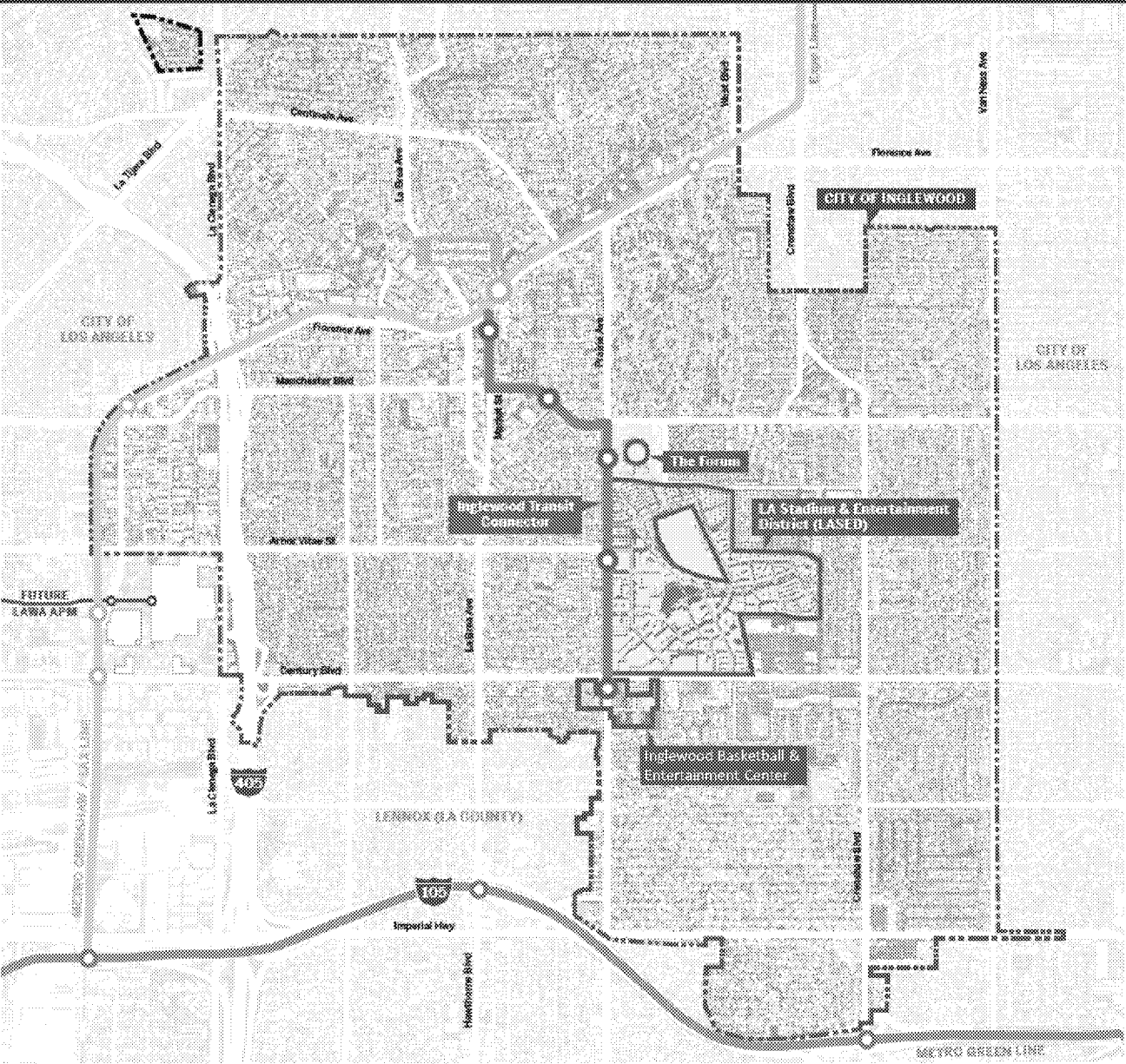
Needs: Improved Regional Mobility

The City must:

- Link rail to major destinations
- Make robust multi-modal connections to regional transportation system
- Complete transit network to activity centers
- Work with Metro to fund the Centinela Grade Separation Project



Critical Solution: Direct Transit Connection to City Destination Centers



The Forum



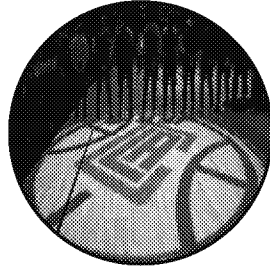
YOLA



Market Street



LASED



IBEC



Seattle



Minneapolis



San Francisco



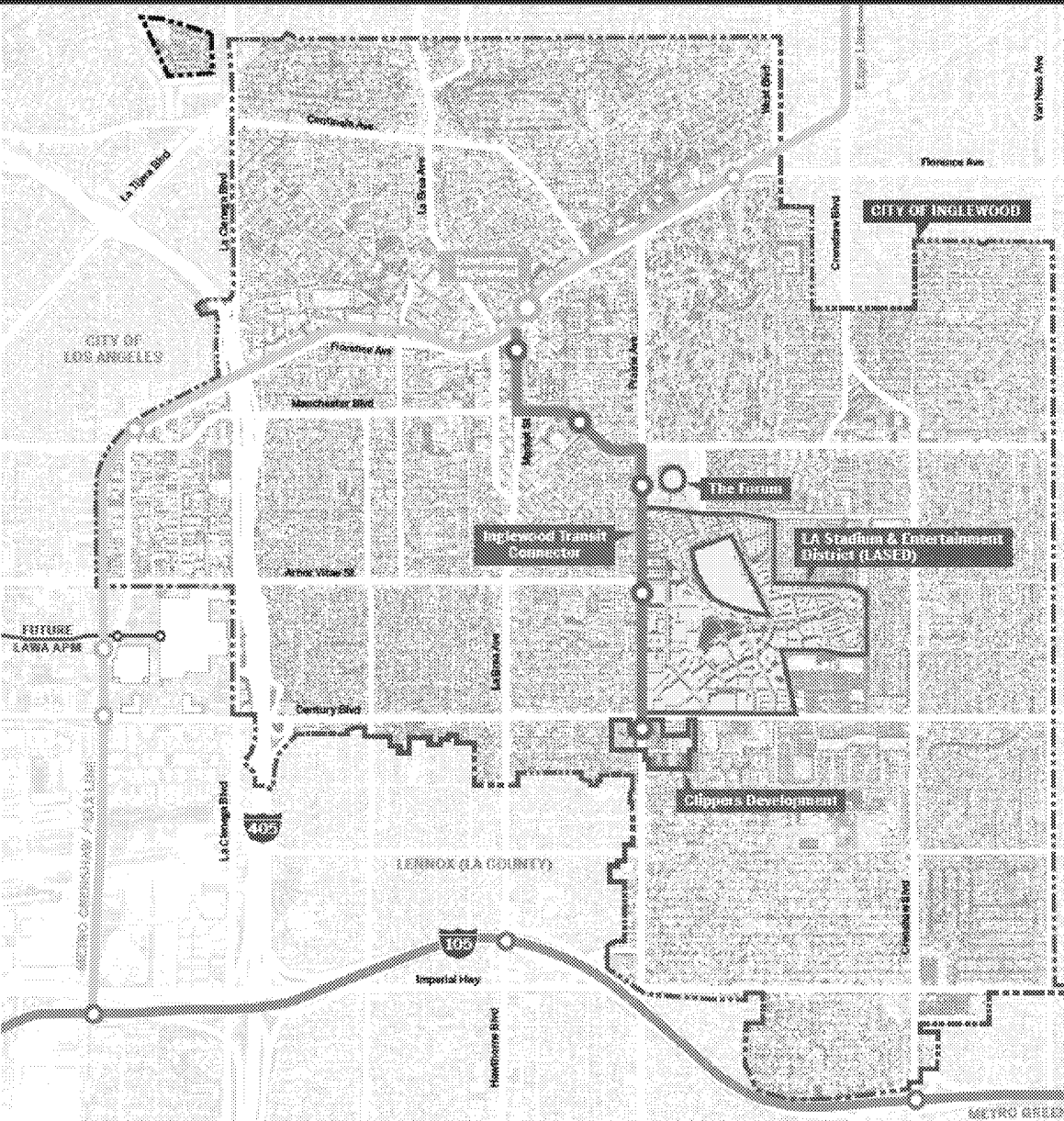
Los Angeles



Paris

London

Needs: Inglewood Transit Connector Project



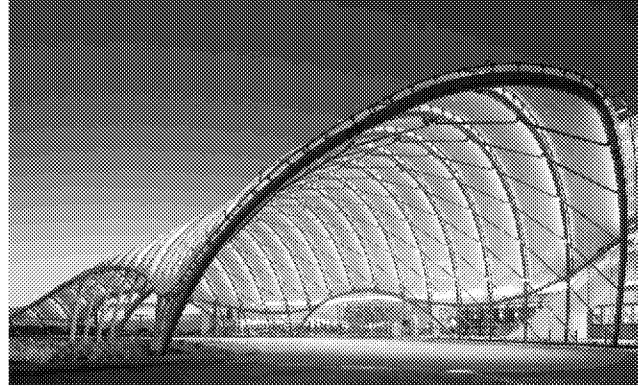
Project Characteristics:

- 1.8 mile length system
- 5 stations with connections to:
 - Metro Crenshaw/LAX Line
 - Downtown Inglewood
 - The Forum
 - Hollywood Park
 - Proposed Basketball Arena
- Proposed Maintenance and Storage Facility along Manchester Blvd
- Transit system to accommodate 9,500 passengers per hour at peak hours
- Preliminary ROM Costs: \$1.1billion
 - Operating System: 260M
 - Capital Facilities: 505M
 - Contingency/Soft Costs: 340M
 - Land Acquisition: 100M
 - Annual O&M: 18-20M

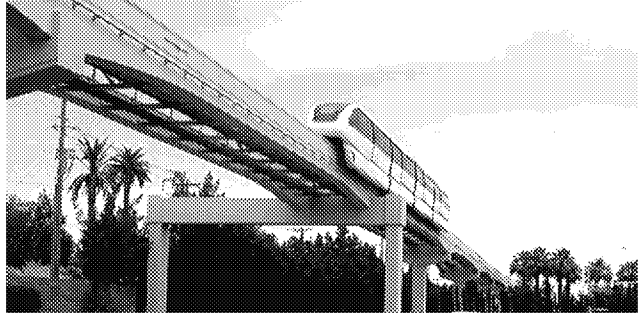
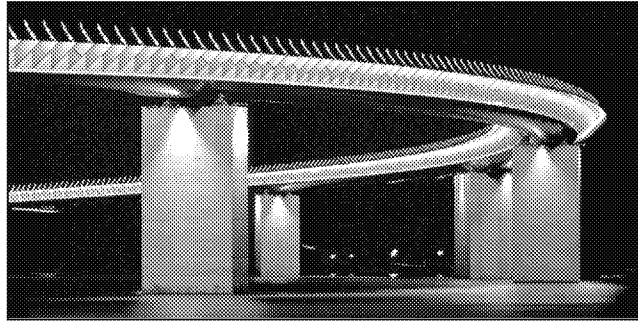
Inglewood Transit Connector Project: Site Plan



Additional design refinement currently underway



Canopy Example



Guideway Examples

Illustrative Rendering of Inglewood Transit Connector



Market Street / Florence Avenue Intersection

Illustrative Rendering of Inglewood Transit Connector



Prairie Avenue near Manchester Boulevard

Inglewood Transit Connector: Project Schedule



| Project Element | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 |
|---|---|-------------------------------------|--|------|--|------|------|------|----------------------|
| Outreach & Coordination | [Shaded bar spanning all years from 2018 to 2026] | | | | | | | | |
| Environmental Process | [Shaded bar spanning 2018 and 2019] | | | | | | | | |
| Notice of Preparation | [Shaded bar in 2018] | | | | | | | | |
| Draft Environmental Impact Report (EIR) | | [Shaded bar spanning 2018 and 2019] | | | | | | | |
| Final Environmental Impact Report (EIR) | | | [Shaded bar in 2019] | | | | | | |
| Prepare Procurement Documents | | [Shaded bar in 2019] | | | | | | | |
| Complete Procurement Process | | | [Shaded bar spanning 2020 and 2021] | | | | | | |
| Contractor NTP / Project Design | | | | | [Shaded bar spanning 2022 and 2023] | | | | |
| Land Acquisition | | | [Shaded bar spanning 2020, 2021, and 2022] | | | | | | |
| Construction | | | | | [Shaded bar spanning 2022, 2023, 2024, 2025, and 2026] | | | | |
| Project Operational | | | | | | | | | [Shaded bar in 2026] |

Estimated Greenhouse Emissions Reductions from ITC Ridership



Anticipated annual number of transit riders for

- Events: 1,025,908 riders
- Non-Events: 1,552,212 riders
- Annual Total Ridership: 2,578,120

Ridership is anticipated to be higher than Metro Green Line and Metro Gold Line per mile.

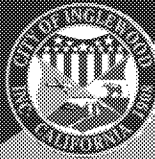
Preliminary analysis shows Vehicle Miles Traveled (VMT) will be reduced for LASED, the Forum and Inglewood Basketball and Entertainment Center events

| Emission Source | Annual GHG Emission Reduction (MTCO ₂ e) |
|-----------------------|---|
| Non-event traffic | 3,344.5 |
| Event related traffic | 2,965.1 |
| Total | 6,309.6 |

Preliminary estimates demonstrate GHG reductions as great as

- 6,897,818 pounds of coal burned
- 14,608 barrels or 613,536 gallons of oil consumed

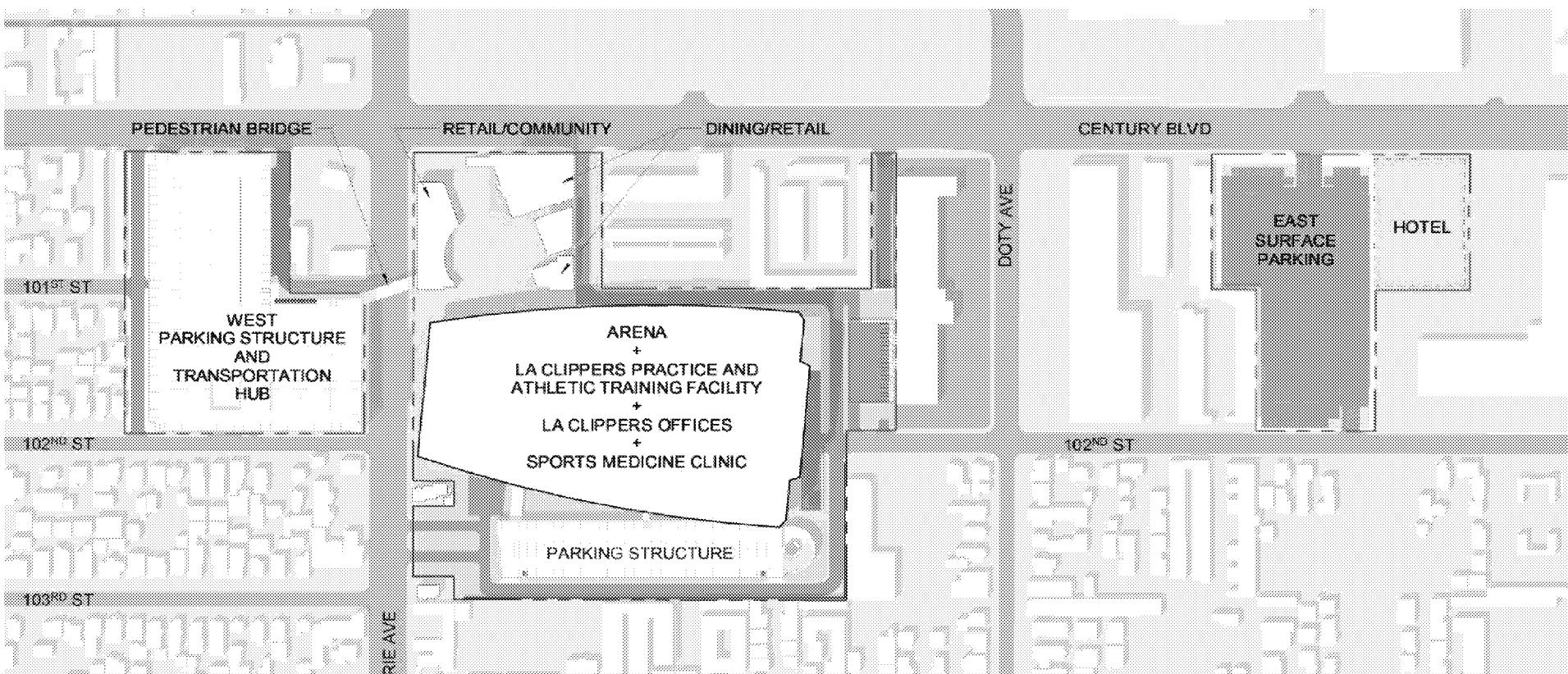
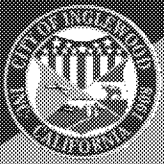
Inglewood Basketball & Entertainment Center: Project Location



Inglewood Basketball & Entertainment Center: Project Site



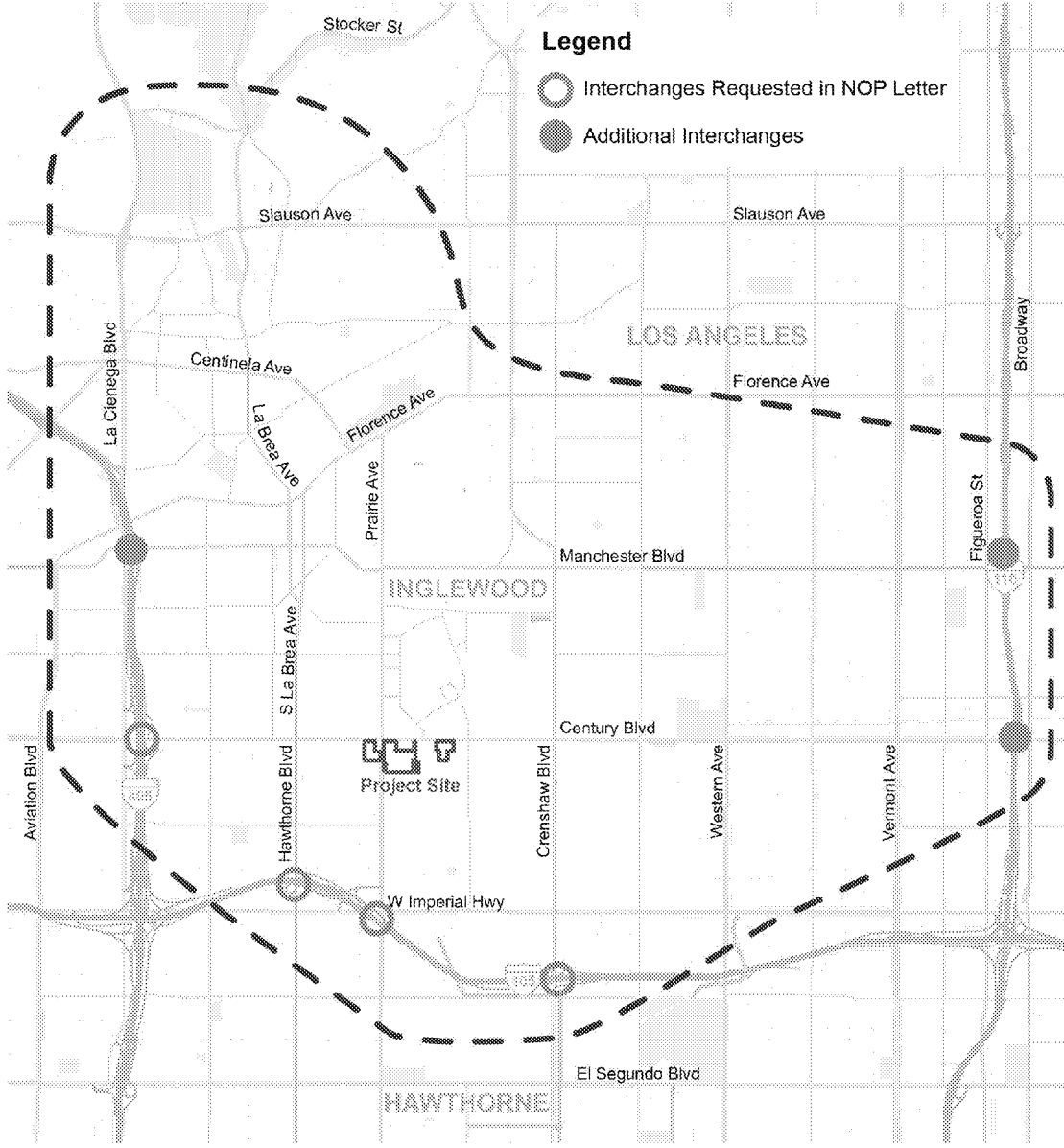
Inglewood Basketball & Entertainment Center: Project Components



Proposed Components:

- Arena: 18,000 to 18,500 capacity
- Practice and Athletic, Training Facility: 48,000 sf
- Team Offices: 71,000 sf
- Sports Medicine Clinic: 25,000 sf
- Retail/Food & Drink: 48,000 sf
- Hotel
- Parking
- Plazas and Open Space: 80,000 sf
- City Well
- Pedestrian Bridge(s)

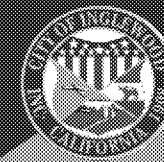
Inglewood Basketball & Entertainment Center: Study Area





NOP Comments

- Formal scoping meeting is necessary
- Show Project trip generation
- Show Project trip distribution/trip assignment
- Analyze operation of freeway segments and ramps in the project vicinity
 - NB/SB I-405 on/off ramps to/from Century Blvd
 - EB/WB I-105 on/off ramps at Crenshaw Blvd
 - EB/WB I-105 on/off ramps at Prairie Ave
 - EB/WB I-105 on/off ramps at Hawthorne Blvd
- Analyze transportation impacts using VMT
- Incorporate multi-modal and complete streets elements that promote alternatives to auto travel and pedestrian safety measures
- Evaluate potential for TDM and ITS strategies as mitigation
- Identify costs for transit and active transportation improvements
- Identify and mitigate safety issues and project effects on all road users and modes
- Encourage lead agency to seek a fair-share contribution for the Project
- Provide information on City's impact fee program or, if none, Caltrans requests to jointly explore establishing a local VMT-based transportation impact fee



Thresholds – Freeway Facilities

- Impacts to off-ramps are considered significant if (a) the traffic generated by the project causes or worsens an off-ramp queue that exceeds 85% of the off-ramp storage capacity or (b) when an auxiliary lane is present, there is a significant impact when the queue exceeds the lesser of one-half the length of the auxiliary lane or 1,000 feet.
- Impacts to on-ramps are considered significant if the traffic generated by the project causes or worsens an on-ramp queue that exceeds the ramp storage capacity
- If a freeway on-ramp entry or off-ramp terminus is blocked due to queueing or spillover at a surface street driveway or at an intersection
- If the IBEC traffic conditions cause the freeway mainline segment level of service (LOS) to deteriorate to below LOS F. If a freeway segment is already at LOS F, then an increase in the demand/capacity ratio of greater than 1% determined by comparing the baseline plus project or cumulative plus Project conditions to the baseline without Project or the cumulative without Project conditions would result in a significant impact



Thresholds – VMT (Regional) Impacts

- For Office Component, use California Governor's Office of Planning and Research (OPR) guidance: A proposed project exceeding a level of 15 percent below existing regional daily VMT per employee would indicate a significant transportation impact
- For Retail Component, use OPR guidance: A net increase in total daily VMT would indicate a significant transportation impact. By adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development (less than 50,000 square feet) tends to shorten trips and reduce VMT and such development is presumed to create a less-than-significant transportation impact
- For Event Component: No guidance OPR. Team to discuss conservative approach

Inglewood Basketball & Entertainment Center: Timeline



| | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|---|---|--------------------------|------|---|------|------|----------------------------|
| Outreach & Coordination | [Shaded bar spanning from start of 2018 to end of 2023] | | | | | | |
| Notice of Preparation | [Shaded bar in early 2018] | | | | | | |
| Draft Environmental Impact Report (EIR) | [Shaded bar spanning from early 2018 to mid-2019] | | | | | | |
| Final Environmental Impact Report (EIR) | | [Shaded bar in mid-2019] | | | | | |
| City Approval Hearing Process | | [Shaded bar in mid-2019] | | | | | |
| Construction | | | | [Shaded bar spanning from start of 2021 to end of 2023] | | | |
| Project Anticipated to be Operational | | | | | | | [Shaded bar in early 2024] |



Connecting People, Places, and the Future

