CALTRANS & INGLEWOOD COLLABORATION MEETING

CITY OF INGLEWOOD TRANSIT CONNECTOR PROJECT
INGLEWOOD BASKETBALL AND ENTERTAINMENT CENTER
January 29, 2019
Agenda

1. Welcome & Introductions
2. Vision for City
3. Transportation Planning Work Underway
4. Inglewood Transit Connector Project
   • Transportation Connectivity Needs
   • Inglewood Transit Connector Project Benefits
   • Next Steps on ITC
5. Inglewood Basketball Entertainment Center
   • Project Elements
   • Proposed Study Area
   • Caltrans Thresholds of Significance
6. Adjourn
Remove saffron and grace park; add fairview heights project
City’s Transportation Planning Work Underway

Transportation Management & Operations Plan for Stadium & Entertainment District

Neighborhood Protection Plan

Inglewood Mobility Plan

Inglewood Transit Connector
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
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
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:

- **Centinela Avenue and N. La Brea Improvements:** Street resurfacing, curb, gutter and sidewalk repairs, and curb ramp construction.

- **South Prairie Improvement Project:** 1 mile of street resurfacing, curb, gutter and sidewalk repairs, and curb ramp construction.

- **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.
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
MTA 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
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
Projected event traffic is anticipated to be highly congested, especially during simultaneous events, and because of the at-grade crossing of the Crenshaw Line at Centinela:

- All major arterials (La Cienega, La Brea, Prairie Ave, Crenshaw Blvd, Florence, Manchester Ave, Centinela, Arbor Vitae, and Century Blvd) would be highly congested during event day peak periods.
- During major events, it could take approximately 2 hours to exit stadium parking lot.
- Travel speeds during events may be reduced to below 10mph.
- Minor arterials are likely to be severely congested, particularly in the north Inglewood area.
- Given the lack of grade separation of LAX Crenshaw Line, the Centinela-Florence intersection would experience severe congestion with extensive back-ups. Studies show it could take 5 signal cycles for a car to move through intersection.
Critical Solution: Direct Transit Connection to City Destination Centers
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: $1.1 billion
  - Operating System: 260M
  - Capital Facilities: 505M
  - Contingency/Soft Costs: 340M
  - Land Acquisition: 100M
  - Annual O&M: 18-20M
Inglewood Transit Connector Project

Project Site

Additional design refinement currently underway

Canopy Example

Guideway Examples
Illustrative Rendering of Inglewood Transit Connector

Market Street / Florence Avenue Intersection
### Inglewood Transit Connector Project Schedule

<table>
<thead>
<tr>
<th>Project Element</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
</tr>
</thead>
<tbody>
<tr>
<td>Outreach &amp; Coordination</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Environmental Process</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Notice of Preparation</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Draft Environmental Impact Report (EIR)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Final Environmental Impact Report (EIR)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prepare Procurement Documents</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Complete Procurement Process</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Contractor NTP / Project Design</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Land Acquisition</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project Operational</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>✔</td>
</tr>
</tbody>
</table>
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.

<table>
<thead>
<tr>
<th>Emission Source</th>
<th>Annual GHG Emission Reduction (MTCO2e)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Non-event traffic</td>
<td>3,344.5</td>
</tr>
<tr>
<td>Event related traffic</td>
<td>2,965.1</td>
</tr>
<tr>
<td>Total</td>
<td>6,309.6</td>
</tr>
</tbody>
</table>

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
ADD MAP WITH LOCATION SHOWING IBEC NEAR STADIUM

ADD REGIONAL MAP?
Crenshaw/LAX Transit Corridor (under construction)
Existing Metro Rail System (Green Line)
Fairview Heights TOD Plan
Crenshaw/Imperial TOD Plan
Westchester/Veterans TOD Plan
Downtown Inglewood TOD Plan
**Proposed Components**

- Arena: 18,000 to 18,500 capacity
- Practice and Athletic Training Facility: 85,000 sf
- Team Offices: 55,000 sf
- Sports Medicine Clinic: 25,000 sf
- Retail/Food & Drink: 40,000 sf
- Hotel
- Parking
- Plazas and Open Space: 6 acres
- City Well
- Pedestrian Bridge(s)
Proposed Study Areas

ADD STUDY AREA MAP – SHOWING BOUNDARIES ONLY NOT INTERSECTION LOCATIONS
List of NOP Comments
Thresholds

**CMP Facilities (Freeway and Arterial Monitoring Locations)**

- A project would normally have a significant CMP impact if project traffic results in at least a 2% increase in the demand to capacity ratio during either the AM or PM weekday peak hour, causing or worsening LOS F conditions ($V/C > 1.00$). This threshold applies to both CMP Freeway Monitoring Stations and CMP Arterial Monitoring Intersections.

**Freeway Facilities**

- Impacts to off-ramps are considered significant if the traffic generated by the project causes off-ramp traffic to queue back to the freeway gore point or mainline, or worsens an existing/projected queuing problem.
- Threshold of significance for all freeway mainline locations will be the threshold for CMP Facilities described above.
### Inglewood Basketball & Entertainment Center (IBEC)

<table>
<thead>
<tr>
<th></th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
</tr>
</thead>
<tbody>
<tr>
<td>Outreach &amp; Coordination</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Notice of Preparation</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Draft Environmental Impact Report (EIR)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Final Environmental Impact Report (EIR)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City Approval Hearing Process</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project Anticipated to be Operational</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Connecting People, Places, and the Future