WELCOME!

CALTRANS & CITY OF INGLEWOOD COLLABORATION MEETING

INGLEWOOD TRANSIT CONNECTOR PROJECT
INGLEWOOD BASKETBALL AND ENTERTAINMENT CENTER
January 29, 2019
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
City's Transportation Planning Work Underway

Transportation Management & Operations Plan for Sports & Entertainment District

Neighborhood Protection Plan
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:

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
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
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: $1.1 billion
  - 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
Illustrative Rendering of Inglewood Transit Connector

Prairie Avenue near Manchester Boulevard
## Inglewood Transit Connector: Project Schedule

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<th>Project Element</th>
<th>2018</th>
<th>2019</th>
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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

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<th>Emission Source</th>
<th>Annual GHG Emission Reduction (MTCO2e)</th>
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<td>Non-event traffic</td>
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<td>Event related traffic</td>
<td>2,965.1</td>
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<td>Total</td>
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**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

Legend
- Interchanges Requested in NOP Letter
- Additional Interchanges
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

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Connecting People, Places, and the Future