

ENVISION Inglewood

Connecting People, Places, and the Future





Inglewood Mobility Plan



Inglewood Transit Connector

City's Transportation Planning Work Underway



Transportation Management & Operations
Plan for Stadium & Entertainment District



Neighborhood Protection Plan

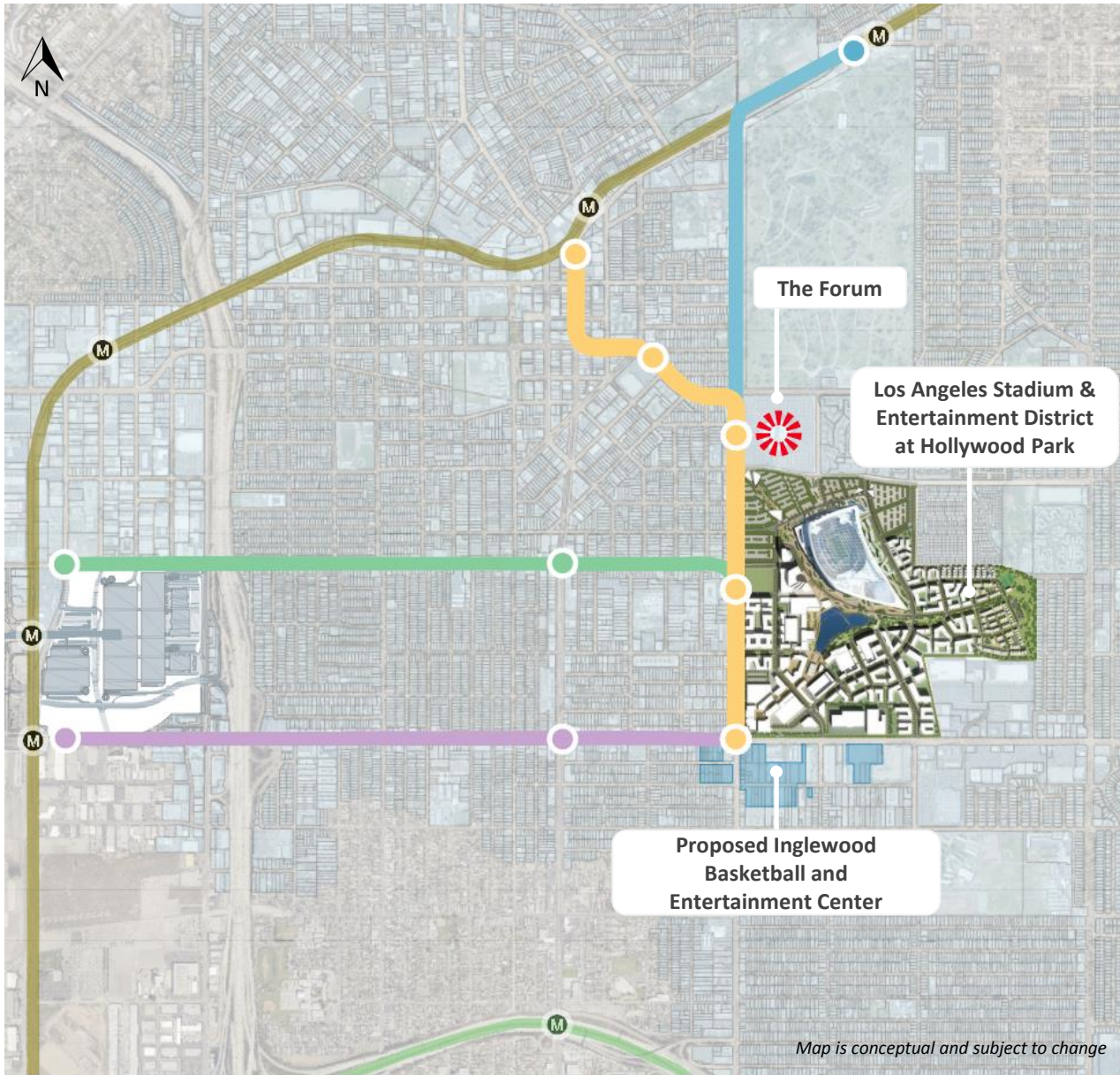


FOR STADIUM EVENT INFO
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The City's Challenge: Direct Connection to Rail



Alignment Alternatives



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

Legend

- Alt. A Market-Manchester
- Alt. B Fairview Heights
- Alt. C Arbor Vitae
- Alt. D Century Boulevard
- Metro Crenshaw/LAX Line
- Metro Green Line

Map is conceptual and subject to change

Comparison Table of Alternatives

		Alternative A: Market - Manchester Street Alignment	Alternative B: Fairview Heights Alternative	Alternative C: Arbor Vitae Street Alignment	Alternative D: Century Blvd Alignment
Cost	Capital Cost (2018\$)	\$614.4 M	\$625.1 M	\$756.7 M	\$769.2 M
	Operation & Maintenance Cost (2018\$)	\$18.2 - \$ 19.5 M	\$18.2 - \$ 19.5 M	\$18.2 - \$ 19.5 M	\$18.2 - \$ 19.5 M
Ridership	Event - Annual Ridership	1,025,908	939,920	986,368	1,064,410
	Non-Event - Annual Ridership	1,552,212	954,906	1,060,687	1,868,737
	Annual Ridership	2,578,120	1,894,826	2,047,055	2,933,147
Approx. length of the system (mi.)		1.8 miles	2.2 miles	3 miles	3.1 miles
Utility Conflicts/ability to resolve with relocations		Minimal/Good	Minimal/Good (with potential impacts to Inglewood Cemetery due to narrow roadway)	Minimal/Good (with potential impacts to small businesses and residences due to narrow roadway)	Major/Limited (major utilities with impacts driving property acquisitions)
Potential Right-of-Way Impacts/ability to resolve (based on roadway width)		Minimal	Potential Impact to Inglewood Cemetery	Potential impacts to small businesses and residences	Property acquisitions likely due to major utility relocations
P3 Opportunities		High	High	High	High

Alternative A: Market – Manchester Alignment



Characteristics

- Elevated, APM/Monorail System
- Approx. 1.8 mile length
- 5 Stations

Recommended for Future Study

- Promotes local economic development opportunities in downtown Inglewood
- Enhances future transit oriented development opportunities
- Provides a direct connection between downtown Inglewood and major activity centers
- Minimal utility relocation conflicts that can be resolved due to sufficient roadway width and project design

Alternative B: Fairview Heights Alignment

Characteristics

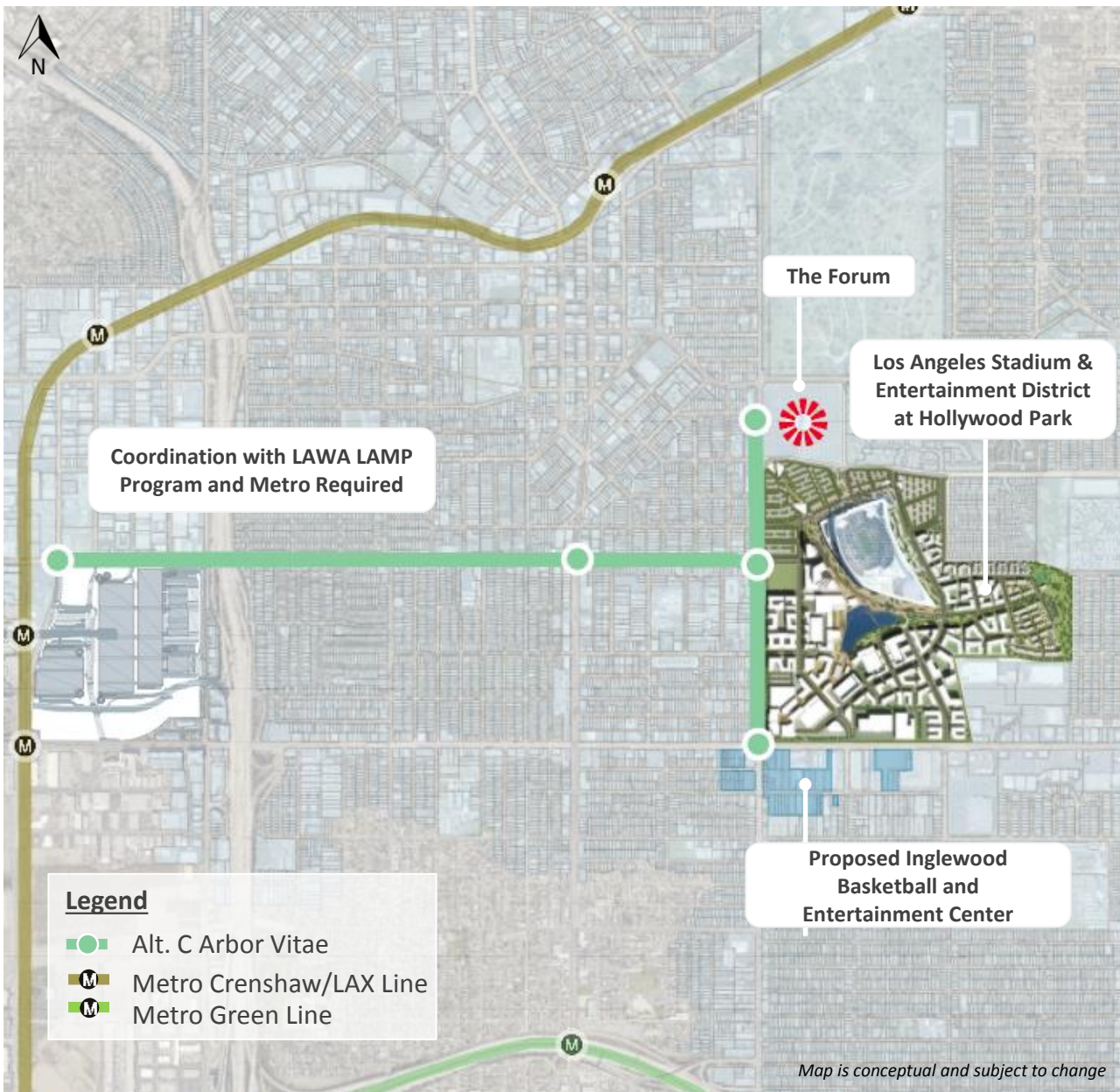
- Elevated, APM/Monorail System
- Approx. 2.2 mile length
- 4 Stations

Not Recommended for Future Study

- Does not provide opportunity for integration with revitalization goals of Market Street
- Does not provide a direct connection between downtown Inglewood and major activity centers
- Potential impact to Inglewood Cemetery due to narrow roadway width



Alternative C: Arbor Vitae Alignment



Characteristics

- Elevated, APM/Monorail System
- Split routes to serve the Forum and the proposed Inglewood Basketball and Entertainment Center
- Approx. 2.2 mile length
- 5 Stations

Not Recommended for Future Study

- Does not provide a direct connection between downtown Inglewood and major activity centers
- Potential major impacts to existing small businesses
- Possible neighborhood displacement

Alternative D: Century Blvd Alignment

Characteristics

- Elevated, APM/Monorail System
- Approx. 2.2 mile length
- 5 stations

Not Recommended for Future Study

- Does not provide opportunity for integration with revitalization goals of Market Street
- Challenges to crossing over/under the I-405
- Requires major utility relocations and/or property acquisitions to accommodate design



Enhanced Infrastructure Finance Districts (EIFD's)

Team is currently evaluating the potential for implementation of an Enhanced Infrastructure Financing District (EIFD)

- Enables tax increment financing for local/regional projects (purchase, construction, expansion, improvement, seismic retrofit, rehabilitation)
- Does not increase property taxes



Transit-Priority Projects



Rail



Civic Infrastructure

Team also evaluating other potential funding sources including but not limited to:

- Public private partnerships
- Development agreement / impact fees
- Private investment
- Public funds such as SB 1, GHG reduction funds (state), AQMD funds, Prop A, Measure R and M local return

Next Steps and Overall Process

Inglewood Transit Connector

1. Release Notice of Preparation/Initial Study: **Mid-July**
2. Anticipated Scoping Meeting: **July 26, 2018**
3. Define Funding Strategy: **March 2019**
4. Define Project Development and Delivery Strategy: **December 2018**
5. Stakeholder Outreach: **Initiated Spring 2018**
6. Initiate procurement process, and present for City approval – simultaneous to environmental clearance process

Other Planning Work Simultaneously Underway

1. Develop the Inglewood Mobility Plan, Transportation Management and Operations Plan, and Neighborhood Protection efforts.
2. Coordination with strategic agency partners (i.e. Caltrans, Metro, SCAG, South Bay Cities Council of Governments, City of Los Angeles, etc.)



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