ENVISION

Inglewood

Connecting People, Places, and the Future
City's Transportation Planning Work Underway

Inglewood Mobility Plan

Inglewood Transit Connector

Neighborhood Protection Plan

Transportation Management & Operations Plan for Stadium & Entertainment District
The City’s Challenge: Direct Connection to Rail

Legend
- Metro Local Bus
- Metro Rapid Line
- Metro Crenshaw/LAX Line
- Metro Green Line

Map is conceptual and subject to change.
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

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

*Map is conceptual and subject to change*
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

Legend
- Alt. D Century Boulevard
- Metro Crenshaw/LAX Line
- Metro Green Line

Map is conceptual and subject to change
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

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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