



Mayor James Butts

An exciting transformation is underway

as the City of Inglewood enhances its distinction as "The City of Champions" and redefines itself as a world-class sports and entertainment center in the greater Los Angeles region. As of August 2017, sales tax revenue increases in the City have outpaced the Los Angeles County average, and property values are up more than 100% since 2012. This growth has been driven by a number of completed and on-going projects. The Metro Crenshaw/LAX Line is set to open in 2020 which will enhance transit access to the City. The Forum's revitalization actively hosts some of the largest entertainment acts in the country. The redevelopment of approximately 298 acres at Hollywood Park is now underway and includes new residential,

commercial, and recreational uses. The centerpiece of which is the construction of the Los Angeles (NFL) Stadium and Entertainment District at the former Hollywood Park, which will be the new home of the Los Angeles (LA) Rams and Chargers. The NFL Stadium, now officially named SOFI Stadium, is set to open in the Fall of 2020, and has been selected to host the Super Bowl in 2022, FIFA World Cup in 2026, WrestleMania 37 in 2021, and the Olympic Opening Ceremonies in the Summer of 2028. We are truly honored to invite the world to visit our City and we are working diligently to ensure seamless and robust access from all modes of transportation.

The City is also proud of the Los Angeles Clippers of the National Basketball Association's (NBA) announcement to relocate their headquarters, training facilities and new arena to the City. The proposed arena project is well underway with the environmental clearance process. A new Los Angeles Philharmonic state-of-the art music and cultural campus for the Youth Orchestra Los Angeles (YOLA) designed by renowned architect Frank Gehry, will also be headquartered in Inglewood. Both headquarters for the NFL and the Girls Scouts of America are now moving from Culver City and Marina Del Rey respectively, to the City of Inglewood. These new venues along with future residential, retail and commercial use developments are bringing renewed energy and opportunity to the City, thus contributing to its social and economic well-being. As investment in Inglewood has burgeoned in the last several years, it has injected the local economy with new jobs, retail, entertainment and residential opportunities.

As Inglewood continues to transform into a major regional activity center the number of vehicle trips in and around the City are increasing with more increases anticipated in the future. Based on historic traffic counts, traffic volumes have increased at the rate of 1.5% per year with many key intersections and highway corridors already experiencing congestion. According to the 2015 traffic study completed for the Hollywood Park Stadium Alternative Project, roughly 85% of patrons are anticipated to use privately-owned vehicles and 15% will rely on transit or charter buses for stadium events and games. These modes will compete to utilize the same traffic corridors that may already be physically constrained or congested. As the population grows, opportunities for constructing new streets and acquiring rights-of-way for street widening to accommodate additional vehicles are limited. As a result, future strategies must be aimed at improving the existing mobility network. The City is working to manage this growth in a sustainable and responsible way, ensuring that residents, businesses, employees and visitors have convenient and efficient access to new destinations and resources.

We invite you to read on and learn about the City's exciting Mobility Plan that will help create a multi-modal and sustainable city, increase access to transit while comprehensively looking at roadway improvements, encouraging innovation and intelligent transportation systems, promoting active transportation plans and committing to executable transportation demand management strategies to help support the transformation of Inglewood into a world-class city with a world-class transportation system.

Jan J.Butts J

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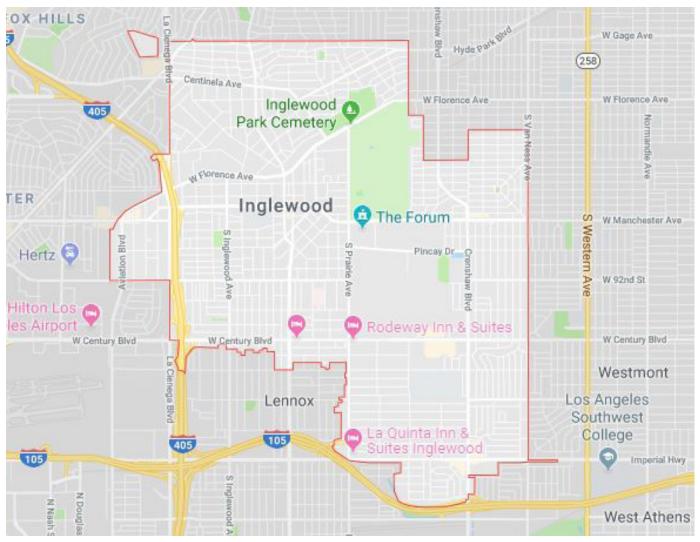


1 Mobility Plan Overview

1.1 City of Inglewood

The City of Inglewood is located in the South Bay area of the County of Los Angeles. It is abutted by the City of Hawthorne to the South and City of Los Angeles to the North, East and West (as shown in Figure 1). The City is in close proximity to the Silicon Beach tech corridor in West Los Angeles and just east of the Los Angeles International Airport (LAX). It also serves as a gateway to Los Angeles hotel and business districts.

Figure 1 - Map of Inglewood



Source: Google Maps, 2019

1.2 Purpose of The Mobility Plan

This Mobility Plan is designed to provide the framework for addressing current and future infrastructure needs in a responsible, sustainable manner. It also provides the tools necessary to help the City assess future transportation infrastructure demands as it evaluates proposed development projects and the potential for public-private partnerships, considering all implementation tools.

1 Mobility Plan Overview

Furthermore, this Mobility Plan establishes the vision, goals, policies, infrastructure enhancements and program requirements, including transportation and traffic control measures and strategies necessary to improve and augment the City's local transportation network and access to the regional transportation system so as to minimize neighborhood intrusion caused by increased traffic resulting from entertainment and sporting events. This enables the City to prepare for future population and employment growth resulting from development investments.

1.3 Moving From Vision to Reality

The Mobility Plan features seven goals that are equal in weight and define the City's high-level mobility priorities. Each of the goals contain strategies that are specific, measurable, and outline how the goals are met. For each goal, several objectives or strategies were established to guide the City as it implements its Mobility Plan.



Goal 1: Sustainability and Environmental Considerations



Goal 2: Neighborhood Protection and Preservation



Goal 3: Create an Effecient, Balanced, Multimodal Mobility Network



Goal 4: Congestion Reduction and Transportation Management System



Goal 5: Safety



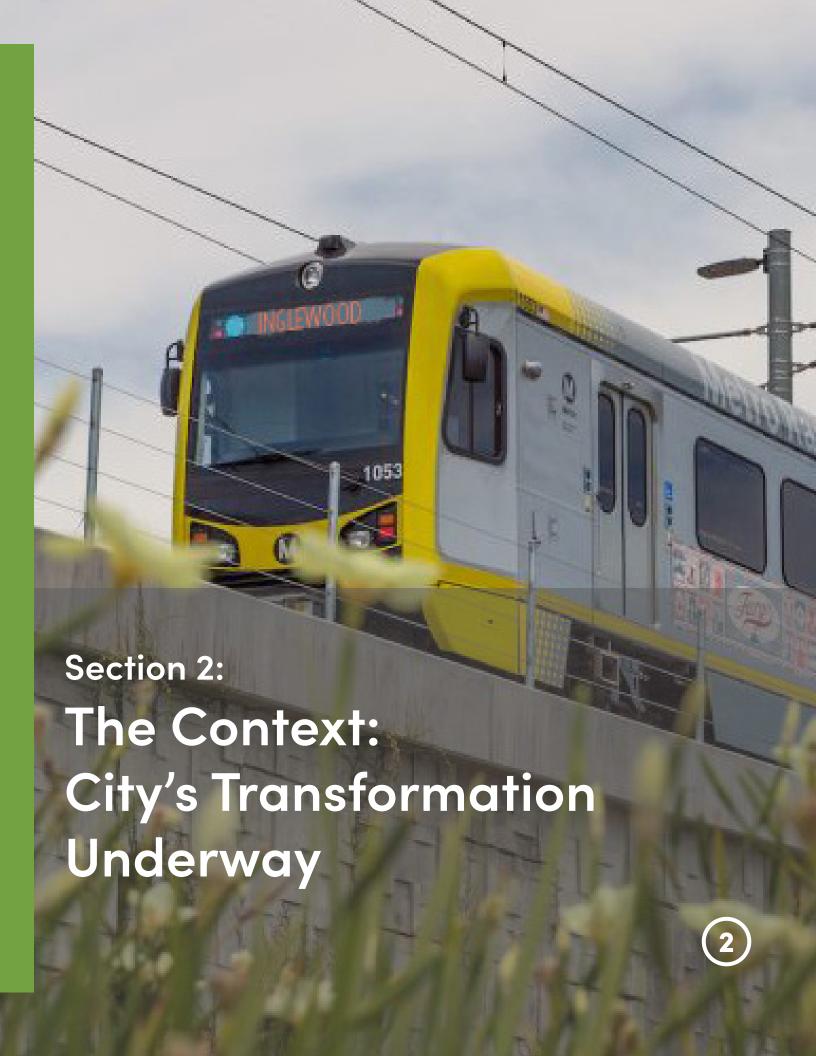
Goal 6: Accessibility



Goal 7: Reliability

To achieve these goals, the City continues to embrace previous mobility concepts, including several from the 1992 City of Inglewood General Plan Circulation Element, but also seeks to broaden its overall approach and priorities to advance mobility, innovation and climate action. Section 5 will describe implementation strategies related to each goal.

This Plan recognizes the importance of the City's streets to the public health of its residents, businesses, employees and visitors and to its economy.



The City of Inglewood General Plan Circulation Element, adopted on December 15, 1992, is designed to require that adequate street access and traffic capacity is considered for current and future land use needs. Yet, since the adoption of the Circulation Element in 1992, the City has experienced an unprecedented growth in population and commerce, placing challenges on the existing transportation infrastructure and circulation system. Currently, a comprehensive effort is being undertaken to develop a detailed description of existing conditions throughout the entire City of Inglewood, which

Now, a comprehensive effort was undertaken to develop a detailed description of existing conditions throughout the entire City of Inglewood, which encompasses approximately 8.85 square miles.

encompasses approximately 8.85 square miles. This section will describe the existing conditions relevant to the study area and primarily focuses on the following:

- Existing and future land use projects
- Existing and future demographics (population, housing, jobs, etc.)
- Existing and future regional rail projects
- Existing Transit (Bus) Connections and Facilities (bus stops, transit plaza), etc.
- Existing Active Transportation Network
- Existing Roadway Network (locals, major and minor arterials)
- Existing Traffic Volumes and levels of service
- Existing Truck Routes
- Existing Public and Private Parking Supply within the City

2.1 Existing and Future Land Use Projects

The City of Inglewood had historically been developed as a low-density single-family community. The City's existing land uses are comprised of residential (46.7 percent), public/semi-public (20.3 percent), commercial (6.1 percent), and industrial (3.7 percent) uses. Existing zoning allows 60 percent of residentially zoned land to be developed into two-family or multi-family (three or more) units. As such, there are currently more multiple dwelling units than single family units in the City. The following major projects, under construction or proposed within the City of Inglewood, are highlighted below.

2.1.1 Los Angeles Stadium and Entertainment District at Hollywood Park (LASED)

The LASED project, a new mixed-use, master planned community on the site of the former Hollywood Park racetrack and equestrian training facility, started construction in 2014 and is slated for completion by 2023. The project includes a number of new uses including 2,500 residential units, 890,000 square feet of retail, 780,000 square feet of office and a 300- room hotel, as well as 25 acres of new recreational and park amenities for the City. The signature component of the project is a new 70,000-seat NFL stadium, which includes a 6,000-seat performance venue that will be home to both the NFL Rams and Chargers teams (see Figure 2). As noted above, the SOFI Stadium is scheduled to open Fall 2020.

The project will transform underutilized asphalt lots and the former racetrack into a vibrant mixed-use community.

Figure 2 – The Los Angeles Stadium and Entertainment District Renderings



Source: Los Angeles Stadium Entertainment District Website, 2019

Figure 3 – Groundbreaking Construction Opening Ceremony, 2016



Source: City of Inglewood, 2018

2.1.2 The Forum

Constructed in 1967, The Forum, a multipurpose indoor arena, has served for decades as one of the region's premier sports and entertainment venues. In 2014, The Forum completed a multi-milliondollar renovation and was added to the National Register of Historic Places.

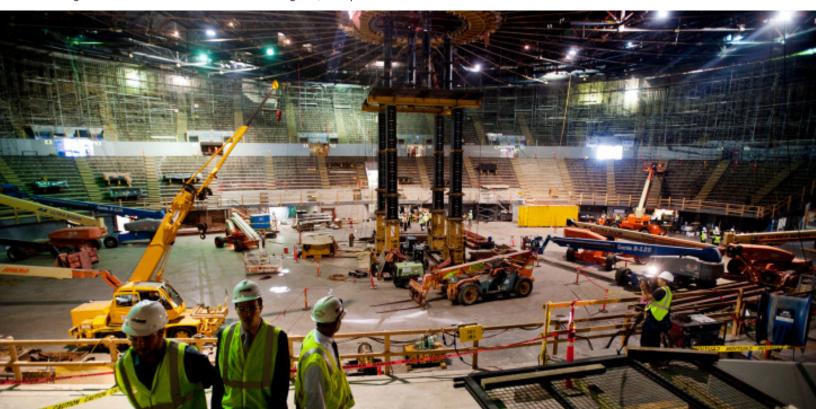
The Forum actively hosts some of the largest entertainment acts in the country and is scheduled to host events during the 2028 Summer Olympic games.

Figure 4 – The Forum



Source: City of Inglewood, 2018

Figure 5 – The Forum's Renovation In-Progress, Completed 2014



2.1.3 The Proposed Inglewood Basketball and Entertainment Center

In June 2017, the NBA's Los Angeles Clippers team announced a proposal to construct a new arena and sports facility in Inglewood, designed to host the team and other non-sporting events. In February 2018, the City initiated the environmental clearance process for the proposed project by releasing the Notice of Preparation (NOP) for a Draft Environmental Impact Report (EIR). The proposed project is located on approximately 27 acres and includes a fixed seat arena, a team practice and athletic training facility, a LA Clippers team office space, a foot sports medicine clinic for team and potential general public use, approximately 40,000 square feet of retail and other ancillary uses that would include community and youth oriented space, an outdoor plaza that may include landscaping, outdoor basketball courts, outdoor community gathering space, and parking facilities sufficient to meet the needs of the proposed uses. The Draft EIR was released December 27,2019 and will be considered for approval by Spring/Winter 2020.





Figure 7 – Location of the Proposed Inglewood Basketball and Entertainment Center



Source: Aecom, Hayes Davidson, 2019



2.1.4 Downtown Inglewood

The City of Inglewood is also working to revitalize its downtown in time to synergize with the future Metro Crenshaw/LAX station. Situated in the heart of Inglewood's Historic Core, The Miracle Theater was once connected to greater Los Angeles by the Red Car system. Today's Metro Crenshaw/LAX line will stop in downtown Inglewood just three blocks from The Miracle Theater on Market Street. Classic theaters throughout Los Angeles are currently being re-energized as vital cultural venues. In the late 1940s through the early 1960s, Inglewood's Market Street hosted Hollywood film premieres at several movie houses including The Fox Theater, The United Artist's Theater, and The Ritz Theater. Built in 1937, The Ritz (now revived as The Miracle) is once again home to local and international entertainment. Featuring music, movies, comedy, and community events, The Miracle Theater provides a venue for arts and culture on Market Street. The revival of Market Street continues with coffee and food as several black owned coffee shops and restaurants such as Sip and Sonder, Stuff I Eat and Hilltop Coffee + Kitchen have opened in the area over the last year.

Figure 8 – Screening of HBO Series, Insecure 2, Miracle Theater on Market Street, Fall 2017



Source: Miracle Theater Website, 2018

The City is encouraging the design and development of new residential, mixed-use and retail oriented projects along Inglewood's Market Street along with signage, marketing, landscaping and traffic calming improvements.

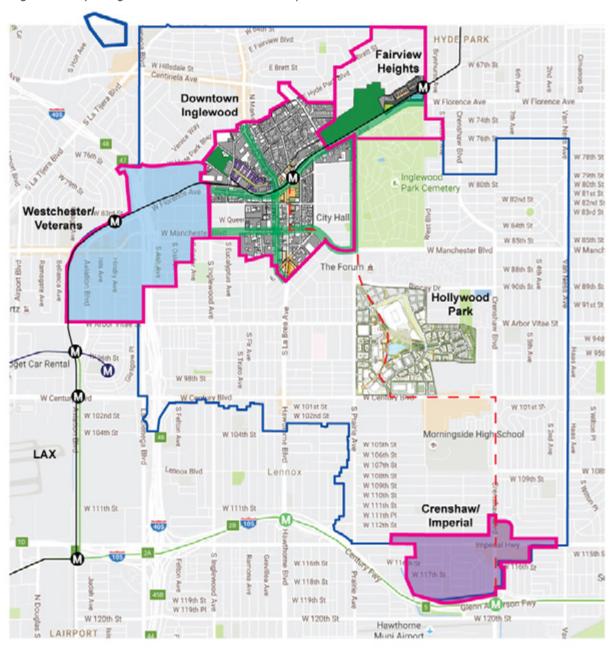


2.1.5 Inglewood Transit Oriented Development (TOD) Plans

The completion of the regional rail projects currently under construction (see Section 2.3 Existing and Future Regional Rail Projects) are anticipated to tie the City of Inglewood into the regional transportation network like never before. The City of Inglewood has presented three TOD plans (Downtown and Fairview Heights, Westchester/ Veterans and Crenshaw/Imperial) to take advantage of these potentials, revitalize neighborhoods, maximize transit ridership and create benefits for the local public. The purpose of the TOD Plans is to explain and implement the City's vision for the improvement of the following four areas: Downtown Inglewood and Fairview Heights (adopted in 2017), Crenshaw Boulevard/Imperial Highway near Crenshaw Station on Metro Green Line, and Westchester/Veterans area surrounding the future Westchester/Veterans Metro station at Florence and Hindry Avenues on the south and east sides.

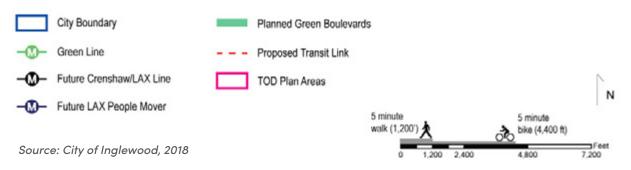
This increased connectivity will make the City more attractive as a location for housing, employment and recreation.

Figure 9 – City of Inglewood Transit Oriented Development Plan Areas



CITY OF INGLEWOOD

TOD Plan Areas



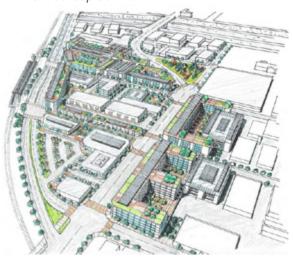
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The Context: City's Transformation Underway

The Inglewood Transit Oriented Development (TOD) Plans (Downtown and Fairview Heights, Westchester/Veterans and Crenshaw/Imperial) put in place land use, urban design, transportation and economic regulations, standards, guidelines and strategies. The TOD Plans include concept plans, zoning and development standards and design guidelines that applicants submitting any type of proposal for new construction within the TOD areas indicated shall follow. The Plans aim to implement the City's vision by up zoning the TOD areas to allow for the construction of affordable housing in close proximity to Metro's Crenshaw/LAX and Green Line light rail stations thus enhancing access to and from the regional Metro rail system for residents, businesses, and regional transit riders.

These connections aim to maximize utilization of the Metro lines as a means of accessing both housing and jobs for transit riders that depart or enter Inglewood. One of recent developments underway that has been approved under the Inglewood Downtown TOD Plan is the Inglewood Market Gateway Project. Located on the on the corner of Market and Florence Avenue, in close proximity to the Metro Crenshaw/LAZ Downtwon Inglewood Light Rail station (under construction), Thomas Safran and Associates is building a 260,012 footsquare that is currently proposed to have housing, restaurants, retail and a grocery store.

Figure 12 – Westchester/Veterans Station TOD Conceptual Plan



Source: City of Inglewood, 2018

Figure 10 – Downtown Inglewood and Fairview Heights Rendering



Source: City of Inglewood, 2018

Increasing accessibility to and from Inglewood increases regional accessibility, including transit connections to downtown Los Angeles, Los Angeles International Airport (LAX), Santa Monica, and the greater Los Angeles County region.

Figure 11 – Crenshaw/Imperial TOD Plan, Conceptual plan for the northeast corner of Crenshaw and Imperial



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The Context: City's Transformation Underway

2.1.6 YOLA Center at Inglewood

In August 2018, YOLA (Youth Orchestra Los Angeles) unveiled plans for the Judith and Thomas L. Beckmen YOLA Center at Inglewood. The program serves more than 1,200 young musicians, in South LA, the Rampart District, Westlake/MacArthur Park, and East LA, providing free, high-quality music instruction, academic support, and leadership training. The Inglewood Center will be the first permanent facility for their music education program. The Center will also provide a gathering and performance space for other YOLA students and faculty, including LA Phil musicians.

The site for the Center is located in the civic center of Inglewood, fronting City Hall on South La Brea Avenue. The Center will be renovating the site of a former bank branch office and transforming it into a 25,000-square-foot Frank Gehry designed facility. The project will include a 260-seat concert hall, a choir room, an ensemble room, and a practice room. YOLA envisions the center as a cultural resource for the people of Inglewood and the focal point of the LA Phil's commitment to community engagement in the area. Construction began in Spring 2019 and YOLA is set to open in Fall 2020.

YOLA is a program empowering youth with its commitment to the mission of music education and community service. The program serves more than 1,200 young musicians.

Figure 13 - YOLA Center at Inglewood







2.1.7 Girl Scouts Inglewood Center

The Girl Scouts of Greater Los Angeles opened its Inglewood Center in February 2019. The Inglewood Center is one of eight of their centers in Los Angeles County and includes a retail store, recruitment offices, programming, and a volunteer support center. The existing Center will serve nearly 15,000 girls from Inglewood and the surrounding communities. The organization also plans on opening an expansion project on the property. The project will be the home of the local council's flagship Innovation Center slated to open in 2020.

The Innovation Center, a multi-use space to promote entrepreneurship, outdoor and life skills and Science, Technology, Engineering and Math (STEM) learning, will serve as a program hub for the County's 45,000 girls.

Figure 14 – Girl Scouts of Greater Los Angeles New Inglewood Center Source: Girl Scouts of Greater Los Angeles, 2018



2.2 Population, Employment and Housing

This section identifies and describes existing levels of, and trends in, population, employment and housing in the City of Inglewood.

2.2.1 Regional Growth Projections

The Project site is located within the planning area of the Southern California Association of Governments (SCAG), the Southern California region's federally designated metropolitan planning organization. SCAG's region is composed of six counties, including the Counties of Los Angeles, Imperial, Orange, Riverside, San Bernardino, and Ventura. According to SCAG's 2012 and 2016 Regional Transportation Plan /Sustainable Communities Strategy, the region's population grew from 14,641,000 people in 1990 to 18,332,000 people in 2012, a 25 percent increase over approximately 20 years. The RTP/SCS also includes population forecasts for 2020 through 2040, projecting a 20 percent increase in population from 2012 to 2040 in the region.\footnote{1} According to SCAG's 2016 RTP/SCS growth forecast, the City of Inglewood is expected to see its population grow to 129,000 people in 2040, a 17 percent increase from 2017.\footnote{2}

2.2.3 Population Growth in the City of Inglewood

According to the US Census Bureau, the City of Inglewood's 2017 population totaled approximately 110,611 people.³ The City's population has varied over the years, reflecting a decrease during the economic downturn in the late 2000s (when job losses were also occurring throughout the United States and California) and its more recent economic increase. Table 1 summarizes the population trends for the City of Inglewood from 1990 to 2017, and growth forecasts from 2020 to 2040.

Table 1 - Population Growth in Inglewood

Year	Population	Population Change	Percent Change
1990	109,602	-	-
2000	112,580	2,978	2.7
2010	109,673	-2,907	-2.6
2017°	110,611	938	0.9
2020 ^b	120,800	10,189	9.2
2035 ^b	126,500	5,700	4.7
2040 ^b	129,000	2,500	2.0

Source: City of Inglewood, 2013. City of Inglewood General Plan Housing Element 2013-2021. p. 2-1.

¹ Southern California Association of Governments, 2019. About SCAG. Available: http://www.scag.ca.gov/about/Pages/Home.aspx Accessed on February 10, 2019.

² Southern California Association of Governments, 2016. 2016 RTP/SCS Growth Forecast by Jurisdiction

³ US Census, 2017. American Community Survey 1-Year Estimates Table DP05 Demographic and Housing Estimates.

[°] US Census, 2017. American Community Survey 1-Year Estimates Table DP05 Demographic and Housing Estimates.

^b Southern California Association of Governments, 2016. 2016 RTP/SCS Growth Forecast by Jurisdiction. Available. p. 1.



2.2.4 City of Inglewood Demographics

Table 2 further breaks down the percent of the population by age in Inglewood. Of the population 25 years old and over, 27 percent had some college education with no degree, 23 percent had only a high school education, 13 percent had less than 9th grade education, and 13 percent received a bachelor's degree.

Table 2 - Age Breakdown of Inglewood Population

Age Group	Percent 2017
Under 20 years old	26.9%
Between 20-44 years old	35.6%
Between 45-64 years old	23.8%
Above 65 years old	13.8%

Source: US Census, 2017. American Community Survey 1-Year Estimates Table DP05 Demographic and Housing Estimates According to the US
Census Bureau, the
median age of the
City's population in
2017 was 37 years old,
with approximately 36
percent of the population
between the ages of 20
to 44 years old.

2.2.5 City of Inglewood Employment

Employment has a substantial influence on housing demand. Individuals with higher paying jobs typically have more housing options and those with lower paying jobs typically have fewer housing options. The diversity of businesses and industries in the City and around neighboring LAX contribute to the continued availability of accessible jobs.⁴ Despite its favorable location, in terms of employment opportunities, the City has an unemployment rate exceeding that of Los Angeles County and California. According to the California Employment Development Department, the City's unemployment rate in 2017 was 5.4 percent, which is higher than the State's unemployment rate of 4.8 percent and Los Angeles County's unemployment rate of 4.7 percent.

According to the US Census, in 2017 there were approximately 52,220 employees in the City.⁵ Of these employees, 24 percent were in management, business, science and arts occupations, 25 percent consisted of the service industry (healthcare support, food preparation, building and grounds cleaning), 30 percent consisted of sales and office jobs, 8 percent were made up of natural resources, construction, and maintenance jobs, and 13 percent were in production, transportation, and material moving jobs.

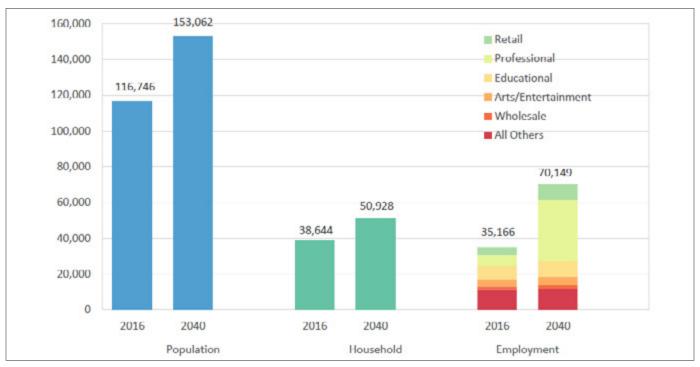
⁴ City of Inglewood, 2013. City of Inglewood General Plan Housing Element 2013-2021. p. 2-8.

⁵ US Census, 2017. American Community Survey 1-Year Estimates Table S2401 Occupation by Sex for the Civilian Employed Population 16 Years and Over.

2

The Context: City's Transformation Underway

Figure 15- Populations, Households, and Employment in the City of Inglewood



Source: Raju Associates, 2019

Similar to the City's number of households and population, the City's employment decreased in the late 2000s due to the nation-wide economic downturn, as shown in Figure 15 Since 2012, the City has increased jobs by 68 percent from 2012 to 2017, which is 17,420 jobs greater than expected for the year 2020. While SCAG's employment forecasts have already been exceeded, since they were based on the economy's downturn (2012 estimates), SCAG generally expects the City's employment trend to continue to increase over time.

Table 3 — Projected Growth in Population, Households and Employment between 2012 and 2040

	2012	2040
City of Inglewood		
Population	110,900	129,000
Household	36,000	43,300
Employment	31,100	37,400
Los Angeles County		
Population	18.3 Million	22.1 Million
Household	5.9 Million	7.4 Million
Employment	7.4 Million	9.9 Million

Source: SCAG 2016 RTP/SCS

Growth in population, housing, and employment are projected to occur in the Downtown TOD, Crenshaw-Imperial TOD, Westchester/Veterans TOD, and the Hollywood Park Specific Plan area.



2.3 Existing and Future Regional Rail Projects

This section provides a description of the transit lines serving the study including the Metro Green Rail Line, the future Metro Crenshaw/LAX Line Rail Line (currently under construction), and the proposed Airport Metro Connector (AMC) Station.

2.3.1 Metro Green Line

The Metro Green Light Rail Line operates in a generally east-west direction between the Cities of Redondo Beach and Norwalk. The Metro Green Line Hawthorne/Lennox Station is the closest light rail station located south of the Los Angeles Stadium Entertainment District. Transit riders may transfer from the Green Line to the Blue Line at the Willowbrook/Rosa Parks Station, which is five stops away from the Hawthorne/Lennox Station. The Blue Line extends southernly to the City of Long Beach and northerly into Downtown Los Angeles.

The Metro Green Line operates on weekdays, Saturdays, Sundays, and holidays from approximately 4 AM until midnight. On weekdays, the line has 6 to 10-minute headways in the AM and PM (up until 7:30 PM peak periods). On weekday late evenings (i.e., from 9 PM to midnight), it operates on 20-minute headways. On weekends, it operates on 15-minute headways most of the day, and 20-minute headways after 8:30 PM.

Metro provided rail ridership for fiscal year 2018 (July 2017 to June 2018), which includes average hourly rail ridership for the Green Line. The data includes average station boardings, alightings, and average train car passenger load. The Hawthorne/Lennox station averages 6,450 weekdays combined boardings and alightings, while boardings and alightings decrease to 3,370 on Saturday and 2,700 on Sunday. The peak hour for ridership and train load at the Hawthorne/Lennox station is 5–6 PM on weekdays, with 660 bi-directional boardings and alightings, and an average train load of 138 passengers eastbound, and 13 passengers westbound. In the busier eastbound direction, this transit load corresponds to 58 percent of the total capacity (including both seated and standing) of the line currently being utilized.

Metro's Crenshaw/LAX Light Rail line is currently under construction and will provide service to Inglewood at Downtown Inglewood, Fairview Heights and Westchester/Veterans. The line is also planned to provide a transit connection to LAX.

2.3.2 Metro Crenshaw/LAX Line

The line is also planned to provide a transit connection to LAX via the City of Los Angeles' Automated People Mover (APM) system. The new line, anticipated to be completed in 2020 pending Metro CLAX construction schedule, has two stations located in the City of Inglewood – the Downtown Inglewood Station at the intersection of Florence Avenue and La Brea Avenue and the Fairview Heights Station at Florence Avenue and West Boulevard. An additional Metro Crenshaw/LAX station will be built immediately adjacent to the City of Inglewood on Westchester/Veterans at the southwest border of the City. The Westchester/Veterans station, the Downtown Inglewood station and Fairview Heights Stations will be at-grade.

In 2011, Metro's Grade Crossing Policy was used to determine that the Crenshaw/LAX line could operate as an at-grade crossing at the intersection of Centinela/Florence Avenues. However, this was before the approved construction of several large, land use projects (see Section 2.1 Existing and Future Land Use Projects) in the City, which are anticipated to generate additional special event traffic. As the special event traffic from these projects was not considered in the initial grade crossing analysis, the City of Inglewood is diligently working with Metro to pursue a grade crossing separation at the Centinela and Florence Avenue intersection.

2.3.3 Crenshaw/LAX Line LRT Transit Ridership Projections

This section provides a description of the transit lines serving the study including the Metro Green Rail Line, the future Metro Crenshaw/LAX Line Rail Line (currently under construction), and the proposed Airport Metro Connector (AMC) Station.

Figure 16 - Crenshaw/LAX Project Area Map



Source: LA Metro, 2018

Table 4 - Crenshaw/LAX Line LRT Transit Ridership Projections (2030 Forecast Daily Boarding's by Station)

Station	Daily Boardings ^[a]
Crenshaw/Exposition Station	3,086
Crenshaw/Martin Luther King Jr. Station	1,246
Crenshaw/Vernon Station	841
Crenshaw/Slauson Station	925
Florence/West Station	661
Florence/Le Brea Station	1,451
Aviation/Manchester Station	754
Aviation/Century Station	1,398
Crenshaw/Exposition to Aviation/Century	10,362
, Mariposa/Nash	662
El Segundo/Nash	267
Douglas/Rosecrans	940
Redondo/Beach (Marine)	917

Source: Final Environmental Impact Report for the Crenshaw/LAX Transit Corridor Project, Metro 2011

Note: Ridership estimates do not yet assume the development of the Exposition Line Phase II, or transit projects funded through Measure R (such as Westside Extension, Regional Connector, or Gold Line Foothill Extension).

[a] Daily Boarding for Locally Prefered Alternative with Design Option.

2.3.4 Airport Metro Connector (AMC)/96th Street Station

A Crenshaw/LAX Line station, namely the (proposed) Airport Metro Connector (AMC)/96th Street Station, will serve LAX and its planned facilities included as part of the Landside Access Modernization Program (LAMP) project, specifically the CONRAC, Intermodal Transportation Facility (ITF) East and ITF West. The ITF East, located within Manchester Square, and ITF West, located adjacent to LAX Lot C, include large parking structures providing over 8,000 parking spaces each. Metro's proposed AMC Station, located at Aviation Boulevard and 96th Street, would provide a direct connection to LAWA's Airport People Mover system, as well as a multi-modal transportation center (bus plaza pick-up/drop-off and bicycle amenities), with a seamless grade-separated pedestrian connection between the various elements of the AMC Station Project and the ITF East APM Station planned as part of the LAMP Project. The AMC Project components include:

- Three at-grade LRT platforms to be served by the Crenshaw/LAX Line and an extension of the Metro Green Line
- Bus plaza and terminal facility for Metro and municipal bus operators
- Bicycle hub with secured parking for up to 150 bicycles
- Pedestrian plaza
- Passenger vehicle pick-up and drop-off area
- Metro transit center/terminal building ("Metro Hub") that connects passengers between the various modes of transportation

The proposed AMC Station includes a new multi-modal transportation center to connect LAX to the regional bus and rail transit system.

Figure 18 – Airport Metro Connector (AMC) /96th Street Station Source: Gruen Associates, 2019





2.4 Existing Transit (Bus) Connections and Facilities (Bus Stops, Transit Plaza, etc.)

2.4.1 Existing Transit Service in Inglewood

Today, a combination of Metro Local and Rapid buses provide service to the City of Inglewood on weekdays, with limited service during weekends and evenings. Inglewood is currently serviced by Cityoperated I-Line and Metro. The Metro lines serving Inglewood include: Lines 40, 102, 108, 110, 111, 115, 117, 120, 126, 209, 210, 211, 212/312, 217, 358, 442, 607, 625, 710, and 740. Although, these lines connect the City of Inglewood to the greater Los Angeles region, only Lines 211/215, 212/312 and 117 currently provide direct service to the Los Angeles Stadium and Entertainment District (LASED). Line 117 runs every 15 minutes on weekdays and every 25 minutes on weekends. Line 211/215 runs approximately every 30 minutes and runs morning service from 6 AM to 9 AM and afternoon service from 3 PM to 7 PM on weekdays with no service on weekends. Line 212/213 runs approximately every 15 minutes during peak hours, and limited service (headways greater than 30 minutes) after 5 PM and on weekends.

Table 5 - Existing Weekday Transit Serving the City of Inglewood

				Weekday Operation Notes**				
Line/Route #/Name	Direction	Origin	Origin Destination	Hours of Operation		Approximate Headway (min)		
					Service Type	Peak	Midday	Evening
METRO [1]								
40	North/South	Downtown LA	Redondo Beach	M-F 4:34AM-12:24AM	Local	7 - 12	12	15 - 60
102	East/West	South Gate	LAX City Bus Center	M-F 5:14AM-12:02AM	Local	36	60	60
108	East/West	Downtown LA	Marina del Rey	M-F 4:16AM-11:24PM	Local	8 - 15	15 - 17	20 - 60
110	East/West	Bell Gardens	Playa Vista	M-F 4:39AM-11:40PM	Local	10 - 20	20 - 30	20 - 60
111	East/West	Norwalk	LAX City Bus Center	M-F 2:45AM-2:38PM	Local	9 - 20	15	20 - 60
115	East/West	Norwalk	Playa del Rey	M-F 4:20AM-12:26AM	Local	4 - 12	12 - 20	20 - 60
117	East/West	LAX	Downey	M-F 4:07AM-2:06AM	Local	15 - 25	22 - 25	40 - 60
120	East/West	LAX	Whittwood Town Center	M-F 4:28AM-12:52AM	Local	30 - 40	60	50 - 60
209	North/South	Wilshire Center	Athens	M-F 5:26AM-8:56PM	Local	45 - 55	60	60
210	North/South	Hollywood	Redondo Beach	M-F 4:23AM-2:37AM	Local	10 - 20	18	30 - 60
211/215	North/South	Inglewood	Redondo Beach	M-F 5:55AM-9:49AM; 12:56PM-7:37PM	Local	30 - 60	No Service	30 - 60
212/312	North/South	Hollywood	Hawthorne	M-F 4:29AM-2:51AM	Local	10 - 12	12	12 - 60
217	North/South	Hollywood	Fox Hills	M-F 3:15AM-3:57AM	Local	12 - 20	15	13 - 60
358	East/West	Pico Rivera	Marina del Rey	M-F 5:36AM-8:26AM; 3:14PM-7:29PM	Local	10 - 20	No Service	10 - 60
442	North/South	Downtown LA	Hawthorne	M-F 5:46AM-8:42AM; 3:44PM-7:25PM	Express	25 - 55	No Service	40 - 60
607	Circulator	HydePark/Ladera Heights/Inglewood	HydePark/Ladera Heights/Inglewood	M-F 5:44AM-10:13AM; 2:48PM-7:25PM	Shuttle/Circulator	52	No Service	57
625	East/West	Aviation/ LAX	Aviation/ LAX	M-F 4:34AM-9:56AM; 2:09PM-7:07PM	Shuttle/Circulator	20 - 30	No Service	20 - 30
710	North/South	Koreatown	Redondo Beach	M-F 5:23AM-9:24PM	Rapid Bus	10 - 20	18	30
740	North/South	Hyde Park	Torrance	M-F 4:49AM-9:30PM	Rapid Bus	15	30	24
803 (Green Line)	East/West	Redondo Beach	Norwalk	M-F 3:36AM-1:24AM	Rail	6	15	20

^{**} Frequency based on 2017 data.

Source

Source: Raju Associates, 2019

^[1] Route data for Los Angeles Metro were obtained from Metro's website.

^[2] Information for Lennox-Link was obtained from the website of the Los Angeles Department of Public Works.

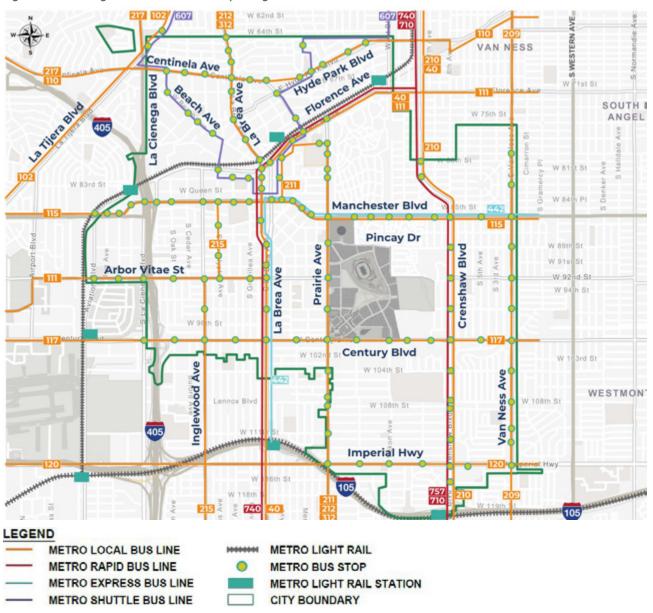
^[3] Route data for Culver City Transit were obtained from Culver City's website.

^[4] Route data for Santa Monica Big Blue Bus were obtained from the City's website.

2

The Context: City's Transformation Underway

Figure 19 - Existing Transit Lines in the City of Inglewood



Source: Inglewood Transportation Management and Operations Plan, 2019

2.4.2 Inglewood Bus Transit Center

The Inglewood Bus Transit Center is located in Inglewood's historic and revitalizing downtown commercial district. The Bus Center is a bus turnaround and layover area on the east side of La Brea Avenue at Kelso Street. The transit center is designed to serve as an identifiable, convenient and safe place for downtown patrons to access regional bus transportation, Metro Rapid bus, shuttle buses, and transfers between bus lines, in addition to serving as a major portal into downtown and Metro Bus Lines 40, 111, 115, 442, 607, and Rapid Bus 740.

The transit center is designed to serve as an identifiable, convenient and safe place for downtown patrons to access regional bus transportation



2.4.3 Average Daily Ridership on Transit Lines Serving the City of Inglewood

The average daily ridership data for Metro bus lines serving the City of Inglewood was compiled using data provided by Metro for October 2017. This data consists of peak and off-peak period ridership including the average daily transit boardings and alightings at each stop. Table 6 summarizes the average daily ridership, based on boarding's, for the Metro bus lines serving the City of Inglewood. As indicated in the table, Metro Bus Lines 40, 111 and 115 have the highest average daily ridership ranging from 15,473 (Line 115) to 16,670 (Line 111) average daily passengers; while Metro Bus Lines 209, 211, 442 and 607 have the lowest average daily ridership ranging from 60 (Line 607) to 802 (Line 209) average daily passengers.

Table 6 - Summary of Weekday Transit Ridership

		AM Peak Period	Base Period	PM Peak Period	Evening Period
	Daily Average	(6:00 - 8:59)	(9:00 - 2:59)	(3:00 - 6:59)	(7:00 - 11:59)
Line	Ridership	Ridership	Ridership	Ridership	Ridership
40	15,761	3,019	5,626	4,733	1,633
102	2,623	561	786	917	289
110	8,887	2,017	3,065	2,978	543
111	16,670	3,393	5,892	5,019	1,490
115	15,473	3,422	6,005	4,846	1,204
117	9,084	1,912	3,561	2,618	647
120	4,144	853	1,626	1,170	354
209	802	215	279	236	52
210	11,759	2,116	4,344	3,462	1,362
211	725	310	29	375	5
212	12,529	2,586	4,209	4,094	1,242
442	201	84	0	111	2
607	60	23	11	28	1
710	7,748	1,694	2,992	2,581	383
740	2,755	644	957	940	134

Source: Ridership Data, Los Angeles County Metropolitan Transportation Aughority, October 2017

While a combination of Metro Local and Rapid buses makes up the transit network serving the City of Inglewood and surrounding study area, connections to other transit lines via one or more transfers may be required in order for many of the area transit trips to be completed. The current network does not fully provide residents access to future job and limits potential employment growth, including connectivity to the LASED area and Downtown Inglewood. With the current limited service during weekends and evenings, the existing transit system access should be increased to more fully accommodate the anticipated ridership if transit service operations to City of Inglewood Destinations are not increased and enhanced.

As the numerous worldclass sports, entertainment, and cultural facilities under construction are completed, the demand for ridership is anticipated to increase, particularly during large events at the new facilities.



2.5 Existing Active Transportation Network

Active transportation refers to non-motorized, human-powered transportation—primarily walking and bicycling—but may also include skateboarding, wheelchairs or any non-motorized means of transportation. This section provides an overview of the existing active transportation network in the City of Inglewood.

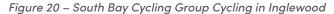
2.5.1 Existing Bicycle Facilities

According to 2015 US Census Bureau 5-year estimates, only 0.6% of Inglewood residents bike to work, which is the same at the national level but slightly lower than the state and county levels. There are currently only 3.2 miles of bikeway in Inglewood. Of these, there are 1.5 miles of Class II Bikeways (on-street lanes reserved for the exclusive use of bicyclists. Colored pavement may be added to increase visibility of the lanes, identify conflict areas and reinforce priority to bicyclists in conflict areas present on some segments of Florence Avenue, Van Ness Avenue and Locust Street. The remaining 1.7 miles are Class III Bikeways. Class III Bikeways are preferred travel routes for bicyclists on which a separate lane or path is either not feasible or not desirable. The only buffered bike lanes are present on Florence Avenue. Bicyclists and cars share lanes on bike routes, typically the right most lane present on Florence Avenue and Van Ness Avenue. All Metro buses have two bike racks in the front of the buses, but the Inglewood shuttle trolley does not have any bike racks available.

Making active transportation a viable option for everyday travel can help alleviate roadway congestion, reduce greenhouse gas emissions and improve air quality, improve physical health and wellness, and reduce obesity rates.

2.5.2 Existing Pedestrian Facilities

Inglewood's current pedestrian facilities are made up of several major arterials and busy streets with limited crossings and amenities. According to 2015 US Census Bureau 5-year estimates, there are an estimated 998 daily commute trips by walking. While Inglewood has a comprehensive network of sidewalks, there is a clear opportunity for improvement to create a more pedestrian-friendly environment. With streets engineered to discourage speeding, appropriate education and engagement strategies in place, and with the added accountability and transparency across city departments, Inglewood is working to achieve this goal towards reducing the number of traffic fatalities/ injuries.





Source: Seth Davidson, April 2019

Inglewood is currently working to establish goals towards reducing fatalities and serious injuries on their streets by improving pedestrian safety and encouraging walkability in Inglewood.

2.5.3 Safe Route to School (SRTS)

The City of Inglewood has embarked on an effort to improve safety at 17 schools. This effort involved the creation of Safe Routes to School (SRTS) plans aimed at making it safer for students to walk and bicycle to school, and to increase the number of students walking and biking to school. The Plan includes "mini-plans" for each of Inglewood's 17 schools. The "mini-plan" for each school includes engineering improvements ranging from intersection modifications to new sidewalks or bikeways.

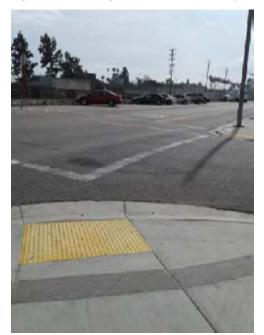
2.5.4 Existing American with Disabilities Act (ADA) Conditions

The current physical inventory of ADA conditions at 27 pedestrian locations were evaluated in the City of Inglewood and include approximately 112 curb ramps and 155 signal push buttons. The majority of the existing curb ramps were found to be non-compliant based on current ADA requirements. Some non-compliant curb ramps in Inglewood have physical barriers blocking the curb ramp access, uneven transitions, or narrow top landings. The curb ramps were categorized as major non-compliance primarily attributable to four core criteria:

- The ramp width is too narrow
- The ramp running slope is too steep
- The ramp cross slope is too steep
- Missing tactile warning devices

Accessible Pedestrian Signals (APS) push buttons is an integrated system that communicates to pedestrians in a visual, audible, and vibrotactile manner on when to cross a street at a signalized intersection. The use of APS push buttons is required to meet ADA standards. In the 27 pedestrian locations in the City, there is currently only one location where APS push buttons exist.

Figure 21 – Existing Conditions: ADA Ramps in Inglewood





Source: Inglewood First/Last Mile Report, 2019

2.6 Existing Roadway Network (Locals, Major and Minor Arterials)

Four major interstate highways serve the Inglewood area, including the Santa Monica Freeway (I-10), Glenn Anderson Freeway (I-105), running east/west, the San Diego Freeway (I-405) running north/south and the Harbor Freeway (I-110) running north/south. The I-10, I-105, I-110 and the I-405 experience high levels of congestion, particularly during peak commute periods. The I-105 and I-405 experience heavy traffic throughout the day as they provide regional access to West Los Angeles and LAX. Based on historic traffic counts, traffic volumes have been increasing at an approximate rate of 1.5% per year and many key intersections and key highway corridors are already experiencing congestion.

The roadway system in the City is primarily a grid that includes arterials, collectors, and local roads. A major arterial thoroughfare is a high-capacity urban road with the primary function of delivering traffic from collector roads to freeways or expressways, and between urban centers at the highest level of service possible. Figure 17 illustrates the City's major and minor arterial systems including street classifications as described in the City of Inglewood's 1992 Circulation Element. For more detailed information on the City's roadway network, please see Appendix A – Mobility Plan Baseline Conditions Report.

As Inglewood transforms into a major regional activity center, the number of trips in and around the City are anticipated to increase.

Figure 22 – Century Blvd Streetscape Plan – Rendering of Proposed Streetscape Enhancements 2. Source: City of Los Angeles, November 2017



Fairview Blvd Hyde Park Blvd West Blvd Centinela Ave Florence Ave 76th St 79th St Regent St ealAve arket St Manchester Blvd Hillcrest Blvd 90th \$t Arbor Vitae St a Cienega Blvd Eucalyptus Ave nglewood Ave Srevillea Ave **Aviation Blvd** Hardy St 104th St Lennox Blvd 108th \$t Crenshaw Blvd Van Ness Ave 'ukon Ave Imperial Hwy Hawthorne Blvd City of Inglewood Minor Arterial Prairie Ave ■ Freeway Collector Major Arterial Local Street 120th St

Figure 23 – City of Inglewood General Plan Circulation Element (1992)

Source: City of Inglewood, 1992

2.7 ExistingTraffic Volumes and Levels of Service

The following sections present the existing intersection peak hour traffic volumes, a description of the methodology utilized to analyze the intersection operating conditions, and the resulting level of service conditions at each of the study intersections.

2.7.1 Existing Traffic Volumes

Traffic counts were compiled from data collected at the 77 of 82 analyzed intersections in 2018. Data was collected in 2015 at the remaining intersections: La Brea Avenue/Florence Avenue, La Brea Avenue/Manchester Boulevard, Centinela Avenue/Florence Avenue, Prairie Avenue/Florence Avenue and Crenshaw Boulevard/Manchester Boulevard (AM peak hour). The counts collected in 2015 were adjusted upwards by 1.5% per year to represent Existing 2018 conditions. All these counts were collected when construction activities, including lane closures, were not occurring. Traffic counts at intersections were generally obtained from 7–9 AM and from 4–6 PM. These traffic volumes reflect typical weekday operations during current year 2018 conditions.

Field surveys were conducted at all the study intersections and intersection lane geometry and signal phasing information were recorded. Intersections where specific improvements were being implemented were updated to reflect the improved conditions, where applicable and utilized in the intersection operating conditions analyses.

2.7.2 Level of Service Methodology

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. LOS D is typically recognized as the minimum acceptable level of service in urban areas. The Level of service definitions for signalized intersections is provided in Table 4. All 82 analyzed intersections are controlled by traffic signals. The intersection capacity analysis methodologies utilized in this analysis were based on the required methodology defined by each of the jurisdictions that control the intersection. The study intersections are located in the jurisdictions of the City of Inglewood, City of Los Angeles, County of Los Angeles, and Caltrans.

Table 7 - Level of Service Definitions for Signalized Intersections

Level of Service	Volume/Capacity Ratio	Definition
А	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
В	>0.600 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
С	>0.700 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	>0.800 - 0.900	FAIR. Delays may be substantial during portions of rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	>0.900 - 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	>1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehivles out of the intersection approaches. Tremendous delays with continuously increasing queue lenghts.

Source: Transportation Research Board, Transportation Research Circular No. 212, Interim Materials on Highway Capacity,

2.7.3 Existing Levels of Service

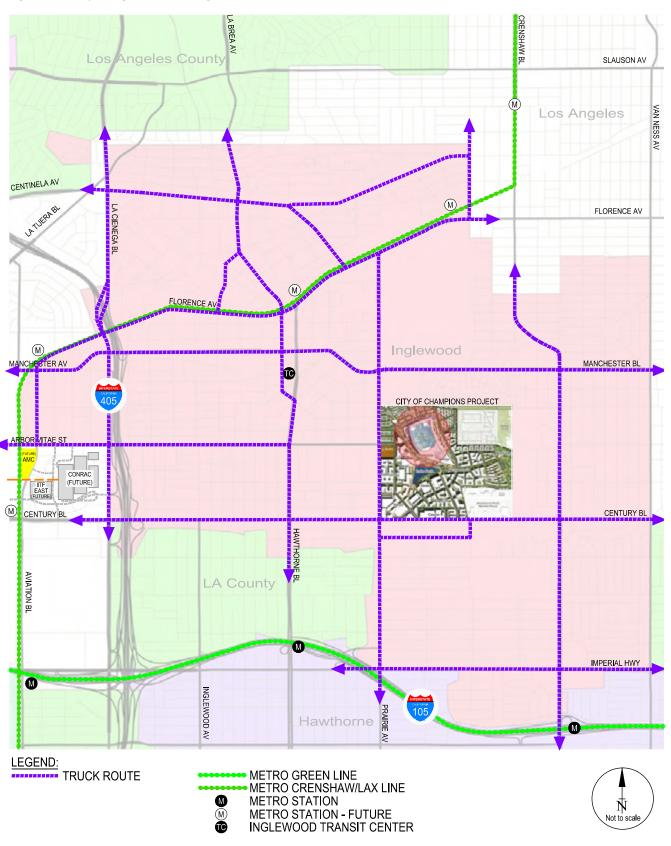
The existing traffic volumes for AM and PM peak hours were used in conjunction with the level of service methodologies described above, and the current intersection lane geometric characteristics, to determine the existing operating conditions at the analyzed intersections. The results of the intersection capacity analysis for existing conditions at 82 study intersections were the following: 74 of the 82 study intersections are currently operating at LOS D or better during the morning peak hour. During the evening peak hour, 75 of the 82 study intersections are operating at LOS D or better. The remaining locations are operating at LOS E and include:

- Aviation Boulevard/Florence Avenue & Manchester Boulevard: AM Peak Hour LOS E
- La Cienega Boulevard & Century Boulevard: AM Peak Hour LOS E
- Oak Street & Arbor Vitae Street: AM Peak Hour LOS E
- La Brea Avenue & Fairview Boulevard: PM Peak Hour LOS E
- La Brea Avenue & Centinela Avenue: PM Peak Hour LOS E
- Centinela Avenue & Florence Avenue: AM and PM Peak Hours LOS E
- Prairie Avenue & Florence Avenue: PM Peak Hour LOS E
- Prairie Avenue & Manchester Boulevard: AM and PM Peak Hours LOS E
- Prairie Avenue & Kelso Street/Pincay Drive: PM Peak Hour LOS E
- Crenshaw Boulevard & Manchester Boulevard: AM and PM Peak Hours LOS E
- Van Ness Avenue & Manchester Boulevard: AM and PM Peak Hours LOS E

2.8 Existing Truck Routes

Designated truck routes identified in the 1992 Circulation Element are shown in Figure 18 below. As shown in the figure below, the truck routes that run north and south through the City of Inglewood include Aviation Boulevard, Crenshaw Boulevard and La Cienega Boulevard. The truck routes that run east and west through the City of Inglewood include Florence Avenue, Manchester Boulevard, Arbor Vitae Street and Imperial Highway.

Figure 24 - City of Inglewood - Designated Truck Routes



Source: Raju Associates, 2019

2.9 Existing Public and Private Parking Supply within the city

Per the Hollywood Park Specific Plan, a minimum of 9,000 parking spaces on the site are required. The Forum is a 21-acre parking lot with 2,500 parking spaces.

> The City of Inglewood is undertaking several projects that will make it a year-round regional destination for sports and entertainment. The proximity of these new and existing venues will increase the demand on transportation and parking needed to accommodate the surge of visitors.

Figure 25 - City Event Parking Supply Surface Lots and Structure



City Event Parking Zone			
Category	Available Parking Spaces		
Metered On-Street Parking	914		
City Owned Parking	1,131		
Total	2,045		

	City Owned Parking Supply						
Lot No.	Location/Address	Total Parking Spaces	Available Parking Spaces				
1	Civic Center Library	173	173				
2	One W. Manchester Blvd	352	352				
3	333 E. Queen St	150	150				
4	115 S. Locust St	300	300				
5	Market St N/O Manchester Blvd	6	6				
6	268 Market St	25	25				
7	Kelso St between La Brea Ave and Market St	40	40				
10*	3363 W, Manchester Blvd	85	85				
	Total	1,131	1,131				

* Not shown on the map is City Lot No. 10 with 85 spaces located at 3363 W. Manchester Blvd and will be available to the public for event parking.

EGEND



METERED ON-STREET PARKING CITY EVENT PARKING ZONE CITY OWNED PARKING LOTS PRIMARY ARRIVAL ROUTE SECONDARY ARRIVAL ROUTE

Source: Inglewood Sports and Entertainment District TMOP, 2019



2.9.1 Existing City Owned Parking Supply

Currently, there is a total of 1,131 parking spaces available in ten City owned parking surface lots and structures as shown in Figure 20. There are currently an additional 914 metered on-street parking spaces within the Inglewood Sports and Entertainment District City Event Parking Zone.

City Event Parking Zone Available Category Parking Spaces Metered On-Street Parking 914 1,131 City Owned Parking Florence AVE 2,045 City Owned Parking Supply Total Available Location/Address Parking Spaces Spaces 731 saw 1 Civic Center Library 173 2 One W. Manchester Blvd 352 352 333 E. Queen St 150 150 115 S. Locust St 300 Manchester Blvd Market St N/O Manchester Blvd 268 Market St 25 25 Kelso St between La Brea 40 Ave and Market St Nutwood St 3363 W. Manchester Blvd 85 85 Total 1,131 1,131 Not shown on the map is City Lot No. 10 with 85 spaces located at 3363 W. Manchester Blvd and will be available to the public for event parking. EGEND METERED ON-STREET PARKING CITY EVENT PARKING ZONE CITY OWNED PARKING LOTS PRIMARY ARRIVAL ROUTE SECONDARY ARRIVAL ROUTE

Figure 26 – City Event Parking Zone and Parking Supply

Source: Inglewood Sports and Entertainment District TMOP, 2019

2.9.2 Commercial Parking – Current Process to Share or Sell Excess or Available Parking Spaces

To address parking shortages that may occur in the City as a result of the events, additional event day parking is available, except for residentially zoned properties, as allowed by Chapter 12, Section 12-42 of the Inglewood Municipal Code. The Code allows for any business, located within 1,500 feet of a major sports or entertainment facility that can accommodate at least ten thousand patrons, to permit event patrons to park for a fee in the parking lot of subject business. Business may only sell event parking if the normal business activities, for which the parking lot is required, have ceased at least one hour before the major sports or entertainment center events commence and the subject business has obtained current and proper permit(s) from the City's Committee on Permits and Licenses to charge a fee for parking.

2

The Context: City's Transformation Underway

The process for a business or a commercial property to obtain a permit to sell its parking from the City is as follows:

- 1. Apply for a Business License in the Finance Department to charge a fee for event parking. To qualify, the business must obtain zoning verification and provide proof of ownership/authorization to conduct business.
- 2. Application will be presented to the Permits & Licensing Committee Hearing.
- 3. If the application is approved a tax of ten percent of the rent for every occupancy of parking space in a parking station in the City is imposed as stated in the Inglewood Municipal Code (IMC Chapter 9, Article 5. Parking Tax, Section 9–19).

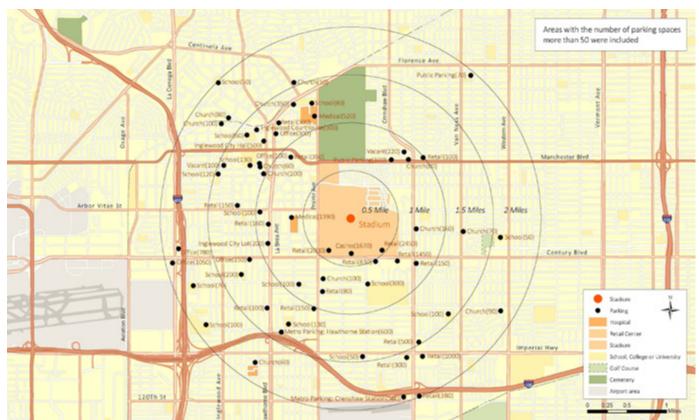


Figure 27 – Potential Locations for Entrepreneurial Parking Lots

Source: City of Inglewood, 2018



The Context: City's Transformation Underway

2.9.3 Residential Parking Permit Program

The City has an existing permit parking program for residents and businesses throughout its jurisdiction. Residential Permit Parking Districts are parking zones/areas or districts in residential areas that specifically limit on-street parking to area residents with a permit. Any employee or business owner of a business, within Inglewood's Business Parking Permit District, may apply for one permit for each vehicle they use for work or to commute to work.

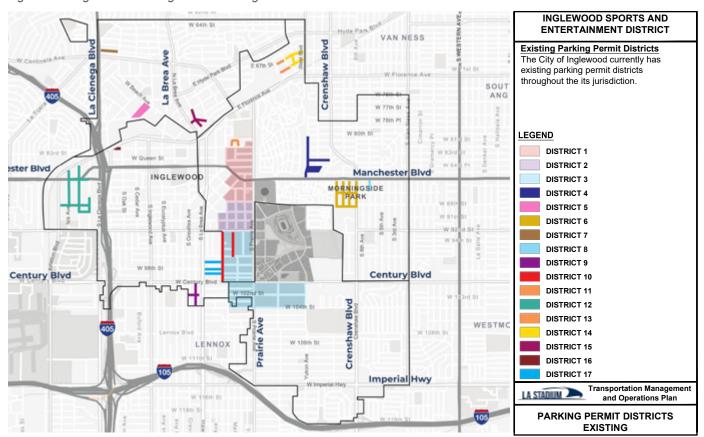


Figure 28 - Inglewood Existing Permit Parking Districts

Source: Inglewood Sports and Entertainment District TMOP, 2019

The program aims to protect local neighborhoods from unwarranted travel and visitor parking. In anticipation of increased parking needs, the program will include expansion of the existing residential permit parking program, updating signage, utilizing temporary event day signage and increasing illegal parking fines and enforcement.

Platform 1

Metro Rail



Section 3: #RAMSHOUSE
Planning
Context

This section discusses adopted plans and policies that demonstrate the City's commitment to sustainably increase access to transit while comprehensively looking at roadway improvements, encouraging innovation and intelligent transportation systems, promoting active transportation plans and committing to executable transportation demand management strategies to further facilitate the transformation of Inglewood into a world-class city with a world-class transportation system.

Table 8 - City Documents that Establish the Regulatory Framework

Plan or Policy
City of Inglewood, General Plan, Land Use Element (amended 2009)
Hollywood Park Specific Plan (2009)
City of Inglewood Pedestrian Safety Assessment (2013)
City of Inglewood Energy and Climate Action Plan (2013)
Crenshaw Boulevard Streetscape Plan (2015)
City of Inglewood First/Last Mile Plan (2019)

The Mobility Plan complements and expands upon these previous efforts to help create a well-connected transportation network for pedestrians, cyclists, and auto vehicles throughout the City.

3.1 City of Inglewood General Plan, Land Use Element (Amended 2009)

The City of Inglewood's General Plan Land Use Element was adopted in 1980 and amended in 1986 and 2009. As noted, the existing General Plan should be updated but there are objectives defined in the Land Use Element that demonstrate the consistency with this Plan.

The Land Use Element defines the following Circulation Goals under the Statement of Objectives Chapter:

- Promote and support adequate public transportation within the City and the region
- Develop modified traffic systems that will discourage through traffic from utilizing neighborhood streets
- Develop a safe and adequate pedestrian circulation system which is barrier free for the handicapped

Although dated, the Land Use Element also identifies four redevelopment areas within the City that will have a significant impact on future land use.

The Land Use Element provides a framework for policies, locations, and intensity of land uses and how development and redevelopment should proceed in the future.

3.2 Hollywood Park Specific Plan (2009)

The Hollywood Park project area is located two miles east of the Los Angeles International Airport (LAX) and several blocks southeast of downtown Inglewood. The Plan proposed a large mixed-use development with residential units, retail, office space, a relocated casino, a hotel, and 26 acres of park space.

Earlier in 2017, the City of Inglewood approved the development of an 70,000-seat National Football League (NFL) stadium for the Los Angeles Rams and a 6,000-seat performance venue. The Hollywood Park Specific Plan was thus repackaged into the City of Champions Revitalization Project. The former Hollywood Park project area intended to replace the Hollywood Park Racetrack and Casino on Prairie Avenue between Arbor Vitae Street and Century Boulevard. Originally 238-acres, the newer 298-acre Revitalization Plan adds the area between Pincay Drive and Arbor Vitae Street to enable room for the stadium, parking lots, and expansion of retail and office space.

The Hollywood Park Specific plan (2009) puts emphasis on pedestrian priority, compact mixed-use development, a public park system, a "main street" retail/entertainment center and vibrant street life that encourages walking, bicycling and connections to transit.

Figure 29 - Hollywood Specific Plan Renderings











Source: Wilson Meany, 2019

3.3 City of Inglewood Pedestrian Safety Assessment (2013)

In 2013, the City commissioned a Pedestrian Safety Assessment (PSA) which analyzed current safety conditions for pedestrians and to a limited degree, bicyclists. The assessment documented that Inglewood has a need to plan for effective investments to reduce serious pedestrian and safety issues, and to provide a disadvantaged community with a broader range of high-quality transportation options. Recommendations included general and location-specific improvements such as enhancements to motorist's visibility of pedestrians, intersection improvements, ADA-compliancy, and suggested bikeway treatments.

As part of the pedestrian safety assessment a walking audit was conducted at five focus areas, and site -specific improvements were recommended at each of the focus areas. These locations are listed below:

La Tijera School

- La Tijera Blvd/Fairview Blvd.
- La Tijera Blvd./64th Pl.
- Downtown Inglewood

Mid-block crosswalk on Market St between Queen St. and Regent St.

- Market St./Regent St.
- Market St./Florence Ave.
- Locust St./Florence Ave.
- Locust St./Grace Ave.
- Parking garage on Locust St. between Queen St. and Manchester Blvd.
- Locust St./Hillcrest Blvd.
- Market St. at Hillcrest Blvd./Kelso St.

Maitland Ave. between 80th St. and Van Ness Ave.

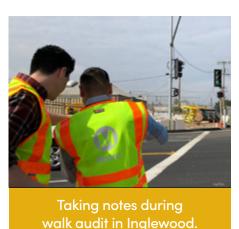
Crenshaw Blvd. between Imperial Blvd. and I-105 light rail station

- Imperial Blvd./Crenshaw Blvd.
- Crenshaw Blvd. near Crenshaw LRT station

Figure 30 - Pedestrian Safety Assessments for Inglewood First/Last Mile Plan







Source: The Source Transportation Blog, April 2018

3.4 City of Inglewood Energy and Climate Action Plan (2013)

In early 2013, the City of Inglewood adopted its Energy and Climate Action Plan (ECAP). This Action Plan provides a roadmap for achieving city-wide energy consumption and greenhouse gas (GHG) emissions reductions, with reduction targets by 2020 and 2035.

Since 54% of the City's currently GHG emissions are from transportation, the plan primarily focuses on improving the City's transportation network, reducing vehicle miles traveled (VMT) and enhancing the quality of life for residents and workers. These strategies include, but are not limited to, the following:

- Applying complete street policies
- Prioritizing transportation funding around transit stations to encourage walking and biking
- Expanding local transit shuttle service
- Improving local transit stops
- Exploring expansion of the I-Line shuttle system, as well as reconfiguring the I-Line route to accommodate new development
- Expanding sidewalk and street improvements
- Implementing parking strategies to reduce vehicle trips
- Encouraging land use intensification and diversity around transit stations

The Inglewood Mobility Plan aligns with the strategies found in the ECAP Plan to increase transportation options, reduce vehicle miles traveled, and promote alternative and active modes of travel.



Figure 31 - Street Trees in Inglewood

Source: City of Inglewood, 2019

3.5 Crenshaw Boulevard Streetscape Plan (2015)

In September 2015, the City of Los Angeles approved the Crenshaw Boulevard Streetscape Plan to create a complete, multi-modal street that reflects the future Metro Crenshaw/LAX Light Rail Transit Project. The boundaries of the Crenshaw Boulevard Streetscape Plan extend along Crenshaw Boulevard from Adams Boulevard to the north, and the 79th Street to the south, within the City of Los Angeles boundary.

While the Streetscape Plan does not apply to boundaries within the City of Inglewood, it recommends the following street improvements along Crenshaw Boulevard from 67th Street to 70th Street:

- Existing: Six lanes, center turn lane
- Proposed: Two lanes, center turn lane (with scattered medians), parking/bus platform on both travel directions, buffered bike lanes (6' bike lanes with 4' raised buffer)

The stretch of Crenshaw Boulevard from Florence Avenue to 78th Street has also been designated under the LA City Mayor, as a "Great Street." The Great Street Initiative seeks to increase economic activity, improve mobility and access, enhance neighborhood character, improve public safety, and support great neighborhoods along the 15 "Great Street" street segments in the City.

The Mobility Plan incorporated considerations from this Streetscape Plan for improvements along Crenshaw Boulevard within the City of Inglewood.

The Streetscape Plan aims to make the Crenshaw Corridor a more pedestrian and bicycle-friendly place by proposing streetscape enhancements, including street trees, street furniture, crosswalks, and other features that will improve the street character.

Figure 32 – Crenshaw Boulevard Streetscape Plan Source: Crenshaw Boulevard Streetscape Plan (2015)



3.6 City of Inglewood First/Last Mile Plan (2019)

The Inglewood First/Last Mile Plan is a joint effort between Metro and the City of Inglewood to develop first/last mile improvements for improving the walking and bicycling environment for four Metro stations in and adjacent to the City. With Metro's coordination with local jurisdictions and other agencies including the City of Inglewood, City of Los Angeles, City of Hawthorne, and LAWA, the Inglewood First/Last Mile Plan builds on the ongoing development and transportation changes occurring in the area. The four stations are:

- Fairview Heights Crenshaw/LAX Line Station
- Downtown Inglewood Crenshaw/LAX Line Station
- Westchester/Veterans Crenshaw/LAX Line Station
- Crenshaw Green Line Station

The First/Last Mile Plan identified some key challenges to pedestrian and bicycle access to the stations. The challenges included the following:

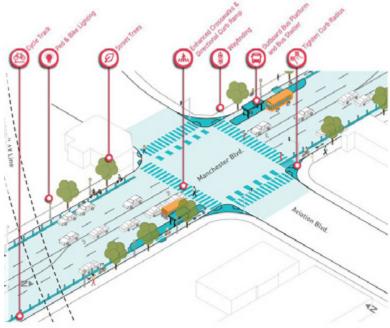
- Long blocks
- Wide arterial streets to cross
- Freeway crossings
- Lack of streetscape amenities

The top recommendations include:

- Crosswalk improvements (high-visibility crosswalks, dual curb ramps, pedestrian signals, etc.)
- New sidewalks and sidewalk repaving
- Bicycle infrastructure
- Additional lighting
- Visual enhancements that reflect characteristics of the city and local neighborhoods

These recommendations have all been incorporated into the list of transportation projects in this Mobility Plan.

Figure 33 – Inglewood First/Last Mile Plan (2019)



Source: City of Inglewood, 2018





In 2013, Governor Brown of California signed Senate Bill (SB) 743, which created a process to change the way that transportation impacts were analyzed under the California Environmental Quality Act (CEQA). Specifically, it required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to the Level of Service (LOS) metric for evaluating transportation impacts. As stated in the legislation, upon adoption of the new guidelines, "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any." In December 2018, OPR published a final technical guide for implementing SB 743. On December 28, 2018, the Resources Agency adopted CEQA Guidelines Section 15064.3. Under this guideline, all cities in California must begin to analyze the traffic impacts of programs, plans and projects based on Vehicles Miles Traveled.

This method of understanding project impacts requires measuring not only the total number of car trips to or from a project, but also the total length of each of those trips, where the trips are starting and ending, and whether the trips are by car, bus, bike, scooter, walking, or a combination of modes. While traffic congestion will no longer be the primary measure of a project's impacts under state law, it is expected that the City will continue to measure how development projects impact local traffic conditions at nearby streets and intersections.

The State's thresholds for environmental impacts of projects are as follows:

The project would have a significant impact on the environment if it would:

- Conflict with a plan, ordinance, or policy addressing the safety or performance of the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths (except for automobile level of service or other measures of vehicle delay); or
- Cause substantial additional vehicle miles traveled per capita or per worker or
- Substantially induce additional automobile travel by increasing physical roadway capacity in congested areas or by adding new roadways to the network.

This approach intends to balance several goals: addressing traffic congestion challenges, promoting more efficient development patterns, promoting public health through active transportation, and reducing emissions of the harmful greenhouse gases that contribute to climate change.



In addition to the State thresholds, the City will evaluate any local thresholds for environmental impacts in the update of its Traffic Study Criteria and establish a process to effectuate a review process for development that advances the City's vision of developing a safe, accessible, well-maintained, and well-connected multimodal transportation network. This process is being developed by the City to establish and enforce a multimodal transportation impact fee to ensure that new development pays its fair share of the costs of providing the transportation infrastructure necessary to implement the policies and goals established in the Mobility Plan.⁶

4.1 Process

The City is establishing a process that will identify new land use development that may impact the transportation system to (1) ensure proposed land use development projects achieve site access design requirements and on-site circulation best practices; (2) define whether off-site improvements are needed; and (3) provide step-by-step guidance for assessing impacts and preparing Transportation Assessment Studies.

Upon receipt of an application for discretionary action, the City of Inglewood's Public Works Department will prepare an initial assessment of a Development Project to determine if a transportation assessment is required. A Development Project is defined as any proposed land use project that changes the use within an existing structure, creates an addition to an existing structure, or new construction, which includes any occupied floor area.

The City will require the preparation and submission of a transportation assessment for Development Projects or Transportation Projects that meet the following criteria:

- If the Development Project is estimated to generate an increase of 250 or more daily vehicle trips and requires discretionary action, a transportation assessment for a Development Project is required
- If a Transportation Project is likely to either: (1) induce additional vehicle miles traveled by increase vehicle capacity (2) reduce roadway though-lane capacity on a street that exceeds 750 vehicles per hour per lane for at least two consecutive hours in a 24-hour period after the project is completed, a transportation assessment is generally required
- A transportation assessment is required by City ordinance or regulation

The preparation of a transportation assessment requires analysis and prediction of impacts or deficiencies to the circulation system generated by the Development Project as well as the identification of feasible measures or corrective conditions to offset any impacts or deficiencies identified through a transportation assessment.

⁶ Although the City has not yet adopted citywide thresholds pursuant to SB743, the City has included a comprehensive VMT analysis in its most recent environmental impact report (EIR) released for the proposed IBEC Project. This section describes the methodologies used to estimate the VMT associated with the various project activities and scenarios generated by the IBEC Project. The weekday and weekend daily VMT associated with the Project's land uses were developed using trip length data from the SCAG travel demand model and analyzed against the screening criteria listed below to assess whether the IBEC Project would conflict or be inconsistent with the updated CEQA Guidelines section 15064.3, subdivision (b)(1), Section G. For purposes of the IBEC DEIR, impacts related to VMT were considered significant if:

[•] The office components of the project generate work VMT exceeding (i.e., higher than) a level of 15 percent below existing regional daily work VMT per employee

The retail components or hotel component of the project that are not local serving cause a net increase in daily VMT
 The event component of the project causes a net increase in total daily VMT



4.2 CEQA Analysis of Transportation Impacts

4.2.1 Threshold T-1 – Conflicting with Plans, Programs, Ordinances or Policies

Proposed projects shall be analyzed to identify potential conflicts with adopted City plans and policies and, if there is a conflict, improvements that prioritize access and improve the comfort of people walking, bicycling, and riding transit in order to provide safe and convenient streets for all users should be identified. This section provides project criteria to identify which projects must checked for consistency with major City plans and policies and provides updated references that should be consulted to evaluate how proposed projects and plans relate to adopted City projects and plans.

Screening Criteria for Threshold T-1

If the project requires a discretionary action, and the answer is yes to any of the following questions, further analysis will be required to assess whether the proposed project would negatively affect existing pedestrian, bicycle, or transit facilities:

Projects designed to encourage sustainable travel help to reduce vehicle miles traveled.

- Would the project generate a net increase of 250 or more daily vehicle trip?
- Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e. street dedications, reconfigurations of curb line, etc.)?
- Is the project on a lot that is 0.5 acre or more in total gross area, or is the project's frontage along a street classified as an Avenue or Boulevard (as designated in the City's General Plan), 250 linear feet or more, or is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard by the City's General Plan?

For the purposes of screening for daily vehicle trips, a proposed project's daily vehicle trips should be estimated using the most recent edition of ITE Trip Generation Manual. The City will develop a VMT Calculator tool by July 2020.

Impact Criteria

Threshold T-1: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?

In general, transportation policies or standards adopted to protect the environment are those that support multimodal transportation options and a reduction in VMT.

The threshold test is to assess whether a project would conflict with an adopted program, policy, plan or ordinance that is adopted to protect the environment.



4.2.2 Threshold T-2 – Causing Substantial Vehicle Miles Traveled

Associated policies related to land use objectives aimed at shortening the distance between housing, jobs, and services, increasing the availability of affordable housing options with proximity to transit, offering more attractive non-vehicle alternatives, implementing transportation demand management (TDM) programs to encourage ridesharing and reduce vehicular trip making, congestion or cordon pricing mechanisms to encourage alternatives to driving alone, and providing community assets (e.g., locally serving land uses) adjacent to residential areas to promote local walking and biking trips that reduce VMT.

The Governor's Office of Planning and Research issued proposed updates to the CEQA guidelines in November 2017 and an accompanying technical advisory guidance in April 2018 ("OPR Technical Advisory") that amends the Appendix G question for transportation impacts to delete references to vehicle delays and level of service and instead refer to Section 15064.3, subdivision (b)(1) of the CEQA Guidelines asking if the project will result in a substantial increase in VMT. The California Natural Resources Agency certified and adopted the CEQA Guidelines in December of 2018 and it is now in effect. Accordingly, the City of Inglewood recognizes the need to set new significance criteria for transportation impacts based on VMT for land use projects and plans in accordance with the amended Appendix G question:

Threshold T-2: For a land use project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?



For land use projects, the intent of this threshold is to assess whether a land use project or plan causes substantial vehicle miles traveled.

Screening Criteria

If the project requires a discretionary action, and the answer is no to either of the questions below, further analysis will not be required for Threshold T-2.1, and a "no impact" determination can be made for that threshold:

T-2.1: Would the land use project generate a net increase of 250 or daily vehicle trips?

For the purpose of screening for daily vehicle trips, a proposed project's daily vehicle trips should be estimated using the most recent edition of the ITE Trip Generation Manual.

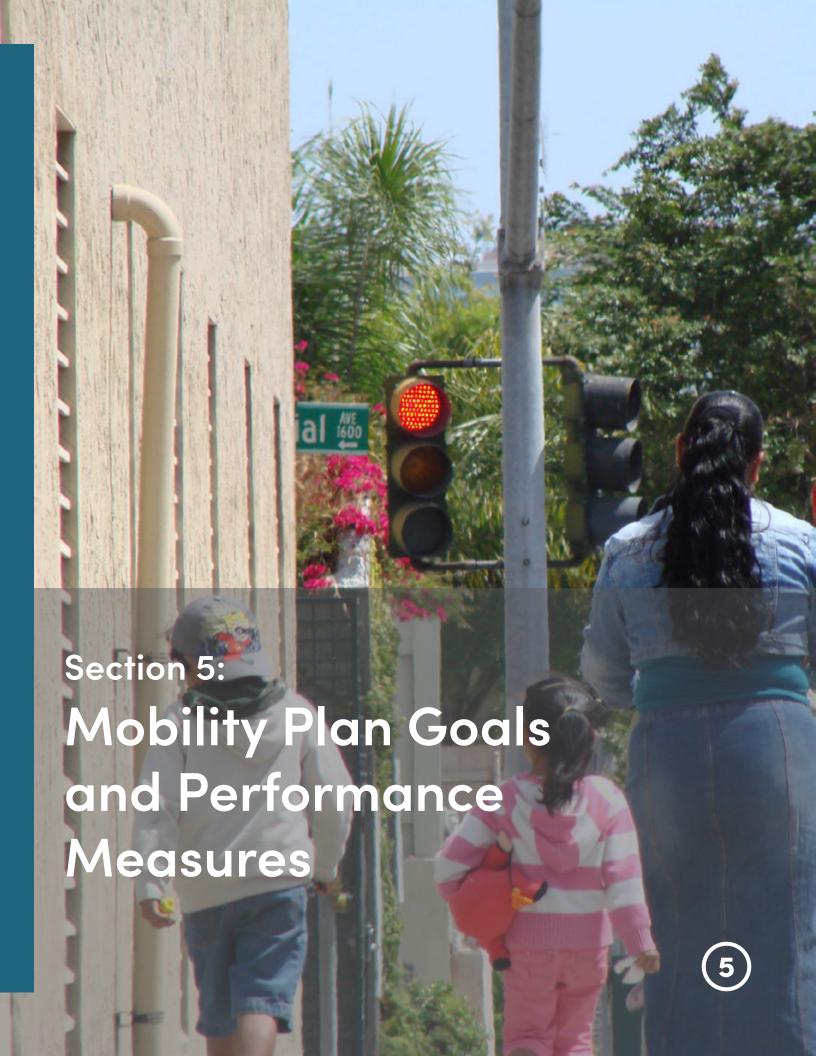
• T-2.2: Would the project generate a net increase in daily VMT?

For the purpose of screening for VMT, a project's daily VMT should be estimated using the VMT Calculator tool or the City's Travel Demand Forecasting (TDF) model. TDM strategies should not be considered for the purpose of screening.



In addition to the above screening criteria, the portion of, or the entirety of a project that contains small scale or local serving retail uses are assumed to have less than significant VMT impacts. If the answer to the following question is no, then that portion of the project meets the screening criteria and a no impact determination can be made for the portion of the project that contains retail uses. However, if the retail project is part of a larger mixed-use project, then the remaining portion of the project may be subject to further analysis in accordance with the above screening criteria. Projects that include retail uses in excess of the screening criteria would need to evaluate the entirety of the project's vehicle miles traveled. Independent of the above screening criteria, and the project requires a discretionary action, further analysis will be required if the following statement is true:

• Would the Project or Plan located within one-half mile of a fixed-rail or fixed-guideway transit station replace an existing number of residential units with a smaller number of residential units?





The City of Inglewood recognizes that, due to the current function with the local and regional transportation system, some streets be programmed to carry large volumes of cars or trucks and as a result may need infrastructure improvements. Nevertheless, there are opportunities to redesign City streets to accommodate and attract more pedestrian, bicycle and transit traffic. The City also recognizes the need to protect residential communities and protect its neighborhoods from cut-through traffic and unwanted event parking.

The Goals listed in this section embody overarching principles that serve to guide the City's vision and provide a strategic framework to identify policy recommendations and infrastructure improvements necessary to move people across a multimodal transportation environment. The strategies listed under each of the goals are specific, measurable and they outline how the goals are to be met. For each Goal, several objectives and strategies, and performance and monitoring measures were developed to implement and achieve its mobility goals and objectives.

The overarching purpose of the City's Mobility Plan is to create a balanced mobility system comprised of complete streets that serve all people regardless of age, ability, or choice of transportation – by foot, on bicycle, in a vehicle, or public transit.

5.1 Goal No. 1 Sustainability and Environmental Considerations



Invest in methods of transportation that are sustainable, improve air quality, reduce greenhouse gas emissions, and contribute to the overall protection of the environment and natural resources.

Proactively managing the City's mobility and transportation network provides Inglewood the unique opportunity to support local and regional goals of improving air quality, providing environmentally sustainable modes of transit, and reducing greenhouse gas (GHG) emissions. The City's mobility plan will comply with State of California environmental protection legislation (Assembly Bill AB 32, Senate Bills SB 32, SB 743) and will assist the region in its efforts to reduce greenhouse gases. Inglewood aims to enhance overall air quality and will work with regional stakeholders such SCAG and the South Bay Cities Council of Governments (SBCCOG) to remain consistent with the region's targets. Cleaner air leads to healthier residents and families.

Figure 34 – Clean Energy Renewable Natural Gas Buses



Source: Santa Monica, 2019

The goal of the City is to reduce greenhouse gas emissions emitted by auto vehicles by enacting strategies that will work to reduce single-occupancy trips, relieve congestion, and encourage City residents and visitors to use alternative fuel vehicles.

Strategy 1.1 - Relieve Congestion

The City will implement this strategy by applying Transportation Demand Management (TDM) strategies and programs consistent with the regional targets, when and where feasible. TDM is a system of strategies and policies designed to reduce travel demand by reducing the number of single-occupancy vehicle trips during peak commute hours. Walking, biking, or taking transit is a key component of TDM programs, which will include:

- Employee incentives to walk, bicycle, or take transit to work, such as free or subsidized passes
- Facilitate carpool or vanpool programs for employees
- Offer shuttle services between transit stations and businesses
- Regulate parking requirements for developments located near major mass-transit corridors (e.g. within a half-mile of a major mass transit stop)
- Giving preferential parking spaces to carpools or vanpools
- Providing bicycle-friendly facilities at destinations and employment areas
- Implement dynamic parking pricing structure where feasible
- Coordinate with major employment centers within the City of Inglewood and adjacent jurisdictions
 to develop commute trip reduction programs and encourage employees to provide alternative
 work schedules and telecommuting programs.

The City of Inglewood will continue to implement TDM practices to address and/or mitigate traffic and air quality effects related to development programs.

The performance measures used to assess and evaluate this strategy are the following:

• Vehicle Miles Traveled. The overall goal is decrease VMT per capita with the improvement projects proposed in the Mobility Plan compared to future baseline conditions.

Figure 35 – Inglewood youth using alternative transportation on Market Street Source: City of Inglewood, 2019



Strategy 1.2 - Alternative Fuel Vehicles

By increasing access to electric charging facilities and promoting the purchase of neighborhood electric vehicles, electric cars, or hybrid gas/electric cars. The City will:

- Encourage the use of alternative fuel vehicles through marketing and education
- Incorporate electric vehicle charging stations and priority parking into developments

The performance measures used to assess and evaluate this strategy are the following:

- Number of electric charging stations within the City
- Improved air quality by reduction of greenhouse gases

Figure 36 – Curbside Electric Charging Station



Alternative Fuel Vehicles improve air quality by using low-polluting fuels to propel a vehicle instead of high-sulfur diesel or gasoline.

Source: City of Berkley, 2019



5.2 Goal No. 2 Neighborhood Protection and Preservation



Coordinate with residents to maintain the existing community character and provide infrastructure improvements that supports the values of Inglewood residents.

The existing community's involvement in the planning process, its priorities, and values shall be maintained throughout the development of the Plan. To accomplish this, street classifications and transportation improvements shall be considered in the context of the adjacent land uses and buildings, and their relationship to multimodal transportation within each neighborhood. The City is also developing a set of traffic control management strategies and policy regulations to safeguard residents from existing and future events, as well as any new developments in the City.

Figure 37 – Neighborhood Protection Plan, Envision Inglewood Illustration



Source: City of Inglewood, 2019

Strategy 2.1 – Implement Neighborhood Traffic Measures

The City will coordinate with neighborhood residents to create a transportation demand management and operations plan focused on addressing future event related traffic conditions for entertainment centers that are existing, currently under construction, and planned.

This involves but does not limit to:

- Programs and regulations that reduce cut-through traffic related to events on neighborhood streets.
 Work with private companies such as Waze and Google Maps to reduce cut-through traffic in residential neighborhoods
- New striping and curb markings
- Reconfiguration of streets or directional orientation before and after events
- Development of a new park and ride program for game days
- Designated pick-up and drop-off areas for Uber, Lyft and other transportation network companies (TNCs)
- Update traffic signalization
- Optimize event intersection operations
- Other potential traffic control strategies

Inglewood's unique and vibrant communities are paramount to the development of the City's Mobility plan and associated strategies.

The performance measures that will be used to assess and evaluate this strategy are the following:

- Identification and documentation of non-neighborhood traffic during events and traffic morning and evening peak hours
- Implementation of neighborhood traffic control measures for event days and peak hours
- Identification and analysis of potential traffic calming devices. Examples of these devices include speed tables, humps, traffic circles, etc.

Strategy 2.2 - Prevent/Reduce Event Patronage Parking

The City will develop a neighborhood protection plan to ensure the reduction of event-related parking in residential areas by

- Examining ways to repurpose under-utilized existing private and public parking structures
- Expanding the existing residential and commercial permit parking program
- Develop a new park-and-ride program for game days that will discourage game day attendees from parking on residential streets
- Perform parking enforcement, traffic control and parking meter operations services to ensure that residents and visitors to the City of Inglewood comply with all relevant laws

The performance measures that will be used to assess and evaluate progress on this strategy are the following:

- Implementation, and enforcement of residential permit parking program during events
- Strict ticket-and-tow enforcement for the residential and commercial permit parking program during event days

Figure 38 - Permit Parking Enforcement



Source: City of San Francisco, Public Works Department, 2017

The City's mobility network will be designed to facilitate the type of regional connectivity that encourages and supports economic development.



5.3 Goal No. 3 Create an Efficient, Balanced, Multimodal Mobility Network



Create a balanced, multimodal mobility network that facilitates current and future movement of people and goods within and around the City of Inglewood.

The creation of mobility options and strategies shall include a multimodal network plan that seamlessly links to a larger, regional network. The City will provide a number of travel options, which include biking, walking, public transit, transportation network companies, trucks and personal cars. Modes of transit shall incorporate state-of-the-art infrastructure and technologies to better serve communities for a more reliable, efficient, and convenient way to move about the City.

Strategy 3.1 – Complete Streets

The City will work to take a Complete Streets approach that improves upon the current transportation network performance; using a Complete Streets approach simultaneously considers the needs of pedestrians, transit-users, bicyclists, private vehicles, trucks and other modes of transportation. This includes, but is not limited to, the following:

- Implement innovative and flexible uses of public right-of-way to accommodate all modes of mobility where appropriate, while also maintaining the City's safety and circulation standards
- Develop a roadway system that supports the City's existing and projected land uses, developments, and circulation needs
- Develop and enhance a pedestrian network that consists of elements that encourage walking to/from destinations and first/last mile options within and around Inglewood
- Enhance local transit service and advocate for regional transportation service that is consistent with the needs of the existing local community and future development opportunities that is highly adaptable, and complementary to future City growth
- Provide bicycle infrastructure including, but not limited to, bike paths, bicycle lanes, hubs, and secure bicycle parking at major transit locations

Figure 39 - Complete Streets, Envision Inglewood Illustrations



Source: City of Inglewood, 2019

- Provide the community with comprehensive maps and information materials that encourage the use of multi-modal means of travel
- Coordinate with local jurisdictions to provide a variety of transportation options that will facilitate and maximize regional multimodal connectivity
- Encourage large employers to provide alternative forms of transportation subsidy programs, which may include bicycling, walking, telecommuting, ridesharing, alternative work schedules, and/or preferential parking for rideshare participants
- Design streets that are consistent with local land and travel uses.
- Implement traffic signal improvements via ITS technologies that synchronize traffic lights, protected turn signals
- Provide transit stops and stations at major activity centers which have amenities such as secure bicycle parking and take pedestrian security into consideration
- Prepare for innovations in transportation technology such as autonomous vehicles which are designed to provide vital information and services relating to various modes of mobility and traffic management

The performance measures that will be used to assess and evaluate this strategy are the following:

• VMT: often expressed on a 'per capita' or 'per employee' basis to understand the relative efficiency of one project versus another. By definition, one VMT occurs when a vehicle is driven one mile. A given daily VMT value represents vehicular miles of travel for entire weekday or weekend day. Typically, development located farther from key destinations, such as job centers or transit, may result in longer distance driving and higher VMT. Development located closer to job centers and transit may result in lower VMT due to shorter driving distances. VMT should decrease with the Mobility Plan compared to the City's future transportation conditions using the improvements and programs proposed in this plan

Figure 40 – Complete Streets, Envision Inglewood Illustrations Source: City of Inglewood, 2019



- Multimodal Level of Service (MMLOS): a methodology for measurement of transit LOS with potential
 improvement in LOS or no worsening of LOS. MMLOS is a measure of the degree to which the urban
 street design and operations meets the traveling needs of each user type. Four levels of service
 grades for each street are considered in MMLOS evaluation: auto LOS, transit LOS, bicycle LOS and
 pedestrian LOS. The MMLOS measure should be improved, or not worsened, with the Plan compared
 to future baseline conditions
- Pedestrian Environmental Quality Index (PEQI): an analysis that is a quantitative, observational
 instrument used to describe and summarize an intersection or street's physical pedestrian environment
 known as walkability. It was developed by the San Francisco Department of Public Health (SFDPH) to
 evaluate existing barriers to walking and to assess the quality of the physical pedestrian environment.
 The PEQI analysis methodology utilizes a series of indicators (such as the presence of crosswalks and
 signage, sidewalk width, adjacent vehicle speeds, quality of lighting, etc.) to derive a weighted score to
 assess the quality of the physical pedestrian environment
- Bicycle Environment Quality Index (BEQI): an analysis that is a quantitative, observational instrument
 used to describe and summarize the intersection and street physical bicycle environment. It was
 developed by the San Francisco Department of Public Health (SFDPH) to evaluate streetscape
 conditions to promote bicycling and to assess the bicycle environment on roadways. The BEQI analysis
 methodology utilizes a series of indicators (such as the width of bike lanes, presence of signage,
 pavement type, etc.) to derive a weighted score to assess the quality of the physical bicycle environment
- Balanced Network/Innovative and Flexible use of Right-Of-Way (ROW): this analysis will encompass linear lengths and widths of ROW in context-sensitive roads, sidewalks, bicycle facilities and transit infrastructure





5.4 Goal No. 4 Congestion Reduction and Transportation Management System



Implement Intelligent Transportation Systems (ITS) infrastructure to provide innovative improvements to traffic flow and reduce congestion including truck travel through the City.

Although, the City is working to enhance pedestrian, transit, and cyclist connections, automobile travel remains the dominant form of travel for the foreseeable future. Because the City's streets are nearly fully developed, the City offers limited opportunities for new streets or street widening projects. To compensate for this, more strategic street improvements will be needed to improve existing capacity and function while maintaining high safety standards. The City does not envision any major roadway widening or new roads. Nevertheless, a number of critical infrastructure enhancements are being implemented to maintain safety and adequate operating conditions on the current roadway system. Many of those enhancements, such as added turn lanes at intersections and improved traffic signals, will also enhance other modes of transportation such as bicycling and transit. Along with plans to make physical improvements to corridors and intersections, the City is actively working to implement intelligent transportation technologies to increase the capacity of the existing roadway network.

These types of systems use state-of-the art technology to collect real-time traffic and parking data. This data is then used to adjust traffic signals or to provide relevant travel information to drivers through real-time electronic signs along the roadway or through the car's navigation system. These ITS improvements include, but are not limited to, implementation and system integration of roadside units, adaptive traffic control system (ATCS) implementation, wayfinding signage, peer-to-peer software, fiber optic cables, network and switching, and system integrations. System integrations will include, but are not limited to, establishing connectivity of all field elements, an accounting of all existing and new equipment, fiber optic inventory, and the mapping of all necessary software and hardware integration from field devices to traffic control management center.



Figure 41 – Traffic Signal Illustration

Source: Los Angeles, 2019

Public transportation should be given priority by providing bus lanes or temporary bus lanes during events, warnings to vehicles which are illegally running in the bus lanes, and traffic signal preemption.

(5)

Mobility Plan Goals and Performance Measures

Strategy 4.1 - Implement Intelligent Transportation Systems Within the City of Inglewood

ITS is an innovate way to quickly and efficiently provide information as it relates to various modes of mobility and traffic management. ITS enables users to be better informed and make safer, more coordinated, and 'smarter' use of transport networks. The City is working to implement, expand and install Intelligent Transportation Systems infrastructure and technologies along key corridors (major and minor arterials) which include but is not limited to the following:

- Improve the operational efficiency of the street network by identifying key intersections in need of traffic signal optimizations, and transit signal prioritization management
- Modernize and upgrade the City's traffic management center (TMC) with up to date transportation management software and signal controllers to allow staff to respond to incidents, review traffic signal issues, and review other operations within the roadway more efficiently
- Modernize and upgrade the City's TMC with up to date transportation management software and signal
 controllers to allow staff to respond to incidents, traffic signal issues, and review other operations within
 the roadway more efficiently
- Implement ITS to ensure ingress and egress routes are integrated and flowing properly, and if possible, arterial signals are coordinated with freeway on-ramps to potentially reducing queuing at the freeway ramps
- Enhance the existing transportation network through innovative systems that support connected vehicles, automated vehicles, vehicle to vehicle technology, and vehicle to infrastructure technologies
- Implement Transit Signal Prioritization (TSP) along all major intersections within the City's boundaries to improve the efficiency of transit systems and how they interact with vehicular traffic. TSP is a signal system component that allows for various techniques to improve service and reduce delay for mass transit vehicles at junctions controlled by traffic signals. TSP techniques are most commonly associated with buses but can also be used along tram/streetcar or light rail lines, especially those that mix with or conflict with general vehicular traffic. Public transportation should be given priority by providing bus lanes or temporary bus lanes during events, warnings to vehicles which are illegally running in the bus lanes, and traffic signal preemption.

Figure 42 – City of Los Angeles Traffic Control Center



It is critical that the City coordinate and provide information exchanges with Caltrans, LAX, Culver City, City and County of Los Angeles, and South Bay Cities.

Source: Los Angeles, 2017

(5)

Mobility Plan Goals and Performance Measures

The following performance measure will also be evaluated against the City's ability to implement, expand, and launch Adaptive Traffic Control Systems and other ITS equipment.

 Provide for enhanced TDM program elements for events and employers to reduce demands on the transportation system. Preparation and Implementation of TMOP for individual and combined events at the entertainment/sports venues in LASED. Monitor the events and evaluate the effectiveness of TMOP measures and make adjustments as needed to improve efficiency and effectiveness.

Strategy 4.2 – Coordinate and Provide Information Exchanges with Surrounding Jurisdictions and Regional Transportation Agencies

In addition to installing ITS technologies on the City's traffic circulation network, it is critical that the City coordinate and provide information exchanges with Caltrans, LAX, Culver City, City and County of Los Angeles, and South Bay Cities through Los Angeles County Metropolitan Transportation Authority (Metro) RIITS. Metro sponsors the RIITS network, which supports information exchanges in real-time between freeway, traffic, transit and emergency service agencies to improve management of the Los Angeles County transportation system and better serve the traveling public. RIITS also provides data to traveler information services of all kinds, which allows them to reach the widest possible audience. In addition to RIITS, Metro also sponsors the Arterial ITS Working Group and is working on the exchange of information between the RIITS and arterial traffic signals. The County of Los Angeles sponsors the South Bay Traffic Forum whose purpose is to coordinate traffic signal synchronization on roadways that cross jurisdictional boundaries.

The following performance measures will be used to assess and evaluate the City's effectiveness to coordinate and provide information exchanges with surrounding jurisdictions and regional transportation.

- Number of ITS/ATCS/Transit Signal Coordination (TSC) technology located along key corridors
- Determine number of fatalities at intersections involving an auto vehicle, pedestrian, and/or cyclist



Figure 43 – Traffic Signal Synchronization in Los Angeles

Source: Monica Almeida/New York Times, 2013



5.5 Goal No. 5 Safety



Maintain and promote safety for pedestrians, bicyclists, motorists, transit riders, trucks and delivery vehicles.

Safety is an important factor in creating livable neighborhoods. People want streets to be safe, stress-free places for all ages and all modes of travel. In terms of transportation, concerns for physical safety stem from traffic speeds, roadway conflict between different modes of travel, and infrastructure. Safety is a key issue when deciding whether to walk, bike, or take transit.

The City of Inglewood will promote a safe, cohesive mobility network that prioritizes safety for all modes of transportation. Inglewood will ensure that each mode of transportation is designed, supported, and maintained with safety as its priority.

Figure 44 - Traffic Event Management





Source: City of Inglewood, Transportation Management and Operations Plan, 2019

Strategy 5.1 – Promote Safer Transportation Network

To create a safe transportation network for residents and visitors to use, where feasible the City will work to do the following:

- Prioritize improvements to intersections and traffic corridors that have shown a consistent history of collisions and congestion
- Provide the most feasible, most appropriate multimodal infrastructure that is safe and accessible to every member of the community, especially vulnerable populations such as children and the elderly
- Provide and maintain adequate sidewalk widths and amenities to ensure a safe experience for pedestrians citywide
- Ensure regular maintenance and safety checks to existing and future transit stops, signal lights, and transit stations
- Design and implement pedestrian enhancements and sustainable practices to improve pedestrian safety and connectivity
- Review all capital improvement projects to ensure improvements located on existing and planned bus routes include modifications of street, curb, and sidewalk configurations to allow for easier and more efficient bus operation and improved passenger access and safety while maintaining overall pedestrian and bicycle safety and convenience
- Use Neighborhood Traffic Control techniques when excessive vehicle speed, excessive volume, or pedestrian/vehicle safety concerns warrant them

The performance measures that will be used to assess and evaluate this strategy are the following

- Identify elements contributing to collisions (vehicle, pedestrian, cyclists, etc.). If modifications by street design elements are necessary, the City will determine what modifications (if any) to the street design and traffic calming measures are feasible to reduce the number of collisions.
- Examine collisions at intersections and corridors. The goal of this performance measure is to identify high accident locations within the City of Inglewood, and also look at intersections or roadways with high accident locations to determine whether improvements need to be made to the roadway.
- Determine number of accidents near identified locations of sensitive populations such as school children and elderly

Roadways should operate in a manner that considers the presence of people who walk and bike, children, the elderly, and the mobility impaired.



Strategy 5.2 - Provide Safety Education and Implement Safety Programs to Public Schools

Community efforts to educate bicyclists and motorists are considered critical in creating and promoting a safer transportation network. Key components of this strategy are the following:

- Implement a Safe Route to School Plan that would determine the routes used by the students and measures to improve mobility/safety/infrastructure to school
- Provide active transportation safety education to the community through a variety of media outlets and materials
- Implement Safe Route to School Programs to all Inglewood public schools
- Continue to implement programs to promote pedestrian safety through outreach for both pedestrians and motorists
- Use Neighborhood Traffic Control techniques when excessive vehicle speed, excessive volume, or pedestrian/vehicle safety concerns warrant them

The performance measures that will be used to assess and evaluate this strategy are the following:

- Number of Adults and Children receiving in-person and online Active Transportation Education
- Sidewalk widths and amenities (trees/shade, benches, trash receptacles)

Figure 45 – Safe Routes to School Illustration



Source: City of Inglewood, 2019

Community efforts to educate bicyclists and motorists are considered critical in creating and promoting a safer transportation network



Strategy 5.3 – Prohibit Truck Travel on Neighborhood Streets

The City will revisit its policy on designated truck routes and update its truck routes system to reduce the impact of through-truck traffic in neighborhoods. The City will also work to implement a system that better enforces truck routes and minimizes potential conflicts between trucks and pedestrians, bicycle, transit, and vehicle and circulation on streets.

The performance measures that will be used to assess and evaluate this strategy are the following:

- Number of truck routes traversing through neighborhood streets or high residential areas
- Number of service and delivery trucks parking or idling on residential

The City will revisit its policy on designated truck routes and update its truck routes system to reduce the impact of throughtruck traffic in neighborhoods.

5.6 Goal No. 6 Accessibility



Develop and maintain a multimodal network that provides transportation options throughout the City of Inglewood.

Complementary to mobility is accessibility and equity. Improving accessibility means enhancing access to various land uses at the community level. To develop and maintain a multimodal network that provides transportation options that are accessible to a greater number of Inglewood residents, the City plans to implement the following strategies:

Figure 46 – Inglewood Paratransit Services Source: City of Inglewood, 2019





Strategy 6.1 - Accessible Transportation Service

- Provide the Inglewood community with easy access to multimodal services, and first/last mile
 opportunities from the Metro Crenshaw/LAX Line (under construction) and Metro Green Line rail stations
 to major activity centers Identify areas for investment and redevelopment that encourage the use of
 alternative forms of transportation and support and activate previously underused public spaces.
- Implement real-time information at transit stops and on-line. Implement transit information for
 circulation at libraries, City Hall and other facilities and provide infrastructure investments in various
 communities to increase accessibility to transit. Transit improvements would be monitored to meet
 implementation targets.
- Develop transportation hubs along major corridors, especially those equipped with transit infrastructure and multimodal access.

The performance measures that will be used to assess and evaluate this strategy are the following:

- Number of Adults and Children receiving in-person and online Active Transportation Education.
- Sidewalk widths and amenities (trees/shade, benches, trash receptacles)
- Accessibility Index to both local and major transit stops in relation to City's major activity centers, such as the Inglewood Senior Center, and major employment centers.

By enhancing access, the City can create a transportation network that is convenient and accessible to a greater number of Inglewood residents and visitors.

Strategy 6.2 - Linkages between Transit and Land Use

Providing linkages between transit and land use entails encouraging land use and growth patterns that facilitate transit and non-motorized transportation including, but not limited to, provision of regional transit connections to major employment, commercial, and dense housing areas, and providing an employee shuttle program to reduce vehicles on the transportation network and providing neighborhood circulator systems. Transit improvements would be monitored to meet implementation targets. To encourage land use growth that facilitates transit the City will promote the following both the development of Transit Oriented Development Communities, housing and employment at transit-oriented development and infill development.

- Housing and Employment at Transit Oriented Development (TOD). Policies for increased densities with Transit Oriented Development (TOD) up-zoning. Monitor growth of housing and employment near rail stations to meet the TOD targets.
- Infill Development. Infill refers to the development of vacant parcels within previously built areas. Infill
 development with transit connectivity to regional transit and along transit/multi-modal corridors.
 The City would identify and provide infill development database which would be monitored to meet
 implementation targets.

The performance measures that will be used to assess and evaluate this strategy are the following:

- Citywide reduction in VMT for non-event days and event days
- Mode Split for major event days in the City
 - High public transit usage to events
 - Usage of the City's park-and-ride shuttle program
- Mode Spit for week-day non-event days in the City
 - Frequency and quality of public transit usage
- Sidewalk widths and amenities (trees/shade, benches, trash receptacles)
- Residential support for more retail, residential and office space development

Providing
linkages between
transit and
land use entails
encouraging land
use and growth
patterns that
facilitate transit
and non-motorized
transportation

Figure 47 – Envision Inglewood Illustration Source: City of Inglewood, 2019



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Mobility Plan Goals and Performance Measures

5.7 Goal No. 7 Reliability



Incorporate innovative infrastructure, operations, and ongoing maintenance protocols to ensure the delivery of reliable transportation services.

In addition to routine maintenance, the City shall implement and develop a multitude of infrastructure and system enhancements to achieve a more reliable transportation network. The methods utilized will range from innovative ITS, infrastructure and policy improvements.

- Minimize variability in travel times by determining travel times by auto and transit. Implement ITS
 improvements to address potential travel time variability. Variability in travel times is defined as the
 day-to-day change in travel times experienced by auto travelers, trucks and transit patrons
- Provide regular maintenance, through innovative protocols and programs, of the existing and future multimodal network
- Coordinate with regional agencies and neighboring cities to provide seamless connections to Inglewood's existing and future mobility network
- Enhance first/last mile connections to provide more efficient and convenient transportation options
- Perform on going roadway maintenance to ensure that facilities are maintained in a state of good repair

The performance measures used to assess and evaluate the effectiveness of this strategy are the following:

- Determine schedule adherence, ridership numbers, transit frequencies during peak/off-peak hours, and number of buses serving the City. Transit performance and reliability include the amount of wait times, frequencies and number of bus routes serving the area and variability on a day-to-day basis
- Number of local and regional scheduled transit connections
- Percent of population served by transit (local, and regional) and transportation hubs



Figure 48 - Bus Bench in the City of Inglewood

Source: City of Inglewood, 2019

The City will install a mobility network that is proactively and routinely maintained, well managed, and reliable.





Based on these goals, objectives and baseline conditions, the City established a screening process to identify high priority areas, short-term projects and long-term transportation improvements and programs within the City and sub-regional area. The proposed capital projects listed in this Mobility Plan are based on current and future needs as well as the recommendations made by citizen input in the planning process and projects carried forward from the 1992 Circulation Element.

The Mobility Plan now presents several key improvement strategies and projects that individually and collectively accommodate existing and future growth and more effectively address the transportation challenges identified in the future conditions assessment.

A detailed examination was conducted relative to the current and future transit infrastructure including usage, gaps, proximity and opportunities for improvements, active transportation network elements including pedestrian and bicycle networks.

6.1 Intelligent Transportation System (ITS) Improvements

ITS upgrades are the primary and most feasible short-term means for the City to reduce existing congestion on roadways. The City of Inglewood is currently implementing ITS improvements along the City's major intersections. There is a need to establish communication to these intersections currently do not have the ability to connected back through the City's Public Works Fiber Optic Network to the Traffic Management Center (TMC).

The proposed ITS improvements would build upon and enhance the City's current deployment to provide Adaptive Traffic Control Systems (ATCS) along key corridors. Implementing the ITS improvements proposed as part of this Mobility Plan, will reduce current levels of congestion on City streets and improve the existing streets' capacity and function by better coordinating traffic flow (and thereby reducing major bottlenecks) during daily peak commute periods and before and after major events taking place at The Forum and anticipated events at the LASED including the NFL Stadium and the proposed IBEC. Specifically, the proposed ITS improvements will use technology to collect real time traffic that would then be used to make adjustments to traffic signals or to provide information to drivers through real-time electronic signs along the roadway or through a car's navigation system so that drivers can make adjustments to their travel routes in real time.

The proposed ITS improvements include, but are not limited to, implementation and system integration of roadside units, Changeable Message Signs (CMS), Decision Support System (DSS), Information Classification and Management (ICM), lane management, closed-circuit televisions, ATCS systemwide implementation, potential Transit Priority System (TPS) modules and implementation, wayfinding signage, peer-to-peer software, fiber optic cables, network and switching, and systems integration. Systems integration include established connectivity of all field elements, an accounting of all existing and new equipment, fiber optic inventory, and mapping all necessary software and hardware integration from field devices to the traffic control management center. The ITS improvements are proposed citywide along all major arterials and intersections.



Because minor arterials and collector streets also play a key role in access and roadway circulation within the City, Inglewood is proposing installing ITS infrastructure on key minor arterials such as, but not limited to Arbor Vitae, Market Street, Inglewood and Eucalyptus. The proposed ITS improvements would also make traffic data available and will facilitate the sharing of traffic data between the City and the Greater Los Angeles area. The City is already connected to the Los Angeles County Information Exchange Network (IEN), which facilitates multi-jurisdictional traffic management and coordination, and with the proposed ITS improvements would have the ability to share data through the Regional Integration of an ITS network that better supports regional transportation planning and operations.

The ITS improvements meet the following goals:



Goal 1: Sustainability and Environmental Considerations



Goal 4: Congestion Reduction and Transportation Management System



Goal 5: Safety



Goal 7: Reliability

By streamlining traffic flow, reducing congestion and travel times, and strengthening the City's ability to contribute to the regional ITS network, these ITS upgrades will improve the vehicular transportation experience, reduce pedestrian/vehicular conflict and thus make streets safer, thereby improving the quality of life for City residents, visitors and commuters.

6.2 Transportation Management and Operations Plan (TMOP) for Inglewood Sports and Entertainment District

In preparation for opening day of the LASED, including the SoFi Stadium, the City of Inglewood is developing the Inglewood TMOP focused on addressing future traffic demands that may result from events at the stadium. The Inglewood TMOP will establish a plan that provides public information, reduces unwarranted traffic through adjacent neighborhoods, and promotes the use of alternative modes of transportation.

The Inglewood TMOP is viewed as a living document that will be adjusted over time as various roadways and sidewalk improvements are made, as transit initiatives are implemented, and as new developments are built that result in changes to the traffic and parking patterns. The TMOP will initially address the opening of the NFL Stadium in Fall 2020 and include matters with overlapping events at The Forum.

In collaboration between the City of Inglewood, The Forum, and the SoFi Stadium Management Group, the following projects will be implemented as part of the Inglewood TMOP.



6.2.1 Neighborhood Protection Plan

To address Stadium's limited pre-sold onsite parking, the City is proactively establishing a remote parking and shuttle program that considers comprehensive access, circulation and traffic management for residents, visitors, and businesses on NFL game days and during large special events. The goals of the program include the deployment of strategic, coordinated and flexible parking and shuttle operations on NFL game days in coordination with the LASED and other venues within the Inglewood Sports and Entertainment District. In January 2019, the City issued a Request for Proposals (RFP) for the Development, Operation and Management of City Parking Assets, Remote Parking Facilities and Shuttle Services. LAZ Parking submitted a proposal in response to the RFP in April 2019 and was selected for further negotiations and award contract.

The City's Event Park and Ride Shuttle Program is structured to allow for maximum flexibility, and meet the following goals:

- Support an effective and comprehensive access, circulation and traffic management plan for NFL game and major event days
- Ease traffic congestion in City and surrounding areas on NFL game and major event days
- Offer clean, safe and reliable remote parking and shuttle operations
- Ensure flexibility to accommodate additional major events occurring at LASED venues and meet varying demand
- Minimize financial risk to City and develop a self-sustaining program
- Support pedestrian activity around local businesses on NFL game and major event days
- Development, maintenance, and operations of an online parking payment/reservation system

Under the remote parking and shuttle program, LAZ will operate and maintain clean, safe, and secure remote parking facilities throughout the City and LA County with reliable shuttle service on coach transport busses available between selected remote parking facilities and the Stadium. The shuttles will drop-off and pick-up at the City's Intermodal Transit/Park-and-Ride Facility at Hollywood Park, which LAZ will operate on NFL game days and event days. The City's Intermodal Transit/Park-and-Ride Facility at Hollywood Park location, illustrated in Figure 50, will provide a central destination point in the LASED.

Figure 49 – LAZ Parking Shuttle Bus





6

Mobility Plan Goals and Performance Measures

Figure 50 – City of Inglewood Intermodal Transit/Park-and-Ride Facility at Hollywood Park Site Location



Offsite parking Shuttles will access the Transit Plaza for NFL Game Days and Events

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Mobility Plan Goals and Performance Measures

The City's Event Park and Ride Shuttle Program has built-in flexibility for the City to scale parking inventory as needed based on traffic congestion and demand. As shown in Figure 51, the program will potentially operate three tiers of service allow for varying the location and number of parking spaces available for reservation. The City will choose the service tier before the beginning of each NFL Season and will have the flexibility to: (a) select a different service tier for each of the resident NFL teams; (b) change the service tier selection during the NFL Season; and (c) choose a service tier for other major events that take place at the LASED.



Figure 51 – Service Tiers and Parking Inventory

Source: City of Inglewood, December 2019



Figure 51 – Service Tiers and Parking Inventory (cont.)

Service	Service				
Tier	Location Name	Address	City	Spaces	
-	Civic Center Garage	1 Manchester Blvd	Inglewood	352	
	Locust Street Garage	115 South Locust St	Inglewood	300	
	Senior Center Garage	333 East Queen St	Inglewood	151	
	101 W Manchester	101 W Manchester	Inglewood	185	
Tier 1 Tot	al		988		
7	Southwest College	1600 W Imperial Hwy	Los Angeles	1,580	
Tier 2 Tot	al		1,580		
m	El Camino College	16007 Crenshaw Blvd	Torrance	4,071	
	Playa District	6060, 6080, 6100,Center Dr	Los Angeles	2,709	
	Wateridge Office Park	5035 W Slauson Ave	Los Angeles	2,077	
	Pacific Concourse	5220, 5230 Pacific Concurse Dr	Los Angeles	800	
	5200 E Century Garage	10139 La Cienaga Blvd	Los Angeles	1,959	
	AT&T Building	2222 W Imperial	Los Angeles	1,512	
	LA Times	2300 E Imperial Hwy	El Segundo	840	
	Times Center	2300 E Imperial Hwy	El Segundo	1,400	
Tier 3 Tot	al*		15,368		
TOTAL,	ALL TIERS		17,936		

^{*} Tier 3 can be larger or smaller; LAZ can solicit additional lots to participate in the program.

Source: City of Inglewood, December 2019

6.2.2 Inglewood Transportation Management and Operations Plan

The City is also working to implement technologies and traffic circulation plans to increase the capacity of existing transportation systems by implementing the following:

The program is structured to allow for maximum flexibility, and meet the following goals:

- Traffic signal upgrades and Traffic Controls
- Ramp metering
- Local arterial changeable message signs
- Vehicle detection systems
- Traffic Circulation Routes that do not intrude onto neighborhood streets to and from the stadium before events and after events
- Centralized Public Safety Operations Center that will have real time programming for arrival and departure periods that will be operation from the Traffic Control Center in the LASED site and/or from the City's Traffic Management Center
- Dedicated pick-up and drop-off locations for Taxi and Transportation Network Companies such as Uber and Lyft

The section will provide more information on the different components of the event traffic circulation plans for the TMOP.

6

Mobility Plan Goals and Performance Measures

Figure 52 - Proposed Sites for Pick-Up and Drop-Off for Taxi/Transportation Network Companies



Source: City of Inglewood, December 2019



Prairie Avenue Dynamic Lane Control System Project

Currently, Prairie Avenue has 3-travel lanes for northbound and southbound traffic, with a center two-way left-turn lane. Implementing a reversible lane system will mitigate the traffic demand by dynamically changing the lane configurations for a directional vehicle movement. In conjunction, the reversible lane system may be used to implement bus, shuttle, and transit only lanes to provide priority to transit riders. If the demand is needed, it will also have the ability to designate multimodal travel lanes for bicyclists or other non-vehicular modes. This project can support the City's goal for implementing transit priority and transit only lanes to encourage meaningful transit ridership to the City.

The project is intended to increase capacity for northbound and southbound flow, reduce delay, reduce back-up onto the freeway, and improve congestion when major events occur at the Forum and the Los Angeles Sports and Entertainment District (LASED). To achieve this, gantries may be installed at various locations within the project limits. The gantries would have dynamic lane control capabilities to remotely 'open' and 'close' lanes to allow a shift in directional flow. These gantries will also serve to inform motorists with general information, directions, and wayfinding.

Another potential primary benefits for the dynamic lane control could be to dedicate one travel lane as a transit, shuttle, and/or emergency response only lane. The goal is to incentivize patrons to use park and ride facilities, public transportation, or shuttles. This dedicated lane will be directly connected to the proposed Park and Ride Destination Facility the City is preparing to build. The City reached out to transit operators to establish a partnership and received support from Los Angeles County Transportation Authority (Metro), Big Blue Bus (Santa Monica), GTrans (Gardena), Culver City Bus, and Long Beach Transit, and Torrance Transit for this potential operation as the technology would it make it feasible to implement bus only lanes during event days.

The Prairie Dynamic Lane Control Project meets the following goals:



Goal 1: Sustainability and Environmental Considerations



Goal 3: Create an Effecient, Balanced, Multimodal Mobility Network



Goal 4: Congestion Reduction and Transportation Management System

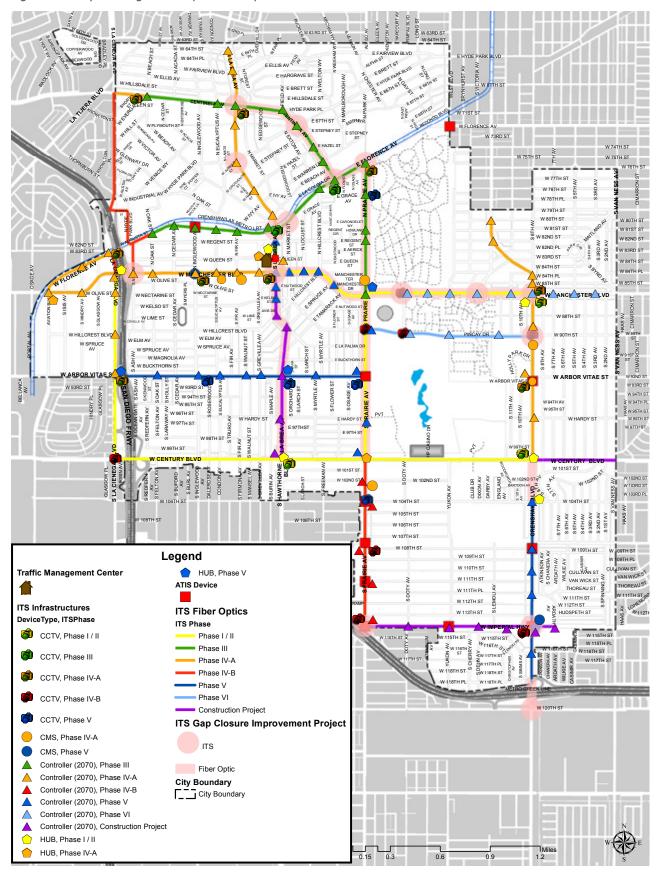


Goal 6: Accessibility



Goal 7: Reliability

Figure 54 - City's Intelligent Transportation System



6.2.3 Citywide Residential Permit Parking Program

The City of Inglewood faces the ongoing challenge of providing adequate on-street parking for both residents and visitors. Similar to the practice of other cities, the City established a Residential Permit Parking Program in an effort to alleviate this problem (illustrated in Figure 24). However, the City continues to face the ongoing challenge of providing adequate on-street parking for residents because the existing residential permit program is not enforced 24 hours, 7 days a week, covers a limited area within the City of Inglewood, and the permits issued are not directly tied to vehicles.

In anticipation of opening day at LASED including the SoFi Stadium, the City is updating its residential permit parking program to protect Inglewood residents from visitors parking on residential streets. The updated permit parking program is proposed to be implemented citywide by Fall 2020. The council districts that are in closer proximity to SoFi Stadium (Council Districts 1, 2, and 3) will have 24-hour, 7 days per week permit parking restrictions. Because Council District 2 is over two miles away from the entertainment district, the City is considering adopting a Sunday Only Permit program meaning that permits will only be required and enforced on Sundays. To address residents' concerns associated with the duplication of permits, permits will be license plate specific and residents must have their vehicle registered to the address for which they are applying.

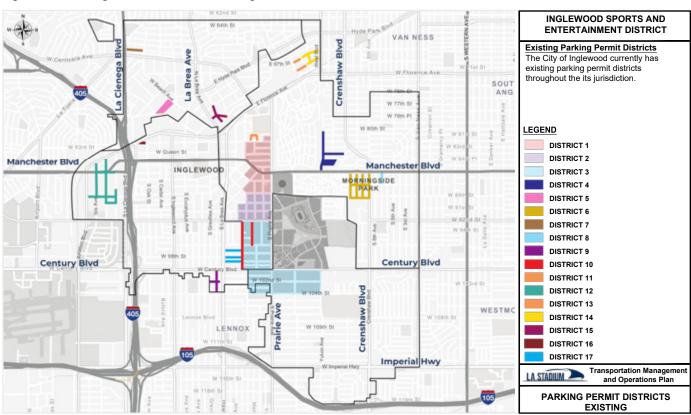
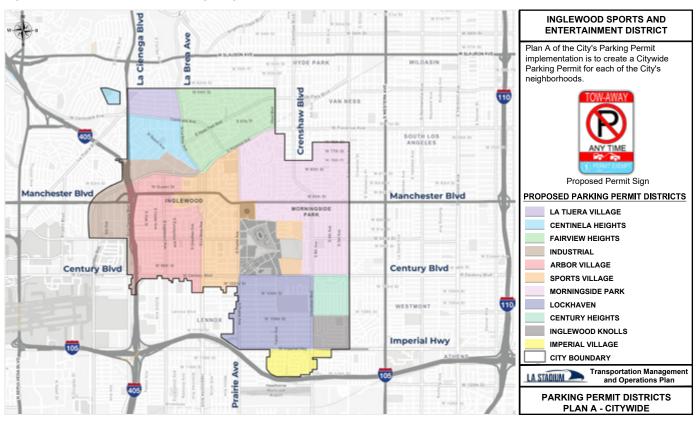


Figure 55 – Existing Residential Permit Parking Zones

Source: City of Inglewood, 2019



Figure 56- Residential Permit Parking Program



Source: City of Inglewood, 2019

The Residential Permit Parking Program meets the following goals:



Goal 1: Sustainability and Environmental Considerations



Goal 2: Neighborhood Protection and Preservation



6.3 Transit System Improvements

6.3.1 Centinela/Florence Grade Separation Project

When the Crenshaw/LAX line was environmentally cleared in 2011, the Centinela/Florence intersection (adjacent to the Florence/Prairie intersection) was not recommended for grade separation because it didn't meet Metro's Grade Separation Criteria despite the City's continued request to construct a grade crossing at the Centinela and Florence intersection. However, the grade separation analysis did not include existing conditions and future projections that did not include recent major developments such as the SoFi Stadium, the LASED, the proposed IBEC site, and revitalization of The Forum.

Since the approval of the environmental documents for the Crenshaw/LAX Line in 2011, increased traffic levels are anticipated with the opening of a 70,000 seat stadium and additional developments at the LASED that have been approved and are either currently under construction, planned or under review. Over the past four 4 years, the City of Inglewood has continuously collaborated with LA Metro to identify the most viable opportunities to mitigate significant impacts to traffic at the planned at-grade Centinela Avenue/Florence crossing. In January and February 2017, the LA Metro Board provided direction to staff to conduct a grade separation traffic analysis study for the Centinela/Florence Avenues crossing. To complete the grade separation traffic analysis, the City in coordination with Metro staff collected and provided the most up-to-date information on the progression of development at Hollywood Park, other development projects within Inglewood and surrounding jurisdictions. The grade separation traffic study analysis indicated that the post-NFL traffic would meet the volume threshold for "Grade Separation Normally Required Category" under the Metro Grade Crossing Policy. More than 1,200 cars per hour, per lane are anticipated to cross Centinela/Florence after the approximately scheduled 22 NFL games. The analysis found that post-event traffic may be twice as high as the normal background traffic at the Centinela/Florence intersection.

In short, a grade separation of the Crenshaw/LAX LRT crossing at Centinela/Florence would support the goals outlined in this Mobility Plan by addressing the mobility challenges in the project area including increasing travel demand, travel times and roadway congestion. The City of Inglewood is looking forward to advancing the project through a close partnership with Metro to solve regional challenges as the events at the Stadium and other event venues (existing and planned) in Inglewood are expected to attract attendees throughout the region.

One of the primary goals of this Mobility Plan is to enhance and increase the use of transit, creating a more viable option for local residents, employees, and visitors to the City for everyday commutes and for entertainment events such as concerts and sports games.



Figure 57- Centinela /Florence Grade Separation Project Study Area



Source: Metro Board Report, January 2017

The Centinela/Florence Grade Separation Project meets the following goals:



Goal 1: Sustainability and Environmental Considerations



Goal 2: Neighborhood Protection and Preservation



Goal 4: Congestion Reduction and Transportation Management System



Goal 5: Safety



Goal 6: Accessibility



6.3.2 La Brea Inglewood Transit Plaza

The La Brea Inglewood Transit Plaza, located on La Brea Avenue and Kelso Street, currently serves as the major transit plaza for the City of Inglewood providing service to GTrans, and Metro buses. The plaza is slated for closure in anticipation of the new transit plaza located at the Downtown Inglewood Crenshaw/LAX rail station on Florence Avenue (anticipated opening year 2020). However, although the new transit plaza at the rail station has enough capacity for non-event days, multiple transit agencies that currently do not provide service to Inglewood have expressed concern about using the new plaza on event days for layover space during event days.

This Mobility Plan identified the potential use of the existing La Brea Inglewood Transit Plaza as a potential suitable terminus location for smaller Transit Agencies to use in connection with event day service.

Smaller transit agencies that currently do not provide service to Inglewood (Big Blue Bus, GTrans, Long Beach Transit) stated that having a well-designed terminus close to the NFL Stadium, coupled with a quick, reliable route to pick-up/drop-off site to the NFL Stadium is essential to bring transit service to Inglewood. These transit agencies requested the following elements for a well-designed terminus (1) restrooms for the bus drivers, and (2) adequate layover space in dedicated bus bays or other dedicated area(s) where buses could layover for a minimum of 20–30 minutes or the duration of a special event taking place at the Stadium.

The proposed site for the Inglewood Intermodal Transit Facility at Hollywood Park (see Section 5.2.1) has space constraints that, when coupled with the high volume and turnover capacity needed during special event periods, make it extremely difficult to accommodate a dedicated restroom building and to allow large amounts of buses to lay over for extended periods of time. In order to provide for adequate space for buses and remote park-and-ride shuttles to perform pick-up/drop-off functions during peak event periods, the current design layout for the Inglewood Intermodal Transit Facility at Hollywood Park does not contain restrooms or anticipate that buses would lay over for extended periods of time during event day service.

The existing Inglewood Transit Center is equipped with restrooms for drivers and provides layover. Also, there are additional parking lots and curbside areas near the Center (i.e. the 315 Market Street parking lot located to the east of the Center next to the Center-affiliated restrooms) that could be identified and used as additional layover spaces for the Transit Agencies to use.

The La Brea Inglewood Transit Plaza meets the following goals:



Goal 1: Sustainability and Environmental Considerations



Goal 3: Create an Effecient, Balanced, Multimodal Mobility Network



Goal 4: Congestion Reduction and Transportation Management System



Goal 6: Accessibility



Goal 7: Reliability



6.3.3 Inglewood Transit Connector (ITC) and Associated Connectivity Improvements

While buses, Transportation Network Companies, taxis, shuttles, and other modes will be critical transportation options for accessing the City's event centers and new residential and commercial developments, these modes will still compete with existing roadway traffic and may not provide a convenient time-certain connectivity compared to an elevated rail connection. The physical capacity of the existing local and regional roadway network may challenge the ability of visitors to conveniently access the City's amenities. Additionally, even if patrons elect to use transit to Inglewood, the City's new sports and entertainment centers are located approximately 1.5 to 2 miles away from regional transit, leaving a critical last-mile gap.

Accordingly, the City is wholly committed to providing world class transportation connections to its new state-of-the-art sports and entertainment center and is working diligently to define and propose a last-mile fixed guideway transit connector, referred to as the Inglewood Transit Connector Project. Mobility and direct transit access to the City's new activity centers are critical top priorities, especially given local and regional goals to increase transportation choices, reduce greenhouse gas emissions, improve air quality and human health, and encourage sustainable development patterns. Specifically, the City's goals and objectives for the Inglewood Transit Connector Project are to:

- Encourage intermodal transportation systems by providing convenient, reliable, time-certain transit service and direct transit accessibility and connectivity to the City's major activity centers
- Reduce the City's traffic congestion and alleviate growing demand on the existing roadway network for both event and non-event days
- Increase transit mode split and reduce trips and overall vehicle miles traveled to the City's major activity centers, which will improve overall air quality, public health, environmental outcomes and reduce greenhouse gas emissions
- Activate and synergize with development and redevelopment within the City and enhance the City's economic development, social cohesion, equity and community resilience
- Connect its community and citizens to jobs, education, services, and destinations within the City and within the region, and support regional efforts to become more efficient, economically strong, equitable and sustainable



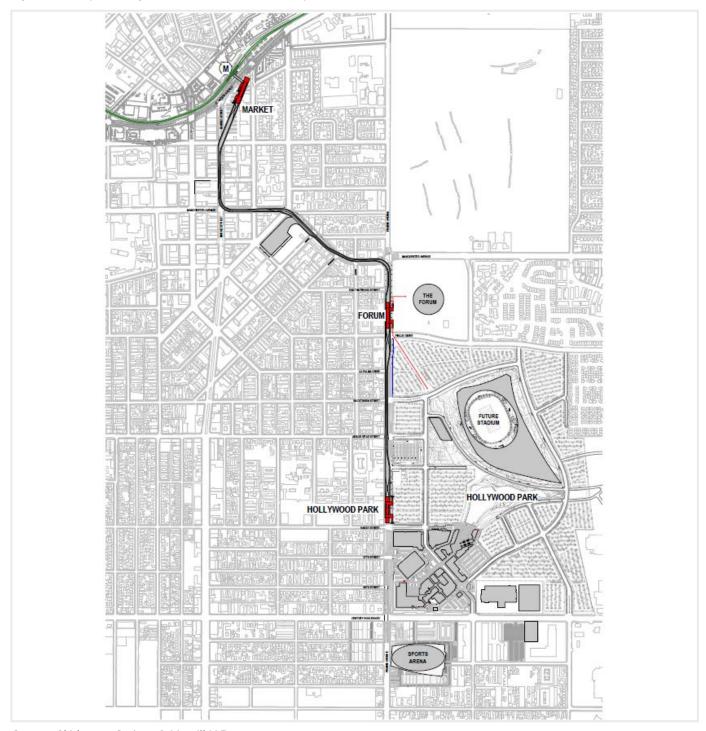
Figure 58 – Proposed Inglewood Transit Connector Project

The City is wholly committed to providing world class transportation connections to its new state-of-the-art sports and entertainment center and is working diligently to define and propose a last-mile fixed guideway transit connector, referred to as the Inglewood Transit Connector Project.

(6)

Mobility Plan Goals and Performance Measures

Figure 59- Proposed Inglewood Transit Connector Project



Source: Skidmore, Owings & Merrill LLP, 2019

Project Overview

As currently envisioned, the proposed Project is an automated people mover (APM) that extends from the intersection with the Metro Crenshaw/LAX Line in the north, continues south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Century Boulevard. The APM will largely be located within the public rights-of-way for the streets and sidewalk areas along Market Street, Manchester Boulevard, and Prairie Avenue. The proposed project would include the following:

- An APM system with up to five APM stations connecting downtown Inglewood and the Metro Crenshaw/LAX Line with the City's activity centers
- Passenger walkway systems connecting the APM stations to the street or Intermodal Transit/Parkand-Ride Facility, mezzanine areas, escalators and elevators, storage areas, and signage, among other features
- A Maintenance Storage Facility along Manchester Boulevard co-located with the APM to provide regular and preventative maintenance of the APM system cars and equipment
- An Intermodal transportation facility which will potentially include passenger amenities, such as information kiosks, wayfinding, and waiting areas

In addition to addressing a critical first/last mile gap between the Metro Crenshaw/LAX Line and Inglewood's new entertainment and employment centers, the Inglewood Transit Connector project would provide the City with new transportation, economic, land use and environmental benefits to low-income and disadvantaged communities as defined by AB 1550 and SB 535. Preliminary analysis has shown the following project benefits:

- Increase modal shift to transit and thereby reduce vehicle miles traveled throughout the region and improve air quality in the South Coast Air Basin. On opening day, the ITC Project is projected to generate an annual transit ridership of over 2.9 million passengers
- Reduce regional vehicle miles traveled. The ITC Project is projected to generate an annual reduction of approximately 2.6 million vehicle miles traveled on opening day
- Improve local regional air quality. The ITC Project is project to generate a roughly 64,965 metric tons of CO2e, or reduction of approximately 5.5 million gallons of fossil fuel use over the life of the Project
- Increase the amount of affordable housing in the City of Inglewood. As part of the ITC Project, a new transit oriented development will be fully be integrated into the Market Street APM Station with approximately 270,000 square feet of residential housing (roughly 230 units), with 20% of the units reserved for affordable housing, approximately 282,000 square feet of commercial uses, a 4-level parking structure, pick-up and drop-off areas, and a welcoming pedestrian promenade. This development project is anticipated to help catalyze future transit oriented development opportunities in Inglewood, and help generate additional local economic development interest.





Figure 60 — Proposed Inglewood Transit Connector Project Source: Skidmore, Owings & Merrill LLP, 2019







The Inglewood Transit Connector meets the following goals:



Goal 1: Sustainability and Environmental Considerations



Goal 2: Neighborhood Protection and Preservation



Goal 3: Create an Effecient, Balanced, Multimodal Mobility Network



Goal 4: Congestion Reduction and Transportation Management System



Goal 5: Safety



Goal 6: Accessibility



Goal 7: Reliability

The Los Angeles Metro Light Rail CORE Capacity and System Integration Project addresses capital, operational, rehabilitation, and expansion (i.e., CORE) needs for the Crenshaw/LAX Line and Green Line necessary to accommodate and allow the operation of three-car trains, including:

- Platform expansion at Aviation, Douglas, Mariposa, and Redondo Beach stations;
- · Rehabilitation work at the El Segundo Station; and
- Addition of two new traction power substations (TPSS)

This project would support the Inglewood Transit Connector Project because it would increase the passenger capacity of trains in anticipation of the need for addition capacity to the projected increase in travel demand due to the completion of the LA Stadium & Entertainment District at Hollywood Park in the City of Inglewood.



6.3.4 Phase II of the Inglewood Transit Connector Project

The LASED is located within 2.3 miles from the Metro Green Line which currently provides service between the Cities of Redondo Beach and Norwalk within Los Angeles County. Furthermore, Metro is currently conducting a Supplemental Alternative Analysis (SAA) to study the feasibility of an extension to the City of Torrance that would be served by the Metro Green and Crenshaw/LAX Line and potentially provide higher capacity transit service from the South Bay to Inglewood. According to the LA County Expenditure Plan (Measure M), groundbreaking for the project is currently scheduled for 2026, with expected opening in 2030–2033.

Thus, there is a need to provide South Bay residents a high capacity transit connection from the regional rail system in the south to the LASED. Phase II is a possible future extension of the Inglewood Transit Connector that would connect the Hawthorne.

Phase II of the Inglewood Transit Connector Project meets the following goals:



Goal 1: Sustainability and Environmental Considerations



Goal 2: Neighborhood Protection and Preservation



Goal 3: Create an Effecient, Balanced, Multimodal Mobility Network



Goal 4: Congestion Reduction and Transportation Management System



Goal 5: Safety



Goal 6: Accessibility



Goal 7: Reliability



6.3.5 Local "Smart" Neighborhood Shuttles (Circulators – Citywide Coverage)

In addition to increasing coordination with transit agencies that are interested in providing service to Inglewood to increase regional connectivity, the Mobility Plan recommends replacing the "I" Shuttle with local "smart" shuttles that would provide local residents with free public transit options to move within the City of Inglewood.

These shuttles are proposed as on-demand intelligent shuttle systems that would provide local connections from each of the four quadrants of the City of Inglewood to Metro's regional rail system through the use of digital means (cellphone or computer "apps").

The Local Smart Neighborhood Shuttles Program meets the following goals:



Goal 1: Sustainability and Environmental Considerations



Goal 2: Neighborhood Protection and Preservation



Goal 3: Create an Effecient, Balanced, Multimodal Mobility Network



Goal 4: Congestion Reduction and Transportation Management System



Goal 6: Accessibility

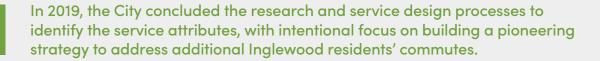


Goal 7: Reliability

This program would have the potential to help Inglewood's most vulnerable populations such as seniors and low-income residents by improving mobility for internal trip making and for greater access to regional trips via transfers to the regional bus or rail network.

6.3.6 Employee Travel Demand Management (TDM) Shuttles to LAX

In 2020, the City of Inglewood will launch an innovative transportation demand management (TDM) program for Inglewood residents who also work at neighboring Los Angeles International Airport (LAX). The program will offer access to a safe, reliable, and efficient ride-to-work service that will fill a vital gap in the local and regional transportation network affecting roughly over 3,000 Inglewood residents. The long-term plan for this program is to expand relevant TDM programs and services to all of Inglewood commuters.



The service design process leveraged qualitative and quantitative data to identify the preferred TDM service ranging from fixed-route, on-demand, TNC, and hybrid services. Through this research and analysis, the City uncovered one of North America's most inconceivable commute experiences. For example, the average Inglewood resident who works at LAX:

- Commutes only 3.6 miles
- Navigates varied work shifts, hours, and schedules
- Pays \$60/month to park a vehicle at a park and ride outside LAX to then take a shuttle to work
- Spends 1.5-2 hours completing their very short journey to work (one-way)

Through on-demand technology solutions, this program will launch a service that dynamically matches demand for multi-modal rides, leverage dynamic routing and virtual transit stop functionality, and safeguard on-time arrivals to work. Most importantly, residents will be in control of this commute experience by knowing pick-up, drop-off, and arrival details through a smart-phone app. Residents will be able to secure rides in advance as well as in real-time allowing for flexible usage. Inglewood will accumulate data-rich metrics surrounding local, regional, and state-wide goals for reductions to greenhouse gas emissions and vehicle miles traveled.

For the launch of the program, the service will be fully subsidized with no cost to Inglewood residents, and the program will secure future funding opportunities through grants, public-private partnerships, fares, and other key funding sources. Through the first phase of this service, residents will be able to secure transportation directly from Inglewood into the Central Terminal Area at LAX, with the intention of expanding to other key sections of the airport. Subsequently, the program will be analyzed and reviewed for expansion beyond serving only LAX employers via newfound funding opportunities, economic development, and other future variables.

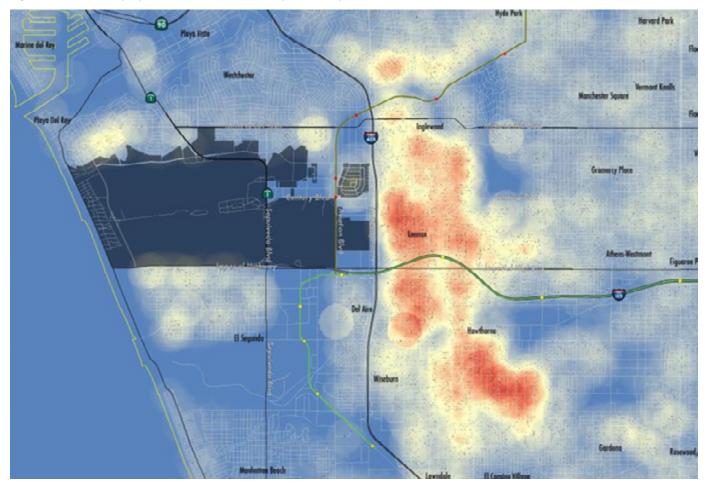
The program is part of an overall strategy to improve congestion, mobility, and quality of life for City of Inglewood residents, and it will achieve the following key benefits to the community and neighboring partners:

- Reduce single-occupant vehicle travel and congestion on local roads
- Establish a community-service that directly impacts workforce development and employment retention
- Enable residents to save time, money, and stress by offering a better commute experience
- Provide a highly competitive transportation option for residents who work at LAX
- Offer a reliable commute method that removes the need to own and operate a vehicle





Figure 61 - LAWA Employees Residence's LA County Heat Map



35% of LAX employees live within 5 miles, in Inglewood, Hawthorne, and Lennox Source: City of Inglewood, 2017

The Centinela/Florence Grade Separation Project meets the following goals:



Goal 1: Sustainability and Environmental Considerations



Goal 2: Neighborhood Protection and Preservation



Goal 3: Create an Effecient, Balanced, Multimodal Mobility Network



Goal 4: Congestion Reduction and Transportation Management System



Goal 5: Safety



Goal 6: Accessibility



Goal 7: Reliability



6.3.7 Installation of Transit/Shuttle Signal Priority System (TPS)/Dedicated Bus Lanes for Event Day Service

The Mobility Plan proposes the installation of a Transit/Shuttle Signal Priority System (TPS) along key major travel corridors that the buses traverse on. These corridors would include Prairie Avenue, Century Boulevard, Centinela Avenue, Manchester Boulevard, Arbor Vitae Street, Florence Avenue, La Brea Avenue/Hawthorne Boulevard and Pincay Street.

The installation of transit/shuttles Signal Priority System/Dedicated Bus Lanes for Event Day Service meets the following goals:



Goal 1: Neighborhood Protection and Preservation



Goal 4: Congestion Reduction and Transportation Management System



Goal 5: Safety

6.3.8 Bus Stop Improvements

To encourage the use of public transportation, the Plan recommends bus stop improvements within the City of Inglewood. These enhancements include but are limited to, bus shelters, trash bins and other amenities such as real-time bus arrivals information using Next-Bus or similar technology that would provide information at the bus stop as well as via an "app" provided.

The installation of bus stop improvements meets the following goals:



Goal 1: Sustainability and Environmental Considerations



Goal 3: Create an Effecient, Balanced, Multimodal Mobility Network



Goal 5: Safety



Goal 6: Accessibility

6.4 Active Transportation and Safe Route to School Improvements

Active transportation refers to non-motorized, human-powered transportation—primarily walking and bicycling—but may also include skateboarding, wheelchairs or any non-motorized means of transportation.



The City of Inglewood can help alleviate roadway congestion, reduce greenhouse gas emissions and improve air quality, improve physical health and wellness, and reduce obesity rates by making active transportation a viable option for everyday travel.



The proposed active transportation and safe route to school improvements proposed in this Mobility Plan were identified in close coordination with the Inglewood Planning Department as they are getting ready to publicly release their Active Transportation and Safe Routes to School Plan later this year. The proposed Draft Active Transportation Plan for the City of Inglewood consists of the following major components:

- 1. Bicycle Facilities Plan
- 2. Pedestrian Facilities Plan
- 3. Safe Route to School (SRTS) Plan, and
- 4. American with Disabilities Act (ADA) Transition Framework Plan

6.4.1 Bicycle Facilities Plan

The plan improves and expands upon the existing bicycle network, proposing 56.7 miles of new bikeways to address bikeway network gaps. Promoting potential bikeways and additional links to the existing network, installing secure bicycle parking facilities, and educating the public about bicycle routes and facilities can help to increase bicycling and reduce vehicle trips and VMT within the City of Inglewood.

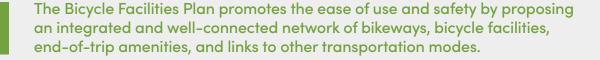




Figure 62 - Proposed Bikeways





6.4.2 Pedestrian Facilities Plan

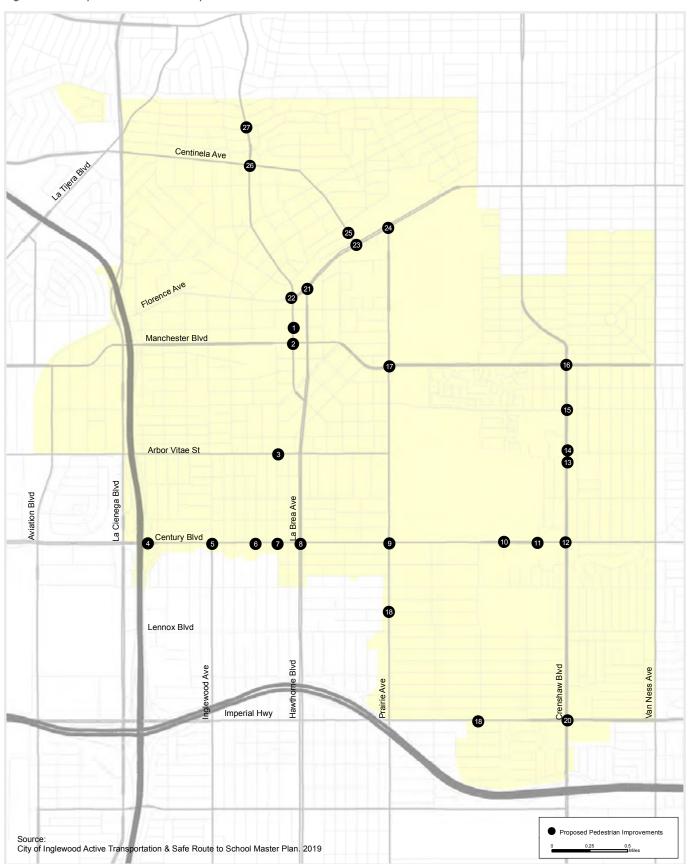
The Pedestrian Facilities Plan provides the following:

- Enhanced network of sidewalks
- Proposes to enhance comfort, safety and connectivity in the City's mobility network
- Encourages the development and implementation of a variety of design measures to increase walking and reduce vehicle trips and miles within the City
- Develops a safe and adequate pedestrian circulation system which is a barrier free for the handicapped

Opportunities for Pedestrian-Friendly Environment

- Widen sidewalks at busy locations (e.g., along Florence Avenue, especially in the proximity of train stations, within the Hollywood Park Site, Prairie Avenue and Century Boulevard)
- Provide wayfinding/destination signages along major streets and in the downtown area
- Provide street furniture, especially in downtown area
- Pedestrian bridges at locations where grade separations are considered or at intersections with high incidence of pedestrian/vehicle conflicts.
- Crosswalks that are clearly painted and are continental-style crosswalks at high pedestrian activity areas.

Figure 63 – Proposed Pedestrian Improvements





6.4.3 Safe Route to School (SRTS) Plan

It also provides individual, "mini plans" for each of Inglewood's 17 schools and citywide efforts to support and complement the individual plans. The "mini plan" for each school includes engineering improvements ranging from intersection modifications to new sidewalks or bikeways. The two primary purposes of a SRTS Plan is to make it safer for students to walk and bicycle to school and to increase the number of students choosing to walk and bicycle to school.



The key objective of the Safe Route to School (SRTS) Plan is to improve safety and remove any barriers in order to encourage students to walk and bike to schools in Inglewood.

The Safe Routes to School Plan is based on the 'Six E's' approach: Engineering makes physical improvements to the route's students use to walk or bike. Encouraging students promotes more students walking and biking to school. Education can teach students safe walking and bicycling habits, teach parents the importance of safe driving habits, and emphasize health and environmental benefits. Enforcement ensures that rules and laws of the road are followed, and that safe pick-up and dropoff practices are adhered to at the schools. Evaluation helps track the Plan to assess its success and to modify it accordingly. Equity ensures safe, active and healthy opportunities for all demographic groups.

6.4.4 American with Disabilities Action (ADA) Transition Framework Plan

The American with Disabilities Act (ADA) Transition Framework Plan consists of recommendations to remove ADA barriers at each of the locations surveyed under the Pedestrian Facilities and Safe Routes to School Plans. It includes a Transition Framework Plan for the City to follow in order to satisfy the requirements of ADA Title II, Part 35, Subpart D – Program Accessibility. The Transition Framework Plan includes the following details relative to the ADA: Guidelines for ADA Accessibility, Inventory of Physical Barriers, Assessment of Curb Ramps Requirements, Accessible Pedestrian Signals, and Recommendations for Removal.



The intention of this Mobility Plan is to provide guidelines on how to make a more accessible City for ADA users.

The current physical inventory of ADA conditions at 27 pedestrian locations were evaluated in the Plan and include approximately 112 curb ramps and 155 signal pushbuttons. The majority of the existing curb ramps are non-compliant based on major non-compliance criteria such as the ramp being too narrow, the ramp running or cross slope being too steep or the ramp missing tactile warning devices. Curb ramps missing one or more of these criteria gravely impacts accessibility. Accessible Pedestrian Signals (APS) and Push Buttons is an integrated system that communicates to pedestrians in a visual, audible, and vibrotactile manner when to cross a street at a signalized intersection. There is currently only one location where APS push buttons exist. The use of APS push buttons is required to meet ADA standards and it is recommended that APS push buttons are installed at all 27 pedestrian intersection locations. It is also recommended that the City target ADA barrier removal within the next ten years.



Together, these active transportation improvements meet the following goals:



Goal 1: Sustainability and Environmental Considerations



Goal 2: Neighborhood Protection and Preservation



Goal 3: Create an Effecient, Balanced, Multimodal Mobility Network



Goal 5: Safety



Goal 6: Accessibility

6.5 Roadway Improvements

Another important category of improvements are measures to enhance intersection operations at critical intersection locations. Intersections are primary bottleneck points in the transportation system since the capacity of the system must be shared at intersections, and operational breakdowns can result if too much travel demand occurs as compared to the designed capacity of the intersections. A series of critical intersection locations have been identified and are candidates for improvements proposed as part of the Mobility Plan.

These roadway improvements meet the following goals:



Goal 4: Congestion Reduction and Transportation Management System





The recommendations not only address daily mobility improvements for workers, residents and visitors, but also addresses mobility improvements for future patrons at the LASED, proposed IBEC, and YOLA venues currently in their planning phases. This Plan is a living document that will be implemented and refined over time.

This section identifies potential Federal, State, Regional and Local funding sources that could be available to the City. However, it should be noted that although these sources may be available, many are competitive grant programs, often managed by the LA Metro in its role as the Regional Transportation Agency (RTPA) for Los Angeles County. Federal, State, Regional and Local funding is dynamic and evolving. New programs may be implemented, while others may be eliminated or replaced by new funding opportunities. Additionally, on the Local level many of the sources that could be available to the City, may have already been programmed and/or budgeted to other existing or proposed programs or projects. The final section of this section includes a table listing the recommended improvements and assigns potential eligible funding sources.

In the previous section, this Plan identified and recommended a set of multimodal transportation improvements to advance mobility throughout the City of Inglewood as it continues its emergence as the City of Champions, and to spur economic development.

7.1 Funding Sources — Federal

Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program

BUILD Transportation Grants are intended for investments in surface transportation infrastructure and are awarded on a competitive basis to projects that will have a significant local or regional impact. BUILD funding can support roads, bridges, transit, rail, ports or intermodal transportation. In 2019, the Federal Department of Transportation intended to award 50% of the grant funding to projects located in rural areas. The selection criteria for this discretionary grant program encompasses safety, economic competitiveness, quality of life, state of good repair, innovation and partnerships with a broad range of stakeholders. This program is managed by LA Metro.

Small Starts

This competitive grant program administered by the Federal Transit Administration (FTA) provides funding for new fixed guideway systems (light rail, commuter rail, etc.), extensions to the existing system, fixed guideway Bus Rapid Transit (BRT) and corridor-based BRT systems. Projects must have a total cost of less than \$300 million, and total Small Starts funding sought is less than \$100 million. The evaluation and rating system criteria are based on the project's justification, including mobility, environmental benefits, congestion relief, economic development, land use and cost effectiveness (cost per trip). Additionally, there is a local financial commitment which is based on the acceptable degree of local financial commitment including evidence of stable and dependable financing sources. FTA's funding recommendations are driven by a number of factors including: the readiness of the project for capital funding, the project's overall rating, geographic equity and the amount of available funds versus the number and size of the projects in the pipeline.



New Starts

This competitive grant program is administered by the FTA. It provides funding for new fixed guideway systems (light rail, commuter, rail, etc.), extensions to the existing system, fixed guideway BRTs and corridor-based BRTs. Project approval is given in stages starting with project development. This phase requires that projects have completed the environmental review phase, selected a Locally Preferred Alternative (LPA), and have been adopted into a fiscally constrained Long-Range Transportation Plan. Project must also provide evidence that there is an acceptable degree of local financial commitment including evidence of dependable financing sources. It should be noted that LA Metro itself has received numerous New Starts grants for all three phases of the Purple Line Extension as well as the Regional Connector projects currently under construction. Furthermore, it should be assumed that LA Metro will continue to apply for New Starts grants as it continues to implement its Measure M Transit Capital program.

7.2 Funding Sources — State (California)

7.2.1 Cap and Trade Auction Revenues

Cap and Trade is a market-based regulation that is designed to reduce greenhouse gases from multiple sources. Cap and Trade sets a firm limit or cap on GHGs and minimizes the compliance cost of achieving goals established in AB 32. The State created several competitive grant programs that are funded through Cap and Trade revenues. The amount of funds available through these programs are set through the State budget process and depend on the amount of revenue generated by the sale of carbon emission credits.

Figure 64 – California State Transportation Agency Logo



Source: California State Transportation Agency Website , accessed January 2020

- Transit and Intercity Rail Capital Program (TIRCP) This program, administered by the California State Transportation Agency (CTSA), was created by Senate Bill 862 and modified by Senate Bill 9 to provide grants from the Greenhouse Gas Reduction fund to pay for transformative capital improvements that will modernize California's intercity, commuter and urban rail systems, and bus and ferry transit systems to reduce emissions of greenhouse gases by reducing congestion and vehicle miles traveled. The program has the following objectives: reduce greenhouse gas emissions, expand and improve rail service to increase ridership, integrate rail service of the State's various rail operations, and improve safety.
- Affordable Housing and Sustainable Communities Program (AHSC) This program is administered by the Strategic Growth Council and implemented by the Department of Housing and Community Development (HCD). It funds land-use, housing, transportation and land preservation projects to support infill and compact development that reduce greenhouse gas emissions. The Program assists the project area by providing grants and/or loans, or any combination thereof, that will achieve GHG emissions reductions and benefit Disadvantaged Communities through increasing accessibility of affordable housing, employment centers, and key destinations via low-carbon transportation resulting in fewer vehicle miles traveled through shortened or reduced trip length or mode shift from Single Occupant Vehicles using transit, bicycling or walking. Three project area types have been identified to implement this strategy: TOD areas; Integrated Connectivity Project Areas (ICP) or Rural Innovation Project Areas (RIPA). The maximum loan or grant award is \$20 million with minimum award of at least \$1 million in TOD areas, and \$500,000 in ICP and RIPA areas. A single developer may receive no more than \$40 million.

- Eligible Activities include: Affordable Housing Developments, Housing related infrastructure, sustainable transportation infrastructure, transportation related amenities and program costs (including active transportation, transit ridership, or criteria air pollutant reduction programs)
- Eligible Applicants include any of the following: A locality, public housing authority,
- redevelopment successor agency, transit agency or operator, RTPA, local transportation commissions, congestion management agencies, joint power authorities, school district, facilities district, university or community college district, developer or program operator

7.2.2 Transportation Development Act (TDA) – Article 3

It provides funding to be allocated to transit and non-transit projects that comply with regional transportation plans. It provides two funding sources: Local Transportation Fund (LTF) which is derived from ¼ cent of the general sales tax collected statewide. The sales tax collected in each county is returned to that county. The second is State Transit Assistance which is used for transit operations. In Los Angeles County, 2% of the TDA Article 3 funds are allocated to local jurisdictions based on 85% population and 15% to the City and County of Los Angeles unincorporated areas. These funds can be used for the planning and construction of bicycle and pedestrian facilities. By ordinance, LA Metro is responsible for administering the program and establishing its policies.

The funds are allocated annually on a per capita basis to both the Cities and County of Los Angeles. Local agencies may either draw down these funds or place them in reserve. The following are eligible uses: engineering expenses leading to construction; right of way acquisition; construction and reconstruction; retrofitting existing bicycle and pedestrian facilities including the installation of signage to comply with the American with Disabilities Act (ADA); route improvements such as signal control for cyclists, bicycle loop detectors, rubberized rail crossings and bicycle friendly drainage gates; and purchase and installation of bicycle facilities such as secure bicycle parking, benches, drinking fountains, changing rooms, restrooms and showers which are adjacent to bicycle trails, employment centers, park and ride lots and/or transit terminals that are accessible to the general public

The TDA Act of 1971 was enacted by the California Legislature to improve existing public transportation services and to encourage regional transportation coordination.



7.2.3 Active Transportation Program (ATP)

This competitive grant program was created in 2013 by Senate Bill 99 to encourage increased use of modes of transportation, such as walking and biking. It consolidated various state and federal transportation programs in a single program. The goals of the ATP include, but are not limited to, increasing the proportion of trips accomplished through walking or biking, increasing safety and mobility of non-motorized users, advancing efforts by regional agencies to achieve greenhouse gas reduction goals, enhancing public heath, and providing a broad spectrum of projects to benefit many types of users including disadvantaged communities. In 2017 with the passage of SB 1, described below, \$100 million annually from the Road Maintenance Account is directed to the ATP, significantly augmenting the available funding for this popular program.

Figure 65 - South Bay Cycling Group Riding in Inglewood



Source: Seth Davidson, April 2019

7.2.4 Regional Improvement Program (RIP)

RIP funds are part of the State Transportation Improvement Program (STIP), which is the biennial five-year plan adopted by the California Transportation Commission to fund capital improvements on and off the State Highway System that increase capacity of the transportation system. It programs dollars for state highway improvements, intercity rail and regional highway and transit improvements (RIP). Metro as the RTP proposes regional projects for itself, Caltrans and local agencies. Each new STIP adds two years of programming capacity.

The RIP accounts for 75% of these funds which are distributed by formula with 60% allocated to southern counties in the State and the remaining 40% to the northern counties. Capital projects, including project development, needed to improve transportation in the region including State highways, local roads, public transit (including buses), intercity rail, pedestrian and bicycle facilities, grade separations, TSM, Transportation Demand Management, sound walls, intermodal facilities, and safety are eligible uses. Los Angeles County projects have been selected through LA Metro's Call for Projects, which has been suspended pending an update to LA Metro's Long Range Transportation Plan or through Metro Board action.



7.2.5 Environmental Enhancement and Mitigation Program (EEMP)

The EEMP program was established in 1989 and amended in 2013. Local, state and federal agencies and non-profit organizations may apply to the California State Resources Agency which reviews and recommends a list of projects to the California Transportation Commission for funding. It encourages projects that produce multiple benefits which reduce greenhouse gas emissions, increase water use efficiency and reduce risks from climate change. Eligible projects mitigate the negative environmental effects, over and above that required, of transportation facilities modified or constructed in 1990 or later. Grants are generally limited to \$500,000. Additional scoring points are given for matching funds otherwise not required.

7.2.6 Senate Bill 1 – The Road Repair and Accountability Act of 2017

SB 1 increases and indexes the State Gas Tax to inflation to provide an estimated \$52.5 billion for transportation purposes over the next 10 years for investments targeted towards fix-it-first purposes on local streets, road, highways transit operations, maintenance, capital investments and active transportation. There are several programs included in SB 1, in addition to providing funding for the ATP described above, but only those applicable to this Mobility Plan are described below:

- Local Streets and Roads Program SB1 dedicates approximately \$1.5 billion per year in new
 formula revenues to cities and counties for basic road maintenance, rehabilitation and safety
 projects on local streets and roads. To be eligible for funding, each year cities and counties must
 submit a proposed project list adopted at a regular meeting by their board or city council. This list
 is then submitted to the California Transportation Commission. Once reviewed and adopted, the
 Commission sends the list to the State Controller to apportion the funds for that fiscal year
- Local Partnership Program (LPP) This program is closely modelled after the Proposition 1B State
 Local Partnership Program. The Program provides local and regional transportation agencies that
 have passed local sales tax measures, developer fees, or other imposed transportation fees with a
 continuous apportionment of funds annually to fund road maintenance, rehabilitation, sound walls
 and other transportation improvement projects. It provides funding to address aging infrastructure,
 road conditions, Active Transportation, health and safety benefits. Funds are distributed through 50%
 statewide competition and 50% formula

Figure 66 – Senate Bill 1, the Road Repair and Accountability Act of 2017 Logo



Source: California Department of Transportation Website, Accessed January 2020



7.3 Funding Sources — Regional (Southern California)

7.3.1 Mobile Source Air Pollution Committee Funding Program (MSRC)

In the South Coast Air Quality Management District (AQMD) area, there is a \$12 vehicle registration surcharge to fund air pollution efforts per AB 2766. Of this fee, \$4 is divided as follows: 30% is used by AQMD to reduce motor vehicle air pollution and to implement the California Clean Air Act, 40% is distributed based on population to cities and counties to reduce motor vehicle air pollution, and 30% is discretionary, on a competitive basis, recommended by the MSRC to the AQMD Board. Eligible projects include: Infrastructure such as capital improvements that further ATP goals including environmental, design, right-of-way, and/or construction phases. Non-infrastructure projects include: education, encouragement, and enforcement activities that further ATP goals, with a focus on start-up projects (ATP cannot fund ongoing program operations), infrastructure projects with non-infrastructure components and plans such as community wide bicycle, pedestrian, safe routes to school, or active transportation plans in disadvantaged communities.

7.3.2 South Bay Measure R Highway Transfer Program (SBHP)

Once every decade, LA Metro can amend Measure R funding to shift funds to meet current needs. However, once every 10 years commencing after the year 2019, Measure R Sales tax revenue can be transferred between transit and highway capital sub funds with Board Approval. The process focuses on sub-regions, generally lead by the local COG (Council of Government). Board chair and Inglewood Mayor James Butts stressed the need for any amendments to keep funding within sub-regions, e.g. if a San Fernando Valley project has a surplus, then that surplus should also be used in the Valley. In December 2019, the South Bay COG voted to shift \$560 million in uncommitted South Bay Measure R highway funds (and Measure M sub-regional funds) to support regional transit projects throughout the South Bay.

7.3.3 Measure M Sub-Regional Equity Fund

In 2015, when the Metro Board adopted the Measure M Ordinance and Expenditure Plan and included \$180M for the North San Fernando Valley Bus Rapid Transit Improvements, it also adopted an ancillary provision to provide equivalent funding to each sub-region, other than the San Fernando Valley. "The Sub-regional Equity Program will be provided as early as possible to the following sub-regions in the amounts (in thousands) specified here: AV* \$96,000; W* \$160,000; CC* \$235,000; NC* \$115,000; LVM* \$17,000; GC* \$244,000; SG* \$199,000; and SB* \$130,000." The sub-regions can spend that money any way they please." In December 2019, the South Bay COG voted to use the South Bay allocation of the Metro Sub-Regional Equity Program to fund the Centinela/Florence Grade Separation Project. The COG requested the LA Metro Board to recognize the COG's decision and potentially commit to the funding to the Centinela/Florence Grade Separation project. As of December 2019, the funding plan for the Centinela Grade Separation Project has not been determined and will require Metro Board Approval.

NC = North County, AV = Arroyo Verdugo, SB = South Bay, LVM = Las Virgenes Malibu, W = Westside, CC = Central City Area, GC = Gateway Cities, SG = San Gabriel Valley, SF = San Fernando Valley



Figure 67 – Measure M Celebration - Mayor Eric Garcetti at Union Station

Source: Joe Linton/Streetsblog L.A., 2016



7.4 Funding Sources — Local (LA County)

7.4.1 Propositions, A, C, R and M

Los Angeles County voters approved four one-half cent sales taxes for transportation purposes in 1980 (Proposition A), 1990 (Proposition C), 2008 (Measure R) and 2016 Measure M). Through adopted guidelines, Metro administers the sales taxes. Each tax has identified many programs and projects including Local Return, which allocates funds on a per capita basis to local jurisdictions.

- Proposition A's Local Return program is 25% of the sales tax revenues. This is the only one of the
 four sales taxes which allows local jurisdictions to trade funds to other jurisdictions in exchange for
 general or other funds, if the traded funds are used for public transit purposes. Capital Reserve
 Accounts can be established with Metro Board approval. Proposition A Local Return funds must be
 used exclusively to benefit public transit expenditures related to fixed route and paratransit services,
 TDM, TSM, and fare subsidies programs exclusively benefitting transit
- Proposition C's Local Return program is 20% of the sales tax revenues with funds used exclusively
 for public transit purposes related to fixed route and paratransit services. In addition to these types
 of services, eligible projects include TDM, TSM, and fare subsidy programs that exclusively benefit
 transit, congestion management programs, commuter bikeways and bike lanes, state transportation
 improvements supporting public transit service and Pavement Management System projects
- Measure R's Local Return program is 15% of the sales tax revenues. Eligible projects include major street surfacing, rehabilitation and reconstruction, pothole repair, left turn signals, bikeways pedestrian improvements, streetscapes, signal synchronization and transit
- Measure M's Local Return program is 16% of the sales tax revenues. These funds can be used for: major street resurfacing, rehabilitation and construction, pothole repair, left turn signals, bikeways, pedestrian improvements, streetscapes, signal synchronization, and transit

In addition to the Measure M Local Return program, this sales tax measure contains several other funding categories including, but not limited to: 405/110 High Occupancy Vehicles Ramps and Interchanges, LA Metro ATP, Highway Efficiency program, First/Last Mile Complete Streets, South Bay Highway Operational Improvements and Sub regional Equity funds. These programs have management processes and may require the City to work with the South Bay COG and LA Metro staff in the application and approval process.

Measure M also required that local jurisdictions with a rail line traversing it provide a 3% local contribution to the Line's construction. The Crenshaw/LAX line currently under construction crosses the City of Inglewood. In addition to providing a cash contribution, Metro agreed to accept First/Last Mile projects which were not included in the Crenshaw/LAX Line's scope of work. On August 23, 2016, the City and LA Metro executed a Memorandum of Understanding in which the City pledged \$12 million in funding, of which \$6 million would be paid overtime and \$6 million represented First/Last Mile projects.



7.4.2 Metro Call for Projects

Metro initiated the Call for Projects (Call) process in the 1990s. As previously state, The Call is a competitive process that distributes discretionary capital transportation funds to regionally significant projects in discrete funding categories such as Regional Surface Transportation, Signal Synchronization, Transit Capital, Bicycle and Pedestrian. The City of Inglewood has been a recipient of Call funding. In addition, the City of Inglewood is a member of the South Bay Traffic Forum administered and managed by the County of Los Angeles. The County has several active Call grants.

7.4.3 Express Lanes Net Toll Revenue Re-Investment Grant

Express lanes have been constructed on both the I-110 (Harbor) and I-10 (San Bernardino) Freeways. In conjunction with the State and Federal government, LA Metro hopes to expand Express Lanes to other freeways in the County. Measure M includes future funding for an Express Lane on the I-105 Freeway.

State law requires the net toll revenues generated by the Express Lanes be reinvested in the corridor from which they were derived. The first priority for these dollars is to cover the direct expenses related to the maintenance, administration and operation of the lanes. Any remaining revenue produced is used in the corridor from which it was generated through the Net Toll Revenue Reinvestment Grant Program.

The primary objective of this grant program is to increase mobility throughput, via implementation of integrated strategies that enhance transit operations, TDM, TSM, active transportation and capital investments. Currently, projects need to be within a three-mile radius (The City of Inglewood is outside of this area). Projects beyond a three-mile radius must have demonstrated regional significance. It is anticipated that as LA Metro expands Express Lanes to another freeway, including the I-105, a similar grant program may be instituted.

7.4.4 Capital Improvement Program (CIP)

The City of Inglewood prepares a five-year CIP which contains all the individual capital projects, equipment purchases and major studies, in conjunction with construction and completion schedules, and in consort with financing plans. It provides a working blueprint for sustaining and improving the City's infrastructure through coordinating strategic planning, financial capacity and physical development.

The CIP has two parts – a capital budget which is the upcoming year's spending plan for capital items and a capital program which is a plan for capital expenditures that extends typically five to ten years beyond the capital budget.

Funds included in the CIP include general funds, Local Return funds, federal and state transportation funds and sewer and utility revenues to mention a few. The City is currently embarking on an update to its current CIP.

7.4.5 Transportation Infrastructure Impact Fees and Mitigations

These fees are imposed by a local jurisdiction on new or proposed development projects to pay for all or a portion of the cost of providing facilities and/or public services. They help fund and pay for the construction or needed expansion of offsite capital improvements attributed to the new development.

- TIIF and/or Mitigation impact fees are implemented to help reduce the economic burden on local
 jurisdictions. They can be applied before the new development is started or completed. Additionally,
 they can be applied to any new construction from single family homes, apartments, and even
 commercial buildings
- Mitigation Fees focus on the environment and are charged to reimburse or compensate the community for the negative impact that the development may have on the community
- In Lieu Fees are different from Mitigation Fees and are not as flexible because they relate only to required dedications where they can be used appropriately

The Inglewood Transit Connector: The City is developing a funding plan for the Inglewood Transit Connector, which will rely on several sources of funds, which include:

- TIRCP
- Measure R Highway Transfer Funds
- City funds, which include but are not limited to:
 - Incremental increase to Local Business Tax
 - General Property Tax incremental due to increased property values
 - Sales Tax incremental due to increased spending
 - Short term rental tax (e.g. Airbnb)
 - Fiber Optic leasing revenues
 - Digital Billboard Advertising
- Projected Generated funds, which include but are not limited to:
- Fare Box (variable pricing for event and non-event ridership)
 - Corporate Sponsorship
 - Advertising
 - Joint Development
- Sports and Entertainment Venue and City Stakeholders



Exhibit A — Transportation Improvement Projects and Funding Sources

Transportatio Categroy	n Improvement Project(s) Description	Cost	Source of Funding	
	ITS Gap Closure Improvements	\$13.5 M	Measure M Transportation System and Mobility Improvements Program	
ITS Improvements	Prairie Ave Dynamic Lane Control System	\$13.1 M	Measure M Funds	
	La Brea Inglewood Transit Plaza	Final cost estimates to be determined	Inglewood General Funds	
	Intermodal Transit Facility at Hollywood Park	\$11 M	Measure R South Bay Highway Program	
Transit System	Phase II of the Inglewood Transit Connector	Final cost estimates to be determined	To be determined at a later date.	
Improvements	Local "Smart" Shuttles (Circulators – Citywide Coverage) to connect to LRT and ITC mass transit provisions	Final cost estimates to be determined	Inglewood General Funds; City Parking Revenues	
	Installation of Transit/Shuttle Signal Priority System (TPS) along key major travel corridors	Costs to be determined at a later stage	Metro Micro Transit Program; ITS Program Funding	
	Employee TDM Shuttles to LAX	\$10.6 M	LAWA Inglewood MOU	
Transit System Improvements	Bus Stop Improvements	Costs to be determined at a later stage	City of Inglewood, Developer Mitigations	
	The Centinela/Florence Grade Separation Project	\$100 M - \$150 M	Sub regional Equity Fund Program	
First/Last Mile Improvements	Pedestrian Network Enhancements (CIP, Ramp, + Ped Countdown Project) Implementation of American with Disabilities Act (ADA) Transition Framework Plan (Measure R, and sidewalk improvements in all local and arterial projects) Implementation of the Safe Routes to School (SRTS) Plan	\$6 M	3% contribution of local match Measure M funds	
	Event Park-and Ride Program	Potential maximum 550K annually	City General Fund	
Parking Program	Residential Permit Parking Program	\$1 M	Inglewood General Funds; City Parking Revenues	

^{*} Note that the \$6M is the cost of the City share for the First/Last Mile improvements, not the actual cost for all of the first/last mile improvements.

It should be noted that the transportation projects and improvements and the funding sources identified for each of the projects listed in this Mobility Plan will continue to be refined and developed over time as more sources become available. This Plan is a living document that will be implemented over time.

2019 City of Inglewood

Mobility Plan

Conclusion

This Plan is drafted to serve as a guiding tool for making sound transportation decisions in the City of Inglewood as the City continues to evolve and redefine itself as world-class sports and entertainment center for the greater Los Angeles region.

This Mobility Plan creates a multi-modal and sustainable city by increasing access to transit while comprehensively looking at roadway improvements, encouraging innovation and intelligent transportation systems, promoting active transportation plans and committing to executable transportation demand management strategies to help support the transformation of Inglewood into a world-class city with a world-class transportation system.

As the City continues to grow, this Plan will continue to be refined and implemented over time to ensure the City develops and advances transportation strategies that support economic and quality of life opportunities for its community.

