

Program Scope

The Inglewood Mobility and Congestion Relief Program combines three interrelated elements:

- (1) **Inglewood Transit Connector Project (ITC)** - 1.6-mile fully elevated, automated transit system offering a transfer at its northern terminus to LA Metro's new K Line, providing access to regional rail destinations throughout Southern California;
- (2) **Inglewood Bike Lanes from Airport Metro Connector** - new bike lanes, including a Class II bike lane along W. Arbor Vitae Street, as well as Class III bike lanes along adjoining streets, will provide connectivity between ITC's Hardy Street station and the Airport Metro Connector (AMC) at Aviation/96th Street, a regionally-significant intermodal station integrating Metro light rail, municipal bus service for five of the County's largest operators, and a new automated people mover to all of Los Angeles International Airport's passenger terminals; and
- (3) **ITS Improvements** - a package of Intelligent Transportation System elements along arterials paralleling the I-405 and at I-105 entrance and exit ramps.

The Program's unique multimodal approach will reduce traffic congestion in the City of Inglewood, including both local streets and major corridors, and access ramps at the I-405 and I-105.



Figure 1: Conceptual Rendering of Inglewood Transit Connector, Market Street Station

Nominating Agencies

- Caltrans in partnership with Inglewood

Program Cost: \$1.6 B

- ITC Guideway & Track Elements
- Stations, Stops, Terminals, Intermodal
- Right-of-Way, Land, Existing Improvements
- Inglewood Bike Lanes
- ITS Improvements

Anticipated ITC Project Schedule:

- CEQA Approval (completed Apr. 2022)
- NEPA EA (completed Dec. 2022)
- ITC DBFOM RFP (2022)
- Construction Start (2023)
- ROW Acquisition Completion (2024)
- Substantial Completion (2027)
- Start of Passenger Service (2028)

Key Program Benefits:

Increased Ridership



Housing Access



Access to Jobs



Air Quality



Equity



Program Details

The centerpiece of the Program is the ITC Project, a three-station, 1.6-mile fully automated, elevated, fixed-guideway transit system in Inglewood, California, one of the fastest-growing cities in Los Angeles County. The ITC Project will complete a critical first/last mile gap between the City's new housing and employment centers and sports and entertainment venues and the Los Angeles County Metro Rail system via a convenient transfer to the Metro K Line's Downtown Inglewood Station.

The ITC Project includes three new stations at the intersections of Market Street / Florence Avenue, Prairie Avenue / Manchester Boulevard and Prairie Avenue / Hardy Street, pedestrian bridges and vertical circulation, a Maintenance and Storage Facility, power distribution substations, new multimodal ground floor uses at the Market Street / Florence Avenue and Prairie Avenue / Hardy Street stations, roadway improvements and other landscape/hardscape improvements.

The Inglewood Bike Lanes to the AMC and ITS Improvements will further reduce congestion within the City and along the I-405 and I-105 corridors and support the objectives of the Solutions for Congested Corridors program by expanding transportation choices for commuters in Inglewood and the South Bay, increasing throughput along existing arterials without adding new roadway capacity, and improving safety for bicyclists, drivers, and transit users.

Impact on Greenhouse Gases

All three Program elements will improve air quality in the City, the Region, and throughout the South Coast Air Basin. As a result of the increased transit ridership, the ITC Project will reduce vehicle miles traveled (VMT) and thus greenhouse gas (GHG) emissions. While the Inglewood Bikes Lanes will contribute to a mode shift in the region further reducing VMT and GHG emissions. The ITS Improvements complement the other Program elements by easing traffic congestion in the corridor, further reducing GHG emissions. These air quality improvements not only reduce GHG emissions, they advance the Governor's and CALSTA's goals to promote racial equity and environmental justice by improving air quality and maximizing climate change benefits for Inglewood,

which is a majority minority and designated disadvantaged and low-income community.

Transportation Equity

The Program will expand accessibility and connectivity to regional employment hubs and destination centers, particularly for the low-income and historically disadvantaged communities in the area. Ninety-five percent (95%) of the Program's service area is in historically disadvantaged communities. The option to connect to regional rail and bus services will reduce automobile reliance for low-income and historically disadvantaged residents as well as for those visitors traveling to Inglewood for major events. The Inglewood Bike Lanes and ITS Improvements will provide additional benefits through a combination of quality-of-life features, including reduced traffic congestion, allowing area residents to avoid the severe traffic conditions that arise in those neighborhoods before and after major events.

Reduces Congestion & Improves Levels of Service

While Inglewood's rapid growth promises many economic benefits for the City and region, it places an unsustainable burden on the local roadway and freeway networks, increases traffic congestion and GHG emissions, and degrades the quality-of-life for residents. The City's challenges are exacerbated by the lack of a high-quality transit link to the countywide Metro Rail system. By 2048, population and employment within the service area of each ITC station (within a 1/2-mile walking distance) is projected to grow 3x and 13x faster than the overall County's population and employment, respectively. In addition, the venues along the Program corridor are projected to host over 440 events annually at their facilities. The Program is needed to mitigate the impacts of limited mobility options in a corridor that is predominantly low income and underserved by the existing regional transit network.