

Message

From: Peter Puglese [ppuglese@cityofinglewood.org]
Sent: 7/6/2018 4:23:28 PM
To: Netai Basu [N.Basu@fehrandpeers.com]
CC: Louis A. Atwell [latwell@cityofinglewood.org]; Mindala Wilcox [mwilcox@cityofinglewood.org]; Christina Erwin [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=4dddbff2e8414460abdcaefc2d500dd-Christina E]; Tom Gaul [T.Gaul@fehrandpeers.com]; Mike Samuelson [M.Samuelson@fehrandpeers.com]
Subject: RE: Murphy's Bowl: Capacity Changes due to Inglewood CIP Projects (ref. 3002)

See answers below

From: Netai Basu <N.Basu@fehrandpeers.com>
Sent: Tuesday, July 3, 2018 10:16 AM
To: Peter Puglese <ppuglese@cityofinglewood.org>
Cc: Louis A. Atwell <latwell@cityofinglewood.org>; Mindala Wilcox <mwilcox@cityofinglewood.org>; Christina Erwin <CErwin@esassoc.com>; Tom Gaul <T.Gaul@fehrandpeers.com>; Mike Samuelson <M.Samuelson@fehrandpeers.com>
Subject: Murphy's Bowl: Capacity Changes due to Inglewood CIP Projects (ref. 3002)

Peter –

This message follows up on our conversation yesterday. You said that the capacity enhancing CIP project is the addition of northbound right-turn lanes on Prairie Avenue immediately near the former Hollywood Park site. I think that this would affect four, possibly five, of the intersections being studied in the transportation impact analysis for the IBEC, listed below. Of the intersections listed below, however, only Prairie Avenue & Kelso Street/Pincay Drive doesn't have a NBRT lane now. Please clarify whether and how these study intersections would be affected by the Prairie Avenue Improvement Project. If you have striping plans showing the overall improvement project on Prairie Avenue, that would be very helpful.

- Prairie Avenue & 97th Street – Existing RT Lane, no capacity increase. New Pavement only
- Prairie Avenue & Hardy Street - Existing RT Lane, no capacity increase. New Pavement only
- Prairie Avenue & Arbor Vitae Street - Existing RT Lane, no capacity increase. New Pavement only
- Prairie Ave @ Buckthorn (New Intersection) – Installation of RT Lane starting from Arbor Vitae (approx. 435').
- Prairie Avenue & Kelso Street/Pincay Drive – Installation of RT Lane starting from Buckthorn (approx. 910')
- Prairie Avenue & Manchester Avenue - Existing RT Lane, no capacity increase. New Pavement only

The Prairie Ave Improvement Project is about at 30% design. We do not have any striping plans yet.

The list below is taken from the attached CIP file, and includes the projects whose names suggest that they could result in changes to the existing physical characteristics of City streets, possibly affecting intersections or roadways being analyzed.

To be certain, please check this, and those listed in the attached file, and confirm that it's only the Prairie Avenue Improvement Project which will result in changes to the existing roadways.

- Imperial Hwy Improvement Project - None
- North La Brea (Florence to City Limit) - None
- Prairie Avenue Improvement Project - Indicated above
- Centinella Avenue Improvement Project - None
- Street & Alley Improvement Project FY 18-19 - None
- Sidewalk Improvement Project - None
- Transit Stop Improvement FY 18-19 -None

- ITS Phase 4B - None
- La Brea/Prairie HSIP - None, however LT Phasing will be added to Prairie @ Grace
- Centinella, HSIP -None, however LT Phasing will be added to (3) intersections
- LAWA ITS - Century, La Cienega, Manchester, Arbor Vitae - None
- First Last Mile (FLM) - Multi-modal Enhancement near Crenshaw/LAX LRT - None

Thank you very much.

-Netai Basu, AICP CTP

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