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**From:** Tom Gaul [T.Gaul@fehrandpeers.com]  
**Sent:** 7/18/2019 7:58:42 AM  
**To:** Peter Puglese [/o=Inglewood/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=a0aa41c64afa4f1b9f4a6b87cf610752-Peter Puglese]; Netai Basu [N.Basu@fehrandpeers.com]  
**CC:** Jeremiah LaRose [J.LaRose@fehrandpeers.com]  
**Subject:** RE: Information Questions - Traffic

Thanks, Peter!  
- Tom

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**From:** Peter Puglese <ppuglese@cityofinglewood.org>  
**Sent:** Thursday, July 18, 2019 7:58 AM  
**To:** Netai Basu <N.Basu@fehrandpeers.com>  
**Cc:** Jeremiah LaRose <J.LaRose@fehrandpeers.com>; Tom Gaul <T.Gaul@fehrandpeers.com>  
**Subject:** RE: Information Questions - Traffic

Per the attached email from Metro, what we talked about is the correct final design for Florence and La Cienega.

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**From:** Netai Basu <N.Basu@fehrandpeers.com>  
**Sent:** Wednesday, July 17, 2019 6:59 PM  
**To:** Peter Puglese <ppuglese@cityofinglewood.org>  
**Cc:** Jeremiah LaRose <J.LaRose@fehrandpeers.com>; Tom Gaul <T.Gaul@fehrandpeers.com>  
**Subject:** RE: Information Questions - Traffic

Thanks very much for your call this afternoon, Peter. My notes are below.

The City's signal system does not have emergency vehicle pre-emption capabilities, and this feature is not included in the ongoing upgrades to the system.

The plans you have (dated 2016) show that the southbound approach will be different from what's in the Final EIR/EIS. It will provide:

- 1 left-turn lane, 1 shared through/left-turn lane, 1 through lane and 1 right-turn lane.

-Netai

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**From:** Netai Basu  
**Sent:** Tuesday, July 16, 2019 12:22 PM  
**To:** Peter Puglese <ppuglese@cityofinglewood.org>  
**Cc:** Jeremiah LaRose <J.LaRose@fehrandpeers.com>  
**Subject:** Information Questions - Traffic

Hi Peter –

Following up on the voicemail I just left, please advise on these 2 information questions asap. Thank you!

First, does the City's signal system currently have pre-emption capabilities? If not, will this feature be added as part of the ongoing upgrades to the City's signal system?

Second, what will be the future lane configuration of La Cienega & Florence? It appears that cumulative analysis should include a fourth southbound lane (a through lane) in the future analysis of this intersection.

The southbound approach is currently reduced for Crenshaw/LAX LRT construction and has

- 1 left-turn lane, 1 shared through/left-turn lane and 1 shared through/right-turn lane.

The lane configuration shown in the Final Supplemental EIR/EIS for the LRT project adds a through lane, showing

- 1 left-turn lane, 1 shared through/left-turn lane, 1 through lane and 1 shared through/right-turn lane.

Reference cited is on page 50 of the PDF document here:

[http://media.metro.net/projects\\_studies/crenshaw/images/FEIS\\_FEIR/Appendix\\_G\\_Traffic\\_Analysis.pdf](http://media.metro.net/projects_studies/crenshaw/images/FEIS_FEIR/Appendix_G_Traffic_Analysis.pdf)

-Netai

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