Thanks, Peter!
- Tom

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

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
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:

-Netai

Fehr Peers
Improving Communities Since 1985
600 Wilshire Blvd, Suite 1050
Los Angeles, CA 90017
Direct (213) 261-3073
n.basu@fehrandpeers.com
asap.fehrandpeers.com