

Message

**From:** Mike Samuelson [M.Samuelson@fehrandpeers.com]  
**Sent:** 2/21/2019 2:15:51 PM  
**To:** Peter Puglese [/o=Inglewood/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=a0aa41c64afa4f1b9f4a6b87cf610752-Peter Puglese]  
**CC:** Netai Basu [N.Basu@fehrandpeers.com]; Jeremiah LaRose [J.LaRose@fehrandpeers.com]  
**Subject:** RE: Future Lane Geometries for IBEC EIR

Hi Peter,

Following up on this email from last week. I'm also available for the rest of the day or tomorrow if you'd prefer to talk on the phone.

Thanks,  
Mike

**Mike Samuelson, AICP**  
Senior Transportation Planner

**FEHR PEERS**

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**From:** Mike Samuelson  
**Sent:** Friday, February 15, 2019 11:58 AM  
**To:** 'Peter Puglese' <ppuglese@cityofinglewood.org>  
**Cc:** Netai Basu <N.Basu@fehrandpeers.com>; Jeremiah LaRose <J.LaRose@fehrandpeers.com>  
**Subject:** Future Lane Geometries for IBEC EIR

Hi Peter,

We have a few outstanding items where we'd like your input:

- 1. Comparing IBEC EIR signal timing with NFL TMOP signal timing:** We reviewed the signal phasing from the NFL TMOP team. The following intersections have phasing that doesn't reflect what's currently in operation based on our field observations and the timing plans we received. For the most part, these include EB and WB protected lefts that were not in place as of Fall 2018. At Grevillea, it also shows split phasing N/S that wasn't in operation:
  - Inglewood & Century
  - Firmona & Century
  - Grevillea & Century
  - Myrtle & Century
  - Doty & Century (their phasing reflects the original signal heads, but the timing plan we have shows "temporary construction timing/phasing")
  - 5th & Century

Are the changes shown in the NFL TMOP going to be implemented in the future, or are these oversights? Here are a few other discrepancies we noted in our review:

- Their signal at Centinela & Florence reflects what should be in operation, but our field observations were conducted when the EB protected left was not in service (due to construction)
- Their diagram at Prairie & Kelso/Pincay shows a SBR in phase 5 – should be SBL

- Their diagram for Hillcrest & Florence is missing the NBR overlap with phase 1
- Their lane configuration at Prairie & 112th shows a two-lane westbound approach; there is only one lane (shared left/right)

**2. Driveway lane configurations at Hollywood Park:** The materials we've received from the City and applicant don't include information about two driveways on the northern end of Hollywood Park. We plan to use the following intersection configurations unless we hear otherwise:

- **Pincay/Kareem** – Entering: 2 receiving lanes, Exiting: 1 LT, 1 Thru, 1 Thru-Right
- **Pincay/Driveway east of Kareem** – Entering: 2 receiving lane, Exiting: 1 LT, 2 RT

**3. Arbor Vitae/Inglewood Configuration:** The voter initiative mitigations notes removal of parking along the EB curb lane during weekday PM peak hour. Can you confirm the future lane geometries for this intersection? Would parking only be prohibited during the PM peak hour?

**4. Crenshaw/Pincay & 20<sup>th</sup> Street:** The voter initiative mitigations notes removal of parking along the SB curb during the Saturday mid-day peak hour. Parking is currently prohibited here from 4-6 PM on weekdays. Would parking be prohibited during any other time periods?

Thanks as always for your help on this project. Please give me a call if you have any questions.

Thanks,  
Mike

**Mike Samuelson, AICP**  
Senior Transportation Planner

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