

From: "Tomas Carranza" <tomas.carranza@lacity.org>
Date: August 10, 2016 11:04:14 PM
To: "Wes Pringle" <wes.pringle@lacity.org>
Cc: "Tim Fremaux" <tim.fremaux@lacity.org>; "Scott Brown" <scott.brown@lacity.org>;
"Eduardo Hermoso" <eduardo.hermoso@lacity.org>
Subject: **Re: Crossroads Hollywood**

Attachments:

Wes,

What if we reduce the NTM amount and increase the VZ improvements? This way it's not an increase in our ask. With safety our priority, I'd rather have them contribute more to VZ.

On Wed, Aug 10, 2016 at 4:00 PM, Wes Pringle <wes.pringle@lacity.org> wrote:

I spoke with Tommy about it and he said they have talked about setting up something, but it has not been done yet. They are only willing to put in \$150-200 K. The NTM money looks good to the community.

On Wed, Aug 10, 2016 at 3:58 PM, Tim Fremaux <tim.fremaux@lacity.org> wrote:

Are we certain there's no way to establish a VZ Trust Account they could deposit money into? I'm curious if that we're an option, how much they would be willing to contribute.

The NTM deposit seems fruitless.

On Wed, Aug 10, 2016 at 3:55 PM, Wes Pringle <wes.pringle@lacity.org> wrote:

Tim,

I spoke with the traffic engineers for the project this morning and they are pushing back on the Vision Zero improvements you came up with. We have them a long list of other improvements and these were the only ones that they had issues with. Probably because these are more voluntary in nature than the other improvements. They would like to just contribute money to your section, but I do not think this is possible. The other possibility would be for them to just pay for at least one of the RRFBs that you asked for. We might be able to get two if we accept a lower amount for NTM. They are proposing \$500,000 for NTM (which we don't have a section for).

Let me know.

Thanks,
Wes

On Mon, Aug 1, 2016 at 9:08 AM, Tim Fremaux <tim.fremaux@lacity.org> wrote:

Hi Wes,

Scott worked 5 hours of overtime this weekend in order to analyze potential improvements that this project could implement, in the Hollywood area. The following is a summary of his results, that we would like to propose:

1. Full traffic signal at Highland Ave./Leland Way (est. cost 350K)
Would meet DOT traffic signal warrant under the assumption that the location would be an RRFB candidate due to crashes and geometry/width/speed, and the APWD warrant for new traffic signals could be applied to RRFB locations under the same premise, based on distance to adjacent signals- would recommend running this by Roy Kim.

2. Proposed new RRFB (est. cost 150K each) at the following locations:
La Brea Ave./De Longpre Ave.
Gower St./Lexington Ave.
Cahuenga Bl./Warning Ave.

What work order should Scott charge to for the OT?

Tim

On Wed, Jul 13, 2016 at 4:03 PM, Wes Pringle <wes.pringle@lacity.org> wrote:
Tim,

Here is the site plan for the project. I also have a map that shows where the significant impacts are located, let me know if you want to see that.

We have about 5 hours of overtime available. Would that be enough?

Thanks,

Wes

----- Forwarded message -----

From: **Eduardo Hermoso** <eduardo.hermoso@lacity.org>

Date: Wed, Jul 13, 2016 at 3:52 PM

Subject: Crossroads Hollywood

To: Wes Pringle <wes.pringle@lacity.org>

Wes,

Not sure if this will help when you talk to Tim.

The following streets adjacent to the Project Site have been identified in the High Injury Network:

-Selma Avenue between Schrader Boulevard and Vine Street

-Sunset Boulevard

-Highland Avenue between Franklin Avenue & Santa Monica Boulevard

-Las Palmas Avenue between Sunset Boulevard & Santa Monica Boulevard

Pedestrian Enhancements

The Project will provide vehicular and pedestrian circulation improvements, including the establishment of a new pedestrian passageway that would extend diagonally from Sunset Boulevard fronting Crossroads of the World to the intersection of Selma Avenue & McCadden Place. The Project would realign the segment of Las Palmas Avenue north of Sunset Boulevard to directly align with the segment of Las Palmas Avenue south of Sunset Boulevard, creating a continuous street at Sunset Boulevard and providing improved connectivity and safety.

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Eduardo Hermoso

Transportation Engineer Associate II
Metro Development Review

Los Angeles Department of Transportation

[213.972.8473](tel:213.972.8473)



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Wes Pringle, P.E.

Transportation Engineer
Metro Development Review

100 S. Main Street, 9th Floor

Los Angeles, CA 90012

Los Angeles Department of Transportation

[213.972.8482](tel:213.972.8482)



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Tim Fremaux

Transportation Engineer
Transportation Safety Engineering

Los Angeles Department of Transportation

[213.928.9714](tel:213.928.9714)



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Wes Pringle. P.E.

Transportation Engineer
Metro Development Review

100 S. Main Street, 9th Floor

Los Angeles, CA 90012

Los Angeles Department of Transportation

213.972.8482



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--

Tim Fremaux

Transportation Engineer
Transportation Safety Engineering

Los Angeles Department of Transportation

213.928.9714



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Wes Pringle. P.E.

Transportation Engineer
Metro Development Review

100 S. Main Street, 9th Floor

Los Angeles, CA 90012

Los Angeles Department of Transportation

[213.972.8482](tel:213.972.8482)



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Tomas Carranza, PE

Principal Transportation Engineer

Transportation Planning & Land Use Review

Los Angeles Department of Transportation

[213.972.8476](tel:213.972.8476)



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