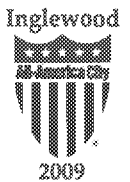




CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division



Christopher E. Jackson, Sr.
Director

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Planning Manager

February 4, 2019

Ms. Miya Edmonson
California Department of Transportation
District 7-Office of Transportation Planning
100 South Main Street, MS 16
Los Angeles, California 90012

Re: Freeway Analysis Thresholds and Approach for the IBEC Project EIR

Dear Ms. Edmonson:

Thank you for your help in coordinating a formal consultation meeting between the City of Inglewood and Caltrans staff on January 29, 2019. This letter reflects our discussion and summarizes the impact thresholds and analysis approach proposed to be used for the analysis of State freeway facilities as part of the environmental impact report (EIR) for the Inglewood Basketball and Entertainment Center (IBEC) Project.

In the Caltrans comment letter dated March 22, 2018, on the Notice of Preparation (NOP) for the IBEC Project, Caltrans requested that project impacts on vehicle miles of travel (VMT), pedestrians, bicyclists, transit facilities, and State highway facilities be addressed in the EIR, and that transportation demand management (TDM) and intelligent transportation system (ITS) measures be considered to reduce and manage Project vehicle trips. As discussed in the meeting with Caltrans on January 29, 2019, all of these issues will be addressed in the EIR. Accordingly, this letter focuses on the proposed locations, methodologies, and significance thresholds for analyzing potential project impacts on State highway facilities.

ANALYSIS LOCATIONS

Freeway Ramps

In Caltrans' NOP comment letter dated March 22, 2018, Caltrans requested analysis of potential queue formation at on- and off-ramps at the following four interchanges:

- I-405/Century Boulevard
- I-105/Crenshaw Boulevard
- I-105/Prairie Avenue
- I-105/Hawthorne Boulevard

In addition to these interchanges, based on the review of potential trip distribution patterns for IBEC-generated traffic, we will also evaluate on- and off-ramps at the following three interchanges:

- I-405/Manchester Boulevard
- I-110/Manchester Boulevard
- I-110/Century Boulevard

Freeway Mainline Segments

The Caltrans letter also requested analysis of the adequacy of operations of freeway segments in the vicinity of the project. The following freeway segments will also be analyzed in the EIR:

- Interstate 405
 - Between La Tijera Boulevard and Florence Avenue/Manchester Boulevard interchanges
 - Between Manchester Avenue and Century Boulevard interchanges
 - Between Century Boulevard and I-105 interchanges
- Interstate 105
 - Between I-405 and Hawthorne Boulevard interchanges
 - Between Hawthorne Boulevard and Prairie Avenue interchanges
 - Between Prairie Avenue and Crenshaw Boulevard interchanges
 - Between Crenshaw Boulevard and Vermont Avenue interchanges
- Interstate 110
 - Between 76th Street and Manchester Avenue interchanges
 - Between Manchester Avenue and Century Boulevard interchanges
 - Between Century Boulevard and I-105 interchanges

ANALYSIS METHODOLOGY

The analyses will be conducted in accordance with the relevant *Highway Capacity Manual*¹ (HCM) methodologies, as specified in the *Caltrans Guide for the Preparation of Traffic Impact Studies*² (TIS Guide).

The queuing analyses at the freeway off-ramps will be conducted using the HCM intersection operational methodology and 95th percentile as implemented by the Synchro traffic analysis software. Ramps at the I-405/Century Boulevard and I-105/Prairie Avenue interchanges to be included in the pre-event hour and post-event hour simulation analyses along the Century

¹ *Highway Capacity Manual*, Transportation Research Board.

² *Guide for the Preparation of Traffic Impact Studies*, California Department of Transportation.

Boulevard and Prairie Avenue corridors will be evaluated using the Synchro/SimTraffic microsimulation software.

Mainline freeway operational analyses will be conducted using the HCM operational analysis methodology based on vehicle density (passenger cars per mile per lane).

IMPACT SIGNIFICANCE CRITERIA

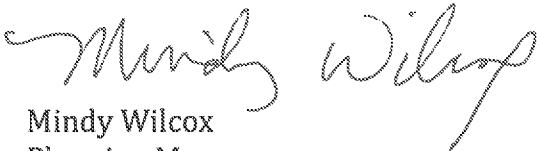
As discussed at the meeting on January 29, 2019, the following criteria will be used for the determination of significance of impacts on the freeway facilities:

- Impacts to off-ramps are considered significant if the traffic generated by the project causes or worsens an off-ramp queue that: (a) exceeds 85% of the off-ramp storage capacity; or (b) when an auxiliary lane is present, exceeds the lesser of one-half the length of the auxiliary lane or 1,000 feet.
- Impacts to on-ramps are considered significant if the traffic generated by the project causes or worsens an on-ramp queue that exceeds the ramp storage capacity.
- If a freeway on-ramp entry or off-ramp terminus is blocked due to queueing or spillover at a surface street driveway or at an intersection.
- Impacts to freeway mainline segments are considered significant if the traffic generated by the project: (a) causes the freeway mainline segment level of service (LOS) to deteriorate to LOS F; or (b) when the segment is already at LOS F, causes an increase in the volume/capacity ratio of greater than 1%.

In accordance with recent State guidance, regional impacts will also be addressed through an analysis of potential project impacts on VMT.

We request your concurrence with the impact criteria and approach described above. If you have any questions regarding this letter, please contact me at (310) 412-5230, or Lisa Trifiletti, Trifiletti Consulting, Inc., consultant to the City, at (310) 738-2099.

Sincerely,



Mindy Wilcox
Planning Manager
City of Inglewood