

Message

From: Louis Atwell [latwell@cityofinglewood.org]
Sent: 3/19/2019 12:00:06 PM
To: Lisa Trifiletti [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=fbbbee7cb080406fbcf82e283afaebf7-lisa]
Subject: Re: Freeway Thresholds

Yes

Sent from my iPhone, so please excuse my mizpellings 😊

On Mar 19, 2019, at 11:24 AM, Lisa Trifiletti <lisa@trifiletticonsulting.com> wrote:

We need to do a call with Caltrans today when you get back. Can you do 15-20 meetings this afternoon.

Lisa Trifiletti

Principal
Trifiletti Consulting, Inc.
(310) 738-2099 cell

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From: Tom Gaul <T.Gaul@fehrandpeers.com>
Sent: Tuesday, March 19, 2019 11:23 AM
To: Lisa Trifiletti <lisa@trifiletticonsulting.com>
Subject: Freeway Thresholds

Lisa, see below and attached.

Significance Thresholds for Freeway Facilities

1. 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.
2. 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.
3. 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.
4. 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%.

Support for Threshold #4 Considering LOS F Only (not change from C to D or D to E)

- Consistency with significance threshold as previously recommended by Caltrans for use in LAWA LAMP EIR [reference memo from Moe Bhuyian to DiAnna Watson dated 6/8/16]. From an agency perspective, City of Inglewood

believes this will make the IBEC EIR more defensible as courts value consistency and the threshold is not subject to whim.

- IBEC arena impacts will be short-lived surges of traffic before and after events. Likely mitigation will be traffic management measures and trip reduction.
- LOS C and D reflect community values in suburban and rural areas, not in urban locations where congested conditions are more the norm.
- Broader impacts on the regional transportation system will be assessed through analysis of potential project impacts on VMT and mitigation through trip reduction, in accordance with recent State Natural Resources Agency and Office of Planning and Research guidance and the Caltrans Local Development-IGR Interim Guidance re SB 743.

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