

Re: Victoria Greens – Mitigated Negative Declaration

Transportation- and traffic-related responses to comment letter received from the California Department of Transportation (Caltrans), dated February 13, 2019

1. Traffic counts collected for this project in 2018 did not disaggregate vehicle type. The Synchro standard 2% heavy truck proportion was originally assumed for the project analysis. Utilizing the 2017 AADT volumes available on Caltrans’s website, heavy trucks represented 7.03% of overall vehicle traffic on the State Route 91 freeway mainline at the count location closest to the project site (Carson, Avalon Boulevard interchange). There is no data available on truck volumes on the ramps at that location, or at the specific study intersections in question (Central Avenue & Artesia Boulevard and Central Avenue & Albertoni Street), but it is reasonable to assume that the majority of trucks on the freeway mainline are traveling thru and not exiting at the study intersection, despite the somewhat industrial character of the study area, and that the proportion of trucks on the freeway off-ramp is therefore lower. However, to be conservative, we re-evaluated operations at the two freeway ramp study intersections utilizing a 7% heavy truck ratio. Utilizing this ratio did not change the project analysis outcomes, meaning that there are no significant project impacts either with a 2% or a 7% truck ratio. Please see Tables 1 and 2 below, showing the results for the Existing, Existing plus Project, Future Base, and Future plus Project scenarios assuming a 7% heavy truck ratio.

**TABLE 1
VICTORIA GREENS PROJECT
EXISTING PLUS PROJECT RAMP INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS - 7% HEAVY TRUCKS**

ID	N/S Street Name	E/W Street Name	Intersection Control	Analyzed Period	Future		Future + Project		Project Increase In Delay (sec)	Significant Impact?
					Delay (sec)	LOS	Delay (sec)	LOS		
4	S Central Ave	E Artesia Blvd	Signalized	AM	24.6	C	26.3	C	1.7	NO
				PM	19.6	B	23.0	C	3.4	NO
5	S Central Ave	E Albertoni St	Signalized	AM	24.5	C	25.1	C	0.6	NO
				PM	23.2	C	23.6	C	0.4	NO

**TABLE 2
VICTORIA GREENS PROJECT
FUTURE YEAR (2021) PLUS PROJECT RAMP INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS - 7% HEAVY TRUCKS**

ID	N/S Street Name	E/W Street Name	Intersection Control	Analyzed Period	Future		Future + Project		Project Increase In Delay (sec)	Significant Impact?
					Delay (sec)	LOS	Delay (sec)	LOS		
4	S Central Ave	E Artesia Blvd	Signalized	AM	30.4	C	32.0	C	1.6	NO
				PM	39.6	D	41.0	D	1.4	NO
5	S Central Ave	E Albertoni St	Signalized	AM	46.9	D	47.8	D	0.9	NO
				PM	41.8	D	43.5	D	1.7	NO

2. The signal timing and cycle lengths utilized for the proposed project impact analysis have been included in the revised version of the traffic report, submitted to the City on Friday, June 7, 2019.

3. Synchro queuing reports for the 50th and 95th percentiles have been included in the revised version of the traffic report, submitted to the City on Friday, June 7, 2019. The 95th percentile queue reports indicate that the maximum queue lengths for the westbound exit ramp located at Central Avenue & Artesia Boulevard maxes out at an estimated 528 feet in the Future plus Project AM peak hour scenario, while the eastbound exit ramp located at Central Avenue & Albertoni Street maxes out at an estimated 591 feet in the Future plus Project PM peak hour scenario. Given the ramp lengths, even with the addition of the proposed project, the freeway exit ramp queue lengths do not approach 85% of the ramp storage. Table 3 below illustrates this analysis.

**TABLE 3
VICTORIA GREENS PROJECT
FREEWAY RAMP 85% QUEUE ANALYSIS**

ID	N/S Street Name	E/W Street Name	Ramp Direction	Ramp Storage Length (feet)	85% Ramp Storage Length	Analyzed Period	Future + Project	
							95 th ile queue length (feet)	Exceeds 85% ramp storage?
4	S Central Ave	E Artesia Blvd	WB	1,444	1,227	AM	543	NO
						PM	429	NO
5	S Central Ave	E Albertoni St	EB	1,525	1,296	AM	409	NO
						PM	611	NO