



August 31, 2016

Ms. Mikaela Klein
 Mt. San Antonio College
 1100 North Grand Avenue
 Walnut, CA 91789

RE: Responses to Comments on Mt. SAC 2015 Facilities Master Plan Update (FMPU) and Physical Education Projects Traffic Impact Study Traffic Technical Appendices A through D

Dear Ms. Klein:

I have reviewed the comments provided by the City of Walnut letter dated August 22, 2016. The responses are provided in the following table.

City of Walnut (Kunzman letter)		
	Comment	Response
6-8.1	Appendix B – LOS Calculation Sheets: The morning peak hour volume-to-capacity (V/C) ratio at Intersection #11 (Grand Avenue/Baker Parkway) is incorrectly reported in the peak hour Level of Service tables for each analysis scenario based on the LOS calculation worksheets contained in Appendix B.	This modification has been made in the Traffic Impact Study (September 1, 2016). Incorporating the modification, the overall results of the analysis remain unchanged. This intersection is significantly impacted in three of the four “with project” scenarios, and would remain so. No new significant effect would result if the comment were incorporated in the traffic study.
6-8.2	Appendix B – LOS Calculation Sheets: All non-freeway ramp intersection LOS calculations should be revised to utilize a 10-percent yellow clearance (ie loss time of 10 seconds) and a maximum lane capacity of 2,880 vehicles per hour per lane for dual left-turn lanes, in accordance with the Los Angeles County Traffic Impact Analysis Report Guidelines.	This modification has been made in the Traffic Impact Study (September 1, 2016). Incorporating the modification, the overall results of the analysis remain unchanged. No new significant effect would result if the comment were incorporated in the traffic study.
6-8.3	Appendix B – LOS Calculation Sheets: Peak hour factors are typically not required for Intersection Capacity Utilization or volume-to-capacity calculations.	The comments are informational and do not discuss new significant effects of the project. No additional response is required.
6-8.4	Appendix B – LOS Calculation Sheets: The measured peak hour factor should be applied at Intersection #4 (Grand Ave/I-10 EB Ramps) during the AM peak hour since this intersection is analyzed using the Highway Capacity Manual delay methodology.	This peak hour factor modification has been made in the Traffic Impact Study (September 1, 2016). Incorporating the modification, the overall results of the analysis remain unchanged. No new significant effect would result if the comment were incorporated in the traffic study.

6-8.5	Appendix B – LOS Calculation Sheets: Intersections #12 and #13 are mislabeled; Intersection #12 should be Grand Avenue/SR-60 <u>WB</u> Ramps and Intersection #13 should be Grand Avenue/SR-60 <u>EB</u> Ramps.	This modification has been made in the Traffic Impact Study (September 1, 2016). Incorporating the modification, the overall results of the analysis remain unchanged. No new significant effect would result if the comment were incorporated in the traffic study.
6-8.6	Appendix B – LOS Calculation Sheets: Intersection #12 (Grand Ave/SR-60 WB Ramps) incorrectly shows right-turn overlap signal phasing for the eastbound approach.	This modification has been made in the Traffic Impact Study (September 1, 2016). By incorporating the modification, no change in the overall intersection delay occurs due to the low volume at this approach. No new significant effect would result upon incorporating this comment into the traffic study.
6-8.7	Appendix D – Fair Share Calculations: On the second page, an impact is incorrectly identified at Intersection #12 (Grand Ave/SR-60 EB Ramps). On the third page, Intersections #12 and #13 are switched; the fair share percentage at Intersection #13 (Grand Ave/SR-60 EB Ramps) should be 8%. This should also be corrected in Table 18 of the report.	These modifications have been made in the Traffic Impact Study (September 1, 2016). Incorporating the modifications, the overall results of the analysis remain unchanged. No new significant effect would result upon incorporating this comment into the traffic study.
6-8.8	Revisions to the Level of Service calculations have the potential to alter the findings of significance. The <u>Mt. SAC 2015 Facilities Master Plan Update & Physical Education Projects Traffic Impact Study</u> (Iteris, April 2016) should be revised to ensure accuracy of the findings based on the comments provided.	See Responses 6-2.36 – 6-2.53 to the comments dated July 28, 2016 from the City of Walnut, as well as Responses 6-8.1– 6-8.7 in this letter. As shown in the responses cited, the revisions requested to the LOS calculations do not result in any new significant effects and resulted in minor changes in the v/c data in the traffic study. When appropriate, the Comments in the July 28 and August 22 correspondence were completed in the September 1, 2016 traffic study, which is included as Appendix A38 herein.

If any additional information is required, please feel free to contact me at 213.802.1715.

Sincerely,

Iteris, Inc.



Deepak Kaushik
Senior Transportation Engineer