

ATTACHMENT 3

From: [Robert Hananouchi](#)
To: [Bret Finning](#)
Cc: [David Mohlenbrok](#); [Laura Webster](#); [John Gard](#); [Dara Dungworth](#)
Subject: RE: NWRA Trip Caps - Question Re: Reallocation of Estia Trips
Date: Wednesday, July 13, 2022 3:56:43 PM
Attachments: [image002.png](#)
[image007.png](#)
[RE Estia - University Corridor Analysis.msg](#)

Hi Bret,

Based on our call today and last week, I understand the City is interested in answers to the following questions:

1. What is the change in cumulative traffic growth on University Ave., Whitney Ranch Pkwy., and Sunset Blvd. with the land use changes related to the trip cap?
2. What is the cumulative LOS at University / WRP, Wildcat / WRP, University / Sunset, and W. Stanford Ranch / Sunset with those land use changes?
3. What improvements would be needed at University / WRP, Wildcat / WRP, University / Sunset, and W. Stanford Ranch / Sunset to achieve LOS C with those land use changes?
4. What is the resulting operations (LOS) along the University Ave. corridor adjacent to Estia and William Jessup with those land use changes (i.e., does the proposed signal and roundabout for William Jessup/Estia still work with those land use changes)?

We provided some qualitative responses today and last week based on the analysis completed in studies thus far. In review, below are some of the key takeaways in response to the questions above (absent quantitative analysis to confirm):

1. By reallocating land use further north on the University Ave. corridor, traffic forecasts are likely to increase on the northern end of the University Ave corridor and Whitney Ranch Parkway, with less change on the Sunset corridor.
2. Cumulative LOS at intersections on WRP are forecast to be LOS D-F in the PM peak hour according to the Wildcat West TIS. The delay and LOS at these intersections would be worse with more development reallocated to parcels on the north end of the University Ave. corridor.
3. Per the Wildcat West TIS, improvements that were considered at the WRP / Wildcat intersection were found to either be not effective, not supported by the City's Public Services Department, and/or detrimental to other travel modes. The proposed roundabout concept in the WRP / University ICE study used in the Wildcat West TIS is already a large multi-lane roundabout with separate right-turn pockets/bypass lanes. Additional circulating and/or bypass lanes for the proposed WRP / University roundabout concept are not likely feasible or desirable.

Along Sunset, our analysis showed adding a fourth WB lane on Sunset would improve operations to University / Sunset to LOS C. The Estia Final TIS identified conceptual improvements to W. Stanford Ranch / Sunset that achieved LOS C. In all likelihood, these would continue to be the improvements necessary to achieve LOS C with the land use changes.
4. Since most of the increase in land use would occur on the north end of the University Ave. corridor, the traffic increase along the south end of the corridor near William Jessup would likely be more marginal. The modest increases in through volume on University Ave. could result in higher delay at the proposed signal and roundabout. The attached email documents the LOS with various improvements considered at the University / Sunset intersection. Assuming the "Option B" improvements in the attached email, the proposed signal and roundabout have some buffer for increase in delay before degrading to LOS D.

I know City staff are crunched on time for the upcoming hearings on the Estia project. Therefore, I wanted to confirm if the above qualitative responses are adequate; or if the City anticipates needing the additional quantitative analysis we discussed last week to support answers to these questions.

Thank you,

