

Section 3.14

Traffic and Circulation

3.14.1 Introduction

This section analyzes the proposed project's impacts related to traffic and circulation, including impacts from both construction and operational activities. As part of this analysis, the section describes the general approach and methodology, regulatory framework, environmental setting, and significance criteria used to evaluate the proposed project's effects related to traffic and circulation. Additionally, the section identifies proposed mitigation to reduce significant traffic impacts.

Comments in response to the NOP specific to potential impacts related to traffic/circulation were received from the following agencies and individuals:

- Caltrans
 - Address near-term and long-term impacts to state facilities
 - Include proposed Intermodal Transit Center (ITC) and I-5 direct connector ramps
 - Consider multimodal travel demand
 - Consider Vehicle Miles Traveled (VMT) analysis
 - Include parking demand analysis
 - Coordinate early with relevant agencies
 - Include mitigation to state facilities
 - Identify funding received from non-Federal Aviation Administration (FAA) sources that may be eligible for off-Airport mitigation
- California Coastal Commission
 - Include analysis of alternative transit measures - specifically in the SDIA Transit Plan and SDIA Multimodal Accessibility Plan
 - Traffic mitigation should include analysis of possible funding opportunities to increase alternative transportation to the Airport
 - Additional parking requires traffic analysis, comprehensive parking management plan, detailed parking demand analysis, listing of efforts relative to transit and coordination of transit agencies
 - Evaluation of parking demand and traffic impacts with and without the ITC
- San Diego Association of Governments (SANDAG)
 - Acknowledge proposed implementation of the Airport Express transit service identified in the SDIA Multimodal Accessibility Plan
 - Describe planned access to and from ITC, Remote Passenger Processing Center and terminals

- Include analysis featuring the ITC
- Address impacts and mitigation on nearby and surrounding streets – including truck traffic
- Consider integration of transportation demand management (TDM) strategies
- Port of San Diego
 - Address impacts and mitigation to local and regional arterials and roads from expected passenger growth at the Airport
 - Consider impact of shared multi-modal transportation system infrastructure improvements
 - Consider alternative solutions that use shared parking with Port and City
 - Consider parking management strategies to encourage and sustain activity and growth while optimizing Airport land use
- City of San Diego
 - Consider alternatives that provide direct vehicular access from the Airport to I-5
 - Address traffic impacts – plan to ground, and future years 2035 and 2050
 - Address how vehicle traffic (cars and freight trucks) associated with the proposed project would affect at grade rail crossings and all rail operations in the rail corridor from West Washington Street to Laurel Street for both existing and future 2035 and 2050 vehicle and rail traffic conditions
 - Address street, roadway, freeway and ramp improvement measures based on future 2035 and 2050 traffic demand
 - Address transit improvements (including ITC), TDM strategies, intelligent transportation system strategies, and bicycle and pedestrian connections
 - Would any mitigation require amendments to Circulation Element of a community plan, public facilities financing plan, or impact fee study?
 - Provided recommendations for transportation impact study – including addressing existing conditions, and future 2035 and 2050, analyzing future impacts with and within ITC, including parking demand analysis, and incorporation of mitigation
 - Provide a Transportation Improvements Phasing Plan for mitigation measures consistent with City standards and regulations
 - All intersection level of service analysis should include queuing analysis
 - Transportation impact study should follow City guidelines
 - Define and analyze interim and ultimate project with all phases
- Public Comments
 - Consider the ADP in light of current transit planning, including the future ITC

All written and oral comments received during the NOP process are provided in Appendix R-A. Comments received specific to traffic/circulation associated with the proposed project are addressed within this section of the EIR. The proposed future ITC, at the intersection of West Washington and Hancock Streets and Pacific Highway on the north side of the heavy rail and light

rail rights-of-way, is not a part of the proposed project, but is addressed in Chapter 4, Cumulative Impacts Analysis.

This recirculated document considers further input received on the proposed project, particularly from SANDAG, the City of San Diego, the Port of San Diego, Metropolitan Transit System (MTS), and Caltrans. The above-mentioned agencies are formally participating on a new SANDAG Airport Connectivity Subcommittee that is evaluating various multi-modal connections to SDIA terminals, with a focus on year 2050 conditions. Specifically, SANDAG is assessing a “Grand Central Station” at the current NAVWAR site with potential transit connections to SDIA terminals via a subway or an at-grade/above-grade automated people-mover system. SANDAG is also evaluating potential automated people-mover and trolley connections to SDIA from the ITC and Santa Fe Depot, respectively. Long-term roadway improvements being investigated as part of the process include modifying Laurel Street to serve as the Airport’s primary access corridor, coupled with improved I-5 direct connections from Laurel Street. SANDAG expects to have study results and recommendations completed in fall 2019.

As a result of this parallel effort, the Recirculated Draft EIR will make transit and roadway improvement recommendations through the year 2035. There are no Airport Connectivity Subcommittee transit and roadway improvement recommendations currently available, nor any proposed Airport ground access improvements that will be adopted as part of the SANDAG 2021 Regional Plan to address 2050 traffic conditions. It would, therefore, be speculative for the Recirculated Draft EIR to propose such improvements to address 2050 conditions, and to do so would be inconsistent with its collaborative approach with other agencies on the matter. Nonetheless, the Subcommittee recommendations and SANDAG 2021 Regional Plan improvements will be considered, subject to FAA approval of funding and consent of the jurisdiction with authority, to reduce the proposed project’s significant impacts relating to vehicle miles traveled consistent with CEQA Guidelines Section 15064.3. Alternative 4 to the proposed project, as further described in Chapter 5, Alternatives Analysis, has been specifically developed to be compatible with any of these potential long-term access improvements through designation of an Airport transit station area to directly serve the terminals and of right-of-way for an on-Airport exit roadway. Both the proposed project and Alternative 4 would make multi-modal improvements within the North Harbor Drive corridor along Airport frontage. The on-Airport roadway would remove westbound traffic from North Harbor Drive. A multi-use bicycle and pedestrian path would be built along North Harbor Drive connecting Laurel Street to Terminal 1. The on-Airport roadway combined with a transit return road would provide a connection between the Airport’s northside parking/Rental Car Center and the terminals on the south side of the Airport.

Over the past few years, the Airport has implemented improvements that reduce the traffic using North Harbor Drive. The Consolidated Rental Car Center (CONRAC) facility co-locates rental car companies serving the Airport at a location northwest of the Pacific Highway and Sassafras Street intersection. Previously, rental car activity was dispersed along the North Harbor Drive and Pacific Highway corridors. Terminal Link Road was opened as a transitway allowing buses from the CONRAC and adjacent parking to connect to the terminals without using Pacific Highway, Laurel Street and a portion of North Harbor Drive. The proposed project would construct a new entry road to Terminals 1 and 2, which would remove westbound airport traffic from North Harbor Drive. This new road would also remove buses serving the CONRAC area from North Harbor Drive.

3.14.2 General Approach and Methodology

The overall approach used to identify the traffic impacts of the proposed project is based on a comparison of traffic conditions under each project scenario. The “Existing Condition” evaluation was compared to the “With Project” evaluation to determine the traffic impacts associated with the proposed project under each project scenario. As discussed further in Section 3.14.3 below, the traffic impact analysis followed applicable guidelines from the following professional organizations and state and local agencies:

- San Diego Traffic Engineers Council (SANTEC) and Institute of Transportation Engineers (ITE) – California Border Section
- San Diego Association of Governments (SANDAG)
- California Department of Transportation (Caltrans)
- City of San Diego

The traffic analysis for this Recirculated Draft EIR assesses traffic conditions and associated traffic impacts resulting from the proposed project for the Existing, Year 2024, Year 2026, Year 2030, Year 2035, and Year 2050 Conditions. The traffic analysis was conducted for regular AM and PM commute peak hours and the peak hour of Airport travel. This section presents a detailed analysis for the following conditions:

- **Existing Conditions:** Represents the traffic conditions of the existing street network and existing on-Airport facilities. Based on traffic counts obtained in June 2017 and supplement counts that were obtained in March 2019 for roadways and intersections added to the study area based upon comments received on the 2018 Draft EIR.
- **Existing Conditions With Project:** Represents the traffic conditions that would occur if no development or traffic growth occurred, except for the Project (all phases). This scenario is artificial, because Airport traffic grows with increases in flight demand that is correlated with regional population and employment growth. However, this analysis is included because an Existing Plus Project analysis is able to isolate the direct traffic impacts of a project.
- **2024 Without Project Conditions:** Represents the traffic conditions of the 2024 street network and existing on-Airport facilities. Based on adjusted 2020 Series 13 San Diego Regional Travel Forecast Model (Series 13) volumes and cumulative project volumes.
- **2024 With Project Conditions:** Represents the 2024 Without Project traffic conditions with the addition of Project Phase 1a, which includes construction of the on-Airport entry roadway as a project design feature. This scenario is considered to be an opening day condition, and, per City of San Diego definition, these resulting impacts are considered to be direct project impacts.
- **2026 Without Project Conditions:** Represents the traffic conditions of the 2026 street network and existing on-Airport facilities. Based on adjusted 2025 Series 13 travel forecast model volumes and cumulative project volumes.
- **2026 With Project Conditions:** Represents the 2026 Without Project traffic conditions with the addition of Project Phase 1b. This scenario is considered to be an opening day condition, and, per City of San Diego definition, these resulting impacts are considered to be direct project impacts.

- **2030 Without Project Conditions:** Represents the traffic conditions of the 2030 street network and existing on-Airport facilities. Based on adjusted 2030 Series 13 travel forecast model volumes and cumulative project volumes.
- **2030 With Project Conditions:** Represents the 2030 Without Project traffic conditions with the addition of Project Phase 2a. This scenario identifies cumulative project impacts.
- **2035 Without Project Conditions:** Represents the traffic conditions of the 2035 street network and existing on-Airport facilities. Based on adjusted 2035 Series 13 travel forecast model volumes and cumulative project volumes.
- **2035 With Project Conditions:** Represents the 2035 Without Project traffic conditions with the addition of Project Phase 2b. This scenario identifies cumulative traffic impacts.
- **2050 Without Project Conditions:** Represents the traffic conditions of the 2050 street network and existing on-Airport facilities. Based on adjusted 2050 Series 13 travel forecast model volumes and cumulative project volumes.
- **2050 With Project Conditions:** Represents the 2050 Without Project traffic conditions with the addition of the Project buildout. This scenario identifies cumulative traffic impacts.

Construction traffic impacts were also evaluated for each of the two phases of construction.¹

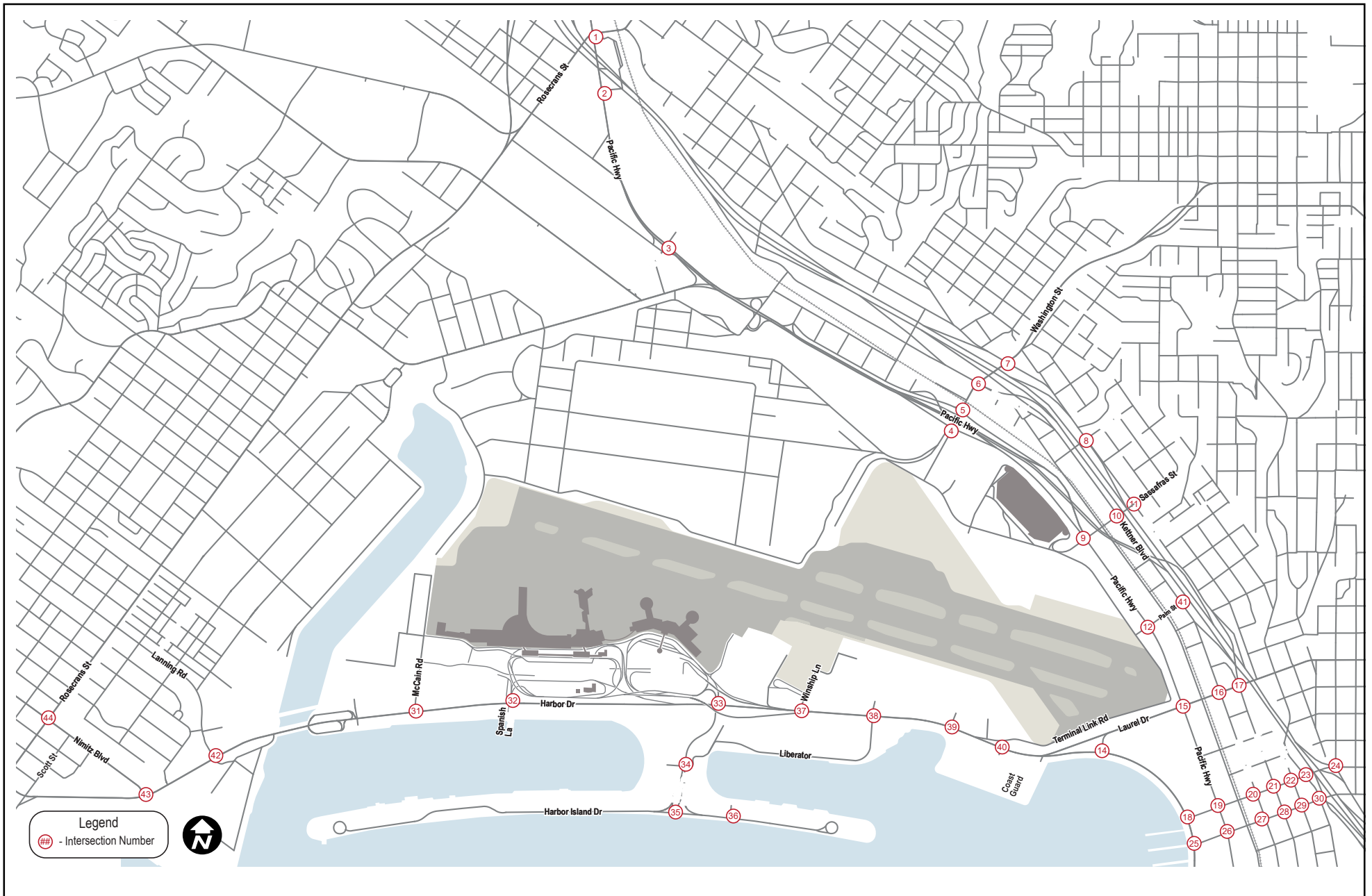
3.14.2.1 Study Area

The Traffic analysis study area intersections and roadway segments were selected to include the primary locations that the existing Airport traffic use to access SDIA, as well as locations with existing traffic patterns that the proposed project would potentially alter. To assess the impacts of the proposed project on the Airport's surrounding transportation facilities, a study area surrounding the Airport was selected, shown in Figure 3.14-1. The following intersections, roadway segments, and freeway segments were selected for evaluation:

Intersections

1. Pacific Highway at Taylor Street / Rosecrans Street
2. Pacific Highway at Old Town Transit Center
3. Pacific Highway at Enterprise Street
4. SB Pacific Highway Ramps at Washington Street
5. NB Pacific Highway On-Ramp / Frontage Road at Washington Street
6. Hancock Street at Washington Street
7. San Diego Avenue at Washington Street
8. India Street at Vine Street
9. Pacific Highway at Sassafras Street / Admiral Boland Way
10. Kettner Boulevard at Sassafras Street
11. India Street at Sassafras Street

¹ Implementation of the project would occur over two phases (Phase 1 and Phase 2), each with two sub-phases (Phase 1a and Phase 1b, and Phase 2a and Phase 2b). The details of the construction phasing, including a description of what elements would be constructed during each sub-phase, is described in detail in Section 2.6.87 in Chapter 2, Project Description.



Source: Kimley-Horn, 2019

12. Pacific Highway at Palm Street
14. W Laurel St at N Harbor Drive
15. Pacific Highway at W Laurel Street
16. Kettner Boulevard at W Laurel Street
17. India Street at W Laurel Street
18. N Harbor Drive at W Hawthorn Street
19. Pacific Highway at W Hawthorn Street
20. Kettner Boulevard at W Hawthorn Street
21. India Street at W Hawthorn Street
22. Columbia Street at W Hawthorn Street
23. State Street at W Hawthorn Street
24. I-5 NB Off-Ramp / Brant Street at W Hawthorn Street
25. N Harbor Drive at W Grape Street
26. Pacific Highway at W Grape Street
27. Kettner Boulevard at W Grape Street
28. India Street at W Grape Street
29. Columbia Street at W Grape Street
30. State Street / I-5 SB On-Ramp at W Grape Street
31. McCain Road at N Harbor Drive
32. Spanish Landing at N Harbor Drive
33. Harbor Island Drive at N Harbor Drive
34. Harbor Island Drive at Harbor Police / Old Rent A Car Access
35. Harbor Island Drive at Harbor Island Drive
36. Harbor Island Drive at Parking Lot
37. Winship Lane at N Harbor Drive
38. Liberator Way at N Harbor Drive
39. Cell Phone Lot at N Harbor Drive
40. Terminal Link Road / Coast Guard at N Harbor Drive
41. Kettner Boulevard at Palm Street
42. N Harbor Drive at Laning Road
43. N Harbor Drive at Nimitz Boulevard
44. Rosecrans Street at Nimitz Boulevard

Roadway Segments

- Pacific Highway
 - Kurtz Street to Barnett Avenue
 - Barnett Avenue to Washington Street
 - Washington Street to Sassafras Street
 - Sassafras Street to Palm Street
 - Palm Street to Laurel Street
 - Laurel Street to Juniper Street
- Kettner Boulevard
 - Vine Street to Sassafras Street
 - Sassafras Street to Palm Street
 - Palm Street to Laurel Street
- India Street
 - Sassafras Street to Laurel Street
 - Laurel Street to Juniper Street
- Washington Street
 - West of Pacific Highway
 - Hancock Street to San Diego Avenue
 - East of India Street
- Sassafras Street
 - Pacific Highway to Kettner Boulevard
- Palm Street
 - Pacific Highway to Kettner Boulevard
- Laurel Street
 - Harbor Drive to Pacific Highway
 - Pacific Highway to India Street
 - Columbia Street to Reynard Way
- Hawthorn Street
 - Harbor Drive to Pacific Highway
 - Pacific Highway to India Street
 - India Street to State Street
 - State Street to Albatross Street
- Grape Street
 - Harbor Drive to Pacific Highway
 - Pacific Highway to India Street

- India Street to State Street
- Albatross Street to Front Street
- N Harbor Drive
 - Scott Road to Nimitz Boulevard
 - Nimitz Boulevard to Laning Road
 - Laning Road to McCain Road
 - McCain Road to Spanish Landing
 - Spanish Landing to Harbor Island Drive
 - Harbor Island Drive to Winship Lane
 - Winship Lane to Liberator Way
 - Liberator Way to Cell Phone Lot
 - Cell Phone Lot to Laurel Street / Solar Turbines
 - Laurel Street / Solar Turbines to W Laurel Street
 - Laurel Street to Hawthorn Street
 - Hawthorn Street to Grape Street
 - Grape Street to Ash Street
- Harbor Island Drive
 - N Harbor Drive to Old Rent A Car Access
 - West of Harbor Island Drive
 - Harbor Island Drive to Parking Lot
 - East of Parking Lot

Freeway Segments

- I-5
 - North of J Street
 - North of Route 94 Junction
 - North of Pershing Drive
 - North of Route 163 Junction
 - North of Sixth Avenue
 - North of First Avenue
 - North of Hawthorn Street
 - North of India / Sassafras Street
 - North of Pacific Highway Viaduct
 - North of Sassafras Street
 - North of Washington Street
 - North of Old Town Avenue

- North of I-8 Junction / Camino Del Rio
- SR-163
 - 10th Street North of Ash, End of Left Alignment
 - North of I-5 Junction
 - North of Quince Street
 - North of Richmond Street
 - North of Robinson Avenue
 - North of Washington Street
 - North of Sixth Avenue
 - North of I-8 Junction
- SR-94
 - East of Beginning at I-5 Junction and G Street
- I-8
 - East of Midway Drive
 - East of I-5 Junction
 - East of Morena Boulevard
 - East of Hotel Circle / Taylor Street
 - East of Hotel Circle
 - East of SR-163 Junction

3.14.2.2 Traffic Volume Calculation

A separate report was prepared to describe and document the process used to develop existing and future traffic volumes used in this traffic impact analysis. Appendix R-H1 contains that report. Sections 3.14.2.3 to 3.14.2.6 generally describe the process, while detailed figures, tables, and computations are shown in Appendix R-H1.

3.14.2.3 Traffic Counts

Weekday intersection turning movement volumes for intersections 1-40 were collected in June 2017 and in March 2019 by National Data & Surveying Services (NDS). Data collection was taken during the month of June to capture the Airport traffic during the time of year that has the peak number of enplanements and deplanements. Subsequent to publication of the Draft EIR in July 2018, the traffic study area was expanded to include intersections 41-44, and the weekday intersection turning movement volumes for these four intersections were collected in March 2019 by NDS. All intersection traffic volumes were collected from 7:00 AM to 11:00 AM and from 4:00 PM to 6:00 PM. AM, Airport, and PM network peak hours were determined based on the hourly volumes at the initial 40 study area intersections. The AM Peak Hour was determined to be 8:00 – 9:00 AM, the Airport Peak Hour was determined to be 9:00 – 10:00 AM, and the PM Peak Hour was determined to be 5:00 – 6:00 PM. Average Daily Traffic (ADT) counts were also collected in June 2017 and in March 2019 by NDS for the study area roadway segments and all Airport entries and exits.

3.14.2.4 Traffic Modeling Process

Future roadway traffic volumes were forecast using the Series 13 San Diego Regional Travel Forecast Model, which is maintained and run by SANDAG. Series 13 is the most updated version of the SANDAG traffic model and is used as the industry standard tool for traffic impact analysis in San Diego County. The regional forecast growth reflects general plans from the local jurisdictions and is developed with input from expert demographers, economists, developers, local planning directors, and natural resource managers, as well as transportation, land use, and economic development advocates. The traffic model incorporates detailed future land use inputs on the parcel level. This includes forecasted Airport growth, sub-regional (surrounding area) growth, and regional growth. Series 13 travel forecast models were prepared by SANDAG for 2012 and future analysis years (2020, 2025, 2030, 2035, and 2050). For each analysis year, SANDAG provided 24-hour ADT volumes by link direction. The Series 13 travel forecast model contains six Traffic Analysis Zones (TAZ) for the Airport property. Select Zone Assignments for the Airport TAZs were also conducted for each year to determine how the model assigned Airport-related traffic.

The Series 13 Model is intended to evaluate the growth in the region overall and is recommended to be used concurrently with current traffic counts to determine the baseline traffic patterns in the region. It is not intended to be the sole source to evaluate roadway segments and intersections. Adjustments were made to conservatively evaluate each intersection. The future Series 13 travel forecast model ADT volumes were post-processed by the following steps to account for inconsistencies in Airport-related travel and existing traffic conditions to be conservative:

- To more accurately forecast and assign Airport-related travel, the Airport-related traffic apportioned by the Series 13 travel forecast models was subtracted from the network and existing Airport traffic, based on traffic counts obtained in June 2017 and in March 2019, was added back onto the network. This adjustment was made to each future year scenario.
- In comparing the 2012 Series 13 travel forecast model results with the June 2017 and March 2019 counts, several post-model adjustments were made when the model-to-volume comparison was different by an amount greater than 10%. The same post-model adjustments were made to each future year scenario.
- To conservatively include growth in the region that was not captured in the Series 13 Model, a minimum growth rate of 0.5% per year was assumed for the study area roadway segments. Growth rate adjustments were made if the growth between future analysis years was less than 0.5%.

The SDCRAA asked neighboring jurisdictions to provide identified planned, approved, pending, and developed projects that were to be considered in the ADP EIR cumulative impacts analysis. The San Diego Unified Port District also identified projects within the Port Master Plan Update that occur on Shelter Island, Harbor Island, and Embarcadero Planning Districts and that should be considered in the ADP EIR cumulative impact analysis. A list and description of the projects identified by surrounding jurisdictions and included in the cumulative impacts analyses for the proposed project are provided in Section 4.2, Regional Projections and Background Development Projects, and in Appendix R-H1. The Series 13 Model only includes the buildout of the identified Port Master Plan Update projects in year 2050. The listed phased projects in Section 4.2 of Appendix R-H1 were added to the Series 13 forecasted Airport growth, sub-regional (surrounding area) growth, and regional growth, the 0.5% annual ambient growth, and any applicable previous

project phases, to create baseline traffic conditions for study years 2024, 2026, 2030, 2035 and 2050 for purposes of identifying cumulative project impacts.

The San Diego – Centre City Traffic Generation Table² was used to estimate the daily and peak hour traffic trips attracted to, and produced by, a particular land use for each project.

The model data provides roadway and freeway volumes. Future peak hour turning movements at the study area intersections were developed using methodologies from National Cooperative Highway Research Program (NCHRP) Report 255 – Highway Traffic Data for Urbanized Area Project Planning and Design, Chapter 8.³ NCHRP Report 255 is a compilation of the best techniques that are currently being used in urban areas to forecast future traffic volumes. These techniques were identified through a survey of state and local agencies, with follow-up field visits to obtain detailed information on procedural steps and typical applications. The method used to forecast the future turning movement volumes evaluation is the NCHRP’s “Directional Volume Forecast.” For this method, existing and future daily traffic volumes, existing peak hour turning movements, and projected peak hour “K” and directional “D” factors are used to calculate future year turning movements. Existing daily segment traffic volumes and peak hour intersection turning movements were counted in the field. Future daily traffic volumes were obtained from the forecast model. Using the “Directional Volume Forecast” technique, the existing turning movements at each study area intersection were factored based on increases in daily approach traffic and existing K and D factors. Each respective movement was derived using an iterative approach that balances the inflows and outflows for each approach.

3.14.2.5 Airport Trip Generation

Airport trip generation is highly correlated with flight activity; as flights increase, all trips will increase, including passenger arrivals and departures, employee trips, deliveries, rental car activity, shuttle buses, taxis, and other modes of travel. Increases in building size is a less reliable indicator of trip generation at an airport; instead, it provides more room for an airport to operate efficiently. For this reason, Airport trip generation is based on models to predict passenger activity levels.

The current amount of ground access (vehicle trips) to and from SDIA was determined by conducting traffic counts at all the Airport entry and exit points. These counts were conducted on Monday, June 12, 2017. June is considered a heavy month for air travel and Mondays are typically the busiest day of travel during a non-holiday week. These counts reflect all traffic to and from the Airport, including both terminals, other uses along North Harbor Drive, and the northside development along Pacific Highway. These counts and the supplemental counts taken in March 2019 represent the “Existing” traffic volumes discussed in the impact analyses addressed in Section 3.14.6 below.

Growth in Airport traffic was calculated using Existing, Year 2024, Year 2026, Year 2030, Year 2035, and Year 2050 passenger travel forecasts, which are based upon gated flight schedules for

² San Diego Municipal Code Land Development Code. Trip Generation Manual. May 2003. Available: <https://www.sandiego.gov/sites/default/files/legacy/planning/documents/pdf/trans/tripmanual.pdf>.

³ National Cooperative Highway Research Program (NCHRP) Report 255 – Highway Traffic Data for Urbanized Area Project Planning and Design, Chapter 8. December 1982. Available: <http://teachamerica.com/tih/PDF/nchrp255.pdf>.

the ADP (see Appendix R-B2 of this EIR). These forecasts include a schedule of arriving and departing flights, passengers per flight, aircraft type, and assigned terminal. To further refine the estimates, the Advanced Land Transportation Performance Simulation (ALPS™) Model was used. ALPS™ is a microscopic simulation model that was developed to simulate all modes of travel through an airport, including pedestrian movements through ticketing, inspection, waiting areas, and baggage claim. The model predicts a pattern of when departing passengers will arrive at the Airport being evaluated, based on their mode of travel and when arriving passengers will arrive at the curb front after unloading their aircraft, traveling through the terminal, and picking up their checked baggage, if applicable. These estimates were developed separately for SDIA Terminal 1 and Terminal 2 flights. Growth in arriving and departing SDIA passengers were calculated by comparing existing flight data to each of the horizon years. This comparison was conducted for a full day and each of the three peak hours.

The growth in passenger activity was then applied to existing traffic volume counts conducted at the Airport to calculate daily and peak hour vehicle trips generated by the Airport. Table 3.14-1 summarizes the Airport trip generation for each of the horizon years evaluated, as well as the projected passenger flight level activity with each year. Detailed assumptions regarding Airport trip generation are contained in Appendix R-H1.

The Commercial Development Opportunity site at Terminal 1 was determined to generate trips independently of flight activity. This potential use, which could be up to 400,000 square feet in size, is assumed to occur with Phase 2a (Year 2030). Trips for this use were generated independently of passenger-based trip growth. Detailed assumptions regarding Airport trip generation are contained in Appendix R-H1.

Table 3.14-1: Trip Generation Summary – Proposed Project

Year	Passenger Level		Daily Trips	AM Peak Hour Trips		Airport Peak Hour Trips		PM Peak Hour Trips	
	Annual (in millions)	Design Day		In	Out	In	Out	In	Out
2024	30.1	93,405	114,149	3,093	2,729	3,615	3,223	2,961	3,007
2026	32.0	99,245	123,399	3,347	2,964	3,944	3,238	2,980	3,125
2030	35.8	110,867	140,411	3,906	3,492	4,432	3,676	3,449	3,663
2035	39.3	121,850	153,922	4,339	4,008	4,954	4,240	3,810	3,920
2050	40.6	125,993	159,064	4,483	4,141	5,119	4,384	3,937	4,050

Source: Kimley-Horn, June 2019.

3.14.2.6 Regional Trip Distribution

The SANDAG regional traffic model and existing counts were used to determine how Airport traffic distributes over the regional roadway network. Approximately 66% of the total Airport traffic currently uses the I-5 and I-8 freeways, the remaining 34% use local streets. Approximately 85% of Airport terminal traffic is oriented to the east, and the remaining 15% is oriented to the west of the Airport (85/15 split). Some minor refinements to the project distribution were made to reflect

historic travel patterns and to ensure a consistent pattern between analyses horizon years 2024 through 2050.

3.14.2.7 Level of Service Analysis Methodologies

The ability of the transportation infrastructure to carry traffic was quantified using a Level of Service (LOS) designation. The Highway Capacity Manual (HCM) published by the Transportation Research Board⁴ establishes procedures to evaluate highway facilities and rate their ability to process traffic volumes. The terminology "level of service" is used to provide a qualitative evaluation based on certain quantitative calculations, which are related to empirical values.

3.14.2.7.1 Signalized and Unsignalized Intersections

The criteria for the various levels of service designations for intersections are provided in Table 3.14-2. LOS for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and loss of travel time. Specifically, LOS criteria are stated in terms of the average control delay per vehicle for the peak 15-minute period within the hour analyzed. The average control delay includes initial deceleration delay, queue move-up time, and final acceleration time in addition to the stop delay.

LOS for unsignalized intersections is determined by the computed or measured control delay and is defined for each movement. At an all-way stop control intersection, the delay reported is the average control delay of all movements at the intersection. At a one-way or two-way stop control intersection, the delay reported represents the worst movement, which is typically the left-turn from the minor street approach.

Table 3.14-2: Intersection Level of Service Designations

LOS	Control Delay (sec/veh)		Description
	Signalized Intersections (a)	Unsignalized Intersections (b)	
A	<10.0	<10.0	Operations with very low delay and most vehicles do not stop.
B	>10.0 and ≤20.0	>10.0 and ≤15.0	Operations with good progression but with some restricted movement.
C	>20.0 and ≤35.0	>15.0 and ≤25.0	Operations where a significant number of vehicles are stopping with some backup and light congestion.
D	>35.0 and ≤55.0	>25.0 and ≤35.0	Operations where congestion is noticeable, longer delays occur, and many vehicles stop. The proportion of vehicles not stopping declines.
E	>55.0 and ≤80.0	>35.0 and ≤50.0	Operations where there is significant delay, extensive queuing, and poor progression.
F	>80.0	>50.0	Operations that are unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection.

Sources:

(a) Highway Capacity Manual, 6th Edition, Chapter 16, Page 16-4, Exhibit 16-1

(b) Highway Capacity Manual, 6th Edition, Chapter 16, Page 16-8, Exhibit 16-3

Synchro 10 (Trafficware) software was used to analyze the operations of both signalized and unsignalized intersections. Synchro 10 provides the option to report methodologies for 6th Edition, 2010 and 2000 editions of the HCM. HCM 6th Edition was released in 2016. The 6th Edition of the HCM is similar to the 2010 version methodologies but provides additional methodologies on

⁴ Transportation Research Board, Sixth Edition of the Highway Capacity Manual, 2016.

roundabouts, travel time reliability, managed lanes, active traffic and demand management, and alternative intersections. Synchro 10, the current version of the software, was unveiled in January 2017 as a response to the HCM 6th Edition release.

The following list contains the assumptions used for the existing conditions' intersection analyses:

- HCM 6th Edition methodology
- Peak-hour factor (PHF) = Measured in field PHFs were used for the analysis
- Percent of heavy vehicle (PHV) = 2%
- Signal Timing = Existing signal timing was used for all existing signalized intersections

The acceptable LOS standard for intersections in the City of San Diego is LOS D.

3.14.2.7.2 Roadway Segments

In order to determine the operations along the study area roadway segments, capacity thresholds and associated LOS have been developed by the City of San Diego and were used as a reference. Table 3.14-3 presents this information. The segment traffic volumes under LOS E as shown in this table are considered to be the capacity of the roadway. It should be noted that the values listed in the table are planning-level estimates only. The actual operations of a roadway segment would be affected by the type and frequency of traffic control, terrain, lane width, percent of heavy vehicles, and other factors.

Table 3.14-3: Level of Service Designations

Road Class	Lanes	Cross Section ¹	Level of Service				
			A	B	C	D	E
Freeway	8		60,000	84,000	120,000	140,000	150,000
Freeway	6		45,000	63,000	90,000	110,000	120,000
Freeway	4		30,000	42,000	60,000	70,000	80,000
Expressway	6	102/122	30,000	42,000	60,000	70,000	80,000
Prime Arterial	8		35,000	50,000	70,000	75,000	80,000
Prime Arterial	7		30,000	42,500	60,000	65,000	70,000
Prime Arterial	6	102/122	25,000	35,000	50,000	55,000	60,000
Prime Arterial	5		22,500	31,500	45,000	50,000	55,000
Prime Arterial	4		20,000	28,000	40,000	45,000	50,000
Major Arterial	8		25,000	35,000	50,000	55,000	60,000
Major Arterial	7		22,500	31,500	45,000	50,000	55,000
Major Arterial	6	102/122	20,000	28,000	40,000	45,000	50,000
Major Arterial	5		17,500	24,500	35,000	40,000	45,000
Major Arterial	4	78/98	15,000	21,000	30,000	35,000	40,000
Major Arterial	3		11,000	15,500	22,500	26,000	30,000
Major Arterial (one-way)	3		12,500	16,500	22,500	25,000	27,500
Collector (w/ two-way left turn lane)	4	72/92	10,000	14,000	20,000	25,000	30,000
Collector (w/o two-way left turn lane)	4	64/84	5,000	7,000	10,000	13,000	15,000
Collector (w/ two-way left turn lane)	3		7,500	10,500	15,000	18,750	22,500
Collector (one-way)	3		11,000	14,000	19,000	22,500	26,000
Collector (w/o two-way left-turn lane)	3		3,750	5,250	7,500	9,750	12,000
Collector (w/ two-way left turn lane)	2	50/70	5,000	7,000	10,000	13,000	15,000
Collector (No fronting property)	2	40/60	4,000	5,500	7,500	9,000	10,000

Table 3.14-3: Level of Service Designations

Road Class	Lanes	Cross Section ¹	Level of Service				
			A	B	C	D	E
Collector (w/o two-way left turn lane)	2	40/60	2,500	3,500	5,000	6,500	8,000
Sub-Collector (single-family)	2	36/56	---	---	2,200	---	---
Collector (one-way)	4		14,700	18,700	25,300	30,000	34,700
Collector (one-way)	5		18,300	23,300	31,700	37,500	43,300

Sources: City of San Diego Traffic Impact Study Manual, Table 2, Page 8, July 1998; City of San Diego Planning Department Mobility Staff, based upon assumption used in studies prepared on their behalf including the Uptown and Midway Community Plan updates.

Notes:

The volumes and the average daily level of service listed above are only intended as a general planning guideline.

Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.

¹Cross Section: Curb to Curb width (feet)/Right-of-way width (feet)

3.14.2.7.3 Freeway Segments

Freeway segments were analyzed during the analysis peak hours based on the methodologies outlined in the HCM 6th Edition. Freeway LOS is based on the density (passenger cars per lane per mile), which is affected by freeway demand, number of lanes, peak-hour factor, heavy vehicle and unfamiliar driver factors, and free-flow speed. The free-flow speed of each freeway segment was calculated based on a base free-flow speed of 75.4 miles per hour (mph), which is consistent with HCM 6th Edition, and Caltrans' requirements for analyzing freeway segments. Factors affecting the free-flow speed of each segment include the lane width, lateral clearance, and ramp density. Significance impact thresholds for freeways are presented in Table 3.14-4.

Table 3.14-4: Basic Freeway Segments Level of Service Designations

LOS	Density Range (pc/mi/ln)*
A	≤11
B	>11 and ≤18
C	>18 and ≤26
D	>26 and ≤35
E	>35 and ≤45
F	>45 or v/c ¹ > 1.0

Source: Highway Capacity Manual, 6th Edition, Chapter 11, Page 11-7, Exhibit 11-5

Notes:

* passenger car per mile per lane

¹ volume to capacity ratio

3.14.2.7.4 Vehicle Miles Traveled (VMT)

Senate Bill 743 requires that public agencies amend their traffic impact study of a project on VMT. At the time of this writing, evaluation of transportation impacts using the VMT metric is not required by the State or any San Diego-based agencies, and LOS is the official metric for identifying traffic impacts and mitigation. The revisions to the State CEQA Guidelines including modifications per Senate Bill 743 reflected in new State CEQA Guidelines Section 15064.3, were adopted by the California Natural Resources Agency in December 2018; however, per Section 15064.3(c), CEQA-

related analysis for a development project will not require use of the VMT metric to analyze transportation impacts until July 1, 2020. Nonetheless, project-related VMT is generally discussed in this traffic impacts analysis for the proposed project. Information for VMT for the Airport was derived by using traffic model generated trip lengths for the Airport and Airport generated trips. The likely guidelines will normalize VMT based upon residents (VMT/capita) or employment (VMT/employee) for offices and employment centers. The guidelines will allow flexibility for unique uses such as an airport. For this study, VMT/passenger was used.

3.14.2.7.5 Railroad Crossing Operations

Railroad crossing delays were analyzed based upon the amount of delay vehicles would experience waiting for a train to cross (expressed in vehicle hours of delay (VHD)). VHD was based on (1) observed crossing delays within the study area (54 seconds per crossing was observed at locations with Light Rail Transit (LRT), COASTER, and Amtrak vehicles, and 72 seconds per crossing at locations with COASTER and Amtrak vehicles) and (2) existing and forecast Trolley, COASTER, and Amtrak schedules as described in the Mid-Coast Corridor Transit Project Transportation Impacts and Mitigation Report.⁵ VHD values were compared to a set of thresholds (see Section 3.14.5.3) to determine whether grade separation is warranted.

3.14.3 Regulatory Framework

The City of San Diego, Caltrans, North County Transit District (NCTD), MTS, and SDCRAA have overall authority for the ground transportation systems surrounding SDIA. SANDAG is the metropolitan planning organization responsible for programming transportation improvements and for obtaining Federal and State funding for projects of regional significance. Each of these authorities, in coordination with local, state and national professional transportation organizations, have developed guidelines for the analysis of proposed projects, the determination of impacts and mitigation measures, and cost sharing. The traffic impact analysis for the proposed project followed applicable guidelines from the following documents:

- San Diego Traffic Engineers Council and Institute of Transportation Engineers (ITE-California Border Section), *SANTEC/ITE Guidelines for Traffic Impact Studies in the San Diego Region – Final Draft*, March 2000.
- San Diego Association of Governments, *Traffic Impact Studies Guidelines, in 2008 SANDAG Congestion Management Program*, January 2008.
- California Department of Transportation, *Guide for the Preparation of Traffic Impact Studies*, December 2002.
- City of San Diego, *Traffic Impact Study Manual and Trip Generation Manual*, revised May 2003.
- City of San Diego – Development Services Department, *California Environmental Quality Act (CEQA) Significance Determination Thresholds*, July 2016.
- *State CEQA Appendix G, Environmental Checklist Form*, XVII. Transportation, (Revised December 2018).

⁵ San Diego Association of Governments. Mid-Coast Corridor Transit Project Transportation Impacts and Mitigation Report. September 2014. Available: <http://www.sandag.org/uploads/midcoast/67-Trans.pdf>.

CEQA Section 21002 declares that public agencies should not approve a project as proposed if there are feasible alternatives or feasible mitigation measures available, which would substantially lessen the significant environmental effects of such projects. As such, this section considers and discusses significant impacts to traffic and circulation from the proposed project and proposes mitigation measures to minimize significant effects to the public and decision makers.

3.14.4 Existing Setting

This section presents the existing conditions observed in the traffic study area for the proposed project.

3.14.4.1 Roadway Network

Pacific Highway begins at Harbor Drive, ends at Sea World Drive within the City of San Diego, and runs northbound and southbound. It ranges from a two-lane arterial to a six-lane arterial and connects Downtown with Point Loma and other neighborhoods north of San Diego.

Kettner Boulevard begins at the intersection of Hancock Street and California Street, ends at the Embarcadero Marina Park, and runs northbound and southbound. It is a three-lane one-way southbound collector from Hancock Street to A Street and is a two-lane two-way collector from A Street to Embarcadero Marina Park. It connects the off-ramp of I-5 South to SDIA, the Little Italy neighborhood, Downtown, and Seaport Village.

India Street begins at Washington Street, ends at Broadway, and runs northbound and southbound. It is a two-way collector from Washington Street to Redwood Street and a one-way northbound collector from Redwood Street to Broadway. It connects SDIA, the Little Italy neighborhood, Downtown, and Seaport Village to the I-5 North on-ramp located north of Glenwood Drive.

Washington Street begins at the Airport Fire Station, ends at the intersection of Campus Avenue, Polk Avenue, and Normal Street, and runs eastbound and westbound. It is a two-lane collector west of Pacific Highway, a four-lane major arterial from Pacific Highway to San Diego Avenue, and a four-lane prime arterial east of San Diego Avenue. It connects vehicles from north of Downtown, through the Hillcrest neighborhood, and becomes Normal Street and El Cajon Boulevard in the North Park neighborhood.

Sassafras Street begins at Admiral Boland Way, ends at Union Street, and runs eastbound and westbound. It is a three-lane collector from Admiral Boland Way to India Street and a two-lane collector from India Street to Union Street. It connects the Airport Economy Parking Lot and Rental Car Facility to Pacific Highway and I-5 North.

Palm Street begins at Admiral Boland Way and ends at Kettner Boulevard. It runs eastbound and westbound and is a two-lane collector. It connects SDIA facilities to Pacific Highway.

Laurel Street begins at North Harbor Drive, ends at El Prado, and runs eastbound and westbound. It is a five-lane major arterial from North Harbor Drive to Pacific Highway and a four-lane major arterial from Pacific Highway to State Street. It connects SDIA to I-5 North and Balboa Park and connects the I-5 South to the Airport.

Hawthorn Street begins at North Harbor Drive, ends at 6th Avenue, and runs eastbound and westbound. It is a three-lane one-way westbound collector from Hawthorn Street to 1st Avenue, and a two-way two-lane collector from 1st Avenue to 6th Avenue. It connects I-5 North and Downtown to SDIA.

Grape Street begins at North Harbor Drive, ends at 6th Avenue, and runs eastbound and westbound. It is a three-lane one-way eastbound collector from Hawthorn Street to 1st Avenue, and a two-way two-lane collector from 1st Avenue to 6th Avenue. It connects SDIA to I-5 North and I-5 South.

North Harbor Drive begins at Rosecrans Street, ends at West Harbor Drive, and runs eastbound and westbound. It is a four-lane collector from Rosecrans Street to Nimitz Boulevard, a six-lane collector from Nimitz Boulevard to Laurel Street, a five-lane collector from Laurel Street to Ash Street, a four-lane collector from Ash Street to West Harbor Drive. It connects Point Loma, SDIA, and Downtown together.

Harbor Island Drive begins at North Harbor Drive and terminates in the west and in the east at Harbor Island Drive Parking Lots. It is a four-lane collector and runs northbound, southbound, eastbound, and westbound. It connects Harbor Island to North Harbor Drive.

Rosecrans Street begins at Guijarros Road, ends at Pacific Highway, and runs northbound and southbound. It is a six-lane major arterial from Lytton Street to Sports Arena Boulevard, and a four-lane major arterial from Sports Arena Boulevard to Pacific Highway. It connects SDIA to Point Loma.

Nimitz Boulevard begins at Sunset Cliffs Boulevard / Interstate 8 Northbound on-ramp, ends at North Harbor Drive, and runs northbound and southbound. It is a four-lane major arterial from Sunset Cliffs Boulevard to North Harbor Drive, except in between Oliphant Street and Evergreen Street where it is constructed as a three-lane major arterial. It connects Point Loma, SDIA, and access to I-8 Eastbound on-ramps.

Laning Road begins at Rosecrans Street and ends at McDonough Road. in the west and in the east at Harbor Island Drive Parking Lots. It is a four-lane collector between North Harbor Drive and Cushing Road, as a two-lane collector north of Cushing Road. Laning Road runs northbound and southbound and connects SDIA to Rosecrans Street.

I-5 begins at the border between the United States and Mexico and runs northbound and southbound. It is an arterial freeway and the number of lanes varies along the corridor. It connects to I-805, SR-52, I-8, SR-163, SR-94, I-15 and cities north and south of San Diego.

I-8 begins at Sunset Cliffs Boulevard and runs eastbound and westbound. It ranges from a four-lane to an eight-lane freeway and connects Ocean Beach to I-5, SR-163, I-8, and cities east of San Diego.

SR-163 begins in Downtown San Diego and runs northbound and southbound. It ranges from a four-lane to a nine-lane freeway and connects Downtown to I-8, I-805, SR-52, and merges with I-15 in Miramar.

SR-94 begins in Downtown San Diego and runs eastbound and westbound. It ranges from a four-lane to a two-lane freeway and connects Downtown to I-805, SR-125, SR-54, and merges with Old Highway 80 in Boulevard.

3.14.4.2 Existing Conditions

The existing conditions at intersections, roadway segments, and freeway segments were evaluated using peak hour and 24-hour traffic counts collected in June 2017, as well as March 2019 traffic counts for the four additional intersections analyzed in this Recirculated Draft EIR (see Section 3.14.2.3), and Caltrans published data from 2017.⁶

3.14.4.2.1 Intersection Level of Service

Traffic operations were evaluated at the study area intersections under existing traffic conditions. Results of the analysis are presented in Table 3.14-5. Level of Service worksheets are contained in Appendix R-H2. As shown in the table, all study area intersections operate at acceptable levels of service under existing conditions during the weekday AM, Airport, and PM peak hours with the exception of:

#16 Kettner Boulevard at W Laurel St

- Operates at **LOS F** during AM and Airport Peaks

#41 Kettner Boulevard at Palm Street

- Operates at **LOS F** during PM Peak

Table 3.14-5: Existing Conditions Intersection Level of Service Summary

Intersection	Traffic Control	Peak Hour	Existing Baseline(c)	
			Delay (a)	LOS (b)
1 Pacific Hwy at Taylor St / Rosecrans St	Signal	AM	27.7	C
		AIRPORT	28.6	C
		PM	35.8	D
2 Pacific Hwy at Old Town Transit Center	Signal	AM	9.7	A
		AIRPORT	10.9	B
		PM	11.1	B
3 Pacific Hwy at Enterprise St	Signal	AM	31.7	C
		AIRPORT	27.7	C
		PM	44.5	D
4 SB Pacific Hwy Ramps at Washington St	Signal	AM	11.7	B
		AIRPORT	12.4	B
		PM	12.5	B
5 NB Pacific Highway On-Ramp / Frontage Rd at Washington St	Signal	AM	20.7	C
		AIRPORT	18.3	B
		PM	18.7	B
6 Hancock St at Washington St	Signal	AM	22.0	C
		AIRPORT	21.7	C
		PM	23.1	C

⁶ California Department of Transportation, Division of Traffic Operations. 2017 Traffic Volumes on California State Highways. Available: <http://www.dot.ca.gov/trafficops/census/docs>

Table 3.14-5: Existing Conditions Intersection Level of Service Summary

	Intersection	Traffic Control	Peak Hour	Existing Baseline(c)	
				Delay (a)	LOS (b)
7	San Diego Ave at Washington St	Signal	AM	31.1	C
			AIRPORT	22.2	C
			PM	16.2	B
8	India St at Vine St	Signal	AM	4.5	A
			AIRPORT	4.7	A
			PM	4.3	A
9	Pacific Hwy at Sassafras St / Admiral Boland Way	Signal	AM	22.0	C
			AIRPORT	23.8	C
			PM	29.7	C
10	Kettner Blvd at Sassafras St	Signal	AM	13.5	B
			AIRPORT	12.7	B
			PM	15.0	B
11	India St at Sassafras St	Signal	AM	6.8	A
			AIRPORT	8.8	A
			PM	10.2	B
12	Pacific Hwy at Palm St	Signal	AM	8.7	A
			AIRPORT	8.8	A
			PM	10.3	B
14	W Laurel St at N Harbor Drive	Signal	AM	24.4	C
			AIRPORT	33.7	C
			PM	26.2	C
15	Pacific Hwy at W Laurel St	Signal	AM	44.6	D
			AIRPORT	49.1	D
			PM	51.6	D
16	Kettner Blvd at W Laurel St	Signal	AM	91.8	F
			AIRPORT	112.2	F
			PM	48.9	D
17	India St at W Laurel St	Signal	AM	15.1	B
			AIRPORT	16.3	B
			PM	15.7	B
18	N Harbor Dr at W Hawthorn St	Signal	AM	8.9	A
			AIRPORT	9.5	A
			PM	10.0	B
19	Pacific Hwy at W Hawthorn St	Signal	AM	36.9	D
			AIRPORT	35.7	D
			PM	41.9	D
20	Kettner Blvd at W Hawthorn St	Signal	AM	30.7	C
			AIRPORT	28.5	C
			PM	28.4	C
21	India St at W Hawthorn St	Signal	AM	31.5	C
			AIRPORT	29.1	C
			PM	27.2	C

Table 3.14-5: Existing Conditions Intersection Level of Service Summary

Intersection		Traffic Control	Peak Hour	Existing Baseline(c)	
				Delay (a)	LOS (b)
22	Columbia St at W Hawthorn St	Signal	AM	33.5	C
			AIRPORT	30.8	C
			PM	30.5	C
23	State St at W Hawthorn St	Signal	AM	10.7	B
			AIRPORT	9.1	A
			PM	8.6	A
24	I-5 NB Off-Ramp / Brant St at W Hawthorn St	SSSC	AM	15.7	C
			AIRPORT	16.7	C
			PM	20.5	C
25	N Harbor Dr at W Grape St	Signal	AM	10.7	B
			AIRPORT	11.8	B
			PM	18.8	B
26	Pacific Hwy at W Grape St	Signal	AM	29.2	C
			AIRPORT	29.9	C
			PM	28.9	C
27	Kettner Blvd at W Grape St	Signal	AM	30.8	C
			AIRPORT	32.1	C
			PM	36.2	D
28	India St at W Grape St	Signal	AM	29.6	C
			AIRPORT	31.7	C
			PM	35.5	D
29	Columbia St at W Grape St	Signal	AM	34.7	C
			AIRPORT	37.6	D
			PM	43.3	D
30	State St / I-5 SB On-Ramp at W Grape St	Signal	AM	24.4	C
			AIRPORT	26.0	C
			PM	33.1	C
31	McCain Rd at N Harbor Dr	Signal	AM	11.6	B
			AIRPORT	9.1	A
			PM	8.1	A
32	Spanish Landing at N Harbor Dr	Signal	AM	22.2	C
			AIRPORT	19.8	B
			PM	19.3	B
33	Harbor Island Dr at N Harbor Dr	Signal	AM	40.0	D
			AIRPORT	44.9	D
			PM	35.3	D
34	Harbor Island Dr at Old Rent A Car Access / Sheraton	Signal	AM	10.0	B
			AIRPORT	10.4	B
			PM	10.6	B
35	Harbor Island Dr at Harbor Island Dr	Signal	AM	22.1	C
			AIRPORT	22.0	C
			PM	22.6	C
36	Harbor Island Dr at Parking Lot Access	SSSC	AM	8.5	A
			AIRPORT	9.0	A
			PM	9.1	A

Table 3.14-5: Existing Conditions Intersection Level of Service Summary

Intersection		Traffic Control	Peak Hour	Existing Baseline(c)	
				Delay (a)	LOS (b)
37	Winship Ln at N Harbor Dr	Signal	AM	6.4	A
			AIRPORT	7.1	A
			PM	5.3	A
38	North Harbor Dr at Liberator Way	Signal	AM	4.9	A
			AIRPORT	4.7	A
			PM	8.8	A
39	Cell Phone Lot at N Harbor Dr	Signal	AM	16.3	B
			AIRPORT	32.5	C
			PM	18.2	B
40	Terminal Link Rd / Coast Guard at N Harbor Dr	Signal	AM	4.2	A
			AIRPORT	3.9	A
			PM	3.3	A
41	Kettner Blvd at Palm St	SSSC	AM	21.7	C
			AIRPORT	21.2	C
			PM	59.9	F
42	N Harbor Dr at Laning Rd	Signal	AM	13.5	B
			AIRPORT	26.3	C
			PM	32.4	C
43	N Harbor Dr at Nimitz Blvd	Signal	AM	16.4	B
			AIRPORT	19.9	B
			PM	40.7	D
44	Rosecrans St at Nimitz Blvd	Signal	AM	41.1	D
			AIRPORT	36.0	D
			PM	45.1	D

Source: Kimley-Horn, June 2019.

Notes:

Bold values indicate intersections operating at LOS E or F.

SSSC = Side Street Stop Controlled

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using Synchro 10.

(c) Some slight changes to existing conditions intersection delay and LOS from those included in the 2018 Draft EIR are due to change from HCM 5th Edition to HCM 6th Edition methodologies.

3.14.4.2.2 Roadway Segment Level of Service

Traffic operations were evaluated at the study area roadway segments under existing traffic conditions using 24-hour volume counts. Results of the analysis are presented in Table 3.14-6. As shown in the table, all study area roadway segments operate at acceptable levels of service under existing weekday conditions with the exception of:

Kettner Boulevard

- Vine Street to Sassafras Street operates at **LOS E**

Sassafras Street

- Pacific Highway to Kettner Boulevard operates at **LOS F**

Hawthorn Street

- Harbor Drive to Pacific Highway operates at **LOS F**
- Pacific Highway to India Street operates at **LOS F**
- India Street to State Street operates at **LOS F**
- State Street to Albatross Street operates at **LOS F**

Grape Street

- Harbor Drive to Pacific Highway operates at **LOS E**
- Pacific Highway to India Street operates at **LOS F**
- India Street to State Street operates at **LOS F**

North Harbor Drive

- Harbor Island Drive to Winship Lane operates at **LOS F**
- Winship Lane to Liberator Way operates at **LOS F**
- Liberator Way to Cell Phone Lot operates at **LOS F**
- Cell Phone Lot to Laurel Street / Solar Turbines operates at **LOS F**
- Laurel Street / Solar Turbines to West Laurel Street operates at **LOS F**
- Laurel Street to Hawthorn Street operates at **LOS E**

It should be noted that the Airport generates significant amounts of traffic throughout the day (from about 5:00 AM until midnight), which results in 24-hour volumes that are higher than typical urban roadways with heavy traffic only during commute times. The LOS E capacity depicted in Table 3.14-6 is based upon typical urban streets. As such, the intersection level of service results is a better indicator of traffic operations in the vicinity of the Airport.

Table 3.14-6: Existing Conditions Roadway Segment Level of Service Summary

Roadway Segment	Roadway Classification (a)(d)	LOS E Capacity	ADT (b)	V/C Ratio (c)	LOS
Pacific Highway					
Kurtz St to Barnett Ave	6 Lane Major Arterial	50,000	21,780	0.436	B
Barnett Ave to Washington St	6 Lane Prime Expressway	80,000	51,778	0.647	C
Washington St to Sassafras St	6 Lane Prime Arterial	60,000	14,219	0.237	A
Sassafras St to Palm St	6 Lane Major Arterial	50,000	18,988	0.38	A
Palm St to Laurel St	6 Lane Major Arterial	50,000	20,447	0.409	B
Laurel St to Juniper St	6 Lane Major Arterial	50,000	10,478	0.21	A
Kettner Blvd					
Vine St to Sassafras St	3 Lane Major (one-way)	27,500	26,492	0.963	E
Sassafras St to Palm St	3 Lane Major (one-way)	27,500	18,406	0.669	C
Palm St to Laurel St	3 Lane Major (one-way)	27,500	18,406	0.669	C

Table 3.14-6: Existing Conditions Roadway Segment Level of Service Summary

Roadway Segment	Roadway Classification (a)(d)	LOS E Capacity	ADT (b)	V/C Ratio (c)	LOS
India St					
Sassafras St to Laurel St	3 Lane Major (one-way)	27,500	14,465	0.526	B
Laurel St to Juniper St	3 Lane Collector (one-way)	26,000	3,884	0.149	A
Washington St					
West of Pacific Hwy	4 Lane Major Arterial	40,000	4,847	0.121	A
Hancock St to San Diego Ave	4 Lane Major Arterial	40,000	22,972	0.574	C
East of India St	4 Lane Major Arterial	40,000	24,710	0.618	C
Sassafras St					
Pacific Hwy to Kettner Blvd	3 Lane Collector (w/o two-way left-turn lane)	12,000	15,983	1.332	F
Palm St					
Pacific Hwy to Kettner Blvd	2 Lane Collector (w/o two-way left-turn lane)	8,000	1,940	0.243	A
Laurel St					
Harbor Dr to Pacific Hwy	5 Lane Major Arterial	45,000	35,441	0.788	D
Pacific Hwy to India St	4 Lane Major Arterial	40,000	21,042	0.526	C
India St to State St/ Reynard Wy	4 Lane Major Arterial	40,000	14,072	0.352	A
Hawthorn St					
Harbor Dr to Pacific Hwy	3 Lane Collector (one-way)	26,000	26,337	1.013	F
Pacific Hwy to India St	3 Lane Collector (one-way)	26,000	30,936	1.19	F
India St to State St	3 Lane Collector (one-way)	26,000	30,936	1.19	F
State St to Albatross St	2 Lane Collector (w/o two-way left-turn lane)	8,000	10,483	1.31	F
Grape St					
Harbor Dr to Pacific Hwy	3 Lane Collector (one-way)	26,000	23,826	0.916	E
Pacific Hwy to India St ¹	3 Lane Collector (one-way)	26,000	28,167	1.083	F
India St to State St	3 Lane Collector (one-way)	26,000	32,386	1.246	F
Albatross St to Front St ¹	3 Lane Collector (one-way)	26,000	2,172	0.084	A
North Harbor Dr					
Scott Rd to Nimitz Blvd ²	4 Lane Prime Arterial	50,000	11,759	0.235	A
Nimitz Blvd to Laning Rd ²	6 Lane Prime Arterial	60,000	19,644	0.327	A
Laning Rd to McCain Rd	6 Lane Prime Arterial	60,000	28,798	0.48	B
McCain Rd to Spanish Landing	6 Lane Prime Arterial	60,000	29,392	0.49	B
Spanish Landing to Harbor Island Dr	6 Lane Prime Arterial	60,000	30,278	0.505	B
Harbor Island Dr to Winship Ln ²	6 Lane Prime Arterial	60,000	77,384	1.29	F
Winship Ln to Liberator Way	6 Lane Prime Arterial	60,000	89,066	1.484	F
Liberator Way to Cell Phone Lot	6 Lane Prime Arterial	60,000	94,942	1.582	F
Cell Phone Lot to Laurel St/ Solar Turbines	6 Lane Prime Arterial	60,000	95,096	1.585	F
Laurel St/ Solar Turbines to W Laurel St	6 Lane Prime Arterial	60,000	76,603	1.277	F
Laurel St to Hawthorn St	6 Lane Prime Arterial	60,000	59,521	0.992	E
Hawthorn St to Grape St ¹	6 Lane Prime Arterial	60,000	37,881	0.631	C
Grape St to Ash St ¹	5 Lane Prime Arterial	55,000	20,437	0.372	A

Table 3.14-6: Existing Conditions Roadway Segment Level of Service Summary

Roadway Segment	Roadway Classification (a)(d)	LOS E Capacity	ADT (b)	V/C Ratio (c)	LOS
Harbor Island Dr					
Harbor Dr to Old Rent A Car Access	4 Lane Major Arterial	40,000	12,743	0.319	A
West of Harbor Island Dr	4 Lane Major Arterial	40,000	7,661	0.192	A
Harbor Island Dr to Parking Lot	4 Lane Collector (w/o two-way left-turn lane)	15,000	4,801	0.32	A
East of Parking Lot	4 Lane Collector (w/o two-way left-turn lane)	15,000	3,929	0.262	A

Source: Kimley-Horn, June 2019.

Notes:

Bold values indicate roadway segments operating at LOS E or F.

(a) Existing roads street classification is based on the City of San Diego Street Design Manual, March 2018 Edition.

(b) Average Daily Traffic (ADT) volumes for the roadway segments were provided by National Data & Surveying Services and measured in June 2017 and in March 2019.

(c) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

(d) Some of the road classification designations were updated from the 2018 Draft EIR based upon further review.

¹ 2013 ADT Volumes obtained from City of San Diego Machine Count Traffic Volumes from January 1, 2005 to February 2, 2017. Growth factor applied based on comparison between 2017 counted volumes and 2013 Machine Count Traffic volumes.² 2015 ADT Volumes obtained from City of San Diego Machine Count Traffic Volumes from January 1, 2005 to February 2, 2017.**3.14.4.2.3 Freeway Segment Level of Service**

Traffic operations were evaluated at the study area freeway segments under existing traffic conditions using Caltrans published data from 2017. Results of the analysis are presented in Table 3.14-7. As shown in the table, all study area freeway segments operate at acceptable levels of service under existing weekday conditions with the exception of:

Table 3.14-7: Existing Conditions Freeway Segment Level of Service Summary

Freeway Segment	Dir	Number of Lanes	Peak-Hour Volume (a)		Density (pc/mi/ln)		V/C (b)		LOS (c)		
			AM	PM	AM	PM	AM	PM	AM	PM	
I-5	North of J Street	SB	4	5,444	7,363	21	29	0.618	0.836	C	D
		NB	4	8,297	5,168	32	20	0.943	0.587	D	C
	North of Route 94 Junction	SB	5	7,004	9,473	22	30	0.637	0.861	C	D
		NB	5	10,674	6,649	33	21	0.970	0.604	D	C
	North of Pershing Drive	SB	5	7,004	9,473	22	30	0.637	0.861	C	D
		NB	5	10,674	6,649	33	21	0.970	0.604	D	C
	North of Route 163 Junction ¹	SB	5	7,827	6,375	24	20	0.711	0.579	C	C
		NB	5	11,686	8,736	N/A	27	1.062	0.794	F*	D
	North of Sixth Avenue ¹	SB	5	7,827	6,375	24	20	0.711	0.579	C	C
		NB	5	11,686	8,736	N/A	27	1.062	0.794	F*	D
	North of First Avenue ¹	SB	4	6,218	5,065	24	20	0.706	0.575	C	C
		NB	4	9,285	6,941	N/A	27	1.055	0.788	F*	D
	North of Hawthorn Street ¹	SB	4	7,398	6,026	29	23	0.840	0.685	D	C
		NB	4	11,046	8,257	N/A	32	1.255	0.938	F*	D

Table 3.14-7: Existing Conditions Freeway Segment Level of Service Summary

Freeway Segment	Dir	Number of Lanes	Peak-Hour Volume (a)		Density (pc/mi/ln)		V/C (b)		LOS (c)		
			AM	PM	AM	PM	AM	PM	AM	PM	
North of India/Sassafras Street	SB	5	7,183	5,851	22	18	0.653	0.532	C	C	
	NB	5	10,726	8,018	33	25	0.975	0.729	D	C	
North of Pacific Highway Viaduct	SB	4	5,718	4,658	22	18	0.650	0.529	C	C	
	NB	4	8,538	6,382	33	25	0.970	0.725	D	C	
North of Sassafras Street	SB	4	5,575	4,541	22	18	0.633	0.516	C	B	
	NB	4	8,324	6,223	32	24	0.945	0.707	D	C	
North of Washington Street	SB	4	7,362	5,997	29	23	0.836	0.681	D	C	
	NB	5	10,993	8,217	34	26	0.999	0.747	D	C	
North of Old Town Avenue	SB	5	7,434	6,055	23	19	0.675	0.550	C	C	
	NB	5	11,099	8,297	N/A	26	1.009	0.754	F*	C	
North of I-8 Junction/Camino Del Rio	SB	5	5,951	8,224	19	26	0.541	0.748	C	C	
	NB	5	7,726	6,888	24	21	0.702	0.626	C	C	
SR-163	10th Street N of Ash, End Left Align	SB	1	1,384	670	22	10	0.629	0.305	C	A
		NB	2	749	1,457	6	11	0.170	0.331	A	B
	North of I-5 Junction ¹	SB	2	4,161	4,536	32	N/A	0.945	1.030	D	F*
		NB	2	4,817	4,060	N/A	32	1.094	0.922	F*	D
	North of Quince Street ¹	SB	2	4,090	4,458	32	N/A	0.929	1.013	D	F*
		NB	2	4,734	3,990	N/A	31	1.075	0.906	F*	D
	North of Richmond Street ¹	SB	2	3,982	4,340	31	34	0.905	0.986	D	D
		NB	2	4,609	3,885	N/A	30	1.047	0.883	F*	D
	North of Robinson Ave	SB	2	3,623	3,949	28	31	0.823	0.897	D	D
		NB	2	4,194	3,535	33	28	0.953	0.803	D	D
	North of Washington Street ¹	SB	2	4,700	5,122	N/A	N/A	1.068	1.164	F*	F*
		NB	2	5,440	4,585	N/A	N/A	1.236	1.042	F*	F*
	North of Sixth Avenue	SB	4	5,883	6,413	23	25	0.668	0.728	C	C
		NB	5	6,810	5,740	21	18	0.619	0.522	C	B
North of I-8 Junction	SB	4	6,023	6,455	23	25	0.684	0.733	C	C	
	NB	5	7,756	6,084	24	19	0.705	0.553	C	C	
SR-94	East of Beginning at I-5 Junction and G St	WB	4	6,479	1,965	25	8	0.736	0.223	C	A
		EB	5	392	7,653	1	24	0.036	0.695	A	C
I-8	East of Midway Drive	WB	4	3,077	4,365	12	17	0.350	0.496	B	B
		EB	4	4,391	2,474	17	10	0.499	0.281	B	A

Table 3.14-7: Existing Conditions Freeway Segment Level of Service Summary

Freeway Segment	Dir	Number of Lanes	Peak-Hour Volume (a)		Density (pc/mi/ln)		V/C (b)		LOS (c)	
			AM	PM	AM	PM	AM	PM	AM	PM
East of I-5 Junction	WB	3	4,032	5,721	21	30	0.611	0.866	C	D
	EB	3	5,755	3,243	30	17	0.872	0.491	D	B
East of Morena Boulevard	WB	5	5,855	8,306	18	26	0.532	0.755	C	C
	EB	4	8,355	4,709	33	18	0.949	0.535	D	C
East of Hotel Circle/Taylor Street	WB	5	8,348	7,093	26	22	0.759	0.645	C	C
	EB	4	5,621	8,323	22	32	0.638	0.945	C	D
East of Hotel Circle ¹	WB	5	9,013	7,658	28	24	0.819	0.696	D	C
	EB	4	6,069	8,986	24	N/A	0.689	1.021	C	F*
East of SR-163 Junction ¹	WB	4	9,262	7,870	N/A	31	1.052	0.894	F*	D
	EB	4	6,237	9,235	24	N/A	0.708	1.049	C	F*

Source: Kimley-Horn, June 2019.

Notes: **Bold** values indicate freeway segment operations at LOS E or F.

(a) Peak-hour volumes were estimated using Caltrans published data (2017), model growth rates, and existing and future forecast turning movement counts.

(b) Volume to capacity ratio.

(c) The LOS for the respective freeway segments were based on the methodologies contained in Chapter 11 of the Highway Capacity Manual, 6th Edition.

¹ Speed and density values are reported as "--" and LOS is reported as "F*" when the volume to capacity ratio is greater than 1.00. Per Chapter 11 of the HCM, 6th Edition, the density is only calculated when the ratio is less than 1.00 and the speed cannot be estimated. All cases in which this ratio is greater than 1.00 are LOS F.

I-5

- North of Route 163 Junction in the Northbound direction in the AM Peak operates at **LOS F**
- North of Sixth Avenue in the Northbound direction in the AM Peak operates at **LOS F**
- North of First Avenue in the Northbound direction in the AM Peak operates at **LOS F**
- North of Hawthorn Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of Old Town Avenue in the Northbound direction in the AM Peak operates at **LOS F**

SR-163

- North of I-5 Junction
 - In the Northbound direction in the AM Peak operates at **LOS F**
 - In the Southbound direction in the PM Peak operates at **LOS F**
- North of Quince Street
 - In the Northbound direction in the AM Peak operates at **LOS F**
 - In the Southbound direction in the PM Peak operates at **LOS F**
- North of Richmond Street in the Northbound direction in the AM Peak operates at **LOS F**

- North of Washington Street
 - In the Northbound direction in the AM Peak operates at **LOS F**
 - In the Northbound direction in the PM Peak operates at **LOS F**
 - In the Southbound direction in the AM Peak operates at **LOS F**
 - In the Southbound direction in the PM Peak operates at **LOS F**

I-8

- East of Hotel Circle in the Eastbound direction in the PM Peak operates at **LOS F**
- East of SR-163
 - In the Westbound direction in the AM Peak operates at **LOS F**
 - In the Eastbound direction in the PM Peak operates at **LOS F**

3.14.4.2.4 Vehicle Miles Traveled (VMT)

Existing (Year 2018) VMT per passenger is presented in Table 3.14-8 below. Because a year 2018 SANDAG model does not exist, the SANDAG model average trip length was based on the Year 2012 model and daily Airport trips based upon ground counts. The Existing VMT per passenger was calculated to be 19.9 VMT per Airport passenger. The results have changed from the 2018 Draft EIR due to updated existing passenger data and the Airport's efforts to reduce TNC trips (i.e. Uber and Lyft) by matching vehicles dropping of passengers with passengers being picked-up at the Airport. This change and updated passenger levels data was used in updating VMT calculations shown below.

Table 3.14-8: Existing VMT Summary

	Existing
SANDAG Model Trip Length (a)	15.07
ADP Airport Trips	103,983
Calculated Airport VMT (b)	1,567,024
Airport Daily Passenger	78,595
Airport VMT / Passenger (c)	19.9

Source: Kimley-Horn, June 2019.

Notes:

- (a) Trip length based on SANDAG Series 13 model VMT divided by number of model trips.
- (b) Airport VMT is equal to estimated airport trips multiplied by average trip length.
- (c) Airport VMT per passenger based on calculated airport VMT divided by number of passengers.

3.14.5 Thresholds of Significance

The SDCRAA's development of thresholds of significance to use in evaluating the proposed project's potential traffic and circulation impacts took into consideration the thresholds utilized by the City of San Diego, thresholds identified in Appendix G of the State CEQA Guidelines, and additional thresholds formulated by SDCRAA. The following summarizes SDCRAA's review of the aforementioned thresholds of significance and the bases for selection of specific thresholds for evaluation of the proposed project's impacts.

3.14.5.1 City of San Diego

The City of San Diego has developed acceptable threshold standards to determine the significance of project impacts to intersections, roadway segments, and freeway segments. These thresholds are:

1. If any intersection, roadway segment, or freeway segment affected by a project would operate at LOS E or F under either direct or cumulative conditions, the impact would be significant if the project exceeds the thresholds shown in the Table 3.14-9.
2. If a project would add a substantial amount of traffic to a congested freeway segment, interchange, or ramp, the impact may be significant as shown in the Table 3.14-9.
3. If a project would increase traffic hazards to motor vehicles, bicyclists, or pedestrians due to proposed non-standard design features (e.g., poor sight distance, proposed driveway onto an access-restricted roadway), the impact would be significant.
4. If a project would result in the construction of a roadway which is inconsistent with the General Plan and/or a community plan, the impact would be significant if the proposed roadway would not properly align with other existing or planned roadways.
5. If a project would result in a substantial restriction in access to publicly- or privately-owned land, the impact would be significant.

Table 3.14-9: Significance Criteria for Facilities

Facility	Measurements of Effectiveness (MOE)	Significance Threshold ^(a)
Intersection	Seconds of Delay	>2.0 seconds at LOS E, or >1.0 second at LOS F
Roadway Segment	ADT, v/c Ratio	>0.02 at LOS E, or >0.01 at LOS F
Freeway	Speed	>1.0 mph at LOS E, or >0.5 mph at LOS F
	v/c Ratio*	>0.010 at LOS E, or >0.005 at LOS F

Source: City of San Diego Significance Determination Thresholds, page 72, July 2016.

Notes:

(a) Significance threshold applies only when the type of facility operates at LOS E or F. Additionally, if a project adds any increment of delay to cause the operations of an intersection to go from LOS D to either LOS E or LOS F, then the project is considered to cause a significant impact.

*For freeway segments operating with a v/c ratio greater or equal to 1.0.

The evaluation of the proposed project's potential impacts on traffic and circulation focuses on application of City Thresholds 1 and 2, based on the analytical approach and quantitative criteria described in the paragraphs below. City Thresholds 3 through 5 do not apply to the proposed project based on the facts that: (1) the project does not include any non-standard design features that would increase traffic hazards to motor vehicles, bicyclists, or pedestrians, but rather the project provides for improvements to vehicle circulation in and near the Airport, and includes improvements for pedestrian and bicycle travel nearby – see Chapter 2, Project Description; (2) the proposed project's roadway improvements occur within the limits of the Airport and do not extend into areas where roadways are within the City's General Plan and community plan areas; and, (3) development of the proposed project would occur within the limits of the Airport and would not result in a restriction to publicly- or privately-owned land.

Regarding the evaluation of the proposed project's construction-related and operations-related impacts under City Thresholds 1 and 2, the measurement of effectiveness (MOE) applied to intersections is based on allowable increases in delay. Along roadway segments, the MOE is based on allowable increases in the volume-to-capacity (v/c) ratio. Along freeways, the MOE is based on a combination of density LOS and allowable reduction in speed. At a freeway ramp meter, the MOE is based on allowable increases in delay, measured in minutes.

At intersections that are expected to operate at LOS E or F without the project, the allowable increase in delay is two seconds at LOS E and one second at LOS F with the addition of the project. If vehicle trips from a project cause the delay at an intersection to increase by more than the allowable threshold, this would be considered a significant project impact that requires mitigation. Also, if the project causes an intersection that was operating at an acceptable LOS (i.e., LOS A, B, C, or D) to operate at LOS E or F, this would be considered a significant project impact that requires mitigation.

For roadway segments that are forecasted to operate at LOS E or F with the project, the allowable increase in v/c ratio is 0.02 at LOS E and 0.01 at LOS F. If vehicle trips from a project cause the v/c ratio to increase by more than the allowable threshold, this would be considered a significant project traffic impact that requires mitigation. Also, if the project causes a street segment that was operating at an acceptable LOS to operate at LOS E or F, this would be considered a significant impact that requires mitigation.

Where the roadway segment operates at LOS E or F, if the intersections at the ends of the segment are calculated to operate at an acceptable LOS with the project; and a peak hour HCM arterial analysis for the same segment shows that the segment operates at an acceptable LOS with the project; then the project impacts are determined to be less than significant, and no mitigation is required. If analysis shows either the intersections or segment under the peak hour HCM analysis do not operate acceptably, the project impacts are considered significant and unmitigated.

In certain instances, mitigation may not be required even if a roadway segment operates at LOS E or LOS F. In such cases the following three conditions must all be met:

1. The roadway is built to its ultimate classification per the community plan;
2. The intersections on both ends of the failing segment operate at an acceptable LOS; and
3. An HCM arterial analysis indicates an acceptable LOS on the segment.

For freeway segments that are forecasted to operate at LOS E or F with the project, the allowable decrease in freeway speed is 1.0 mph at LOS E and 0.5 mph at LOS F. If vehicle trips from a project cause the speed to decrease by more than the allowable threshold, this would be considered a significant project traffic impact. Also, if the project causes a freeway segment that was operating at an acceptable LOS to operate at LOS E or F, this would be considered a significant impact.

If a freeway segment is operating at LOS F with a volume to capacity ratio (v/c) greater or equal to 1.0 under existing conditions, baseline conditions, or with the project, the v/c ratio will be evaluated. If the v/c ratio increases by 0.01 with the project, this would be considered a significant project traffic impact.

If vehicle trips from a project cause a metered ramp with a delay of 15 minutes per vehicle or higher to increase its delay by more than 2 minutes per vehicle, this would be considered a significant project traffic impact that requires mitigation if the freeway segment operates at LOS E or F.

Table 3.14-9 shows the criteria for determining levels of significance for the different facilities in the study area.

The following table illustrates how significance thresholds are being applied to the proposed project. Passenger level is based upon the level used to generate airport traffic as shown in Table 3.14-9a. Impact type, either Direct or Cumulative are based upon City of San Diego Significance Determination Thresholds. Mitigation trigger assumes the trigger for the previous level analyzed, which presumes that the mitigation should be in place at the time of need. For example, an impact that occurs in the 2035 with Project Scenario would be triggered when passenger levels exceed 35.8 MAP, which is the previous scenarios level.

Table 3.14-9a: Summary of Scenarios, Impact Type, and Mitigation Triggers

Scenario	Passenger Level	Baseline	Impact Type	Mitigation Trigger Level
Existing with Project	40.3 MAP	Existing Conditions	Direct	Use the trigger level below associated with the Year the first impact occurred.
2024 with Project	30.1 MAP	Existing Conditions	Direct – Opening Day	Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a.
2026 with Project	32.0 MAP	Existing Conditions	Direct – Opening Day	Prior to passenger air travel exceeding 30.1 MAP.
2030 with Project	35.8 MAP	Existing Conditions	Cumulative	Prior to passenger air travel exceeding 32.0 MAP.
2035 with Project	39.3 MAP	Existing Conditions	Cumulative	Prior to passenger air travel exceeding 35.8 MAP.
2050 with Project	40.3 MAP	Existing Conditions	Cumulative	Prior to passenger air travel exceeding 39.3 MAP.

3.14.5.2 State CEQA Guidelines Appendix G

Section XVII. Transportation, in Appendix G of the State CEQA Guidelines asks whether a proposed project would:

- a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?
- b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) [i.e., generally, vehicle miles traveled is the most appropriate measure of transportation impacts]?
- c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- d) Result in inadequate emergency access?

Regarding Threshold “a,” the measures of effectiveness used in the impacts analysis for the proposed project are described above relative to the City of San Diego’s thresholds of significance. Additionally, regarding transportation planning documents related to SDIA, the SDIA Airport Multimodal Accessibility Plan (AMAP), which is included as part of the SANDAG San Diego County Regional Plan and the Regional Transportation Plan/Sustainable Communities Strategies, as described in Section 3.3, Greenhouse Gases and Climate Change. The AMAP addresses long-term access at SDIA, including transit, and the proposed project is consistent with the AMAP.

Regarding Threshold “b,” as discussed in Section 3.14.2.7.4 above, project-related VMT is included in the traffic impacts analysis section below.

Regarding Threshold “c,” this threshold is similar to the City of San Diego Threshold 3 – see relevant discussion above.

Regarding Threshold “d,” potential impacts related to emergency access are addressed in Section 3.13, Public Services, wherein it was determined that implementation of the proposed project would not result in significant impacts related to such access.

3.14.5.3 Additional SDCRAA Thresholds

Parking Impacts (*previously used in the 2008 SDIA Airport Master Plan EIR*): If the project is deficient by more than 10% of the required amount of parking, the impact would be considered significant if one of the following occurs:

- Parking shortfall or displacement of existing parking would substantially affect the availability of parking in an adjacent residential area, including the availability of public parking; or
- Parking deficiency would severely impede the accessibility of a public parking facility, such as a park or beach.

Railroad Crossings (*previously used in the 2008 SDIA Airport Master Plan EIR*): The California Public Utilities Commission indicates that a significant impact would occur if the project results in total vehicle-hours of delay (VHD) per day that exceed the following thresholds. If these thresholds are exceeded without the project, then no significant impact would occur. Grade separation is considered “warranted” if VHD exceeds:

- 75 VHD for roadways with an ADT of less than 15,000;
- 150 VHD for roadways with an ADT between 15,000 and 25,000; or
- 300 VHD for roadways with an ADT greater than 25,000.

3.14.6 Project Impacts

As discussed in Section 2.6.4, the proposed project includes a new on-Airport entry roadway as a project design feature in Phase 1a that would connect to North Harbor Drive and allow westbound Airport traffic to enter the Airport at a new intersection west of the existing intersection of North Harbor Drive and Laurel Street. The on-Airport entry roadway would generally have three lanes of travel, as well as a multi-use bicycle and pedestrian path associated with it. This would reduce by 45% the amount of westbound Airport traffic using North Harbor Drive. Other improvements include a new loop road that would provide access to the new T1 and a new T1 parking structure

and a single-lane, on-Airport eastbound road that would allow Parking Lot and Rental Car Center shuttles from both terminals to access the Airport's north side without traveling on any City streets.

It is important to note, relative to the discussion below of traffic impacts and the formulation of feasible mitigation measures to address significant impacts, proposed mitigation measures may be feasible if allowed by federal law; federal law states that airport revenues and FAA grant funds may not be used for purposes other than the capital or operating costs of the Airport, the local Airport system or other local facilities owned or operated by the Airport owner or operator that are directly and substantially related to the air transportation of passengers and property. Detailed information about the law and regulations prohibiting diversion of SDIA revenues and FAA grants is found in Appendix R-K to this Recirculated Draft EIR. These restrictions may impact SDCRAA's ability to fund and implement off-Airport mitigation measures. Therefore, SDCRAA has submitted specific requests to the FAA for it to allow funding of off-Airport mitigation measures. SDCRAA has secured commitments, with airline support, that could provide significant funds for any FAA-approved transportation, transit, and access improvements on- and off-Airport property made in conjunction with regional partner agencies. SDCRAA's funding contributions of up to \$350 million, could be utilized along with other regional agencies' investments in potential off-Airport transportation and transit projects that improve access to the Airport, pending approval of the ADP and its environmental review. As with all off-Airport projects, the SDCRAA would also be required to obtain FAA approval for funding these possible off-Airport transportation and transit projects, similar to previous and current off-Airport projects undertaken by SDCRAA to improve Harbor Drive, Washington Street, and Sassafras Street. SDCRAA has sought funding approval from the FAA for a range of off-Airport road and other transportation-related improvements and programs and if approved would be feasible. The FAA has not yet responded to the request and if such FAA funding approval was not provided, then the off-Airport improvements would not be able to be implemented and would not be feasible. Further, the off-Airport mitigation measures are within the jurisdiction of other local agencies, and SDIA cannot require those agencies to implement the mitigation measures even if they are physically feasible. SDCRAA will continue to coordinate with the City to identify and implement those transportation improvements that are supported, allowable, and feasible. In addition, per City of San Diego and Caltrans direction to Kimley-Horn on September 7, 2018 regarding potential mitigation for traffic impacts associated with the proposed project, any improvements to roadway segments within the jurisdiction of the City that would require widening beyond the community plan buildout roadway classification or freeway improvements not included in the San Diego Regional Transportation Plan or one of Caltrans' Transportation Concept Report are to be considered infeasible. These facts regarding such infeasibility are recognized within each of the future-year impacts evaluation (i.e., for Existing with Project, 2024, 2026, 2030, 2035, and 2050) below.

3.14.6.1 Operational Impacts

3.14.6.1.1 Direct Impacts 3.14-1

Summary Conclusion for Impact 3.14-1: Implementation of the proposed project would result in unacceptable operations of study facilities. Of those facilities, 5 intersections, 11 roadway segments, and 14 freeway segments are expected to exceed thresholds of significance under the Existing With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some proposed mitigation is infeasible, therefore, impacts would remain *significant and unavoidable* at 7 roadway segments, and 14 freeway segments.

The Existing with Project Scenario is considered to be a Direct Impact assessment by the City of San Diego in their Traffic Impact Study Manual. This scenario represents the traffic conditions of the existing street network and proposed on-Airport facilities. Background volumes for this scenario are existing without any other developments or background growth. The entire ADP project is added to the transportation system (assumed flight level of 40.6 million annual passengers (MAP)). This scenario reflects conditions that would occur with only the development and flight growth were to occur. This condition isolates the Direct Project Traffic Impacts by only considering traffic growth caused by the Project.

The Existing with Project scenario adds Year 2050 Airport traffic and proposed transportation features onto the existing transportation system and existing traffic volumes. Due to the hypothetical nature of this scenario, it is necessary to determine when direct impact mitigations are needed within the 30 plus year timeframe between now and Year 2050. To assign impacts to triggers, the analyses for the Years 2024, 2026, 2030, 2035 and 2050 scenarios were used to determine when an impact first occurred. The mitigation would need to be in place before the traffic associated with that impact causing scenario occurs, therefore, the traffic level assumed in the previous scenario was used as the trigger. As discussed in Section 3.14.5, the trigger would be the passenger flight activity level not the scenario year, since passenger growth directly affects Airport traffic generation and passenger growth could occur slower or more rapidly than current projections.

The following example describes how this trigger is applied to one of the Existing with Project direct impacts. The intersection of Laurel Street at North Harbor Drive was identified as a direct impact in the Existing with Project scenario. It first became an impact in the Year 2030 with Project scenario, thus the triggering event would be prior to exceeding passenger flight levels of the previous scenario, since we know that that the intersection was not impacted in that scenario. In this case, the 2026 Scenario evaluated traffic generated by 32.0 Million Annual Passengers (MAP). Thus, the trigger would state, "*Prior to exceeding 32.0 MAP...*".

It is recommended that Mitigation Measure MM-TDM-1 be implemented to help alleviate all of the significant traffic impacts identified in Section 3.14.6.1.1. Transportation Demand Management (TDM) measures reduce the overall amount of vehicle traffic, and, as such, this mitigation is effective at reducing intersection, roadway, and freeway impacts. The TDM and transit-related mitigation measures listed in MM-TDM-1 are recommended to reduce the traffic impact at all impacted facilities.

MM-TDM-1: TDM and Transit Measures. Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, and continued through all Project phases, SDCRAA shall implement the following TDM and Transit measures:

1. Implement a shuttle service connecting the Old Town Transit Center and Amtrak Station to SDIA. Adding a new shuttle service from the Old Town Transit Center would enhance Airport access for COASTER, Trolley, Amtrak, and bus line riders who could connect at the station. Implementation of this service is dependent on further outreach with Old Town stakeholders to ensure that Airport passengers do not attempt to drive to the station and overrun the parking available for the Transit Center, Old Town San Diego Historic Park, California Department of Transportation (Caltrans) District 11 office, or other area businesses.
2. Promote the use of transit using the Palm Street LRT station to access the Airport for Airport workers and travelers. Implement the following techniques: a) continue to allow free use of Airport buses for transit riders accessing transit at the Terminal Link Road near Palm Street; and, b) promote the use of LRT on Airport connection web sites (Airport websites, Metropolitan Transit System (MTS) websites, Airport terminal kiosks, and employee/vendor notification boards.
3. Promote the use of Bus Route 992 service between downtown and SDIA. This would include the following measures to help increase ridership on this route: a) allow 992 buses to use the new on-Airport access road including preferential locations at the terminals for bus stops; b) provide space for a kiosk and fare purchase station at a convenient location within the new, replacement Terminal 1 (implemented in January 2016 at existing Terminals 1 and 2); and, c) provide branding of the route as an Airport route.

Proposed Mitigation Measure MM-TDM-1 is within SDCRAA's control and is ***physically and operationally feasible***. If implemented, these TDM measures could reduce Airport generated traffic by two to four percent. It is not anticipated to reduce the traffic impact to be less than significant, but would help lessen the traffic impact on the impacted facilities.

Intersection Level of Service

Existing With Project volumes were evaluated at the study area intersections. Results of the analysis are presented in Table 3.14-10. Direct intersection impacts from the proposed project are identified in column "Existing With Project, Change from Existing." Level of Service worksheets are contained in Appendix R-H2. As shown in the table, all study area intersections operate at acceptable levels of service during the weekday AM, Airport, and PM peak hours with the exception of:

Existing Without Project Conditions

#16 – Laurel Street at Kettner Boulevard

#41 – Kettner Boulevard at Palm Street

Existing With Project Conditions**#14 – W Laurel Street at North Harbor Drive****#15 – Pacific Highway at W Laurel Street****#16 – Kettner Boulevard at W Laurel Street****#33 – Harbor Island Drive at N Harbor Drive****#41 – Kettner Boulevard at Palm Street**

The intersections listed above that are shown in bold text are considered to be direct impacts. Specifically, the proposed project's traffic adds at least two seconds of delay at LOS E or one second of delay at LOS F. The following discussion addresses these impacts.

Table 3.14-10: Existing With Project Conditions Intersection Level of Service Summary

Intersection	Peak Hour	Existing		Existing With Project		
		DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Change from Existing (c)
1 Pacific Hwy at Taylor St / Rosecrans St	AM	27.7	C	27.8	C	0.1
	AIRPORT	28.6	C	28.6	C	0.0
	PM	35.8	D	35.8	D	0.0
2 Pacific Hwy at Old Town Transit Center	AM	9.7	A	9.6	A	-0.1
	AIRPORT	10.9	B	10.9	B	0.0
	PM	11.1	B	11.2	B	0.1
3 Pacific Hwy at Enterprise St	AM	31.7	C	32.0	C	0.3
	AIRPORT	27.7	C	27.8	C	0.1
	PM	44.5	D	45.4	D	0.9
4 SB Pacific Hwy Ramps at Washington St	AM	11.7	B	13.4	B	1.7
	AIRPORT	12.4	B	13.8	B	1.4
	PM	12.5	B	15.7	B	3.2
5 NB Pacific Highway On-Ramp / Frontage Rd at Washington St	AM	20.7	C	21.3	C	0.6
	AIRPORT	18.3	B	18.4	B	0.1
	PM	18.7	B	19.6	B	0.9
6 Hancock St at Washington St	AM	22.0	C	20.3	C	-1.7
	AIRPORT	21.7	C	19.5	B	-2.2
	PM	23.1	C	22.6	C	-0.5
7 San Diego Ave at Washington St	AM	31.1	C	30.2	C	-0.9
	AIRPORT	22.2	C	22.5	C	0.3
	PM	16.2	B	16.8	B	0.6
8 India St at Vine St	AM	4.5	A	4.3	A	-0.2
	AIRPORT	4.7	A	4.6	A	-0.1
	PM	4.3	A	4.2	A	-0.1

Table 3.14-10: Existing With Project Conditions Intersection Level of Service Summary

Intersection		Peak Hour	Existing		Existing With Project		
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Change from Existing (c)
9	Pacific Hwy at Sassafras St / Admiral Boland Way	AM	22.0	C	40.1	D	18.1
		AIRPORT	23.8	C	38.2	D	14.4
		PM	29.7	C	44.5	D	14.8
10	Kettner Blvd at Sassafras St	AM	13.5	B	21.5	C	8.0
		AIRPORT	12.7	B	16.7	B	4.0
		PM	15.0	B	20.4	C	5.4
11	India St at Sassafras St	AM	6.8	A	7.8	A	1.0
		AIRPORT	8.8	A	10.3	B	1.5
		PM	10.2	B	15.0	B	4.8
12	Pacific Hwy at Palm St	AM	8.7	A	9.9	A	1.2
		AIRPORT	8.8	A	9.9	A	1.1
		PM	10.3	B	11.2	B	0.9
14	W Laurel St at N Harbor Drive	AM	24.4	C	77.7	E	53.3
		AIRPORT	33.7	C	65.2	E	31.5
		PM	26.2	C	59.1	E	32.9
15	Pacific Hwy at W Laurel St	AM	44.6	D	58.7	E	14.1
		AIRPORT	49.1	D	67.9	E	18.8
		PM	51.6	D	68.6	E	17.0
16	Kettner Blvd at W Laurel St	AM	91.8	F	177.9	F	86.1
		AIRPORT	112.2	F	205.3	F	93.1
		PM	48.9	D	95.2	F	46.3
17	India St at W Laurel St	AM	15.1	B	15.8	B	0.7
		AIRPORT	16.3	B	16.9	B	0.6
		PM	15.7	B	16.1	B	0.4
18	N Harbor Dr at W Hawthorn St	AM	8.9	A	8.3	A	-0.6
		AIRPORT	9.5	A	9.3	A	-0.2
		PM	10.0	B	9.9	A	-0.1
19	Pacific Hwy at W Hawthorn St	AM	36.9	D	40.9	D	4.0
		AIRPORT	35.7	D	39.9	D	4.2
		PM	41.9	D	49.7	D	7.8
20	Kettner Blvd at W Hawthorn St	AM	30.7	C	34.9	C	4.2
		AIRPORT	28.5	C	32.0	C	3.5
		PM	28.4	C	30.4	C	2.0
21	India St at W Hawthorn St	AM	31.5	C	36.0	D	4.5
		AIRPORT	29.1	C	32.7	C	3.6
		PM	27.2	C	29.7	C	2.5
22	Columbia St at W Hawthorn St	AM	33.5	C	38.3	D	4.8
		AIRPORT	30.8	C	35.0	D	4.2
		PM	30.5	C	32.9	C	2.4

Table 3.14-10: Existing With Project Conditions Intersection Level of Service Summary

Intersection		Peak Hour	Existing		Existing With Project		
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Change from Existing (c)
23	State St at W Hawthorn St	AM	10.7	B	13.3	B	2.6
		AIRPORT	9.1	A	10.7	B	1.6
		PM	8.6	A	9.6	A	1.0
24	I-5 NB Off-Ramp / Brant St at W Hawthorn St	AM	15.7	C	15.7	C	0.0
		AIRPORT	16.7	C	16.7	C	0.0
		PM	20.5	C	20.5	C	0.0
25	N Harbor Dr at W Grape St	AM	10.7	B	10.5	B	-0.2
		AIRPORT	11.8	B	12.6	B	0.8
		PM	18.8	B	19.7	B	0.9
26	Pacific Hwy at W Grape St	AM	29.2	C	30.9	C	1.7
		AIRPORT	29.9	C	31.1	C	1.2
		PM	28.9	C	30.6	C	1.7
27	Kettner Blvd at W Grape St	AM	30.8	C	33.8	C	3.0
		AIRPORT	32.1	C	34.1	C	2.0
		PM	36.2	D	39.3	D	3.1
28	India St at W Grape St	AM	29.6	C	33.7	C	4.1
		AIRPORT	31.7	C	34.2	C	2.5
		PM	35.5	D	40.5	D	5.0
29	Columbia St at W Grape St	AM	34.7	C	39.0	D	4.3
		AIRPORT	37.6	D	40.8	D	3.2
		PM	43.3	D	54.6	D	11.3
30	State St / I-5 SB On-Ramp at W Grape St	AM	24.4	C	28.0	C	3.6
		AIRPORT	26.0	C	28.2	C	2.2
		PM	33.1	C	38.1	D	5.0
31	McCain Rd at N Harbor Dr	AM	11.6	B	13.8	B	2.2
		AIRPORT	9.1	A	4.4	A	-4.7
		PM	8.1	A	8.6	A	0.5
32	Spanish Landing at N Harbor Dr	AM	22.2	C	20.8	C	-1.4
		AIRPORT	19.8	B	18.3	B	-1.5
		PM	19.3	B	18.4	B	-0.9
33	Harbor Island Dr at N Harbor Dr	AM	40.0	D	53.7	D	13.7
		AIRPORT	44.9	D	59.5	E	14.6
		PM	35.3	D	45.0	D	9.7
34	Harbor Island Dr at Old Rent A Car Access / Sheraton	AM	10.0	B	10.0	B	0.0
		AIRPORT	10.4	B	10.4	B	0.0
		PM	10.6	B	10.6	B	0.0
35	Harbor Island Dr at Harbor Island Dr	AM	22.1	C	22.3	C	0.2
		AIRPORT	22.0	C	22.7	C	0.1
		PM	22.6	C	22.7	C	0.1

Table 3.14-10: Existing With Project Conditions Intersection Level of Service Summary

Intersection		Peak Hour	Existing		Existing With Project		
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Change from Existing (c)
36	Harbor Island Dr at Parking Lot Access	AM	8.5	A	8.5	A	0.0
		AIRPORT	9.0	A	9.1	A	0.1
		PM	9.1	A	9.2	A	0.1
37	Winship Ln at N Harbor Dr	AM	6.4	A	Intersection does not exist in this scenario		
		AIRPORT	7.1	A			
		PM	5.3	A			
38	North Harbor Dr at Liberator Way	AM	4.9	A	7.8	A	2.9
		AIRPORT	4.7	A	7.1	A	2.4
		PM	8.8	A	20.5	C	11.7
39	Cell Phone Lot at N Harbor Dr	AM	16.3	B	27.4	C	11.1
		AIRPORT	32.5	C	32.1	C	-0.4
		PM	18.2	B	42.0	D	23.8
40	Terminal Link Rd / Coast Guard at N Harbor Dr	AM	4.2	A	3.9	A	-0.3
		AIRPORT	3.9	A	4.2	A	0.3
		PM	3.3	A	7.4	A	4.1
41	Kettner Blvd at Palm St	AM	21.7	C	27.0	D	5.3
		AIRPORT	21.2	C	26.4	D	5.2
		PM	59.9	F	94.3	F	34.4
42	North Harbor Dr at Laning Rd	AM	13.5	B	12.6	B	-0.9
		AIRPORT	26.3	C	26.7	C	0.4
		PM	32.4	C	35.2	D	2.8
43	N Harbor Dr at Nimitz Blvd	AM	16.4	B	17.1	B	0.7
		AIRPORT	19.9	B	21.0	C	1.1
		PM	40.7	D	41.0	D	0.3
44	Rosecrans St at Nimitz Blvd	AM	41.1	D	41.9	D	0.8
		AIRPORT	36.0	D	36.2	D	0.2
		PM	45.1	D	45.5	D	0.4

Source: Kimley-Horn, June 2019.

Notes: Bold values indicate intersections operating at LOS E or F. Bold and shaded values indicate project significant impact. City of San Diego's Significance Determination Thresholds under CEQA, Section O, p.71. A review of SANDAG and Port of San Diego studies indicates that they use the same significance determination thresholds. Under Existing With Project conditions, all significant impacts are defined as Direct impacts per these thresholds.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using Synchro 10.

(c) Change in delay due to project traffic. Addition of project traffic may cause a decrease in delay at some locations. This counterintuitive result occurs when the volume being added to the intersection is on movements with less delay than the current overall intersection average delay, decreasing the overall intersection average delay.

The following mitigation, in addition to MM-TDM-1 discussed above, would address the significant impacts that would occur from the project, as defined by Table 3.14-10, between Existing traffic conditions and Existing With Project conditions:

#14 W Laurel Street at N Harbor Drive

The intersection of West Laurel Street at North Harbor Drive operates at LOS C during the AM, Airport, and PM peak hours under Existing traffic conditions. This intersection would experience an increase in delay greater than two seconds in the AM, Airport, and PM peak hours and result in a change in the LOS of the AM, Airport, and PM peak hours to LOS E with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant direct impact.

Proposed Mitigation Measure

MM-TR-I-1a: Improve the Intersection of Laurel Street at North Harbor Drive. Prior to passenger air travel exceeding 32.0 million annual passengers (MAP), SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Add a third Eastbound left-turn lane and remove an Eastbound through lane. Proposed Mitigation Measure MM-TR-I-1a presently is **not considered feasible** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is **physically feasible** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Implementation of Mitigation Measure MM-TR-I-1a would ensure that the intersection operates at LOS D during the AM peak hour and LOS C during the Airport and PM peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-11.

Table 3.14-11: Existing with Project Conditions Intersection Improvement Level of Service Summary

Intersection		Peak hour	Before Improvement		After Improvement (c)		Description
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	
9*	Pacific Hwy at Sassafras St / Admiral Boland Way	AM	40.1	D	37.0	D	• Add Class IV Cycle Track on Pacific Hwy
		AIRPORT	38.2	D	35.5	D	
		PM	44.5	D	41.9	D	
12*	Pacific Hwy at Palm St	AM	9.9	A	11.9	B	• Add Class IV Cycle Track on Pacific Hwy
		AIRPORT	9.9	A	11.9	B	
		PM	11.2	B	13.7	B	
14	W Laurel Street at North Harbor Drive	AM	77.7	E	41.1	D	
		AIRPORT	65.2	E	29.9	C	

Table 3.14-11: Existing with Project Conditions Intersection Improvement Level of Service Summary

Intersection		Peak hour	Before Improvement		After Improvement (c)		Description
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	
		PM	59.1	E	28.0	C	<ul style="list-style-type: none"> • Add a third EB left-turn lane and remove an EB through lane
15	Pacific Highway at W Laurel Street	AM	58.7	E	41.5	D	<ul style="list-style-type: none"> • Remove a WB through lane on the West leg and add a second EB left-turn lane. • Re-stripe SB approach to change one through lane to add second right-turn lane. • Re-coordinate signals along Laurel Street • Add Class IV Cycle Track
		AIRPORT	67.9	E	37.1	D	
		PM	68.6	E	46.4	D	
16	Kettner Boulevard at W Laurel Street	AM	177.9	F	23.7	C	<ul style="list-style-type: none"> • Restripe SB approach to two right-turn lanes, one through lane and one left-turn lane.
		AIRPORT	205.3	F	39.9	D	
		PM	95.2	F	32.0	C	
33	Harbor Island Dr at N Harbor Dr	AM	53.7	D	30.2	C	<ul style="list-style-type: none"> • Re-coordinate signals along North Harbor Drive
		AIRPORT	59.5	E	53.4	D	
		PM	45.0	D	54.0	D	
41	Kettner Boulevard at Palm Street	AM	27.0	D	0.6	A	<ul style="list-style-type: none"> • Install traffic signal • Restripe Palm Street to two lanes in each direction between Kettner Blvd and Pacific Hwy • Pre-signals at rail crossing
		AIRPORT	26.4	D	0.6	A	
		PM	94.3	F	0.6	A	

Source: Kimley-Horn, June 2019.

Notes:

Bold values indicate intersections operating at LOS E or F. **Bold and shaded** values indicate project significant impact.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using Synchro 10.

(c) The Table presumes the improvements are feasible, which is uncertain.

Footnote:

(*) Intersections 9 and 12 are not significant impacts. Class IV Cycle Track added as part of mitigation at Laurel Street / Pacific Highway

#15 Pacific Highway at W Laurel Street

The intersection of Pacific Highway at W Laurel St operates at LOS D during the AM, Airport, and PM peak hours under Existing traffic conditions. This intersection would experience an increase in delay greater than two seconds and result in a change in the LOS of the AM, Airport, and PM peak hours to LOS E with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant direct impact.

Proposed Mitigation Measure

MM-TR-I-1b: Improve the Intersection of Pacific Highway at West Laurel Street. Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Remove a westbound through lane on the West leg and add a second Eastbound left-turn lane, convert a Southbound through lane into a second Southbound right-turn lane, and re-coordinate signals along Laurel Street. Upgrade from Class II bicycle lanes to Class IV Cycle Tracks on Pacific Highway and provide protected traffic signal phasing for bicycles on Pacific Highway. The bicycle improvements will extend from Laurel Street to Washington Street affecting the intersections of Pacific Hwy at Sassafras St / Admiral Boland Way and Pacific Highway at Palm Str. The bicycle improvements will extend from Laurel Street to Washington Street affecting the intersections of Pacific Highway at Sassafras St / Admiral Boland Way and Pacific Highway at Palm Str. Proposed Mitigation Measure MM-TR-I-1b presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Implementation of Mitigation Measure MM-TR-I-1b would ensure that the intersection operates at LOS D during the AM, Airport, and PM peak hours, thereby reducing this potentially significant direct impact to a less-than-significant level, as shown in Table 3.14-11.

#16 Kettner Boulevard at W Laurel Street

The intersection of Kettner Boulevard at West Laurel Street operates at LOS F during the AM and the Airport peak hours and at LOS D during the PM peak hour under Existing traffic conditions. This intersection would experience an increase in delay greater than one second and result in a change in the LOS during the PM peak hours to LOS F with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant direct impact.

Proposed Mitigation Measure

MM-TR-I-1c: Improve the Intersection of Kettner Boulevard at West Laurel Street. Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Re-stripe the Southbound approach to two right-turn lanes, one through-lane, and one optional through/left-turn lane. Proposed Mitigation Measure MM-TR-I-1c presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Implementation of Mitigation Measure MM-TR-I-1c would ensure that the intersection operates at LOS C during the AM and PM peak hours and at LOS D during the Airport peak hour, thereby reducing this potentially significant direct impact to a less-than-significant level, as shown in Table 3.14-11.

#33 Harbor Island Drive at N Harbor Drive

The intersection of Harbor Island Drive at North Harbor Drive at Harbor Island Drive operates at LOS D during the AM, Airport, and PM peak hours under Existing traffic conditions and at LOS E during the Airport peak hour under Existing With Project conditions. The intersection would experience an increase in delay greater than two seconds and result in a change in the LOS during Airport peak hour to LOS E under Existing With Project conditions. Because the resulting LOS would exceed the allowable threshold, this would result in a significant direct impact.

Proposed Mitigation Measure

MM-TR-I-1d: Improve the Intersections on North Harbor Drive from Harbor Island Drive to Grape Street. Prior to passenger air travel exceeding 32.0 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Re-coordinate signals along North Harbor Drive from Harbor Island Drive to Grape Street. Proposed Mitigation Measure MM-TR-I-1d presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure,

and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Implementation of Mitigation Measure MM-TR-I-1d would ensure that the intersection operates at LOS D during the Airport peak hour, thereby reducing this potentially significant direct impact to a less-than-significant level, as shown in Table 3.14-11.

#41 Kettner Boulevard at Palm Street

The intersection of Kettner Boulevard at Palm Street operates at LOS C during the AM and Airport peak hours, and LOS F during the PM peak under Existing traffic conditions. This intersection would experience an increase in delay greater than one second with the addition of the proposed project traffic and continue to operate at LOS F during the PM peak hour under Existing With Project conditions. Because the resulting LOS would exceed the allowable threshold, this would result in a significant direct impact.

Proposed Mitigation Measure

MM-TR-I-1e: Improve the Intersection of Kettner Boulevard at Palm Street. Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Install a traffic signal, restripe Palm Street to two lanes in each direction between Kettner Boulevard and Pacific Highway, and install pre-signals at the rail crossing. Provide directional signs on Kettner Boulevard, Pacific Highway, Laurel Street and North Harbor Drive suggesting Palm Street as an option for reaching the Airport terminals. Proposed Mitigation Measure MM-TR-I-1e presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Implementation of Mitigation Measure MM-TR-I-1e would ensure that the intersection operates at LOS D or better, thereby reducing this potentially significant direct impact to a less-than-significant level, as shown in Table 3.14-11.

Roadway Segment Level of Service

Existing With Project volumes were evaluated at the study area roadway segments. Results of the analysis are presented in Table 3.14-12. Direct roadway impacts from the proposed project are identified in column “Change from Existing.” As shown in the table, all study area roadway segments operate at acceptable levels of service under weekday conditions with the exception of:

Existing Conditions

Kettner Boulevard

- Vine Street to Sassafras Street operates at **LOS E**

Sassafras Street

- Pacific Highway to Kettner Boulevard operates at **LOS F**

Hawthorn Street

- Harbor Drive to Pacific Highway operates at **LOS F**
- Pacific Highway to India Street operates at **LOS F**
- India Street to State Street operates at **LOS F**
- State Street to Albatross Street operates at **LOS F**

Grape Street

- Harbor Drive to Pacific Highway operates at **LOS E**
- Pacific Highway to India Street operates at **LOS F**
- India Street to State Street operates at **LOS F**

North Harbor Drive

- Harbor Island Drive to Winship Lane operates at **LOS F**
- Winship Lane to Liberator Way operates at **LOS F**
- Liberator Way to Cell Phone Lot operates at **LOS F**
- Cell Phone Lot to Laurel Street/ Solar Turbines operates at **LOS F**
- Laurel Street/ Solar Turbines to West Laurel Street operates at **LOS F**
- Laurel Street to Hawthorn Street operates at **LOS E**

Existing With Project Conditions

Kettner Boulevard

- **Vine Street to Sassafras Street operates at LOS F**
- **Sassafras Street to Palm Street operates at LOS E**

Sassafras Street

- **Pacific Highway to Kettner Boulevard operates at LOS F**

Laurel Street

- **Harbor Drive to Pacific Highway operates at LOS F**

Hawthorn Street

- **Harbor Drive to Pacific Highway operates at LOS F**
- **Pacific Highway to India Street operates at LOS F**
- **India Street to State Street operates at LOS F**

Grape Street

- **Harbor Drive to Pacific Highway operates at LOS F**
- **Pacific Highway to India Street operates at LOS F**
- **India Street to State Street operates at LOS F**

North Harbor Drive

- Harbor Island Drive to Winship Lane operates at **LOS E**
- Winship Lane to Liberator Way operates at **LOS F**
- Liberator Way to Cell Phone Lot operates at **LOS F**
- Cell Phone Lot to Laurel Street/ Solar Turbines operates at **LOS F**
- **Laurel Street to Hawthorn Street operates at LOS F**

The roadways listed above that are shown in bold text are considered to be direct impacts. Specifically, the proposed project's traffic adds to the roadway's v/c by at least 0.02 at LOS E or 0.01 at LOS F.

Table 3.14-12: Existing With Project Conditions Roadway Segment Level of Service Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			Existing With Project			Change from Existing	
			ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio(c)	LOS	Δ in ADT	Δ in V/C
Pacific Highway										
Kurtz St to Barnett Ave	6 Lane Major Arterial	50,000	21,780	0.436	B	23,062	0.461	B	1,282	0.025
Barnett Ave to Washington St	6 Lane Expressway	80,000	51,778	0.647	C	54,885	0.686	C	3,107	0.039
Washington St to Sassafras St	6 Lane Prime Arterial	60,000	14,219	0.237	A	15,598	0.26	A	1,379	0.023
Sassafras St to Palm St	6 Lane Major Arterial	50,000	18,988	0.380	A	24,160	0.483	B	5,172	0.103
Palm St to Laurel St	6 Lane Major Arterial	50,000	20,447	0.409	B	26,308	0.526	B	5,861	0.117
Laurel St to Juniper St	6 Lane Major Arterial	50,000	10,478	0.210	A	14,230	0.285	A	3,752	0.075
Kettner Blvd										
Vine St to Sassafras St	3 Lane Major Arterial (one-way)	27,500	26,492	0.963	E	33,826	1.23	F	7,334	0.267
Sassafras St to Palm St	3 Lane Major Arterial (one-way)	27,500	18,406	0.669	C	25,233	0.918	E	6,827	0.249
Palm St to Laurel St	3 Lane Major Arterial (one-way)	27,500	18,406	0.669	C	21,440	0.78	C	3,034	0.111

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			Existing With Project			Change from Existing	
			ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio(c)	LOS	Δ in ADT	Δ in V/C
India St										
Sassafras St to Laurel St	3 Lane Major (one-way)	27,500	14,465	0.526	B	21,292	0.774	C	6,827	0.248
Laurel St to Juniper St	3 Lane Collector (one-way)	26,000	3,884	0.149	A	3,884	0.149	A	0	0.000
Washington St										
West of Pacific Hwy	4 Lane Major Arterial	40,000	4,847	0.121	A	7,950	0.199	A	3,103	0.078
Hancock St to San Diego Ave	4 Lane Major Arterial	40,000	22,972	0.574	C	24,347	0.609	C	1,375	0.035
East of India St	4 Lane Major Arterial	40,000	24,710	0.618	C	26,085	0.652	C	1,375	0.034
Sassafras St										
Pacific Hwy to Kettner Blvd	3 Lane Collector (w/o two-way left-turn lane)	12,000	15,983	1.332	F	28,720	2.393	F	12,737	1.061
Palm St										
Pacific Hwy to Kettner Blvd	2 Lane Collector (w/o two-way left-turn lane)	8,000	1,940	0.243	A	2,630	0.329	B	690	0.086
Laurel St										
Harbor Dr to Pacific Hwy	5 Lane Major Arterial	45,000	35,441	0.788	D	47,346	1.052	F	11,905	0.264
Pacific Hwy to India St	4 Lane Major Arterial	40,000	21,042	0.526	C	26,141	0.654	C	5,099	0.128
India St to State St / Reynard Wy	4 Lane Major Arterial	40,000	14,072	0.352	A	15,447	0.386	B	1,375	0.034
Hawthorn St										
Harbor Dr to Pacific Hwy	3 Lane Collector (one-way)	26,000	26,337	1.013	F	31,026	1.193	F	4,689	0.180
Pacific Hwy to India St	3 Lane Collector (one-way)	26,000	30,936	1.190	F	35,625	1.37	F	4,689	0.180
India St to State St	3 Lane Collector (one-way)	26,000	30,936	1.190	F	35,625	1.37	F	4,689	0.180
State St to Albatross St	2 Lane Collector (w/o two-way left-turn lane)	8,000	10,483	1.310	F	10,483	1.31	F	0	0.000
Grape St										
Harbor Dr to Pacific Hwy	3 Lane Collector (one-way)	26,000	23,826	0.916	E	29,204	1.123	F	5,378	0.207
Pacific Hwy to India St ¹	3 Lane Collector (one-way)	26,000	28,167	1.083	F	33,545	1.29	F	5,378	0.207
India St to State St	3 Lane Collector (one-way)	26,000	32,386	1.246	F	37,764	1.452	F	5,378	0.206
Albatross St to Front St ¹	3 Lane Collector (one-way)	26,000	2,172	0.084	A	2,172	0.084	A	0	0.000
North Harbor Dr										
Scott Rd to Nimitz Blvd2	4 Lane Prime Arterial	50,000	11,759	0.235	A	12,586	0.252	A	827	0.017
Nimitz Blvd to Laning Rd2	6 Lane Prime Arterial	60,000	19,644	0.327	A	22,126	0.369	A	2,482	0.042

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			Existing With Project			Change from Existing	
			ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio(c)	LOS	Δ in ADT	Δ in V/C
Laning Rd to McCain Rd	6 Lane Prime Arterial	60,000	28,798	0.480	B	32,108	0.535	B	3,310	0.055
McCain Rd to Spanish Landing	6 Lane Prime Arterial	60,000	29,392	0.490	B	36,415	0.607	C	7,023	0.117
Spanish Landing to Harbor Island Dr	6 Lane Prime Arterial	60,000	30,278	0.505	B	37,026	0.617	C	6,748	0.112
Harbor Island Dr to Winship Ln ²	6 Lane Prime Arterial	60,000	77,384	1.290	F	56,279	0.938	E	-21,105	-0.352
Winship Ln to Liberator Way	6 Lane Prime Arterial	60,000	89,066	1.484	F	68,149	1.136	F	-20,917	-0.348
Liberator Way to Cell Phone Lot	6 Lane Prime Arterial	60,000	94,942	1.582	F	74,025	1.234	F	-20,917	-0.348
Cell Phone Lot to Laurel St/ Solar Turbines	6 Lane Prime Arterial	60,000	95,096	1.585	F	62,693	1.045	F	-32,403	-0.540
Laurel St/ Solar Turbines to W Laurel St	6 Lane Prime Arterial	60,000	76,603	1.277	F	50,570	0.843	D	-26,033	-0.434
Laurel St to Hawthorn St	6 Lane Prime Arterial	60,000	59,521	0.992	E	71,795	1.197	F	12,274	0.205
Hawthorn St to Grape St ¹	6 Lane Prime Arterial	60,000	37,881	0.631	C	45,466	0.758	C	7,585	0.127
Grape St to Ash St ¹	5 Lane Prime Arterial	55,000	20,437	0.372	A	22,644	0.412	B	2,207	0.040
Harbor Island Dr										
Harbor Dr to Old Rent A Car Access	4 Lane Major Arterial	40,000	12,743	0.319	A	13,201	0.33	A	458	0.011
West of Harbor Island Dr	4 Lane Major Arterial	40,000	7,661	0.192	A	8,119	0.203	A	458	0.011
Harbor Island Dr to Parking Lot	4 Lane Collector (w/o two-way left-turn lane)	15,000	4,801	0.320	A	4,801	0.32	A	0	0.000
East of Parking Lot	4 Lane Collector (w/o two-way left-turn lane)	15,000	3,929	0.262	A	3,929	0.262	A	0	0.000

Source: Kimley-Horn, June 2019.

Notes: Bold values indicate roadway segments operating at LOS E or F. Bold and shaded values indicate project significant impact. City of San Diego's Significance Determination Thresholds under CEQA, Section O, p.71. A review of SANDAG and Port of San Diego studies indicates that they use the same significance determination thresholds. Under Existing With Project conditions, all significant impacts are defined as Direct impacts per these thresholds.

(a) Existing roads street classification is based on the City of San Diego Street Design Manual, March 2018 Edition.

(b) Average Daily Traffic (ADT) volumes for the roadway segments were provided by National Data & Surveying Services and measured in June 2017 and in March 2019.

(c) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

(d) Change in delay due to addition of project traffic.

¹ Volumes from January 1, 2005 to February 2, 2017. Growth factor applied based on comparison between 2017 counted volumes and 2013 Machine Count Traffic volumes.

² 2015 ADT Volumes obtained from City of San Diego Machine Count Traffic Volumes from January 1, 2005 to February 2, 2017.

The following mitigations, in addition to MM-TDM-1 discussed above in Section 3.14.6.1, would address the significant impacts that would occur from the project, as defined by Table 3.14-12, between Existing traffic conditions and Existing With Project conditions:

Kettner Boulevard from Vine Street to Sassafras Street

The roadway segment on Kettner Boulevard from Vine Street to Sassafras Street operates at LOS E under Existing traffic conditions. This roadway segment would operate at LOS F and experience an increase in the volume to capacity ratio by greater than 0.01 with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Kettner Boulevard is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Kettner Boulevard from Sassafras Street to Palm Street

The roadway segment on Kettner Boulevard from Sassafras Street to Palm Street operates at LOS C under Existing traffic conditions. This roadway segment would operate at LOS E and experience an increase in the volume-to-capacity ratio by greater than 0.02 with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Kettner Boulevard is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Sassafras Street from Pacific Highway to Kettner Boulevard

The roadway segment on Sassafras Street from Pacific Highway to Kettner Boulevard operates at LOS F under Existing traffic conditions. This roadway segment would continue to operate at LOS F and experience an increase in the volume to capacity ratio by greater than 0.01 with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

MM-TR-RS-1a: Improve Sassafras Street from Pacific Highway to Kettner Boulevard. Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Convert the roadway from a 3 Lane Collector (w/o two-way left-turn lane) to a 4 Lane Collector (w/o two-way left-turn lane). Proposed Mitigation Measure MM-TR-RS-1a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding, then the Measure is infeasible. The

FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Implementation of Mitigation Measure MM-TR-RS-1a would reduce the roadway segment v/c ratio to be less than Existing conditions, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-13.

Laurel Street from Harbor Drive to Pacific Highway

The roadway segment Laurel Street from Harbor Drive to Pacific Highway operates at LOS D under Existing traffic conditions. This roadway segment would operate at LOS F and experience an increase in the volume to capacity ratio by greater than 0.01 with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Laurel Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from Harbor Drive to Pacific Highway

The roadway segment Hawthorn Street from Harbor Drive to Pacific Highway operates at LOS F under Existing traffic conditions. This roadway segment would continue to operate at LOS F and experience an increase in the volume to capacity ratio by greater than 0.01 with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from Pacific Highway to India Street

The roadway segment Hawthorn Street from Pacific Highway to India Street operates at LOS F under Existing traffic conditions. This roadway segment would continue to operate at LOS F and experience an increase in the volume to capacity ratio by greater than 0.01 with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Table 3.14-13: Existing With Project Conditions Roadway Segment Improvement Level of Service Summary

Roadway Segment	With Project ADT	Before Improvement				After Improvement (c)				
		Roadway Classification (a)	LOS E Capacity	V/C Ratio (b)	LOS	Roadway Classification	Future Bicycle Facility	LOS E Capacity	V/C Ratio (b)	LOS
Kettner Boulevard										
Vine St to Sassafras St	33,826	3 Lane Major Arterial (one-way)	27,500	1.230	F	3 Lane Major Arterial (one-way)	Class II (one-way)	27,500	1.230	F
Sassafras St to Palm St	25,233	3 Lane Major Arterial (one-way)	27,500	0.918	E	3 Lane Major Arterial (one-way)	Class II (one-way)	27,500	0.918	E
Sassafras Street										
Pacific Hwy to Kettner Blvd	28,720	3 Lane Collector (w/o two-way left-turn lane)	12,000	2.393	F	4 Lane Collector	Class II	30,000	0.957	E
Laurel Street										
Harbor Dr to Pacific Hwy	47,346	5 Lane Major Arterial	45,000	1.052	F	5 Lane Major Arterial	Class III	45,000	1.052	F
Hawthorn Street										
Harbor Dr to Pacific Hwy	31,026	3 Lane Collector (one-way)	26,000	1.193	F	3 Lane Collector (one-way)	Class IV (one-way)	26,000	1.193	F
Pacific Hwy to India St	35,625	3 Lane Collector (one-way)	26,000	1.370	F	3 Lane Collector (one-way)	Class IV (one-way)	26,000	1.370	F
India St to State St	35,625	3 Lane Collector (one-way)	26,000	1.370	F	3 Lane Collector (one-way)	Class IV (one-way)	26,000	1.370	F
Grape Street										
Harbor Dr to Pacific Hwy	29,204	3 Lane Collector (one-way)	26,000	1.123	F	4 Lane Collector (one-way)	Class IV (one-way)	34,700	0.842	D
Pacific Hwy to India St	33,545	3 Lane Collector (one-way)	26,000	1.290	F	4 Lane Collector (one-way)	Class IV (one-way)	34,700	0.967	E
India St to State St	37,764	3 Lane Collector (one-way)	26,000	1.452	F	4 Lane Collector (one-way)	Class IV (one-way)	34,700	1.088	F
North Harbor Dr										
Laurel St to Hawthorn St	71,795	6 Lane Prime Arterial	60,000	1.197	F	6 Lane Prime Arterial	Class I(S/S)/Class III	60,000	1.197	F

Source: Source: Kimley-Horn, June 2019.

Notes:

Bold values indicate intersections operating at LOS E or F. **Bold and shaded** values indicate project significant impact.

(a) Existing roads street classification is based City of San Diego Street Design Manual 2018.

(b) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

(c) The Table presumes the improvements are feasible, which is uncertain.

Some of the roadway segments identified above, are currently at their Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be physically feasible*** because the measure would be inconsistent with the Community Plan. Further, due to FAA regulations, potential improvements currently could not be implemented and are presently ***not considered feasible*** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements or mitigation measures discussed in section 3.14.6 above. SDCRAA has not requested funding of any through lane improvements to the roadways because the City told SDCRAA that it would not support or implement improvements that are inconsistent with the applicable community plan, and the City has jurisdiction over the potential improvements. SDCRAA could not require the City to implement this improvement. As such, this impact is considered unmitigable.

Freeway Segment Level of Service

Existing With Project volumes were evaluated at the study area freeway segments. Results of the analysis are presented in Table 3.14-14. Cumulative freeway impacts from the proposed project are identified in column “Change from Existing, Existing Δ in V/C.” All study area freeway segments operate at acceptable levels of service under weekday conditions with the exception of:

Existing Without Project Conditions

I-5

- North of Route 163 Junction in the Northbound direction in the AM Peak operates at **LOS F**
- North of Sixth Avenue in the Northbound direction in the AM Peak operates at **LOS F**
- North of First Avenue in the Northbound direction in the AM Peak operates at **LOS F**
- North of Hawthorn Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of Old Town Avenue in the Northbound direction in the AM Peak operates at **LOS F**

Route-163

- North of I-5 Junction
 - In the Southbound direction in the PM Peak operates at **LOS F**
 - In the Northbound direction in the AM Peak operates at **LOS F**
- North of Quince Street
 - In the Southbound direction in the PM Peak operates at **LOS F**
 - In the Northbound direction in the AM Peak operates at **LOS F**
- North of Richmond Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of Washington Street
 - In the Southbound direction in the AM Peak operates at **LOS F**
 - In the Southbound direction in the PM Peak operates at **LOS F**
 - In the Northbound direction in the AM Peak operates at **LOS F**
 - In the Northbound direction in the PM Peak operates at **LOS F**

Table 3.14-14: Existing With Project Conditions Freeway Segment Level of Service Summary

Freeway Segment	Dir	Number of Lanes	Existing						Existing With Project						Change from Existing		
			Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Existing Δ in V/C		
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
I-5	North of J Street	SB	4	21	29	0.618	0.836	C	D	21.8	29.5	0.636	0.860	C	D	-	-
		NB	4	32	20	0.943	0.587	D	C	33.3	20.7	0.971	0.605	F*	C	0.028	-
	North of Route 94 Junction	SB	5	22	30	0.637	0.861	C	D	22.8	30.8	0.664	0.898	C	D	-	-
		NB	5	33	21	0.970	0.604	D	C	--	21.4	1.000	0.623	F*	C	0.030	-
	North of Pershing Drive	SB	5	22	30	0.637	0.861	C	D	23.1	31.2	0.673	0.910	C	D	-	-
		NB	5	33	21	0.970	0.604	D	C	34.2	21.3	0.996	0.620	D	C	-	-
	North of Route 163 Junction	SB	5	24	20	0.711	0.579	C	C	25.5	20.8	0.744	0.606	C	C	-	-
		NB	5	N/A	27	1.062	0.794	F*	D	--	28.6	1.115	0.833	F*	D	0.053	-
	North of Sixth Avenue	SB	5	24	20	0.711	0.579	C	C	25.5	20.8	0.743	0.605	C	C	-	-
		NB	5	N/A	27	1.062	0.794	F*	D	--	28.6	1.117	0.835	F*	D	0.055	-
	North of First Avenue	SB	4	24	20	0.706	0.575	C	C	25.8	21.0	0.753	0.613	C	C	-	-
		NB	4	N/A	27	1.055	0.788	F*	D	--	28.5	1.114	0.833	F*	D	0.059	-
	North of Hawthorn Street	SB	4	29	23	0.840	0.685	D	C	29.6	24.1	0.863	0.703	D	C	-	-
		NB	4	N/A	32	1.255	0.938	F*	D	--	33.0	1.290	0.964	F*	D	0.035	-
	North of India/Sassafras Street	SB	5	22	18	0.653	0.532	C	C	22.4	18.2	0.653	0.532	C	C	-	-
		NB	5	33	25	0.975	0.729	D	C	33.5	25.1	0.978	0.731	D	C	-	-
	North of Pacific Highway Viaduct	SB	4	22	18	0.650	0.529	C	C	22.3	18.1	0.650	0.529	C	C	-	-
		NB	4	33	25	0.970	0.725	D	C	33.4	25.0	0.974	0.728	D	C	-	-
	North of Sassafras Street	SB	4	22	18	0.633	0.516	C	B	21.7	17.7	0.633	0.516	C	B	-	-
		NB	4	32	24	0.945	0.707	D	C	32.6	24.3	0.950	0.710	D	C	-	-
North of Washington Street	SB	4	29	23	0.836	0.681	D	C	30.1	24.5	0.877	0.714	D	C	-	-	
	NB	5	34	26	0.999	0.747	D	C	--	26.8	1.047	0.783	F*	D	0.048	-	
North of Old Town Avenue	SB	5	23	19	0.675	0.550	C	C	24.3	19.8	0.708	0.577	C	C	-	-	
	NB	5	N/A	26	1.009	0.754	F*	C	--	27.1	1.056	0.789	F*	D	0.047	-	
North of I-8 Junction/Camino Del Rio	SB	5	19	26	0.541	0.748	C	C	19.1	26.3	0.556	0.768	C	D	-	-	
	NB	5	24	21	0.702	0.626	C	C	24.7	22.0	0.721	0.643	C	C	-	-	
SR-163	10th Street N of Ash, End Left Align	SB	1	22	10	0.629	0.305	C	A	21.6	10.4	0.629	0.305	C	A	-	-
		NB	2	6	11	0.170	0.331	A	B	5.8	11.4	0.170	0.331	A	B	-	-
	North of I-5 Junction	SB	2	32	N/A	0.945	1.030	D	F*	32.9	--	0.960	1.047	D	F*	-	0.016
		NB	2	N/A	32	1.094	0.922	F*	D	--	32.1	1.112	0.938	F*	D	0.018	-
	North of Quince Street	SB	2	32	N/A	0.929	1.013	D	F*	32.4	--	0.944	1.029	D	F*	-	0.016
		NB	2	N/A	31	1.075	0.906	F*	D	--	31.6	1.094	0.922	F*	D	0.018	-
	North of Richmond Street	SB	2	31	34	0.905	0.986	D	D	31.5	--	0.919	1.002	D	F*	-	0.016
NB		2	N/A	30	1.047	0.883	F*	D	--	30.8	1.066	0.898	F*	D	0.019	-	
	SB	2	28	31	0.823	0.897	D	D	28.8	31.3	0.839	0.914	D	D	-	-	

Table 3.14-14: Existing With Project Conditions Freeway Segment Level of Service Summary

Freeway Segment	Dir	Number of Lanes	Existing						Existing With Project						Change from Existing		
			Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Existing Δ in V/C		
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
North of Robinson Ave	NB	2	33	28	0.953	0.803	D	D	33.3	28.0	0.970	0.818	D	D	-	-	
	North of Washington Street	SB	2	N/A	N/A	1.068	1.164	F*	F*	--	--	1.084	1.181	F*	F*	0.016	0.017
		NB	2	N/A	N/A	1.236	1.042	F*	F*	--	--	1.253	1.055	F*	F*	0.017	0.014
	North of Sixth Avenue	SB	4	23	25	0.668	0.728	C	C	23.2	25.3	0.676	0.737	C	C	-	-
		NB	5	21	18	0.619	0.522	C	B	21.5	18.1	0.626	0.528	C	B	-	-
	North of I-8 Junction	SB	4	23	25	0.684	0.733	C	C	27.9	29.9	0.814	0.873	D	D	-	-
NB		5	24	19	0.705	0.553	C	C	28.5	22.3	0.831	0.652	D	C	-	-	
SR-94	East of Beginning at I-5 Junction and G St	WB	4	25	8	0.736	0.223	C	A	25.8	8.0	0.753	0.232	C	A	-	-
	EB	5	1	24	0.036	0.695	A	C	1.3	24.4	0.038	0.712	A	C	-	-	
I-8	East of Midway Drive	WB	4	12	17	0.350	0.496	B	B	12.0	17.0	0.350	0.496	B	B	-	-
		EB	4	17	10	0.499	0.281	B	A	17.1	9.6	0.499	0.281	B	A	-	-
	East of I-5 Junction	WB	3	21	30	0.611	0.866	C	D	21.6	30.7	0.631	0.896	C	D	-	-
		EB	3	30	17	0.872	0.491	D	B	30.9	17.4	0.902	0.508	D	B	-	-
	East of Morena Boulevard	WB	5	18	26	0.532	0.755	C	C	18.7	26.5	0.545	0.774	C	D	-	-
		EB	4	33	18	0.949	0.535	D	C	33.3	18.7	0.970	0.547	D	C	-	-
	East of Hotel Circle/Taylor Street	WB	5	26	22	0.759	0.645	C	C	26.6	22.6	0.775	0.658	D	C	-	-
		EB	4	22	32	0.638	0.945	C	D	22.4	33.1	0.653	0.966	C	D	-	-
	East of Hotel Circle	WB	5	28	24	0.819	0.696	D	C	28.6	24.3	0.835	0.710	D	C	-	-
		EB	4	24	N/A	0.689	1.021	C	F*	24.1	--	0.703	1.041	C	F*	-	0.020
East of SR-163 Junction	WB	4	N/A	31	1.052	0.894	F*	D	--	31.1	1.068	0.907	F*	D	0.015	-	
	EB	4	24	N/A	0.708	1.049	C	F*	24.9	--	0.725	1.074	C	F*	-	0.025	

Notes: Bold values indicate freeway segments operating at LOS E or F. Bold and shaded values indicate project significant impact. City of San Diego's Significance Determination Thresholds under CEQA, Section O, p.71. A review of SANDAG and Port of San Diego studies indicates that they use the same significance determination thresholds. Under Existing With Project conditions, all significant impacts are defined as Direct impacts per these thresholds.

(a) The speed was calculated from a base free-flow speed (BFFS) of 75.4 mph (per equation 11-1 in the HCM 6th Edition) using Exhibit 11-3 in the HCM 6th Edition.

(b) The LOS for the respective freeway segments were based on the methodologies contained in Chapter 11 of the HCM 6th Edition.

¹ Speed and density values are reported as "N/A" when the volume to capacity ratio is greater than 1.00. Per Chapter 11 of the HCM, 6th Edition, the density is only calculated when the ratio is less than 1.00 and the speed cannot be estimated. All cases in which this ratio is greater than 1.00 are LOS F.

I-8

- East of Hotel Circle in the Eastbound direction in the PM Peak operates at **LOS F**
- East of SR-163
 - In the Westbound direction in the AM Peak operates at **LOS F**
 - In the Eastbound direction in the PM Peak operates at **LOS F**

Existing With Project Conditions

I-5

- **North of J Street in the Northbound direction in the AM Peak operates at LOS F**
- **North of Route 94 Junction in the Northbound direction in the AM Peak operates at LOS F**
- **North of Route 163 Junction in the Northbound direction in the AM Peak operates at LOS F**
- **North of Sixth Avenue in the Northbound direction in the AM Peak operates at LOS F**
- **North of First Avenue in the Northbound direction in the AM Peak operates at LOS F**
- **North of Hawthorn Street in the Northbound direction in the AM Peak operates at LOS F**
- **North of Washington Street in the Northbound direction in the AM Peak operates at LOS F**
- **North of Old Town Avenue in the Northbound direction in the AM Peak operates at LOS F**

Route-163

- **North of I-5 Junction**
 - **In the Southbound direction in the PM Peak operates at LOS F**
 - **In the Northbound direction in the AM Peak operates at LOS F**
- **North of Quince Street**
 - **In the Southbound direction in the PM Peak operates at LOS F**
 - **In the Northbound direction in the AM Peak operates at LOS F**
- **North of Richmond Street**
 - **In the Southbound direction in the PM Peak operates at LOS F**
 - **In the Northbound direction in the AM Peak operates at LOS F**
- **North of Washington Street**
 - **In the Southbound direction in the AM Peak operates at LOS F**
 - **In the Southbound direction in the PM Peak operates at LOS F**
 - **In the Northbound direction in the AM Peak operates at LOS F**
 - **In the Northbound direction in the PM Peak operates at LOS F**

I-8

- **East of Hotel Circle in the Eastbound direction in the PM Peak operates at LOS F**

- **East of SR-163**
 - **In the Westbound direction in the AM Peak operates at LOS F**
 - **In the Eastbound direction in the PM Peak operates at LOS F**

The freeway segments listed above that are shown in bold text are considered to be direct impacts. Specifically, the proposed project's traffic adds to the roadway's v/c by at least 0.02 at LOS E or 0.01 at LOS F. The following discussion addresses these impacts.

As previously described in more detail in Section 3.14.6.1, any proposed freeway mitigation measure is *not considered feasible*, because there are no planned freeway improvement projects in the San Diego Regional Transportation Plan or Caltrans Interstate 8 Transportation Concept Report for this segment or other applicable Interstate or Highway segment plans, and any such improvements would require FAA approval of funding. Caltrans has jurisdiction over the potential freeway improvements. SDCRAA could not require Caltrans to implement any such improvements. Potential and unplanned freeway improvements are therefore *not physically feasible*. Further, due to FAA regulations, potential freeway improvements currently could not be implemented and are presently *not considered feasible* because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements or mitigation measures as discussed in Section 3.14.6 above. SDCRAA has not requested funding of any freeway improvement projects because none are planned by agencies with jurisdiction or planning authority, and the FAA stated that it would not fund direct improvements to freeways. Moreover, neither SANDAG nor Caltrans has developed or identified regional programs to reduce VMT related to freeway usage. As such, these impacts are considered unmitigable.

3.14.6.2 Operational Impacts

3.14.6.2.1 Direct Impacts 3.14-2

Summary Conclusion for Impact 3.14-2: Implementation of the proposed project would result in unacceptable operations of study facilities in 2024. Of those facilities, 4 intersections, 13 roadway segments, and 17 freeway segment are expected to exceed thresholds of significance under the 2024 With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some proposed mitigation is infeasible, therefore, impacts would remain *significant and unavoidable* at 1 intersection, 10 roadway segments, and 17 freeway segments.

The City of San Diego requires an analysis of Opening Day of the Project. This condition requires the addition of other development projects expected to be occupied by the Opening Day. The City's Thresholds of Significance Determination specifies that impacts identified for an Opening Day Scenario are direct impacts. This scenario represents the traffic conditions of the 2024 street network and proposed on-Airport facilities. Volumes for this scenario were based on adjusted 2020 Series 13 travel forecast model volumes and cumulative project volumes, which include ambient growth for the region and the study area. The ambient traffic growth factor includes unknown and future related projects in the study area, as well as accounts for regular growth in the traffic volumes due to the development of the projects outside the study area. The 2024 Without Project volumes were found from growing the 2020 Series 13 travel forecast model volumes by 0.5% per year. The 2024 Without Project Condition assumes no roadway network differences compared to existing conditions. The 2024 With Project Condition assumes the addition of Project Phase 1a, which includes construction of the on-Airport entry roadway with a

multi-use bicycle and pedestrian path as a project design feature. This condition is considered to be an Opening Day scenario and by City definition, any impacts from the project are considered to be direct impacts.

Intersection Level of Service

2024 Without Project and 2024 With Project volumes were evaluated at the study area intersections. Results of the analysis are presented in Table 3.14-15. Direct intersection impacts from the project Phase 1a are identified in column “2024 With Project, Change from Existing.” Level of Service worksheets are contained in Appendix R-H2. As shown in the table, all study area intersections operate at acceptable levels of service during the weekday AM, Airport, and PM peak hours with the exception of:

2024 Without Project Conditions

- #3 – Pacific Highway at Enterprise Street
- #15 – Pacific Highway at W Laurel Street
- #16 – Kettner Boulevard at W Laurel Street
- #33 – Harbor Island Drive at N Harbor Drive
- #41 – Kettner Boulevard at Palm Street

2024 With Project Conditions

- #3 – Pacific Highway at Enterprise St**
- #15 – Pacific Highway at W Laurel Street**
- #16 – Kettner Boulevard at W Laurel Street**
- #41 – Kettner Boulevard at Palm Street**

The intersections listed above that are shown in bold text are considered to be direct impacts. Specifically, the proposed project’s traffic adds at least two seconds of delay at LOS E or one second of delay at LOS F. The following discussion addresses these impacts.

The following mitigation, in addition to MM-TDM-1 discussed above in Section 3.14.6.1, would address the significant impacts that would occur from the project, as defined by Table 3.14-15, between Existing conditions and 2024 With Project conditions:

#3 Pacific Highway at Enterprise Street

This intersection would experience an increase in delay greater than two seconds and continue to operate at LOS E with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Table 3.14-15: 2024 With Project Conditions Intersection Level of Service Summary

Intersection		Peak Hour	Existing		2024 Without Project		2024 With Project			
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from Existing (c)	Change from 2024 Without project (d)
1	Pacific Hwy at Taylor St / Rosecrans St	AM	27.7	C	28.1	C	28.0	C	0.3	-0.1
		AIRPORT	28.6	C	29.0	C	29.0	C	0.4	0.0
		PM	35.8	D	40.2	D	40.1	D	4.3	-0.1
2	Pacific Hwy at Old Town Transit Center	AM	9.7	A	10.3	B	10.3	B	0.6	0.0
		AIRPORT	10.9	B	11.2	B	11.2	B	0.3	0.0
		PM	11.1	B	12.7	B	12.8	B	1.7	0.1
3	Pacific Hwy at Enterprise St	AM	31.7	C	37.3	D	37.5	D	5.8	0.2
		AIRPORT	27.7	C	29.7	C	29.8	C	2.1	0.1
		PM	44.5	D	63.3	E	64.2	E	19.7	0.9
4	SB Pacific Hwy Ramps at Washington St	AM	11.7	B	12.3	B	12.8	B	1.1	0.5
		AIRPORT	12.4	B	13.1	B	13.0	B	0.6	-0.1
		PM	12.5	B	13.7	B	14.9	B	2.4	1.2
5	NB Pacific Highway On-Ramp / Frontage Rd at Washington St	AM	20.7	C	22.5	C	23.7	C	3.0	1.2
		AIRPORT	18.3	B	19.5	B	20.2	C	1.9	0.7
		PM	18.7	B	20.4	C	20.0	C	1.3	-0.4
6	Hancock St at Washington St	AM	22.0	C	21.4	C	20.9	C	-1.1	-0.5
		AIRPORT	21.7	C	20.2	C	19.9	B	-1.8	-0.3
		PM	23.1	C	23.9	C	23.7	C	0.6	-0.2
7	San Diego Ave at Washington St	AM	31.1	C	35.3	D	35.6	D	4.5	0.3
		AIRPORT	22.2	C	23.7	C	24.4	C	2.2	0.7
		PM	16.2	B	17.2	B	17.7	B	1.5	0.5
8	India St at Vine St	AM	4.5	A	4.6	A	4.6	A	0.1	0.0
		AIRPORT	4.7	A	4.8	A	4.9	A	0.2	0.1
		PM	4.3	A	4.4	A	4.3	A	0.0	-0.1
9	Pacific Hwy at Sassafras St / Admiral Boland Way	AM	22.0	C	22.9	C	28.3	C	6.3	5.4
		AIRPORT	23.8	C	25.2	C	29.4	C	5.6	4.2
		PM	29.7	C	32.5	C	40.1	D	10.4	7.6

Table 3.14-15: 2024 With Project Conditions Intersection Level of Service Summary

Intersection		Peak Hour	Existing		2024 Without Project		2024 With Project			
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from Existing (c)	Change from 2024 Without project (d)
10	Kettner Blvd at Sassafras St	AM	13.5	B	17.0	B	19.4	B	5.9	2.4
		AIRPORT	12.7	B	15.4	B	16.1	B	3.4	0.7
		PM	15.0	B	20.4	C	23.3	C	8.3	2.9
11	India St at Sassafras St	AM	6.8	A	6.4	A	6.2	A	-0.6	-0.2
		AIRPORT	8.8	A	8.6	A	8.0	A	-0.8	-0.6
		PM	10.2	B	9.6	A	11.0	B	0.8	1.4
12	Pacific Hwy at Palm St	AM	8.7	A	10.1	B	11.8	B	3.1	1.7
		AIRPORT	8.8	A	10.3	B	11.4	B	2.6	1.1
		PM	10.3	B	12.3	B	13.3	B	3.0	1.0
14	W Laurel St at N Harbor Drive	AM	24.4	C	28.2	C	34.1	C	9.7	5.9
		AIRPORT	33.7	C	39.9	D	36.1	D	2.4	-3.8
		PM	26.2	C	31.2	C	39.8	D	13.6	8.6
15	Pacific Hwy at W Laurel St	AM	44.6	D	47.4	D	47.3	D	2.7	-0.1
		AIRPORT	49.1	D	55.1	E	56.8	E	7.7	1.7
		PM	51.6	D	60.8	E	64.8	E	13.2	4.0
16	Kettner Blvd at W Laurel St	AM	91.8	F	115.8	F	116.6	F	24.8	0.8
		AIRPORT	112.2	F	224.8	F	151.9	F	39.7	-72.9
		PM	48.9	D	82.9	F	97.7	F	40.7	6.7
17	India St at W Laurel St	AM	15.1	B	16.3	B	17.1	B	2.0	0.8
		AIRPORT	16.3	B	17.7	B	18.6	B	2.3	0.9
		PM	15.7	B	16.8	B	17.5	B	1.8	0.7
18	N Harbor Dr at W Hawthorn St	AM	8.9	A	9.3	A	6.1	A	-2.8	-3.2
		AIRPORT	9.5	A	10.2	B	8.1	A	-1.4	-2.1
		PM	10.0	B	10.8	B	8.2	A	-1.8	-2.6
19	Pacific Hwy at W Hawthorn St	AM	36.9	D	38.2	D	39.8	D	2.9	1.6
		AIRPORT	35.7	D	37.3	D	38.6	D	2.9	1.3
		PM	41.9	D	50.6	D	39.4	D	-2.5	-11.2

Table 3.14-15: 2024 With Project Conditions Intersection Level of Service Summary

Intersection		Peak Hour	Existing		2024 Without Project		2024 With Project			
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from Existing (c)	Change from 2024 Without project (d)
20	Kettner Blvd at W Hawthorn St	AM	30.7	C	32.2	C	31.9	C	1.2	-0.3
		AIRPORT	28.5	C	29.7	C	29.9	C	1.4	0.2
		PM	28.4	C	29.5	C	30.9	C	2.5	1.4
21	India St at W Hawthorn St	AM	31.5	C	33.4	C	32.1	C	0.6	-1.3
		AIRPORT	29.1	C	30.5	C	30.4	C	1.3	-0.1
		PM	27.2	C	28.0	C	30.5	C	3.3	2.5
22	Columbia St at W Hawthorn St	AM	33.5	C	36.6	D	36.7	D	3.2	0.1
		AIRPORT	30.8	C	33.2	C	31.8	C	1.0	-1.4
		PM	30.5	C	31.8	C	34.3	C	3.8	2.5
23	State St at W Hawthorn St	AM	10.7	B	12.4	B	12.1	B	1.4	-0.3
		AIRPORT	9.1	A	10.2	B	10.3	B	1.2	0.1
		PM	8.6	A	9.6	A	11.0	B	2.4	1.4
24	I-5 NB Off-Ramp / Brant St at W Hawthorn St	AM	15.7	C	17.3	C	17.3	C	1.6	0.0
		AIRPORT	16.7	C	18.6	C	18.6	C	1.9	0.0
		PM	20.5	C	24.3	C	24.3	C	3.8	0.0
25	N Harbor Dr at W Grape St	AM	10.7	B	10.8	B	10.5	B	-0.2	-0.3
		AIRPORT	11.8	B	12.1	B	13.6	B	1.8	1.5
		PM	18.8	B	19.4	B	13.2	B	-5.6	-6.2
26	Pacific Hwy at W Grape St	AM	29.2	C	29.8	C	29.9	C	0.7	0.1
		AIRPORT	29.9	C	30.7	C	30.2	C	0.3	-0.5
		PM	28.9	C	29.5	C	29.7	C	0.8	0.2
27	Kettner Blvd at W Grape St	AM	30.8	C	32.0	C	33.2	C	2.4	1.2
		AIRPORT	32.1	C	33.8	C	32.7	C	0.6	-1.1
		PM	36.2	D	38.3	D	39.7	D	3.5	1.4
28	India St at W Grape St	AM	29.6	C	33.3	C	32.6	C	3.0	-0.7
		AIRPORT	31.7	C	36.8	D	35.3	D	3.6	-1.5
		PM	35.5	D	44.4	D	41.2	D	5.7	-3.2

Table 3.14-15: 2024 With Project Conditions Intersection Level of Service Summary

Intersection		Peak Hour	Existing		2024 Without Project		2024 With Project			
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from Existing (c)	Change from 2024 Without project (d)
29	Columbia St at W Grape St	AM	34.7	C	34.0	C	35.8	D	1.1	1.8
		AIRPORT	37.6	D	33.7	C	35.4	D	-2.2	1.7
		PM	43.3	D	47.8	D	50.3	D	7.0	2.5
30	State St / I-5 SB On-Ramp at W Grape St	AM	24.4	C	27.9	C	29.5	C	5.1	1.6
		AIRPORT	26.0	C	30.4	C	30.8	C	4.8	0.4
		PM	33.1	C	43.4	D	42.3	D	9.2	-1.1
31	McCain Rd at N Harbor Dr	AM	11.6	B	11.6	B	10.4	B	-1.2	-1.2
		AIRPORT	9.1	A	9.0	A	10.9	B	1.8	1.9
		PM	8.1	A	8.1	A	8.8	A	0.7	0.7
32	Spanish Landing at N Harbor Dr	AM	22.2	C	22.7	C	20.8	C	-1.4	-1.9
		AIRPORT	19.8	B	19.9	B	18.3	B	-1.5	-1.6
		PM	19.3	B	19.4	B	18.3	B	-1.0	-1.1
33	Harbor Island Dr at N Harbor Dr	AM	40.0	D	63.2	E	33.2	C	-6.8	-30.0
		AIRPORT	44.9	D	106.2	F	33.1	C	-11.8	-73.1
		PM	35.3	D	42.2	D	28.7	C	-6.6	-13.5
34	Harbor Island Dr at Old Rent A Car Access/ Sheraton	AM	10.0	B	10.2	B	10.2	B	0.2	0.0
		AIRPORT	10.4	B	10.7	B	10.7	B	0.3	0.0
		PM	10.6	B	11.1	B	11.1	B	0.5	0.0
35	Harbor Island Dr at Harbor Island Dr	AM	22.1	C	22.8	C	14.2	B	-7.9	-8.6
		AIRPORT	22.0	C	22.6	C	14.3	B	-7.7	-8.3
		PM	22.6	C	23.3	C	14.7	B	-7.9	-8.6
36	Harbor Island Dr at Parking Lot Access	AM	8.5	A	8.5	A	8.6	A	0.1	0.1
		AIRPORT	9.0	A	9.2	A	9.2	A	0.2	0.0
		PM	9.1	A	5.3	A	9.5	A	0.4	0.1
37	Winship Ln at N Harbor Dr	AM	6.4	A	16.5	B	Intersection does not exist in this scenario			
		AIRPORT	7.1	A	21.7	C				
		PM	5.3	A	13.3	B				

Table 3.14-15: 2024 With Project Conditions Intersection Level of Service Summary

Intersection		Peak Hour	Existing		2024 Without Project		2024 With Project			
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from Existing (c)	Change from 2024 Without project (d)
38	North Harbor Dr at Liberator Way	AM	4.9	A	5.0	A	6.0	A	1.1	1.0
		AIRPORT	4.7	A	4.8	A	5.6	A	0.9	0.8
		PM	8.8	A	9.4	A	6.9	A	-1.9	-2.5
39	Cell Phone Lot at N Harbor Dr	AM	16.3	B	18.6	B	1.4	A	-14.9	-17.2
		AIRPORT	32.5	C	41.9	D	1.9	A	-30.6	-40.0
		PM	18.2	B	25.3	C	1.9	A	-16.3	-23.4
40	Terminal Link Rd / Coast Guard at N Harbor Dr	AM	4.2	A	4.9	A	7.2	A	3.0	2.3
		AIRPORT	3.9	A	4.4	A	9.7	A	5.8	5.3
		PM	3.3	A	3.7	A	18.5	B	15.2	14.8
41	Kettner Blvd at Palm St	AM	21.7	C	200.2	F	173.4	F	151.7	-26.8
		AIRPORT	21.2	C	272.3	F	222.4	F	201.2	-49.9
		PM	59.9	F	1266.3	F	1358.3	F	1298.4	92.0
42	N Harbor Dr at Laning Rd	AM	13.5	B	13.5	B	13.4	B	-0.1	-0.1
		AIRPORT	26.3	C	26.7	C	26.6	C	0.3	-0.1
		PM	32.4	C	34.0	C	35.5	D	3.1	1.5
43	N Harbor Dr at Nimitz Blvd	AM	16.4	B	16.5	B	19.3	B	2.9	2.8
		AIRPORT	19.9	B	20.1	C	19.9	b	0.0	-0.2
		PM	40.7	D	40.7	D	42.8	D	2.1	2.1
44	Rosecrans St at Nimitz Blvd	AM	41.1	D	35.4	D	35.6	D	-5.5	-1.6
		AIRPORT	36.0	D	33.0	D	33.8	C	-2.2	-1.3
		PM	45.1	D	41.7	D	43.1	D	-2.0	1.4

Source: Kimley-Horn, June 2019.

Notes: Bold values indicate intersections operating at LOS E or F. Bold and shaded values indicate project significant impact. City of San Diego's Significance Determination Thresholds under CEQA, Section O, p.71. A review of SANDAG and Port of San Diego studies indicates that they use the same significance determination thresholds. Under 2024 With Project conditions, all significant impacts are defined as Direct impacts per these thresholds, because this is considered an Opening Day condition.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using Synchro 10.

(c) Change in delay due to addition of background traffic growth, addition of cumulative project traffic, and addition of project traffic. Addition of project traffic may cause a decrease in delay at some locations. This counterintuitive result occurs when the volume being added to the intersection is on movements with less delay than the current overall intersection average delay, decreasing the overall intersection average delay.

(d) Change in delay due to addition of project traffic. Addition of project traffic may cause a decrease in delay at some locations. This counterintuitive result occurs when the volume being added to the intersection is on movements with less delay than the current overall intersection average delay, decreasing the overall intersection average delay.

Proposed Mitigation Measure

Widening to add a third southbound through lane on Pacific Highway would address this cumulative traffic impact. This improvement is consistent with the Midway Pacific Highway Community Plan (MPH CP), which assumes Pacific Highway will be rebuilt as a five-lane prime arterial north of Enterprise Street and a six-lane expressway south of Enterprise Street. Adding a third southbound lane would require removal of a pedestrian bridge crossing the north leg of Pacific Highway serving the NAVWAR (former SPAWAR) site. It would also require reconfiguration of the south leg of the intersection, which has a narrow two-lane bridge under Barnett Avenue. The MPH CP addresses this improvement in mobility policy ME-5.8: “Support an engineering feasibility study to analyze downgrading Pacific Highway to a 6-lane major arterial to improve safety, enhance multimodal connections between the community and Downtown, and create a community gateway. This improvement could potentially include removing grade-separations along Pacific Highway at Barnett Avenue, Witherby Street, and Washington Street.” Furthermore, both the east and west legs of the intersection are part of the NAVWAR site. The U.S. Navy has issued a request for proposals to redevelop this site. The MPH CP also identifies a multi-use bicycle/pedestrian path and Class IV cycle tracks along Pacific Highway.

This mitigation is **not feasible** for the project to implement, because it relies on a future City engineering feasibility study and redevelopment of adjacent properties, including the U.S. Navy. The City of San Diego indicated in meetings that they concur with this finding. Further, due to FAA regulations, this improvement currently could not be implemented and is presently **not considered feasible** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements or mitigation measures as discussed in Section 3.14.6 above.

#15 Pacific Highway at W Laurel Street

This intersection would experience an increase in delay greater than two seconds in the AM, Airport, and PM peak hours with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Potential Implementation of Mitigation Measure MM-TR-I-1b, as previously described in Section 3.14.6.1.1, would ensure that the intersection operates at LOS C during the Airport peak hour and LOS D during the AM and PM peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-16. Proposed Mitigation Measure MM-TR-I-1b presently is **not considered feasible** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is **physically feasible** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA’s request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency’s required approval of funding for this off-Airport improvement item.

Table 3.14-16: 2024 With Project Conditions Intersection Improvement Level of Service Summary

Intersection		Peak Hour	Before Improvement		After Improvement (c)		Description
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	
3	Pacific Hwy at Enterprise St	AM	37.5	D	37.5	D	This intersection is the primary access to the future SPAWAR redeveloped site.
		AIRPORT	29.8	C	29.8	C	
		PM	64.2	E	64.2	E	
9*	Pacific Hwy at Sassafras St / Admiral Boland Way	AM	28.3	C	28.4	C	• Add Class IV Cycle Track on Pacific Hwy
		AIRPORT	29.4	C	30.4	C	
		PM	40.1	D	35.3	D	
12*	Pacific Hwy at Palm St	AM	11.8	B	14.0	B	• Add Class IV Cycle Track on Pacific Hwy
		AIRPORT	11.4	B	14.8	B	
		PM	13.3	B	23.6	C	
15	Pacific Hwy at W Laurel St	AM	47.3	D	40.5	D	<ul style="list-style-type: none"> • Remove a WB through lane on the West leg and add a second EB left-turn lane • Convert a SB through lane into a second SB right-turn lane • Re-coordinate signals along Laurel Street • Add Class IV Cycle Track on Pacific Hwy
		AIRPORT	56.8	E	32.3	C	
		PM	64.8	E	54.4	D	
16	Kettner Blvd at W Laurel St	AM	116.6	F	31.7	C	• Restripe SB approach to two right-turn lanes, one through lane and one left-turn lane.
		AIRPORT	151.9	F	32.9	C	
		PM	97.7	F	25.2	C	
41	Kettner Blvd at Palm St	AM	173.4	F	0.9	A	<ul style="list-style-type: none"> • Install traffic signal • Restripe Palm Street to two lanes in each direction between Kettner Blvd and Pacific Hwy • Pre-signals at rail crossing
		AIRPORT	222.4	F	0.9	A	
		PM	1358.3	F	1.0	A	

Source: Kimley-Horn, June 2019.

Notes:

Bold values indicate intersections operating at LOS E or F. **Bold and shaded** values indicate project significant impact.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using Synchro 10.

(c) The Table presumes the improvements are feasible, which is uncertain.

Footnote:

(*) Intersections 9 and 12 are not significant impacts. Class IV Cycle Track added as part of mitigation at Laurel Street / Pacific Highway.

#16 Kettner Boulevard at W Laurel Street

This intersection would experience an increase in delay greater than one second in the PM peak hour and continue to operate at LOS F with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Potential Implementation of Mitigation Measure MM-TR-I-1c, as previously described in Section 3.14.6.1.1, would ensure that the intersection operates at LOS C during all of the peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-16. Proposed Mitigation Measure MM-TR-I-1c presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#41 Kettner Boulevard at Palm Street

The intersection of Kettner Boulevard at Palm Street operates at LOS F during the AM, Airport, and PM peak hour under 2024 Without Project conditions. This intersection would experience an increase in delay greater than one second in the PM peak hour and continue to operate at LOS F with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Potential Implementation of Mitigation Measure MM-TR-I-1e, as previously described in Section 3.14.6.1.1, would ensure that the intersection operates at LOS A during the PM peak hour, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-16. Proposed Mitigation Measure MM-TR-I-1e presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is ability to install a traffic signal at this location, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Roadway Segment Level of Service

2024 Without Project and 2024 With Project volumes were evaluated at the study area roadway segments. Results of the analysis are presented in Table 3.14-17. Direct roadway impacts from the project Phase 1a are identified in column “2024 With Project Comparison, Existing.” As shown in the table, all study area roadway segments operate at acceptable levels of service under weekday conditions with the exception of:

2024 Without Project Conditions

Kettner Boulevard

- Vine Street to Sassafras Street operates at **LOS F**
- Sassafras Street to Palm Street operates at **LOS F**

Sassafras Street

- Pacific Highway to Kettner Boulevard operates at **LOS F**

Palm Street

- Pacific Highway to Kettner Boulevard operates at **LOS E**

Laurel Street

- Harbor Drive to Pacific Highway operates at **LOS F**

Hawthorn Street

- Harbor Drive to Pacific Highway operates at **LOS F**
- Pacific Highway to India Street operates at **LOS F**
- India Street to State Street operates at **LOS F**
- State Street to Albatross Street operates at **LOS F**

Grape Street

- Harbor Drive to Pacific Highway operates at **LOS F**
- Pacific Highway to India Street operates at **LOS F**
- India Street to State Street operates at **LOS F**

North Harbor Drive

- Winship Lane to Liberator Way operates at **LOS F**
- Liberator Way to Cell Phone Lot operates at **LOS F**
- Cell Phone Lot to Laurel Street / Solar Turbines operates at **LOS F**
- Laurel Street/ Solar Turbines to West Laurel Street operates at **LOS F**
- Laurel Street to Hawthorn Street operates at **LOS F**

2024 With Project Conditions

Kettner Boulevard

- **Vine Street to Sassafras Street operates at LOS F**
- **Sassafras Street to Palm Street operates at LOS F**

Table 3.14-17: 2024 With Project Conditions Roadway Segment Level of Service Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			2024 Without Project			2024 With Project			2024 With Project Comparison				
			ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	Existing		2024 Without Project		
												Δ in ADT	Δ in V/C	Δ in ADT	Δ in V/C	
Pacific Highway																
Kurtz St to Barnett Ave	6 Lane Major Arterial	50,000	21,780	0.436	B	22,940	0.459	B	23,148	0.463	B	1,368	0.027	207	0.004	
Barnett Ave to Washington St	6 Lane Expressway	80,000	51,778	0.647	C	60,788	0.76	D	61,940	0.774	D	10,162	0.127	1,152	0.014	
Washington St to Sassafras St	6 Lane Prime Arterial	60,000	14,219	0.237	A	15,497	0.258	A	15,070	0.251	A	851	0.014	-427	-0.007	
Sassafras St to Palm St	6 Lane Major Arterial	50,000	18,988	0.380	A	20,487	0.41	B	21,454	0.429	B	2,466	0.049	967	0.019	
Palm St to Laurel St	6 Lane Major Arterial	50,000	20,447	0.409	B	21,800	0.436	B	22,553	0.451	B	2,106	0.042	754	0.015	
Laurel St to Juniper St	6 Lane Major Arterial	50,000	10,478	0.210	A	13,080	0.262	A	13,882	0.278	A	3,404	0.068	802	0.016	
Kettner Blvd																
Vine St to Sassafras St	3 Lane Major Arterial (one-way)	27,500	26,492	0.963	E	32,232	1.172	F	32,379	1.177	F	5,887	0.214	147	0.005	
Sassafras St to Palm St	3 Lane Major Arterial (one-way)	27,500	18,406	0.669	C	28,903	1.051	F	29,358	1.068	F	10,952	0.399	455	0.017	
Palm St to Laurel St	3 Lane Major Arterial (one-way)	27,500	18,406	0.669	C	24,516	0.891	D	23,578	0.857	D	5,172	0.188	-938	-0.034	
India St																
Sassafras St to Laurel St	3 Lane Major Arterial (one-way)	27,500	14,465	0.526	B	21,397	0.778	C	21,852	0.795	C	7,387	0.269	455	0.017	
Laurel St to Juniper St	3 Lane Collector (one-way)	26,000	3,884	0.149	A	4,022	0.155	A	4,022	0.155	A	138	0.006	0	0.000	
Washington St																
West of Pacific Hwy	4 Lane Major Arterial	40,000	4,847	0.121	A	4,776	0.119	A	6,383	0.16	A	1,536	0.039	1,607	0.041	
Hancock St to San Diego Ave	4 Lane Major Arterial	40,000	22,972	0.574	C	25,383	0.635	C	25,410	0.635	C	2,438	0.061	28	0.000	
East of India St	4 Lane Major Arterial	40,000	24,710	0.618	C	29,783	0.745	C	29,811	0.745	C	5,101	0.127	28	0.000	

Table 3.14-17: 2024 With Project Conditions Roadway Segment Level of Service Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			2024 Without Project			2024 With Project			2024 With Project Comparison			
			ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	Existing		2024 Without Project	
												Δ in ADT	Δ in V/C	Δ in ADT	Δ in V/C
Sassafras St															
Pacific Hwy to Kettner Blvd	3 Lane Collector (w/o two-way left-turn lane)	12,000	15,983	1.332	F	16,544	1.379	F	22,568	1.881	F	6,585	0.549	6,024	0.502
Palm St															
Pacific Hwy to Kettner Blvd	2 Lane Collector (w/o two-way left-turn lane)	8,000	1,940	0.243	A	7,986	0.998	E	7,772	0.972	E	5,832	0.729	-213	-0.026
Laurel St															
Harbor Dr to Pacific Hwy	5 Lane Major Arterial	45,000	35,441	0.788	D	51,984	1.155	F	48,454	1.077	F	13,013	0.289	-3,531	-0.078
Pacific Hwy to India St	4 Lane Major Arterial	40,000	21,042	0.526	C	25,584	0.64	C	24,460	0.612	C	3,418	0.086	-1,124	-0.028
India St to State St / Reynard Wy	4 Lane Major Arterial	40,000	14,072	0.352	A	14,325	0.358	A	14,353	0.359	A	281	0.007	28	0.001
Hawthorn St															
Harbor Dr to Pacific Hwy	3 Lane Collector (one-way)	26,000	26,337	1.013	F	28,582	1.099	F	27,131	1.044	F	794	0.031	-1,450	-0.055
Pacific Hwy to India St	3 Lane Collector (one-way)	26,000	30,936	1.190	F	33,820	1.301	F	32,370	1.245	F	1,434	0.055	-1,450	-0.056
India St to State St	3 Lane Collector (one-way)	26,000	30,936	1.190	F	34,357	1.321	F	32,906	1.266	F	1,970	0.076	-1,450	-0.055
State St to Albatross St	2 Lane Collector (w/o two-way left-turn lane)	8,000	10,483	1.310	F	10,856	1.357	F	10,856	1.357	F	373	0.047	0	0.000
Grape St															
Harbor Dr to Pacific Hwy	3 Lane Collector (one-way)	26,000	23,826	0.916	E	29,145	1.121	F	27,482	1.057	F	3,656	0.141	-1,663	-0.064
Pacific Hwy to India St ¹	3 Lane Collector (one-way)	26,000	28,167	1.083	F	39,422	1.516	F	37,758	1.452	F	9,591	0.369	-1,663	-0.064

Table 3.14-17: 2024 With Project Conditions Roadway Segment Level of Service Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			2024 Without Project			2024 With Project			2024 With Project Comparison			
			ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	Existing		2024 Without Project	
												Δ in ADT	Δ in V/C	Δ in ADT	Δ in V/C
India St to State St	3 Lane Collector (one-way)	26,000	32,386	1.246	F	48,781	1.876	F	47,118	1.812	F	14,732	0.566	-1,663	-0.064
Albatross St to Front St ¹	3 Lane Collector (one-way)	26,000	2,172	0.084	A	3,138	0.121	A	3,138	0.121	A	966	0.037	0	0.000
North Harbor Dr															
Scott Rd to Nimitz Blvd ²	4 Lane Prime Arterial	50,000	11,759	0.235	A	16,635	0.333	A	16,379	0.328	A	4,620	0.093	-256	-0.005
Nimitz Blvd to Laning Rd ²	6 Lane Prime Arterial	60,000	19,644	0.327	A	26,281	0.438	B	25,513	0.425	B	5,869	0.098	-768	-0.013
Laning Rd to McCain Rd	6 Lane Prime Arterial	60,000	28,798	0.480	B	30,701	0.512	B	29,678	0.495	B	880	0.015	-1,024	-0.017
McCain Rd to Spanish Landing	6 Lane Prime Arterial	60,000	29,392	0.490	B	27,074	0.451	B	29,764	0.496	B	372	0.006	2,690	0.045
Spanish Landing to Harbor Island Dr	6 Lane Prime Arterial	60,000	30,278	0.505	B	26,045	0.434	B	28,626	0.477	B	-1,652	-0.028	2,580	0.043
Harbor Island Dr to Winship Ln ²	6 Lane Prime Arterial	60,000	77,384	1.290	F	40,054	0.668	C	18,861	0.314	A	-58,523	-0.976	-21,193	-0.354
Winship Ln to Liberator Way	6 Lane Prime Arterial	60,000	89,066	1.484	F	102,593	1.71	F	65,879	1.098	F	-23,187	-0.386	-36,714	-0.612
Liberator Way to Cell Phone Lot	6 Lane Prime Arterial	60,000	94,942	1.582	F	104,257	1.738	F	67,543	1.126	F	-27,399	-0.456	-36,714	-0.612
Cell Phone Lot to Laurel St / Solar Turbines	6 Lane Prime Arterial	60,000	95,096	1.585	F	116,452	1.941	F	68,252	1.138	F	-26,844	-0.447	-48,200	-0.803
Laurel St / Solar Turbines to W Laurel St	6 Lane Prime Arterial	60,000	76,603	1.277	F	105,504	1.758	F	63,675	1.061	F	-12,928	-0.216	-41,829	-0.697
Laurel St to Hawthorn St	6 Lane Prime Arterial	60,000	59,521	0.992	E	68,601	1.143	F	64,805	1.08	F	5,284	0.088	-3,796	-0.063
Hawthorn St to Grape St ¹	6 Lane Prime Arterial	60,000	37,881	0.631	C	44,407	0.74	C	42,061	0.701	C	4,180	0.070	-2,346	-0.039
Grape St to Ash St ¹	5 Lane Prime Arterial	55,000	20,437	0.372	A	22,398	0.407	A	21,715	0.395	A	1,278	0.023	-682	-0.012

Table 3.14-17: 2024 With Project Conditions Roadway Segment Level of Service Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			2024 Without Project			2024 With Project			2024 With Project Comparison			
			ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	Existing		2024 Without Project	
												Δ in ADT	Δ in V/C	Δ in ADT	Δ in V/C
Harbor Island Dr															
Harbor Dr to Old Rent A Car Access	4 Lane Major Arterial	40,000	12,743	0.319	A	13,486	0.337	A	13,495	0.337	A	752	0.018	9	0.000
West of Harbor Island Dr	4 Lane Major Arterial	40,000	7,661	0.192	A	13,499	0.337	A	13,508	0.338	A	5,847	0.146	9	0.001
Harbor Island Dr to Parking Lot	4 Lane Collector (w/o two-way left-	15,000	4,801	0.320	A	6,902	0.46	B	6,902	0.46	B	2,101	0.140	0	0.000
East of Parking Lot	4 Lane Collector (w/o two-way left-	15,000	3,929	0.262	A	6,902	0.46	B	6,902	0.46	B	2,973	0.198	0	0.000

Source: Kimley-Horn, June 2019.

Notes: Bold values indicate roadway segments operating at LOS E or F. Bold and shaded values indicate project significant impact. City of San Diego's Significance Determination Thresholds under CEQA, Section O, p.71. A review of SANDAG and Port of San Diego studies indicates that they use the same significance determination thresholds. Under 2024 With Project conditions, all significant impacts are defined as Direct impacts per these thresholds, because this is considered an Opening Day condition.

(a) Existing roads street classification is based on the City of San Diego Street Design Manual, March 2018 Edition.

(b) Average Daily Traffic (ADT) volumes for the roadway segments were provided by National Data & Surveying Services and measured in June 2017 and in March 2019.

(c) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

(d) Change in delay due to addition of project traffic.

¹ Volumes from January 1, 2005 to February 2, 2017. Growth factor applied based on comparison between 2017 counted volumes and 2013 Machine Count Traffic volumes.

² 2015 ADT Volumes obtained from City of San Diego Machine Count Traffic Volumes from January 1, 2005 to February 2, 2017.

Sassafras Street

- **Pacific Highway to Kettner Boulevard operates at LOS F**

Palm Street

- **Pacific Highway to Kettner Boulevard operates at LOS E**

Laurel Street

- **Harbor Drive to Pacific Highway operates at LOS F**

Hawthorn Street

- **Harbor Drive to Pacific Highway operates at LOS F**
- **Pacific Highway to India Street operates at LOS F**
- **India Street to State Street operates at LOS F**
- **State Street to Albatross Street operates at LOS F**

Grape Street

- **Harbor Drive to Pacific Highway operates at LOS F**
- **Pacific Highway to India Street operates at LOS F**
- **India Street to State Street operates at LOS F**

North Harbor Drive

- Winship Lane to Liberator Way operates at **LOS F**
- Liberator Way to Cell Phone Lot operates at **LOS F**
- Cell Phone Lot to Laurel Street / Solar Turbines operates at **LOS F**
- Laurel Street/ Solar Turbines to West Laurel Street operates at **LOS F**
- **Laurel Street to Hawthorn Street operates at LOS F**

The roadways listed above that are shown in bold text are considered to be cumulatively considerable impacts. Specifically, the proposed project's traffic adds to the roadway's v/c by at least 0.02 at LOS E or 0.01 at LOS F.

The following mitigations, in addition to MM-TDM-1 discussed above in Section 3.14.6.1, would address the significant impacts that would occur from the project, as defined by Table 3.14-18, between Existing conditions and 2024 With Project conditions:

Kettner Boulevard from Vine Street to Sassafras Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Kettner Boulevard is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Table 3.14-18: 2024 With Project Conditions Roadway Segment Improvement Level of Service Summary

Roadway Segment	With Project ADT	Before Improvement				After Improvement (c)				
		Roadway Classification (a)	LOS E Capacity	V/C Ratio (b)	LOS	Roadway Classification	Future Bicycle Facility	LOS E Capacity	V/C Ratio (b)	LOS
Kettner Boulevard										
Vine St to Sassafras St	32,379	3 Lane Major Arterial (one-way)	27,500	1.177	F	3 Lane Major Arterial (one-way)	Class II (one-way)	27,500	1.177	F
Sassafras St to Palm St	29,358	3 Lane Major Arterial (one-way)	27,500	1.068	F	3 Lane Major Arterial (one-way)	Class II (one-way)	27,500	1.068	F
Sassafras Street										
Pacific Hwy to Kettner Blvd	22,568	3 Lane Collector (w/o two-way left-turn lane)	12,000	1.881	F	4 Lane Collector	Class II	30,000	0.733	D
Palm Street										
Pacific Hwy to Kettner Blvd	7,772	2 Lane Collector (w/o two-way left-turn lane)	8,000	0.972	E	4 Lane Collector (w/o two-way left-turn lane)	–	15,000	0.514	C
Laurel Street										
Harbor Dr to Pacific Hwy	48,454	5 Lane Major Arterial	45,000	1.077	F	5 Lane Major Arterial	Class II	45,000	1.077	F
Hawthorn Street										
Harbor Dr to Pacific Hwy	27,131	3 Lane Collector (one-way)	26,000	1.044	F	3 Lane Collector (one-way)	Class IV (one-way)	26,000	1.044	F
Pacific Hwy to India St	32,370	3 Lane Collector (one-way)	26,000	1.245	F	3 Lane Collector (one-way)	Class IV (one-way)	26,000	1.245	F
India St to State St	32,906	3 Lane Collector (one-way)	26,000	1.266	F	3 Lane Collector (one-way)	Class IV (one-way)	26,000	1.266	F
State St to Albatross St	10,856	2 Lane Collector (w/o two-way left-turn lane)	8,000	1.357	F	2 Lane Collector (w/o two-way left-turn lane)	–	8,000	1.357	F

Table 3.14-18: 2024 With Project Conditions Roadway Segment Improvement Level of Service Summary

Roadway Segment	With Project ADT	Before Improvement				After Improvement (c)				
		Roadway Classification (a)	LOS E Capacity	V/C Ratio (b)	LOS	Roadway Classification	Future Bicycle Facility	LOS E Capacity	V/C Ratio (b)	LOS
Grape Street										
Harbor Dr to Pacific Hwy	27,482	3 Lane Collector (one-way)	26,000	1.057	F	4 Lane Collector (one-way)	Class IV (one-way)	34,700	0.777	D
Pacific Hwy to India St	37,758	3 Lane Collector (one-way)	26,000	1.452	F	4 Lane Collector (one-way)	Class IV (one-way)	34,700	1.073	F
India St to State St	47,118	3 Lane Collector (one-way)	26,000	1.812	F	4 Lane Collector (one-way)	Class IV (one-way)	34,700	1.343	F
North Harbor Drive										
Laurel St to Hawthorn St	64,805	6 Lane Prime Arterial	60,000	1.060	F	6 Lane Prime Arterial	Class I/Class III	60,000	1.060	F

Source: Kimley-Horn, June 2019.

Notes:

Bold values indicate intersections operating at LOS E or F. **Bold and shaded** values indicate project significant impact.

- (a) Existing roads street classification is based City of San Diego Street Design Manual 2018.
- (b) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.
- (c) The Table presumes the improvements are feasible, which is uncertain.

Kettner Boulevard from Sassafras Street to Palm Street

This roadway segment would experience an increase in the volume to capacity ratio (v/c) greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Kettner Boulevard is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Sassafras Street from Pacific Highway to Kettner Boulevard

This roadway segment would experience an increase in the volume to capacity ratio by greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-1a, as previously described in Section 3.14.6.1.1, would reduce the roadway segment v/c ratio to be less than Existing conditions, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-18. Proposed Mitigation Measure MM-TR-RS-1a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Palm Street from Pacific Highway to Kettner Boulevard

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

MM-TR-RS-4a: Improve Palm Street from Pacific Highway to Kettner Boulevard. Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement: Convert the roadway on Palm Street from Pacific Highway to Kettner Boulevard from a 2 Lane Collector (w/o two-way left-turn lane) to a 4 Lane Collector (without a two-way left-turn lane). Proposed Mitigation Measure MM-TR-RS-4a presently

is **not considered feasible** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is **physically feasible** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Implementation of Mitigation Measure MM-TR-RS-4a would reduce the roadway segment v/c ratio to a less-than-significant level, as shown in Table 3.14-18.

Laurel Street from Harbor Drive to Pacific Highway

This roadway segment would operate at LOS F and experience an increase in the volume to capacity ratio by greater than 0.01 with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Laurel Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would **not be consistent** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from Harbor Drive to Pacific Highway

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would **not be consistent** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from Pacific Highway to India Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would **not be consistent** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from India Street to State Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from State Street to Albatross Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Grape Street from Harbor Drive to Pacific Highway

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-1b, as previously discussed in Section 3.14.6.1, would reduce the roadway segment v/c ratio to a less-than-significant level, as shown in Table 3.14-18. Proposed Mitigation Measure MM-TR-RS-1b presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item. This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

Grape Street from Pacific Highway to India Street

The roadway segment Grape Street from Pacific Highway to India Street operates at LOS F under 2024 Without Project conditions. This roadway segment would experience an increase in the

volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-1c, as previously described in Section 3.14.6.1, would reduce the roadway segment v/c ratio to be less than Existing conditions, thereby reducing this potentially significant impact to a less-than-significant level, would reduce the roadway segment v/c ratio to as shown in Table 3.14-18. Proposed Mitigation Measure MM-TR-RS-1c presently is **not considered feasible** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is **physically feasible**, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item. This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

Grape Street from India Street to State Street

The roadway segment Grape Street from India Street to State Street operates at LOS F under 2024 Without Project conditions. This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-1d, as previously described in Section 3.14.6.1, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-18. Proposed Mitigation Measure MM-TR-RS-1d presently is **not considered feasible** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is **physically feasible**, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item. This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of

Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

North Harbor Drive from Laurel Street to Hawthorn Street

The roadway segment North Harbor Drive from Laurel Street to Hawthorn Street operates at LOS F under 2024 Without Project conditions. This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Some of the roadway segments identified above, are currently at their Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be physically feasible*** because the measure would be inconsistent with the Community Plan. Further, due to FAA regulations, potential improvements currently could not be implemented and are presently ***not considered feasible*** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements or mitigation measures discussed in section 3.14.6 above. SDCRAA has not requested funding of any through lane improvements to the roadways because the City told SDCRAA that it would not support or implement improvements that are inconsistent with the applicable community plan, and the City has jurisdiction over the potential improvements. SDCRAA could not require the City to implement this improvement. As such, this impact is considered unmitigable.

Freeway Segment Level of Service

2024 Without Project and 2024 With Project volumes were evaluated at the study area freeway segments. Results of the analysis are presented in Table 3.14-19. Direct freeway impacts from the project Phase 1a are identified in column “2024 With Project Comparison, Existing Δ in V/C.” As shown in the table, all study area freeway segments operate at acceptable levels of service under weekday conditions with the exception of:

2024 Without Project Conditions

I-5

- North of J Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of Route 94 Junction in the Northbound direction in the AM Peak operates at **LOS F**
- North of Pershing Drive in the Northbound direction in the AM Peak operates at **LOS F**
- North of Route 163 Junction in the Northbound direction in the AM Peak operates at **LOS F**
- North of Sixth Avenue in the Northbound direction in the AM Peak operates at **LOS F**
- North of First Avenue in the Northbound direction in the AM Peak operates at **LOS F**
- North of Hawthorn Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of India/Sassafras Street in the Northbound direction in the AM Peak operates at **LOS F**

Table 3.14-19: 2024 With Project Conditions Freeway Segment Level of Service Summary

Freeway Segment	Dir	Number of Lanes	Existing						2024 Without Project						2024 With Project						2024 With Project Comparison				
			Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Existing Δ in V/C		2024 Without Project Δ in V/C		
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
I-5	North of J Street	SB	4	21	29	0.618	0.836	C	D	22.2	30.1	0.648	0.877	C	D	22.2	30.0	0.648	0.875	C	D	-	-	-	-
		NB	4	32	20	0.943	0.587	D	C	--	21.4	1.003	0.625	F*	C	--	21.4	1.002	0.624	F*	C	0.060	-	-0.001	-
	North of Route 94 Junction	SB	5	22	30	0.637	0.861	C	D	22.6	30.6	0.659	0.892	C	D	22.6	30.5	0.658	0.890	C	D	-	-	-	-
		NB	5	33	21	0.970	0.604	D	C	--	21.5	1.005	0.626	F*	C	--	21.4	1.003	0.625	F*	C	0.033	-	-0.001	-
	North of Pershing Drive	SB	5	22	30	0.637	0.861	C	D	22.6	30.6	0.659	0.892	C	D	22.6	30.5	0.658	0.890	C	D	-	-	-	-
		NB	5	33	21	0.970	0.604	D	C	--	21.5	1.005	0.626	F*	C	--	21.4	1.003	0.625	F*	C	0.033	-	-0.001	-
	North of Route 163 Junction	SB	5	24	20	0.711	0.579	C	C	25.3	20.6	0.737	0.600	C	C	25.2	20.5	0.735	0.599	C	C	-	-	-	-
		NB	5	N/A	27	1.062	0.794	F*	D	--	28.2	1.100	0.822	F*	D	--	28.1	1.098	0.820	F*	D	0.035	-	-0.002	-
	North of Sixth Avenue	SB	5	24	20	0.711	0.579	C	C	25.3	20.6	0.737	0.600	C	C	25.2	20.5	0.735	0.599	C	C	-	-	-	-
		NB	5	N/A	27	1.062	0.794	F*	D	--	28.2	1.100	0.822	F*	D	--	28.1	1.098	0.820	F*	D	0.035	-	-0.002	-
	North of First Avenue	SB	4	24	20	0.706	0.575	C	C	26.2	21.3	0.763	0.622	D	C	26.1	21.3	0.761	0.620	D	C	-	-	-	-
		NB	4	N/A	27	1.055	0.788	F*	D	--	28.9	1.126	0.842	F*	D	--	28.8	1.123	0.840	F*	D	0.069	-	-0.002	-
	North of Hawthorn Street	SB	4	29	23	0.840	0.685	D	C	29.8	24.3	0.870	0.709	D	C	30.3	24.7	0.884	0.720	D	C	-	-	-	-
		NB	4	N/A	32	1.255	0.938	F*	D	--	33.8	1.317	0.985	F*	D	--	34.1	1.333	0.996	F*	D	0.078	-	0.015	-
	North of India/Sassafras Street	SB	5	22	18	0.653	0.532	C	C	23.2	18.9	0.676	0.551	C	C	23.2	18.9	0.676	0.551	C	C	-	-	-	-
		NB	5	33	25	0.975	0.729	D	C	--	26.3	1.025	0.766	F*	D	--	26.2	1.022	0.764	F*	D	0.047	-	-0.003	-
	North of Pacific Highway Viaduct	SB	4	22	18	0.650	0.529	C	C	23.5	19.1	0.684	0.558	C	C	23.5	19.1	0.684	0.558	C	C	-	-	-	-
		NB	4	33	25	0.970	0.725	D	C	--	26.1	1.018	0.761	F*	C	--	26.0	1.015	0.758	F*	C	0.045	-	-0.003	-
	North of Sassafras Street	SB	4	22	18	0.633	0.516	C	B	22.7	18.5	0.661	0.539	C	C	22.7	18.5	0.661	0.539	C	C	-	-	-	-
		NB	4	32	24	0.945	0.707	D	C	34.0	25.4	0.992	0.741	D	C	33.9	25.3	0.988	0.739	D	C	-	-	-	-
North of Washington Street	SB	4	29	23	0.836	0.681	D	C	30.5	24.8	0.889	0.724	D	C	30.4	24.8	0.887	0.723	D	C	-	-	-	-	
	NB	5	34	26	0.999	0.747	D	C	--	26.6	1.038	0.776	F*	D	--	26.5	1.036	0.774	F*	D	0.037	-	-0.002	-	
North of Old Town Avenue	SB	5	23	19	0.675	0.550	C	C	24.6	20.0	0.717	0.584	C	C	24.5	20.0	0.716	0.583	C	C	-	-	-	-	
	NB	5	N/A	26	1.009	0.754	F*	C	--	26.9	1.050	0.785	F*	D	--	26.9	1.049	0.784	F*	D	0.040	-	-0.002	-	

Table 3.14-19: 2024 With Project Conditions Freeway Segment Level of Service Summary

Freeway Segment	Dir	Number of Lanes	Existing						2024 Without Project						2024 With Project						2024 With Project Comparison				
			Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Existing Δ in V/C		2024 Without Project Δ in V/C		
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
North of I-8 Junction/ Camino Del Rio	SB	5	19	26	0.541	0.748	C	C	19.2	26.5	0.560	0.774	C	D	19.2	26.5	0.560	0.773	C	D	-	-	-	-	
	NB	5	24	21	0.702	0.626	C	C	25.1	22.4	0.732	0.652	C	C	25.1	22.3	0.731	0.652	C	C	-	-	-	-	
SR-163	10th Street N of Ash, End Left Align	SB	1	22	10	0.629	0.305	C	A	23.4	15.0	0.682	0.437	C	B	23.4	15.0	0.682	0.437	C	B	-	-	-	-
		NB	2	6	11	0.170	0.331	A	B	8.2	12.9	0.240	0.376	A	B	8.2	12.9	0.240	0.376	A	B	-	-	-	-
	North of I-5 Junction	SB	2	32	N/A	0.945	1.030	D	F*	33.6	--	0.979	1.067	D	F*	33.5	--	0.978	1.067	D	F*	-	0.036	-	0.000
		NB	2	N/A	32	1.094	0.922	F*	D	--	33.1	1.146	0.966	F*	D	--	33.1	1.145	0.965	F*	D	0.051	-	-0.001	-
	North of Quince Street	SB	2	32	N/A	0.929	1.013	D	F*	33.0	--	0.963	1.049	D	F*	33.0	--	0.962	1.048	D	F*	-	0.036	-	0.000
		NB	2	N/A	31	1.075	0.906	F*	D	--	32.3	1.117	0.942	F*	D	--	32.3	1.117	0.941	F*	D	0.041	-	0.000	-
	North of Richmond Street	SB	2	31	34	0.905	0.986	D	D	32.1	--	0.937	1.021	D	F*	32.1	--	0.936	1.020	D	F*	-	0.035	-	-0.001
		NB	2	N/A	30	1.047	0.883	F*	D	--	31.5	1.090	0.919	F*	D	--	31.5	1.090	0.918	F*	D	0.043	-	-0.001	-
	North of Robinson Ave	SB	2	28	31	0.823	0.897	D	D	29.2	31.9	0.853	0.929	D	D	29.2	31.8	0.852	0.928	D	D	-	-	-	-
		NB	2	33	28	0.953	0.803	D	D	33.9	28.6	0.989	0.833	D	D	33.9	28.6	0.988	0.833	D	D	-	-	-	-
	North of Washington Street	SB	2	N/A	N/A	1.068	1.164	F*	F*	--	--	1.106	1.205	F*	F*	--	--	1.105	1.205	F*	F*	0.038	0.041	-0.001	0.000
		NB	2	N/A	N/A	1.236	1.042	F*	F*	--	--	1.280	1.079	F*	F*	--	--	1.279	1.078	F*	F*	0.043	0.037	-0.001	0.000
	North of Sixth Avenue	SB	4	23	25	0.668	0.728	C	C	23.7	25.9	0.692	0.754	C	C	23.7	25.9	0.692	0.754	C	C	-	-	-	-
		NB	5	21	18	0.619	0.522	C	B	22.3	18.8	0.649	0.547	C	C	22.2	18.8	0.649	0.547	C	C	-	-	-	-
North of I-8 Junction	SB	4	23	25	0.684	0.733	C	C	24.5	26.3	0.715	0.766	C	D	24.5	26.3	0.715	0.766	C	D	-	-	-	-	
	NB	5	24	19	0.705	0.553	C	C	25.0	19.6	0.730	0.573	C	C	25.0	19.6	0.730	0.573	C	C	-	-	-	-	
SR-94	East of Beginning at I-5 Junction and G St	WB	4	25	8	0.736	0.223	C	A	27.5	13.9	0.803	0.406	D	B	27.5	13.9	0.802	0.405	D	B	-	-	-	-
		EB	5	1	24	0.036	0.695	A	C	4.1	25.2	0.118	0.735	A	C	4.0	25.2	0.118	0.734	A	C	-	-	-	-

Table 3.14-19: 2024 With Project Conditions Freeway Segment Level of Service Summary

Freeway Segment	Dir	Number of Lanes	Existing						2024 Without Project						2024 With Project						2024 With Project Comparison				
			Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Existing Δ in V/C		2024 Without Project Δ in V/C		
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
I-805	East of Midway Drive	WB	4	12	17	0.350	0.496	B	B	12.4	17.6	0.362	0.513	B	B	12.4	17.6	0.362	0.513	B	B	-	-	-	-
		EB	4	17	10	0.499	0.281	B	A	17.7	10.0	0.517	0.291	B	A	17.7	10.0	0.517	0.291	B	A	-	-	-	-
	East of I-5 Junction	WB	3	21	30	0.611	0.866	C	D	21.8	30.9	0.635	0.901	C	D	21.8	30.9	0.635	0.900	C	D	-	-	-	-
		EB	3	30	17	0.872	0.491	D	B	30.9	17.4	0.903	0.509	D	B	30.9	17.4	0.901	0.508	D	B	-	-	-	-
	East of Morena Boulevard	WB	5	18	26	0.532	0.755	C	C	18.9	26.8	0.551	0.782	C	D	18.9	26.8	0.550	0.781	C	D	-	-	-	-
		EB	4	33	18	0.949	0.535	D	C	33.7	19.0	0.983	0.554	D	C	33.7	19.0	0.982	0.553	D	C	-	-	-	-
	East of Hotel Circle/ Taylor Street	WB	5	26	22	0.759	0.645	C	C	26.9	22.9	0.786	0.668	D	C	26.9	22.9	0.785	0.667	D	C	-	-	-	-
		EB	4	22	32	0.638	0.945	C	D	22.7	33.6	0.661	0.979	C	D	22.7	33.5	0.661	0.978	C	D	-	-	-	-
	East of Hotel Circle	WB	5	28	24	0.819	0.696	D	C	29.1	24.7	0.848	0.721	D	C	29.1	24.7	0.848	0.720	D	C	-	-	-	-
		EB	4	24	N/A	0.689	1.021	C	F*	24.5	--	0.714	1.057	C	F*	24.5	--	0.713	1.056	C	F*	-	0.035	-	-0.001
East of SR-163 Junction	WB	4	N/A	31	1.052	0.894	F*	D	--	31.7	1.090	0.926	F*	D	--	31.7	1.089	0.925	F*	D	0.037	-	-0.001	-	
	EB	4	24	N/A	0.708	1.049	C	F*	26.2	--	0.765	1.133	D	F*	26.2	--	0.765	1.132	D	F*	-	0.083	-	-0.001	

Source: Kimley-Horn, June 2019.

Notes: Bold values indicate freeway segments operating at LOS E or F. Bold and shaded values indicate project significant impact. City of San Diego’s Significance Determination Thresholds under CEQA, Section O, p.71. A review of SANDAG and Port of San Diego studies indicates that they use the same significance determination thresholds. Under 2024 With Project conditions, all significant impacts are defined as Direct impacts per these thresholds, because this is considered an Opening Day condition.

(a) Volume to capacity ratio. (b) The LOS for the respective freeway segments were based on the methodologies contained in Chapter 11 of the Highway Capacity Manual, 6th Edition.

¹ Speed and density values are reported as “--” and LOS is reported as “F*” when the volume to capacity ratio is greater than 1.00. Per Chapter 11 of the HCM, 6th Edition, the density is only calculated when the ratio is less than 1.00 and the speed cannot be estimated. All cases in which this ratio is greater than 1.00 are LOS F.

- North of Pacific Highway Viaduct in the Northbound direction in the AM Peak operates at **LOS F**
- North of Washington Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of Old Town Avenue in the Northbound direction in the AM Peak operates at **LOS F**

Route-163

- North of I-5 Junction
 - In the Southbound direction in the PM Peak operates at **LOS F**
 - In the Northbound direction in the AM Peak operates at **LOS F**
- North of Quince Street
 - In the Southbound direction in the PM Peak operates at **LOS F**
 - In the Northbound direction in the AM Peak operates at **LOS F**
- North of Richmond Street
 - In the Southbound direction in the PM Peak operates at **LOS F**
 - In the Northbound direction in the AM Peak operates at **LOS F**
- North of Washington Street
 - In the Southbound direction in the AM Peak operates at **LOS F**
 - In the Southbound direction in the PM Peak operates at **LOS F**
 - In the Northbound direction in the AM Peak operates at **LOS F**
 - In the Northbound direction in the PM Peak operates at **LOS F**

I-8

- East of Hotel Circle in the Eastbound direction in the PM Peak operates at **LOS F**
- East of SR-163
 - In the Westbound direction in the AM Peak operates at **LOS F**
 - In the Eastbound direction in the PM Peak operates at **LOS F**

2024 With Project Conditions

I-5

- **North of J Street in the Northbound direction in the AM Peak operates at LOS F**
- **North of Route 94 Junction in the Northbound direction in the AM Peak operates at LOS F**
- **North of Pershing Drive in the Northbound direction in the AM Peak operates at LOS F**
- **North of Route 163 Junction in the Northbound direction in the AM Peak operates at LOS F**
- **North of Sixth Avenue in the Northbound direction in the AM Peak operates at LOS F**
- **North of First Avenue in the Northbound direction in the AM Peak operates at LOS F**
- **North of Hawthorn Street in the Northbound direction in the AM Peak operates at LOS F**

- **North of India/Sassafras Street in the Northbound direction in the AM Peak operates at LOS F**
- **North of Pacific Highway Viaduct in the Northbound direction in the AM Peak operates at LOS F**
- **North of Washington Street in the Northbound direction in the AM Peak operates at LOS F**
- **North of Old Town Avenue in the Northbound direction in the AM Peak operates at LOS F**

Route-163

- North of I-5 Junction
 - **In the Southbound direction in the PM Peak operates at LOS F**
 - **In the Northbound direction in the AM Peak operates at LOS F**
- North of Quince Street
 - **In the Southbound direction in the PM Peak operates at LOS F**
 - **In the Northbound direction in the AM Peak operates at LOS F**
- North of Richmond Street
 - **In the Southbound direction in the PM Peak operates at LOS F**
 - **In the Northbound direction in the AM Peak operates at LOS F**
- North of Washington Street
 - **In the Southbound direction in the AM Peak operates at LOS F**
 - **In the Southbound direction in the PM Peak operates at LOS F**
 - **In the Northbound direction in the AM Peak operates at LOS F**
 - **In the Northbound direction in the PM Peak operates at LOS F**

I-8

- **East of Hotel Circle in the Eastbound direction in the PM Peak operates at LOS F**
- East of SR-163
 - **In the Westbound direction in the AM Peak operates at LOS F**
 - **In the Eastbound direction in the PM Peak operates at LOS F**

The freeway segments listed above that are shown in bold text are considered to be cumulatively considerable impacts. Specifically, the proposed project's traffic adds to the roadway's v/c by at least 0.02 at LOS E or 0.01 at LOS F. The following discussion addresses these impacts.

As previously described in more detail in Section 3.14.6.1, any proposed freeway mitigation measure is *not considered feasible*, because there are no planned freeway improvement projects in the San Diego Regional Transportation Plan or Caltrans Interstate 8 Transportation Concept Report for this segment or other applicable Interstate or Highway segment plans, and any such improvements would require FAA approval of funding. Caltrans has jurisdiction over the potential freeway improvements. SDCRAA could not require Caltrans to implement any such improvements. Potential and unplanned freeway improvements are therefore *not physically feasible*. Further,

due to FAA regulations, potential freeway improvements currently could not be implemented and are presently **not considered feasible** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements or mitigation measures as discussed in Section 3.14.6 above. SDCRAA has not requested funding of any freeway improvement projects because none are planned by agencies with jurisdiction or planning authority, and the FAA stated that it would not fund direct improvements to freeways. Moreover, neither SANDAG nor Caltrans has developed or identified regional programs to reduce VMT related to freeway usage. As such, these impacts are considered unmitigable.

Vehicle Miles Traveled (VMT)

At the time of this writing, evaluation of transportation impacts using the VMT metric is not required by the State or any San Diego-based agencies, and LOS is the official metric for identifying traffic impacts and mitigation. Nonetheless, project-related VMT is generally discussed below for informational purposes.

Year 2024 VMT per passenger is presented in Table 3.14-20. Because a year 2024 SANDAG model does not exist, the SANDAG model average trip length was based on the Year 2020 model. The Year 2024 VMT per passenger was calculated to be 17.9 VMT per Airport passenger, which is a decrease of 2.0 VMT per Airport passenger. This decrease is attributed to efforts made by the Airport Authority to encourage Transportation Network Companies to pick-up new passengers after dropping-off passengers at the terminals. According to October 2018 data (see Appendix R-H), TNC companies are now achieving about a 30% match rate.

Table 3.14-20: 2024 VMT Summary

	Existing	2024
SANDAG Model Trip Length (a)	15.07	15.52
ADP Airport Trips	103,983	107,673
Calculated Airport VMT (b)	1,567,024	1,671,085
Airport Daily Passenger	78,595	93,389
Airport VMT / Passenger (c)	19.9	17.9
Δ VMT / Passenger	-	-2.0

Source: Kimley-Horn, June 2019.

Notes:

- (a) Trip length based on SANDAG Series 13 model VMT divided by number of model trips.
- (b) Airport VMT is equal to estimated airport trips multiplied by average trip length.
- (c) Airport VMT per passenger based on calculated airport VMT divided by number of passengers.

3.14.6.2.2 Direct Impacts 3.14-3

Summary Conclusion for Impact 3.14-3: Implementation of the proposed project would result in unacceptable operations at study facilities in 2026. Of those facilities, 4 intersections, 14 roadway segments, and 19 freeway segments are expected to exceed thresholds of significance under the 2026 With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some proposed mitigation is infeasible, therefore, impacts would remain *significant and unavoidable* at 1 intersection, 11 roadway segments and 19 freeway segments.

This scenario represents the traffic conditions of the 2026 street network and proposed on-Airport facilities. Volumes for this scenario were based on adjusted 2025 Series 13 travel forecast model volumes and cumulative project volumes, which include ambient growth for the region and the study area. The ambient traffic growth factor includes unknown and future related projects in the study area, as well as accounts for regular growth in the traffic volumes due to the development of the projects outside the study area. The 2026 Without Project volumes were found from growing the 2025 Series 13 travel forecast model volumes by 0.5% per year. The 2026 Without Project Condition assumes no roadway network differences compared to existing conditions. The 2026 With Project Condition assumes the addition of Project Phase 1b. Since the project is adding gates with this phase, the 2026 With Project is also considered an Opening Day Scenario and, as such, impacts are considered to be direct impacts.

Proposed Mitigation Measure MM-TDM-1 is within SDCRAA's control and is ***physically and operationally feasible***. If implemented, these TDM measures could reduce Airport generated traffic by two to four percent. It is not anticipated to reduce the traffic impacts to be less than significant, but would help lessen the traffic impact on the impacted facilities.

3.14.6.2.3 Intersection Level of Service

2026 Without Project and 2026 With Project volumes were evaluated at the study area intersections. Results of the analysis are presented in Table 3.14-21. Direct intersection impacts from the project Phase 1b are identified in column "2026 With Project, Change from Existing." Level of Service worksheets are contained in Appendix R-H2. As shown in the table, all study area intersections operate at acceptable levels of service during the weekday AM, Airport, and PM peak hours with the exception of:

2026 Without Project Conditions

- #3 – Pacific Highway at Enterprise Street
- #15 – Pacific Highway at W Laurel Street
- #16 – Laurel Street at Kettner Boulevard
- #33 – Harbor Island Drive at N Harbor Drive
- #41 – Kettner Boulevard at Palm Street

2026 With Project Conditions

- #3 – Pacific Highway at Enterprise Street**
- #15 – Pacific Highway at W Laurel Street**
- #16 – Kettner Boulevard at W Laurel Street**
- #41 – Kettner Boulevard at Palm Street**

The intersections listed above that are shown in bold text are considered to be direct impacts. Specifically, the proposed project's traffic adds at least two seconds of delay at LOS E or one second of delay at LOS F. The following discussion addresses these impacts.

Table 3.14-21: 2026 With Project Conditions Intersection Level of Service Summary

Intersection	Peak Hour	Existing		2026 Without Project		2026 With Project			
		Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from Existing (c)	Change from 2026 Without Project (d)
1 Pacific Hwy at Taylor St / Rosecrans St	AM	27.7	C	28.1	C	28.1	C	0.4	0.0
	AIRPORT	28.6	C	29.1	C	29.0	C	0.4	-0.1
	PM	35.8	D	41.5	D	41.4	D	5.6	-0.1
2 Pacific Hwy at Old Town Transit Center	AM	9.7	A	10.4	B	10.4	B	0.7	0.0
	AIRPORT	10.9	B	11.2	B	11.2	B	0.3	0.0
	PM	11.1	B	13.0	B	13.1	B	2.0	0.1
3 Pacific Hwy at Enterprise St	AM	31.7	C	39.0	D	39.2	D	7.5	0.2
	AIRPORT	27.7	C	30.2	C	30.3	C	2.6	0.1
	PM	44.5	D	74.1	E	75.3	E	30.8	1.2
4 SB Pacific Hwy Ramps at Washington St	AM	11.7	B	12.4	B	13.1	B	1.4	0.7
	AIRPORT	12.4	B	13.3	B	13.3	B	0.9	0.0
	PM	12.5	B	13.9	B	15.4	B	2.9	1.5
5 NB Pacific Highway On-Ramp / Frontage Rd at Washington St	AM	20.7	C	22.9	C	24.5	C	3.8	1.6
	AIRPORT	18.3	B	19.8	B	20.4	C	2.1	0.6
	PM	18.7	B	20.8	C	20.5	C	1.8	-0.3
6 Hancock St at Washington St	AM	22.0	C	21.2	C	20.6	C	-1.4	-0.6
	AIRPORT	21.7	C	20.1	C	19.9	B	-1.8	-0.2
	PM	23.1	C	24.0	C	23.8	C	0.7	-0.2
7 San Diego Ave at Washington St	AM	31.1	C	36.6	D	36.6	D	5.5	0.0
	AIRPORT	22.2	C	24.2	C	24.8	C	2.6	0.6
	PM	16.2	B	17.5	B	18.0	B	1.8	0.5
8 India St at Vine St	AM	4.5	A	4.6	A	4.6	A	0.1	0.0
	AIRPORT	4.7	A	4.8	A	4.9	A	0.2	0.1
	PM	4.3	A	4.4	A	4.4	A	0.1	0.0
9 Pacific Hwy at Sassafras St / Admiral Boland Way	AM	22.0	C	23.1	C	31.0	C	9.0	7.9
	AIRPORT	23.8	C	25.5	C	31.7	C	7.9	6.2
	PM	29.7	C	33.1	C	41.9	D	12.2	8.8

Table 3.14-21: 2026 With Project Conditions Intersection Level of Service Summary

Intersection	Peak Hour	Existing		2026 Without Project		2026 With Project			
		Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from Existing (c)	Change from 2026 Without Project (d)
10 Kettner Blvd at Sassafras St	AM	13.5	B	17.3	B	21.0	C	7.5	3.7
	AIRPORT	12.7	B	15.6	B	16.9	B	4.2	1.3
	PM	15.0	B	20.8	C	24.5	C	9.5	3.7
11 India St at Sassafras St	AM	6.8	A	6.5	A	6.4	A	-0.4	-0.1
	AIRPORT	8.8	A	8.7	A	8.1	A	-0.7	-0.6
	PM	10.2	B	9.8	A	11.8	B	1.6	2.0
12 Pacific Hwy at Palm St	AM	8.7	A	10.1	B	11.9	B	3.2	1.8
	AIRPORT	8.8	A	10.3	B	11.5	B	2.7	1.2
	PM	10.3	B	12.4	B	13.3	B	3.0	0.9
14 W Laurel St at N Harbor Drive	AM	24.4	C	29.0	C	33.2	C	8.8	4.2
	AIRPORT	33.7	C	41.0	D	35.7	D	2.0	-5.3
	PM	26.2	C	32.3	C	43.4	D	17.2	11.1
15 Pacific Hwy at W Laurel St	AM	44.6	D	48.0	D	36.0	D	-8.6	-12.0
	AIRPORT	49.1	D	55.6	E	61.0	E	11.9	5.4
	PM	51.6	D	61.5	E	64.8	E	13.2	3.3
16 Kettner Blvd at W Laurel St	AM	91.8	F	123.5	F	138.0	F	46.2	14.5
	AIRPORT	112.2	F	228.8	F	185.7	F	73.5	-43.1
	PM	48.9	D	84.3	F	89.6	F	40.7	5.3
17 India St at W Laurel St	AM	15.1	B	16.3	B	17.3	B	2.2	1.0
	AIRPORT	16.3	B	17.7	B	18.6	B	2.3	0.9
	PM	15.7	B	16.8	B	17.6	B	1.9	0.8
18 N Harbor Dr at W Hawthorn St	AM	8.9	A	6.1	A	6.1	A	-2.8	0.0
	AIRPORT	9.5	A	7.9	A	8.1	A	-1.4	0.2
	PM	10.0	B	8.4	A	8.2	A	-1.8	-0.2
19 Pacific Hwy at W Hawthorn St	AM	36.9	D	38.4	D	41.0	D	4.1	2.6
	AIRPORT	35.7	D	37.6	D	39.2	D	3.5	1.6
	PM	41.9	D	51.8	D	39.2	D	-2.7	-12.6

Table 3.14-21: 2026 With Project Conditions Intersection Level of Service Summary

Intersection	Peak Hour	Existing		2026 Without Project		2026 With Project			
		Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from Existing (c)	Change from 2026 Without Project (d)
20 Kettner Blvd at W Hawthorn St	AM	30.7	C	32.5	C	32.4	C	1.7	-0.1
	AIRPORT	28.5	C	30.0	C	30.5	C	2.0	0.5
	PM	28.4	C	29.8	C	31.1	C	2.7	1.3
21 India St at W Hawthorn St	AM	31.5	C	33.7	C	33.2	C	1.7	-0.5
	AIRPORT	29.1	C	30.8	C	31.1	C	2.0	0.3
	PM	27.2	C	28.2	C	30.7	C	3.5	2.5
22 Columbia St at W Hawthorn St	AM	33.5	C	37.4	D	36.7	D	3.2	-0.7
	AIRPORT	30.8	C	33.8	C	33.5	C	2.7	-0.3
	PM	30.5	C	32.1	C	34.4	C	3.9	2.3
23 State St at W Hawthorn St	AM	10.7	B	12.9	B	13.3	B	2.6	0.4
	AIRPORT	9.1	A	10.6	B	11.1	B	2.0	0.5
	PM	8.6	A	10.8	B	12.5	B	3.9	1.7
24 I-5 NB Off-Ramp / Brant St at W Hawthorn St	AM	15.7	C	17.5	C	17.5	C	1.8	0.0
	AIRPORT	16.7	C	18.8	C	18.8	C	2.1	0.0
	PM	20.5	C	24.8	C	24.8	C	4.3	0.0
25 N Harbor Dr at W Grape St	AM	10.7	B	10.9	B	11.0	B	0.3	0.1
	AIRPORT	11.8	B	12.2	B	13.5	B	1.7	1.3
	PM	18.8	B	13.4	B	13.2	B	-5.6	-0.2
26 Pacific Hwy at W Grape St	AM	29.2	C	29.8	C	30.2	C	1.0	0.4
	AIRPORT	29.9	C	30.8	C	30.4	C	0.5	-0.4
	PM	28.9	C	29.5	C	30.1	C	1.2	0.6
27 Kettner Blvd at W Grape St	AM	30.8	C	32.1	C	33.0	C	2.2	0.9
	AIRPORT	32.1	C	33.9	C	32.2	C	0.1	-1.7
	PM	36.2	D	38.5	D	39.4	D	3.2	0.9
28 India St at W Grape St	AM	29.6	C	33.8	C	33.0	C	3.4	-0.8
	AIRPORT	31.7	C	37.5	D	36.0	D	4.3	-1.5
	PM	35.5	D	46.1	D	41.5	D	6.0	-4.6

Table 3.14-21: 2026 With Project Conditions Intersection Level of Service Summary

Intersection	Peak Hour	Existing		2026 Without Project		2026 With Project			
		Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from Existing (c)	Change from 2026 Without Project (d)
29 Columbia St at W Grape St	AM	34.7	C	34.3	C	36.5	D	1.8	2.2
	AIRPORT	37.6	D	34.2	C	35.4	D	-2.2	1.2
	PM	43.3	D	49.5	D	50.5	D	7.2	1.0
30 State St / I-5 SB On-Ramp at W Grape St	AM	24.4	C	28.5	C	30.5	C	6.1	2.0
	AIRPORT	26.0	C	31.3	C	30.6	C	4.6	-0.7
	PM	33.1	C	46.6	D	44.9	D	11.8	-1.7
31 McCain Rd at N Harbor Dr	AM	11.6	B	11.6	B	13.2	B	1.6	1.6
	AIRPORT	9.1	A	8.9	A	10.0	B	0.9	1.1
	PM	8.1	A	8.0	A	8.0	A	-0.1	0.0
32 Spanish Landing at N Harbor Dr	AM	22.2	C	22.8	C	19.0	B	-3.2	-3.8
	AIRPORT	19.8	B	20.0	C	17.5	B	-2.3	-2.5
	PM	19.3	B	19.6	B	17.8	B	-1.5	-1.8
33 Harbor Island Dr at N Harbor Dr	AM	40.0	D	65.7	E	35.0	D	-5.0	-30.7
	AIRPORT	44.9	D	110.6	F	34.4	C	-10.5	-76.2
	PM	35.3	D	43.2	D	33.1	C	-2.2	-10.1
34 Harbor Island Dr at Old Rent A Car Access / Sheraton	AM	10.0	B	10.3	B	10.3	B	0.3	0.0
	AIRPORT	10.4	B	10.8	B	10.8	B	0.4	0.0
	PM	10.6	B	11.0	B	11.0	B	0.4	0.0
35 Harbor Island Dr at Harbor Island Dr	AM	22.1	C	22.8	C	14.3	B	-7.8	-8.5
	AIRPORT	22.0	C	22.6	C	14.3	B	-7.7	-8.3
	PM	22.6	C	23.4	C	14.7	B	-7.9	-8.7
36 Harbor Island Dr at Parking Lot Access	AM	8.5	A	8.6	A	8.6	A	0.1	0.0
	AIRPORT	9.0	A	9.2	A	9.3	A	0.3	0.1
	PM	9.1	A	9.4	A	9.5	A	0.4	0.1
37 Winship Ln at N Harbor Dr	AM	6.4	A	17.2	B	Intersection does not exist in this scenario			
	AIRPORT	7.1	A	23.2	C				
	PM	5.3	A	13.6	B				

Table 3.14-21: 2026 With Project Conditions Intersection Level of Service Summary

Intersection	Peak Hour	Existing		2026 Without Project		2026 With Project			
		Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from Existing (c)	Change from 2026 Without Project (d)
38 North Harbor Dr at Liberator Way	AM	4.9	A	5.0	A	6.1	A	1.2	1.1
	AIRPORT	4.7	A	4.8	A	5.6	A	0.9	0.8
	PM	8.8	A	9.5	A	5.0	A	-3.8	-4.5
39 Cell Phone Lot at N Harbor Dr	AM	16.3	B	19.1	B	1.4	A	-14.9	-17.7
	AIRPORT	32.5	C	43.9	D	2.0	A	-30.5	-41.9
	PM	18.2	B	27.3	C	2.1	A	-16.1	-25.2
40 Terminal Link Rd / Coast Guard at N Harbor Dr	AM	4.2	A	5.0	A	5.9	A	1.7	0.9
	AIRPORT	3.9	A	4.5	A	7.3	A	3.4	2.8
	PM	3.3	A	3.7	A	21.6	C	18.3	17.9
41 Kettner Blvd at Palm St	AM	21.7	C	217.9	F	213.2	F	191.5	-4.7
	AIRPORT	21.2	C	294.9	F	288.5	F	267.3	-6.4
	PM	59.9	F	1333.6	F	1435.1	F	1375.2	101.5
42 N Harbor Dr at Laning Rd	AM	13.5	B	13.5	B	13.2	B	-0.3	-0.3
	AIRPORT	26.3	C	26.8	C	26.8	C	0.5	0.0
	PM	32.4	C	35.4	D	35.6	D	3.2	0.2
43 N Harbor Dr at Nimitz Blvd	AM	16.4	B	16.5	B	19.5	B	3.1	3.0
	AIRPORT	19.9	B	20.2	C	20.3	C	0.4	0.1
	PM	40.7	D	40.7	D	42.8	D	2.1	2.1
44 Rosecrans St at Nimitz Blvd	AM	41.1	D	35.6	D	35.9	D	-5.2	0.3
	AIRPORT	36.0	D	33.3	C	34.3	C	-1.7	1.0
	PM	45.1	D	42.0	D	43.1	D	-2.0	1.1

Source: Kimley-Horn, June 2019.

Notes: Bold values indicate intersections operating at LOS E or F. Bold and shaded values indicate project significant impact. City of San Diego's Significance Determination Thresholds under CEQA, Section O, p.71. A review of SANDAG and Port of San Diego studies indicates that they use the same significance determination thresholds. Under 2026 With Project conditions, all significant impacts are defined as Direct impacts per these thresholds, because this is considered an Opening Day condition.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the HCM, 6th Edition, and performed using Synchro 10.

(c) Change in delay due to addition of background traffic growth, addition of cumulative project traffic, and addition of project traffic. Addition of project traffic may cause a decrease in delay at some locations. This counterintuitive result occurs when the volume being added to the intersection is on movements with less delay than the current overall intersection average delay, decreasing the overall intersection average delay.

(d) Change in delay due to addition of project traffic. Addition of project traffic may cause a decrease in delay at some locations. This counterintuitive result occurs when the volume being added to the intersection is on movements with less delay than the current overall intersection average delay, decreasing the overall intersection average delay.

The following mitigations, in addition to MM-TDM-1 discussed in detail in Section 3.14.6.1, would address the significant impacts that would occur from the project, as defined by Table 3.14-21, between Existing conditions and 2026 With Project conditions:

#3 Pacific Highway at Enterprise Street

This intersection would experience an increase in delay greater than one second and continue to operate at LOS E in the PM peak hour with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Widening to add a third southbound through lane on Pacific Highway would address this cumulative traffic impact. This improvement is consistent with the Midway Pacific Highway Community Plan (MPH CP), which assumes Pacific Highway will be rebuilt as a five-lane prime arterial north of Enterprise Street and a six-lane expressway south of Enterprise Street. Adding a third southbound lane would require removal of a pedestrian bridge crossing the north leg of Pacific Highway serving the NAVWAR (former SPAWAR) site. It would also require reconfiguration of the south leg of the intersection, which has a narrow two-lane bridge under Barnett Avenue. The MPH CP addresses this improvement in mobility policy ME-5.8: “Support an engineering feasibility study to analyze downgrading Pacific Highway to a 6-lane major arterial to improve safety, enhance multimodal connections between the community and Downtown, and create a community gateway. This improvement could potentially include removing grade-separations along Pacific Highway at Barnett Avenue, Witherby Street, and Washington Street.” Furthermore, both the east and west legs of the intersection are part of the NAVWAR site. The U.S. Navy has issued a request for proposals to redevelop this site. The MPH CP also identifies a multi-use bicycle/pedestrian path and Class IV cycle tracks along Pacific Highway.

This mitigation is **not feasible** for the project to implement, because it relies on a future City engineering feasibility study and redevelopment of adjacent properties, including the U.S. Navy. The City of San Diego indicated in meetings that they concur with this finding. Further, due to FAA regulations, this improvement currently could not be implemented and is presently **not considered feasible** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements or mitigation measures as discussed in Section 3.14.6 above.

#15 Pacific Highway at W Laurel Street

This intersection would experience an increase in delay greater than two seconds and continue to operate at LOS E with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1b, as previously described in Section 3.14.6.1.1, would ensure that the intersection operates at LOS D during the Airport and PM peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-22. Proposed Mitigation Measure MM-TR-I-1b presently is **not considered feasible** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA

approval of funding. While the mitigation measure is *physically feasible* because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Table 3.14-22: 2026 With Project Intersection Improvement Level of Service Summary

Intersection		Peak Hour	Before Improvement		After Improvement (c)		Description
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	
3	Pacific Hwy at Enterprise St	AM	39.2	D	39.2	D	This intersection is the primary access to the future SPAWAR redeveloped site.
		AIRPORT	30.3	C	30.3	C	
		PM	75.3	E	75.3	E	
9*	Pacific Hwy at Sassafras St / Admiral Boland Way	AM	31.0	C	31.2	C	• Add Class IV Cycle Track on Pacific Hwy
		AIRPORT	31.7	C	30.9	C	
		PM	41.9	D	36.9	D	
12*	Pacific Hwy at Palm St	AM	11.9	B	14.8	B	• Add Class IV Cycle Track on Pacific Hwy
		AIRPORT	11.5	B	14.2	B	
		PM	13.3	B	31.8	C	
15	Pacific Hwy at W Laurel St	AM	36.0	D	421.	D	<ul style="list-style-type: none"> • Remove a WB through lane on the West leg and add a second EB left-turn lane • Convert a SB through lane into a second SB right-turn lane • Re-coordinate signals along Laurel Street • Add Class IV Cycle Tracks on Pacific Highway • Add Class IV Cycle Track on Pacific Hwy
		AIRPORT	61.0	E	37.5	D	
		PM	64.8	E	51.8	D	
16	Kettner Blvd at W Laurel St	AM	138.0	F	37.6	D	<ul style="list-style-type: none"> • Restripe SB approach to two right-turn lanes, one through lane and one left-turn lane.
		AIRPORT	185.7	F	42.9	D	
		PM	89.6	F	26.1	C	
41	Kettner Blvd at Palm St	AM	213.2	F	1.0	A	<ul style="list-style-type: none"> • Install traffic signal • Restripe Palm Street to two lanes in each direction between Kettner Blvd and Pacific Hwy • Pre-signals at rail crossing
		AIRPORT	288.5	F	0.6	A	
		PM	1435.1	F	0.9	A	

Source: Kimley-Horn, June 2019.

Notes:

Bold values indicate intersections operating at LOS E or F. **Bold and shaded** values indicate project significant impact.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using Synchro 10.

(c) The Table presumes the improvements are feasible, which is uncertain.

Footnote:

(*) Intersections 9 and 12 are not significant impacts. Class IV Cycle Track added as part of mitigation at Laurel Street / Pacific Highway.

#16 Kettner Boulevard at W Laurel Street

This intersection would experience an increase in delay greater than one second in the AM and PM peak hours and continue to operate at LOS F with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1c, as previously described in Section 3.14.6.1.1, would ensure that the intersection operates at LOS C during the PM peak hour and at LOS D during the AM and Airport peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-22. Proposed Mitigation Measure MM-TR-I-1c presently is **not considered feasible** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is **physically feasible** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#41 Kettner Boulevard at Palm Street

This intersection would experience an increase in delay greater than one second in the PM peak hour and continue to operate at LOS F with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1e, as previously described in Section 3.14.6.1.1, would ensure that the intersection operates at LOS A during the AM, Airport, and PM peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-22. Proposed Mitigation Measure MM-TR-I-1e presently is **not considered feasible** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is **physically feasible** because there is ability to install a traffic signal at this location, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Roadway Segment Level of Service

2026 Without Project and 2026 With Project volumes were evaluated at the study area roadway segments. Results of the analysis are presented in Table 3.14-23. Direct roadway impacts from the project Phase 1b are identified in column “2026 With Project Comparison, Existing.” As shown in the table, all study area roadway segments operate at acceptable levels of service under weekday conditions with the exception of:

2026 Without Project Conditions

Kettner Boulevard

- Vine Street to Sassafras Street operates at **LOS F**
- Sassafras Street to Palm Street operates at **LOS F**
- Palm Street to Laurel Street operates at **LOS E**

Sassafras Street

- Pacific Highway to Kettner Boulevard operates at **LOS F**

Palm Street

- Pacific Highway to Kettner Boulevard operates at **LOS F**

Laurel Street

- Harbor Drive to Pacific Highway operates at **LOS F**

Hawthorn Street

- Harbor Drive to Pacific Highway operates at **LOS F**
- Pacific Highway to India Street operates at **LOS F**
- India Street to State Street operates at **LOS F**
- State Street to Albatross Street operates at **LOS F**

Grape Street

- Harbor Drive to Pacific Highway operates at **LOS F**
- Pacific Highway to India Street operates at **LOS F**
- India Street to State Street operates at **LOS F**

North Harbor Drive

- Winship Lane to Liberator Way operates at **LOS F**
- Liberator Way to Cell Phone Lot operates at **LOS F**
- Cell Phone Lot to Laurel Street/ Solar Turbines operates at **LOS F**
- Laurel Street/ Solar Turbines to West Laurel Street operates at **LOS F**
- Laurel Street to Hawthorn Street operates at **LOS F**

2026 With Project Conditions

Kettner Boulevard

- **Vine Street to Sassafras Street operates at LOS F**
- **Sassafras Street to Palm Street operates at LOS F**
- **Palm Street to Laurel Street operates at LOS E**

Table 3.14-23: 2026 With Project Conditions Roadway Segment Level of Service Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			2026 Without Project			2026 With Project			2026 With Project Comparison			
			ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	Existing		2026 No Project (d)	
												Δ in ADT	Δ in V/C	Δ in ADT	Δ in V/C
Pacific Highway															
Kurtz St to Barnett Ave	6 Lane Major Arterial	50,000	21,780	0.436	B	23,170	0.463	B	23,594	0.472	B	1,814	0.036	424	0.009
Barnett Ave to Washington St	6 Lane Expressway	80,000	51,778	0.647	C	62,007	0.775	D	63,533	0.794	D	11,755	0.147	1,527	0.019
Washington St to Sassafras St	6 Lane Prime Arterial	60,000	14,219	0.237	A	15,652	0.261	A	15,609	0.26	A	1,390	0.023	-43	-0.001
Sassafras St to Palm St	6 Lane Major Arterial	50,000	18,988	0.380	A	20,693	0.414	B	22,503	0.45	B	3,515	0.070	1,810	0.036
Palm St to Laurel St	6 Lane Major Arterial	50,000	20,447	0.409	B	22,024	0.44	B	23,813	0.476	B	3,366	0.067	1,789	0.036
Laurel St to Juniper St	6 Lane Major Arterial	50,000	10,478	0.210	A	13,223	0.264	A	14,614	0.292	A	4,136	0.082	1,391	0.028
Kettner Blvd															
Vine St to Sassafras St	3 Lane Major Arterial (one-way)	27,500	26,492	0.963	E	33,010	1.2	F	34,638	1.26	F	8,146	0.297	1,627	0.060
Sassafras St to Palm St	3 Lane Major Arterial (one-way)	27,500	18,406	0.669	C	29,703	1.08	F	31,462	1.144	F	13,056	0.475	1,759	0.064
Palm St to Laurel St	3 Lane Major Arterial (one-way)	27,500	18,406	0.669	C	25,349	0.922	E	25,254	0.918	E	6,848	0.249	-94	-0.004
India St															
Sassafras St to Laurel St	3 Lane Major Arterial (one-way)	27,500	14,465	0.526	B	22,067	0.802	C	23,826	0.866	D	9,361	0.340	1,759	0.064
Laurel St to Juniper St	3 Lane Collector (one-way)	26,000	3,884	0.149	A	4,063	0.156	A	4,063	0.156	A	179	0.007	0	0.000
Washington St															
West of Pacific Hwy	4 Lane Major Arterial	40,000	4,847	0.121	A	4,896	0.122	A	6,771	0.169	A	1,924	0.048	1,875	0.047
Hancock St to San Diego Ave	4 Lane Major Arterial	40,000	22,972	0.574	C	25,854	0.646	C	26,159	0.654	C	3,187	0.080	305	0.008
East of India St	4 Lane Major Arterial	40,000	24,710	0.618	C	30,353	0.759	D	30,658	0.766	D	5,948	0.148	305	0.007

Table 3.14-23: 2026 With Project Conditions Roadway Segment Level of Service Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			2026 Without Project			2026 With Project			2026 With Project Comparison			
			ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	Existing		2026 No Project (d)	
												Δ in ADT	Δ in V/C	Δ in ADT	Δ in V/C
Sassafras St															
Pacific Hwy to Kettner Blvd	3 Lane Collector (w/o two-way left-turn lane)	12,000	15,983	1.332	F	16,710	1.392	F	23,966	1.997	F	7,983	0.665	7,257	0.605
Palm St															
Pacific Hwy to Kettner Blvd	2 Lane Collector (w/o two-way left-turn lane)	8,000	1,940	0.243	A	8,089	1.011	F	8,068	1.009	F	6,128	0.766	-21	-0.002
Laurel St															
Harbor Dr to Pacific Hwy	5 Lane Major Arterial	45,000	35,441	0.788	D	53,417	1.187	F	53,162	1.181	F	17,721	0.393	-254	-0.006
Pacific Hwy to India St	4 Lane Major Arterial	40,000	21,042	0.526	C	26,296	0.657	C	26,485	0.662	C	5,443	0.136	189	0.005
India St to State St / Reynard Wy	4 Lane Major Arterial	40,000	14,072	0.352	A	14,469	0.362	A	14,774	0.369	A	702	0.017	305	0.007
Hawthorn St															
Harbor Dr to Pacific Hwy	3 Lane Collector (one-way)	26,000	26,337	1.013	F	28,868	1.11	F	28,722	1.105	F	2,385	0.092	-146	-0.005
Pacific Hwy to India St	3 Lane Collector (one-way)	26,000	30,936	1.190	F	34,900	1.342	F	34,755	1.337	F	3,819	0.147	-146	-0.005
India St to State St	3 Lane Collector (one-way)	26,000	30,936	1.190	F	35,514	1.366	F	35,368	1.36	F	4,432	0.170	-146	-0.006
State St to Albatross St	2 Lane Collector (w/o two-way left-turn lane)	8,000	10,483	1.310	F	10,965	1.371	F	10,965	1.371	F	482	0.061	0	0.000
Grape St															
Harbor Dr to Pacific Hwy	3 Lane Collector (one-way)	26,000	23,826	0.916	E	30,075	1.157	F	29,908	1.15	F	6,082	0.234	-167	-0.007
Pacific Hwy to India St ¹	3 Lane Collector (one-way)	26,000	28,167	1.083	F	40,455	1.556	F	40,287	1.55	F	12,120	0.467	-167	-0.006
India St to State St	3 Lane Collector (one-way)	26,000	32,386	1.246	F	51,547	1.983	F	51,379	1.976	F	18,993	0.730	-167	-0.007
Albatross St to Front St ¹	3 Lane Collector (one-way)	26,000	2,172	0.084	A	3,415	0.131	A	3,415	0.131	A	1,243	0.047	0	0.000

Table 3.14-23: 2026 With Project Conditions Roadway Segment Level of Service Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			2026 Without Project			2026 With Project			2026 With Project Comparison			
			ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	Existing		2026 No Project (d)	
												Δ in ADT	Δ in V/C	Δ in ADT	Δ in V/C
North Harbor Dr															
Scott Rd to Nimitz Blvd ²	4 Lane Prime Arterial	50,000	11,759	0.235	A	16,802	0.336	A	16,776	0.336	A	5,017	0.101	-26	0.000
Nimitz Blvd to Laning Rd ²	6 Lane Prime Arterial	60,000	19,644	0.327	A	26,545	0.442	B	26,467	0.441	B	6,823	0.114	-77	-0.001
Laning Rd to McCain Rd	6 Lane Prime Arterial	60,000	28,798	0.480	B	31,483	0.525	B	31,380	0.523	B	2,582	0.043	-103	-0.002
McCain Rd to Spanish Landing	6 Lane Prime Arterial	60,000	29,392	0.490	B	27,917	0.465	B	16,776	0.336	A	5,017	0.101	-26	0.000
Spanish Landing to Harbor Island Dr	6 Lane Prime Arterial	60,000	30,278	0.505	B	26,489	0.441	B	30,424	0.507	B	146	0.002	3,935	0.066
Harbor Island Dr to Winship Ln ²	6 Lane Prime Arterial	60,000	77,384	1.290	F	44,070	0.734	C	22,893	0.382	A	-54,491	-0.908	-	21,177
Winship Ln to Liberator Way	6 Lane Prime Arterial	60,000	89,066	1.484	F	107,084	1.785	F	73,723	1.229	F	-15,343	-0.255	-	33,360
Liberator Way to Cell Phone Lot	6 Lane Prime Arterial	60,000	94,942	1.582	F	108,764	1.813	F	75,404	1.257	F	-19,538	-0.325	-	33,360
Cell Phone Lot to Laurel St / Solar Turbines	6 Lane Prime Arterial	60,000	95,096	1.585	F	121,081	2.018	F	76,235	1.271	F	-18,861	-0.314	-	44,846
Laurel St / Solar Turbines to W Laurel St	6 Lane Prime Arterial	60,000	76,603	1.277	F	110,024	1.834	F	71,548	1.192	F	-5,055	-0.085	-	38,476
Laurel St to Hawthorn St	6 Lane Prime Arterial	60,000	59,521	0.992	E	71,202	1.187	F	70,820	1.18	F	11,299	0.188	-382	-0.007
Hawthorn St to Grape St ¹	6 Lane Prime Arterial	60,000	37,881	0.631	C	46,765	0.779	C	46,529	0.775	C	8,648	0.144	-236	-0.004
Grape St to Ash St ¹	5 Lane Prime Arterial	55,000	20,437	0.372	A	23,260	0.423	B	23,191	0.422	B	2,754	0.050	-69	-0.001
Harbor Island Dr															
Harbor Dr to Old Rent A Car Access	4 Lane Major Arterial	40,000	12,743	0.319	A	17,265	0.432	B	17,367	0.434	B	4,624	0.115	102	0.002

Table 3.14-23: 2026 With Project Conditions Roadway Segment Level of Service Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			2026 Without Project			2026 With Project			2026 With Project Comparison			
			ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	Existing		2026 No Project (d)	
												Δ in ADT	Δ in V/C	Δ in ADT	Δ in V/C
West of Harbor Island Dr	4 Lane Major Arterial	40,000	7,661	0.192	A	13,634	0.341	A	13,736	0.343	A	6,075	0.151	102	0.002
Harbor Island Dr to Parking Lot	4 Lane Collector (w/o two-way left-turn lane)	15,000	4,801	0.320	A	7,013	0.468	C	7,013	0.468	C	2,212	0.148	0	0.000
East of Parking Lot	4 Lane Collector (w/o two-way left-turn lane)	15,000	3,929	0.262	A	7,013	0.468	C	7,013	0.468	C	3,084	0.206	0	0.000

Source: Kimley-Horn, June 2019.

Notes: Bold values indicate roadway segments operating at LOS E or F. Bold and shaded values indicate project significant impact. City of San Diego's Significance Determination Thresholds under CEQA, Section O, p.71. A review of SANDAG and Port of San Diego studies indicates that they use the same significance determination thresholds. Under 2026 With Project conditions, all significant impacts are defined as Direct impacts per these thresholds, because this is considered an Opening Day condition.

(a) Existing roads street classification is based on the City of San Diego Street Design Manual, March 2018 Edition.

(b) Average Daily Traffic (ADT) volumes for the roadway segments were provided by National Data & Surveying Services and measured in June 2017 and in March 2019.

(c) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

(d) Change in delay due to addition of project traffic.

¹ Volumes from January 1, 2005 to February 2, 2017. Growth factor applied based on comparison between 2017 counted volumes and 2013 Machine Count Traffic volumes.

² 2015 ADT Volumes obtained from City of San Diego Machine Count Traffic Volumes from January 1, 2005 to February 2, 2017.

Sassafras Street

- **Pacific Highway to Kettner Boulevard operates at LOS F**

Palm Street

- **Pacific Highway to Kettner Boulevard operates at LOS F**

Laurel Street

- **Harbor Drive to Pacific Highway operates at LOS F**

Hawthorn Street

- **Harbor Drive to Pacific Highway operates at LOS F**
- **Pacific Highway to India Street operates at LOS F**
- **India Street to State Street operates at LOS F**
- **State Street to Albatross Street operates at LOS F**

Grape Street

- **Harbor Drive to Pacific Highway operates at LOS F**
- **Pacific Highway to India Street operates at LOS F**
- **India Street to State Street operates at LOS F**

North Harbor Drive

- Winship Lane to Liberator Way operates at **LOS F**
- Liberator Way to Cell Phone Lot operates at **LOS F**
- Cell Phone Lot to Laurel Street/ Solar Turbines operates at **LOS F**
- Laurel Street/ Solar Turbines to West Laurel Street operates at **LOS F**
- **Laurel Street to Hawthorn Street operates at LOS F**

The roadways listed above that are shown in bold text are considered to be direct impacts. Specifically, the proposed project's traffic adds to the roadway's v/c by at least 0.02 at LOS E or 0.01 at LOS F.

The following mitigations, in addition to MM-TDM-1 discussed in detail in Section 3.14.6.1, would address the significant impacts that would occur from the project, as defined by Table 3.14-23, between Existing conditions and 2026 With Project conditions:

Kettner Boulevard from Vine Street to Sassafras Street

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Kettner Boulevard is currently at its Community Plan-designated roadway classification and potential mitigation measures would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Kettner Boulevard from Sassafras Street to Palm Street

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Kettner Boulevard is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Kettner Boulevard from Palm Street to Laurel Street

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS E with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Kettner Boulevard is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Sassafras Street from Pacific Highway to Kettner Boulevard

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-1a would reduce the roadway segment v/c ratio to a less-than-significant level, as shown in Table 3.14-24. Proposed Mitigation Measure MM-TR-RS-1a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Palm Street from Pacific Highway to Kettner Boulevard

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Table 3.14-24: 2026 With Project Conditions Roadway Segment Improvement Level of Service Summary

Roadway Segment	With Project ADT	Before Improvement				After Improvement (c)				
		Roadway Classification (a)	LOS E Capacity	V/C Ratio (b)	LOS	Roadway Classification	Future Bicycle Facility	LOS E Capacity	V/C Ratio (b)	LOS
Kettner Blvd										
Vine St to Sassafras St	34,638	3 Lane Major Arterial (one-way)	27,500	1.260	F	3 Lane Major Arterial (one-way)	Class II (one-way)	27,500	1.260	F
Sassafras St to Palm St	31,462	3 Lane Major Arterial (one-way)	27,500	1.144	F	3 Lane Major Arterial (one-way)	Class II (one-way)	27,500	1.144	F
Palm St to Laurel St	25,254	3 Lane Major Arterial (one-way)	27,500	0.918	E	3 Lane Major Arterial (one-way)	Class II (one-way)	27,500	0.918	E
Sassafras St										
Pacific Hwy to Kettner Blvd	23,966	3 Lane Collector (w/o two-way left-turn lane)	12,000	1.997	F	4 Lane Collector	Class II	30,000	0.779	D
Palm St										
Pacific Hwy to Kettner Blvd	8,068	2 Lane Collector (w/o two-way left-turn lane)	8,000	1.009	F	4 Lane Collector (w/o two-way left-turn lane)	–	15,000	0.538	C
Laurel St										
Harbor Dr to Pacific Hwy	53,162	5 Lane Major Arterial	45,000	1.181	F	5 Lane Major Arterial	Class III	45,000	1.181	F
Hawthorn St										
Harbor Dr to Pacific Hwy	28,722	3 Lane Collector (one-way)	26,000	1.105	F	3 Lane Collector (one-way)	Class IV (one-way)	26,000	1.105	F
Pacific Hwy to India St	34,755	3 Lane Collector (one-way)	26,000	1.337	F	3 Lane Collector (one-way)	Class IV (one-way)	26,000	1.337	F
India St to State St	35,368	3 Lane Collector (one-way)	26,000	1.36	F	3 Lane Collector (one-way)	Class IV (one-way)	26,000	1.360	F
State St to Albatross St	10,968	2 Lane Collector (w/o two-way left-turn lane)	8,000	1.371	F	2 Lane Collector (w/o two-way left-turn lane)	–	8,000	1.371	F

Table 3.14-24: 2026 With Project Conditions Roadway Segment Improvement Level of Service Summary

Roadway Segment	With Project ADT	Before Improvement				After Improvement (c)				
		Roadway Classification (a)	LOS E Capacity	V/C Ratio (b)	LOS	Roadway Classification	Future Bicycle Facility	LOS E Capacity	V/C Ratio (b)	LOS
Grape St										
Harbor Dr to Pacific Hwy	29,908	3 Lane Collector (one-way)	26,000	1.15	F	4 Lane Collector (one-way)	Class IV (one-way)	34,700	0.862	D
Pacific Hwy to India St	40,287	3 Lane Collector (one-way)	26,000	1.55	F	4 Lane Collector (one-way)	Class IV (one-way)	34,700	1.161	F
India St to State St	51,379	3 Lane Collector (one-way)	26,000	1.976	F	4 Lane Collector (one-way)	Class IV (one-way)	34,700	1.481	F
North Harbor Dr										
Laurel St to Hawthorn St	70,820	6 Lane Prime Arterial	60,000	1.180	F	6 Lane Prime Arterial	Class I(S/S)/Class III	60,000	1.180	F

Source: Kimley-Horn, June 2019.

Notes:

Bold values indicate intersections operating at LOS E or F. **Bold and shaded** values indicate project significant impact.

(a) Existing roads street classification is based on the City of San Diego Street Design Manual, March 2018 Edition.

(b) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

(c) The Table presumes the improvements are feasible, which is uncertain.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-4a, as previously described in Section 3.14.6.1, would reduce the roadway segment level of service to LOS C, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-24. Proposed Mitigation Measure MM-TR-RS-4a presently is **not considered feasible** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is **physically feasible** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Laurel Street from Harbor Drive to Pacific Highway

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Laurel Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would **not be consistent** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from Harbor Drive to Pacific Highway

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would **not be consistent** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from Pacific Highway to India Street

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would **not be consistent** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from India Street to State Street

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its current Community Plan-designated roadway classification and potential mitigation measures to add though lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from State Street to Albatross Street

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Grape Street from Harbor Drive to Pacific Highway

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-1b, as previously described in Section 3.14.6.1, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D.. This potentially significant impact would remain at significant levels, as shown in Table 3.14-24. Proposed Mitigation Measure MM-TR-RS-1b presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item. This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

Grape Street from Pacific Highway to India Street

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-1c, as previously described in Section 3.14.6.1, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at a significant level, as shown in Table 3.14-24. Proposed Mitigation Measure MM-TR-RS-1c presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item. This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

Grape Street from India Street to State Street

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-1d, as previously described in Section 3.14.6.1, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D from India Street to State Street. This potentially significant impact would remain at a significant level, as shown in Table 3.14-24. Proposed Mitigation Measure MM-TR-RS-1b presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item. This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the

removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

North Harbor Drive from Laurel Street to Hawthorn Street

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Some of the roadway segments identified above are currently at their Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be physically feasible*** because the measure would be inconsistent with the Community Plan. Further, due to FAA regulations, potential improvements currently could not be implemented and are presently ***not considered feasible*** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements or mitigation measures discussed in section 3.14.6 above. SDCRAA has not requested funding of any through lane improvements to the roadways because the City told SDCRAA that it would not support or implement improvements that are inconsistent with the applicable community plan, and the City has jurisdiction over the potential improvements. SDCRAA could not require the City to implement this improvement. As such, this impact is considered unmitigable.

Freeway Segment Level of Service

2026 Without Project and 2026 With Project volumes were evaluated at the study area freeway segments. Results of the analysis are presented in Table 3.14-25. Direct freeway impacts from the project Phase 1b are identified in column “2026 With Project Comparison, Existing Δ in V/C.” As shown in the table, all study area freeway segments operate at acceptable levels of service under weekday conditions with the exception of:

2026 Without Project Conditions

I-5

- North of J Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of Route 94 Junction in the Northbound direction in the AM Peak operates at **LOS F**
- North of Pershing Drive in the Northbound direction in the AM Peak operates at **LOS F**
- North of Route 163 Junction in the Northbound direction in the AM Peak operates at **LOS F**
- North of Sixth Avenue in the Northbound direction in the AM Peak operates at **LOS F**
- North of First Avenue in the Northbound direction in the AM Peak operates at **LOS F**
- North of Hawthorn Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of India/Sassafras Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of Pacific Highway Viaduct in the Northbound direction in the AM Peak operates at **LOS F**

Table 3.14-25: 2026 With Project Conditions Freeway Segment Level of Service Summary

Freeway Segment	Dir	Number of Lanes	Existing						2026 Without Project						2026 With Project						2026 With Project Comparison				
			Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Existing Δ in V/C		2026 No Project Δ in V/C		
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
I-5	North of J Street	SB	4	21	29	0.618	0.836	C	D	22.5	30.5	0.657	0.889	C	D	22.7	30.7	0.662	0.895	C	D	-	-	-	-
		NB	4	32	20	0.943	0.587	D	C	--	21.8	1.023	0.637	F*	C	--	22.0	1.030	0.642	F*	C	0.088	-	0.007	-
	North of Route 94 Junction	SB	5	22	30	0.637	0.861	C	D	22.8	30.9	0.666	0.900	C	D	23.1	31.2	0.673	0.910	C	D	-	-	-	-
		NB	5	33	21	0.970	0.604	D	C	--	21.7	1.017	0.633	F*	C	--	21.9	1.025	0.638	F*	C	0.055	-	0.008	-
	North of Pershing Drive	SB	5	22	30	0.637	0.861	C	D	22.8	30.9	0.666	0.900	C	D	23.1	31.3	0.675	0.913	C	D	-	-	-	-
		NB	5	33	21	0.970	0.604	D	C	--	21.7	1.015	0.632	F*	C	--	21.8	1.021	0.636	F*	C	0.051	-	0.007	-
	North of Route 163 Junction	SB	5	24	20	0.711	0.579	C	C	25.5	20.8	0.744	0.606	C	C	25.8	21.0	0.753	0.613	C	C	-	-	-	-
		NB	5	N/A	27	1.062	0.794	F*	D	--	28.5	1.111	0.830	F*	D	--	28.8	1.125	0.840	F*	D	0.063	-	0.014	-
	North of Sixth Avenue	SB	5	24	20	0.711	0.579	C	C	25.5	20.8	0.744	0.606	C	C	25.8	21.0	0.752	0.613	C	C	-	-	-	-
		NB	5	N/A	27	1.062	0.794	F*	D	--	28.5	1.111	0.830	F*	D	--	28.8	1.125	0.841	F*	D	0.063	-	0.014	-
	North of First Avenue	SB	4	24	20	0.706	0.575	C	C	26.8	21.8	0.781	0.636	D	C	27.2	22.1	0.793	0.646	D	C	-	-	-	-
		NB	4	N/A	27	1.055	0.788	F*	D	--	29.4	1.145	0.856	F*	D	--	29.7	1.160	0.868	F*	D	0.106	-	0.015	-
	North of Hawthorn Street	SB	4	29	23	0.840	0.685	D	C	30.2	24.6	0.880	0.717	D	C	30.7	25.0	0.896	0.730	D	C	-	-	-	-
		NB	4	N/A	32	1.255	0.938	F*	D	--	34.2	1.335	0.998	F*	D	--	--	1.355	1.013	F*	F*	0.101	0.075	0.021	0.015
	North of India/Sassafras Street	SB	5	22	18	0.653	0.532	C	C	23.4	19.1	0.683	0.556	C	C	23.4	19.1	0.683	0.556	C	C	-	-	-	-
		NB	5	33	25	0.975	0.729	D	C	--	26.6	1.039	0.777	F*	D	--	26.6	1.038	0.776	F*	D	0.063	-	-0.001	-
	North of Pacific Highway Viaduct	SB	4	22	18	0.650	0.529	C	C	23.8	19.4	0.695	0.567	C	C	23.8	19.4	0.695	0.567	C	C	-	-	-	-
		NB	4	33	25	0.970	0.725	D	C	--	26.4	1.031	0.771	F*	D	--	26.4	1.030	0.770	F*	D	0.061	-	-0.001	-
	North of Sassafras Street	SB	4	22	18	0.633	0.516	C	B	23.0	18.7	0.671	0.547	C	C	23.0	18.7	0.671	0.547	C	C	-	-	-	-
		NB	4	32	24	0.945	0.707	D	C	--	25.8	1.007	0.753	F*	C	--	25.8	1.006	0.752	F*	C	0.060	-	-0.001	-
North of Washington Street	SB	4	29	23	0.836	0.681	D	C	30.9	25.2	0.901	0.734	D	C	31.3	25.5	0.912	0.743	D	C	-	-	-	-	
	NB	5	34	26	0.999	0.747	D	C	--	26.9	1.050	0.785	F*	D	--	27.2	1.063	0.794	F*	D	0.064	-	0.012	-	

Table 3.14-25: 2026 With Project Conditions Freeway Segment Level of Service Summary

Freeway Segment		Dir	Number of Lanes	Existing						2026 Without Project						2026 With Project						2026 With Project Comparison			
				Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Existing Δ in V/C		2026 No Project Δ in V/C	
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
	North of Old Town Avenue	SB	5	23	19	0.675	0.550	C	C	24.9	20.3	0.728	0.593	C	C	25.2	20.5	0.736	0.599	C	C	-	-	-	-
		NB	5	N/A	26	1.009	0.754	F*	C	--	27.3	1.064	0.795	F*	D	--	27.6	1.076	0.804	F*	D	0.067	-	0.012	-
	North of I-8 Junction/ Camino Del Rio	SB	5	19	26	0.541	0.748	C	C	19.4	26.8	0.566	0.782	C	D	19.5	27.0	0.570	0.787	C	D	-	-	-	-
		NB	5	24	21	0.702	0.626	C	C	25.4	22.6	0.740	0.660	C	C	25.5	22.8	0.745	0.664	C	C	-	-	-	-
SR-163	10th Street N of Ash, End Left Align	SB	1	22	10	0.629	0.305	C	A	23.9	15.3	0.696	0.446	C	B	23.9	15.3	0.696	0.446	C	B	-	-	-	-
		NB	2	6	11	0.170	0.331	A	B	8.5	13.3	0.248	0.389	A	B	8.5	13.3	0.248	0.389	A	B	-	-	-	-
	North of I-5 Junction	SB	2	32	N/A	0.945	1.030	D	F*	33.9	--	0.989	1.078	D	F*	34.0	--	0.993	1.082	D	F*	-	0.052	-	0.004
		NB	2	N/A	32	1.094	0.922	F*	D	--	33.6	1.161	0.979	F*	D	--	33.7	1.165	0.983	F*	D	0.071	-	0.004	-
	North of Quince Street	SB	2	32	N/A	0.929	1.013	D	F*	33.3	--	0.972	1.059	D	F*	33.5	--	0.976	1.063	D	F*	-	0.051	-	0.004
		NB	2	N/A	31	1.075	0.906	F*	D	--	32.6	1.129	0.952	F*	D	--	32.8	1.134	0.956	F*	D	0.058	-	0.005	-
	North of Richmond Street	SB	2	31	34	0.905	0.986	D	D	32.4	--	0.946	1.031	D	F*	32.6	--	0.950	1.035	D	F*	-	0.050	-	0.004
		NB	2	N/A	30	1.047	0.883	F*	D	--	31.9	1.103	0.930	F*	D	--	32.0	1.108	0.934	F*	D	0.060	-	0.005	-
	North of Robinson Ave	SB	2	28	31	0.823	0.897	D	D	29.5	32.2	0.861	0.938	D	D	29.7	32.3	0.865	0.943	D	D	-	-	-	-
		NB	2	33	28	0.953	0.803	D	D	34.3	28.9	0.999	0.842	D	D	--	29.0	1.004	0.846	F*	D	0.051	-	0.005	-
	North of Washington Street	SB	2	N/A	N/A	1.068	1.164	F*	F*	--	--	1.117	1.217	F*	F*	--	--	1.121	1.222	F*	F*	0.053	0.058	0.004	0.005
		NB	2	N/A	N/A	1.236	1.042	F*	F*	--	--	1.293	1.090	F*	F*	--	--	1.297	1.093	F*	F*	0.061	0.052	0.005	0.004
	North of Sixth Avenue	SB	4	23	25	0.668	0.728	C	C	24.0	26.1	0.699	0.762	C	D	24.0	26.2	0.701	0.764	C	D	-	-	-	-
		NB	5	21	18	0.619	0.522	C	B	22.6	19.0	0.658	0.555	C	C	22.6	19.1	0.660	0.557	C	C	-	-	-	-
North of I-8 Junction	SB	4	23	25	0.684	0.733	C	C	24.8	26.5	0.723	0.774	C	D	24.9	26.6	0.725	0.777	C	D	-	-	-	-	
	NB	5	24	19	0.705	0.553	C	C	25.3	19.8	0.737	0.578	C	C	25.4	19.9	0.740	0.580	C	C	-	-	-	-	

Table 3.14-25: 2026 With Project Conditions Freeway Segment Level of Service Summary

Freeway Segment	Dir	Number of Lanes	Existing						2026 Without Project						2026 With Project						2026 With Project Comparison			
			Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Existing Δ in V/C		2026 No Project Δ in V/C	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
SR-94 East of Beginning at I-5 Junction and G St	WB	4	25	8	0.736	0.223	C	A	27.9	14.1	0.813	0.411	D	B	28.1	14.2	0.817	0.413	D	B	-	-	-	-
	EB	5	1	24	0.036	0.695	A	C	4.1	25.5	0.120	0.744	A	C	4.1	25.7	0.120	0.748	A	C	-	-	-	-
East of Midway Drive	WB	4	12	17	0.350	0.496	B	B	12.5	17.8	0.366	0.519	B	B	12.5	17.8	0.366	0.519	B	B	-	-	-	-
	EB	4	17	10	0.499	0.281	B	A	17.9	10.1	0.522	0.294	B	A	17.9	10.1	0.522	0.294	B	A	-	-	-	-
East of I-5 Junction	WB	3	21	30	0.611	0.866	C	D	22.0	31.2	0.642	0.911	C	D	22.2	31.5	0.648	0.919	C	D	-	-	-	-
	EB	3	30	17	0.872	0.491	D	B	31.3	17.6	0.912	0.514	D	B	31.5	17.8	0.920	0.518	D	B	-	-	-	-
East of Morena Boulevard	WB	5	18	26	0.532	0.755	C	C	19.1	27.1	0.557	0.790	C	D	19.2	27.2	0.560	0.795	C	D	-	-	-	-
	EB	4	33	18	0.949	0.535	D	C	34.0	19.2	0.993	0.560	D	C	34.2	19.3	0.998	0.563	D	C	-	-	-	-
East of Hotel Circle/ Taylor Street	WB	5	26	22	0.759	0.645	C	C	27.2	23.1	0.793	0.674	D	C	27.4	23.2	0.798	0.678	D	C	-	-	-	-
	EB	4	22	32	0.638	0.945	C	D	22.9	33.9	0.668	0.989	C	D	23.0	34.1	0.672	0.994	C	D	-	-	-	-
East of Hotel Circle	WB	5	28	24	0.819	0.696	D	C	29.4	25.0	0.857	0.728	D	C	29.5	25.1	0.861	0.732	D	C	-	-	-	-
	EB	4	24	N/A	0.689	1.021	C	F*	24.7	--	0.721	1.068	C	F*	24.8	--	0.725	1.073	C	F*	-	0.052	-	0.005
East of SR-163 Junction	WB	4	N/A	31	1.052	0.894	F*	D	--	32.1	1.100	0.935	F*	D	--	32.2	1.105	0.938	F*	D	0.053	-	0.004	-
	EB	4	24	N/A	0.708	1.049	C	F*	26.5	--	0.773	1.145	D	F*	26.6	--	0.777	1.151	D	F*	-	0.102	-	0.006

Source: Kimley-Horn, June 2019.

Notes: Bold values indicate freeway segments operating at LOS E or F. Bold and shaded values indicate project significant impact. City of San Diego’s Significance Determination Thresholds under CEQA, Section O, p.71. A review of SANDAG and Port of San Diego studies indicates that they use the same significance determination thresholds. Under 2026 With Project conditions, all significant impacts are defined as Direct impacts per these thresholds, because this is considered an Opening Day condition.

(a) Volume to capacity ratio. (b) The LOS for the respective freeway segments were based on the methodologies contained in Chapter 11 of the Highway Capacity Manual, 6th Edition.

¹ Speed and density values are reported as “--” and LOS is reported as “F*” when the volume to capacity ratio is greater than 1.00. Per Chapter 11 of the HCM, 6th Edition, the density is only calculated when the ratio is less than 1.00 and the speed cannot be estimated. All cases in which this ratio is greater than 1.00 are LOS F.

- North of Sassafras Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of Washington Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of Old Town Avenue in the Northbound direction in the AM Peak operates at **LOS F**

SR-163

- North of I-5 Junction
 - In the Southbound direction in the PM Peak operates at **LOS F**
 - In the Northbound direction in the AM Peak operates at **LOS F**

North of Quince Street

- In the Southbound direction in the PM Peak operates at **LOS F**
- In the Northbound direction in the AM Peak operates at **LOS F**
- North of Richmond Street
 - In the Southbound direction in the PM Peak operates at **LOS F**
 - In the Northbound direction in the AM Peak operates at **LOS F**
- North of Washington Street
 - In the Southbound direction in the AM Peak operates at **LOS F**
 - In the Southbound direction in the AM Peak operates at **LOS F**
 - In the Northbound direction in the PM Peak operates at **LOS F**
 - In the Northbound direction in the PM Peak operates at **LOS F**

I-8

- East of Hotel Circle in the Eastbound direction in the PM Peak operates at **LOS F**
- East of SR-163 Junction
 - In the Westbound direction in the AM Peak operates at **LOS F**
 - In the Eastbound direction in the PM Peak operates at **LOS F**

2026 With Project Conditions

I-5

- **North of J Street in the Northbound direction in the AM Peak operates at LOS F**
- **North of Route 94 Junction in the Northbound direction in the AM Peak operates at LOS F**
- **North of Pershing Drive in the Northbound direction in the AM Peak operates at LOS F**
- **North of Route 163 Junction in the Northbound direction in the AM Peak operates at LOS F**
- **North of Sixth Avenue in the Northbound direction in the AM Peak operates at LOS F**
- **North of First Avenue in the Northbound direction in the AM Peak operates at LOS F**
- North of Hawthorn Street
 - **In the Northbound direction in the AM Peak operates at LOS F**
 - **In the Northbound direction in the PM Peak operates at LOS F**

- **North of India/Sassafras Street in the Northbound direction in the AM Peak operates at LOS F**
- **North of Pacific Highway Viaduct in the Northbound direction in the AM Peak operates at LOS F**
- **North of Sassafras Street in the Northbound direction in the AM Peak operates at LOS F**
- **North of Washington Street in the Northbound direction in the AM Peak operates at LOS F**
- **North of Old Town Avenue in the Northbound direction in the AM Peak operates at LOS F**

SR-163

- North of I-5 Junction
 - **In the Southbound direction in the PM Peak operates at LOS F**
 - **In the Northbound direction in the AM Peak operates at LOS F**
- North of Quince Street
 - **In the Southbound direction in the PM Peak operates at LOS F**
 - **In the Northbound direction in the AM Peak operates at LOS F**
- North of Richmond Street
 - **In the Southbound direction in the PM Peak operates at LOS F**
 - **In the Northbound direction in the AM Peak operates at LOS F**
- **North of Robinson Street in the Northbound direction in the AM Peak operates at LOS F**
- North of Washington Street
 - **In the Southbound direction in the AM Peak operates at LOS F**
 - **In the Southbound direction in the PM Peak operates at LOS F**
 - **In the Northbound direction in the AM Peak operates at LOS F**
 - **In the Northbound direction in the PM Peak operates at LOS F**

I-8

- **East of Hotel Circle in the Eastbound direction in the PM Peak operates at LOS F**
- East of SR-163 Junction
 - **In the Westbound direction in the AM Peak operates at LOS F**
 - **In the Eastbound direction in the PM Peak operates at LOS F**

The freeways listed above that are shown in bold text are considered to be direct impacts. Specifically, the proposed project's traffic adds to the roadway's v/c by at least 0.01 at LOS E or 0.005 at LOS F.

As previously described in more detail in Section 3.14.6.1, any proposed freeway mitigation measure is *not considered feasible*, because there are no planned freeway improvement projects

in the San Diego Regional Transportation Plan or Caltrans Interstate 8 Transportation Concept Report for this segment or other applicable Interstate or Highway segment plans, and any such improvements would require FAA approval of funding. Caltrans has jurisdiction over the potential freeway improvements. SDCRAA could not require Caltrans to implement any such improvements. Potential and unplanned freeway improvements are therefore **not physically feasible**. Further, due to FAA regulations, potential freeway improvements currently could not be implemented and are presently **not considered feasible** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements or mitigation measures as discussed in Section 3.14.6 above. SDCRAA has not requested funding of any freeway improvement projects because none are planned by agencies with jurisdiction or planning authority, and the FAA stated that it would not fund direct improvements to freeways. Moreover, neither SANDAG nor Caltrans has developed or identified regional programs to reduce VMT related to freeway usage. As such, these impacts are considered unmitigable.

Vehicle Miles Traveled (VMT)

At the time of this writing, evaluation of transportation impacts using the VMT metric is not required by the State or any San Diego-based agencies, and LOS is the official metric for identifying traffic impacts and mitigation. Nonetheless, project-related VMT is generally discussed below for informational purposes.

Year 2026 VMT per passenger is presented in Table 3.14-26. Because a year 2026 SANDAG model does not exist, the SANDAG model average trip length was based on the Year 2025 model. The Year 2026 VMT per passenger was calculated to be 18.3 VMT per Airport passenger, which is a decrease of 1.6 VMT per passenger. The most significant reason for the reduction in VMT was SDCRAA's effort to reduce TNC trips.

Table 3.14-26: 2026 VMT Summary

	Existing	2026
SANDAG Model Trip Length (a)	15.07	15.58
ADP Airport Trips	103,983	116,518
Calculated Airport VMT (b)	1,567,024	1,815,350
Airport Daily Passenger	78,595	99,243
Airport VMT / Passenger (c)	19.9	18.3
Δ VMT / Passenger	-	-1.6

Source: Kimley-Horn, June 2019.

Notes:

(a) Trip length based on SANDAG Series 13 model VMT divided by number of model trips.

(b) Airport VMT is equal to estimated airport trips multiplied by average trip length.

(c) Airport VMT per passenger based on calculated airport VMT divided by number of passengers.

3.14.6.2.4 Cumulative Impacts 3.14-4

Summary Conclusion for Impact 3.14-4: Implementation of the proposed project would result in unacceptable operations of study facilities in 2030. Of those facilities, 8 intersections, 20 roadway segments, and 21 freeway segments are expected to exceed thresholds of significance under the 2030 With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some proposed mitigation is infeasible and other measures only partially mitigate impacts, therefore, impacts would

remain *significant and unavoidable* at 2 intersections, 18 roadway segments and 21 freeway segments.

This scenario represents the traffic conditions of the 2030 street network and existing on-Airport facilities. Volumes for these scenarios were based on adjusted 2030 Series 13 travel forecast model volumes and cumulative project volumes, which include ambient growth for the region and the study area. The ambient traffic growth factor includes unknown and future related projects in the study area, as well as accounts for regular growth in the traffic volumes due to the development of the projects outside the study area. The 2030 Without Project Condition assumes no roadway network differences compared to existing conditions. The 2030 With Project Condition assumes the addition of Project Phase 2a which includes the new airport entry road. Other than as analyzed in Section 3.14.6.1.1, no further Existing Plus Project scenario impact analysis was prepared for this multi-phased project beginning with Phase 2a in 2030 as such analysis would be hypothetical, without substantial informational value, and potentially misleading. This scenario is regarded by traffic engineers as a hypothetical scenario when used in connection with a long-range development project such as the proposed ADP project, which is not anticipated to reach full buildout until approximately 2035. Project Phase 2a improvements are estimated to be operational at least 11 years out (2030), and Phase 2b improvements at least 16 years out (2035) from the Existing condition traffic baseline. Accordingly, any Existing Plus Project scenario impact analysis beginning in 2030 would be hypothetical because it would assume that the proposed project would be fully built out immediately and the corresponding full buildout traffic volumes would be added to existing roadway volumes and infrastructure. Thus, the Existing Plus Project analysis would presume that the existing environment (existing traffic volumes, existing roadway infrastructure, and existing land uses) would not change over the long-term phased buildout of the project. As a result, future increases over time in traffic volumes attributable to ambient growth and other development projects (i.e., cumulative traffic volumes) would not be accounted for in the analysis. This would result in the Existing Plus Project scenario impact analysis underestimating phased project traffic impacts because it would not account for the roadway capacities that would be utilized by other future development that precedes the proposed project's multiple phases, but would assume that those roadway capacities would be available only for the multiple project phases. The scenario also would not account for future planned roadway network improvements that would increase roadway capacities, and the analysis could result in overstating phased project impacts.

Because of the hypothetical nature of the Existing Plus Project scenario impact analysis beginning in 2030 for this multi-phased project, the analysis would have very limited practical informational value. The proposed project's full impact significance determinations and corresponding mitigation measures are instead based on the analyses presented under the 2030 With Project Condition, 2035 With Project Condition and 2050 With Project Condition scenarios compared against the Existing condition.

Proposed Mitigation Measure MM-TDM-1 is within SDCRAA's control and is ***physically and operationally feasible***. If implemented, these TDM measures could reduce Airport generated traffic by two to four percent. It is not anticipated to reduce the traffic impact to be less than significant, but would help lessen the traffic impact on the impacted facilities.

Intersection Level of Service

2030 Without Project and 2030 With Project volumes were evaluated at the study area intersections. Results of the analysis are presented in Table 3.14-27. Cumulative intersection impacts from the project Phase 2a are identified in column “2030 With Project, Change from Existing.” Level of Service worksheets are contained in Appendix R-H2. As shown in the table, all study area intersections operate at acceptable levels of service during the weekday AM, Airport, and PM peak hours with the exception of:

2030 Without Project Conditions

- #3 – Pacific Highway at Enterprise Street
- #15 – Pacific Highway at W Laurel Street
- #16 – Kettner Boulevard at W Laurel Street
- #33 – Harbor Island Drive at N Harbor Drive
- #41 – Kettner Boulevard at Palm Street

2030 With Project Conditions

- #3 – Pacific Highway at Enterprise Street**
- #14 – W Laurel Street at N Harbor Drive**
- #15 – Pacific Highway at W Laurel Street**
- #16 – Kettner Boulevard at W Laurel Street**
- #29 – Columbia Street at W Grape Street**
- #30 – State Street / I-5 SB On-Ramp at W Grape Street**
- #33 – Harbor Island Drive at N Harbor Drive**
- #41 – Kettner Boulevard at Palm Street**

The intersections listed above that are shown in bold text are considered to be cumulatively considerable impacts. Specifically, the proposed project’s traffic adds at least two seconds of delay at LOS E or one second of delay at LOS F.

The following mitigations, in addition to MM-TDM-1 discussed in detail in Section 3.14.6.1, would address the significant impacts that would occur from the project, as defined by Table 3.14-27, between Existing traffic conditions and 2030 With Project conditions:

#3 Pacific Highway at Enterprise Street

This intersection would experience an increase in delay greater than two seconds and continue to operate at LOS E during the PM peak hour with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Table 3.14-27: 2030 With Project Conditions Intersection Level of Service Summary

Intersection		Peak Hour	Existing		2030 Without Project		2030 With Project			
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from Existing (c)	Change from 2030 Without Project (d)
1	Pacific Hwy at Taylor St / Rosecrans St	AM	27.7	C	28.1	C	28.1	C	0.4	0.0
		AIRPORT	28.6	C	29.1	C	29.0	C	0.4	-0.1
		PM	35.8	D	42.2	D	42.0	D	6.2	-0.2
2	Pacific Hwy at Old Town Transit Center	AM	9.7	A	10.4	B	10.3	B	0.6	-0.1
		AIRPORT	10.9	B	11.2	B	11.2	B	0.3	0.0
		PM	11.1	B	13.0	B	13.1	B	2.0	0.1
3	Pacific Hwy at Enterprise St	AM	31.7	C	39.8	D	40.2	D	8.5	0.4
		AIRPORT	27.7	C	30.4	C	30.5	C	2.8	0.1
		PM	44.5	D	77.2	E	79.6	E	35.1	2.4
4	SB Pacific Hwy Ramps at Washington St	AM	11.7	B	12.5	B	13.5	B	1.8	1.0
		AIRPORT	12.4	B	13.4	B	13.8	B	1.4	0.4
		PM	12.5	B	14.1	B	16.4	B	3.9	2.3
5	NB Pacific Highway On-Ramp / Frontage Rd at Washington St	AM	20.7	C	22.9	C	25.3	C	4.6	2.4
		AIRPORT	18.3	B	19.9	B	21.0	C	2.7	1.1
		PM	18.7	B	20.9	C	21.6	C	2.9	0.7
6	Hancock St at Washington St	AM	22.0	C	21.1	C	20.1	C	-1.9	-1.0
		AIRPORT	21.7	C	19.9	B	19.2	B	-2.5	-0.7
		PM	23.1	C	23.9	C	23.7	C	0.6	-0.2
7	San Diego Ave at Washington St	AM	31.1	C	36.9	D	36.4	D	5.3	-0.5
		AIRPORT	22.2	C	24.2	C	24.7	C	2.5	0.5
		PM	16.2	B	17.6	B	18.1	B	1.9	0.5
8	India St at Vine St	AM	4.5	A	4.5	A	4.5	A	0.0	0.0
		AIRPORT	4.7	A	4.8	A	4.8	A	0.1	0.0
		PM	4.3	A	4.3	A	4.3	A	0.0	0.0
9	Pacific Hwy at Sassafras St / Admiral Boland Way	AM	22.0	C	23.1	C	37.9	D	15.9	14.8
		AIRPORT	23.8	C	25.5	C	37.1	D	13.3	11.6
		PM	29.7	C	33.1	C	48.8	D	19.1	15.7

Table 3.14-27: 2030 With Project Conditions Intersection Level of Service Summary

Intersection		Peak Hour	Existing		2030 Without Project		2030 With Project			
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from Existing (c)	Change from 2030 Without Project (d)
10	Kettner Blvd at Sassafras St	AM	13.5	B	18.1	B	28.2	C	14.7	10.1
		AIRPORT	12.7	B	15.9	B	18.8	B	6.1	2.9
		PM	15.0	B	22.7	C	37.4	D	22.4	14.7
11	India St at Sassafras St	AM	6.8	A	6.6	A	6.9	A	0.1	0.3
		AIRPORT	8.8	A	9.3	A	9.6	A	0.8	0.3
		PM	10.2	B	11.4	B	18.6	B	8.4	7.2
12	Pacific Hwy at Palm St	AM	8.7	A	10.1	B	12.0	B	3.3	1.9
		AIRPORT	8.8	A	10.3	B	11.6	B	2.8	1.3
		PM	10.3	B	12.4	B	13.4	B	3.1	1.0
14	W Laurel St at N Harbor Drive	AM	24.4	C	37.9	D	87.5	F	63.1	49.6
		AIRPORT	33.7	C	47.6	D	56.4	E	22.7	8.8
		PM	26.2	C	44.0	D	92.9	F	66.7	48.9
15	Pacific Hwy at W Laurel St	AM	44.6	D	49.2	D	74.1	E	29.5	24.9
		AIRPORT	49.1	D	56.1	E	68.4	E	19.3	12.3
		PM	51.6	D	69.1	E	99.5	F	47.9	30.4
16	Kettner Blvd at W Laurel St	AM	91.8	F	258.7	F	321.9	F	230.1	63.2
		AIRPORT	112.2	F	268.0	F	327.1	F	214.9	59.1
		PM	48.9	D	127.4	F	195.2	F	146.3	67.8
17	India St at W Laurel St	AM	15.1	B	16.4	B	17.0	B	1.9	0.6
		AIRPORT	16.3	B	18.0	B	18.1	B	1.8	0.1
		PM	15.7	B	16.8	B	17.5	B	1.8	0.7
18	N Harbor Dr at W Hawthorn St	AM	8.9	A	6.1	A	5.9	A	-3.0	-0.2
		AIRPORT	9.5	A	7.7	A	7.7	A	-1.8	0.0
		PM	10.0	B	8.1	A	8.2	A	-1.8	0.1
19	Pacific Hwy at W Hawthorn St	AM	36.9	D	40.3	D	43.5	D	6.6	3.2
		AIRPORT	35.7	D	38.6	D	42.4	D	6.7	3.8
		PM	41.9	D	51.3	D	42.0	D	0.1	-9.3

Table 3.14-27: 2030 With Project Conditions Intersection Level of Service Summary

Intersection		Peak Hour	Existing		2030 Without Project		2030 With Project			
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from Existing (c)	Change from 2030 Without Project (d)
20	Kettner Blvd at W Hawthorn St	AM	30.7	C	34.3	C	35.8	D	5.1	1.5
		AIRPORT	28.5	C	31.2	C	32.7	C	4.2	1.5
		PM	28.4	C	31.1	C	33.5	C	5.1	2.4
21	India St at W Hawthorn St	AM	31.5	C	35.9	D	36.9	D	5.4	1.0
		AIRPORT	29.1	C	32.1	C	33.3	C	4.2	1.2
		PM	27.2	C	29.7	C	32.1	C	4.9	2.4
22	Columbia St at W Hawthorn St	AM	33.5	C	40.4	D	41.9	D	8.4	1.5
		AIRPORT	30.8	C	35.6	D	38.3	D	7.5	2.7
		PM	30.5	C	33.8	C	37.7	D	7.2	3.9
23	State St at W Hawthorn St	AM	10.7	B	15.0	B	17.3	B	6.6	2.3
		AIRPORT	9.1	A	12.1	B	14.0	B	4.9	1.9
		PM	8.6	A	13.9	B	15.7	B	7.1	1.8
24	I-5 NB Off-Ramp / Brant St at W Hawthorn St	AM	15.7	C	17.5	C	17.5	C	1.8	0.0
		AIRPORT	16.7	C	18.8	C	18.8	C	2.1	0.0
		PM	20.5	C	24.8	C	24.8	C	4.3	0.0
25	N Harbor Dr at W Grape St	AM	10.7	B	12.5	B	12.5	B	1.8	0.0
		AIRPORT	11.8	B	13.1	B	19.1	B	7.3	6.0
		PM	18.8	B	15.2	B	22.6	C	3.8	7.4
26	Pacific Hwy at W Grape St	AM	29.2	C	30.2	C	31.4	C	2.2	1.2
		AIRPORT	29.9	C	31.2	C	31.3	C	1.4	0.1
		PM	28.9	C	30.6	C	32.3	C	3.4	1.7
27	Kettner Blvd at W Grape St	AM	30.8	C	32.9	C	34.6	C	3.8	1.7
		AIRPORT	32.1	C	34.8	C	33.2	C	1.1	-1.6
		PM	36.2	D	40.4	D	42.4	D	6.2	2.0
28	India St at W Grape St	AM	29.6	C	35.3	D	35.4	D	5.8	0.1
		AIRPORT	31.7	C	33.8	C	35.9	D	4.2	2.1
		PM	35.5	D	42.3	D	49.1	D	13.6	6.8

Table 3.14-27: 2030 With Project Conditions Intersection Level of Service Summary

Intersection		Peak Hour	Existing		2030 Without Project		2030 With Project			
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from Existing (c)	Change from 2030 Without Project (d)
29	Columbia St at W Grape St	AM	34.7	C	35.0	D	38.2	D	3.5	3.2
		AIRPORT	37.6	D	34.8	C	37.0	D	-0.6	2.2
		PM	43.3	D	54.3	D	75.6	E	32.3	21.3
30	State St / I-5 SB On-Ramp at W Grape St	AM	24.4	C	30.1	C	33.6	C	9.2	3.5
		AIRPORT	26.0	C	32.0	C	33.4	C	7.4	1.4
		PM	33.1	C	54.7	D	71.7	E	38.6	17.0
31	McCain Rd at N Harbor Dr	AM	11.6	B	7.2	A	8.6	A	-3.0	1.4
		AIRPORT	9.1	A	10.2	B	9.2	A	0.1	-1.0
		PM	8.1	A	7.7	A	8.0	A	-0.1	0.3
32	Spanish Landing at N Harbor Dr	AM	22.2	C	9.6	A	19.0	B	-3.2	9.4
		AIRPORT	19.8	B	10.2	B	17.7	B	-2.1	7.5
		PM	19.3	B	17.5	B	18.5	B	-0.8	1.0
33	Harbor Island Dr at N Harbor Dr	AM	40.0	D	36.2	D	53.3	D	13.3	17.1
		AIRPORT	44.9	D	113.1	F	42.7	D	-2.2	-70.4
		PM	35.3	D	71.2	E	84.8	F	49.5	13.6
34	Harbor Island Dr at Old Rent A Car Access/ Sheraton	AM	10.0	B	22.8	C	22.8	C	12.8	0.0
		AIRPORT	10.4	B	19.8	B	19.7	B	9.3	-0.1
		PM	10.6	B	53.4	D	53.8	D	43.2	0.4
35	Harbor Island Dr at Harbor Island Dr	AM	22.1	C	14.3	B	14.3	B	-7.8	0.0
		AIRPORT	22.0	C	14.3	B	14.4	B	-7.6	0.1
		PM	22.6	C	14.7	B	14.8	B	-7.8	0.1
36	Harbor Island Dr at Parking Lot Access	AM	8.5	A	8.6	A	8.6	A	0.1	0.0
		AIRPORT	9.0	A	9.2	A	9.3	A	0.3	0.1
		PM	9.1	A	9.7	A	9.8	A	0.7	0.1
37	Winship Ln at N Harbor Dr	AM	6.4	A	20.7	C	Intersection does not exist in this scenario			
		AIRPORT	7.1	A	23.8	C				
		PM	5.3	A	17.9	B				

Table 3.14-27: 2030 With Project Conditions Intersection Level of Service Summary

Intersection		Peak Hour	Existing		2030 Without Project		2030 With Project			
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from Existing (c)	Change from 2030 Without Project (d)
38	North Harbor Dr at Liberator Way	AM	4.9	A	21.1	C	11.3	B	6.4	-9.8
		AIRPORT	4.7	A	20.2	C	9.7	A	5.0	-10.5
		PM	8.8	A	38.6	D	22.0	C	13.2	-16.6
39	Cell Phone Lot at N Harbor Dr	AM	16.3	B	43.3	D	1.6	A	-14.7	-41.7
		AIRPORT	32.5	C	51.5	D	2.3	A	-30.2	-49.2
		PM	18.2	B	54.7	D	30.4	C	12.2	-24.3
40	Terminal Link Rd / Coast Guard at N Harbor Dr	AM	4.2	A	7.1	A	7.2	A	3.0	0.1
		AIRPORT	3.9	A	4.9	A	7.5	A	3.6	2.6
		PM	3.3	A	4.7	A	38.7	D	35.4	34.0
41	Kettner Blvd at Palm St	AM	21.7	C	222.3	F	285.0	F	263.3	62.7
		AIRPORT	21.2	C	308.1	F	363.5	F	342.3	55.4
		PM	59.9	F	1379.7	F	1671.0	F	1611.1	291.3
42	North Harbor at Laning Rd	AM	13.5	B	25.3	C	11.8	B	-1.7	-13.5
		AIRPORT	26.3	C	27.1	C	27.3	C	1.0	0.2
		PM	32.4	C	35.3	D	35.4	D	3.0	0.1
43	N Harbor Dr at Nimitz Blvd	AM	16.4	B	17.5	B	21.6	C	5.2	4.1
		AIRPORT	19.9	B	21.2	C	21.6	c	1.7	0.4
		PM	40.7	D	40.9	D	43.7	D	3.0	2.8
44	Rosecrans St at Nimitz Blvd	AM	41.1	D	36.0	D	38.5	D	-2.6	2.5
		AIRPORT	36.0	D	33.7	C	37.2	D	1.2	3.5
		PM	45.1	D	43.8	D	48.1	D	3.0	12.8

Source: Kimley-Horn, June 2019.

Notes: Bold values indicate intersections operating at LOS E or F. Bold and shaded values indicate project significant impact. City of San Diego’s Significance Determination Thresholds under CEQA, Section O, p.71. A review of SANDAG and Port of San Diego studies indicates that they use the same significance determination thresholds. Under 2030, 2035 and 2050 With Project conditions, all significant impacts are defined as Cumulative impacts per these thresholds.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using Synchro 10.

(c) Change in delay due to addition of background traffic growth, addition of cumulative project traffic, and addition of project traffic. Addition of project traffic may cause a decrease in delay at some locations. This counterintuitive result occurs when the volume being added to the intersection is on movements with less delay than the current overall intersection average delay, decreasing the overall intersection average delay.

(d) Change in delay due to addition of project traffic. Addition of project traffic may cause a decrease in delay at some locations. This counterintuitive result occurs when the volume being added to the intersection is on movements with less delay than the current overall intersection average delay, decreasing the overall intersection average delay.

Proposed Mitigation Measure

Widening to add a third southbound through lane on Pacific Highway would address this cumulative traffic impact. This improvement is consistent with the Midway Pacific Highway Community Plan (MPH CP), which assumes Pacific Highway will be rebuilt as a five-lane prime arterial north of Enterprise Street and a six-lane expressway south of Enterprise Street. Adding a third southbound lane would require removal of a pedestrian bridge crossing the north leg of Pacific Highway serving the NAVWAR (former SPAWAR) site. It would also require reconfiguration of the south leg of the intersection, which has a narrow two-lane bridge under Barnett Avenue. The MPH CP addresses this improvement in mobility policy ME-5.8: “Support an engineering feasibility study to analyze downgrading Pacific Highway to a 6-lane major arterial to improve safety, enhance multimodal connections between the community and Downtown, and create a community gateway. This improvement could potentially include removing grade-separations along Pacific Highway at Barnett Avenue, Witherby Street, and Washington Street.” Furthermore, both the east and west legs of the intersection are part of the NAVWAR site. The U.S. Navy has issued a request for proposals to redevelop this site. The MPH CP also identifies a multi-use bicycle/pedestrian path and Class IV cycle tracks along Pacific Highway.

This mitigation is ***not feasible*** for the project to implement, because it relies on a future City engineering feasibility study and redevelopment of adjacent properties, including the U.S. Navy. The City of San Diego indicated in meetings that they concur with this finding. Further, due to FAA regulations, this improvement currently could not be implemented and is present ***not considered feasible*** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements or mitigation measures as discussed in Section 3.14.6 above.

#14 W Laurel Street at N Harbor Drive

This intersection would experience an increase in delay greater than two seconds and operate at LOS F during the AM and PM peak hours, and LOS E during the Airport peak hour, with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1a, as previously described in Section 3.14.6.1.1, would ensure that the intersection operates at LOS D during the AM and PM peak hours and at LOS C during the Airport peak hour, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-28. Proposed Mitigation Measure MM-TR-I-1a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA’s request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will

continue to work with the FAA to seek that agency’s required approval of funding for this off-Airport improvement item.

Table 3.14-28: 2030 With Project Conditions Intersection Improvement Level of Service Summary

Intersection		Peak Hour	Before Improvement		After Improvement (c)		Description
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	
3	Pacific Hwy at Enterprise St	AM	40.2	D	40.2	D	This intersection is the primary access to the future SPAWAR redeveloped site.
		AIRPORT	30.5	C	30.5	C	
		PM	79.6	E	79.6	E	
9*	Pacific Hwy at Sassafras St / Admiral Boland Way	AM	37.9	D	35.5	D	• Add Class IV Cycle Track on Pacific Hwy
		AIRPORT	37.1	D	34.7	C	
		PM	48.8	D	46.9	D	
12*	Pacific Hwy at Palm St	AM	12.0	B	18.5	B	• Add Class IV Cycle Track on Pacific Hwy
		AIRPORT	11.6	B	16.5	B	
		PM	13.4	B	25.6	C	
14	W Laurel St at N Harbor Drive	AM	87.5	F	54.0	D	• Remove SB left-turn movement (Non-airport traffic will be redirected to Pacific Highway – Hawthorn Street) • Add third EB left-turn lane and remove an EB through lane
		AIRPORT	56.4	E	32.0	C	
		PM	92.9	F	37.8	D	
15	Pacific Hwy at W Laurel St	AM	74.1	E	40.4	D	• Remove a WB through lane on the West leg and add a second EB left-turn lane • Convert a SB through lane into a second SB right-turn lane • Re-coordinate signals along Laurel Street • Add Class IV Cycle Track on Pacific Hwy
		AIRPORT	68.4	E	44.3	D	
		PM	99.5	F	66.2	E	
16	Kettner Blvd at W Laurel St	AM	321.9	F	43.2	D	• Restripe SB approach to two right-turn lanes, one through lane and one left-turn lane.
		AIRPORT	327.1	F	44.4	D	
		PM	195.2	F	33.3	C	
29	Columbia St at W Grape St	AM	38.2	D	35.3	D	• Redistribution of traffic and the retiming of signals removes the impact
		AIRPORT	37.0	D	34.0	C	
		PM	75.6	E	52.8	D	
30	State St / I-5 SB On-Ramp at W Grape St	AM	33.6	C	30.1	C	• Redistribution of traffic and the retiming of signals removes the impact
		AIRPORT	33.4	C	30.2	C	
		PM	71.7	E	51.7	D	
33	Harbor Island Dr at N Harbor Dr	AM	53.3	D	36.2	D	• Re-coordinate signals along North Harbor Drive
		AIRPORT	42.7	D	43.1	D	
		PM	84.8	F	53.4	D	
41	Kettner Blvd at Palm St	AM	285.0	F	1.1	A	• Install traffic signal • Restripe Palm Street to two lanes in each direction between Kettner Blvd and Pacific Hwy • Pre-signals at rail crossing
		AIRPORT	363.5	F	1.0	A	
		PM	1671.0	F	0.9	A	

Source: Kimley-Horn, June 2019.

Notes:

Bold values indicate intersections operating at LOS E or F. **Bold and shaded** values indicate project significant impact.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using Synchro 10.

(c) The Table presumes the improvements are feasible, which is uncertain.

Footnotes:

(*) Intersections 9 and 12 are not significant impacts. Class IV Cycle Track added as part of mitigation at Laurel Street / Pacific Highway.

#15 Pacific Highway at W Laurel Street

This intersection would experience an increase in delay greater than two seconds and operates at LOS E during the AM and Airport peak hours, and LOS F during the PM peak hour, with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1b, as previously described in Section 3.14.6.1.1, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-28. Proposed Mitigation Measure MM-TR-I-1b presently is **not considered feasible** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is **physically feasible** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#16 Kettner Boulevard at W Laurel Street

This intersection would experience an increase in delay greater than one second and would continue to operate at LOS F with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1c, as previously described in Section 3.14.6.1.1, would ensure that the intersection operates at LOS D during the AM and Airport peak hours and at LOS C during the PM peak hour, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-28. Proposed Mitigation Measure MM-TR-I-1c presently is **not considered feasible** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is **physically feasible** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#29 Columbia Street at W Grape Street

This intersection would experience an increase in delay greater than two seconds and operates at LOS E during the PM peak hour with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

MM-TR-I-4a: Improve the Intersection of Columbia Street at West Grape Street. Prior to passenger air travel exceeding 32.0 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Redistribution of traffic and retiming of signals. Provide directional signs on eastbound North Harbor Drive suggesting Laurel Street as an option for reaching I-5 southbound. Proposed Mitigation Measure MM-TR-I-4a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Implementation of Mitigation Measure MM-TR-I-4a would ensure that the intersection operates at LOS D during the AM and PM peak hours and at LOS C during the Airport peak hour, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-28.

#30 State Street / I-5 SB On-Ramp at W Grape Street

This intersection would experience an increase in delay greater than two seconds and operates at LOS E during the PM Peak hour with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

MM-TR-I-4b: Improve the Intersection of Grape Street at State Street / I-5 SB Ramps. Prior to passenger air travel exceeding 32.0 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Redistribution of traffic and retiming of signals. Provide directional signs on eastbound North Harbor Drive suggesting Laurel Street as an option for reaching I-5 southbound. Proposed Mitigation Measure MM-TR-I-4b presently is ***not considered feasible*** because the Mitigation Measure is within the City

of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is **physically feasible** because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Implementation of Mitigation Measure MM-TR-I-4b would ensure that the intersection operates at LOS C during the AM and Airport peak hours and at LOS D during the PM peak hour, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-28.

#33 Harbor Island Drive at N Harbor Drive

This intersection would experience an increase in delay greater than one second and would operate at LOS F during the PM with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1d, as previously described in Section 3.14.6.1.1, would ensure that the intersection operates at LOS D during the AM and PM peak hours, and LOS A during the Airport peak hour, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-28. Proposed Mitigation Measure MM-TR-I-1d presently is **not considered feasible** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is **physically feasible** because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#41 Kettner Boulevard at Palm Street

This intersection would experience an increase in delay greater than one second and would continue to operate at LOS F with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1e, as previously described in Section 3.14.6.1.1, would ensure that the intersection operates at LOS A during the AM, Airport, and PM peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-28. Proposed Mitigation Measure MM-TR-I-1e presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is ability to install a traffic signal at this location, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Roadway Segment Level of Service

2030 Without Project and 2030 With Project volumes were evaluated at the study area roadway segments. Results of the analysis are presented in Table 3.14-29. Cumulative roadway segment impacts from the project Phase 2a are identified in column "2030 With Project Comparison, Existing." As shown in the table, all study area roadway segments operate at acceptable levels of service during weekday conditions with the exception of:

2030 Without Project Conditions

Kettner Boulevard

- Vine Street to Sassafras Street operates at **LOS F**
- Sassafras Street to Palm Street operates at **LOS F**
- Palm Street to Laurel St operates at **LOS F**

Sassafras Street

- Pacific Highway to Kettner Boulevard operates at **LOS F**

Palm Street

- Pacific Highway to Kettner Boulevard operates at **LOS F**

Laurel Street

- Harbor Drive to Pacific Highway operates at **LOS F**

Hawthorn Street

- Harbor Drive to Pacific Highway operates at **LOS F**
- Pacific Highway to India Street operates at **LOS F**
- India Street to State Street operates at **LOS F**
- State Street to Albatross Street operates at **LOS F**

Table 3.14-29: 2030 With Project Conditions Roadway Segment Level of Service Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			2030 Without Project			2030 With Project			2030 With Project Comparison			
			ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	Existing		2030 No Project (d)	
												Δ in ADT	Δ in V/C	Δ in ADT	Δ in V/C
Pacific Highway															
Kurtz St to Barnett Ave	6 Lane Major Arterial	50,000	21,780	0.436	B	23,636	0.473	B	24,463	0.489	B	2,683	0.053	827	0.016
Barnett Ave to Washington St	6 Lane Expressway	80,000	51,778	0.647	C	63,253	0.791	D	65,497	0.819	D	13,719	0.172	2,244	0.028
Washington St to Sassafras St	6 Lane Prime Arterial	60,000	14,219	0.237	A	15,967	0.266	A	16,618	0.277	A	2,399	0.040	651	0.011
Sassafras St to Palm St	6 Lane Major Arterial	50,000	18,988	0.380	A	21,109	0.422	B	24,493	0.49	B	5,505	0.110	3,385	0.068
Palm St to Laurel St	6 Lane Major Arterial	50,000	20,447	0.409	B	22,489	0.45	B	26,199	0.524	B	5,752	0.115	3,710	0.074
Laurel St to Juniper St	6 Lane Major Arterial	50,000	10,478	0.210	A	13,537	0.271	A	16,030	0.321	A	5,552	0.111	2,492	0.050
Kettner Blvd															
Vine St to Sassafras St	3 Lane Major Arterial (one-way)	27,500	26,492	0.963	E	35,487	1.29	F	39,836	1.449	F	13,344	0.486	4,349	0.159
Sassafras St to Palm St	3 Lane Major Arterial (one-way)	27,500	18,406	0.669	C	32,333	1.176	F	36,498	1.327	F	18,092	0.658	4,165	0.151
Palm St to Laurel St	3 Lane Major Arterial (one-way)	27,500	18,406	0.669	C	27,986	1.018	F	29,417	1.07	F	11,011	0.401	1,432	0.052
India St															
Sassafras St to Laurel St	3 Lane Major Arterial (one-way)	27,500	14,465	0.526	B	24,324	0.885	D	28,489	1.036	F	14,024	0.510	4,165	0.151
Laurel St to Juniper St	3 Lane Collector (one-way)	26,000	3,884	0.149	A	4,144	0.159	A	4,144	0.159	A	260	0.010	0	0.000
Washington St															
West of Pacific Hwy	4 Lane Major Arterial	40,000	4,847	0.121	A	5,137	0.128	A	7,545	0.189	A	2,698	0.068	2,408	0.061
Hancock St to San Diego Ave	4 Lane Major Arterial	40,000	22,972	0.574	C	26,754	0.669	C	27,569	0.689	C	4,597	0.115	815	0.020

Table 3.14-29: 2030 With Project Conditions Roadway Segment Level of Service Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			2030 Without Project			2030 With Project			2030 With Project Comparison			
			ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	Existing		2030 No Project (d)	
												Δ in ADT	Δ in V/C	Δ in ADT	Δ in V/C
East of India St	4 Lane Major Arterial	40,000	24,710	0.618	C	31,471	0.787	D	32,286	0.807	D	7,576	0.189	815	0.020
Sassafras St															
Pacific Hwy to Kettner Blvd	3 Lane Collector (w/o two-way left-turn lane)	12,000	15,983	1.332	F	17,046	1.42	F	26,721	2.227	F	10,738	0.895	9,676	0.807
Palm St															
Pacific Hwy to Kettner Blvd	2 Lane Collector (w/o two-way left-turn lane)	8,000	1,940	0.243	A	8,252	1.032	F	8,577	1.072	F	6,637	0.829	325	0.040
Laurel St															
Harbor Dr to Pacific Hwy	5 Lane Major Arterial	45,000	35,441	0.788	D	58,116	1.291	F	63,789	1.418	F	28,348	0.630	5,673	0.127
Pacific Hwy to India St	4 Lane Major Arterial	40,000	21,042	0.526	C	28,638	0.716	C	31,210	0.78	D	10,168	0.254	2,572	0.064
India St to State St/ Reynard Wy	4 Lane Major Arterial	40,000	14,072	0.352	A	14,759	0.369	A	15,575	0.389	B	1,503	0.037	815	0.020
Hawthorn St															
Harbor Dr to Pacific Hwy	3 Lane Collector (one-way)	26,000	26,337	1.013	F	29,448	1.133	F	31,661	1.218	F	5,324	0.205	2,212	0.085
Pacific Hwy to India St	3 Lane Collector (one-way)	26,000	30,936	1.190	F	38,242	1.471	F	40,455	1.556	F	9,519	0.366	2,212	0.085
India St to State St	3 Lane Collector (one-way)	26,000	30,936	1.190	F	38,830	1.493	F	41,043	1.579	F	10,107	0.389	2,212	0.086
State St to Albatross St	2 Lane Collector (w/o two-way left-turn lane)	8,000	10,483	1.310	F	11,185	1.398	F	11,185	1.398	F	702	0.088	0	0.000

Table 3.14-29: 2030 With Project Conditions Roadway Segment Level of Service Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			2030 Without Project			2030 With Project			2030 With Project Comparison			
			ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	Existing		2030 No Project (d)	
												Δ in ADT	Δ in V/C	Δ in ADT	Δ in V/C
Grape St															
Harbor Dr to Pacific Hwy	3 Lane Collector (one-way)	26,000	23,826	0.916	E	33,218	1.278	F	35,756	1.375	F	11,930	0.459	2,538	0.097
Pacific Hwy to India St ¹	3 Lane Collector (one-way)	26,000	28,167	1.083	F	43,806	1.685	F	46,344	1.782	F	18,177	0.699	2,538	0.097
India St to State St	3 Lane Collector (one-way)	26,000	32,386	1.246	F	55,980	2.153	F	58,518	2.251	F	26,132	1.005	2,538	0.098
Albatross St to Front St ¹	3 Lane Collector (one-way)	26,000	2,172	0.084	A	4,413	0.17	A	4,413	0.17	A	2,241	0.086	0	0.000
North Harbor Dr															
Scott Rd to Nimitz Blvd ²	4 Lane Prime Arterial	50,000	11,759	0.235	A	17,140	0.343	A	17,530	0.351	A	5,771	0.116	390	0.008
Nimitz Blvd to Laning Rd ²	6 Lane Prime Arterial	60,000	19,644	0.327	A	27,078	0.451	B	28,249	0.471	B	8,605	0.144	1,171	0.020
Laning Rd to McCain Rd	6 Lane Prime Arterial	60,000	28,798	0.480	B	33,989	0.566	B	35,551	0.593	C	6,753	0.113	1,562	0.027
McCain Rd to Spanish Landing	6 Lane Prime Arterial	60,000	29,392	0.490	B	30,425	0.507	B	35,700	0.595	C	6,308	0.105	5,275	0.088
Spanish Landing to Harbor Island Dr	6 Lane Prime Arterial	60,000	30,278	0.505	B	27,746	0.462	B	33,082	0.551	B	2,804	0.046	5,336	0.089
Harbor Island Dr to Winship Ln ²	6 Lane Prime Arterial	60,000	77,384	1.290	F	58,867	0.981	E	37,722	0.629	C	-39,662	-0.661	-21,145	-0.352
Winship Ln to Liberator Way	6 Lane Prime Arterial	60,000	89,066	1.484	F	123,013	2.05	F	95,719	1.595	F	6,653	0.111	-27,295	-0.455
Liberator Way to Cell Phone Lot	6 Lane Prime Arterial	60,000	94,942	1.582	F	124,728	2.079	F	97,433	1.624	F	2,491	0.042	-27,295	-0.455
Cell Phone Lot to Laurel St/ Solar Turbines	6 Lane Prime Arterial	60,000	95,096	1.585	F	137,292	2.288	F	98,512	1.642	F	3,416	0.057	-38,781	-0.646
Laurel St/ Solar Turbines to W Laurel St	6 Lane Prime Arterial	60,000	76,603	1.277	F	126,013	2.1	F	93,603	1.56	F	17,000	0.283	-32,410	-0.540

Table 3.14-29: 2030 With Project Conditions Roadway Segment Level of Service Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			2030 Without Project			2030 With Project			2030 With Project Comparison			
			ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	Existing		2030 No Project (d)	
												Δ in ADT	Δ in V/C	Δ in ADT	Δ in V/C
Laurel St to Hawthorn St	6 Lane Prime Arterial	60,000	59,521	0.992	E	80,247	1.337	F	86,039	1.434	F	26,518	0.442	5,792	0.097
Hawthorn St to Grape St ¹	6 Lane Prime Arterial	60,000	37,881	0.631	C	55,319	0.922	E	58,898	0.982	E	21,017	0.351	3,579	0.060
Grape St to Ash St ¹	5 Lane Prime Arterial	55,000	20,437	0.372	A	26,266	0.478	B	27,307	0.496	B	6,870	0.124	1,041	0.018
Harbor Island Dr															
Harbor Dr to Old Rent A Car Access	4 Lane Major Arterial	40,000	12,743	0.319	A	32,115	0.803	D	32,387	0.81	D	19,644	0.491	272	0.007
West of Harbor Island Dr	4 Lane Major Arterial	40,000	7,661	0.192	A	13,908	0.348	A	14,180	0.355	A	6,519	0.163	272	0.007
Harbor Island Dr to Parking Lot	4 Lane Collector (w/o two-way left-turn lane)	15,000	4,801	0.320	A	7,153	0.477	C	7,153	0.477	C	2,352	0.157	0	0.000
East of Parking Lot	4 Lane Collector (w/o two-way left-turn lane)	15,000	3,929	0.262	A	7,153	0.477	C	7,153	0.477	C	3,224	0.215	0	0.000

Source: Kimley-Horn, June 2019.

Notes: Bold values indicate roadway segments operating at LOS E or F. Bold and shaded values indicate project significant impact. City of San Diego’s Significance Determination Thresholds under CEQA, Section O, p.71. A review of SANDAG and Port of San Diego studies indicates that they use the same significance determination thresholds. Under 2030, 2035 and 2050 With Project conditions, all significant impacts are defined as Cumulative impacts per these thresholds.

(a) Existing roads street classification is based on the City of San Diego Street Design Manual, March 2018 Edition.

(b) Average Daily Traffic (ADT) volumes for the roadway segments were provided by National Data & Surveying Services and measured in June 2017 and in March 2019.

(c) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

¹ Volumes from January 1, 2005 to February 2, 2017. Growth factor applied based on comparison between 2017 counted volumes and 2013 Machine Count Traffic volumes.

² 2015 ADT Volumes obtained from City of San Diego Machine Count Traffic Volumes from January 1, 2005 to February 2, 2017.

Grape Street

- Harbor Drive to Pacific Highway operates at **LOS F**
- Pacific Highway to India Street operates at **LOS F**
- India Street to State Street operates at **LOS F**

North Harbor Drive

- Harbor Island Drive to Winship Lane operates at **LOS E**
- Winship Lane to Liberator Way operates at **LOS F**
- Liberator Way to Cell Phone Lot operates at **LOS F**
- Cell Phone Lot to Laurel Street / Solar Turbines operates at **LOS F**
- Laurel Street / Solar Turbines to West Laurel Street operates at **LOS F**
- Laurel Street to Hawthorn Street operates at **LOS F**
- Hawthorn Street to Grape Street operates at **LOS E**

2030 With Project Conditions

Kettner Boulevard

- **Vine Street to Sassafras Street operates at LOS F**
- **Sassafras Street to Palm Street operates at LOS F**
- **Palm Street to Laurel Street operates at LOS F**

India Street

- **Sassafras Street to Laurel Street operates at LOS F**

Sassafras Street

- **Pacific Highway to Kettner Boulevard operates at LOS F**

Palm Street

- **Pacific Highway to Kettner Boulevard operates at LOS F**

Laurel Street

- **Harbor Drive to Pacific Highway operates at LOS F**

Hawthorn Street

- **Harbor Drive to Pacific Highway operates at LOS F**
- **Pacific Highway to India Street operates at LOS F**
- **India Street to State Street operates at LOS F**
- **State Street to Albatross Street operates at LOS F**

Grape Street

- **Harbor Drive to Pacific Highway operates at LOS F**
- **Pacific Highway to India Street operates at LOS F**
- **India Street to State Street operates at LOS F**

North Harbor Drive

- **Winship Lane to Liberator Way operates at LOS F**
- **Liberator Way to Cell Phone Lot operates at LOS F**
- **Cell Phone Lot to Laurel Street/ Solar Turbines operates at LOS F**
- **Laurel Street/ Solar Turbines to West Laurel Street operates at LOS F**
- **Laurel Street to Hawthorn Street operates at LOS F**
- **Hawthorn Street to Grape Street operates at LOS E**

The roadways listed above that are shown in bold text are considered to be cumulatively considerable impacts. Specifically, the proposed project's traffic adds to the roadway's v/c by at least 0.02 at LOS E or 0.01 at LOS F.

The following mitigations, in addition to MM-TDM-1 discussed in detail in Section 3.14.6.1, would address the significant impacts that would occur from the project, as defined by Table 3.14-29, between existing conditions and 2030 With Project conditions:

Kettner Boulevard from Vine Street to Sassafras Street

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and would continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Kettner Boulevard is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Kettner Boulevard from Sassafras Street to Palm Street

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and would continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Kettner Boulevard is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Kettner Boulevard from Palm Street to Laurel Street

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and would continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Kettner Boulevard is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

India Street from Sassafras Street to Laurel Street

This roadway segment would operate at LOS F with the addition of the proposed project traffic. Because the change in LOS, this would result in a significant impact.

India Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Sassafras Street from Pacific Highway to Kettner Boulevard

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and would continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-1a, as previously described in Section 3.14.6.1.1, would reduce the roadway segment v/c ratio to be less than Existing conditions, thereby reducing this potentially significant impact to a less-than-significant level, would reduce the roadway segment v/c ratio to as shown in Table 3.14-30. Proposed Mitigation Measure MM-TR-RS-1a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Palm Street from Pacific Highway to Kettner Boulevard

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and would continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-4a, as previously described in Section 3.14.6.1, would reduce the roadway segment level of service to LOS C, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-30

Table 3.14-30: 2030 With Project Conditions Roadway Segment Improvement Level of Service Summary

Roadway Segment	With Project ADT	Before Improvement				After Improvement (c)				
		Roadway Classification (a)	LOS E Capacity	V/C Ratio (b)	LOS	Roadway Classification	Future Bicycle Facility	LOS E Capacity	V/C Ratio (b)	LOS
Kettner Blvd										
Vine St to Sassafras St	39,836	3 Lane Major Arterial (one-way)	27,500	1.449	F	3 Lane Major Arterial (one-way)	Class II (one-way)	27,500	1.449	F
Sassafras St to Palm St	36,498	3 Lane Major Arterial (one-way)	27,500	1.327	F	3 Lane Major Arterial (one-way)	Class II (one-way)	27,500	1.327	F
Palm St to Laurel St	29,417	3 Lane Major Arterial (one-way)	27,500	1.070	F	3 Lane Major Arterial (one-way)	Class II (one-way)	27,500	1.070	F
India St										
Sassafras St to Laurel St	28,489	3 Lane Major (one-way)	27,500	1.036	F	3 Lane Major Arterial (one-way)	Class II (one-way)	27,500	1.036	F
Sassafras St										
Pacific Hwy to Kettner Blvd	26,721	3 Lane Collector (w/o two-way left-turn lane)	12,000	2.227	F	4 Lane Collector	Class II	30,000	0.891	E
Palm St										
Pacific Hwy to Kettner Blvd	8,577	2 Lane Collector (w/o two-way left-turn lane)	8,000	1.072	F	4 Lane Collector (w/o two-way left-turn lane)	-	15,000	0.572	C
Laurel St										
Harbor Dr to Pacific Hwy	63,789	5 Lane Major Arterial	45,000	1.418	F	5 Lane Major Arterial	Class III	45,000	1.418	F
Hawthorn St										
Harbor Dr to Pacific Hwy	31,661	3 Lane Collector (one-way)	26,000	1.218	F	3 Lane Collector (one-way)	Class IV (one-way)	26,000	1.218	F
Pacific Hwy to India St	40,455	3 Lane Collector (one-way)	26,000	1.556	F	3 Lane Collector (one-way)	Class IV (one-way)	26,000	1.556	F
India St to State St	41,043	3 Lane Collector (one-way)	26,000	1.579	F	3 Lane Collector (one-way)	Class IV (one-way)	26,000	1.579	F
State St to Albatross St	11,185	2 Lane Collector (w/o two-way left-turn lane)	8,000	1.398	F	2 Lane Collector (w/o two-way left-turn lane)	-	8,000	1.398	F

Table 3.14-30: 2030 With Project Conditions Roadway Segment Improvement Level of Service Summary

Roadway Segment	With Project ADT	Before Improvement				After Improvement (c)				
		Roadway Classification (a)	LOS E Capacity	V/C Ratio (b)	LOS	Roadway Classification	Future Bicycle Facility	LOS E Capacity	V/C Ratio (b)	LOS
Grape St										
Harbor Dr to Pacific Hwy	35,756	3 Lane Collector (one-way)	26,000	1.375	F	4 Lane Collector (one-way)	Class IV (one-way)	34,700	1.030	F
Pacific Hwy to India St	46,344	3 Lane Collector (one-way)	26,000	1.782	F	4 Lane Collector (one-way)	Class IV (one-way)	34,700	1.336	F
India St to State St	58,518	3 Lane Collector (one-way)	26,000	2.251	F	4 Lane Collector (one-way)	Class IV (one-way)	34,700	1.686	F
North Harbor Dr										
Winship Ln to Liberator Way	95,719	6 Lane Prime Arterial	60,000	1.595	F	6 Lane Prime Arterial	Class I(S/S)/Class II or III	60,000	1.595	F
Liberator Way to Cell Phone Lot	97,433	6 Lane Prime Arterial	60,000	1.624	F	6 Lane Prime Arterial	Class I(S/S)/Class II or III	60,000	1.624	F
Cell Phone Lot to Laurel St / Solar Turbines	98,512	6 Lane Prime Arterial	60,000	1.642	F	6 Lane Prime Arterial	Class I(S/S)/Class II or III	60,000	1.642	F
Laurel St / Solar Turbines to W Laurel St	93,603	6 Lane Prime Arterial	60,000	1.560	F	6 Lane Prime Arterial	Class I(S/S)/Class III	60,000	1.560	F
Laurel St to Hawthorn St	86,039	6 Lane Prime Arterial	60,000	1.434	F	6 Lane Prime Arterial	Class I(S/S)/Class III	60,000	1.434	F
Hawthorn St to Grape St ¹	58,898	6 Lane Prime Arterial	60,000	0.982	E	6 Lane Prime Arterial	Class I(S/S)/Class III	60,000	0.982	E

Source: Kimley-Horn, June 2019.

Notes:

Bold values indicate intersections operating at LOS E or F. **Bold and shaded** values indicate project significant impact.

(a) Existing roads street classification is based on the City of San Diego Street Design Manual, March 2018 Edition.

(b) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

(c) The Table presumes the improvements are feasible, which is uncertain.

Proposed Mitigation Measure MM-TR-RS-4a presently is **not considered feasible** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is **physically feasible** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Laurel Street from Harbor Drive to Pacific Highway

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Laurel Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would **not be consistent** with the community plan. As such, this impact is considered unmitigable.

Hawthorn Street from Harbor Drive to Pacific Highway

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would **not be consistent** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from Pacific Highway to India Street

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would **not be consistent** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from India Street to State Street

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its current Community Plan-designated roadway classification and potential mitigation measures to add through lanes would **not be consistent** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from State Street to Albatross Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would **not be consistent** with the Community Plan. As such, this impact is considered unmitigable.

Grape Street from Harbor Drive to Pacific Highway

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-1b, as previously described in Section 3.14.6.1.1, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-30. Proposed Mitigation Measure MM-TR-RS-1b presently is **not considered feasible** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is **physically feasible**, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item. This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

Grape Street from Pacific Highway to India Street

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-1c, as previously described in Section 3.14.6.1.1, would add capacity but would not fully mitigate impacts of the roadway segment level of service to

LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-30. Proposed Mitigation Measure MM-TR-RS-1c presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item. This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

Grape Street from India Street to State Street

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-1d, as previously described in Section 3.14.6.1.1, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-30. Proposed Mitigation Measure MM-TR-RS-1d presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item. This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street. This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

North Harbor Drive from Winship Lane to Liberator Way

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

North Harbor Drive from Liberator Way to Cell Phone Lot

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

North Harbor Drive from Cell Phone Lot to Laurel Street / Solar Turbines

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

North Harbor Drive from Laurel Street / Solar Turbines to W Laurel Street

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

North Harbor Drive from Laurel Street to Hawthorn Street

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

North Harbor Drive from Hawthorn Street to Grape Street

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.02 and continue to operate at LOS E with the addition of the proposed project North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would **not be consistent** with the Community Plan. As such, this impact is considered unmitigable.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would **not be consistent** with the Community Plan. As such, this impact is considered unmitigable.

Some of the roadway segments identified above, are currently at their Community Plan-designated roadway classification and potential mitigation measures to add through lanes would **not be physically feasible** because the measure would be inconsistent with the Community Plan. Further, due to FAA regulations, potential improvements currently could not be implemented and are presently **not considered feasible** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements or mitigation measures discussed in section 3.14.6 above. SDCRAA has not requested funding of any through lane improvements to the roadways because the City told SDCRAA that it would not support or implement improvements that are inconsistent with the applicable community plan, and the City has jurisdiction over the potential improvements. SDCRAA could not require the City to implement this improvement. As such, this impact is considered unmitigable.

Freeway Segment Level of Service

2030 Without Project and 2030 With Project volumes were evaluated at the study area freeway segments. Results of the analysis are presented in Table 3.14-31. Cumulative freeway impacts from the project Phase 2a are identified in column “2030 With Project Comparison, Existing Δ in V/C.” As shown in the table, all study area freeway segments operate at acceptable levels of service under weekday conditions with the exception of:

2030 Without Project Conditions

I-5

- North of J Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of Route 94 Junction in the Northbound direction in the AM Peak operates at **LOS F**
- North of Pershing Drive in the Northbound direction in the AM Peak operates at **LOS F**
- North of Route 163 Junction in the Northbound direction in the AM Peak operates at **LOS F**
- North of Sixth Avenue in the Northbound direction in the AM Peak operates at **LOS F**
- North of First Avenue in the Northbound direction in the AM Peak operates at **LOS F**
- North of Hawthorn Street
 - In the Northbound direction in the AM Peak operates at LOS F
 - In the Northbound direction PM Peak operates at LOS F
- North of India/Sassafras Street in the Northbound direction in the AM Peak operates at **LOS F**

Table 3.14-31: 2030 With Project Conditions Freeway Segment Level of Service Summary

Freeway Segment	Dir	Number of Lanes	Existing						2030 Without Project						2030 With Project						2030 With Project Comparison				
			Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Existing Δ in V/C		2030 Without Project Δ in V/C		
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
I-5	North of J Street	SB	4	21	29	0.618	0.836	C	D	23.1	31.2	0.673	0.911	C	D	23.6	31.9	0.688	0.930	C	D	-	-	-	-
		NB	4	32	20	0.943	0.587	D	C	--	22.9	1.071	0.667	F*	C	--	23.4	1.094	0.682	F*	C	0.152	-	0.023	-
	North of Route 94 Junction	SB	5	22	30	0.637	0.861	C	D	23.3	31.5	0.679	0.918	C	D	24.0	32.5	0.701	0.949	C	D	-	-	-	-
		NB	5	33	21	0.970	0.604	D	C	--	22.4	1.048	0.653	F*	C	--	22.9	1.072	0.668	F*	C	0.102	-	0.025	-
	North of Pershing Drive	SB	5	22	30	0.637	0.861	C	D	23.3	31.5	0.679	0.918	C	D	24.3	32.8	0.708	0.958	C	D	-	-	-	-
		NB	5	33	21	0.970	0.604	D	C	--	22.1	1.035	0.645	F*	C	--	22.6	1.056	0.658	F*	C	0.086	-	0.021	-
	North of Route 163 Junction	SB	5	24	20	0.711	0.579	C	C	26.0	21.2	0.759	0.618	C	C	26.9	21.9	0.785	0.640	D	C	-	-	-	-
		NB	5	N/A	27	1.062	0.794	F*	D	--	29.0	1.133	0.847	F*	D	--	30.1	1.176	0.879	F*	D	0.114	-	0.043	-
	North of Sixth Avenue	SB	5	24	20	0.711	0.579	C	C	26.0	21.2	0.759	0.618	C	C	26.9	21.9	0.785	0.639	D	C	-	-	-	-
		NB	5	N/A	27	1.062	0.794	F*	D	--	29.0	1.133	0.847	F*	D	--	30.2	1.178	0.880	F*	D	0.115	-	0.044	-
	North of First Avenue	SB	4	24	20	0.706	0.575	C	C	27.9	22.7	0.813	0.663	D	C	29.2	23.8	0.851	0.693	D	C	-	-	-	-
		NB	4	N/A	27	1.055	0.788	F*	D	--	29.9	1.168	0.873	F*	D	--	31.2	1.216	0.909	F*	D	0.161	-	0.048	-
	North of Hawthorn Street	SB	4	29	23	0.840	0.685	D	C	31.0	25.2	0.903	0.736	D	C	31.7	25.8	0.924	0.753	D	C	-	-	-	-
		NB	4	N/A	32	1.255	0.938	F*	D	--	--	1.362	1.018	F*	F*	--	--	1.393	1.041	F*	F*	0.138	0.103	0.031	0.023
North of India/Sassafras Street	SB	5	22	18	0.653	0.532	C	C	23.9	19.5	0.698	0.568	C	C	23.9	19.5	0.698	0.568	C	C	-	-	-	-	
	NB	5	33	25	0.975	0.729	D	C	--	27.2	1.060	0.792	F*	D	--	27.2	1.062	0.794	F*	D	0.087	-	0.002	-	
North of Pacific Highway Viaduct	SB	4	22	18	0.650	0.529	C	C	24.9	20.3	0.727	0.592	C	C	24.9	20.3	0.727	0.592	C	C	-	-	-	-	
	NB	4	33	25	0.970	0.725	D	C	--	27.0	1.052	0.786	F*	D	--	27.0	1.055	0.789	F*	D	0.085	-	0.003	-	
North of Sassafras Street	SB	4	22	18	0.633	0.516	C	B	23.9	19.5	0.698	0.568	C	C	23.9	19.5	0.698	0.568	C	C	-	-	-	-	
	NB	4	32	24	0.945	0.707	D	C	--	26.6	1.036	0.775	F*	D	--	26.6	1.040	0.777	F*	D	0.094	-	0.003	-	

Table 3.14-31: 2030 With Project Conditions Freeway Segment Level of Service Summary

Freeway Segment	Dir	Number of Lanes	Existing						2030 Without Project						2030 With Project						2030 With Project Comparison					
			Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Existing Δ in V/C		2030 Without Project Δ in V/C			
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
North of Washington Street	SB	4	29	23	0.836	0.681	D	C	31.6	25.8	0.922	0.751	D	C	32.7	26.7	0.955	0.778	D	D	-	-	-	-	-	-
	NB	5	34	26	0.999	0.747	D	C	--	27.6	1.076	0.805	F*	D	--	28.6	1.115	0.833	F*	D	0.116	-	0.038	-	-	-
North of Old Town Avenue	SB	5	23	19	0.675	0.550	C	C	25.5	20.8	0.743	0.605	C	C	26.4	21.5	0.770	0.627	D	C	-	-	-	-	-	-
	NB	5	N/A	26	1.009	0.754	F*	C	--	27.9	1.089	0.814	F*	D	--	28.9	1.128	0.843	F*	D	0.119	-	0.038	-	-	-
North of I-8 Junction/ Camino Del Rio	SB	5	19	26	0.541	0.748	C	C	19.8	27.3	0.577	0.798	C	D	20.2	27.9	0.589	0.814	C	D	-	-	-	-	-	-
	NB	5	24	21	0.702	0.626	C	C	25.9	23.1	0.755	0.673	C	C	26.4	23.5	0.770	0.687	D	C	-	-	-	-	-	-
10th Street N of Ash, End Left Align	SB	1	22	10	0.629	0.305	C	A	24.3	15.6	0.710	0.455	C	B	24.3	15.6	0.710	0.455	C	B	-	-	-	-	-	-
	NB	2	6	11	0.170	0.331	A	B	9.1	14.2	0.265	0.415	A	B	9.1	14.2	0.265	0.415	A	B	-	-	-	-	-	-
North of I-5 Junction	SB	2	32	N/A	0.945	1.030	D	F*	--	--	1.009	1.100	F*	F*	--	--	1.021	1.113	F*	F*	0.075	0.082	0.012	0.013	0.012	0.013
	NB	2	N/A	32	1.094	0.922	F*	D	--	--	1.189	1.002	F*	F*	--	--	1.204	1.015	F*	F*	0.110	0.093	0.015	0.013	0.015	0.013
North of Quince Street	SB	2	32	N/A	0.929	1.013	D	F*	34.0	--	0.991	1.081	D	F*	--	--	1.003	1.094	F*	F*	0.074	0.081	0.012	0.013	0.012	0.013
	NB	2	N/A	31	1.075	0.906	F*	D	--	33.3	1.152	0.971	F*	D	--	33.7	1.167	0.983	F*	D	0.091	-	0.015	-	0.015	-
North of Richmond Street	SB	2	31	34	0.905	0.986	D	D	33.1	--	0.965	1.052	D	F*	33.5	--	0.977	1.065	D	F*	-	0.079	-	0.013	-	0.013
	NB	2	N/A	30	1.047	0.883	F*	D	--	32.5	1.125	0.948	F*	D	--	32.9	1.140	0.961	F*	D	0.093	-	0.015	-	0.015	-
North of Robinson Ave	SB	2	28	31	0.823	0.897	D	D	30.1	32.8	0.878	0.958	D	D	30.5	33.3	0.891	0.971	D	D	-	-	-	-	-	-
	NB	2	33	28	0.953	0.803	D	D	--	29.5	1.019	0.859	F*	D	--	29.9	1.033	0.871	F*	D	0.080	-	0.014	-	0.014	-
North of Washington Street	SB	2	N/A	N/A	1.068	1.164	F*	F*	--	--	1.139	1.242	F*	F*	--	--	1.152	1.256	F*	F*	0.085	0.092	0.013	0.014	0.013	0.014
	NB	2	N/A	N/A	1.236	1.042	F*	F*	--	--	1.319	1.111	F*	F*	--	--	1.332	1.123	F*	F*	0.096	0.081	0.013	0.011	0.013	0.011
North of Sixth Avenue	SB	4	23	25	0.668	0.728	C	C	24.4	26.6	0.713	0.777	C	D	24.7	26.9	0.719	0.784	C	D	-	-	-	-	-	-
	NB	5	21	18	0.619	0.522	C	B	23.1	19.5	0.675	0.569	C	C	23.3	19.7	0.681	0.574	C	C	-	-	-	-	-	-
North of I-8 Junction	SB	4	23	25	0.684	0.733	C	C	25.3	27.1	0.737	0.790	C	D	25.6	27.4	0.746	0.800	C	D	-	-	-	-	-	-
	NB	5	24	19	0.705	0.553	C	C	25.8	20.2	0.752	0.590	C	C	26.0	20.4	0.759	0.595	C	C	-	-	-	-	-	-

Table 3.14-31: 2030 With Project Conditions Freeway Segment Level of Service Summary

Freeway Segment	Dir	Number of Lanes	Existing						2030 Without Project						2030 With Project						2030 With Project Comparison						
			Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Existing Δ in V/C		2030 Without Project Δ in V/C				
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
SR-94 East of Beginning at I-5 Junction and G St	WB	4	25	8	0.736	0.223	C	A	28.4	14.4	0.829	0.419	D	B	28.9	14.6	0.843	0.426	D	B	-	-	-	-	-	-	
	EB	5	1	24	0.036	0.695	A	C	4.2	26.0	0.122	0.759	A	C	4.3	26.5	0.124	0.772	A	D	-	-	-	-	-	-	
I-8	East of Midway Drive	WB	4	12	17	0.350	0.496	B	B	12.8	18.1	0.373	0.529	B	C	12.8	18.1	0.373	0.529	B	C	-	-	-	-	-	-
		EB	4	17	10	0.499	0.281	B	A	18.2	10.3	0.532	0.300	C	A	18.2	10.3	0.532	0.300	C	A	-	-	-	-	-	-
	East of I-5 Junction	WB	3	21	30	0.611	0.866	C	D	22.5	31.9	0.655	0.930	C	D	23.0	32.7	0.672	0.953	C	D	-	-	-	-	-	-
		EB	3	30	17	0.872	0.491	D	B	31.9	18.0	0.930	0.524	D	B	32.7	18.4	0.955	0.538	D	C	-	-	-	-	-	-
	East of Morena Boulevard	WB	5	18	26	0.532	0.755	C	C	19.5	27.6	0.568	0.805	C	D	19.8	28.1	0.579	0.821	C	D	-	-	-	-	-	-
		EB	4	33	18	0.949	0.535	D	C	--	19.6	1.013	0.571	F*	C	--	19.9	1.030	0.580	F*	C	0.080	-	0.017	-	-	-
	East of Hotel Circle/ Taylor Street	WB	5	26	22	0.759	0.645	C	C	27.8	23.6	0.810	0.688	D	C	28.2	24.0	0.823	0.699	D	C	-	-	-	-	-	-
		EB	4	22	32	0.638	0.945	C	D	23.4	--	0.681	1.009	C	F*	23.7	--	0.693	1.025	C	F*	-	0.080	-	0.017	-	-
	East of Hotel Circle	WB	5	28	24	0.819	0.696	D	C	30.0	25.5	0.874	0.743	D	C	30.4	25.8	0.887	0.754	D	C	-	-	-	-	-	-
		EB	4	24	N/A	0.689	1.021	C	F*	25.2	--	0.735	1.089	C	F*	25.6	--	0.747	1.105	C	F*	-	0.085	-	0.016	-	-
East of SR-163 Junction	WB	4	N/A	31	1.052	0.894	F*	D	--	32.7	1.123	0.954	F*	D	--	33.1	1.135	0.964	F*	D	0.083	-	0.013	-	-	-	
	EB	4	24	N/A	0.708	1.049	C	F*	27.0	--	0.788	1.168	D	F*	27.5	--	0.802	1.188	D	F*	-	0.139	-	0.020	-	-	

Source: Kimley-Horn, June 2019.

Notes: Bold values indicate freeway segments operating at LOS E or F. Bold and shaded values indicate project significant impact. City of San Diego's Significance Determination Thresholds under CEQA, Section O, p.71. A review of SANDAG and Port of San Diego studies indicates that they use the same significance determination thresholds. Under 2030, 2035 and 2050 With Project conditions, all significant impacts are defined as Cumulative impacts per these thresholds.

(a) Volume to capacity ratio. (b) The LOS for the respective freeway segments were based on the methodologies contained in Chapter 11 of the Highway Capacity Manual, 6th Edition.

¹ Speed and density values are reported as "--" and LOS is reported as "F*" when the volume to capacity ratio is greater than 1.00. Per Chapter 11 of the HCM, 6th Edition, the density is only calculated when the ratio is less than 1.00 and the speed cannot be estimated. All cases in which this ratio is greater than 1.00 are LOS F.

- North of Pacific Highway Viaduct in the Northbound direction in the AM Peak operates at **LOS F**
- North of Sassafras Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of Washington Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of Old Town Avenue in the Northbound direction in the AM Peak operates at **LOS F**

SR-163

- North of I-5 Junction
 - In the Southbound direction in the AM Peak operates at LOS F
 - In the Southbound direction in the PM Peak operates at LOS F
 - In the Northbound direction in the AM Peak operates at LOS F
 - In the Northbound direction in the PM Peak operates at LOS F
- North of Quince Street
 - In the Southbound direction in the PM Peak operates at LOS F
 - In the Northbound direction in the AM Peak operates at LOS F
- North of Richmond Street
 - In the Southbound direction in the PM Peak operates at LOS F
 - In the Northbound direction in the AM Peak operates at LOS F
- North of Robinson Avenue in the Northbound direction in the AM Peak operates at **LOS F**
- North of Washington Street
 - In the Southbound direction in the AM Peak operates at LOS F
 - In the Southbound direction in the PM Peak operates at LOS F
 - In the Northbound direction in the AM Peak operates at LOS F
 - In the Northbound direction in the PM Peak operates at LOS F

I-8

- East of Morena Boulevard in the Eastbound direction in the AM Peak operates at **LOS F**
- East of Hotel Circle/Taylor Street in the Eastbound direction in the PM Peak operates at **LOS F**
- East of Hotel Circle in the Eastbound direction in the PM Peak operates at **LOS F**
- East of SR-163 Junction
 - In the Westbound direction in the AM Peak operates at LOS F
 - In the Eastbound direction in the PM Peak operates at LOS F

2030 With Project Conditions

I-5

- **North of J Street in the Northbound direction in the AM Peak operates at LOS F**
- **North of Route 94 Junction in the Northbound direction in the AM Peak operates at LOS F**
- **North of Pershing Drive in the Northbound direction in the AM Peak operates at LOS F**

- **North of Route 163 Junction in the Northbound direction in the AM Peak operates at LOS F**
- **North of Sixth Avenue in the Northbound direction in the AM Peak operates at LOS F**
- **North of First Avenue in the Northbound direction in the AM Peak operates at LOS F**
- North of Hawthorn Street
 - **In the Northbound direction in the AM Peak operates at LOS F**
 - **In the Northbound direction in the PM Peak operates at LOS F**
- **North of India/Sassafras Street in the Northbound direction in the AM Peak operates at LOS F**
- **North of Pacific Highway Viaduct in the Northbound direction in the AM Peak operates at LOS F**
- **North of Sassafras Street in the Northbound direction in the AM Peak operates at LOS F**
- **North of Washington Street in the Northbound direction in the AM Peak operates at LOS F**
- **North of Old Town Avenue in the Northbound direction in the AM Peak operates at LOS F**

SR-163

- North of I-5 Junction
 - **In the Southbound direction in the AM Peak operates at LOS F**
 - **In the Southbound direction in the PM Peak operates at LOS F**
 - **In the Northbound direction in the AM Peak operates at LOS F**
 - **In the Northbound direction in the PM Peak operates at LOS F**
- North of Quince Street
 - **In the Southbound direction in the AM Peak operates at LOS F**
 - **In the Southbound direction in the PM Peak operates at LOS F**
 - **In the Northbound direction in the AM Peak operates at LOS F**
- North of Richmond Street
 - **In the Southbound direction in the PM Peak operates at LOS F**
 - **In the Northbound direction in the AM Peak operates at LOS F**
- **North of Robinson Avenue in the Northbound direction in the AM Peak operates at LOS F**
- North of Washington Street
 - **In the Southbound direction in the AM Peak operates at LOS F**
 - **In the Southbound direction in the PM Peak operates at LOS F**
 - **In the Northbound direction in the AM Peak operates at LOS F**
 - **In the Northbound direction in the PM Peak operates at LOS F**

I-8

- **East of Morena Boulevard in the Eastbound direction in the AM Peak operates at LOS F**
- **East of Hotel Circle/ Taylor Street in the Eastbound direction in the PM Peak operates at LOS F**

- **East of Hotel Circle in the Eastbound direction in the PM Peak operates at LOS F**
- East of SR-163 Junction
 - **In the Westbound direction in the AM Peak operates at LOS F**
 - **In the Eastbound direction in the PM Peak operates at LOS F**

The freeway segments listed above that are shown in bold text are considered to be cumulatively considerable impacts. Specifically, the proposed project's traffic adds to the roadway's v/c by at least 0.02 at LOS E or 0.01 at LOS F.

As previously described in more detail in Section 3.14.6.1, any proposed freeway mitigation measure is **not considered feasible**, because there are no planned freeway improvement projects in the San Diego Regional Transportation Plan or Caltrans Interstate 8 Transportation Concept Report for this segment or other applicable Interstate or Highway segment plans, and any such improvements would require FAA approval of funding. Caltrans has jurisdiction over the potential freeway improvements. SDCRAA could not require Caltrans to implement any such improvements. Potential and unplanned freeway improvements are therefore **not physically feasible**. Further, due to FAA regulations, potential freeway improvements currently could not be implemented and are presently **not considered feasible** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements or mitigation measures as discussed in Section 3.14.6 above. SDCRAA has not requested funding of any freeway improvement projects because none are planned by agencies with jurisdiction or planning authority. Moreover, neither SANDAG nor Caltrans has developed or identified regional programs to reduce VMT related to freeway usage. As such, these impacts are considered unmitigable.

Vehicle Miles Traveled (VMT)

At the time of this writing, evaluation of transportation impacts using the VMT metric is not required by the State or any San Diego-based agencies, and LOS is the official metric for identifying traffic impacts and mitigation. Nonetheless, project-related VMT is generally discussed below for informational purposes.

Year 2030 VMT per passenger is presented in Table 3.14-32. The Year 2030 VMT per passenger was calculated to be 18.8 VMT per Airport passenger, which is a decrease of 1.1 VMT per passenger. It should be noted that the average Airport vehicle trip length also increased by 0.61 miles. The primary reason for VMT reduction from existing is SDCRAA's efforts to reduce TNC trips.

Table 3.14-32: 2030 VMT Summary

	Existing	2030
SANDAG Model Trip Length (a)	15.07	15.68
ADP Airport Trips	103,983	132,994
Calculated Airport VMT (b)	1,567,024	2,085,346
Airport Daily Passenger	78,595	110,875
Airport VMT / Passenger (c)	19.9	18.8
Δ VMT / Passenger	-	-1.1

Source: Kimley-Horn, June 2019.

Notes:

(a) Trip length based on SANDAG Series 13 model VMT divided by number of model trips.

(b) Airport VMT is equal to estimated airport trips multiplied by average trip length.

(c) Airport VMT per passenger based on calculated airport VMT divided by number of passengers.

3.14.6.2.5 Cumulative Impacts 3.14-5

Summary Conclusion for Impact 3.14-5: Implementation of the proposed project would result in unacceptable operations of study facilities in 2035. Of those facilities, 13 intersections, 20 roadway segments, and 21 freeway segments are expected to exceed thresholds of significance under the 2035 With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some proposed mitigation is infeasible and other measures only partially mitigate impacts, therefore, impacts would remain *significant and unavoidable* at 4 intersections, 18 roadway segments and 21 freeway segments.

This scenario represents the traffic conditions of the 2035 street network and proposed on-Airport facilities. Volumes for this scenario were based on adjusted 2035 Series 13 travel forecast model volumes and cumulative project volumes, which include ambient growth for the region and the study area. The ambient traffic growth factor includes unknown and future related projects in the study area, as well as accounts for regular growth in the traffic volumes due to the development of the projects outside the study area. The 2035 Without Project Condition assumes no roadway network differences compared to existing conditions. The 2035 With Project Condition assumes the addition of Project Phase 2b. Other than as analyzed in Section 3.14.6.1.1, no further Existing Plus Project scenario impact analysis was prepared for this multi-phased project beginning with Phase 2a in 2030 as such analysis would be hypothetical, without substantial informational value, and potentially misleading. This scenario is regarded by traffic engineers as a hypothetical scenario when used in connection with a long-range development project such as the proposed ADP project, which is not anticipated to reach full buildout until approximately 2035. Project Phase 2a improvements are estimated to be operational at least 11 years out (2030), and Phase 2b improvements at least 16 years out (2035) from the Existing condition traffic baseline. Accordingly, any Existing Plus Project scenario impact analysis beginning in 2030 would be hypothetical because it would assume that the proposed project would be fully built out immediately and the corresponding full buildout traffic volumes would be added to existing roadway volumes and infrastructure. Thus, the Existing Plus Project analysis would presume that the existing environment (existing traffic volumes, existing roadway infrastructure, and existing land uses) would not change over the long-term phased buildout of the project. As a result, future increases over time in traffic volumes attributable to ambient growth and other development projects (i.e., cumulative traffic volumes) would not be accounted for in the analysis. This would result in the Existing Plus Project scenario impact analysis underestimating phased project traffic impacts because it would not account for the roadway capacities that would be utilized by other future development that precedes the proposed project's multiple phases, but would assume that those roadway capacities would be available only for the multiple project phases. The scenario also would not account for future planned roadway network improvements that would increase roadway capacities, and the analysis could result in overstating phased project impacts.

Because of the hypothetical nature of the Existing Plus Project scenario impact analysis beginning in 2030 for this multi-phased project, the analysis would have very limited practical informational value. The proposed project's full impact significance determinations and corresponding mitigation measures are instead based on the analyses presented under the 2030 With Project Condition, 2035 With Project Condition and 2050 With Project Condition scenarios compared against the Existing condition.

Proposed Mitigation Measure MM-TDM-1 is within SDCRAA’s control and is ***physically and operationally feasible***. If implemented, these TDM measures could reduce Airport generated traffic by two to four percent. It is not anticipated to reduce the traffic impact to be less than significant, but would help lessen the traffic impact on the impacted facilities.

Intersection Level of Service

2035 Without Project and 2035 With Project volumes were evaluated at the study area intersections. Results of the analysis are presented in Table 3.14-33. Cumulative intersection impacts from the project Phase 2b are identified in column “2035 With Project, Change from Existing.” Level of Service worksheets are contained in Appendix R-H2. As shown in the table, all study area intersections operate at acceptable levels of service during the weekday AM, Airport, and PM peak hours with the exception of:

2035 Without Project Conditions

- #3 – Pacific Highway at Enterprise Street
- #14 – W Laurel Street at N Harbor Drive
- #15 – Pacific Highway at W Laurel Street
- #16 – Kettner Boulevard at W Laurel Street
- #22 – Columbia Street at W Hawthorn Street
- #28 – India Street at W Grape Street
- #29 – Columbia Street at W Grape Street
- #30 – State Street / I-5 SB On-Ramp at W Grape Street
- #33 – Harbor Island Drive at N Harbor Drive
- #41 – Kettner Boulevard at Palm Street

2035 With Project Conditions

- #3 – Pacific Highway at Enterprise Street**
- #9 – Pacific Highway at Sassafras Street / Admiral Bond Way**
- #10 – Kettner Boulevard at Sassafras Street**
- #14 – W Laurel Street at N Harbor Drive**
- #15 – Pacific Highway at W Laurel Street**
- #16 – Kettner Boulevard at W Laurel Street**
- #22 – Columbia Street at W Hawthorn Street**
- #23 – State Street at W Hawthorn Street**
- #28 – India Street at W Grape Street**
- #29 – Columbia Street at W Grape Street**
- #30 – State Street / I-5 SB On-Ramp at W Grape Street**
- #33 – Harbor Island Drive at N Harbor Drive**
- #41 – Kettner Boulevard at Palm Street**

Table 3.14-33: 2035 With Project Conditions Intersection Level of Service Summary

Intersection	Peak Hour	Existing		2035 Without Project		2035 With Project			
		DELAY (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from Existing (c)	Change from 2035 Without Project (d)
1 Pacific Hwy at Taylor St / Rosecrans St	AM	27.7	C	28.5	C	28.6	C	0.9	0.1
	AIRPORT	28.6	C	29.6	C	29.6	C	1.0	0.0
	PM	35.8	D	45.9	D	45.5	D	9.7	-0.4
2 Pacific Hwy at Old Town Transit Center	AM	9.7	A	10.3	B	10.3	B	0.6	0.0
	AIRPORT	10.9	B	11.3	B	11.3	B	0.4	0.0
	PM	11.1	B	13.3	B	13.4	B	2.3	0.1
3 Pacific Hwy at Enterprise St	AM	31.7	C	57.5	E	58.8	E	27.1	1.3
	AIRPORT	27.7	C	32.2	C	32.5	C	4.8	0.3
	PM	44.5	D	109.7	F	113.6	F	69.1	3.9
4 SB Pacific Hwy Ramps at Washington St	AM	11.7	B	12.7	B	14.2	B	2.5	1.5
	AIRPORT	12.4	B	13.7	B	14.5	B	2.1	0.8
	PM	12.5	B	14.6	B	17.5	B	5.0	2.9
5 NB Pacific Highway On-Ramp / Frontage Rd at Washington St	AM	20.7	C	25.3	C	27.7	C	7.0	2.4
	AIRPORT	18.3	B	21.8	C	22.8	C	4.5	1.0
	PM	18.7	B	23.4	C	24.8	C	6.1	1.4
6 Hancock St at Washington St	AM	22.0	C	21.1	C	20.3	C	-1.7	-0.8
	AIRPORT	21.7	C	20.0	C	19.3	B	-2.4	-0.7
	PM	23.1	C	24.2	C	24.0	C	0.9	-0.2
7 San Diego Ave at Washington St	AM	31.1	C	39.3	D	38.3	D	7.2	-1.0
	AIRPORT	22.2	C	25.4	C	25.7	C	3.5	0.3
	PM	16.2	B	18.4	B	18.9	B	2.7	0.5
8 India St at Vine St	AM	4.5	A	4.6	A	4.6	A	0.1	0.0
	AIRPORT	4.7	A	4.8	A	4.8	A	0.1	0.0
	PM	4.3	A	4.4	A	4.4	A	0.1	0.0
9 Pacific Hwy at Sassafras St / Admiral Boland Way	AM	22.0	C	23.8	C	54.3	D	32.3	30.5
	AIRPORT	23.8	C	27.7	C	57.8	E	34.0	30.1
	PM	29.7	C	34.5	C	58.4	E	28.7	23.9

Table 3.14-33: 2035 With Project Conditions Intersection Level of Service Summary

Intersection		Peak Hour	Existing		2035 Without Project		2035 With Project			
			DELAY (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from Existing (c)	Change from 2035 Without Project (d)
10	Kettner Blvd at Sassafras St	AM	13.5	B	24.5	C	44.5	D	31.0	20.0
		AIRPORT	12.7	B	21.0	C	27.7	C	15.0	6.7
		PM	15.0	B	41.1	D	62.0	E	47.0	20.9
11	India St at Sassafras St	AM	6.8	A	6.6	A	8.0	A	1.2	1.4
		AIRPORT	8.8	A	9.8	A	11.7	B	2.9	1.9
		PM	10.2	B	11.3	B	16.4	B	6.2	5.1
12	Pacific Hwy at Palm St	AM	8.7	A	10.7	B	12.4	B	3.7	1.7
		AIRPORT	8.8	A	10.7	B	11.8	B	3.0	1.1
		PM	10.3	B	13.4	B	14.3	B	4.0	0.9
14	W Laurel St at N Harbor Drive	AM	24.4	C	130.3	F	218.3	F	193.9	88.0
		AIRPORT	33.7	C	84.1	F	149.4	F	115.7	65.3
		PM	26.2	C	80.0	F	160.6	F	134.4	80.6
15	Pacific Hwy at W Laurel St	AM	44.6	D	52.9	D	100.7	F	56.1	47.8
		AIRPORT	49.1	D	59.0	E	84.7	F	35.6	25.7
		PM	51.6	D	73.6	E	126.0	F	74.4	52.4
16	Kettner Blvd at W Laurel St	AM	91.8	F	265.1	F	353.8	F	262.0	88.7
		AIRPORT	112.2	F	275.3	F	368.2	F	256.0	92.9
		PM	48.9	D	133.2	F	227.0	F	178.1	93.8
17	India St at W Laurel St	AM	15.1	B	16.4	B	17.6	B	2.5	1.2
		AIRPORT	16.3	B	18.0	B	18.8	B	2.5	0.8
		PM	15.7	B	17.2	B	18.3	B	2.6	1.1
18	N Harbor Dr at W Hawthorn St	AM	8.9	A	5.8	A	5.9	A	-3.0	0.1
		AIRPORT	9.5	A	7.2	A	7.3	A	-2.2	0.1
		PM	10.0	B	9.4	A	10.1	B	0.1	0.7
19	Pacific Hwy at W Hawthorn St	AM	36.9	D	43.0	D	52.5	D	15.6	9.5
		AIRPORT	35.7	D	43.0	D	47.5	D	11.8	4.5
		PM	41.9	D	41.3	D	45.0	D	3.1	3.7

Table 3.14-33: 2035 With Project Conditions Intersection Level of Service Summary

Intersection	Peak Hour	Existing		2035 Without Project		2035 With Project			
		DELAY (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from Existing (c)	Change from 2035 Without Project (d)
20 Kettner Blvd at W Hawthorn St	AM	30.7	C	45.7	D	57.4	D	22.3	7.3
	AIRPORT	28.5	C	37.9	D	44.2	D	15.7	6.3
	PM	28.4	C	35.9	D	39.3	D	10.9	3.4
21 India St at W Hawthorn St	AM	31.5	C	49.6	D	57.4	D	23.2	5.1
	AIRPORT	29.1	C	39.3	D	46.1	D	17.0	6.8
	PM	27.2	C	33.6	C	37.1	D	9.9	3.5
22 Columbia St at W Hawthorn St	AM	33.5	C	68.9	E	98.0	F	64.5	29.1
	AIRPORT	30.8	C	48.7	D	64.7	E	33.9	16.0
	PM	30.5	C	40.7	D	45.6	D	15.1	4.9
23 State St at W Hawthorn St	AM	10.7	B	38.3	D	58.4	E	47.7	20.1
	AIRPORT	9.1	A	18.0	B	26.6	C	17.5	8.6
	PM	8.6	A	16.3	B	18.0	B	9.4	1.7
24 I-5 NB Off-Ramp / Brant St at W Hawthorn St	AM	15.7	C	18.4	C	18.4	C	2.7	0.0
	AIRPORT	16.7	C	19.9	C	19.9	C	3.2	0.0
	PM	20.5	C	27.3	D	27.3	D	6.8	0.0
25 N Harbor Dr at W Grape St	AM	10.7	B	16.5	B	19.9	B	9.2	3.4
	AIRPORT	11.8	B	20.6	C	22.6	C	10.8	2.0
	PM	18.8	B	18.4	B	28.2	C	9.4	9.8
26 Pacific Hwy at W Grape St	AM	29.2	C	30.1	C	32.9	C	3.7	2.8
	AIRPORT	29.9	C	31.3	C	33.2	C	3.3	1.9
	PM	28.9	C	33.0	C	34.8	C	5.9	1.8
27 Kettner Blvd at W Grape St	AM	30.8	C	33.7	C	37.6	D	6.8	3.9
	AIRPORT	32.1	C	33.4	C	36.8	D	4.7	3.4
	PM	36.2	D	45.6	D	52.1	D	15.9	6.5
28 India St at W Grape St	AM	29.6	C	35.4	D	40.9	D	11.3	5.5
	AIRPORT	31.7	C	39.9	D	44.8	D	13.1	4.9
	PM	35.5	D	62.4	E	88.7	F	53.2	26.3

Table 3.14-33: 2035 With Project Conditions Intersection Level of Service Summary

Intersection	Peak Hour	Existing		2035 Without Project		2035 With Project			
		DELAY (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from Existing (c)	Change from 2035 Without Project (d)
29 Columbia St at W Grape St	AM	34.7	C	84.5	F	136.5	F	101.8	52.0
	AIRPORT	37.6	D	42.3	D	47.3	D	9.7	5.0
	PM	43.3	D	103.4	F	135.3	F	92.0	31.9
30 State St / I-5 SB On-Ramp at W Grape St	AM	24.4	C	33.2	C	39.2	D	14.8	6.0
	AIRPORT	26.0	C	36.5	D	41.4	D	15.4	4.9
	PM	33.1	C	97.1	F	135.9	F	102.8	38.8
31 McCain Rd at N Harbor Dr	AM	11.6	B	11.6	B	14.9	B	3.3	3.3
	AIRPORT	9.1	A	8.2	A	10.3	B	1.2	2.1
	PM	8.1	A	7.2	A	8.4	A	0.3	1.2
32 Spanish Landing at N Harbor Dr	AM	22.2	C	23.6	C	19.8	B	-2.4	-3.8
	AIRPORT	19.8	B	20.6	C	17.7	B	-2.1	-2.9
	PM	19.3	B	21.3	C	18.2	B	-1.1	-3.1
33 Harbor Island Dr at N Harbor Dr	AM	40.0	D	305.0	F	154.3	F	114.3	-150.7
	AIRPORT	44.9	D	458.4	F	162.0	F	117.1	-296.4
	PM	35.3	D	309.7	F	162.4	F	127.1	-147.3
34 Harbor Island Dr at Old Rent A Car Access/ Sheraton	AM	10.0	B	22.5	C	22.4	C	12.4	-0.1
	AIRPORT	10.4	B	19.7	B	19.7	B	9.3	0.0
	PM	10.6	B	54.8	D	53.9	D	43.3	-0.9
35 Harbor Island Dr at Harbor Island Dr	AM	22.1	C	14.5	B	14.6	B	-7.5	0.1
	AIRPORT	22.0	C	14.6	B	14.7	B	-7.3	0.1
	PM	22.6	C	15.1	B	15.1	B	-7.5	0.0
36 Harbor Island Dr at Parking Lot Access	AM	8.5	A	8.6	A	8.6	A	0.1	0.0
	AIRPORT	9.0	A	9.3	A	9.4	A	0.4	0.1
	PM	9.1	A	9.9	A	10.0	B	0.9	0.1
37 Winship Ln at N Harbor Dr	AM	6.4	A	32.2	C	Intersection does not exist in this scenario			
	AIRPORT	7.1	A	42.4	D				
	PM	5.3	A	19.5	B				

Table 3.14-33: 2035 With Project Conditions Intersecting Level of Service Summary

Intersection	Peak Hour	Existing		2035 Without Project		2035 With Project			
		DELAY (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from Existing (c)	Change from 2035 Without Project (d)
38 North Harbor Dr at Liberator Way	AM	4.9	A	10.4	B	12.9	B	8.0	2.5
	AIRPORT	4.7	A	8.0	A	10.9	B	6.2	2.9
	PM	8.8	A	24.8	C	40.3	D	31.5	15.5
39 Cell Phone Lot at N Harbor Dr	AM	16.3	B	26.6	C	1.9	A	-14.4	-24.7
	AIRPORT	32.5	C	54.8	D	3.1	A	-29.4	-51.7
	PM	18.2	B	52.7	D	53.0	D	34.8	0.3
40 Terminal Link Rd / Coast Guard at N Harbor Dr	AM	4.2	A	12.2	B	9.3	A	5.1	-2.9
	AIRPORT	3.9	A	6.4	A	9.7	A	5.8	3.3
	PM	3.3	A	6.4	A	48.0	D	54.4	44.7
41 Kettner Blvd at Palm St	AM	21.7	C	717.4	F	976.8	F	955.1	259.4
	AIRPORT	21.2	C	841.8	F	1109.5	F	1088.3	267.7
	PM	59.9	F	2704.1	F	3512.2	F	3452.3	808.1
42 North Harbor Dr at Laning Rd	AM	13.5	B	20.1	C	12.3	B	-1.2	-7.8
	AIRPORT	26.3	C	27.4	C	27.8	C	1.5	0.4
	PM	32.4	C	35.6	D	36.5	D	4.1	0.9
43 N Harbor Dr at Nimitz Blvd	AM	16.4	B	33.2	C	34.2	C	17.8	1.0
	AIRPORT	19.9	B	25.8	C	25.4	C	5.5	-0.4
	PM	40.7	D	48.7	D	49.0	D	8.3	0.3
44 Rosecrans St at Nimitz Blvd	AM	41.1	D	46.2	D	43.2	D	2.1	-3.0
	AIRPORT	36.0	D	41.8	D	38.5	D	2.5	-3.3
	PM	45.1	D	54.3	D	49.4	D	4.3	-4.9

Source: Kimley-Horn, June 2019.

Notes: Bold values indicate intersections operating at LOS E or F. Bold and shaded values indicate project significant impact. City of San Diego's Significance Determination Thresholds under CEQA, Section O, p.71. A review of SANDAG and Port of San Diego studies indicates that they use the same significance determination thresholds. Under 2030, 2035 and 2050 With Project conditions, all significant impacts are defined as Cumulative impacts per these thresholds.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using Synchro 10.

(c) Change in delay due to addition of background traffic growth, addition of cumulative project traffic, and addition of project traffic. Addition of project traffic may cause a decrease in delay at some locations. This counterintuitive result occurs when the volume being added to the intersection is on movements with less delay than the current overall intersection average delay, decreasing the overall intersection average delay.

(d) Change in delay due to addition of project traffic. Addition of project traffic may cause a decrease in delay at some locations. This counterintuitive result occurs when the volume being added to the intersection is on movements with less delay than the current overall intersection average delay, decreasing the overall intersection average delay.

Improvements to the following intersections, such as adding a through lane, would **not be physically feasible** because the measures would be inconsistent with the Community Plan. Widening the roadway would require additional right-of-way and/or removal of parking; neither of which were recommended in the Community Plan. The City told SDCRAA that it would not support or implement improvements that are inconsistent with the applicable community plan, and the City has jurisdiction over the potential improvements. SDCRAA could not require the City to implement these improvements. Further, due to FAA regulations, potential improvements currently could not be implemented and are presently **not considered feasible** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements or mitigation measures as discussed in Section 3.14.6 above. SDCRAA has not requested funding of any through lane improvements to the roadways because the City told SDCRAA that it would not support or implement improvements that are inconsistent with the applicable community plan, and the City has jurisdiction over the potential improvements. As such, the impacts are considered unmitigable.

The following mitigations, in addition to MM-TDM-1 discussed in detail in Section 3.14.6.1, would address the significant impacts that would occur from the project, as defined by Table 3.14-33, between existing conditions and 2035 With Project conditions:

#3 Pacific Highway at Enterprise Street

This intersection would experience an increase in delay greater than one second and continue to operate at LOS F in the PM peak hour with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Widening to add a third southbound through lane on Pacific Highway would address this cumulative traffic impact. This improvement is consistent with the Midway Pacific Highway Community Plan (MPH CP), which assumes Pacific Highway will be rebuilt as a five-lane prime arterial north of Enterprise Street and a six-lane expressway south of Enterprise Street. Adding a third southbound lane would require removal of a pedestrian bridge crossing the north leg of Pacific Highway serving the NAVWAR (former SPAWAR) site. It would also require reconfiguration of the south leg of the intersection, which has a narrow two-lane bridge under Barnett Avenue. The MPH CP addresses this improvement in mobility policy ME-5.8: "Support an engineering feasibility study to analyze downgrading Pacific Highway to a 6-lane major arterial to improve safety, enhance multimodal connections between the community and Downtown, and create a community gateway. This improvement could potentially include removing grade-separations along Pacific Highway at Barnett Avenue, Witherby Street, and Washington Street." Furthermore, both the east and west legs of the intersection are part of the NAVWAR site. The U.S. Navy has issued a request for proposals to redevelop this site. The MPH CP also identifies a multi-use bicycle/pedestrian path and Class IV cycle tracks along Pacific Highway.

This mitigation is **not feasible** for the project to implement, because it relies on a future City engineering feasibility study and redevelopment of adjacent properties, including the U.S. Navy. The City of San Diego indicated in meetings that they concur with this finding. Further, due to FAA regulations, this improvement currently could not be implemented and is presently **not considered feasible** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be

used to construct or fund any off-Airport improvements or mitigation measures as discussed in Section 3.14.6 above.

#9 Pacific Highway at Sassafras Street / Admiral Boland Way

This intersection would experience an increase in delay greater than two seconds and operate at LOS E during the Airport and PM peak hours with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

MM-TR-I-5a: Improve the Intersection of Pacific Highway at Sassafras Street / Admiral Boland Way. Prior to passenger air travel exceeding 39.3 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Restripe the East leg to a left lane, through lane and right-turn lane. Proposed Mitigation Measure MM-TR-I-5a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Implementation of Mitigation Measure MM-TR-I-5a would ensure that the intersection operates at LOS D during the Airport and PM peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-34.

Table 3.14-34: 2035 With Project Conditions Intersection Improvement Level of Service Summary

Intersection		Peak Hour	Before Improvement		After Improvement (c)		Description
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	
3	Pacific Hwy at Enterprise St	AM	58.8	E	58.8	E	This intersection is the primary access to the future SPAWAR redeveloped site.
		AIRPORT	32.5	C	32.5	C	
		PM	113.6	F	113.6	F	
9*	Pacific Hwy at Sassafras St / Admiral Boland Way	AM	54.3	D	49.1	D	<ul style="list-style-type: none"> • Add a second EB through lane and restripe north leg to a left lane, 3 through lanes, and a right-turn lane • Add Class IV Cycle Track on Pacific Hwy
		AIRPORT	57.8	E	49.4	D	
		PM	58.4	E	52.8	D	
10	Kettner Blvd at Sassafras St	AM	44.5	D	21.7	C	<ul style="list-style-type: none"> • Restripe north leg to a left lane, 2 through lanes, a through/right-turn lane and right-turn lane
		AIRPORT	27.7	C	17.9	B	
		PM	62.0	E	30.2	C	
12*	Pacific Hwy at Palm St	AM	12.4	B	24.0	C	<ul style="list-style-type: none"> • Add Class IV Cycle Track on Pacific Hwy
		AIRPORT	11.8	B	28.5	C	

Table 3.14-34: 2035 With Project Conditions Intersection Improvement Level of Service Summary

Intersection	Peak Hour	Before Improvement		After Improvement (c)		Description	
		Delay (a)	LOS (b)	Delay (a)	LOS (b)		
	PM	14.3	B	33.4	C		
14	W Laurel St at N Harbor Drive	AM	218.3	F	176.0	F	<ul style="list-style-type: none"> Remove SB left-turn movement (Non-airport traffic will be redirected to Pacific Highway – Hawthorn Street) Add third EB left-turn lane and remove an EB through lane
		AIRPORT	149.4	F	113.7	F	
		PM	160.6	F	116.4	F	
15	Pacific Hwy at W Laurel St	AM	100.7	F	45.0	D	
		AIRPORT	84.7	F	44.2	D	
		PM	126.0	F	69.5	E	
16	Kettner Blvd at W Laurel St	AM	353.8	F	51.8	D	<ul style="list-style-type: none"> Restripe SB approach to two right-turn lanes, one through lane and one left-turn lane.
		AIRPORT	368.2	F	52.0	D	
		PM	227.0	F	40.4	D	
22	Columbia St at W Hawthorn St	AM	98.0	F	98.0	F	<ul style="list-style-type: none"> No mitigation proposed since it would require widening on Hawthorn Street
		AIRPORT	64.7	E	64.7	E	
		PM	45.6	D	45.6	D	
23	State St at W Hawthorn St	AM	58.4	E	58.4	E	<ul style="list-style-type: none"> No mitigation proposed since it would require widening on Hawthorn Street
		AIRPORT	26.6	C	26.6	C	
		PM	18.0	B	18.0	B	
28	India St at W Grape St	AM	40.9	D	22.5	C	<ul style="list-style-type: none"> Remove parking from the south side and add a 4th travel lane from North Harbor Drive to State Street Retime signals along Grape Street
		AIRPORT	44.8	D	24.1	C	
		PM	88.7	F	37.1	D	
29	Columbia St at W Grape St	AM	136.5	F	24.9	C	<ul style="list-style-type: none"> Remove parking from the south side and add a 4th travel lane from North Harbor Drive to State Street Retime signals along Grape Street
		AIRPORT	47.3	D	27.8	C	
		PM	135.3	F	47.3	D	
30	State St/ I-5 SB On Ramp at W Grape St	AM	39.2	D	28.9	C	<ul style="list-style-type: none"> Remove parking from the south side and add a 4th travel lane from North Harbor Drive to State Street Retime signals along Grape Street
		AIRPORT	41.4	D	30.3	C	
		PM	135.9	F	27.5	C	
33	Harbor Island Dr at N Harbor Dr	AM	154.3	F	40.8	D	<ul style="list-style-type: none"> Re-coordinate signals along North Harbor Drive
		AIRPORT	162.0	F	48.0	D	
		PM	162.4	F	50.5	D	
41	Kettner Blvd at Palm St	AM	976.8	F	4.8	A	<ul style="list-style-type: none"> Install traffic signal Restripe Palm Street to two lanes in each direction between Kettner Blvd and Pacific Hwy Pre-signals at rail crossing
		AIRPORT	1109.5	F	6.2	A	
		PM	3512.2	F	1.7	A	

Source: Kimley-Horn, June 2019.

Notes:

Bold values indicate intersections operating at LOS E or F. **Bold and shaded** values indicate project significant impact.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using Synchro 10.

(c) The Table presumes the improvements are feasible, which is uncertain.

Footnotes:

(*) Intersections 9 and 12 are not significant impacts. Class IV Cycle Track added as part of mitigation at Laurel Street / Pacific Highway.

#10 Kettner Boulevard at Sassafras Street

This intersection would experience an increase in delay greater than two seconds and operate at LOS E during the PM peak hour with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

MM-TR-I-5b: Improve the Intersection of Kettner Boulevard at Sassafras Street. Prior to passenger air travel exceeding 39.3 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Restripe the north leg of the intersection to a left lane, 2 through lanes, a through/right-turn lane and right-turn lane. Proposed Mitigation Measure MM-TR-I-5b presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Implementation of Mitigation Measure MM-TR-I-5b would ensure that the intersection operates at LOS C during the PM peak hour, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-34.

#14 W Laurel Street at N Harbor Drive

This intersection would experience an increase in delay greater than one second and continue to operate at LOS F during the AM, Airport, and PM peak hours with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1a, as previously described in Section 3.14.6.1, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-34. Proposed Mitigation Measure MM-TR-I-1a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure,

and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#15 Pacific Highway at W Laurel Street

This intersection would experience an increase in delay greater than one second and operate at LOS F during the AM, Airport, and PM peak hours with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1b, as previously described in Section 3.14.6.1, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-34. Proposed Mitigation Measure MM-TR-I-1b presently is **not considered feasible** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is **physically feasible** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#16 Kettner Boulevard at W Laurel Street

This intersection would experience an increase in delay greater than one second and continue to operate at LOS F with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1c, as previously described in Section 3.14.6.1.1, would ensure that the intersection operates at LOS D during the AM, Airport, and PM peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-34. Proposed Mitigation Measure MM-TR-I-1c presently is **not considered feasible** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is **physically feasible** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the

Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#22 Columbia Street at W Hawthorn Street

This intersection would experience an increase in delay greater than one second and operates at LOS F during the AM peak hour and LOS E during the Airport peak hour with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

No mitigation is proposed for this intersection under year 2035 With Project conditions. Improving this intersection would require the widening of Hawthorn Street. Hawthorn Street is currently at its Community Plan designated roadway classification and potential mitigation measure to add through lanes would **not be consistent** with the Community Plan. As such, this improvement is considered unmitigable.

#23 State Street at W Hawthorn Street

This intersection would experience an increase in delay greater than two seconds and at LOS E during the AM peak hour with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Improving this intersection would require the widening of Hawthorn Street. Hawthorn Street is currently at its Community Plan designated roadway classification and potential mitigation measure to add through lanes would **not be consistent** with the Community Plan. As such, this improvement is considered unmitigable.

#28 India Street at W Grape Street

This intersection would experience an increase in delay greater than one second and operates at LOS F during the PM peak hour with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

MM-TR-I-5c: Improve the Intersection of India Street at W Grape Street. Prior to passenger air travel exceeding 35.8 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Remove parking from the south side and add a 4th travel lane from North Harbor Drive to State Street and retime signals along Grape Street. Proposed Mitigation Measure MM-TR-I-5c presently is **not considered feasible** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is **physically feasible** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this

Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Implementation of Mitigation Measure MM-TR-I-5c would ensure that the intersection operates at LOS D during the PM peak hour, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-34.

#29 Columbia Street at W Grape Street

This intersection would experience an increase in delay greater than one second and continue to operate at LOS F during the AM and PM peak hours with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-4a would ensure that the intersection operates at LOS C during the AM peak hour and at LOS D during the PM peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-34. Proposed Mitigation Measure MM-TR-I-4a presently is **not considered feasible** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is **physically feasible** because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#30 State Street / I-5 SB On-Ramp at W Grape Street

This intersection would experience an increase in delay greater than one second and operates at LOS F during the PM peak hour with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-4b, as previously described in Section 3.14.6.1, would ensure that the intersection operates at LOS C during the AM, Airport, and PM peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-34. Proposed Mitigation Measure MM-TR-I-4b presently is **not considered feasible**

because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is *physically feasible* because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#33 Harbor Island Drive at N Harbor Drive

This intersection would experience an increase in delay greater than one second and operates at LOS F during the PM with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1d, as previously described in Section 3.14.6.1.1, would ensure that the intersection operates at LOS D during the AM, Airport, and PM peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-34. Proposed Mitigation Measure MM-TR-I-1d presently is *not considered feasible* because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is *physically feasible* because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#41 Kettner Boulevard at Palm Street

This intersection would experience an increase in delay greater than one second and would continue to operate at LOS F with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1e, as previously described in Section 3.14.6.1, would ensure that the intersection operates at LOS A during the AM, Airport, and PM peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-34. Proposed Mitigation Measure MM-TR-I-1e presently is *not considered feasible* because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA

approval of funding. While the mitigation measure is **physically feasible** because there is ability to install a traffic signal at this location, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

In place of mitigating specific intersection facilities, beyond those previously identified, the following long-range transportation planning study and resulting measures are recommended to address Year 2035 cumulative impacts.

MM-TR-LRP-1: Airport Regional Connections. The SDCRAA shall participate in regional efforts to develop a long-range transportation solution for accessing the Airport, including the following measures: 1. Participate in regional planning efforts led by SANDAG (Airport Connections Study) to determine transit connections between regional transit and the Airport terminals, freeway connections along the Laurel Street corridor, intelligent transportation systems, and mobility hub improvements/strategies; and 2. Participate in the implementation of improvements and strategies identified in the Airport Connections Study.

1. SDCRAA staff are fully engaged as stakeholders in SANDAG's committee and subcommittees which are tasked with developing regional solutions for improving access to the Airport. Other stakeholders include SANDAG, City of San Diego, MTS, Caltrans, US Navy and Marine Corps, and the Port of San Diego. SDCRAA has shared data, plans, concepts, and studies. In addition, SDCRAA shall provide feedback on suggested options.

SDCRAA will fund its fair share of agreed to improvement to implement long-term regional solutions identified by SANDAG's Airport Connections Study, subject to FAA concurrence to use Airport funding for these purposes. Proposed Mitigation Measure MM-TR-LRP-1 currently could not be implemented and is presently **not considered feasible** because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding. Portions of Mitigation Measure MM-TR-LRP-1 require physical improvements to facilities and/or VMT reduction items and are within the jurisdiction of other public agencies or departments and are **not considered physically feasible**. SDCRAA could not require those agencies or departments to implement any as yet unidentified improvements or VMT reduction programs. SDCRAA will, however, continue to collaborate with the other public agencies and departments to implement any improvement items and/or VMT reduction programs (consistent with CEQA Guidelines section 15064.3) relating to the Airport. Also, due to FAA regulations, proposed Mitigation Measure MM-TR-LRP-1 currently could not be implemented and is presently **not considered feasible** because the FAA may not authorize the use of any FAA grant funds or SDIA

revenue to be used to construct or fund any off-Airport improvements, programs to reduce VMT, or other mitigation measures. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for the as yet unidentified off-Airport improvement or VMT reduction items. If the funding is granted (and the other agencies agree to implement) then the Mitigation Measure would be feasible. If the FAA does not approve the funding then the Measure would be infeasible.

Roadway Segment Level of Service

2035 Without Project and 2035 With Project volumes were evaluated at the study area roadway segments. Results of the analysis are presented in Table 3.14-35. Cumulative roadway segment impacts from the project Phase 2b are identified in column "2035 With Project Comparison, Existing." As shown in the table, all study area roadway segments operate at acceptable levels of service under weekday conditions with the exception of:

2035 Without Project Conditions

Kettner Boulevard

- Vine Street to Sassafras Street operates at **LOS F**
- Sassafras Street to Palm Street operations at **LOS F**
- Palm Street to Laurel Street operates at **LOS F**

Sassafras Street

- Pacific Highway to Kettner Boulevard operates at **LOS F**

Palm Street

- Pacific Highway to Kettner Boulevard operates at **LOS F**

Laurel Street

- Harbor Drive to Pacific Highway operates at **LOS F**

Hawthorn Street

- Harbor Drive to Pacific Highway operates at **LOS F**
- Pacific Highway to India Street operates at **LOS F**
- India Street to State Street operates at **LOS F**
- State Street to Albatross Street operates at **LOS F**

Grape Street

- Harbor Drive to Pacific Highway operates at **LOS F**
- Pacific Highway to India Street operates at **LOS F**
- India Street to State Street operates at **LOS F**

North Harbor Drive

- Harbor Island Drive to Winship Lane operates at **LOS E**
- Winship Lane to Liberator Way operates at **LOS F**
- Liberator Way to Cell Phone Lot operates at **LOS F**
- Cell Phone Lot to Laurel Street/ Solar Turbines operates at **LOS F**

Table 3.14-35: 2035 With Project Conditions Roadway Segment Level of Service Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			2035 Without Project			2035 With Project			2035 With Project Comparison			
			ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	Existing		2035 Without Project	
												Δ in ADT	Δ in V/C	Δ in ADT	Δ in V/C
Pacific Highway															
Kurtz St to Barnett Ave	6 Lane Major Arterial	50,000	21,780	0.436	B	24,233	0.485	B	25,389	0.508	B	3,609	0.072	1,157	0.023
Barnett Ave to Washington St	6-Lane Expressway	80,000	51,778	0.647	C	64,850	0.811	D	67,720	0.847	D	15,942	0.200	2,870	0.036
Washington St to Sassafras St	6 Lane Prime Arterial	60,000	14,219	0.237	A	19,100	0.318	A	20,278	0.338	A	6,059	0.101	1,178	0.020
Sassafras St to Palm St	6 Lane Major Arterial	50,000	18,988	0.380	A	21,642	0.433	B	26,322	0.526	B	7,334	0.146	4,680	0.093
Palm St to Laurel St	6 Lane Major Arterial	50,000	20,447	0.409	B	24,542	0.491	B	29,810	0.596	C	9,363	0.187	5,269	0.105
Laurel St to Juniper St	6 Lane Major Arterial	50,000	10,478	0.210	A	15,026	0.301	A	18,432	0.369	A	7,954	0.159	3,405	0.068
Kettner Blvd															
Vine St to Sassafras St	3 Lane Major Arterial (one-way)	27,500	26,492	0.963	E	37,967	1.381	F	44,478	1.617	F	17,986	0.654	6,511	0.236
Sassafras St to Palm St	3 Lane Major Arterial (one-way)	27,500	18,406	0.669	C	36,467	1.326	F	42,560	1.548	F	24,154	0.879	6,093	0.222
Palm St to Laurel St	3 Lane Major Arterial (one-way)	27,500	18,406	0.669	C	29,291	1.065	F	31,883	1.159	F	13,477	0.490	2,591	0.094
India St															
Sassafras St to Laurel St	3 Lane Major Arterial (one-way)	27,500	14,465	0.526	B	24,880	0.905	D	30,974	1.126	F	16,509	0.600	6,093	0.221
Laurel St to Juniper St	3 Lane Collector (one-way)	26,000	3,884	0.149	A	4,249	0.163	A	4,249	0.163	A	365	0.014	0	0.000
Washington St															
West of Pacific Hwy	4 Lane Major Arterial	40,000	4,847	0.121	A	5,402	0.135	A	8,315	0.208	A	3,468	0.087	2,913	0.073
Hancock St to San Diego Ave	4 Lane Major Arterial	40,000	22,972	0.574	C	27,430	0.686	C	28,650	0.716	C	5,678	0.142	1,221	0.030
East of India St	4 Lane Major Arterial	40,000	24,710	0.618	C	32,265	0.807	D	33,486	0.837	D	8,776	0.219	1,221	0.030

Table 3.14-35: 2035 With Project Conditions Roadway Segment Level of Service Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			2035 Without Project			2035 With Project			2035 With Project Comparison				
			ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	Existing		2035 Without Project		
												Δ in ADT	Δ in V/C	Δ in ADT	Δ in V/C	
Sassafras St																
Pacific Hwy to Kettner Blvd	3 Lane Collector (w/o two-way left-turn lane)	12,000	15,983	1.332	F	21,100	1.758	F	32,998	2.75	F	17,015	1.418	11,898	0.992	
Palm St																
Pacific Hwy to Kettner Blvd	2 Lane Collector (w/o two-way left-turn lane)	8,000	1,940	0.243	A	11,901	1.488	F	12,490	1.561	F	10,550	1.318	589	0.073	
Laurel St																
Harbor Dr to Pacific Hwy	5 Lane Major Arterial	45,000	35,441	0.788	D	59,468	1.322	F	69,652	1.548	F	34,211	0.760	10,184	0.226	
Pacific Hwy to India St	4 Lane Major Arterial	40,000	21,042	0.526	C	29,304	0.733	C	33,705	0.843	D	12,663	0.317	4,401	0.110	
India St to State St/ Reynard Wy	4 Lane Major Arterial	40,000	14,072	0.352	A	15,132	0.378	B	16,353	0.409	B	2,281	0.057	1,221	0.031	
Hawthorn St																
Harbor Dr to Pacific Hwy	3 Lane Collector (one-way)	26,000	26,337	1.013	F	32,960	1.268	F	36,965	1.422	F	10,628	0.409	4,005	0.154	
Pacific Hwy to India St	3 Lane Collector (one-way)	26,000	30,936	1.190	F	50,768	1.953	F	54,773	2.107	F	23,837	0.917	4,005	0.154	
India St to State St	3 Lane Collector (one-way)	26,000	30,936	1.190	F	51,285	1.973	F	55,290	2.127	F	24,354	0.937	4,005	0.154	
State St to Albatross St	2 Lane Collector (w/o two-way left-turn lane)	8,000	10,483	1.310	F	11,468	1.433	F	11,468	1.433	F	985	0.123	0	0.000	
Grape St																
Harbor Dr to Pacific Hwy	3 Lane Collector (one-way)	26,000	23,826	0.916	E	47,371	1.822	F	51,965	1.999	F	28,139	1.083	4,594	0.177	
Pacific Hwy to India St ¹	3 Lane Collector (one-way)	26,000	28,167	1.083	F	56,654	2.179	F	61,248	2.356	F	33,081	1.273	4,594	0.177	
India St to State St	3 Lane Collector (one-way)	26,000	32,386	1.246	F	71,293	2.742	F	75,887	2.919	F	43,501	1.673	4,594	0.177	
Albatross St to Front St ¹	3 Lane Collector (one-way)	26,000	2,172	0.084	A	5,555	0.214	A	5,555	0.214	A	3,383	0.130	0	0.000	

Table 3.14-35: 2035 With Project Conditions Roadway Segment Level of Service Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			2035 Without Project			2035 With Project			2035 With Project Comparison			
			ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	Existing		2035 Without Project	
												Δ in ADT	Δ in V/C	Δ in ADT	Δ in V/C
North Harbor Dr															
Scott Rd to Nimitz Blvd ²	4 Lane Prime Arterial	50,000	11,759	0.235	A	17,572	0.351	A	18,279	0.366	A	6,520	0.131	707	0.015
Nimitz Blvd to Laning Rd ²	6 Lane Prime Arterial	60,000	19,644	0.327	A	27,762	0.463	B	29,882	0.498	B	10,238	0.171	2,120	0.035
Laning Rd to McCain Rd	6 Lane Prime Arterial	60,000	28,798	0.480	B	34,825	0.58	B	37,652	0.628	C	8,854	0.148	2,827	0.048
McCain Rd to Spanish Landing	6 Lane Prime Arterial	60,000	29,392	0.490	B	31,170	0.52	B	37,711	0.629	C	8,319	0.139	6,540	0.109
Spanish Landing to Harbor Island Dr	6 Lane Prime Arterial	60,000	30,278	0.505	B	28,424	0.474	B	34,772	0.58	B	4,494	0.075	6,348	0.106
Harbor Island Dr to Winship Ln ²	6 Lane Prime Arterial	60,000	77,384	1.290	F	59,917	0.999	E	38,801	0.647	C	-38,583	-0.643	-21,116	-0.352
Winship Ln to Liberator Way	6 Lane Prime Arterial	60,000	89,066	1.484	F	125,683	2.095	F	103,004	1.717	F	13,938	0.233	-22,678	-0.378
Liberator Way to Cell Phone Lot	6 Lane Prime Arterial	60,000	94,942	1.582	F	127,440	2.124	F	104,762	1.746	F	9,820	0.164	-22,678	-0.378
Cell Phone Lot to Laurel St/ Solar Turbines	6 Lane Prime Arterial	60,000	95,096	1.585	F	140,322	2.339	F	106,158	1.769	F	11,062	0.184	-34,164	-0.570
Laurel St/ Solar Turbines to W Laurel St	6 Lane Prime Arterial	60,000	76,603	1.277	F	128,758	2.146	F	100,964	1.683	F	24,361	0.406	-27,794	-0.463
Laurel St to Hawthorn St	6 Lane Prime Arterial	60,000	59,521	0.992	E	103,446	1.724	F	113,929	1.899	F	54,408	0.907	10,484	0.175
Hawthorn St to Grape St ¹	6 Lane Prime Arterial	60,000	37,881	0.631	C	73,781	1.23	F	80,260	1.338	F	42,379	0.707	6,479	0.108
Grape St to Ash St ¹	5 Lane Prime Arterial	55,000	20,437	0.372	A	26,849	0.488	B	28,733	0.522	B	8,296	0.150	1,885	0.034
Harbor Island Dr															
Harbor Dr to Old Rent A Car Access	4 Lane Major Arterial	40,000	12,743	0.319	A	32,466	0.812	D	32,873	0.822	D	20,130	0.503	407	0.010
West of Harbor Island Dr	4 Lane Major Arterial	40,000	7,661	0.192	A	14,260	0.356	A	14,667	0.367	A	7,006	0.175	407	0.011
Harbor Island Dr to Parking Lot	4 Lane Collector (w/o two-way left-turn lane)	15,000	4,801	0.320	A	8,044	0.536	C	8,044	0.536	C	3,243	0.216	0	0.000

Table 3.14-35: 2035 With Project Conditions Roadway Segment Level of Service Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			2035 Without Project			2035 With Project			2035 With Project Comparison			
			ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	Existing		2035 Without Project	
												Δ in ADT	Δ in V/C	Δ in ADT	Δ in V/C
East of Parking Lot	4 Lane Collector (w/o two-way left-turn lane)	15,000	3,929	0.262	A	8,044	0.536	C	8,044	0.536	C	4,115	0.274	0	0.000

Notes: Bold values indicate roadway segments operating at LOS E or F. Bold and shaded values indicate project significant impact. City of San Diego’s Significance Determination Thresholds under CEQA, Section O, p.71. A review of SANDAG and Port of San Diego studies indicates that they use the same significance determination thresholds. Under 2030, 2035 and 2050 With Project conditions, all significant impacts are defined as Cumulative impacts per these thresholds.

(a) Existing roads street classification is based on the City of San Diego Street Design Manual, March 2018 Edition.

(b) Average Daily Traffic (ADT) volumes for the roadway segments were provided by National Data & Surveying Services and measured in June 2017 and in March 2019.

(c) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

¹ Volumes from January 1, 2005 to February 2, 2017. Growth factor applied based on comparison between 2017 counted volumes and 2013 Machine Count Traffic volumes.

² 2015 ADT Volumes obtained from City of San Diego Machine Count Traffic Volumes from January 1, 2005 to February 2, 2017

- Laurel Street/ Solar Turbines to West Laurel Street operates at **LOS F**
- Laurel Street to Hawthorn Street operates at **LOS F**
- Hawthorn Street to Grape Street operates at **LOS F**

2035 With Project Conditions

Kettner Boulevard

- **Vine Street to Sassafras Street operates at LOS F**
- **Sassafras Street to Palm Street operates at LOS F**
- **Palm Street to Laurel Street operates at LOS F**

India Street

- **Sassafras Street to Laurel Street operates at LOS F**

Sassafras Street

- **Pacific Highway to Kettner Boulevard operates at LOS F**

Palm Street

- **Pacific Highway to Kettner Boulevard operates at LOS F**

Laurel Street

- **Harbor Drive to Pacific Highway operates at LOS F**

Hawthorn Street

- **Harbor Drive to Pacific Highway operates at LOS F**
- **Pacific Highway to India Street operates at LOS F**
- **India Street to State Street operates at LOS F**
- **State Street to Albatross Street operates at LOS F**

Grape Street

- **Harbor Drive to Pacific Highway operates at LOS F**
- **Pacific Highway to India Street operates at LOS F**
- **India Street to State Street operates at LOS F**

North Harbor Drive

- **Winship Lane to Liberator Way operates at LOS F**
- **Liberator Way to Cell Phone Lot operates at LOS F**
- **Cell Phone Lot to Laurel Street / Solar Turbines operates at LOS F**
- **Laurel Street/ Solar Turbines to West Laurel Street operates at LOS F**
- **Laurel Street to Hawthorn Street operates at LOS F**
- **Hawthorn Street to Grape Street operates at LOS F**

The roadways listed above that are shown in bold text are considered to be cumulatively considerable impacts. Specifically, the proposed project's traffic adds to the roadway's v/c by at least 0.02 at LOS E or 0.01 at LOS F. The following mitigations, in addition to MM-TDM-1 discussed in detail in Section 3.14.6.1, would address the significant impacts that would occur from the project, as defined by Table 3.14-35, between Existing traffic conditions and 2035 With Project conditions:

Kettner Boulevard from Vine Street to Sassafras Street

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and would continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Kettner Boulevard is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Kettner Boulevard from Sassafras Street to Palm Street

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and would continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Kettner Boulevard is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Kettner Boulevard from Palm Street to Laurel Street

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and would continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Kettner Boulevard is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

India Street from Sassafras Street to Laurel Street

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and would continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact. India Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Sassafras Street from Pacific Highway to Kettner Boulevard

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and would continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-1a, as previously described in Section 3.14.6.1, would reduce the roadway segment v/c ratio to a less-than-significant level, as shown in Table 3.14-36. Proposed Mitigation Measure MM-TR-RS-1a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Palm Street from Pacific Highway to Kettner Boulevard

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and would continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-4a, as previously described in Section 3.14.6.1, would reduce the roadway segment level of service to LOS D, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-36. Proposed Mitigation Measure MM-TR-RS-4a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Table 3.14-36: 2035 With Project Roadway Segment Improvement Level of Service Summary

Roadway Segment	With Project ADT	Before Improvement				After Improvement (c)				
		Roadway Classification (a)	LOS E Capacity	V/C Ratio (b)	LOS	Roadway Classification	Future Bicycle Facility	LOS E Capacity	V/C Ratio (b)	LOS
Kettner Blvd										
Vine St to Sassafras St	44,478	3 Lane Major Arterial (one-way)	27,500	1.617	F	3 Lane Major Arterial (one-way)	Class II (one-way)	27,500	1.617	F
Sassafras St to Palm St	42,560	3 Lane Major Arterial (one-way)	27,500	1.548	F	3 Lane Major Arterial (one-way)	Class II (one-way)	27,500	1.548	F
Palm St to Laurel St	31,883	3 Lane Major Arterial (one-way)	27,500	1.159	F	3 Lane Major Arterial (one-way)	Class II (one-way)	27,500	1.159	F
India St										
Sassafras St to Laurel St	30,974	3 Lane Major Arterial (one-way)	27,500	1.126	F	3 Lane Major Arterial (one-way)	Class II (one-way)	27,500	1.126	F
Sassafras St										
Pacific Hwy to Kettner Blvd	32,998	3 Lane Collector (w/o two-way left-turn lane)	12,000	2.750	F	4 Lane Collector	Class II	30,000	1.075	F
Palm St										
Pacific Hwy to Kettner Blvd	12,490	2 Lane Collector (w/o two-way left-turn lane)	8,000	1.561	F	4 Lane Collector (w/o two-way left-turn lane)	–	15,000	0.827	D
Laurel St										
Harbor Dr to Pacific Hwy	69,652	5 Lane Major Arterial	45,000	1.548	F	5 Lane Major Arterial	Class III	45,000	1.548	F
Hawthorn St										
Harbor Dr to Pacific Hwy	36,965	3 Lane Collector (one-way)	26,000	1.422	F	3 Lane Collector (one-way)	Class IV (one-way)	26,000	1.422	F
Pacific Hwy to India St	54,773	3 Lane Collector (one-way)	26,000	2.107	F	3 Lane Collector (one-way)	Class IV (one-way)	26,000	2.107	F
India St to State St	55,290	3 Lane Collector (one-way)	26,000	2.127	F	3 Lane Collector (one-way)	Class IV (one-way)	26,000	2.127	F
State St to Albatross St	11,468	2 Lane Collector (w/o two-way left-turn lane)	8,000	1.433	F	2 Lane Collector (w/o two-way left-turn lane)	–	8,000	1.433	F

Table 3.14-36: 2035 With Project Roadway Segment Improvement Level of Service Summary

Roadway Segment	With Project ADT	Before Improvement				After Improvement (c)				
		Roadway Classification (a)	LOS E Capacity	V/C Ratio (b)	LOS	Roadway Classification	Future Bicycle Facility	LOS E Capacity	V/C Ratio (b)	LOS
Grape St										
Harbor Dr to Pacific Hwy	51,965	3 Lane Collector (one-way)	26,000	1.999	F	4 Lane Collector (one-way)	Class IV (one-way)	34,700	1.477	F
Pacific Hwy to India St	61,248	3 Lane Collector (one-way)	26,000	2.356	F	4 Lane Collector (one-way)	Class IV (one-way)	34,700	1.745	F
India St to State St	75,887	3 Lane Collector (one-way)	26,000	2.919	F	4 Lane Collector (one-way)	Class IV (one-way)	34,700	2.167	F
North Harbor Dr										
Winship Ln to Liberator Way	103,004	6 Lane Prime Arterial	60,000	1.717	F	6 Lane Prime Arterial	Class I(S/S)/Class II or III	60,000	1.717	F
Liberator Way to Cell Phone Lot	104,762	6 Lane Prime Arterial	60,000	1.746	F	6 Lane Prime Arterial	Class I(S/S)/Class II or III	60,000	1.746	F
Cell Phone Lot to Laurel St / Solar Turbines	106,158	6 Lane Prime Arterial	60,000	1.769	F	6 Lane Prime Arterial	Class I(S/S)/Class II or III	60,000	1.769	F
Laurel St / Solar Turbines to W Laurel St	100,964	6 Lane Prime Arterial	60,000	1.683	F	6 Lane Prime Arterial	Class I(S/S)/Class III	60,000	1.683	F
Laurel St to Hawthorn St	113,929	6 Lane Prime Arterial	60,000	1.899	F	6 Lane Prime Arterial	Class I(S/S)/Class III	60,000	1.899	F
Hawthorn St to Grape St	80,260	6 Lane Prime Arterial	60,000	1.338	F	6 Lane Prime Arterial	Class I(S/S)/Class III	60,000	1.338	F

Source: Kimley-Horn, June 2019.

Notes:

Bold values indicate intersections operating at LOS E or F. **Bold and shaded** values indicate project significant impact.

(a) Existing roads street classification is based on the City of San Diego Street Design Manual, March 2018 Edition.

(b) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

(c) The Table presumes the improvements are feasible, which is uncertain.

Laurel Street from Harbor Drive to Pacific Highway

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and would continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Laurel Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from Harbor Drive to Pacific Highway

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and would continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from Pacific Highway to India Street

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and would continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from India Street to State Street

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and would continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its current Community Plan-designated roadway classification and potential mitigation measures to add though lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from State Street to Albatross Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Grape Street from Harbor Drive to Pacific Highway

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-1b, as previously described in Section 3.14.6.1, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-36. Proposed Mitigation Measure MM-TR-RS-1b presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item. This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

Grape Street from Pacific Highway to India Street

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and would continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-1c, as previously described in Section 3.14.6.1, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at a significant level, as shown in Table 3.14-36. Proposed Mitigation Measure MM-TR-RS-1c presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval

of funding. While the mitigation measure is **physically feasible**, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item. This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

Grape Street from India Street to State Street

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and would continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-1d, as previously described in Section 3.14.6.1, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D . This potentially significant impact would remain at a significant level, as shown in Table 3.14-36. Proposed Mitigation Measure MM-TR-RS-1d presently is **not considered feasible** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is **physically feasible**, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item. This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street. This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

North Harbor Drive from Winship Lane to Liberator Way

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and would continue to operate at LOS F with the addition of the proposed project traffic.

Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would **not be consistent** with the Community Plan. As such, this impact is considered unmitigable.

North Harbor Drive from Liberator Way to Cell Phone Lot

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and would continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would **not be consistent** with the Community Plan. As such, this impact is considered unmitigable.

North Harbor Drive from Cell Phone Lot to Laurel Street / Solar Turbines

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would **not be consistent** with the Community Plan. As such, this impact is considered unmitigable.

North Harbor Drive from Laurel Street / Solar Turbines to W Laurel Street

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and would continue to operate at LOS with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would **not be consistent** with the Community Plan. As such, this impact is considered unmitigable.

North Harbor Drive from Laurel Street to Hawthorn Street

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and would continue to operate at LOS with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would **not be consistent** with the Community Plan. As such, this impact is considered unmitigable.

North Harbor Drive from Hawthorn Street to Grape Street

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and would continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would **not be consistent** with the Community Plan. As such, this impact is considered unmitigable.

Some of the roadway segments identified above, are currently at their Community Plan-designated roadway classification and potential mitigation measures to add through lanes would **not be physically feasible** because the measure would be inconsistent with the Community Plan. Further, due to FAA regulations, potential improvements currently could not be implemented and are presently **not considered feasible** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements or mitigation measures discussed in section 3.14.6 above. SDCRAA has not requested funding of any through lane improvements to the roadways because the City told SDCRAA that it would not support or implement improvements that are inconsistent with the applicable community plan, and the City has jurisdiction over the potential improvements. SDCRAA could not require the City to implement this improvement. As such, this impact is considered unmitigable.

In place of mitigating specific roadway facilities, beyond those previously identified, the following long-range transportation planning study and resulting measures are recommended to address Year 2035 cumulative impacts.

MM-TR-LRP-1: Airport Regional Connections. The SDCRAA shall participate in regional efforts to develop a long-range transportation solution for accessing the Airport, including the following measures: 1. Participate in regional planning efforts led by SANDAG (Airport Connections Study) to determine transit connections between regional transit and the Airport terminals, freeway connections along the Laurel Street corridor, intelligent transportation systems, and mobility hub improvements/strategies; and 2. Participate in the implementation of improvements and strategies identified in the Airport Connections Study.

1. SDCRAA staff are fully engaged as stakeholders in SANDAG's committee and subcommittees which are tasked with developing regional solutions for improving access to the Airport. Other stakeholders include SANDAG, City of San Diego, MTS, Caltrans, US Navy and Marine Corps, and the Port of San Diego. SDCRAA has shared data, plans, concepts, and studies. In addition, SDCRAA shall provide feedback on suggested options.
2. SDCRAA will fund its fair share of agreed to improvement to implement long-term regional solutions identified by SANDAG's Airport Connections Study, subject to FAA concurrence to use Airport funding for these purposes. Proposed Mitigation Measure MM-TR-LRP-1 currently could not

be implemented and is presently *not considered feasible* because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding. Portions of Mitigation Measure MM-TR-LRP-1 require physical improvements to facilities and/or VMT reduction items and are within the jurisdiction of other public agencies or departments and are *not considered physically feasible*. SDCRAA could not require those agencies or departments to implement any as yet unidentified improvements or VMT reduction programs. SDCRAA will, however, continue to collaborate with the other public agencies and departments to implement any improvement items and/or VMT reduction programs (consistent with CEQA Guidelines section 15064.3) relating to the Airport. Also, due to FAA regulations, proposed Mitigation Measure MM-TR-LRP-1 currently could not be implemented and is presently *not considered feasible* because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements, programs to reduce VMT, or other mitigation measures. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for the as yet unidentified off-Airport improvement or VMT reduction items. If the funding is granted (and the other agencies agree to implement) then the Mitigation Measure would be feasible. If the FAA does not approve the funding then the Measure would be infeasible.

Freeway Segment Level of Service

2035 Without Project and 2035 With Project volumes were evaluated at the study area freeway segments. Results of the analysis are presented in Table 3.14-37. Cumulative freeway impacts from the project Phase 2b are identified in column "2035 With Project Comparison, Existing Δ in V/C." As shown in the table, all study area freeway segments operate at acceptable levels of service under weekday conditions with the exception of:

2035 Without Project Conditions

I-5

- North of J Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of Route 94 Junction in the Northbound direction in the AM Peak operates at **LOS F**
- North of Pershing Drive in the Northbound direction in the AM Peak operates at **LOS F**
- North of Route 163 Junction in the Northbound direction in the AM Peak operates at **LOS F**
- North of Sixth Avenue in the Northbound direction in the AM Peak operates at **LOS F**
- North of First Avenue in the Northbound direction in the AM Peak operates at **LOS F**
- North of Hawthorn Street
 - In the Northbound direction in the AM Peak operates at **LOS F**
 - In the Northbound direction in the PM Peak operates at **LOS F**
- North of India/Sassafras Street in the Northbound direction in the AM Peak operates at **LOS F**

Table 3.14-37: 2035 Conditions Freeway Segment Level of Service Summary

Freeway Segment	Dir	Number of Lanes	Existing						2035 Without Project						2035 With Project						2035 With Project Comparison				
			Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Existing Δ in V/C		2035 Without Project Δ in V/C		
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
I-5	North of J Street	SB	4	21	29	0.618	0.836	C	D	23.7	32.0	0.690	0.934	C	D	24.4	33.0	0.713	0.964	C	D	-	-	-	-
		NB	4	32	20	0.943	0.587	D	C	--	23.5	1.098	0.684	F*	C	--	24.2	1.134	0.706	F*	C	0.191	-	0.035	-
	North of Route 94 Junction	SB	5	22	30	0.637	0.861	C	D	23.9	32.3	0.696	0.942	C	D	25.0	33.9	0.730	0.988	C	D	-	-	-	-
		NB	5	33	21	0.970	0.604	D	C	--	22.9	1.074	0.669	F*	C	--	23.7	1.112	0.693	F*	C	0.142	-	0.038	-
	North of Pershing Drive	SB	5	22	30	0.637	0.861	C	D	23.9	32.3	0.696	0.942	C	D	25.4	--	0.741	1.003	C	F*	-	0.142	-	0.061
		NB	5	33	21	0.970	0.604	D	C	--	22.7	1.061	0.661	F*	C	--	23.4	1.093	0.681	F*	C	0.123	-	0.032	-
	North of Route 163 Junction	SB	5	24	20	0.711	0.579	C	C	26.7	21.7	0.778	0.634	D	C	28.1	22.9	0.819	0.667	D	C	-	-	-	-
		NB	5	N/A	27	1.062	0.794	F*	D	--	29.8	1.162	0.868	F*	D	--	31.5	1.228	0.918	F*	D	0.165	-	0.066	-
	North of Sixth Avenue	SB	5	24	20	0.711	0.579	C	C	26.7	21.7	0.778	0.634	D	C	28.0	22.8	0.818	0.666	D	C	-	-	-	-
		NB	5	N/A	27	1.062	0.794	F*	D	--	29.8	1.162	0.868	F*	D	--	31.5	1.230	0.920	F*	D	0.168	-	0.068	-
	North of First Avenue	SB	4	24	20	0.706	0.575	C	C	28.6	23.3	0.834	0.679	D	C	30.6	24.9	0.892	0.727	D	C	-	-	-	-
		NB	4	N/A	27	1.055	0.788	F*	D	--	30.7	1.198	0.895	F*	D	--	32.6	1.271	0.950	F*	D	0.216	-	0.073	-
	North of Hawthorn Street	SB	4	29	23	0.840	0.685	D	C	31.8	25.9	0.926	0.755	D	C	32.6	26.6	0.951	0.775	D	D	-	-	-	-
		NB	4	N/A	32	1.255	0.938	F*	D	--	--	1.396	1.043	F*	F*	--	--	1.435	1.073	F*	F*	0.181	0.135	0.040	0.030
	North of India / Sassafras Street	SB	5	22	18	0.653	0.532	C	C	24.5	20.0	0.715	0.583	C	C	24.5	20.0	0.715	0.583	C	C	-	-	-	-
		NB	5	33	25	0.975	0.729	D	C	--	27.8	1.086	0.812	F*	D	--	28.0	1.091	0.816	F*	D	0.117	-	0.005	-
	North of Pacific Highway Viaduct	SB	4	22	18	0.650	0.529	C	C	25.6	20.8	0.745	0.607	C	C	25.6	20.8	0.745	0.607	C	C	-	-	-	-
		NB	4	33	25	0.970	0.725	D	C	--	27.6	1.078	0.806	F*	D	--	27.8	1.085	0.811	F*	D	0.115	-	0.006	-
North of Sassafras Street	SB	4	22	18	0.633	0.516	C	B	24.5	20.0	0.715	0.583	C	C	24.5	20.0	0.715	0.583	C	C	-	-	-	-	
	NB	4	32	24	0.945	0.707	D	C	--	27.2	1.063	0.794	F*	D	--	27.4	1.069	0.799	F*	D	0.123	-	0.006	-	
North of Washington Street	SB	4	29	23	0.836	0.681	D	C	32.4	26.4	0.945	0.770	D	D	34.1	27.8	0.996	0.811	D	D	-	-	-	-	
	NB	5	34	26	0.999	0.747	D	C	--	28.3	1.103	0.825	F*	D	--	29.8	1.163	0.869	F*	D	0.164	-	0.059	-	
North of Old Town Avenue	SB	5	23	19	0.675	0.550	C	C	26.1	21.3	0.762	0.620	D	C	27.5	22.4	0.803	0.654	D	C	-	-	-	-	
	NB	5	N/A	26	1.009	0.754	F*	C	--	28.6	1.117	0.835	F*	D	--	30.1	1.175	0.879	F*	D	0.167	-	0.059	-	
North of I-8 Junction / Camino Del Rio	SB	5	19	26	0.541	0.748	C	C	20.3	28.0	0.592	0.818	C	D	20.9	28.9	0.610	0.843	C	D	-	-	-	-	
	NB	5	24	21	0.702	0.626	C	C	26.5	23.7	0.774	0.690	D	C	27.3	24.4	0.797	0.711	D	C	-	-	-	-	
SR-163	10th Street N of Ash, End Left Align	SB	1	22	10	0.629	0.305	C	A	25.0	16.0	0.728	0.466	C	B	25.0	16.0	0.728	0.466	C	B	-	-	-	-
		NB	2	6	11	0.170	0.331	A	B	9.3	14.6	0.272	0.425	A	B	9.3	14.6	0.272	0.425	A	B	-	-	-	-
	North of I-5 Junction	SB	2	32	N/A	0.945	1.030	D	F*	--	--	1.035	1.129	F*	F*	--	--	1.054	1.149	F*	F*	0.108	0.118	0.018	0.020
		NB	2	N/A	32	1.094	0.922	F*	D	--	--	1.290	1.087	F*	F*	--	--	1.312	1.106	F*	F*	0.218	0.184	0.022	0.019
	North of Quince Street	SB	2	32	N/A	0.929	1.013	D	F*	--	--	1.018	1.109	F*	F*	--	--	1.036	1.129	F*	F*	0.107	0.117	0.018	0.020
		NB	2	N/A	31	1.075	0.906	F*	D	--	--	1.249	1.053	F*	F*	--	--	1.272	1.072	F*	F*	0.196	0.165	0.023	0.019
	North of Richmond Street	SB	2	31	34	0.905	0.986	D	D	34.0	--	0.992	1.081	D	F*	--	--	1.010	1.101	F*	F*	0.105	0.115	0.018	0.020
		NB	2	N/A	30	1.047	0.883	F*	D	--	--	1.222	1.030	F*	F*	--	--	1.245	1.049	F*	F*	0.198	0.167	0.023	0.019
	North of Robinson Ave	SB	2	28	31	0.823	0.897	D	D	31.3	34.1	0.913	0.994	D	D	31.9	--	0.931	1.015	D	F*	-	0.118	-	0.021
		NB	2	33	28	0.953	0.803	D	D	--	31.9	1.103	0.929	F*	D	--	32.5	1.124	0.948	F*	D	0.171	-	0.022	-
	North of Washington Street	SB	2	N/A	N/A	1.068	1.164	F*	F*	--	--	1.168	1.273	F*	F*	--	--	1.188	1.295	F*	F*	0.120	0.131	0.020	0.022
		NB	2	N/A	N/A	1.236	1.042	F*	F*	--	--	1.371	1.155	F*	F*	--	--	1.392	1.173	F*	F*	0.156	0.131	0.021	0.017
	SB	4	23	25	0.668	0.728	C	C	25.1	27.3	0.732	0.798	C	D	25.4	27.7	0.741	0.808	C	D	-	-	-	-	

Table 3.14-37: 2035 Conditions Freeway Segment Level of Service Summary

Freeway Segment	Dir	Number of Lanes	Existing							2035 Without Project						2035 With Project						2035 With Project Comparison			
			Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Existing Δ in V/C		2035 Without Project Δ in V/C		
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
North of Sixth Avenue	NB	5	21	18	0.619	0.522	C	B	23.7	20.0	0.692	0.583	C	C	24.0	20.3	0.701	0.591	C	C	-	-	-	-	
	SB	4	23	25	0.684	0.733	C	C	25.9	27.8	0.755	0.810	C	D	26.4	28.3	0.770	0.825	D	D	-	-	-	-	
North of I-8 Junction	NB	5	24	19	0.705	0.553	C	C	26.4	20.7	0.771	0.605	D	C	26.8	21.0	0.782	0.613	D	C	-	-	-	-	
	WB	4	25	8	0.736	0.223	C	A	29.1	14.7	0.850	0.430	D	B	29.9	15.1	0.872	0.441	D	B	-	-	-	-	
East of Beginning at I-5 Junction and G St	WB	4	25	8	0.736	0.223	C	A	29.1	14.7	0.850	0.430	D	B	29.9	15.1	0.872	0.441	D	B	-	-	-	-	
	EB	5	1	24	0.036	0.695	A	C	4.3	26.7	0.125	0.778	A	D	4.4	27.4	0.128	0.798	A	D	-	-	-	-	
I-8	East of Midway Drive	WB	4	12	17	0.350	0.496	B	B	13.1	18.6	0.383	0.543	B	C	13.1	18.6	0.383	0.543	B	C	-	-	-	-
		EB	4	17	10	0.499	0.281	B	A	18.7	10.5	0.546	0.308	C	A	18.7	10.5	0.546	0.308	C	A	-	-	-	-
	East of I-5 Junction	WB	3	21	30	0.611	0.866	C	D	23.0	32.7	0.672	0.953	C	D	23.9	33.9	0.698	0.990	C	D	-	-	-	-
		EB	3	30	17	0.872	0.491	D	B	32.7	18.4	0.953	0.538	D	C	34.0	19.2	0.991	0.559	D	C	-	-	-	-
	East of Morena Boulevard	WB	5	18	26	0.532	0.755	C	C	20.0	28.3	0.582	0.826	C	D	20.5	29.1	0.599	0.850	C	D	-	-	-	-
		EB	4	33	18	0.949	0.535	D	C	--	20.1	1.038	0.585	F*	C	--	20.6	1.065	0.600	F*	C	0.115	-	0.026	-
	East of Hotel Circle / Taylor Street	WB	5	26	22	0.759	0.645	C	C	28.5	24.2	0.830	0.705	D	C	29.1	24.8	0.850	0.723	D	C	-	-	-	-
		EB	4	22	32	0.638	0.945	C	D	24.0	--	0.699	1.034	C	F*	24.5	--	0.716	1.060	C	F*	-	0.114	-	0.025
	East of Hotel Circle	WB	5	28	24	0.819	0.696	D	C	30.7	26.1	0.896	0.761	D	D	31.4	26.7	0.916	0.779	D	D	-	-	-	-
		EB	4	24	N/A	0.689	1.021	C	F*	25.9	--	0.754	1.117	C	F*	26.4	--	0.771	1.142	D	F*	-	0.121	-	0.025
East of SR-163 Junction	WB	4	N/A	31	1.052	0.894	F*	D	--	33.5	1.151	0.978	F*	D	--	34.1	1.170	0.994	F*	D	0.118	-	0.019	-	
	EB	4	24	N/A	0.708	1.049	C	F*	27.7	--	0.808	1.197	D	F*	28.4	--	0.829	1.228	D	F*	-	0.179	-	0.031	

Source: Kimley-Horn, June 2019.

Notes: Bold values indicate freeway segments operating at LOS E or F. Bold and shaded values indicate project significant impact. City of San Diego’s Significance Determination Thresholds under CEQA, Section O, p.71. A review of SANDAG and Port of San Diego studies indicates that they use the same significance determination thresholds. Under 2030, 2035 and 2050 With Project conditions, all significant impacts are defined as Cumulative impacts per these thresholds.

(a) Volume to capacity ratio. (b) The LOS for the respective freeway segments were based on the methodologies contained in Chapter 11 of the Highway Capacity Manual, 6th Edition.

¹ Speed and density values are reported as “--” and LOS is reported as “F*” when the volume to capacity ratio is greater than 1.00. Per Chapter 11 of the HCM, 6th Edition, the density is only calculated when the ratio is less than 1.00 and the speed cannot be estimated. All cases in which this ratio is greater than 1.00 are LOS F.

- North of Pacific Highway Viaduct in the Northbound direction in the AM Peak operates at **LOS F**
- North of Sassafras Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of Washington Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of Old Town Avenue in the Northbound direction in the AM Peak operates at **LOS F**

SR-163

- North of I-5 Junction
 - In the Southbound direction in the AM Peak operates at **LOS F**
 - In the Southbound direction in the PM Peak operates at **LOS F**
 - In the Northbound direction in the AM Peak operates at **LOS F**
 - In the Northbound direction in the PM Peak operates at **LOS F**
- North of Quince Street
 - In the Southbound direction in the AM Peak operates at **LOS F**
 - In the Southbound direction in the PM Peak operates at **LOS F**
 - In the Northbound direction in the AM Peak operates at **LOS F**
 - In the Northbound direction in the PM Peak operates at **LOS F**
- North of Richmond Street
 - In the Southbound direction in the PM Peak operates at **LOS F**
 - In the Northbound direction in the AM Peak operates at **LOS F**
 - In the Northbound direction in the PM Peak operates at **LOS F**
- North of Robinson Avenue in the Northbound direction in the AM Peak operates at **LOS F**
- North of Washington Street
 - In the Southbound direction in the AM Peak operates at **LOS F**
 - In the Southbound direction in the PM Peak operates at **LOS F**
 - In the Northbound direction in the AM Peak operates at **LOS F**
 - In the Northbound direction in the PM Peak operates at **LOS F**

I-8

- East of Morena Boulevard in the Eastbound direction in the AM Peak operates at **LOS F**
- East of Hotel Circle/Taylor Street in the Eastbound direction in the PM Peak operates at **LOS F**
- East of Hotel Circle in the Eastbound direction in the PM Peak operates at **LOS F**
- East of SR-163 Junction
 - In the Westbound direction in the AM Peak operates at **LOS F**
 - In the Eastbound direction in the PM Peak operates at **LOS F**

2035 With Project Conditions

I-5

- **North of J Street in the Northbound direction in the AM Peak operates at LOS F**
- **North of Route 94 Junction in the Northbound direction in the AM Peak operates at LOS F**
- North of Pershing Drive
 - **In the Northbound direction in the AM Peak operates at LOS F**
 - **In the Southbound direction in the PM Peak operates at LOS F**
- **North of Route 163 Junction in the Northbound direction in the AM Peak operates at LOS F**
- **North of Sixth Avenue in the Northbound direction in the AM Peak operates at LOS F**
- **North of First Avenue in the Northbound direction in the AM Peak operates at LOS F**
- North of Hawthorn Street
 - **In the Northbound direction in the AM Peak operates at LOS F**
 - **In the Northbound direction in the PM Peak operates at LOS F**
- **North of India/Sassafras Street in the Northbound direction in the AM Peak operates at LOS F**
- **North of Pacific Highway Viaduct in the Northbound direction in the AM Peak operates at LOS F**
- **North of Sassafras Street in the Northbound direction in the AM Peak operates at LOS F**
- North of Washington Street
 - **In the Northbound direction in the AM Peak operates at LOS F**
- North of Old Town Avenue
 - **In the Northbound direction in the AM Peak operates at LOS F**

SR-163

- North of I-5 Junction
 - **In the Southbound direction in the AM Peak operates at LOS F**
 - **In the Southbound direction in the PM Peak operates at LOS F**
 - **In the Northbound direction in the AM Peak operates at LOS F**
 - **In the Northbound direction in the PM Peak operates at LOS F**
- North of Quince Street
 - **In the Southbound direction in the AM Peak operates at LOS F**
 - **In the Southbound direction in the PM Peak operates at LOS F**
 - **In the Northbound direction in the AM Peak operates at LOS F**
 - **In the Northbound direction in the PM Peak operates at LOS F**
- North of Richmond Street

- **In the Southbound direction in the AM Peak operates at LOS F**
- **In the Southbound direction in the PM Peak operates at LOS F**
- **In the Northbound direction in the AM Peak operates at LOS F**
- **In the Northbound direction in the PM Peak operates at LOS F**
- North of Robinson Avenue
 - **In the Southbound direction in the PM Peak operates at LOS F**
 - **In the Northbound direction in the AM Peak operates at LOS F**
- North of Washington Street
 - **In the Southbound direction in the AM Peak operates at LOS F**
 - **In the Southbound direction in the PM Peak operates at LOS F**
 - **In the Northbound direction in the AM Peak operates at LOS F**
 - **In the Northbound direction in the PM Peak operates at LOS F**

I-8

- **East of Morena Boulevard in the Eastbound direction in the AM Peak operates at LOS F**
- **East of Hotel Circle/Taylor Street in the Eastbound direction in the PM Peak operates at LOS F**
- **East of Hotel Circle in the Eastbound direction in the PM Peak operates at LOS F**
- East of SR-163 Junction
 - **In the Westbound direction in the AM Peak operates at LOS F**
 - **In the Eastbound direction in the PM Peak operates at LOS F**

The freeways listed above that are shown in bold text are considered to be cumulatively considerable impacts. Specifically, the proposed project's traffic adds to the freeways v/c by at least 0.01 at LOS E or 0.005 at LOS F.

As previously described in more detail in Section 3.14.6.1, any proposed freeway mitigation measure is ***not considered feasible***, because there are no planned freeway improvement projects in the San Diego Regional Transportation Plan or Caltrans Interstate 8 Transportation Concept Report for this segment or other applicable Interstate or Highway segment plans, and any such improvements would require FAA approval of funding. Caltrans has jurisdiction over the potential freeway improvements. SDCRAA could not require Caltrans to implement any such improvements. Potential and unplanned freeway improvements are therefore ***not physically feasible***. Further, due to FAA regulations, potential freeway improvements currently could not be implemented and are presently ***not considered feasible*** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements or mitigation measures as discussed in Section 3.14.6 above. SDCRAA has not requested funding of any freeway improvement projects because none are planned by agencies with jurisdiction or planning authority. Moreover, neither SANDAG nor Caltrans has developed or identified regional programs to reduce VMT related to freeway usage. As such, these impacts are considered unmitigable.

In place of mitigating specific freeway, the following long-range transportation planning study and resulting measures are recommended to address Year 2035 cumulative impacts.

MM-TR-LRP-1: Airport Regional Connections. The SDCRAA shall participate in regional efforts to develop a long-range transportation solution for accessing the Airport, including the following measures: 1. Participate in regional planning efforts led by SANDAG (Airport Connections Study) to determine transit connections between regional transit and the Airport terminals, freeway connections along the Laurel Street corridor, intelligent transportation systems, and mobility hub improvements/strategies; and 2. Participate in the implementation of improvements and strategies identified in the Airport Connections Study. SDCRAA staff are fully engaged as stakeholders in SANDAG's committee and subcommittees which are tasked with developing regional solutions for improving access to the Airport. Other stakeholders include SANDAG, City of San Diego, MTS, Caltrans, US Navy and Marine Corps, and the Port of San Diego. SDCRAA has shared data, plans, concepts, and studies. In addition, SDCRAA shall provide feedback on suggested options.

1. SDCRAA will fund its fair share of agreed to improvement to implement long-term regional solutions identified by SANDAG's Airport Connections Study, subject to FAA concurrence to use Airport funding for these purposes. Proposed Mitigation Measure MM-TR-LRP-1 currently could not be implemented and is presently ***not considered feasible*** because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding. Portions of Mitigation Measure MM-TR-LRP-1 require physical improvements to facilities and/or VMT reduction items and are within the jurisdiction of other public agencies or departments and are ***not considered physically feasible***. SDCRAA could not require those agencies or departments to implement any as yet unidentified improvements or VMT reduction programs. SDCRAA will, however, continue to collaborate with the other public agencies and departments to implement any improvement items and/or VMT reduction programs (consistent with CEQA Guidelines section 15064.3) relating to the Airport. Also, due to FAA regulations, proposed Mitigation Measure MM-TR-LRP-1 currently could not be implemented and is presently ***not considered feasible*** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements, programs to reduce VMT, or other mitigation measures. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for the as yet unidentified off-Airport improvement or VMT reduction items. If the funding is granted (and the other agencies agree to implement) then the Mitigation Measure would be feasible. If the FAA does not approve the funding then the Measure would be infeasible.

Vehicle Miles Traveled (VMT)

At the time of this writing, evaluation of transportation impacts using the VMT metric is not required by the State or any San Diego-based agencies, and LOS is the official metric for identifying

traffic impacts and mitigation. Nonetheless, project-related VMT is generally discussed below for informational purposes.

Year 2035 VMT per passenger is presented in Table 3.14-38 below. The Year 2035 VMT per passenger was calculated to be 18.5 VMT per Airport passenger, which is a decrease of 1.4 VMT per passenger. It should be noted that the average Airport vehicle trip length also increased by 0.41 miles. As noted previously, SDCRAA's efforts to reduce TNC trips is the primary reason why VMT per passenger has decreased from existing.

Table 3.14-38: 2035 VMT Summary

	Existing	2035
SANDAG Model Trip Length (a)	15.07	15.48
ADP Airport Trips	103,983	145,474
Calculated Airport VMT (b)	1,567,024	2,251,938
Airport Daily Passenger	78,595	121,847
Airport VMT / Passenger (c)	19.9	18.5
Δ VMT / Passenger	-	-1.4

Source: Kimley-Horn, June 2019.

Notes:

- (a) Trip length based on SANDAG Series 13 model VMT divided by number of model trips.
- (b) Airport VMT is equal to estimated airport trips multiplied by average trip length.
- (c) Airport VMT per passenger based on calculated airport VMT divided by number of passengers.

3.14.6.2.6 Cumulative Impacts 3.14-6

Summary Conclusion for Impact 3.14-6: Implementation of the proposed project would result in unacceptable operations of study facilities in 2050. Of those facilities, 26 intersections, 25 roadway segments, and 22 freeway segments are expected to exceed thresholds of significance under the 2050 With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some proposed mitigation is infeasible, therefore, impacts would remain *significant and unavoidable* at 26 intersections, 23 roadway segments, and 22 freeway segments.

This scenario represents the traffic conditions of the 2050 street network and proposed on-Airport facilities. Volumes for this scenario were based on adjusted 2050 Series 13 travel forecast model volumes and cumulative project volumes, which include ambient growth for the region and the study area. The ambient traffic growth factor includes unknown and future related projects in the study area, as well as accounts for regular growth in the traffic volumes due to the development of the projects outside the study area. The 2050 Without Project Condition assumes the addition of the Pacific Highway / I-5 North facing ramps and the future SANDAG ITC, because these were assumed in Series 13 Model for 2050. The 2050 With Project Condition assumes the addition of the Project buildout. Other than as analyzed in Section 3.14.6.1.1, no further Existing Plus Project scenario impact analysis was prepared for this multi-phased project beginning with Phase 2a in 2030 as such analysis would be hypothetical, without substantial informational value, and potentially misleading. This scenario is regarded by traffic engineers as a hypothetical scenario when used in connection with a long-range development project such as the proposed ADP project, which is not anticipated to reach full buildout until approximately 2035. Project Phase 2a improvements are estimated to be operational at least 11 years out (2030), and Phase 2b improvements at least 16 years out (2035) from the Existing condition traffic baseline. Accordingly,

any Existing Plus Project scenario impact analysis beginning in 2030 would be hypothetical because it would assume that the proposed project would be fully built out immediately and the corresponding full buildout traffic volumes would be added to existing roadway volumes and infrastructure. Thus, the Existing Plus Project analysis would presume that the existing environment (existing traffic volumes, existing roadway infrastructure, and existing land uses) would not change over the long-term phased buildout of the project. As a result, future increases over time in traffic volumes attributable to ambient growth and other development projects (i.e., cumulative traffic volumes) would not be accounted for in the analysis. This would result in the Existing Plus Project scenario impact analysis underestimating phased project traffic impacts because it would not account for the roadway capacities that would be utilized by other future development that precedes the proposed project's multiple phases, but would assume that those roadway capacities would be available only for the multiple project phases. The scenario also would not account for future planned roadway network improvements that would increase roadway capacities, and the analysis could result in overstating phased project impacts.

Because of the hypothetical nature of the Existing Plus Project scenario impact analysis beginning in 2030 for this multi-phased project, the analysis would have very limited practical informational value. The proposed project's full impact significance determinations and corresponding mitigation measures are instead based on the analyses presented under the 2030 With Project Condition, 2035 With Project Condition and 2050 With Project Condition scenarios compared against the Existing condition.

It is recommended that Mitigation Measure MM-TDM-1 be implemented to alleviate all of the significant traffic impacts identified in Section 3.14.6.1.5. TDM measures reduce the overall amount of vehicle traffic, as such, this mitigation is effective at reducing intersection, roadway, and freeway impacts. The following transportation demand management (TDM) and transit-related mitigation measures listed in MM-TDM-1 are recommended to reduce the traffic impact at all impacted facilities.

MM-TDM-1: TDM and Transit Measures. Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, and continued through all Project phases, SDCRAA shall implement the following TDM and Transit measures:

1. Implement a shuttle service connecting the Old Town Transit Center and Amtrak Station to SDIA. Adding a new shuttle service from the Old Town Transit Center would enhance Airport access for COASTER, Trolley, Amtrak, and bus line riders who could connect at the station. Implementation of this service is dependent on further outreach with Old Town stakeholders to ensure that Airport passengers do not attempt to drive to the station and overrun the parking available for the Transit Center, Old Town San Diego Historic Park, California Department of Transportation (Caltrans) District 11 office, or other area businesses.
2. Promote the use of transit using the Palm Street LRT station to access the Airport for Airport workers and travelers. Implement the following techniques: a) continue to allow free use of Airport buses for transit riders

accessing transit at the Terminal Link Road near Palm Street; and, b) promote the use of LRT on Airport connection web sites (Airport websites, Metropolitan Transit System (MTS) websites, Airport terminal kiosks, and employee/vendor notification boards.

3. Promote the use of Bus Route 992 service between downtown and SDIA. This would include the following measures to help increase ridership on this route: a) allow 992 buses to use the new on-Airport access road including preferential locations at the terminals for bus stops; b) provide space for a kiosk and fare purchase station at a convenient location within the new, replacement Terminal 1 (implemented in January 2016 at existing Terminals 1 and 2); and, c) provide branding of the route as an Airport route.

Proposed Mitigation Measure MM-TDM-1 is within SDCRAA's control and is ***physically and operationally feasible***. If implemented, these TDM measures could reduce Airport generated traffic by two to four percent. It is not anticipated to reduce the traffic impact to be less than significant, but would help lessen the traffic impact on the impacted facilities.

Intersection Level of Service

2050 Without Project and 2050 With Project volumes were evaluated at the study area intersections. Results of the analysis are presented in Table 3.14-39. Cumulative intersection impacts under 2050 With Project Conditions are identified in column "2050 With Project, Change from Existing." Level of Service worksheets are contained in Appendix R-H2. As shown in the table, all study area intersections operate at acceptable levels of service during the weekday AM, Airport, and PM peak hours with the exception of:

2050 Without Project Conditions

- #1 – Pacific Highway at Taylor Street / Rosecrans Street
- #3 – Pacific Highway at Enterprise Street
- #5 – NB Pacific Highway On-Ramp / Frontage Road at Washington Street
- #7 – San Diego Avenue at Washington Street
- #14 – W Laurel Street at N Harbor Drive
- #15 – Pacific Highway at W Laurel Street
- #16 – Kettner Boulevard at W Laurel Street
- #21 – India Street at W Hawthorn Street
- #22 – Columbia Street at W Hawthorn Street
- #23 – State Street at W Hawthorn Street
- #24 – I-5 NB Off-Ramp / Brant Street at W Hawthorn Street
- #27 – Kettner Boulevard at W Grape Street
- #28 – India Street at W Grape Street
- #29 – Columbia Street at W Grape Street

Table 3.14-39: 2050 With Project Conditions Intersection Level of Service Summary

Intersection		Peak Hour	Existing		2050 Without Project		2050 With Project			
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from Existing (c)	Change from 2050 No Project (d)
1	Pacific Hwy at Taylor St / Rosecrans St	AM	27.7	C	45.6	D	46.2	D	18.5	0.6
		AIRPORT	28.6	C	58.4	E	58.7	E	30.1	0.3
		PM	35.8	D	195.2	F	196.0	F	160.2	0.8
2	Pacific Hwy at Old Town Transit Center	AM	9.7	A	9.6	A	9.6	A	-0.1	0.0
		AIRPORT	10.9	B	11.4	B	11.4	B	0.5	0.0
		PM	11.1	B	18.6	B	19.0	B	7.9	0.4
3	Pacific Hwy at Enterprise St	AM	31.7	C	292.4	F	298.3	F	266.6	5.9
		AIRPORT	27.7	C	98.0	F	100.7	F	73.0	2.7
		PM	44.5	D	512.6	F	515.2	F	470.7	2.6
4	SB Pacific Hwy Ramps at Washington St	AM	11.7	B	12.6	B	14.1	B	2.4	1.5
		AIRPORT	12.4	B	13.3	B	15.1	B	2.7	1.8
		PM	12.5	B	16.3	B	25.8	C	13.3	9.5
5	NB Pacific Highway On-Ramp / Frontage Rd at Washington St	AM	20.7	C	185.2	F	218.9	F	198.2	33.7
		AIRPORT	18.3	B	128.6	F	130.6	F	112.3	2.0
		PM	18.7	B	149.8	F	148.4	F	129.7	-1.4
6	Hancock St at Washington St	AM	22.0	C	27.6	C	27.4	C	5.4	-0.2
		AIRPORT	21.7	C	27.0	C	26.7	C	5.0	-0.3
		PM	23.1	C	38.6	D	39.1	D	16.0	0.5
7	San Diego Ave at Washington St	AM	31.1	C	211.4	F	214.4	F	183.3	3.0
		AIRPORT	22.2	C	174.6	F	179.0	F	156.8	4.4
		PM	16.2	B	162.3	F	172.1	F	155.9	9.8
8	India St at Vine St	AM	4.5	A	9.0	A	10.8	B	6.3	1.8
		AIRPORT	4.7	A	10.1	B	11.6	B	6.9	1.5
		PM	4.3	A	9.2	A	10.6	B	6.3	1.4
9	Pacific Hwy at Sassafras St / Admiral Boland Way	AM	22.0	C	27.8	C	63.2	E	41.2	35.4
		AIRPORT	23.8	C	32.9	C	63.6	E	39.8	30.7
		PM	29.7	C	40.9	D	69.8	E	40.1	28.9
10	Kettner Blvd at Sassafras St	AM	13.5	B	28.9	C	63.2	E	49.7	34.3
		AIRPORT	12.7	B	26.1	C	36.5	D	23.8	10.4
		PM	15.0	B	37.8	D	71.1	E	56.1	33.3
11	India St at Sassafras St	AM	6.8	A	8.0	A	11.1	B	4.3	3.1
		AIRPORT	8.8	A	14.2	B	19.1	B	10.3	4.9
		PM	10.2	B	15.9	B	24.8	C	14.6	8.9
12	Pacific Hwy at Palm St	AM	8.7	A	12.8	B	13.8	B	5.1	1.0
		AIRPORT	8.8	A	11.6	B	12.3	B	3.5	0.7
		PM	10.3	B	32.8	C	35.5	D	25.2	2.7
14	W Laurel St at N Harbor Drive	AM	24.4	C	128.5	F	231.8	F	207.4	103.3
		AIRPORT	33.7	C	97.7	F	166.1	F	132.4	68.4
		PM	26.2	C	89.7	F	156.0	F	129.8	66.3
15	Pacific Hwy at W Laurel St	AM	44.6	D	61.6	E	99.5	F	54.9	37.9

Table 3.14-39: 2050 With Project Conditions Intersection Level of Service Summary

Intersection	Peak Hour	Existing		2050 Without Project		2050 With Project				
		Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from Existing (c)	Change from 2050 No Project (d)	
16	Kettner Blvd at W Laurel St	AIRPORT	49.1	D	58.7	E	86.2	F	37.1	27.5
		PM	51.6	D	82.7	F	128.8	F	77.2	46.1
		AM	91.8	F	136.3	F	223.3	F	131.5	87.0
		AIRPORT	112.2	F	206.2	F	290.7	F	178.5	84.5
17	India St at W Laurel St	PM	48.9	D	74.1	E	122.2	F	73.3	48.1
		AM	15.1	B	16.3	B	19.2	B	4.1	2.9
		AIRPORT	16.3	B	20.8	C	28.1	C	11.8	7.3
		PM	15.7	B	51.7	D	54.9	D	39.2	3.2
18	N Harbor Dr at W Hawthorn St	AM	8.9	A	5.8	A	5.9	A	-3.0	0.1
		AIRPORT	9.5	A	7.5	A	7.6	A	-1.9	0.1
		PM	10.0	B	9.7	A	10.5	B	0.5	0.8
		AM	36.9	D	43.0	D	70.3	E	33.4	27.3
19	Pacific Hwy at W Hawthorn St	AIRPORT	35.7	D	43.2	D	52.2	D	16.5	9.0
		PM	41.9	D	38.7	D	45.1	D	3.2	6.4
		AM	30.7	C	52.0	D	73.6	E	42.9	21.6
		AIRPORT	28.5	C	41.6	D	50.9	D	22.4	9.3
20	Kettner Blvd at W Hawthorn St	PM	28.4	C	42.0	D	50.0	D	21.6	8.0
		AM	31.5	C	56.1	E	84.5	F	53.0	28.4
		AIRPORT	29.1	C	42.8	D	53.6	D	24.5	10.8
		PM	27.2	C	37.2	D	40.6	D	13.4	3.4
22	Columbia St at W Hawthorn St	AM	33.5	C	80.2	F	116.8	F	83.3	36.6
		AIRPORT	30.8	C	55.3	E	80.8	F	50.0	25.5
		PM	30.5	C	52.1	D	70.8	E	40.3	18.7
		AM	10.7	B	60.3	E	100.3	F	89.6	40.0
23	State St at W Hawthorn St	AIRPORT	9.1	A	24.3	C	44.8	D	35.7	20.5
		PM	8.6	A	19.7	B	22.1	C	13.5	2.4
		AM	15.7	C	47.1	E	47.1	E	31.4	0.0
		AIRPORT	16.7	C	60.7	F	60.7	F	44.0	0.0
24	I-5 NB Off-Ramp / Brant St at W Hawthorn St	PM	20.5	C	189.4	F	189.4	F	168.9	0.0
		AM	10.7	B	15.3	B	36.6	D	25.9	21.3
		AIRPORT	11.8	B	19.9	B	22.3	C	10.5	2.4
		PM	18.8	B	24.5	C	28.9	C	10.1	4.4
26	Pacific Hwy at W Grape St	AM	29.2	C	41.3	D	43.7	D	14.5	2.4
		AIRPORT	29.9	C	49.5	D	50.4	D	20.5	0.9
		PM	28.9	C	44.6	D	46.6	D	17.7	2.0
		AM	30.8	C	41.9	D	46.0	D	15.2	4.1
27	Kettner Blvd at W Grape St	AIRPORT	32.1	C	43.3	D	46.0	D	13.9	2.7
		PM	36.2	D	101.3	F	133.4	F	97.2	32.1
		AM	29.6	C	37.2	D	43.2	D	13.6	6.0
		AIRPORT	31.7	C	44.2	D	49.9	D	18.2	5.7
28	India St at W Grape St	AM	29.6	C	37.2	D	43.2	D	13.6	6.0
		AIRPORT	31.7	C	44.2	D	49.9	D	18.2	5.7

Table 3.14-39: 2050 With Project Conditions Intersection Level of Service Summary

Intersection	Peak Hour	Existing		2050 Without Project		2050 With Project				
		Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from Existing (c)	Change from 2050 No Project (d)	
29	Columbia St at W Grape St	PM	35.5	D	85.3	F	117.1	F	81.6	31.8
		AM	34.7	C	46.6	D	59.2	E	24.5	12.6
		AIRPORT	37.6	D	50.3	D	60.0	E	22.4	9.7
30	State St / I-5 SB On-Ramp at W Grape St	PM	43.3	D	164.0	F	200.8	F	157.5	36.8
		AM	24.4	C	38.7	D	47.4	D	23.0	8.7
		AIRPORT	26.0	C	46.3	D	55.6	E	29.6	9.3
31	McCain Rd at N Harbor Dr	PM	33.1	C	157.7	F	200.9	F	167.8	43.2
		AM	11.6	B	6.1	A	11.2	B	-0.4	5.1
		AIRPORT	9.1	A	7.4	A	9.7	A	0.6	2.3
32	Spanish Landing at N Harbor Dr	PM	8.1	A	7.2	A	8.7	A	0.6	1.5
		AM	22.2	C	20.2	C	22.2	C	0.0	2.0
		AIRPORT	19.8	B	17.0	B	19.3	B	-0.5	2.3
33	Harbor Island Dr at N Harbor Dr	PM	19.3	B	18.0	B	19.6	B	0.3	1.6
		AM	40.0	D	563.7	F	94.3	F	54.3	-469.4
		AIRPORT	44.9	D	746.1	F	109.8	F	64.9	-636.3
34	Harbor Island Dr at Old Rent A Car Access/ Sheraton	PM	35.3	D	491.9	F	81.7	F	46.4	-410.2
		AM	10.0	B	11.5	B	11.5	B	1.5	0.0
		AIRPORT	10.4	B	13.7	B	13.7	B	3.3	0.0
35	Harbor Island Dr at Harbor Island Dr	PM	10.6	B	24.2	C	24.3	C	13.7	0.1
		AM	22.1	C	16.7	B	16.8	B	-5.3	0.1
		AIRPORT	22.0	C	16.2	B	16.2	B	-5.8	0.0
36	Harbor Island Dr at Parking Lot Access	PM	22.6	C	18.2	B	18.5	B	-4.1	0.3
		AM	8.5	A	8.9	A	8.9	A	0.4	0.0
		AIRPORT	9.0	A	10.9	B	11.0	B	2.0	0.1
37	Winship Ln at N Harbor Dr	PM	9.1	A	12.4	B	12.6	B	3.5	0.2
		AM	6.4	A	147.8	F	Intersection does not exist			
		AIRPORT	7.1	A	166.4	F				
PM	5.3	A	97.5	F						
38	North Harbor Dr at Liberator Way	AM	4.9	A	57.9	E	69.8	E	64.9	11.9
		AIRPORT	4.7	A	28.0	C	42.5	D	37.8	14.5
		PM	8.8	A	36.1	D	69.0	E	60.2	32.9
39	Cell Phone Lot at N Harbor Dr	AM	16.3	B	60.1	E	1.6	A	-14.7	-58.5
		AIRPORT	32.5	C	139.3	F	3.2	A	-29.3	-136.1
		PM	18.2	B	103.2	F	75.9	E	57.7	-27.3
40	Terminal Link Rd / Coast Guard at N Harbor Dr	AM	4.2	A	12.3	B	9.0	A	4.8	-3.3
		AIRPORT	3.9	A	8.4	A	11.2	B	7.3	2.8
		PM	3.3	A	6.0	A	77.0	E	73.7	71.0
41	Kettner Blvd at Palm St	AM	21.7	C	3936.9	F	5189.6	F	5167.9	1252.7
		AIRPORT	21.2	C	3799.6	F	4913.0	F	4891.8	1113.4
		PM	59.9	F	10180.2	F	13416.9	F	13357.0	3236.7

Table 3.14-39: 2050 With Project Conditions Intersection Level of Service Summary

Intersection	Peak Hour	Existing		2050 Without Project		2050 With Project				
		Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from Existing (c)	Change from 2050 No Project (d)	
42	N Harbor Dr at Laning Rd	AM	13.5	B	48.2	D	54.0	D	40.5	5.8
		AIRPORT	26.3	C	32.6	C	34.2	C	7.9	1.6
		PM	32.4	C	72.5	E	85.0	F	52.6	12.5
43	N Harbor Dr at Nimitz Blvd	AM	16.4	B	22.0	C	23.2	C	6.8	1.2
		AIRPORT	19.9	B	22.5	C	27.3	C	7.4	4.8
		PM	40.7	D	50.3	D	50.9	D	10.2	0.6
44	Rosecrans St at Nimitz Blvd	AM	41.1	D	95.6	F	98.4	F	57.3	2.8
		AIRPORT	36.0	D	71.9	F	79.0	E	43.0	7.1
		PM	45.1	D	86.5	F	81.4	F	36.3	-5.1

Source: Kimley-Horn, June 2019.

Notes: Bold values indicate intersections operating at LOS E or F. Bold and shaded values indicate project significant impact. City of San Diego's Significance Determination Thresholds under CEQA, Section O, p.71. A review of SANDAG and Port of San Diego studies indicates that they use the same significance determination thresholds. Under 2030, 2035 and 2050 With Project conditions, all significant impacts are defined as Cumulative impacts per these thresholds.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using Synchro 10.

(c) Change in delay due to addition of background traffic growth, addition of cumulative project traffic, and addition of project traffic. Addition of project traffic may cause a decrease in delay at some locations. This counterintuitive result occurs when the volume being added to the intersection is on movements with less delay than the current overall intersection average delay, decreasing the overall intersection average delay.

(d) Change in delay due to addition of project traffic. Addition of project traffic may cause a decrease in delay at some locations. This counterintuitive result occurs when the volume being added to the intersection is on movements with less delay than the current overall intersection average delay, decreasing the overall intersection average delay.

- #30 – State Street / I-5 SB On-Ramp at W Grape Street
- #33 – Harbor Island Drive at N Harbor Drive
- #37 – Winship Lane at N Harbor Drive
- #38 – Liberator Way at N Harbor Drive
- #39 – Cell Phone Lot at N Harbor Drive
- #41 – Kettner Boulevard at Palm Street
- #42 – N Harbor Drive at Laning Road
- #44 – Rosecrans Street at Nimitz Boulevard

2050 With Project Conditions

- #1 – Pacific Highway at Taylor Street / Rosecrans Street**
- #3 – Pacific Highway at Enterprise Street**
- #5 – NB Pacific Highway On-Ramp / Frontage Road at Washington Street**
- #7 – San Diego Avenue at Washington Street**
- #9 – Pacific Highway at Sassafras Street / Admiral Boland Way**
- #10 – Kettner Boulevard at Sassafras Street**
- #14 – W Laurel Street at N Harbor Drive**
- #15 – Pacific Highway at W Laurel Street**
- #16 – Kettner Boulevard at W Laurel Street**
- #19 – Pacific Highway at W Hawthorn Street**
- #20 – Kettner Boulevard at W Hawthorn Street**
- #21 – India Street at W Hawthorn Street**
- #22 – Columbia Street at W Hawthorn Street**
- #23 – State Street at W Hawthorn Street**
- #24 – I-5 NB Off-Ramp / Brant Street at W Hawthorn Street**
- #27 – Kettner Boulevard at W Grape Street**
- #28 – India Street at W Grape Street**
- #29 – Columbia Street at W Grape Street**
- #30 – State Street / I-5 SB On-Ramp at W Grape Street**
- #33 – Harbor Island Drive at N Harbor Drive**
- #38 – Liberator Way at N Harbor Drive**
- #39 – Cell Phone Lot at N Harbor Drive**
- #40 – Terminal Link Road / Coastal Guard at N Harbor Drive**
- #41 – Kettner Boulevard at Palm Street**
- #42 – N Harbor Drive at Laning Road**
- #44 – Rosecrans Street at Nimitz Boulevard**

The intersections listed above that are shown in bold text are considered to be cumulatively considerable impacts. Specifically, the proposed project's traffic adds at least two seconds of delay at LOS E or one second of delay at LOS F.

Any potential mitigation measure or improvements to the following intersections, such as adding a through lane, would **not be physically feasible** because the measures would be inconsistent with the Community Plan. Widening the roadway would require additional right-of-way and/or removal of parking; neither of which were recommended in the Community Plan. The City told SDCRAA that it would not support or implement improvements that are inconsistent with the applicable community plan, and the City has jurisdiction over the potential improvements. SDCRAA could not require the City to implement these improvements. Further, due to FAA regulations, potential improvements currently could not be implemented and are presently **not considered feasible** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements or mitigation measures as discussed in Section 3.14.6 above. SDCRAA has not requested funding of any through lane improvements to the roadways because the City told SDCRAA that it would not support or implement improvements that are inconsistent with the applicable community plan, and the City has jurisdiction over the potential improvements. As such, these impacts are considered unmitigable.

SDCRAA will fund its fair share of agreed to improvement to implement long-term regional solutions identified by SANDAG's Airport Connections Study, subject to FAA concurrence to use Airport funding for these purposes. Proposed Mitigation Measure MM-TR-LRP-1 currently could not be implemented and is presently **not considered feasible** because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding. Portions of Mitigation Measure MM-TR-LRP-1 require physical improvements to facilities and/or VMT reduction items and are within the jurisdiction of other public agencies or departments and are **not considered physically feasible**. SDCRAA could not require those agencies or departments to implement any as yet unidentified improvements or VMT reduction programs. SDCRAA will, however, continue to collaborate with the other public agencies and departments to implement any improvement items and/or VMT reduction programs (consistent with CEQA Guidelines section 15064.3) relating to the Airport. Also, due to FAA regulations, proposed Mitigation Measure MM-TR-LRP-1 currently could not be implemented and is presently **not considered feasible** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements, programs to reduce VMT, or other mitigation measures. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for the as yet unidentified off-Airport improvement or VMT reduction items. If the funding is granted (and the other agencies agree to implement) then the Mitigation Measure would be feasible. If the FAA does not approve the funding then the Measure would be infeasible.

The following mitigations, in addition to MM-TDM-1 discussed in detail in Section 3.14.6.1, would address the significant impacts that would occur from the project, as defined by Table 3.14-39, between Existing traffic conditions and 2050 With Project traffic conditions:

#1 Pacific Highway at Taylor Street / Rosecrans Street

This intersection would experience an increase in delay with the addition of the proposed project. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

In place of mitigating specific intersection, roadway, and freeway facilities, beyond those previously identified, the following long-range transportation planning study and resulting measures are recommended to address Year 2050 cumulative impacts.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would address this impact by adopting long-term regional improvements at this intersection. Mitigation Measure MM-TR-LRP-1 is presently **not considered feasible** because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding. This impact would remain significant.

#3 Pacific Highway at Enterprise Street

This intersection would experience an increase in delay greater than one second and would continue to operate at LOS F with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Widening to add a third southbound through lane on Pacific Highway would address this cumulative traffic impact. This improvement is consistent with the Midway Pacific Highway Community Plan (MPH CP), which assumes Pacific Highway will be rebuilt as a five-lane prime arterial north of Enterprise Street and a six-lane expressway south of Enterprise Street. Adding a third southbound lane would require removal of a pedestrian bridge crossing the north leg of Pacific Highway serving the NAVWAR (former SPAWAR) site. It would also require reconfiguration of the south leg of the intersection, which has a narrow two-lane bridge under Barnett Avenue. The MPH CP addresses this improvement in mobility policy ME-5.8: “Support an engineering feasibility study to analyze downgrading Pacific Highway to a 6-lane major arterial to improve safety, enhance multimodal connections between the community and Downtown, and create a community gateway. This improvement could potentially include removing grade-separations along Pacific Highway at Barnett Avenue, Witherby Street, and Washington Street.” Furthermore, both the east and west legs of the intersection are part of the NAVWAR site. The U.S. Navy has issued a request for proposals to redevelop this site. The MPH CP also identifies a multi-use bicycle/pedestrian path and Class IV cycle tracks along Pacific Highway.

This mitigation is **not feasible** for the project to implement, because it relies on a future City engineering feasibility study and redevelopment of adjacent properties, including the U.S. Navy. The City of San Diego indicated in meetings that they concur with this finding. Further, due to FAA regulations, this improvement currently could not be implemented and is presently **not considered feasible** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements or mitigation measures as discussed in Section 3.14.6 above.

#5 NB Pacific Highway On-Ramp / Frontage Road at Washington Street

This intersection would experience an increase in delay greater than one second and would continue to operate at LOS F with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would address this impact by adopting long-term regional improvements at this intersection. Mitigation Measure MM-TR-LRP-1 is presently **not considered feasible** because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding. This impact would remain significant.

#7 San Diego Avenue at Washington Street

This intersection would experience an increase in delay greater than one second and would continue to operate at LOS F with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would address this impact by adopting long-term regional improvements at this intersection. Mitigation Measure MM-TR-LRP-1 is presently **not considered feasible** because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding.

#9 Pacific Highway at Sassafras Street / Admiral Boland Way

This intersection would experience an increase in delay greater than two seconds and operates at LOS E during the AM, Airport, and PM peak hours with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-5a, as previously described in Section 3.14.6.1, in addition to MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-40. Proposed Mitigation Measure MM-TR-I-5a presently is **not considered feasible** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is **physically feasible** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this

time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Table 3.14-40: 2050 With Project Conditions Intersection Improvement Level of Service Summary

Intersection		Peak Hour	Before Improvement		After Improvement (c)		Description
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	
3	Pacific Hwy at Enterprise St	AM	298.3	F	298.3	F	This intersection is the primary access to the future SPAWAR redeveloped site.
		AIRPORT	100.7	F	100.7	F	
		PM	515.2	F	515.2	F	
9*	Pacific Hwy at Sassafras St / Admiral Boland Way	AM	63.2	E	60.1	E	<ul style="list-style-type: none"> • Add a second EB through lane and restripe north leg to a left lane, 3 through lanes, and a right-turn lane • Add Class IV Cycle Track on Pacific Hwy
		AIRPORT	63.6	E	58.0	E	
		PM	69.8	E	69.7	E	
10	Kettner Blvd at Sassafras St	AM	63.2	E	27.4	C	<ul style="list-style-type: none"> • Restripe north leg to a left lane, 2 through lanes, a through/right-turn lane and right-turn lane
		AIRPORT	36.5	D	19.8	B	
		PM	71.1	E	36.1	D	
12*	Pacific Hwy at Palm St	AM	13.8	B	31.0	C	<ul style="list-style-type: none"> • Add Class IV Cycle Track on Pacific Hwy
		AIRPORT	12.3	B	25.9	C	
		PM	35.5	D	76.3	E	
14	W Laurel St at N Harbor Drive	AM	231.8	F	181.8	F	<ul style="list-style-type: none"> • Remove SB left-turn movement (Non-airport traffic will be redirected to Pacific Highway – Hawthorn Street) • Add third EB left-turn lane and remove an EB through lane
		AIRPORT	166.1	F	124.4	F	
		PM	156.0	F	98.6	F	
15	Pacific Hwy at W Laurel St	AM	99.5	F	69.7	E	<ul style="list-style-type: none"> • Remove a WB through lane on the West leg and add a second EB left-turn lane • Convert a SB through lane into a second SB right-turn lane • Re-coordinate signals along Laurel Street • Add Class IV Cycle Track on Pacific Hwy
		AIRPORT	86.2	F	67.1	E	
		PM	128.8	F	81.8	F	
16	Kettner Blvd at W Laurel St	AM	223.3	F	52.1	D	<ul style="list-style-type: none"> • Restripe SB approach to two right-turn lanes, one through lane and one left-turn lane.
		AIRPORT	290.7	F	42.9	D	
		PM	122.2	F	110.0	F	
22	Columbia St at W Hawthorn St	AM	116.8	F	116.8	F	<ul style="list-style-type: none"> • No mitigation proposed since it would require widening on Hawthorn Street
		AIRPORT	80.8	F	80.8	F	
		PM	70.8	E	70.8	E	
23	State St at W Hawthorn St	AM	100.3	F	100.3	F	<ul style="list-style-type: none"> • No mitigation proposed since it would require widening on Hawthorn Street
		AIRPORT	44.8	D	44.8	D	
		PM	22.1	C	22.1	C	
27	Kettner Blvd at W Grape St	AM	46.0	D	26.0	C	<ul style="list-style-type: none"> • Remove parking and restripe the roadway to four EB lanes between Harbor Drive and I-5 Entrance Ramp. • Re-coordinate signals along Grape Street
		AIRPORT	46.0	D	27.3	B	
		PM	133.4	F	64.9	E	
28	India St at W Grape St	AM	43.2	D	25.8	C	<ul style="list-style-type: none"> • Remove parking and restripe the roadway to four EB lanes between Harbor Drive and I-5 Entrance
		AIRPORT	49.9	D	28.5	C	

Table 3.14-40: 2050 With Project Conditions Intersection Improvement Level of Service Summary

Intersection		Peak Hour	Before Improvement		After Improvement (c)		Description
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	
		PM	117.1	F	59.0	E	Ramp. • Re-coordinate signals along Grape Street
29	Columbia St at W Grape St	AM	59.2	E	28.7	C	• Remove parking and restripe the roadway to four EB lanes between Harbor Drive and I-5 Entrance Ramp. • Re-coordinate signals along Grape Street
		AIRPORT	60.0	E	30.3	C	
		PM	200.8	F	87.5	F	
30	State St / I-5 SB On-Ramp at W Grape St	AM	47.4	D	32.1	C	• Remove parking and restripe the roadway to four EB lanes between Harbor Drive and I-5 Entrance Ramp. • Re-coordinate signals along Grape Street
		AIRPORT	55.6	E	39.8	C	
		PM	200.9	F	144.8	F	
33	Harbor Island Dr at N Harbor Dr	AM	94.3	F	41.4	D	• Re-coordinate signals along North Harbor Drive
		AIRPORT	109.8	F	45.5	D	
		PM	81.7	F	67.4	E	
38	North Harbor Dr at Liberator Way	AM	69.8	E	38.9	D	• Re-coordinate signals along North Harbor Drive
		AIRPORT	42.5	D	60.7	A	
		PM	69.0	E	79.9	E	
40	Terminal Link Rd / Coast Guard at N Harbor Dr	AM	9.0	A	13.3	B	• Re-coordinate signals along North Harbor Drive
		AIRPORT	11.2	B	11.2	A	
		PM	77.0	E	69.9	E	
41	Kettner Blvd at Palm St	AM	5189.6	F	58.1	E	• Install traffic signal • Restripe Palm Street to two lanes in each direction between Kettner Blvd and Pacific Hwy • Pre-signals at rail crossing
		AIRPORT	4913.0	F	80.7	C	
		PM	13416.9	F	7.0	A	

Source: Kimley-Horn, June 2019.

Notes:

Bold values indicate intersections operating at LOS E or F. **Bold and shaded** values indicate project significant impact.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using Synchro 10.

(c) The Table presumes the improvements are feasible, which is uncertain.

Footnotes:

(*) Intersections 9 and 12 are not significant impacts. Class IV Cycle Track added as part of mitigation at Laurel Street / Pacific Highway.

#10 Kettner Boulevard at Sassafras Street

This intersection would experience an increase in delay greater than two seconds and operates at LOS E in the AM and PM peak hours with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-5b, as previously described in Section 3.14.6.1, in addition to MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-40. Proposed Mitigation Measure MM-TR-I-5b presently is **not considered feasible** because the Mitigation

Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is **physically feasible** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#14 W Laurel Street at N Harbor Drive

This intersection would experience an increase in delay with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1a, as previously described in Section 3.14.6.1, in addition to MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-40. Proposed Mitigation Measure MM-TR-I-1a presently is **not considered feasible** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is **physically feasible** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#15 Pacific Highway at W Laurel Street

This intersection would experience an increase in delay with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1b, as previously described in Section 3.14.6.1, in addition to MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-40. Proposed Mitigation Measure MM-TR-I-1b presently is **not considered feasible** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding.

While the mitigation measure is **physically feasible** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#16 Kettner Boulevard at W Laurel Street

This intersection would experience an increase in delay with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1c, as previously described in Section 3.14.6.1, in addition to MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-40. Proposed Mitigation Measure MM-TR-I-1c presently is **not considered feasible** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is **physically feasible** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#19 Pacific Highway at W Hawthorn Street

This intersection would experience an increase in delay with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would address this impact by adopting long-term regional improvements at this intersection. Mitigation Measure MM-TR-LRP-1 is presently **not considered feasible** because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding. This impact would remain significant.

#20 Kettner Boulevard at W Hawthorn Street

This intersection would experience an increase in delay with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would address this impact by adopting long-term regional improvements at this intersection. Mitigation Measure MM-TR-LRP-1 is presently ***not considered feasible*** because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding. This impact would remain significant.

#21 India Street at W Hawthorn Street

This intersection would experience an increase in delay with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would address this impact by adopting long-term regional improvements at this intersection. Mitigation Measure MM-TR-LRP-1 is presently ***not considered feasible*** because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding. This impact would remain significant.

#22 Columbia Street at W Hawthorn Street

This intersection would experience an increase in delay with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would address this impact by adopting long-term regional improvements at this intersection. Mitigation Measure MM-TR-LRP-1 is presently ***not considered feasible*** because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding. This impact would remain significant.

#23 State Street at W Hawthorn Street

This intersection would experience an increase in delay with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would address this impact by adopting long-term regional improvements at this

intersection. Mitigation Measure MM-TR-LRP-1 is presently **not considered feasible** because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding. This impact would remain significant.

#24 I-5 NB Off-Ramp / Brant Street at W Hawthorn Street

This intersection would experience an increase in delay with the addition of the proposed project. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would address this impact by adopting long-term regional improvements at this intersection. Mitigation Measure MM-TR-LRP-1 is presently **not considered feasible** because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding. This impact would remain significant.

#27 Kettner Boulevard at W Grape Street

This intersection would experience an increase in delay with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-5c, as previously described in Section 3.14.6.1, in addition to MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-40. This mitigation is **physically feasible**, because there is enough space in the existing roadway widths. Mitigation Measure MM-TR-LRP-1 is presently **not considered feasible** because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding.

#28 India Street at W Grape Street

This intersection would experience an increase in delay with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-5c, as previously described in Section 3.14.6.1, in addition to MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-40. Proposed Mitigation Measure MM-TR-I-5c presently is **not considered feasible** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is **physically feasible** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will,

however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#29 Columbia Street at W Grape Street

This intersection would experience an increase in delay with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-4a, as previously described in Section 3.14.6.1, in addition to MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-40. Proposed Mitigation Measure MM-TR-I-4a presently is **not considered feasible** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is **physically feasible** because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#30 State Street / I-5 SB On-Ramp at W Grape Street

This intersection would experience an increase in delay with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-4b, as previously described in Section 3.14.6.1, in addition to MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-40. Proposed Mitigation Measure MM-TR-I-4b presently is **not considered feasible** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is **physically feasible** because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure,

and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#33 Harbor Island Drive at N Harbor Drive

This intersection would experience an increase in delay greater than one second and operates at LOS F during all peak hours with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1d, as previously described in Section 3.14.6.1.1, in addition to MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-40. Proposed Mitigation Measure MM-TR-I-1d presently is **not considered feasible** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is **physically feasible** because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#38 Liberator Way at N Harbor Drive

This intersection would experience an increase in delay with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would address this impact by adopting long-term regional improvements at this intersection. Mitigation Measure MM-TR-LRP-1 is presently **not considered feasible** because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding. This impact would remain significant.

#39 Cell Phone Lot at N Harbor Dr

This intersection would experience an increase in delay greater than one second and operates at LOS F during the PM with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would address this impact by adopting long-term regional improvements at this intersection. Mitigation Measure MM-TR-LRP-1 is presently **not considered feasible** because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding. This impact would remain significant.

#40 Terminal Link Road / Coast Guard at N Harbor Drive

This intersection would experience an increase in delay with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1d, as previously described in Section 3.14.6.1, in addition to MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-40.

#41 Palm Street at Kettner Boulevard

This intersection would experience an increase in delay with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1e in addition to MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would ensure that the intersection operates at LOS A during the PM peak hour and LOS E in the AM peak hour, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-40. Proposed Mitigation Measure MM-TR-I-1e presently is **not considered feasible** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is **physically feasible**, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#42 Laning Road at N Harbor Drive

This intersection would experience an increase in delay with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would address this impact by adopting long-term regional improvements at this intersection. Mitigation Measure MM-TR-LRP-1 is presently **not considered feasible** because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding. This impact would remain significant.

#44 Rosecrans Street at Nimitz Boulevard

The intersection of Rosecrans Street at Nimitz Boulevard operates at LOS F during the AM and PM peak hours and at LOS E during the Airport peak hour under 2050 Without Project conditions. This intersection would experience an increase in delay with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would address this impact by adopting long-term regional improvements at this intersection. Mitigation Measure MM-TR-LRP-1 is presently **not considered feasible** because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding. This impact would remain significant.

In place of mitigating specific intersection facilities, beyond those previously identified, the following long-range transportation planning study and resulting measures are recommended to address Year 2050 cumulative impacts.

Proposed Mitigation Measure

MM-TR-LRP-1: Airport Regional Connections. The SDCRAA shall participate in regional efforts to develop a long-range transportation solution for accessing the Airport, including the following measures: 1. Participate in regional planning efforts led by SANDAG (Airport Connections Study) to determine transit connections between regional transit and the Airport terminals, freeway connections along the Laurel Street corridor, intelligent transportation systems, and mobility hub improvements/strategies; and 2. Participate in the implementation of improvements and strategies identified in the Airport Connections Study.

1. SDCRAA staff are fully engaged as stakeholders in SANDAG's committee and subcommittees which are tasked with developing regional solutions for improving access to the Airport. Other stakeholders include SANDAG, City of San Diego, MTS, Caltrans, US Navy and Marine Corps, and the Port

of San Diego. SDCRAA has shared data, plans, concepts, and studies. In addition, SDCRAA shall provide feedback on suggested options.

2. SDCRAA will fund its fair share of agreed to improvement to implement long-term regional solutions identified by SANDAG's Airport Connections Study, subject to FAA concurrence to use Airport funding for these purposes. Proposed Mitigation Measure MM-TR-LRP-1 currently could not be implemented and is presently ***not considered feasible*** because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding. Portions of Mitigation Measure MM-TR-LRP-1 require physical improvements to facilities and/or VMT reduction items and are within the jurisdiction of other public agencies or departments and are ***not considered physically feasible***. SDCRAA could not require those agencies or departments to implement any as yet unidentified improvements or VMT reduction programs. SDCRAA will, however, continue to collaborate with the other public agencies and departments to implement any improvement items and/or VMT reduction programs (consistent with CEQA Guidelines section 15064.3) relating to the Airport. Also, due to FAA regulations, proposed Mitigation Measure MM-TR-LRP-1 currently could not be implemented and is presently ***not considered feasible*** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements, programs to reduce VMT, or other mitigation measures. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for the as yet unidentified off-Airport improvement or VMT reduction items. If the funding is granted (and the other agencies agree to implement) then the Mitigation Measure would be feasible. If the FAA does not approve the funding then the Measure would be infeasible.

Roadway Segment Level of Service

2050 Without Project and 2050 With Project volumes were evaluated at the study area roadway segments. Results of the analysis are presented in Table 3.14-41. Cumulative roadway segment impacts under the 2050 With Project Conditions are identified in column "2050 With Project Comparison, Existing." As shown in the table, all study area roadway segments operate at acceptable levels of service under weekday conditions with the exception of:

2050 Without Project Conditions

Kettner Boulevard

- Vine Street to Sassafras Street operates at **LOS F**
- Sassafras Street to Palm Street operates at **LOS F**
- Palm Street to Laurel Street operates at **LOS F**

Table 3.14-41: 2050 With Project Conditions Roadway Segment Level of Service Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			2050 Without Project			2050 With Project			2050 With Project Comparison			
			ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	Existing		2050 Without Project	
												Δ in ADT	Δ in V/C	Δ in ADT	Δ in V/C
Pacific Highway															
Kurtz St to Barnett Ave	6 Lane Major Arterial	50,000	21,780	0.436	B	27,235	0.545	B	28,517	0.57	C	6,737	0.134	1,282	0.025
Barnett Ave to Washington St	6 Lane Expressway	80,000	51,778	0.647	C	68,674	0.858	D	71,782	0.897	E	20,004	0.250	3,107	0.039
Washington St to Sassafras St	6 Lane Prime Arterial	60,000	14,219	0.237	A	37,196	0.62	C	38,575	0.643	C	24,356	0.406	1,379	0.023
Sassafras St to Palm St	6 Lane Major Arterial	50,000	18,988	0.380	A	23,943	0.479	B	29,115	0.582	C	10,127	0.202	5,172	0.103
Palm St to Laurel St	6 Lane Major Arterial	50,000	20,447	0.409	B	30,532	0.611	C	36,393	0.728	C	15,946	0.319	5,861	0.117
Laurel St to Juniper St	6 Lane Major Arterial	50,000	10,478	0.210	A	18,192	0.364	A	21,944	0.439	B	11,466	0.229	3,752	0.075
Kettner Blvd															
Vine St to Sassafras St	3 Lane Major Arterial (one-way)	27,500	26,492	0.963	E	31,488	1.145	F	38,821	1.412	F	12,329	0.449	7,334	0.267
Sassafras St to Palm St	3 Lane Major Arterial (one-way)	27,500	18,406	0.669	C	36,397	1.324	F	43,224	1.572	F	24,818	0.903	6,827	0.248
Palm St to Laurel St	3 Lane Major Arterial (one-way)	27,500	18,406	0.669	C	30,219	1.099	F	33,253	1.209	F	14,847	0.540	3,034	0.110
India St															
Sassafras St to Laurel St	3 Lane Major Arterial (one-way)	27,500	14,465	0.526	B	26,636	0.969	E	33,463	1.217	F	18,998	0.691	6,827	0.248
Laurel St to Juniper St	3 Lane Collector (one-way)	26,000	3,884	0.149	A	4,579	0.176	A	4,579	0.176	A	695	0.027	0	0.000
Washington St															
West of Pacific Hwy	4 Lane Major Arterial	40,000	4,847	0.121	A	6,872	0.172	A	9,975	0.249	A	5,128	0.128	3,103	0.077
Hancock St to San Diego Ave	4 Lane Major Arterial	40,000	22,972	0.574	C	29,560	0.739	C	30,935	0.773	D	7,963	0.199	1,375	0.034
East of India St	4 Lane Major Arterial	40,000	24,710	0.618	C	34,772	0.869	D	36,147	0.904	E	11,437	0.286	1,375	0.035

Table 3.14-41: 2050 With Project Conditions Roadway Segment Level of Service Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			2050 Without Project			2050 With Project			2050 With Project Comparison			
			ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	Existing		2050 Without Project	
												Δ in ADT	Δ in V/C	Δ in ADT	Δ in V/C
Sassafras St															
Pacific Hwy to Kettner Blvd	3 Lane Collector (w/o two-way left-turn lane)	12,000	15,983	1.332	F	22,739	1.895	F	35,476	2.956	F	19,493	1.624	12,737	1.061
Palm St															
Pacific Hwy to Kettner Blvd	2 Lane Collector (w/o two-way left-turn lane)	8,000	1,940	0.243	A	11,901	1.488	F	12,590	1.574	F	10,650	1.331	690	0.086
Laurel St															
Harbor Dr to Pacific Hwy	5 Lane Major Arterial	45,000	35,441	0.788	D	63,734	1.416	F	75,639	1.681	F	40,198	0.893	11,905	0.265
Pacific Hwy to India St	4 Lane Major Arterial	40,000	21,042	0.526	C	31,403	0.785	D	36,501	0.913	E	15,459	0.387	5,099	0.128
India St to State St / Reynard Wy	4 Lane Major Arterial	40,000	14,072	0.352	A	16,308	0.408	B	17,683	0.442	B	3,611	0.090	1,375	0.034
Hawthorn St															
Harbor Dr to Pacific Hwy	3 Lane Collector (one-way)	26,000	26,337	1.013	F	35,520	1.366	F	40,209	1.547	F	13,872	0.534	4,689	0.181
Pacific Hwy to India St	3 Lane Collector (one-way)	26,000	30,936	1.190	F	54,464	2.095	F	59,153	2.275	F	28,217	1.085	4,689	0.180
India St to State St	3 Lane Collector (one-way)	26,000	30,936	1.190	F	55,021	2.116	F	59,710	2.297	F	28,774	1.107	4,689	0.181
State St to Albatross St	2 Lane Collector (w/o two-way left-turn lane)	8,000	10,483	1.310	F	12,358	1.545	F	12,358	1.545	F	1,875	0.235	0	0.000
Grape St															
Harbor Dr to Pacific Hwy	3 Lane Collector (one-way)	26,000	23,826	0.916	E	50,803	1.954	F	56,182	2.161	F	32,356	1.245	5,378	0.207
Pacific Hwy to India St ¹	3 Lane Collector (one-way)	26,000	28,167	1.083	F	60,807	2.339	F	66,186	2.546	F	38,019	1.463	5,378	0.207
India St to State St	3 Lane Collector (one-way)	26,000	32,386	1.246	F	76,583	2.946	F	81,962	3.152	F	49,576	1.906	5,378	0.206
Albatross St to Front St ¹	3 Lane Collector (one-way)	26,000	2,172	0.084	A	5,986	0.23	A	5,986	0.23	A	3,814	0.146	0	0.000

Table 3.14-41: 2050 With Project Conditions Roadway Segment Level of Service Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			2050 Without Project			2050 With Project			2050 With Project Comparison			
												Existing		2050 Without Project	
			ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	Δ in ADT	Δ in V/C	Δ in ADT	Δ in V/C
North Harbor Dr															
Scott Rd to Nimitz Blvd ²	4 Lane Prime Arterial	50,000	11,759	0.235	A	18,938	0.379	A	19,765	0.395	A	8,006	0.160	827	0.016
Nimitz Blvd to Laning Rd ²	6 Lane Prime Arterial	60,000	19,644	0.327	A	29,918	0.499	B	32,401	0.54	B	12,757	0.213	2,482	0.041
Laning Rd to McCain Rd	6 Lane Prime Arterial	60,000	28,798	0.480	B	37,459	0.624	C	40,769	0.679	C	11,971	0.199	3,310	0.055
McCain Rd to Spanish Landing	6 Lane Prime Arterial	60,000	29,392	0.490	B	33,521	0.559	B	40,544	0.676	C	11,152	0.186	7,023	0.117
Spanish Landing to Harbor Island Dr	6 Lane Prime Arterial	60,000	30,278	0.505	B	30,561	0.509	B	37,309	0.622	C	7,031	0.117	6,748	0.113
Harbor Island Dr to Winship Ln ²	6 Lane Prime Arterial	60,000	77,384	1.290	F	67,961	1.133	F	46,856	0.781	C	-30,528	-0.509	-21,105	-0.352
Winship Ln to Liberator Way	6 Lane Prime Arterial	60,000	89,066	1.484	F	134,101	2.235	F	113,184	1.886	F	24,118	0.402	-20,917	-0.349
Liberator Way to Cell Phone Lot	6 Lane Prime Arterial	60,000	94,942	1.582	F	135,996	2.267	F	115,078	1.918	F	20,136	0.336	-20,917	-0.349
Cell Phone Lot to Laurel St / Solar Turbines	6 Lane Prime Arterial	60,000	95,096	1.585	F	1Froad49,878	2.498	F	117,475	1.958	F	22,379	0.373	-32,403	-0.540
Laurel St / Solar Turbines to W Laurel St	6 Lane Prime Arterial	60,000	76,603	1.277	F	137,416	2.29	F	111,383	1.856	F	34,780	0.579	-26,033	-0.434
Laurel St to Hawthorn St	6 Lane Prime Arterial	60,000	59,521	0.992	E	110,738	1.846	F	123,012	2.05	F	63,491	1.058	12,274	0.204
Hawthorn St to Grape St ¹	6 Lane Prime Arterial	60,000	37,881	0.631	C	78,770	1.313	F	86,355	1.439	F	48,474	0.808	7,585	0.126
Grape St to Ash St ¹	5 Lane Prime Arterial	55,000	20,437	0.372	A	28,687	0.522	B	30,893	0.562	B	10,456	0.190	2,207	0.040

Table 3.14-41: 2050 With Project Conditions Roadway Segment Level of Service Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			2050 Without Project			2050 With Project			2050 With Project Comparison			
			ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	Existing		2050 Without Project	
												Δ in ADT	Δ in V/C	Δ in ADT	Δ in V/C
Harbor Island Dr															
Harbor Dr to Old Rent A Car Access	4 Lane Major Arterial	40,000	12,743	0.319	A	33,573	0.839	D	34,031	0.851	D	21,288	0.532	458	0.012
West of Harbor Island Dr	4 Lane Major Arterial	40,000	7,661	0.192	A	15,367	0.384	B	15,826	0.396	B	8,165	0.204	458	0.012
Harbor Island Dr to Parking Lot	4 Lane Collector (w/o two-way left-turn lane)	15,000	4,801	0.320	A	13,296	0.886	E	13,296	0.886	E	8,495	0.566	0	0.000
East of Parking Lot	4 Lane Collector (w/o two-way left-turn lane)	15,000	3,929	0.262	A	13,296	0.886	E	13,296	0.886	E	9,367	0.624	0	0.000

Source: Kimley-Horn, June 2019.

Notes: Bold values indicate roadway segments operating at LOS E or F. Bold and shaded values indicate project significant impact. City of San Diego’s Significance Determination Thresholds under CEQA, Section O, p.71. A review of SANDAG and Port of San Diego studies indicates that they use the same significance determination thresholds. Under 2030, 2035 and 2050 With Project conditions, all significant impacts are defined as Cumulative impacts per these thresholds.

(a) Existing roads street classification is based on the City of San Diego Street Design Manual, March 2018 Edition.

(b) Average Daily Traffic (ADT) volumes for the roadway segments were provided by National Data & Surveying Services and measured in June 2017 and in March 2019.

(c) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

¹ Volumes from January 1, 2005 to February 2, 2017. Growth factor applied based on comparison between 2017 counted volumes and 2013 Machine Count Traffic volumes.

² 2015 ADT Volumes obtained from City of San Diego Machine Count Traffic Volumes from January 1, 2005 to February 2, 2017.

India Street

- Sassafra to Laurel Street operates at **LOS E**

Sassafras Street

- Pacific Highway to Kettner Boulevard operates at **LOS F**

Palm Street

- Pacific Highway to Kettner Boulevard operates at **LOS F**

Laurel Street

- Harbor Drive to Pacific Highway operates at **LOS F**

Hawthorn Street

- Harbor Drive to Pacific Highway operates at **LOS F**
- Pacific Highway to India Street operates at **LOS F**
- India Street to State Street operates at **LOS F**
- State Street to Albatross Street operates at **LOS F**

Grape Street

- Harbor Drive to Pacific Highway operates at **LOS F**
- Pacific Highway to India Street operates at **LOS F**
- India Street to State Street operates at **LOS F**

North Harbor Drive

- Harbor Island Drive to Winship Lane operates at **LOS F**
- Winship Lane to Liberator Way operates at **LOS F**
- Liberator Way to Cell Phone Lot operates at **LOS F**
- Cell Phone Lot to Laurel Street / Solar Turbines operates at **LOS F**
- Laurel Street / Solar Turbines to West Laurel Street operates at **LOS F**
- Laurel Street to Hawthorn Street operates at **LOS F**
- Hawthorn Street to Grape Street operates at **LOS F**

2050 With Project Conditions

Pacific Highway

- **Barnett Avenue to Washington Street operates at LOS E**

Kettner Boulevard

- **Vine Street to Sassafras Street operates at LOS F**
- **Sassafras Street to Palm Street operates at LOS F**
- **Palm Street to Laurel Street operates at LOS F**

India Street

- **Sassafras Street to Laurel Street operates at LOS F**

Washington Street

- **East of India street operates at LOS E**

Sassafras Street

- **Pacific Highway to Kettner Boulevard operates at LOS F**

Palm Street

- **Pacific Highway to Kettner Boulevard operates at LOS F**

Laurel Street

- **Harbor Drive to Pacific Highway operates at LOS F**
- **Pacific Highway to India Street operates at LOS E**

Hawthorn Street

- **Harbor Drive to Pacific Highway operates at LOS F**
- **Pacific Highway to India Street operates at LOS F**
- **India Street to State Street operates at LOS F**
- **State Street to Albatross Street operates at LOS F**

Grape Street

- **Harbor Drive to Pacific Highway operates at LOS F**
- **Pacific Highway to India Street operates at LOS F**
- **India Street to State Street operates at LOS F**

North Harbor Drive

- **Winship Lane to Liberator Way operates at LOS F**
- **Liberator Way to Cell Phone Lot operates at LOS F**
- **Cell Phone Lot to Laurel Street / Solar Turbines operates at LOS F**
- **Laurel Street / Solar Turbines to W Laurel Street operates at LOS F**
- **Laurel Street to Hawthorn Street operates at LOS F**
- **Hawthorn Street to Grape Street operates at LOS F**

Harbor Island Drive

- **Harbor Island Drive to Parking Lot operates at LOS E**
- **Liberator Way to Cell Phone Lot operates at LOS E**

Those roadways listed above that are shown in bold text are considered to be cumulatively considerable impacts. Specifically, the proposed project's traffic adds to the roadway's v/c by at least 0.02 at LOS E or 0.01 at LOS F.

The following mitigations, in addition to MM-TDM-1 discussed in detail in Section 3.14.6.1, would address the significant impacts that would occur from the project, as defined by Table 3.14-41, between Existing conditions and 2050 With Project conditions:

Pacific Highway from Barnett Avenue to Washington Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Pacific Highway is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Kettner Boulevard from Vine Street to Sassafras Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Kettner Boulevard is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Kettner Boulevard from Sassafras Street to Palm Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Kettner Boulevard is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Kettner Boulevard from Palm Street to Laurel Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Kettner Boulevard is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

India Street from Sassafras Street to Laurel Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

India Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Washington Street East of India Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would address this impact by adopting long-term regional improvements along this roadway segment. Mitigation Measure MM-TR-LRP-1 is presently ***not considered feasible*** because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding. This impact would remain significant.

Sassafras Street from Pacific Highway to Kettner Boulevard

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-1a, as previously described in Section 3.14.6.1, in addition to MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would reduce the roadway segment v/c ratio to a less-than-significant level, as shown in Table 3.14-42. Proposed Mitigation Measure MM-TR-RS-1a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Palm Street from Pacific Highway to Kettner Boulevard

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-4a, as previously described in Section 3.14.6.1, in addition to MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would reduce the roadway segment v/c ratio to a less-than-significant level, as shown in Table 3.14-42. Proposed Mitigation Measure MM-TR-RS-4a presently is ***not considered feasible*** because the Mitigation

Table 3.14-42: 2050 With Project Conditions Roadway Segment Improvement Level of Service Summary

ROADWAY SEGMENT	WITH PROJECT ADT	BEFORE IMPROVEMENT				AFTER IMPROVEMENT (C)				
		ROADWAY CLASSIFICATION (A)	LOS E CAPACITY	V/C RATIO (b)	LOS	ROADWAY CLASSIFICATION	FUTURE BICYCLE FACILITY	LOS E CAPACITY	V/C RATIO (b)	LOS
Pacific Highway										
Barnett Ave to Washington St	71,782	6 Lane Expressway	80,000	0.897	E	6 Lane Expressway	Class I (E/S)/Class	80,000	0.897	E
Kettner Blvd										
Vine St to Sassafras St	38,821	3 Lane Major Arterial (one-way)	27,500	1.412	F	3 Lane Major Arterial (one-way)	Class II (one-way)	27,500	1.412	F
Sassafras St to Palm St	43,224	3 Lane Major Arterial (one-way)	27,500	1.572	F	3 Lane Major Arterial (one-way)	Class II (one-way)	27,500	1.572	F
Palm St to Laurel St	33,253	3 Lane Major Arterial (one-way)	27,500	1.209	F	3 Lane Major Arterial (one-way)	Class II (one-way)	27,500	1.209	F
India St										
Sassafras St to Laurel St	33,463	3 Lane Major Arterial (one-way)	27,500	1.217	F	3 Lane Major Arterial (one-way)	Class II (one-way)	27,500	1.217	F
Washington St										
East of India St	36,147	4 Lane Major Arterial	40,000	0.904	F	5 Lane Major Arterial	Class II	45,000	0.803	D
Sassafras St										
Pacific Hwy to Kettner Blvd	35,476	3 Lane Collector (w/o two-way left-turn lane)	12,000	2.956	F	4 Lane Collector	Class II	30,000	1.183	F
Palm St										
Pacific Hwy to Kettner Blvd	12,590	2 Lane Collector (w/o two-way left-turn lane)	8,000	1.574	F	4 Lane Collector (w/o two-way left-turn lane)	-	15,000	0.839	D
Laurel St										
Harbor Dr to Pacific Hwy	75,639	5 Lane Major Arterial	45,000	1.681	F	5 Lane Major Arterial	Class III	45,000	1.681	F
Pacific Highway to India St	36,501	4 Lane Major Arterial	40,000	0.913	E	4 Lane Major Arterial	Class III	40,000	0.913	E
Hawthorn St										
Harbor Dr to Pacific Hwy	40,209	3 Lane Collector (one-way)	26,000	1.547	F	3 Lane Collector (one-way)	Class IV (one-way)	26,000	1.547	F

Table 3.14-42: 2050 With Project Conditions Roadway Segment Improvement Level of Service Summary

ROADWAY SEGMENT	WITH PROJECT ADT	BEFORE IMPROVEMENT				AFTER IMPROVEMENT (C)				
		ROADWAY CLASSIFICATION (A)	LOS E CAPACITY	V/C RATIO (b)	LOS	ROADWAY CLASSIFICATION	FUTURE BICYCLE FACILITY	LOS E CAPACITY	V/C RATIO (b)	LOS
Pacific Hwy to India St	59,153	3 Lane Collector (one-way)	26,000	2.275	F	3 Lane Collector (one-way)	Class IV (one-way)	26,000	2.249	F
India St to State St	59,710	3 Lane Collector (one-way)	26,000	2.297	F	3 Lane Collector (one-way)	Class IV (one-way)	26,000	2.270	F
State St to Albatross St	12,358	2 Lane Collector (w/o two-way left-turn lane)	8,000	1.545	F	2 Lane Collector (w/o two-way left-turn lane)	-	8,000	1.545	F
Grape St										
Harbor Dr to Pacific Hwy	56,182	3 Lane Collector (one-way)	26,000	2.161	F	4 Lane Collector (one-way)	Class IV (one-way)	34,700	1.619	F
Pacific Hwy to India St1	66,186	3 Lane Collector (one-way)	26,000	2.546	F	4 Lane Collector (one-way)	Class IV (one-way)	34,700	1.907	F
India St to State St	81,962	3 Lane Collector (one-way)	26,000	3.152	F	4 Lane Collector (one-way)	Class IV (one-way)	34,700	2.362	F
North Harbor Dr										
Winship Ln to Liberator Way	113,184	6 lane Prime Arterial	60,000	1.886	F	6 Lane Prime Arterial	Class I(S/S)/Class	60,000	1.886	F
Liberator Way to Cell Phone Lot	115,078	6 lane Prime Arterial	60,000	1.918	F	6 Lane Prime Arterial	Class I(S/S)/Class	60,000	1.918	F
Cell Phone Lot to Laurel St / Solar Turbines	117,475	6 lane Prime Arterial	60,000	1.958	F	6 Lane Prime Arterial	Class I(S/S)/Class	60,000	1.958	F
Laurel St / Solar Turbines to W Laurel St	111,383	6 lane Prime Arterial	60,000	1.856	F	6 Lane Prime Arterial	Class I(S/S)/Class	60,000	1.856	F
Laurel St to Hawthorn St	123,012	6 Lane Prime Arterial	60,000	2.050	F	6 Lane Prime Arterial	Class I(S/S)/Class	60,000	2.050	F
Hawthorn St to Grape St	86,355	6 Lane Prime Arterial	60,000	1.439	E	6 Lane Prime Arterial	Class I(S/S)/Class	60,000	1.439	F

Table 3.14-42: 2050 With Project Conditions Roadway Segment Improvement Level of Service Summary

ROADWAY SEGMENT	WITH PROJECT ADT	BEFORE IMPROVEMENT				AFTER IMPROVEMENT (C)				
		ROADWAY CLASSIFICATION (A)	LOS E CAPACITY	V/C RATIO (b)	LOS	ROADWAY CLASSIFICATION	FUTURE BICYCLE FACILITY	LOS E CAPACITY	V/C RATIO (b)	LOS
Harbor Island Dr										
Harbor Island Dr to Parking Lot	13,296	4 Lane Collector (w/o two-way left-turn lane)	15,000	0.886	E	4 Lane Collector (w/o two-way left-turn lane)	-	15,000	0.886	E
East of Parking Lot	13,296	4 Lane Collector (w/o two-way left-turn lane)	15,000	0.886	E	4 Lane Collector (w/o two-way left-turn lane)	-	15,000	0.886	E

Source: Kimley-Horn, June 2019.

Notes:

Bold values indicate intersections operating at LOS E or F. **Bold and shaded** values indicate project significant impact.

(a) Existing roads street classification is based on the City of San Diego Street Design Manual, March 2018 Edition.

(b) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

(c) The Table presumes the improvements are feasible, which is uncertain.

Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is **physically feasible** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Laurel Street from Harbor Drive to Pacific Highway

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Laurel Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would **not be consistent** with the Community Plan. As such, this impact is considered unmitigable.

Laurel Street from Pacific Highway to India Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Laurel Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would **not be consistent** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from Harbor Drive to Pacific Highway

The roadway segment Hawthorn Street from Harbor Drive to Pacific Highway operates at LOS F under 2050 Without Project conditions. This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would **not be consistent** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from Pacific Highway to India Street

The roadway segment Hawthorn Street from Pacific Highway to India Street operates at LOS F under 2050 Without Project conditions. This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would **not be consistent** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from India Street to State Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would **not be consistent** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from State Street to Albatross Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact. .

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would **not be consistent** with the Community Plan. As such, this impact is considered unmitigable.

Grape Street from Harbor Drive to Pacific Highway

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-1b, as previously discussed in Section 3.14.6.1, in addition to MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-42. Proposed Mitigation Measure MM-TR-RS-1b presently is **not considered feasible** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is **physically feasible**, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item. This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of

Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street. ***Grape Street from Pacific Highway to India Street***

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, in addition to MM-TR-RS-1c, as previously described in Section 3.14.6.1, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-42. Proposed Mitigation Measure MM-TR-RS-1c presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item. This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street. Mitigation Measure MM-TR-LRP-1 is presently ***not considered feasible*** because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding.

Grape Street from India Street to State Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, in addition to MM-TR-RS-1d, as previously described in Section 3.14.6.1, would reduce the roadway segment v/c ratio to a less-than-significant level, as shown in Table 3.14-42. Proposed Mitigation Measure MM-TR-RS-1d presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the

Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item. This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street. Mitigation Measure MM-TR-LRP-1 is presently **not considered feasible** because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding.

North Harbor Drive from Winship Lane to Liberator Way

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would **not be consistent** with the Community Plan. As such, this impact is considered unmitigable.

North Harbor Drive from Liberator Way to Cell Phone Lot

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would **not be consistent** with the Community Plan. As such, this impact is considered unmitigable.

North Harbor Drive from Cell Phone Lot to Laurel Street / Solar Turbines

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would **not be consistent** with the Community Plan. As such, this impact is considered unmitigable.

North Harbor Drive from Laurel Street / Solar Turbines to W Laurel St

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would **not be consistent** with the Community Plan. As such, this impact is considered unmitigable.

North Harbor Drive from Laurel Street to Hawthorn Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would **not be consistent** with the Community Plan. As such, this impact is considered unmitigable.

North Harbor Drive from Hawthorn Street to Grape Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would **not be consistent** with the Community Plan. As such, this impact is considered unmitigable.

Harbor Island Drive from Harbor Island Drive to Parking Lot

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Harbor Island Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would **not be consistent** with the Community Plan. Additionally, this segment exclusively provides access to/from Port of San Diego property. Therefore, the additional traffic volumes along Harbor Island Drive are related to Port of San Diego properties. As such, this impact is considered unmitigable.

Harbor Island Drive, east of Parking Lot

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Harbor Island Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would **not be consistent** with the Community Plan. Additionally, this segment exclusively provides access to/from Port of San Diego property. Therefore, the additional traffic volumes along Harbor Island Drive are related to Port of San Diego properties. As such, this impact is considered unmitigable.

Some of the roadway segments identified above, are currently at their Community Plan-designated roadway classification and potential mitigation measures to add through lanes would **not be physically feasible** because the measure would be inconsistent with the Community Plan. Further, due to FAA regulations, potential improvements currently could not be implemented and are presently **not considered feasible** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements or mitigation

measures discussed in section 3.14.6 above. SDCRAA has not requested funding of any through lane improvements to the roadways because the City told SDCRAA that it would not support or implement improvements that are inconsistent with the applicable community plan, and the City has jurisdiction over the potential improvements. SDCRAA could not require the City to implement this improvement. As such, this impact is considered unmitigable.

In place of mitigating specific roadway facilities, beyond those previously identified, the following long-range transportation planning study and resulting measures are recommended to address Year 2050 cumulative impacts.

Proposed Mitigation Measure

MM-TR-LRP-1: Airport Regional Connections. The SDCRAA shall participate in regional efforts to develop a long-range transportation solution for accessing the Airport, including the following measures: 1. Participate in regional planning efforts led by SANDAG (Airport Connections Study) to determine transit connections between regional transit and the Airport terminals, freeway connections along the Laurel Street corridor, intelligent transportation systems, and mobility hub improvements/strategies; and 2. Participate in the implementation of improvements and strategies identified in the Airport Connections Study.

1. SDCRAA staff are fully engaged as stakeholders in SANDAG's committee and subcommittees which are tasked with developing regional solutions for improving access to the Airport. Other stakeholders include SANDAG, City of San Diego, MTS, Caltrans, US Navy and Marine Corps, and the Port of San Diego. SDCRAA has shared data, plans, concepts, and studies. In addition, SDCRAA shall provide feedback on suggested options.
2. SDCRAA will fund its fair share of agreed to improvement to implement long-term regional solutions identified by SANDAG's Airport Connections Study, subject to FAA concurrence to use Airport funding for these purposes. Proposed Mitigation Measure MM-TR-LRP-1 currently could not be implemented and is presently ***not considered feasible*** because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding. Portions of Mitigation Measure MM-TR-LRP-1 require physical improvements to facilities and/or VMT reduction items and are within the jurisdiction of other public agencies or departments and are ***not considered physically feasible***. SDCRAA could not require those agencies or departments to implement any as yet unidentified improvements or VMT reduction programs. SDCRAA will, however, continue to collaborate with the other public agencies and departments to implement any improvement items and/or VMT reduction programs (consistent with CEQA Guidelines section 15064.3) relating to the Airport. Also, due to FAA regulations, proposed Mitigation Measure MM-TR-LRP-1 currently could not be implemented and is presently ***not considered feasible*** because the FAA may not

authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements, programs to reduce VMT, or other mitigation measures. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for the as yet unidentified off-Airport improvement or VMT reduction items. If the funding is granted (and the other agencies agree to implement) then the Mitigation Measure would be feasible. If the FAA does not approve the funding then the Measure would be infeasible.

Freeway Segment Level of Service

2050 Without Project and 2050 With Project volumes were evaluated at the study area freeway segments. Results of the analysis are presented in Table 3.14-43. Cumulative freeway impacts under 2050 With Project volumes are identified in column "2050 With Project Comparison, Existing Δ in V/C." As shown in the table, all study area freeway segments operate at acceptable levels of service under weekday conditions with the exception of:

2050 Without Project Conditions

I-5

- North of J Street
 - In the Southbound direction in the PM Peak operates at **LOS F**
 - In the Northbound direction in the AM Peak operates at **LOS F**
- North of Route 94 Junction
 - In the Southbound direction in the PM Peak operates at **LOS F**
 - In the Northbound direction in the AM Peak operates at **LOS F**
- North of Pershing Drive
 - In the Southbound direction in the PM Peak operates at **LOS F**
 - In the Northbound direction in the AM Peak operates at **LOS F**
- North of Route 163 Junction in the Northbound direction in the AM Peak operates at **LOS F**
- North of Sixth Avenue in the Northbound direction in the AM Peak operates at **LOS F**
- North of First Avenue in the Northbound direction in the AM Peak operates at **LOS F**
- North of Hawthorn Street
 - In the Northbound direction in the AM Peak operates at **LOS F**
 - In the Northbound direction in the PM Peak operates at **LOS F**
- North of India/Sassafras Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of Pacific Highway Viaduct in the Northbound direction in the AM Peak operates at **LOS F**
- North of Sassafras Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of Washington Street
 - In the Southbound direction in the AM Peak operates at **LOS F**
 - In the Northbound direction in the AM Peak operates at **LOS F**

Table 3.14-43: 2050 With Project Conditions Freeway Segment Level of Service Summary

Freeway Segment	Dir	Number of Lanes	Existing						2050 Without Project						2050 With Project						2050 With Project Comparison				
			Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Existing Δ in V/C		2050 Without Project Δ in V/C		
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
I-5	North of J Street	SB	4	21	29	0.618	0.836	C	D	25.5	--	0.744	1.006	C	F*	26.4	--	0.769	1.040	D	F*	-	0.204	-	0.034
		NB	4	32	20	0.943	0.587	D	C	--	25.3	1.184	0.737	F*	C	--	26.1	1.224	0.762	F*	D	0.281	-	0.040	-
	North of Route 94 Junction	SB	5	22	30	0.637	0.861	C	D	25.7	--	0.750	1.015	C	F*	27.1	--	0.789	1.068	D	F*	-	0.207	-	0.053
		NB	5	33	21	0.970	0.604	D	C	--	24.7	1.158	0.721	F*	C	--	25.6	1.200	0.748	F*	C	0.230	-	0.043	-
	North of Pershing Drive	SB	5	22	30	0.637	0.861	C	D	25.7	--	0.750	1.015	C	F*	27.5	--	0.802	1.084	D	F*	-	0.223	-	0.069
		NB	5	33	21	0.970	0.604	D	C	--	24.4	1.144	0.713	F*	C	--	25.2	1.180	0.735	F*	C	0.210	-	0.037	-
	North of Route 163 Junction	SB	5	24	20	0.711	0.579	C	C	28.7	23.4	0.838	0.683	D	C	30.3	24.7	0.885	0.721	D	C	-	-	-	-
		NB	5	N/A	27	1.062	0.794	F*	D	--	32.1	1.252	0.936	F*	D	--	34.0	1.327	0.992	F*	D	0.265	-	0.075	-
	North of Sixth Avenue	SB	5	24	20	0.711	0.579	C	C	28.7	23.4	0.838	0.683	D	C	30.3	24.7	0.883	0.720	D	C	-	-	-	-
		NB	5	N/A	27	1.062	0.794	F*	D	--	32.1	1.252	0.936	F*	D	--	34.1	1.330	0.994	F*	D	0.268	-	0.077	-
	North of First Avenue	SB	4	24	20	0.706	0.575	C	C	30.8	25.1	0.899	0.732	D	C	33.1	26.9	0.965	0.785	D	D	-	-	-	-
		NB	4	N/A	27	1.055	0.788	F*	D	--	33.1	1.291	0.965	F*	D	--	--	1.374	1.027	F*	F*	0.319	0.239	0.083	0.062
	North of Hawthorn Street	SB	4	29	23	0.840	0.685	D	C	34.2	27.9	0.998	0.813	D	D	--	28.6	1.025	0.835	F*	D	0.184	-	0.027	-
		NB	4	N/A	32	1.255	0.938	F*	D	--	--	1.504	1.125	F*	F*	--	--	1.547	1.157	F*	F*	0.293	0.219	0.043	0.032
	North of India / Sassafras Street	SB	5	22	18	0.653	0.532	C	C	26.4	21.5	0.771	0.628	D	C	26.4	21.5	0.771	0.628	D	C	-	-	-	-
		NB	5	33	25	0.975	0.729	D	C	--	30.0	1.171	0.875	F*	D	--	30.2	1.177	0.880	F*	D	0.202	-	0.006	-
	North of Pacific Highway Viaduct	SB	4	22	18	0.650	0.529	C	C	27.5	22.4	0.803	0.654	D	C	27.5	22.4	0.803	0.654	D	C	-	-	-	-
		NB	4	33	25	0.970	0.725	D	C	--	29.8	1.162	0.869	F*	D	--	30.0	1.170	0.874	F*	D	0.200	-	0.008	-

Table 3.14-43: 2050 With Project Conditions Freeway Segment Level of Service Summary

Freeway Segment	Dir	Number of Lanes	Existing						2050 Without Project						2050 With Project						2050 With Project Comparison				
			Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Existing Δ in V/C		2050 Without Project Δ in V/C		
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
North of Sasfras Street	SB	4	22	18	0.633	0.516	C	B	26.4	21.5	0.771	0.628	D	C	26.4	21.5	0.771	0.628	D	C	-	-	-	-	
	NB	4	32	24	0.945	0.707	D	C	--	29.3	1.145	0.856	F*	D	--	29.5	1.153	0.861	F*	D	0.207	-	0.008	-	
	North of Washington Street	SB	4	29	23	0.836	0.681	D	C	--	28.5	1.019	0.830	F*	D	--	30.1	1.076	0.877	F*	D	0.240	-	0.057	-
		NB	5	34	26	0.999	0.747	D	C	--	30.5	1.189	0.889	F*	D	--	32.2	1.256	0.939	F*	D	0.257	-	0.067	-
	North of Old Town Avenue	SB	5	23	19	0.675	0.550	C	C	28.1	22.9	0.821	0.669	D	C	29.7	24.2	0.868	0.707	D	C	-	-	-	-
		NB	5	N/A	26	1.009	0.754	F*	C	--	30.8	1.204	0.900	F*	D	--	32.5	1.270	0.949	F*	D	0.261	-	0.066	-
North of I-8 Junction / Camino Del Rio	SB	5	19	26	0.541	0.748	C	C	21.9	30.2	0.638	0.881	C	D	22.6	31.2	0.658	0.910	C	D	-	-	-	-	
	NB	5	24	21	0.702	0.626	C	C	28.6	25.5	0.834	0.744	D	C	29.5	26.3	0.860	0.767	D	D	-	-	-	-	
SR-163	10th Street N of Ash, End Left Align	SB	1	22	10	0.629	0.305	C	A	26.9	17.2	0.785	0.503	D	B	26.9	17.2	0.785	0.503	D	B	-	-	-	-
		NB	2	6	11	0.170	0.331	A	B	10.0	15.7	0.293	0.458	A	B	10.0	15.7	0.293	0.458	A	B	-	-	-	-
	North of I-5 Junction	SB	2	32	N/A	0.945	1.030	D	F*	--	--	1.116	1.216	F*	F*	--	--	1.137	1.239	F*	F*	0.191	0.209	0.021	0.023
		NB	2	N/A	32	1.094	0.922	F*	D	--	--	1.390	1.172	F*	F*	--	--	1.415	1.193	F*	F*	0.321	0.271	0.025	0.021
	North of Quince Street	SB	2	32	N/A	0.929	1.013	D	F*	--	--	1.097	1.195	F*	F*	--	--	1.118	1.218	F*	F*	0.188	0.205	0.021	0.023
		NB	2	N/A	31	1.075	0.906	F*	D	--	--	1.346	1.135	F*	F*	--	--	1.372	1.156	F*	F*	0.296	0.250	0.026	0.022
	North of Richmond Street	SB	2	31	34	0.905	0.986	D	D	--	--	1.069	1.165	F*	F*	--	--	1.090	1.188	F*	F*	0.185	0.202	0.020	0.023
		NB	2	N/A	30	1.047	0.883	F*	D	--	--	1.317	1.110	F*	F*	--	--	1.343	1.132	F*	F*	0.296	0.249	0.026	0.022
	North of Robinson Ave	SB	2	28	31	0.823	0.897	D	D	33.7	--	0.983	1.072	D	F*	--	--	1.005	1.095	F*	F*	0.181	0.198	0.022	0.023
		NB	2	33	28	0.953	0.803	D	D	--	--	1.188	1.001	F*	F*	--	--	1.213	1.022	F*	F*	0.260	0.219	0.025	0.021
North of Washington Street	SB	2	N/A	N/A	1.068	1.164	F*	F*	--	--	1.259	1.372	F*	F*	--	--	1.281	1.397	F*	F*	0.214	0.233	0.023	0.025	
	NB	2	N/A	N/A	1.236	1.042	F*	F*	--	--	1.478	1.245	F*	F*	--	--	1.501	1.265	F*	F*	0.265	0.223	0.023	0.020	

Table 3.14-43: 2050 With Project Conditions Freeway Segment Level of Service Summary

Freeway Segment	Dir	Number of Lanes	Existing						2050 Without Project						2050 With Project						2050 With Project Comparison				
			Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Existing Δ in V/C		2050 Without Project Δ in V/C		
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
North of Sixth Avenue	SB	4	23	25	0.668	0.728	C	C	27.0	29.5	0.789	0.860	D	D	27.4	29.9	0.799	0.871	D	D	-	-	-	-	
	NB	5	21	18	0.619	0.522	C	B	25.6	21.5	0.746	0.628	C	C	25.9	21.8	0.756	0.637	C	C	-	-	-	-	
North of I-8 Junction	SB	4	23	25	0.684	0.733	C	C	27.9	29.9	0.814	0.873	D	D	28.5	30.5	0.830	0.890	D	D	-	-	-	-	
	NB	5	24	19	0.705	0.553	C	C	28.5	22.3	0.831	0.652	D	C	28.9	22.7	0.843	0.661	D	C	-	-	-	-	
SR-94 East of Beginning at I-5 Junction and G St	WB	4	25	8	0.736	0.223	C	A	31.4	15.9	0.916	0.463	D	B	32.2	16.3	0.940	0.475	D	B	-	-	-	-	
	EB	5	1	24	0.036	0.695	A	C	4.6	28.7	0.135	0.838	A	D	4.7	29.5	0.138	0.861	A	D	-	-	-	-	
I-8	East of Midway Drive	WB	4	12	17	0.350	0.496	B	B	14.1	20.0	0.412	0.585	B	C	14.1	20.0	0.412	0.585	B	C	-	-	-	-
		EB	4	17	10	0.499	0.281	B	A	20.2	11.4	0.588	0.331	C	B	20.2	11.4	0.588	0.331	C	B	-	-	-	-
	East of I-5 Junction	WB	3	21	30	0.611	0.866	C	D	24.8	--	0.724	1.027	C	F*	25.8	--	0.753	1.068	C	F*	-	0.202	-	0.041
		EB	3	30	17	0.872	0.491	D	B	--	19.9	1.028	0.579	F*	C	--	20.7	1.070	0.603	F*	C	0.199	-	0.043	-
	East of Morena Boulevard	WB	5	18	26	0.532	0.755	C	C	21.5	30.5	0.627	0.890	C	D	22.2	31.4	0.646	0.917	C	D	-	-	-	-
		EB	4	33	18	0.949	0.535	D	C	--	21.6	1.119	0.631	F*	C	--	22.2	1.149	0.648	F*	C	0.200	-	0.030	-
	East of Hotel Circle / Taylor Street	WB	5	26	22	0.759	0.645	C	C	30.7	26.1	0.894	0.760	D	C	31.5	26.7	0.918	0.780	D	D	-	-	-	-
		EB	4	22	32	0.638	0.945	C	D	25.8	--	0.753	1.115	C	F*	26.5	--	0.772	1.143	D	F*	-	0.198	-	0.029
	East of Hotel Circle	WB	5	28	24	0.819	0.696	D	C	33.1	28.1	0.965	0.820	D	D	33.9	28.8	0.989	0.840	D	D	-	-	-	-
		EB	4	24	N/A	0.689	1.021	C	F*	27.9	--	0.813	1.203	D	F*	28.5	--	0.832	1.232	D	F*	-	0.211	-	0.029
East of SR-163 Junction	WB	4	N/A	31	1.052	0.894	F*	D	--	--	1.240	1.054	F*	F*	--	--	1.262	1.072	F*	F*	0.210	0.178	0.022	0.018	
	EB	4	24	N/A	0.708	1.049	C	F*	29.9	--	0.871	1.290	D	F*	30.7	--	0.895	1.325	D	F*	-	0.276	-	0.035	

Table 3.14-43: 2050 With Project Conditions Freeway Segment Level of Service Summary

Freeway Segment	Dir	Number of Lanes	Existing						2050 Without Project						2050 With Project						2050 With Project Comparison			
			Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Existing Δ in V/C		2050 Without Project Δ in V/C	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM

Source: Kimley-Horn, June 2019.

Notes: Bold values indicate freeway segments operating at LOS E or F. Bold and shaded values indicate project significant impact. City of San Diego’s Significance Determination Thresholds under CEQA, Section O, p.71. A review of SANDAG and Port of San Diego studies indicates that they use the same significance determination thresholds. Under 2030, 2035 and 2050 With Project conditions, all significant impacts are defined as Cumulative impacts per these thresholds.

(a) Volume to capacity ratio. (b) The LOS for the respective freeway segments were based on the methodologies contained in Chapter 11 of the Highway Capacity Manual, 6th Edition.

¹ Speed and density values are reported as “--” and LOS is reported as “F*” when the volume to capacity ratio is greater than 1.00. Per Chapter 11 of the HCM, 6th Edition, the density is only calculated when the ratio is less than 1.00 and the speed cannot be estimated. All cases in which this ratio is greater than 1.00 are LOS F.

- North of Old Town Avenue in the Northbound direction in the AM Peak operates at **LOS F**

SR-163

- North of I-5 Junction
 - In the Southbound direction in the AM Peak operates at **LOS F**
 - In the Southbound direction in the PM Peak operates at **LOS F**
 - In the Northbound direction in the AM Peak operates at **LOS F**
 - In the Northbound direction in the PM Peak operates at **LOS F**
- North of Quince Street
 - In the Southbound direction in the AM Peak operates at **LOS F**
 - In the Southbound direction in the PM Peak operates at **LOS F**
 - In the Northbound direction in the AM Peak operates at **LOS F**
 - In the Northbound direction in the PM Peak operates at **LOS F**
- North of Richmond Street
 - In the Southbound direction in the AM Peak operates at **LOS F**
 - In the Southbound direction in the PM Peak operates at **LOS F**
 - In the Northbound direction in the AM Peak operates at **LOS F**
 - In the Northbound direction in the PM Peak operates at **LOS F**
- North of Robinson Street
 - In the Southbound direction in the PM Peak operates at **LOS F**
 - In the Northbound direction in the AM Peak operates at **LOS F**
 - In the Northbound direction in the PM Peak operates at **LOS F**
- North of Washington Street
 - In the Southbound direction in the AM Peak operates at **LOS F**
 - In the Southbound direction in the PM Peak operates at **LOS F**
 - In the Northbound direction in the AM Peak operates at **LOS F**
 - In the Northbound direction in the PM Peak operates at **LOS F**

I-8

- East of I-5 Junction
 - In the Westbound direction in the PM Peak operates at **LOS F**
 - In the Eastbound direction in the AM Peak operates at **LOS F**
- East of Morena Boulevard in the Eastbound direction in the AM Peak operates at **LOS F**
- East of Hotel Circle/Taylor Street in the Eastbound direction in the PM Peak operates at **LOS F**
- East of Hotel Circle in the Eastbound direction in the PM Peak operates at **LOS F**
- East of SR-163 Junction
 - In the Westbound direction in the AM Peak operates at **LOS F**

- In the Westbound direction in the PM Peak operates at **LOS F**
- In the Eastbound direction in the PM Peak operates at **LOS F**

2050 With Project Conditions

I-5

- North of J Street
 - **In the Southbound direction in the PM Peak operates at LOS F**
 - **In the Northbound direction in the AM Peak operates at LOS F**
- North of Route 94 Junction
 - **In the Southbound direction in the PM Peak operates at LOS F**
 - **In the Northbound direction in the AM Peak operates at LOS F**
- North of Pershing Drive
 - **In the Southbound direction in the PM Peak operates at LOS F**
 - **In the Northbound direction in the AM Peak operates at LOS F**
- **North of Route 163 Junction in the Northbound direction in the AM Peak operates at LOS F**
- **North of Sixth Avenue in the Northbound direction in the AM Peak operates at LOS F**
- North of First Avenue
 - **In the Northbound direction in the AM Peak operates at LOS F**
 - **In the Northbound direction in the PM Peak operates at LOS F**
- North of Hawthorn Street
 - **In the Southbound direction in the AM Peak operates at LOS F**
 - **In the Northbound direction in the AM Peak operates at LOS F**
 - **In the Northbound direction in the PM Peak operates at LOS F**
- **North of India/Sassafras Street in the Northbound direction in the AM Peak operates at LOS F**
- **North of Pacific Highway Viaduct in the Northbound direction in the AM Peak operates at LOS F**
- **North of Sassafras Street in the Northbound direction in the AM Peak operates at LOS F**
- North of Washington Street
 - **In the Southbound direction in the AM Peak operates at LOS F**
 - **In the Northbound direction in the AM Peak operates at LOS F**
- **North of Old Town Avenue in the Northbound direction in the AM Peak operates at LOS F**

SR-163

- North of I-5 Junction
 - **In the Southbound direction in the AM Peak operates at LOS F**

- **In the Southbound direction in the PM Peak operates at LOS F**
- **In the Northbound direction in the AM Peak operates at LOS F**
- **In the Northbound direction in the PM Peak operates at LOS F**
- North of Quince Street
 - **In the Southbound direction in the AM Peak operates at LOS F**
 - **In the Southbound direction in the PM Peak operates at LOS F**
 - **In the Northbound direction in the AM Peak operates at LOS F**
 - **In the Northbound direction in the PM Peak operates at LOS F**
- North of Richmond Street
 - **In the Southbound direction in the AM Peak operates at LOS F**
 - **In the Southbound direction in the PM Peak operates at LOS F**
 - **In the Northbound direction in the AM Peak operates at LOS F**
 - **In the Northbound direction in the PM Peak operates at LOS F**
- North of Robinson Street
 - **In the Southbound direction in the AM Peak operates at LOS F**
 - **In the Southbound direction in the PM Peak operates at LOS F**
 - **In the Northbound direction in the AM Peak operates at LOS F**
 - **In the Northbound direction in the PM Peak operates at LOS F**
- North of Washington Street
 - **In the Southbound direction in the AM Peak operates at LOS F**
 - **In the Southbound direction in the PM Peak operates at LOS F**
 - **In the Northbound direction in the AM Peak operates at LOS F**
 - **In the Northbound direction in the PM Peak operates at LOS F**

I-8

- East of I-5 Junction
 - **In the Westbound direction in the PM Peak operates at LOS F**
 - **In the Eastbound direction in the AM Peak operates at LOS F**
- **East of Morena Boulevard in the Eastbound direction in the AM Peak operates at LOS F**
- **East of Hotel Circle/Taylor Street in the Eastbound direction in the PM Peak operates at LOS F**
- **East of Hotel Circle in the Eastbound direction in the PM Peak operates at LOS F**
- East of SR-163 Junction
 - **In the Westbound direction in the AM Peak operates at LOS F**
 - **In the Westbound direction in the PM Peak operates at LOS F**
 - **In the Eastbound direction in the PM Peak operates at LOS F**

The freeway segments listed above that are shown in bold text are considered to be cumulatively considerable impacts. Specifically, the proposed project's traffic adds to the roadway's v/c by at least 0.02 at LOS E or 0.01 at LOS F.

As previously described in more detail in Section 3.14.6.1, any proposed freeway mitigation measure is **not considered feasible**, because there are no planned freeway improvement projects in the San Diego Regional Transportation Plan or Caltrans Interstate 8 Transportation Concept Report for this segment or other applicable Interstate or Highway segment plans, and any such improvements would require FAA approval of funding. Caltrans has jurisdiction over the potential freeway improvements. SDCRAA could not require Caltrans to implement any such improvements. Potential and unplanned freeway improvements are therefore **not physically feasible**. Further, due to FAA regulations, potential freeway improvements currently could not be implemented and are presently **not considered feasible** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements or mitigation measures as discussed in Section 3.14.6 above. SDCRAA has not requested funding of any freeway improvement projects because none are planned by agencies with jurisdiction or planning authority, and the FAA stated that it would not fund direct improvements to freeways. Moreover, neither SANDAG nor Caltrans has developed or identified regional programs to reduce VMT related to freeway usage. As such, these impacts are considered unmitigable.

In place of mitigating specific freeway facilities, the following long-range transportation planning study and resulting measures are recommended to address Year 2050 cumulative impacts.

Proposed Mitigation Measure

MM-TR-LRP-1: Airport Regional Connections. The SDCRAA shall participate in regional efforts to develop a long-range transportation solution for accessing the Airport, including the following measures: 1. Participate in regional planning efforts led by SANDAG (Airport Connections Study) to determine transit connections between regional transit and the Airport terminals, freeway connections along the Laurel Street corridor, intelligent transportation systems, and mobility hub improvements/strategies; and 2. Participate in the implementation of improvements and strategies identified in the Airport Connections Study.

1. SDCRAA staff are fully engaged as stakeholders in SANDAG's committee and subcommittees which are tasked with developing regional solutions for improving access to the Airport. Other stakeholders include SANDAG, City of San Diego, MTS, Caltrans, US Navy and Marine Corps, and the Port of San Diego. SDCRAA has shared data, plans, concepts, and studies. In addition, SDCRAA shall provide feedback on suggested options.
2. SDCRAA will fund its fair share of agreed to improvement to implement long-term regional solutions identified by SANDAG's Airport Connections Study, subject to FAA concurrence to use Airport funding for these purposes. Proposed Mitigation Measure MM-TR-LRP-1 currently could not be implemented and is presently **not considered feasible** because parts of the Mitigation Measure are within the control of other agencies or

jurisdictions, and would require FAA approval of funding. Portions of Mitigation Measure MM-TR-LRP-1 require physical improvements to facilities and/or VMT reduction items and are within the jurisdiction of other public agencies or departments and are ***not considered physically feasible***. SDCRAA could not require those agencies or departments to implement any as yet unidentified improvements or VMT reduction programs. SDCRAA will, however, continue to collaborate with the other public agencies and departments to implement any improvement items and/or VMT reduction programs (consistent with CEQA Guidelines section 15064.3) relating to the Airport. Also, due to FAA regulations, proposed Mitigation Measure MM-TR-LRP-1 currently could not be implemented and is presently ***not considered feasible*** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements, programs to reduce VMT, or other mitigation measures. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for the as yet unidentified off-Airport improvement or VMT reduction items. If the funding is granted (and the other agencies agree to implement) then the Mitigation Measure would be feasible. If the FAA does not approve the funding then the Measure would be infeasible.

Vehicle Miles Traveled (VMT)

At the time of this writing, evaluation of transportation impacts using the VMT metric is not required by the State or any San Diego-based agencies, and LOS is the official metric for identifying traffic impacts and mitigation. Nonetheless, project-related VMT is generally discussed below for informational purposes.

Year 2050 VMT per passenger is presented in Table 3.14-44. The Year 2050 VMT per passenger was calculated to be 18.0 VMT per Airport passenger, which is a decrease of 1.9 VMT per passenger. The VMT/passenger reduction is due primarily to SDCRAA efforts to reduce TNC trips.

Table 3.14-44: 2050 VMT Summary

	Existing	2050
SANDAG Model Trip Length (a)	15.07	15.08
ADP Airport Trips	103,983	145,474
Calculated Airport VMT (b)	1,567,024	2,193,748
Airport Daily Passenger	78,595	121,847
Airport VMT / Passenger (c)	19.9	18.0
Δ VMT / Passenger	-	-1.9

Source: Kimley-Horn, June 2019.

Notes:

- (a) Trip length based on SANDAG Series 13 model VMT divided by number of model trips.
- (b) Airport VMT is equal to estimated airport trips multiplied by average trip length.
- (c) Airport VMT per passenger based on calculated airport VMT divided by number of passengers.

3.14.6.3 Railroad Crossings Impact 3.14-7

Summary Conclusion for Impact 3.14-7: Implementation of the proposed project would result in an increase in Vehicle Hours of Delay (VHD) at six at-grade railroad crossing locations in Downtown San Diego; however, the increase in VHD would not exceed the threshold of significance. As such, the at-grade railroad crossing impact would be *less than significant*.

This section discusses the at-grade railroad crossings and its impact on the study area.

Roadway capacity is affected by the presence of rail tracks located west of Kettner Street at Grape Street, Hawthorn Street, Laurel Street, Palm Street, Sassafras Street and Washington Street. Table 3.14-45 contains analyses of these study area rail crossings based upon information contained in the Mid-Coast Corridor Transit Project Transportation Impacts and Mitigation Report and gate crossing observations conducted in June 2017.

Table 3.14-45: Existing Conditions Rail Crossing Summary

Crossing	Transit Service	Trains/hr	Crossings/hr	Avg Gate Blockage (seconds)	Total Time Blocked (seconds)	Percent of Time Blocked
Grape Street	COASTER/Amtrak	4	4	72	288	8.0%
Hawthorn Street	COASTER/Amtrak	4	4	72	288	8.0%
Laurel Street	COASTER/Amtrak	4	4	72	288	8.0%
Palm Street	LRT/COASTER/Amtrak	20	12	54	648	18.0%
Sassafras Street	LRT/COASTER/Amtrak	20	12	54	648	18.0%
Washington Street	LRT/COASTER/Amtrak	20	12	54	648	18.0%

Source: Kimley-Horn, June 2019.

Presently, there are three COASTER and one Amtrak train crossings in each peak hour at Grape Street, Hawthorn Street, and Laurel Street. The MTS Light Rail Transit (LRT) Trolley tracks are grade separated at these locations. Field observations indicate that the streets are blocked using railroad crossing arms for approximately 72 seconds per occurrence, which results in the streets being blocked for 8% during the peak hours. At Palm Street, Sassafras Street, and Washington Street, in addition to the three COASTER and one Amtrak trains, there are 16 LRT directional crossings per peak hour. Some of the crossings occur at the same time on different tracks/directions of travel. During the June 2017 crossing observation, a total of 12 crossings were observed with an average blockage time of 54 seconds per occurrence. This results in the street being blocked for 18% during the peak hours. While the street is blocked, traffic queues extend two blocks or more depending on the location. Traffic can take a few minutes to clear once the gate crossing arms are raised, depending on the timing of downstream traffic signals.

In the future, train traffic is expected to increase as presented in Table 3.14-46. The Mid Coast LRT is expected to be opened in the year 2021. This will not affect the rail crossings on Grape, Hawthorn and Laurel Streets, since the LRT tracks are grade separated at these locations. At Palm, Sassafras and Washington Streets, LRT crossings increase to 24 directional crossings in each peak hour. Some of these crossings would occur at the same time on different tracks/directions of travel. A total of 18 blockages are expected, resulting in the street being blocked for 27% during the peak hour. This level of train activity is anticipated for Year 2024 and Year 2026.

Table 3.14-46: Year 2024/2026 Rail Crossing Conditions Summary

Crossing	Transit Service	Trains/hr	Crossings/hr	Avg Gate Blockage (seconds)	Total Time Blocked (seconds)	Percent of Time Blocked
Grape Street	COASTER/Amtrak	4	4	72	288	8.0%
Hawthorn Street	COASTER/Amtrak	4	4	72	288	8.0%
Laurel Street	COASTER/Amtrak	4	4	72	288	8.0%
Palm Street	LRT/COASTER/Amtrak	28	18	54	972	27.0%
Sassafras Street	LRT/COASTER/Amtrak	28	18	54	972	27.0%
Washington Street	LRT/COASTER/Amtrak	28	18	54	972	27.0%

Source: Kimley-Horn, June 2019.

By 2030, COASTER and Amtrak trains are expected to double to a total of eight trains in each of the peak hours as presented in Table 3.14-47. At Grape, Hawthorn and Laurel Streets, the increase in COASTER/Amtrak crossings would result in these streets being blocked for 16% during the peak hours. At Palm, Sassafras and Washington Streets, there will be eight COASTER/Amtrak train crossings and 24 LRT crossing in each peak hour resulting in approximately 20 blockages, which would result in the street being blocked for 30% during the peak hour. This level of train activity is expected to occur for Years 2030, 2035, and 2050.

Table 3.14-47: Year 2030/2035/2050 Rail Crossing Conditions Summary

Crossing	Transit Service	Trains/hr	Crossings/hr	Avg Gate Blockage (seconds)	Total Time Blocked (seconds)	Percent of Time Blocked
Grape Street	COASTER/Amtrak	8	8	72	576	16.0%
Hawthorn Street	COASTER/Amtrak	8	8	72	576	16.0%
Laurel Street	COASTER/Amtrak	8	8	72	576	16.0%
Palm Street	LRT/COASTER/Amtrak	32	20	54	1080	30.0%
Sassafras Street	LRT/COASTER/Amtrak	32	20	54	1080	30.0%
Washington Street	LRT/COASTER/Amtrak	32	20	54	1080	30.0%

Source: Kimley-Horn, June 2019.

Each analysis year was evaluated to determine the VHD at each crossing based on the at-grade rail crossing's ADT volume, the percentage of total gate down time per day, and the average gate blockage time. The VHD were compared to the at-grade rail crossing's VHD threshold to determine if the crossing location exceeded the threshold. The results for each analysis year are shown in Table 3.14-48.

Table 3.14-48: Rail Crossing VHD Threshold Summary

Crossing	VHD Threshold	ADT Volume	Total gate down time per day (hours)	VHD	Exceed VHD Threshold
Existing Conditions with Project					
Grape Street	300	28,167	8%	45	No
Hawthorn Street	300	30,936	8%	49	No
Laurel Street	150	21,042	8%	34	No
Palm Street	75	1,940	18%	5	No
Sassafras Street	150	15,983	18%	43	No
Washington Street	150	15,700	18%	42	No
Year 2024 Condition with Project					

Table 3.14-48: Rail Crossing VHD Threshold Summary

Crossing	VHD Threshold	ADT Volume	Total gate down time per day (hours)	VHD	Exceed VHD Threshold
Grape Street	300	36,148	8%	58	No
Hawthorn Street	300	31,746	8%	51	No
Laurel Street	150	23,742	8%	38	No
Palm Street	75	3,652	27%	15	No
Sassafras Street	150	18,928	27%	77	No
Washington Street	150	17,029	27%	69	No
Year 2026 Condition with Project					
Grape Street	300	37,953	8%	61	No
Hawthorn Street	300	36,664	8%	59	No
Laurel Street	300	25,624	8%	41	No
Palm Street	75	4,088	27%	17	No
Sassafras Street	150	20,164	27%	82	No
Washington Street	150	18,566	27%	75	No
Year 2030 Condition with Project					
Grape Street	300	40,991	16%	131	No
Hawthorn Street	300	41,572	16%	133	No
Laurel Street	300	29,075	16%	93	No
Palm Street	75	4,313	30%	19	No
Sassafras Street	150	21,393	30%	96	No
Washington Street	150	19,441	30%	87	No
Year 2035 Condition with Project					
Grape Street	300	43,471	16%	139	No
Hawthorn Street	300	55,377	16%	177	No
Laurel Street	300	36,107	16%	116	No
Palm Street	75	4,607	30%	21	No
Sassafras Street	150	23,184	30%	104	No
Washington Street	150	15,062	30%	68	No
Year 2050 Condition with Project					
Grape Street	300	43,857	16%	140	No
Hawthorn Street	300	32,755	16%	105	No
Laurel Street	150	15,898	16%	51	No
Palm Street	75	8,876	30%	40	No
Sassafras Street	75	12,832	30%	58	No
Washington Street	150	15,600	30%	70	No

Source: Kimley-Horn, June 2019.

Based on this analysis, all at-grade rail crossing locations have a VHD that is below the crossing's VHD threshold and no locations warrant grade separation. All project impacts are *less than significant impacts* and no mitigations are needed.

With the increased blockage time on streets with rail crossings, traffic queues are expected to increase. The Mid Coast LRT project recommends that traffic signal coordination at adjacent intersections be synchronized with the rail preemption that occurs with the train crossing arms.

One concern at rail crossings is the potential for traffic queues from adjacent signals to back-up through the crossings. While the California Public Utilities Commission had expressed concerns

that a queued vehicle could be stopped on the railroad tracks and be unable to move when a train or light rail transit vehicle approaches, there have been improvements made at several locations within the study area to discourage drivers from stopping on the tracks. Pre-signals are traffic signals that are placed on roadways approaching rail crossings. They stop traffic before reaching the downstream traffic signal, so that queues cannot form across the tracks.

The proposed project will add traffic at two railroad crossings that do not use pre-signal technology (Sassafras and Palm Streets). As mitigation for a previous action, SDCRAA is improving Sassafras Street to widen the roadway and provide a pre-signal type crossing on the railroad tracks.

The proposed project is proposing mitigation to restripe Palm Street, provide a new traffic signal at Kettner Boulevard and Palm Street, and upgrade this crossing to include pre-signal technology.

Improvements to these two crossings will provide the type of improvements to reduce the likelihood of vehicles blocking the rail tracks.

3.14.6.4 Parking Impact 3.14-8

Summary Conclusion for Impact 3.14-8: Implementation of the proposed project would result in a temporary deficit in on-Airport parking supply during development of Phase 1a in 2021; however, this temporary shortfall in parking would not substantially affect parking in adjacent residential areas or in off-Airport public parking, including at parks and beaches. As such, the parking impact would be *less than significant*.

This section presents the estimated parking demand and supply at the Airport.

SDIA provides parking for Airport employees and passengers. As of May 2018, there are over 10,000 parking spaces available for these users, including the recently constructed T2 Parking Plaza. Additional parking demand and supply exists for cargo, fixed-base operators, and rental car employees; neither the demand nor the supply for these uses are included in this analysis. Also, not included in the demand or supply estimates are off-site, privately branded Airport parking, which is estimated to provide approximately 6,000 parking spaces off-Airport marketed to passengers.

The SDCRAA conducted an analysis of the short- and long-term on-Airport parking demand at SDIA through the year 2050. The parking demand analyzed historical growth trends in passenger and employee parking. The analyses accounts for different levels of Transportation Network Company (TNC) growth. TNC, such as Uber and Lyft, have experienced a dramatic increase in ridership by air passengers, increasing from about 0.06 transactions per enplanement two years ago to about 0.16 transactions per enplanement now. In the meantime, taxi cab, rental car, and parking transactions have decreased. Table 3.14-49 summarizes the employee and passenger parking supply and passenger parking demand by year at SDIA.

Table 3.14-49: Airport Parking Impact Analysis Summary

	2018 - Existing	2021 - Construction of Phase 1a	2024 - Occupancy of Phase 1a	2026 - Occupancy of Phase 1b	2030 - Occupancy of Phase 2a	2035 - Occupancy of Phase 2b	2050 - Horizon Year
Parking Supply (Employees)							
Terminal 2 West	0	0	200	200	200	200	200
Pacific Highway	0	1,950	1,950	1,950	1,950	1,950	1,950
Commuter Terminal	200	0	0	0	0	0	0
Harbor Drive	1,550	0	0	0	0	0	0
ADC Lot (McCain)	50	0	0	0	0	0	0
Total Employee Parking	1,800	1,950	2,150	2,150	2,150	2,150	2,150
Parking Supply (Passengers)							
Terminal 1	1,200	0	5,000	5,000	7,500	7,500	7,500
Terminal 2 Plaza	2,900	2,900	2,900	2,900	2,900	2,900	2,900
Terminal 2 West	1,100	1,100	900	900	900	900	900
Pacific Highway	1,950	0	0	0	0	0	0
Harbor Drive	1,400	0	0	0	0	0	0
Total Passenger Parking	8,550	4,000	8,800	8,800	11,300	11,300	11,300
Passenger Parking Demand	5,870	6,150	6,700	7,050	7,900	8,450	9,000
Surplus Passenger Parking¹	2,680	-2,150	2,100	1,750	3,400	2,850	2,300

Source: Ricondo, August 2019.

¹ Surplus parking was found by subtracting the Parking Supply Total from the Parking Demand Total.

Employee parking supply was provided in three primary lots in 2018 with a sum of 1,800 spaces. Earlier this year, employee parking was shifted to the Pacific Highway lot where a total of 1,950 parking spaces are provided. During construction of Phase 1a of the project, this is expected to be the primary parking for Airport employees. When the Terminal 1 parking plaza is completed, it is assumed that a portion of the Terminal 2 West lot (200 parking spaces) will be reserved for employee parking, resulting in a total of 2,150 parking spaces. This is about a 20% increase from 2018 conditions.

Airport customer parking was provided in five facilities in 2018, resulting in a total of 8,550 parking spaces. The 2018 demand for passenger parking was 5,870 spaces. As such, there is an excess supply of nearly 2,700 spaces.

During construction of Phase 1a of the project, it is assumed that passenger parking will be removed from Terminal 1 and Harbor Drive, as these are within the areas where construction will occur. In addition, the Pacific Highway customers' lot will be used for Airport employee parking. As a result, parking supply for Airport customers will be reduced projected from 8,550 spaces to 4,000 spaces. Meanwhile passenger demand for parking is projected to increase to 6,150 parking spaces, resulting in a shortfall of 2,150 spaces. This deficit of over 2,000 parking spaces is expected to continue until the Terminal 1 parking plaza is opened in 2024. When Phase 1a is completed, an additional 5,000 parking spaces would be available at T1, increasing the total Terminal 1 supply to 8,800 parking spaces. Meanwhile, the parking demand in year 2024 is expected to be 6,700 parking spaces, for a surplus of about 2,100 spaces.

When Phase 1b is completed in 2026, it is assumed that no new parking would be provided. Parking demand is expected to be 7,050 parking spaces, resulting in a parking surplus of 1,750 parking spaces.

When Phase 2a is completed in 2030, it is assumed that an additional 2,500 parking spaces could be constructed at T1. This results in a supply of 11,300 for passengers. The demand for customer parking would be 7,900 parking spaces, which would result in a surplus of about 3,400 parking spaces.

In 2035, the same 11,300 parking spaces will be available for customers. The passenger parking demand is expected to increase to 8,450 spaces. This will result in a surplus of 2,850 spaces.

In 2050, parking demand will continue to increase to 9,000 spaces, versus the supply of 11,300 spaces. This results in a surplus of 2,300 parking spaces.

The parking analyses indicates that there would be a short-term shortage of parking during Phase 1a of the construction (late 2020 to 2024). During this time there would be a shortage of over 2,000 parking spaces. This shortfall would represent a deficit that is more than 10% of the required amount of parking (i.e., would be up to a 20% deficit); however, this temporary shortfall in parking is not expected to substantially affect the availability of parking in an adjacent residential area, given that there are no such residential areas close by. This temporary parking deficiency is not expected to severely impede the accessibility of a public parking facility, such as at a park or beach, given that such parking in the local area is short-term only and there are numerous other privately-owned/operated parking options around the Airport. Further, off-airport parking providers are

typically between 75 to 80 percent at capacity, so they should have available parking to address any increase in demand. As such, the temporary deficit in parking would be a ***less than significant impact***.

Notwithstanding the above, there are several options that the SDCRAA may consider in addressing the temporary shortfall in Airport parking during development of Phase 1a. Such options may include, but are not limited to:

1. Create space for valet parking. Depending on construction staging needs, there may be areas available for valet storage of vehicles near T1 or within T2 parking areas. Valet parkers can stack parking in tandem to increase the effective supply of parking.
2. Promote the use of transit connections and private off-Airport parking for long-term passenger parking. There are an estimated 6,000 parking spaces promoted for Airport use by private companies located near SDIA. Parking operators include Park & Fly, Aladdin, Wally Park, Laurel Airport Parking, and Park, Shuttle and Fly. These companies provide shuttle service to the Airport terminals. SDIA could promote the use of these parking spaces during times when on-Airport parking is expected to be in short supply.
3. Secure a short-term lease of off-site properties for the use of employee parking. Potential sites include land formerly used by Rental Car companies that are now located in the Rental Car Center. This includes areas on the south side of North Harbor Drive, as well as areas in the Pacific Highway corridor. Parking on these or other undeveloped sites could provide a revenue-generating interim use of these properties until more permanent uses are built.

3.14.6.5 Construction Traffic Trip Generation

This section presents the estimated trip generation associated with construction traffic and its impact at the study area intersections, using the same significance criteria applied above in the evaluation of impacts associated with future operation of the proposed project.

As part of the project, SDCRAA will implement a Construction Traffic Management Program (CTMP), similar to that successfully implemented during the SDIA Green Build Construction Program. This CTMP, which is described in Section 2.7.2, includes establishing an ADP Construction coordination office with the Ground Transportation Department and requires orientation for construction personnel.

Trip generation associated with the proposed project would consist of employee commuter trips and material related truck trips. Project-specific details of the construction projects were inputted into the Airport Construction Emissions Inventory Tool (ACEIT) to estimate construction equipment/vehicle activity data (e.g., equipment and vehicle fleet/usage). The ACEIT calculates the number and types of on-road vehicles based on the project type selected and square footage inputted into the model. The on-road vehicles included are used for transport and delivery of supplies, material and equipment to and from the site, and also include construction worker vehicles. The number of construction employees is based on the number of equipment associated with the construction project.

The estimated trip generation by Airport construction phase and type of trip (construction employee/truck) calculated from the ACEIT is presented below in Table 3.14-50.

Table 3.14-50: Total Airport Construction Trip Generation

Construction Phase	Years of Construction	Type of Trip	Number of Round Trips
Phase 1a	2020 – 2024	Employee Commuter	175,956
		Material Delivery Truck	35,926
Phase 1b	2024 – 2026	Employee Commuter	118,938
		Material Delivery Truck	20,737
Phase 2a	2026 – 2030	Employee Commuter	87,204
		Material Delivery Truck	28,670
Phase 2b	2030 - 2035	Employee Commuter	32,766
		Material Delivery Truck	10,953

Source: Kimley-Horn, June 2019.

Each phase has an estimated duration of four years. All vehicles were assumed to work eight hours a day, five days a week, for 52 weeks per year. Vehicle round trips were assumed to enter during the AM peak and leave during the PM peak. Unlike commuter trips, truck trips were assumed to be dispersed evenly throughout the day. Due to the size and impact of trucks on roadway operations, trucks were assumed to have a passenger-car-equivalent (PCE) value of 2.5. The resulting peak-hour construction traffic for each phase of work is presented below in Table 3.14-51.

Table 3.14-51: Estimated Airport Construction Peak-Hour Trip Generation

Construction Phase	Type of Trip	AM Peak Hour	PM Peak Hour
Phase 1a	Inbound	175	5
	Outbound	5	175
Phase 1b	Inbound	117	3
	Outbound	3	117
Phase 2a	Inbound	89	4
	Outbound	4	89
Phase 2b	Inbound	34	1
	Outbound	1	34

Source: Kimley-Horn, June 2019.

Note: Peak hour volume is in passenger car equivalent vehicles.

The trip distribution for the Airport construction trips were assumed to follow the general trip distribution associated with the Airport traffic while truck trips were all assumed to use the freeway network. Construction traffic would all utilize Harbor Drive and enter the assumed construction staging site off Liberator Way. .

3.14.6.5.1 Impact 3.14-9

Summary Conclusion for Impact 3.14-9: Implementation of the proposed project would exceed thresholds of significance relating to the operation of 2 intersections in late 2020 or early 2021 With Project Construction Conditions scenario (Construction Phase 1a); such impacts would be *significant*. Mitigation is proposed to fully mitigate these impacts.

Intersection Level of Service (Construction Phase 1a)

2020/2021 Without Project Construction and 2020/2021 With Project Construction traffic volumes were evaluated at the study area intersections. The baseline condition volumes (i.e., future year volumes without the addition of project-related traffic) were determined using the

same methodology as the intersection analysis. Results of the analysis, with significant impacts determined based on a comparison to the Existing condition, are presented in Table 3.14-52. Level of Service worksheets are contained in Appendix R-H2. As shown in the table, it is anticipated that under the With Project Construction traffic volume conditions all study area intersections operate at acceptable levels of service during the weekday AM and PM peak hours with the exception of:

#16 – Kettner Boulevard at W Laurel Street

- Operates at LOS F during AM Peak and at LOS E during the PM Peak

#41 – Kettner Boulevard at Palm Street

- Operates at LOS E during AM Peak and at LOS F during the PM Peak

The following mitigations would address the significant impacts that would occur from the project, as defined by Table 3.14-52, between Existing traffic conditions and 2020/2021 With Project Construction Phase 1a:

#16 Kettner Boulevard at W Laurel Street

The intersection of Kettner Boulevard at West Laurel Street operates at LOS F during the AM peak hour and at LOS E during the PM peak hour under 2020/2021 Without Project traffic conditions. This intersection would experience an increase in delay greater than two seconds in the AM with the addition of the construction traffic. Because the increase in delay would exceed the allowable threshold, this would be considered a significant impact.

Proposed Mitigation Measure

MM-TR-Con-1: Construction Traffic Measures. Prior to the start of any construction phases at SDIA, SDCRAA shall promote the following TDM strategies: 1. Consider establishing a remote lot for construction workers with shuttles to their work site; 2. Stagger start times of various crews, when possible, to reduce the intensity of construction impacts; 3. Consider adding a shuttle stop at the construction site for transit services from Santa Fe Depot and/or Old Town Transit Center.

Implementation of MM-TR-Con-1 would mitigate this impact and is *feasible*. It is not anticipated to reduce the traffic impact to be less than significant, but would help alleviate traffic impact on the facility.

As discussed in Impact Section 3.14-2, MM-TR-I-1c would also mitigate this intersection. Since this improvement resulted in an acceptable LOS with higher volumes, it would result in acceptable LOS with construction traffic.

Table 3.14-52: Construction Phase 1a (2020/2021) Intersection Level of Service Summary

Intersection		Peak Hour	Existing		2020/2021 Without Project Construction		2020/2021 With Project Construction			
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from Existing	Change from 2020/2021 Without Project Construction (c)
1	Pacific Hwy at Taylor St / Rosecrans St	AM	27.7	C	27.9	C	27.9	C	0.2	0.0
		PM	35.8	D	37.3	D	37.4	D	1.6	0.1
2	Pacific Hwy at Old Town Transit Center	AM	9.7	A	10.0	B	10.0	B	0.3	0.0
		PM	11.1	B	11.8	B	11.8	B	0.7	0.0
3	Pacific Hwy at Enterprise St	AM	31.7	C	34.0	C	34.0	C	2.3	0.0
		PM	44.5	D	49.5	D	49.4	D	4.9	-0.1
4	SB Pacific Hwy Ramps at Washington St	AM	11.7	B	11.9	B	12.0	B	0.3	0.1
		PM	12.5	B	13.0	B	13.0	B	0.5	0.0
5	NB Pacific Highway On-Ramp / Frontage Rd at Washington St	AM	20.7	C	21.4	C	21.4	C	0.7	0.0
		PM	18.7	B	19.3	B	19.5	B	0.8	0.2
6	Hancock St at Washington St	AM	22.0	C	21.7	C	21.7	C	-0.3	0.0
		PM	23.1	C	23.1	C	23.1	C	0.0	0.0
7	San Diego Ave at Washington St	AM	31.1	C	32.7	C	32.7	C	1.6	0.0
		PM	16.2	B	16.6	B	16.6	B	0.4	0.0
8	India St at Vine St	AM	4.5	A	4.6	A	4.6	A	0.1	0.0
		PM	4.3	A	4.3	A	4.3	A	0.0	0.0
9	Pacific Hwy at Sassafras St / Admiral Boland Way	AM	22.0	C	22.4	C	22.6	C	0.6	0.2
		PM	29.7	C	30.9	C	30.9	C	1.2	0.0
10	Kettner Blvd at Sassafras St	AM	13.5	B	14.8	B	15.0	B	1.5	0.2
		PM	15.0	B	16.9	B	16.9	B	1.9	0.0
11	India St at Sassafras St	AM	6.8	A	6.6	A	6.6	A	-0.2	0.0
		PM	10.2	B	10.0	B	10.4	B	0.2	0.4
12	Pacific Hwy at Palm St	AM	8.7	A	9.4	A	9.6	A	0.9	0.2
		PM	10.3	B	11.3	B	11.3	B	1.0	0.0
14	W Laurel St at N Harbor Drive	AM	24.4	C	25.9	C	26.4	C	2.0	0.5
		PM	26.2	C	28.2	C	34.1	C	7.9	5.9
15	Pacific Hwy at W Laurel St	AM	44.6	D	43.7	D	46.4	D	1.8	2.7
		PM	51.6	D	54.2	D	54.9	D	3.3	0.7
16	Kettner Blvd at W Laurel St	AM	91.8	F	136.1	F	153.1	F	61.3	17.0
		PM	48.9	D	59.5	E	60.3	E	11.4	0.8
17	India St at W Laurel St	AM	15.1	B	15.7	B	15.7	B	0.6	0.0
		PM	15.7	B	16.2	B	16.2	B	0.5	0.0
18	N Harbor Dr at W Hawthorn St	AM	8.9	A	9.1	A	9.2	A	0.3	0.1
		PM	10.0	B	10.3	B	10.2	B	0.2	-0.1
19	Pacific Hwy at W Hawthorn St	AM	36.9	D	37.4	D	37.9	D	1.0	0.5
		PM	41.9	D	44.9	D	45.8	D	3.9	0.9
20	Kettner Blvd at W Hawthorn St	AM	30.7	C	31.3	C	31.9	C	1.2	0.6
		PM	28.4	C	28.9	C	28.9	C	0.5	0.0
21	India St at W Hawthorn St	AM	31.5	C	32.3	C	32.9	C	1.4	0.6
		PM	27.2	C	27.5	C	27.5	C	0.3	0.0

Table 3.14-52: Construction Phase 1a (2020/2021) Intersection Level of Service Summary

Intersection		Peak Hour	Existing		2020/2021 Without Project Construction		2020/2021 With Project Construction			
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from Existing	Change from 2020/2021 Without Project Construction (c)
22	Columbia St at W Hawthorn St	AM	33.5	C	34.7	C	35.4	D	1.9	0.7
		PM	30.5	C	31.1	C	31.1	C	0.6	0.0
23	State St at W Hawthorn St	AM	10.7	B	11.4	B	11.7	B	1.0	0.3
		PM	8.6	A	9.1	A	9.1	A	0.5	0.0
24	Hawthorn St at Brant St / I-5 NB Ramps	AM	15.7	C	16.3	C	16.3	C	0.6	0.0
		PM	20.5	C	22.1	C	22.3	C	1.8	0.2
25	N Harbor Dr at W Grape St	AM	10.7	B	10.8	B	11.0	B	0.3	0.2
		PM	18.8	B	19.0	B	19.0	B	0.2	0.0
26	Pacific Hwy at W Grape St	AM	29.2	C	29.4	C	29.5	C	0.3	0.1
		PM	28.9	C	29.1	C	29.4	C	0.5	0.3
27	Kettner Blvd at W Grape St	AM	30.8	C	31.3	C	31.3	C	0.5	0.0
		PM	36.2	D	37.1	D	37.7	D	1.5	0.6
28	India St at W Grape St	AM	29.6	C	31.1	C	31.1	C	1.5	0.0
		PM	35.5	D	38.6	D	39.6	D	4.1	1.0
29	Columbia St at W Grape St	AM	34.7	C	31.7	C	31.7	C	-3.0	0.0
		PM	43.3	D	39.9	D	40.6	D	-2.7	0.7
30	State St / I-5 SB On-Ramp at W Grape St	AM	24.4	C	25.8	C	25.7	C	1.3	-0.1
		PM	33.1	C	36.6	D	37.7	D	4.6	1.1
31	McCain Rd at N Harbor Dr	AM	11.6	B	11.6	B	11.7	B	0.1	0.1
		PM	8.1	A	8.1	A	8.3	A	0.2	0.2
32	Spanish Landing at N Harbor Dr	AM	22.2	C	22.4	C	22.1	C	-0.1	-0.3
		PM	19.3	B	19.3	B	19.5	B	0.2	0.2
33	Harbor Island Dr at N Harbor Dr	AM	40.0	D	10.2	B	10.2	B	-29.8	0.0
		PM	35.3	D	36.8	D	37.2	D	1.9	0.4
34	Harbor Island Dr at Old Rent A Car Access / Sheraton	AM	10.0	B	10.2	B	10.2	B	0.2	0.0
		PM	10.6	B	10.9	B	10.9	B	0.3	0.0
35	Harbor Island Dr at Harbor Island Dr	AM	22.1	C	22.5	C	22.5	C	0.4	0.0
		PM	22.6	C	22.9	C	22.9	C	0.3	0.0
36	Harbor Island Dr at Parking Lot Access	AM	8.5	A	8.5	A	8.5	A	0.0	0.0
		PM	9.1	A	9.3	A	9.3	A	0.2	0.0
38	North Harbor Dr at Liberator Way	AM	4.9	A	5.0	A	5.1	A	0.2	0.1
		PM	8.8	A	9.0	A	12.3	B	3.5	3.3
39	Cell Phone Lot at N Harbor Dr	AM	16.3	B	17.2	B	18.2	B	1.9	1.0
		PM	18.2	B	20.3	C	24.8	C	6.6	4.5
40	Terminal Link Rd / Coast Guard at N Harbor Dr	AM	4.2	A	4.4	A	5.1	A	0.9	0.7
		PM	3.3	A	3.5	A	3.8	A	0.5	0.3

Table 3.14-52: Construction Phase 1a (2020/2021) Intersection Level of Service Summary

Intersection		Peak Hour	Existing		2020/2021 Without Project Construction		2020/2021 With Project Construction			
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from Existing	Change from 2020/2021 Without Project Construction (c)
41	Kettner Boulevard at Palm Street	AM	21.7	C	39.4	E	42.4	E	20.7	3.0
		PM	59.9	F	380.8	F	380.8	F	320.9	0.0
42	North Harbor Drive at Laning Road	AM	13.5	B	13.5	B	13.4	B	-0.1	-0.1
		PM	32.4	C	33.7	C	33.7	C	1.3	0.0
43	North Harbor Drive at Nimitz Boulevard	AM	16.4	B	16.4	B	16.7	B	0.3	0.3
		PM	40.7	D	40.7	D	40.7	D	0.0	0.0
44	Rosecrans Street at Nimitz Boulevard	AM	41.1	D	34.3	C	34.3	C	-6.8	0.0
		PM	45.1	D	40.6	D	40.8	D	-4.3	0.2

Source: Kimley-Horn, June 2019.

Notes: **Bold** values indicate intersections operating at LOS E or F. **Bold and shaded** values indicate project significant impact.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using Synchro 10.

(c) Change in delay due to addition of project traffic. Addition of project traffic may cause a decrease in delay at some locations. This counterintuitive result occurs when the volume being added to the intersection is on movements with less delay than the current overall intersection average delay, decreasing the overall intersection average delay.

#41 Kettner Boulevard at Palm Street

The intersection of Kettner Boulevard at Palm Street operates at LOS E during the AM peak hour and at LOS F during the PM peak hour under 2020/2021 Without Project traffic conditions. This intersection would experience an increase in delay greater than two seconds in the AM with the addition of the construction traffic. Because the increase in delay would exceed the allowable threshold, this would be considered a significant impact.

Proposed Mitigation Measure

MM-TR-Con-1: Construction Traffic Measures. Prior to the start of any construction phases at SDIA, SDCRAA shall promote the following TDM strategies: 1. Consider establishing a remote lot for construction workers with shuttles to their work site; 2. Stagger start times of various crews, when possible, to reduce the intensity of construction impacts; 3. Consider adding a shuttle stop at the construction site for transit services from Santa Fe Depot and/or Old Town Transit Center.

Implementation of MM-TR-Con-1 would mitigate this impact and is *feasible*. It is not anticipated to reduce the traffic impact to be less than significant, but would help alleviate traffic impact on the facility.

As discussed in Impact Section 3.14-2, MM-TR-I-1e would mitigate this intersection. Since this improvement resulted in an acceptable LOS with higher volumes, it would result in acceptable LOS

with construction traffic. Proposed Mitigation Measure MM-TR-I-1b and MM-TR-I-1e presently are ***not considered feasible*** because the Mitigation Measures are within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measures are ***physically feasible***, SDCRAA could not require the City to implement these improvements. SDCRAA will, however, continue to collaborate with the City to implement these Mitigation Measures, and the City has stated that it approves the Measures.

3.14.6.5.2 Impact 3.14-10

Summary Conclusion for Impact 3.14-10: Implementation of the proposed project would exceed thresholds of significance relating to the operation of 5 intersections in 2024 With Project Construction Conditions scenario (Construction Phase 1b). Although mitigation is proposed to reduce these impacts, impacts would not be fully mitigated and would be significant and unavoidable at 1 intersection.

Intersection Level of Service (Construction Phase 1b)

2024 Without Project Construction and 2024 With Project Construction traffic volumes were evaluated at the study area intersections. The baseline condition volumes were determined using on the same methodology as the intersection analysis. Results of the analysis, with significant impacts determined based on a comparison to the Existing condition, are presented in Table 3.14-53. Level of Service worksheets are contained in Appendix R-H2. As shown in the table, all study area intersections operate at acceptable levels of service during the weekday AM and PM peak hours with the exception of:

#3 – Pacific Highway at Enterprise Street

- Operates at LOS E during PM Peak

#15 – Pacific Highway at W Laurel Street

- Operates at LOS E during PM Peak

#16 – Kettner Boulevard at W Laurel Street

- Operates at LOS F during AM Peak and LOS E during PM Peak

#29 – Columbia Street at W Grape Street

- Operates at LOS E during PM Peak

#41 – Kettner Boulevard at Palm Street

- Operates at LOS F during AM and PM Peak hours

The following mitigations would address the significant impacts that would occur from the project, as defined by Table 3.14-53, between Existing traffic conditions and 2024 With Project Construction Phase 1b:

#3 Pacific Highway at Enterprise Street

The intersection of Pacific Highway at Enterprise Street operates at LOS E during the AM peak hour and at LOS F during the PM peak hour under 2024 Without Project conditions. This intersection would experience an increase in delay greater than one second and would continue to operate at LOS F in the PM peak hour with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Table 3.14-53: Construction Phase 1b (2024) Intersection Level of Service Summary

Intersection		Peak Hour	Existing		2024 Without Project Construction		2024 With Project Construction			
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from Existing	Change from 2024 Without Project Construction (c)
1	Pacific Hwy at Taylor St / Rosecrans St	AM	27.7	C	28.0	C	28.0	C	0.3	0.0
		PM	35.8	D	40.1	D	40.1	D	4.3	0.0
2	Pacific Hwy at Old Town Transit Center	AM	9.7	A	10.3	B	10.3	B	0.6	0.0
		PM	11.1	B	12.8	B	12.8	B	1.7	0.0
3	Pacific Hwy at Enterprise St	AM	31.7	C	37.5	D	37.5	D	5.8	0.0
		PM	44.5	D	64.2	E	64.2	E	19.7	0.0
4	SB Pacific Hwy Ramps at Washington St	AM	11.7	B	12.8	B	12.8	B	1.1	0.0
		PM	12.5	B	14.9	B	14.9	B	2.4	0.0
5	NB Pacific Highway On-Ramp / Frontage Rd at Washington St	AM	20.7	C	23.7	C	23.7	C	3.0	0.0
		PM	18.7	B	20.0	C	20.0	C	1.3	0.0
6	Hancock St at Washington St	AM	22	C	20.9	C	20.8	C	-1.2	-0.1
		PM	23.1	C	23.7	C	23.7	C	0.6	0.0
7	San Diego Ave at Washington St	AM	31.1	C	35.6	D	35.6	D	4.5	0.0
		PM	16.2	B	17.7	B	17.7	B	1.5	0.0
8	India St at Vine St	AM	4.5	A	4.6	A	4.6	A	0.1	0.0
		PM	4.3	A	4.3	A	4.3	A	0.0	0.0
9	Pacific Hwy at Sassafras St / Admiral Boland Way	AM	22	C	28.3	C	28.5	C	6.5	0.2
		PM	29.7	C	40.1	D	40.1	D	10.4	0.0
10	Kettner Blvd at Sassafras St	AM	13.5	B	19.4	B	19.7	B	6.2	0.3
		PM	15	B	23.3	C	23.3	C	8.3	0.0
11	India St at Sassafras St	AM	6.8	A	6.2	A	6.2	A	-0.6	0.0
		PM	10.2	B	11.0	B	11.0	B	0.8	0.0
12	Pacific Hwy at Palm St	AM	8.7	A	11.8	B	11.8	B	3.1	0.0
		PM	10.3	B	13.3	B	13.3	B	3.0	0.0
14	W Laurel St at N Harbor Drive	AM	24.4	C	34.1	C	39.5	D	15.1	5.4
		PM	26.2	C	39.8	D	39.8	D	13.6	0.0
15	Pacific Hwy at W Laurel St	AM	44.6	D	47.3	D	49.8	D	5.2	2.5
		PM	51.6	D	63.8	E	63.8	E	12.2	0.0
16	Kettner Blvd at W Laurel St	AM	91.8	F	116.6	F	214.7	F	122.9	98.1
		PM	48.9	D	97.7	F	97.7	F	48.8	0.0
17	India St at W Laurel St	AM	15.1	B	17.1	B	16.6	B	1.5	-0.5
		PM	15.7	B	17.5	B	17.5	B	1.8	0.0
18	N Harbor Dr at W Hawthorn St	AM	8.9	A	6.1	A	9.5	A	0.6	3.4
		PM	10	B	8.2	A	8.2	A	-1.8	0.0
19	Pacific Hwy at W Hawthorn St	AM	36.9	D	39.8	D	38.4	D	1.5	-1.4
		PM	41.9	D	39.4	D	39.4	D	-2.5	0.0
20	Kettner Blvd at W Hawthorn St	AM	30.7	C	31.9	C	32.6	C	1.9	0.7
		PM	28.4	C	30.9	C	30.9	C	2.5	0.0
21	India St at W Hawthorn St	AM	31.5	C	32.1	C	33.9	C	2.4	1.8
		PM	27.2	C	30.5	C	30.5	C	3.3	0.0

Table 3.14-53: Construction Phase 1b (2024) Intersection Level of Service Summary

	Intersection	Peak Hour	Existing		2024 Without Project Construction		2024 With Project Construction			
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from Existing	Change from 2024 Without Project Construction (c)
22	Columbia St at W Hawthorn St	AM	33.5	C	36.7	D	37.2	D	3.7	0.5
		PM	30.5	C	34.3	C	34.3	C	3.8	0.0
23	State St at W Hawthorn St	AM	10.7	B	12.1	B	12.7	B	2.0	0.6
		PM	8.6	A	11.0	B	11.0	B	2.4	0.0
24	Hawthorn St at Brant St / I-5 NB Ramps	AM	15.7	C	17.3	C	17.3	C	1.6	0.0
		PM	20.5	C	24.3	C	24.3	C	3.8	0.0
25	N Harbor Dr at W Grape St	AM	10.7	B	10.5	B	11.1	B	0.4	0.6
		PM	18.8	B	13.2	B	13.2	B	-5.6	0.0
26	Pacific Hwy at W Grape St	AM	29.2	C	29.9	C	30.0	C	0.8	0.1
		PM	28.9	C	29.7	C	29.7	C	0.8	0.0
27	Kettner Blvd at W Grape St	AM	30.8	C	33.2	C	31.8	C	1.0	-1.4
		PM	36.2	D	39.7	D	39.7	D	3.5	0.0
28	India St at W Grape St	AM	29.6	C	32.6	C	33.0	C	3.4	0.4
		PM	35.5	D	41.2	D	41.2	D	5.7	0.0
29	Columbia St at W Grape St	AM	34.7	C	35.8	D	33.8	C	-0.9	-2.0
		PM	43.3	D	55.9	E	55.9	E	12.6	0.0
30	State St / I-5 SB On-Ramp at W Grape St	AM	24.4	C	29.5	C	27.4	C	3.0	-2.1
		PM	33.1	C	42.3	D	42.3	D	9.2	0.0
31	McCain Rd at N Harbor Dr	AM	11.6	B	10.4	B	12.9	B	1.3	2.5
		PM	8.1	A	8.8	A	8.8	A	0.7	0.0
32	Spanish Landing at N Harbor Dr	AM	22.2	C	20.8	C	21.2	C	-1.0	0.4
		PM	19.3	B	18.3	B	18.3	B	-1.0	0.0
33	Harbor Island Dr at N Harbor Dr	AM	40	D	33.2	C	31.2	C	-8.8	-2.0
		PM	35.3	D	28.7	C	28.7	C	-6.6	0.0
34	Harbor Island Dr at Old Rent A Car Access / Sheraton	AM	10	B	10.2	B	10.2	B	0.2	0.0
		PM	10.6	B	11.1	B	11.1	B	0.5	0.0
35	Harbor Island Dr at Harbor Island Dr	AM	22.1	C	14.2	B	22.7	C	0.6	8.5
		PM	22.6	C	14.7	B	14.7	B	-7.9	0.0
36	Harbor Island Dr at Parking Lot Access	AM	8.5	A	8.6	A	8.6	A	0.1	0.0
		PM	9.1	A	9.4	A	9.4	A	0.3	0.0
38	North Harbor Dr at Liberator Way	AM	4.9	A	6.0	A	6.3	A	1.4	0.3
		PM	8.8	A	6.9	A	6.9	A	-1.9	0.0
39	Cell Phone Lot at N Harbor Dr	AM	16.3	B	1.4	A	1.4	A	-14.9	0.0
		PM	18.2	B	1.9	A	1.9	A	-16.3	0.0
40	Terminal Link Rd / Coast Guard at N Harbor Dr	AM	4.2	A	7.2	A	2.0	A	-2.2	-5.2
		PM	3.3	A	18.5	B	18.5	B	15.2	0.0

Table 3.14-53: Construction Phase 1b (2024) Intersection Level of Service Summary

Intersection		Peak Hour	Existing		2024 Without Project Construction		2024 With Project Construction			
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from Existing	Change from 2024 Without Project Construction (c)
41	Kettner Boulevard at Palm Street	AM	21.7	C	173.4	F	182.3	F	160.6	8.9
		PM	59.9	F	1358.3	F	1358.3	F	1298.4	0.0
42	North Harbor Drive at Laning Road	AM	13.5	B	13.4	B	13.5	B	0.0	0.1
		PM	32.4	C	35.5	D	35.5	D	3.1	0.0
43	North Harbor Drive at Nimitz Boulevard	AM	16.4	B	19.3	B	16.7	B	0.3	-2.6
		PM	40.7	D	42.8	D	42.8	D	2.1	0.0
44	Rosecrans Street at Nimitz Boulevard	AM	41.1	D	35.6	D	35.7	D	-5.4	0.1
		PM	45.1	D	42.6	D	42.6	D	-2.5	0.0

Source: Kimley-Horn, June 2019.

Notes: **Bold** values indicate intersections operating at LOS E or F. **Bold and shaded** values indicate project significant impact.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using Synchro 10.

(c) Change in delay due to addition of project traffic. Addition of project traffic may cause a decrease in delay at some locations. This counterintuitive result occurs when the volume being added to the intersection is on movements with less delay than the current overall intersection average delay, decreasing the overall intersection average delay.

Proposed Mitigation Measure

Widening to add a third southbound through lane on Pacific Highway would address this cumulative traffic impact. This improvement is consistent with the Midway Pacific Highway Community Plan (MPH CP), which assumes Pacific Highway will be rebuilt as a five-lane prime arterial north of Enterprise Street and a six-lane expressway south of Enterprise Street. Adding a third southbound lane would require removal of a pedestrian bridge crossing the north leg of Pacific Highway serving the NAVWAR (former SPAWAR) site. It would also require reconfiguration of the south leg of the intersection, which has a narrow two-lane bridge under Barnett Avenue. The MPH CP addresses this improvement in mobility policy ME-5.8: "Support an engineering feasibility study to analyze downgrading Pacific Highway to a 6-lane major arterial to improve safety, enhance multimodal connections between the community and Downtown, and create a community gateway. This improvement could potentially include removing grade-separations along Pacific Highway at Barnett Avenue, Witherby Street, and Washington Street." Furthermore, both the east and west legs of the intersection are part of the NAVWAR site. The U.S. Navy has issued a request for proposals to redevelop this site. The MPH CP also identifies a multi-use bicycle/pedestrian path and Class IV cycle tracks along Pacific Highway.

This mitigation is **not feasible** for the project to implement, because it relies on a future City engineering feasibility study and redevelopment of adjacent properties, including the U.S. Navy. The City of San Diego indicated in meetings that they concur with this finding. Further, due to FAA regulations, this improvement currently could not be implemented and is presently **not considered feasible** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be

used to construct or fund any off-Airport improvements or mitigation measures as discussed in Section 3.14.6 above.

#15 Pacific Highway at W Laurel Street

The intersection of Pacific Highway at West Laurel Street operates at LOS D during the AM peak hour and LOS E during the Airport and PM peak hours under 2024 Without Project conditions. This intersection would experience an increase in delay greater than one second and operates at LOS F during the AM, Airport, and PM peak hours with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-2a, as previously described in Section 3.14.6.1, would ensure that the intersection operates at LOS D during the AM and Airport peak hours, and at LOS E during the PM peak hour, thereby reducing this potentially significant impact to a less-than-significant level. This mitigation is **physically feasible**, because there is enough space in the existing roadway widths.

#16 Kettner Boulevard at W Laurel Street

The intersection of Kettner Boulevard at West Laurel Street operates at LOS F during the AM and PM peak hour under 2024 Without Project traffic conditions. This intersection would experience an increase in delay greater than one second in the AM with the addition of the construction traffic. Because the increase in delay would exceed the allowable threshold, this would be considered a significant impact.

Proposed Mitigation Measure

MM-TR-Con-1: Construction Traffic Measures. Prior to the start of any construction phases at SDIA, SDCRAA shall promote the following TDM strategies: 1. Consider establishing a remote lot for construction workers with shuttles to their work site; 2. Stagger start times of various crews, when possible, to reduce the intensity of construction impacts; 3. Consider adding a shuttle stop at the construction site for transit services from Santa Fe Depot and/or Old Town Transit Center.

Implementation of MM-TR-Con-1 would mitigate this impact and is **feasible**. It is not anticipated to reduce the traffic impact to be less than significant, but would help alleviate traffic impact on the facility.

As discussed in Impact Section 3.14-2, MM-TR-I-1c would also mitigate this intersection. Since this improvement resulted in an acceptable LOS with higher volumes, it would result in acceptable LOS with construction traffic.

#29 Columbia Street at W Grape Street

The intersection of Columbia Street at West Grape Street operates at LOS E during the PM peak hour under 2024 Without Project conditions. This intersection would experience an increase in

delay greater than two seconds and continues to operate at LOS E during PM peak hour with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

MM-TR-Con-1: Construction Traffic Measures. Prior to the start of any construction phases at SDIA, SDCRAA shall promote the following TDM strategies: 1. Consider establishing a remote lot for construction workers with shuttles to their work site; 2. Stagger start times of various crews, when possible, to reduce the intensity of construction impacts; 3. Consider adding a shuttle stop at the construction site for transit services from Santa Fe Depot and/or Old Town Transit Center.

Implementation of MM-TR-Con-1 would mitigate this impact and is *feasible*. It is not anticipated to reduce the traffic impact to be less than significant, but would help alleviate traffic impact on the facility.

As discussed in Impact Section 3.14-2, MM-TR-I-4a would also mitigate this intersection. Since this improvement resulted in an acceptable LOS with higher volumes, it would result in acceptable LOS with construction traffic.

#41 Kettner Boulevard at Palm Street

The intersection of Kettner Boulevard at Palm Street operates at LOS F during the AM and PM peak hours under 2024 Without Project traffic conditions. This intersection would experience an increase in delay with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

MM-TR-Con-1: Construction Traffic Measures. Prior to the start of any construction phases at SDIA, SDCRAA shall promote the following TDM strategies: 1. Consider establishing a remote lot for construction workers with shuttles to their work site; 2. Stagger start times of various crews, when possible, to reduce the intensity of construction impacts; 3. Consider adding a shuttle stop at the construction site for transit services from Santa Fe Depot and/or Old Town Transit Center.

Implementation of MM-TR-Con-1 would mitigate this impact and is *feasible*. It is not anticipated to reduce the traffic impact to be less than significant, but would help alleviate traffic impact on the facility.

As discussed in Impact Section 3.14-2, MM-TR-I-1e would also mitigate this intersection. Since this improvement resulted in an acceptable LOS with higher volumes, it would result in acceptable LOS with construction traffic.

Proposed Mitigation Measure MM-TR-I-1b, MM-TR-I-1c, MM-TR-I-1e, and MM-TR-I-4a presently are *not considered feasible* because the Mitigation Measures are within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measures are

physically feasible, SDCRAA could not require the City to implement these improvements. SDCRAA will, however, continue to collaborate with the City to implement these Mitigation Measures, and the City has stated that it approves the Measures. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measures, and if the funding is granted then the Mitigation Measures are feasible. If the FAA does not approve the funding then the Measures are infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measures are not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for these off-Airport improvement items.

3.14.6.5.3 Impact 3.14-11

Summary Conclusion for Impact 3.14-11: Implementation of the proposed project would exceed thresholds of significance relating to the operation of 4 intersections in 2026 With Project Construction Conditions scenario (Construction Phase 2a). Although mitigation is proposed to reduce these impacts, impacts would not be fully mitigated and would be *significant and unavoidable* at 1 intersection.

Intersection Level of Service (Construction Phase 2a)

2026 Without Project Construction and 2026 With Project Construction traffic volumes were evaluated at the study area intersections. The baseline condition volumes were determined using on the same methodology as the intersection analysis. Results of the analysis, with significant impacts determined based on a comparison to the Existing condition, are presented in Table 3.14-54. Level of Service worksheets are contained in Appendix R-H2. As shown in the table, all study area intersections operate at acceptable levels of service during the weekday AM and PM peak hours with the exception of:

#3 – Pacific Highway at Enterprise Street

- Operates at LOS E during PM Peak

#15 – Pacific Highway at W Laurel Street

- Operates at LOS E during PM Peak

#16 – Kettner Boulevard at W Laurel Street

- Operates at LOS F during AM Peak and LOS F during PM Peak

#41 – Kettner Boulevard at Palm Street

- Operates at LOS F during AM and PM Peak hours

The following mitigations would address the significant impacts that would occur from the project, as defined by Table 3.14-54, between Existing traffic conditions and 2026 With Project Construction Phase 2a:

Table 3.14-54: Construction Phase 2a (2026) Intersection Level of Service Summary

Intersection		Peak Hour	Existing		2026 Without Project Construction		2026 With Project Construction			
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from Existing	Change from 2026 Without Project Construction (c)
1	Pacific Hwy at Taylor St / Rosecrans St	AM	27.7	C	28.1	C	28.1	C	0.4	0.0
		PM	35.8	D	41.4	D	41.4	D	5.6	0.0
2	Pacific Hwy at Old Town Transit Center	AM	9.7	A	10.4	B	10.4	B	0.7	0.0
		PM	11.1	B	13.1	B	13.1	B	2.0	0.0
3	Pacific Hwy at Enterprise St	AM	31.7	C	39.2	D	39.2	D	7.5	0.0
		PM	44.5	D	75.3	E	75.3	E	30.8	0.0
4	SB Pacific Hwy Ramps at Washington St	AM	11.7	B	12.4	B	13.1	B	1.4	0.7
		PM	12.5	B	15.4	B	15.4	B	2.9	0.0
5	NB Pacific Highway On-Ramp / Frontage Rd at Washington St	AM	20.7	C	28.5	C	24.5	C	3.8	-4.0
		PM	18.7	B	20.5	C	20.5	C	1.8	0.0
6	Hancock St at Washington St	AM	22	C	20.7	C	20.6	C	-1.4	-0.1
		PM	23.1	C	23.8	C	23.8	C	0.7	0.0
7	San Diego Ave at Washington St	AM	31.1	C	36.5	D	36.6	D	5.5	0.1
		PM	16.2	B	18.0	B	18.0	B	1.8	0.0
8	India St at Vine St	AM	4.5	A	4.6	A	4.6	A	0.1	0.0
		PM	4.3	A	4.4	A	4.4	A	0.1	0.0
9	Pacific Hwy at Sassafras St / Admiral Boland Way	AM	22	C	29.1	C	31.0	C	9.0	1.9
		PM	29.7	C	41.9	D	41.9	D	12.2	0.0
10	Kettner Blvd at Sassafras St	AM	13.5	B	19.4	B	21.0	C	7.5	1.6
		PM	15	B	24.5	C	24.5	C	9.5	0.0
11	India St at Sassafras St	AM	6.8	A	5.9	A	6.4	A	-0.4	0.5
		PM	10.2	B	11.8	B	11.8	B	1.6	0.0
12	Pacific Hwy at Palm St	AM	8.7	A	12.6	B	11.9	B	3.2	-0.7
		PM	10.3	B	13.3	B	13.3	B	3.0	0.0
14	W Laurel St at N Harbor Drive	AM	24.4	C	37.4	D	33.2	C	8.8	-4.2
		PM	26.2	C	43.4	D	43.4	D	17.2	0.0
15	Pacific Hwy at W Laurel St	AM	44.6	D	34.5	C	36.0	D	-8.6	1.5
		PM	51.6	D	64.8	E	64.8	E	13.2	0.0
16	Kettner Blvd at W Laurel St	AM	91.8	F	135.6	F	138.0	F	46.2	2.4
		PM	48.9	D	89.6	F	89.6	F	40.7	0.0
17	India St at W Laurel St	AM	15.1	B	17.3	B	17.3	B	2.2	0.0
		PM	15.7	B	17.6	B	17.6	B	1.9	0.0
18	N Harbor Dr at W Hawthorn St	AM	8.9	A	6.0	A	6.1	A	-2.8	0.1
		PM	10	B	8.2	A	8.2	A	-1.8	0.0
19	Pacific Hwy at W Hawthorn St	AM	36.9	D	40.6	D	41.0	D	4.1	0.4
		PM	41.9	D	39.2	D	39.2	D	-2.7	0.0
20	Kettner Blvd at W Hawthorn St	AM	30.7	C	32.0	C	32.4	C	1.7	0.4
		PM	28.4	C	31.1	C	31.1	C	2.7	0.0
21	India St at W Hawthorn St	AM	31.5	C	32.8	C	33.2	C	1.7	0.4
		PM	27.2	C	30.7	C	30.7	C	3.5	0.0

Table 3.14-54: Construction Phase 2a (2026) Intersection Level of Service Summary

Intersection		Peak Hour	Existing		2026 Without Project Construction		2026 With Project Construction			
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from Existing	Change from 2026 Without Project Construction (c)
22	Columbia St at W Hawthorn St	AM	33.5	C	36.2	D	36.7	D	3.2	0.5
		PM	30.5	C	34.4	C	34.4	C	3.9	0.0
23	State St at W Hawthorn St	AM	10.7	B	13.1	B	13.3	B	2.6	0.2
		PM	8.6	A	12.5	B	12.5	B	3.9	0.0
24	I-5 NB Off-Ramp / Brant St at W Hawthorn St	AM	15.7	C	17.5	C	17.5	C	1.8	0.0
		PM	20.5	C	24.8	C	24.8	C	4.3	0.0
25	N Harbor Dr at W Grape St	AM	10.7	B	10.9	B	11.0	B	0.3	0.1
		PM	18.8	B	13.2	B	13.2	B	-5.6	0.0
26	Pacific Hwy at W Grape St	AM	29.2	C	30.2	C	30.2	C	1.0	0.0
		PM	28.9	C	30.1	C	30.1	C	1.2	0.0
27	Kettner Blvd at W Grape St	AM	30.8	C	33.1	C	33.0	C	2.2	-0.1
		PM	36.2	D	39.4	D	39.4	D	3.2	0.0
28	India St at W Grape St	AM	29.6	C	33.1	C	33.0	C	3.4	-0.1
		PM	35.5	D	41.5	D	41.5	D	6.0	0.0
29	Columbia St at W Grape St	AM	34.7	C	36.6	D	36.5	D	1.8	-0.1
		PM	43.3	D	50.5	D	50.5	D	7.2	0.0
30	State St / I-5 SB On-Ramp at W Grape St	AM	24.4	C	30.6	C	30.5	C	6.1	-0.1
		PM	33.1	C	44.9	D	44.9	D	11.8	0.0
31	McCain Rd at N Harbor Dr	AM	11.6	B	10.8	B	13.2	B	1.6	2.4
		PM	8.1	A	8.0	A	8.0	A	-0.1	0.0
32	Spanish Landing at N Harbor Dr	AM	22.2	C	19.7	B	19.0	B	-3.2	-0.7
		PM	19.3	B	17.8	B	17.8	B	-1.5	0.0
33	Harbor Island Dr at N Harbor Dr	AM	40	D	35.5	D	35.0	D	-5.0	-0.5
		PM	35.3	D	33.1	C	33.1	C	-2.2	0.0
34	Harbor Island Dr at Old Rent A Car Access / Sheraton	AM	10	B	10.3	B	10.3	B	0.3	0.0
		PM	10.6	B	11.0	B	11.0	B	0.4	0.0
35	Harbor Island Dr at Harbor Island Dr	AM	22.1	C	14.3	B	14.3	B	-7.8	0.0
		PM	22.6	C	14.7	B	14.7	B	-7.9	0.0
36	Harbor Island Dr at Parking Lot Access	AM	8.5	A	8.6	A	8.6	A	0.1	0.0
		PM	9.1	A	9.5	A	9.5	A	0.4	0.0
38	North Harbor Dr at Liberator Way	AM	4.9	A	6.1	A	6.1	A	1.2	0.0
		PM	8.8	A	5.0	A	5.0	A	-3.8	0.0
39	Cell Phone Lot at N Harbor Dr	AM	16.3	B	1.4	A	1.4	A	-14.9	0.0
		PM	18.2	B	2.1	A	2.1	A	-16.1	0.0
40	Terminal Link Rd / Coast Guard at N Harbor Dr	AM	4.2	A	6.1	A	5.9	A	1.7	-0.2
		PM	3.3	A	21.6	C	21.6	C	18.3	0.0

Table 3.14-54: Construction Phase 2a (2026) Intersection Level of Service Summary

Intersection		Peak Hour	Existing		2026 Without Project Construction		2026 With Project Construction			
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from Existing	Change from 2026 Without Project Construction (c)
41	Kettner Boulevard at Palm Street	AM	21.7	C	299.4	F	213.2	F	191.5	-86.2
		PM	59.9	F	1435.1	F	1435.1	F	1375.2	0.0
42	North Harbor Drive at Laning Road	AM	13.5	B	13.3	B	13.2	B	-0.3	-0.1
		PM	32.4	C	35.6	D	35.6	D	3.2	0.0
43	North Harbor Drive at Nimitz Boulevard	AM	16.4	B	19.4	B	19.5	B	3.1	0.1
		PM	40.7	D	42.8	D	42.8	D	2.1	0.0
44	Rosecrans Street at Nimitz Boulevard	AM	41.1	D	35.9	D	35.9	D	-5.2	0.0
		PM	45.1	D	43.1	D	43.1	D	-2.0	0.0

Source: Kimley-Horn, June 2019.

Notes: **Bold** values indicate intersections operating at LOS E or F. **Bold and shaded** values indicate project significant impact.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using Synchro 10.

(c) Change in delay due to addition of project traffic. Addition of project traffic may cause a decrease in delay at some locations. This counterintuitive result occurs when the volume being added to the intersection is on movements with less delay than the current overall intersection average delay, decreasing the overall intersection average delay.

#3 Pacific Highway at Enterprise Street

The intersection of Pacific Highway at Enterprise Street operates at LOS E during the AM peak hour and at LOS F during the PM peak hour under 2026 Without Project conditions. This intersection would experience an increase in delay greater than one second and would continue to operate at LOS F in the PM peak hour with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

MM-TR-Con-1: Construction Traffic Measures. Prior to the start of any construction phases at SDIA, SDCRAA shall promote the following TDM strategies: 1. Consider establishing a remote lot for construction workers with shuttles to their work site; 2. Stagger start times of various crews, when possible, to reduce the intensity of construction impacts; 3. Consider adding a shuttle stop at the construction site for transit services from Santa Fe Depot and/or Old Town Transit Center.

Implementation of MM-TR-Con-1 would mitigate this impact and is *feasible*. It is not anticipated to reduce the traffic impact to be less than significant, but would help alleviate traffic impact on the facility.

#15 Pacific Highway at W Laurel Street

The intersection of Pacific Highway at West Laurel Street operates at LOS D during the AM peak hour and LOS E during the Airport and PM peak hours under 2026 Without Project conditions. This intersection would experience an increase in delay greater than one second and operates at LOS F during the AM, Airport, and PM peak hours with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

MM-TR-Con-1: Construction Traffic Measures. Prior to the start of any construction phases at SDIA, SDCRAA shall promote the following TDM strategies: 1. Consider establishing a remote lot for construction workers with shuttles to their work site; 2. Stagger start times of various crews, when possible, to reduce the intensity of construction impacts; 3. Consider adding a shuttle stop at the construction site for transit services from Santa Fe Depot and/or Old Town Transit Center.

Implementation of MM-TR-Con-1 would mitigate this impact and is *feasible*. It is not anticipated to reduce the traffic impact to be less than significant, but would help alleviate traffic impact on the facility.

As discussed in Impact Section 3.14-2, MM-TR-I-1b would also mitigate this intersection. Since this improvement resulted in an acceptable LOS with higher volumes, it would result in acceptable LOS with construction traffic.

#16 Kettner Boulevard at W Laurel Street

The intersection of Kettner Boulevard at West Laurel Street operates at LOS F during the AM peak hour and at LOS F during the PM peak hour under 2026 Without Project traffic conditions. This intersection would experience an increase in delay greater than two seconds in the AM with the addition of the construction traffic. Because the increase in delay would exceed the allowable threshold, this would be considered a significant impact.

Proposed Mitigation Measure

MM-TR-Con-1: Construction Traffic Measures. Prior to the start of any construction phases at SDIA, SDCRAA shall promote the following TDM strategies: 1. Consider establishing a remote lot for construction workers with shuttles to their work site; 2. Stagger start times of various crews, when possible, to reduce the intensity of construction impacts; 3. Consider adding a shuttle stop at the construction site for transit services from Santa Fe Depot and/or Old Town Transit Center.

Implementation of MM-TR-Con-1 would mitigate this impact and is *feasible*. It is not anticipated to reduce the traffic impact to be less than significant, but would help alleviate traffic impact on the facility.

As discussed in Impact Section 3.14-2, MM-TR-I-1c would also mitigate this intersection. Since this improvement resulted in an acceptable LOS with higher volumes, it would result in acceptable LOS with construction traffic.

#41 Kettner Boulevard at Palm Street

The intersection of Kettner Boulevard at Palm Street operates at LOS F during the AM peak hour under 2026 Without Project traffic conditions. This intersection would experience an increase in delay with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

MM-TR-Con-1: Construction Traffic Measures. Prior to the start of any construction phases at SDIA, SDCRAA shall promote the following TDM strategies: 1. Consider establishing a remote lot for construction workers with shuttles to their work site; 2. Stagger start times of various crews, when possible, to reduce the intensity of construction impacts; 3. Consider adding a shuttle stop at the construction site for transit services from Santa Fe Depot and/or Old Town Transit Center.

Implementation of MM-TR-Con-1 would mitigate this impact and is *feasible*. It is not anticipated to reduce the traffic impact to be less than significant, but would help alleviate traffic impact on the facility.

As discussed in Impact Section 3.14-2, MM-TR-I-1e would also mitigate this intersection. Since this improvement resulted in an acceptable LOS with higher volumes, it would result in acceptable LOS with construction traffic.

Proposed Mitigation Measure MM-TR-I-1b, MM-TR-I-1c and MM-TR-I-1e presently are ***not considered feasible*** because the Mitigation Measures are within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measures are ***physically feasible***, SDCRAA could not require the City to implement these improvements. SDCRAA will, however, continue to collaborate with the City to implement these Mitigation Measures, and the City has stated that it approves the Measures. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measures, and if the funding is granted then the Mitigation Measures are feasible. If the FAA does not approve the funding then the Measures are infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measures are not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for these off-Airport improvement items.

3.14.6.5.4 Impact 3.14-12

Summary Conclusion for Impact 3.14-12: Implementation of the proposed project would exceed thresholds of significance relating to the operation of 10 intersections in 2030 With Project Construction Conditions scenario (Construction Phase 2b). Although mitigation is proposed to reduce these impacts, impacts would not be fully mitigated and would remain *significant and unavoidable* at 4 intersections.

Intersection Level of Service (Construction Phase 2b)

2030 Without Project Construction and 2030 With Project Construction traffic volumes were evaluated at the study area intersections. The baseline condition volumes were determined using on the same methodology as the intersection analysis. Results of the analysis, with significant impacts determined based on a comparison to the Existing condition, are presented in Table 3.14-55. Level of Service worksheets are contained in Appendix R-H2. As shown in the table, all study area intersections operate at acceptable levels of service during the weekday AM and PM peak hours with the exception of:

#3 – Pacific Highway at Enterprise Street

- Operates at LOS E during PM Peak

#14 – W Laurel Street at N Harbor Drive

- Operates at LOS F during AM Peak and LOS E during the PM Peak

#15 – Pacific Highway at W Laurel Street

- Operates at LOS E during AM Peak and LOS F during PM Peak

#16 – Kettner Boulevard at W Laurel Street

- Operates at LOS F during AM Peak and LOS F during the PM Peak

#19 – Pacific Highway at W Hawthorn Street

- Operates at LOS E during PM Peak

#29 – Columbia Street at W Grape Street

- Operates at LOS E during AM Peak

#30 – State Street / I-5 SB On-Ramp at W Grape Street

- Operates at LOS E during PM Peak

#33 – Harbor Island Drive at N Harbor Drive

- Operates at LOS F during AM Peak

#38 – Liberator Way at N Harbor Drive

- Operates at LOS F during the PM Peak

#41 – Kettner Boulevard at Palm Street

- Operates at LOS F during the AM and PM Peak

The following mitigations would address the significant impacts that would occur from the project, as defined by Table 3.14-55, between Existing conditions and 2030 With Project Construction Phase 2b:

#3 Pacific Highway at Enterprise Street

The intersection of Pacific Highway at Enterprise Street operates at LOS E during the PM peak hour under 2030 Without Project conditions. This intersection would experience an increase in delay greater than two seconds and continue to operate at LOS E in the PM peak hour with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Table 3.14-55: Construction Phase 2b (2030) Intersection Level of Service Summary

Intersection		Peak Hour	Existing		2030 Without Project Construction		2030 With Project Construction			
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from Existing	Change from 2030 Without Project Construction (d)
1	Pacific Hwy at Taylor St / Rosecrans St	AM	27.7	C	28.1	C	28.1	C	0.4	0.0
		PM	35.8	D	42.0	D	42.0	D	6.2	0.0
2	Pacific Hwy at Old Town Transit Center	AM	9.7	A	10.4	B	10.3	B	0.6	-0.1
		PM	11.1	B	13.1	B	13.1	B	2.0	0.0
3	Pacific Hwy at Enterprise St	AM	31.7	C	39.8	D	40.2	D	8.5	0.4
		PM	44.5	D	79.6	E	79.5	E	35.0	-0.1
4	SB Pacific Hwy Ramps at Washington St	AM	11.7	B	12.5	B	13.5	B	1.8	1.0
		PM	12.5	B	16.4	B	16.4	B	3.9	0.0
5	NB Pacific Highway On-Ramp / Frontage Rd at Washington St	AM	20.7	C	22.9	C	25.3	C	4.6	2.4
		PM	18.7	B	21.6	C	21.6	C	2.9	0.0
6	Hancock St at Washington St	AM	22	C	21.1	C	20.1	C	-1.9	-1.0
		PM	23.1	C	23.7	C	23.7	C	0.6	0.0
7	San Diego Ave at Washington St	AM	31.1	C	36.9	D	36.4	D	5.3	-0.5
		PM	16.2	B	18.1	B	18.1	B	1.9	0.0
8	India St at Vine St	AM	4.5	A	4.5	A	4.5	A	0.0	0.0
		PM	4.3	A	4.3	A	4.3	A	0.0	0.0
9	Pacific Hwy at Sassafras St / Admiral Boland Way	AM	22	C	23.1	C	38.0	D	16.0	14.9
		PM	29.7	C	48.8	D	48.8	D	19.1	0.0
10	Kettner Blvd at Sassafras St	AM	13.5	B	18.1	B	28.6	C	15.1	10.5
		PM	15	B	37.4	D	37.4	D	22.4	0.0
11	India St at Sassafras St	AM	6.8	A	6.6	A	6.9	A	0.1	0.3
		PM	10.2	B	18.6	B	19.0	B	8.8	0.4
12	Pacific Hwy at Palm St	AM	8.7	A	10.1	B	12.0	B	3.3	1.9
		PM	10.3	B	13.4	B	13.4	B	3.1	0.0
14	W Laurel St at N Harbor Drive	AM	24.4	C	37.9	D	84.5	F	60.1	46.6
		PM	26.2	C	92.9	F	73.9	E	47.7	-19.0
15	Pacific Hwy at W Laurel St	AM	44.6	D	49.2	D	75.9	E	31.3	26.7
		PM	51.6	D	99.5	F	100.8	F	49.2	1.3
16	Kettner Blvd at W Laurel St	AM	91.8	F	258.7	F	326.1	F	234.3	67.4
		PM	48.9	D	195.2	F	196.3	F	147.4	1.1
17	India St at W Laurel St	AM	15.1	B	16.4	B	17.0	B	1.9	0.6
		PM	15.7	B	17.5	B	17.6	B	1.9	0.1
18		AM	8.9	A	6.1	A	5.9	A	-3.0	-0.2

Table 3.14-55: Construction Phase 2b (2030) Intersection Level of Service Summary

Intersection	Peak Hour	Existing		2030 Without Project Construction		2030 With Project Construction			
		Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from Existing	Change from 2030 Without Project Construction (d)
N Harbor Dr at W Hawthorn St	PM	10	B	8.2	A	8.2	A	-1.8	0.0
19 Pacific Hwy at W Hawthorn St	AM	36.9	D	40.3	D	43.7	D	6.8	3.4
	PM	41.9	D	42.0	D	59.2	E	17.3	17.2
20 Kettner Blvd at W Hawthorn St	AM	30.7	C	34.3	C	37.5	D	6.8	3.2
	PM	28.4	C	33.5	C	32.7	C	4.3	-0.8
21 India St at W Hawthorn St	AM	31.5	C	35.9	D	39.4	D	7.9	3.5
	PM	27.2	C	32.1	C	31.9	C	4.7	-0.2
22 Columbia St at W Hawthorn St	AM	33.5	C	40.4	D	46.0	D	12.5	5.6
	PM	30.5	C	37.7	D	36.1	D	5.6	-1.6
23 State St at W Hawthorn St	AM	10.7	B	15.0	B	17.6	B	6.9	2.6
	PM	8.6	A	15.7	B	14.3	B	5.7	-1.4
24 Hawthorn St at Brant St/ I-5 NB Ramps	AM	15.7	C	17.5	C	17.5	C	1.8	0.0
	PM	20.5	C	24.8	C	25.0	D	4.5	0.2
25 N Harbor Dr at W Grape St	AM	10.7	B	12.5	B	12.5	B	1.8	0.0
	PM	18.8	B	22.6	C	15.8	B	-3.0	-6.8
26 Pacific Hwy at W Grape St	AM	29.2	C	30.2	C	31.4	C	2.2	1.2
	PM	28.9	C	32.3	C	32.0	C	3.1	-0.3
27 Kettner Blvd at W Grape St	AM	30.8	C	32.9	C	34.6	C	3.8	1.7
	PM	36.2	D	42.4	D	43.7	D	7.5	1.3
28 India St at W Grape St	AM	29.6	C	35.3	D	38.0	D	8.4	2.7
	PM	35.5	D	49.1	D	47.9	D	12.4	-1.2
29 Columbia St at W Grape St	AM	34.7	C	35.0	D	36.8	D	2.1	1.8
	PM	43.3	D	75.6	E	67.2	E	23.9	-8.4
30 State St / I-5 SB On-Ramp at W Grape St	AM	24.4	C	30.1	C	32.4	C	8.0	2.3
	PM	33.1	C	71.7	E	67.4	E	34.3	-4.3
31 McCain Rd at N Harbor Dr	AM	11.6	B	7.2	A	8.1	A	-3.5	0.9
	PM	8.1	A	8.0	A	8.6	A	0.5	0.6
32 Spanish Landing at N Harbor Dr	AM	22.2	C	9.6	A	12.1	B	-10.1	2.5
	PM	19.3	B	18.5	B	17.0	B	-2.3	-1.5
33 Harbor Island Dr at N Harbor Dr	AM	40	D	36.2	D	142.4	F	102.4	106.2
	PM	35.3	D	68.8	E	49.6	D	14.3	-19.2
34 Harbor Island Dr at Old Rent A Car Access / Sheraton	AM	10	B	22.8	C	22.8	C	12.8	0.0
	PM	10.6	B	53.8	D	53.8	D	43.2	0.0
35 Harbor Island Dr at Harbor Island Dr	AM	22.1	C	14.3	B	14.3	B	-7.8	0.0
	PM	22.6	C	14.8	B	14.8	B	-7.8	0.0
36	AM	8.5	A	8.6	A	8.6	A	0.1	0.0

Table 3.14-55: Construction Phase 2b (2030) Intersection Level of Service Summary

Intersection	Peak Hour	Existing		2030 Without Project Construction		2030 With Project Construction			
		Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Change from Existing	Change from 2030 Without Project Construction (d)
Harbor Island Dr at Parking Lot Access	PM	9.1	A	9.8	A	9.8	A	0.7	0.0
38 North Harbor Dr at Liberator Way	AM	4.9	A	21.1	C	29.3	C	24.4	8.2
	PM	8.8	A	22.0	C	103.0	F	94.2	81.0
39 Cell Phone Lot at N Harbor Dr	AM	16.3	B	43.3	D	9.2	A	-7.1	-34.1
	PM	18.2	B	30.4	C	29.5	C	11.3	-0.9
40 Terminal Link Rd / Coast Guard at N Harbor Dr	AM	4.2	A	7.1	A	2.9	A	-1.3	-4.2
	PM	3.3	A	38.7	D	10.6	B	7.3	-28.1
41 Kettner Boulevard at Palm Street	AM	21.7	C	285.0	F	289.9	F	268.2	4.9
	PM	59.9	F	1671.0	F	1671.0	F	1611.1	0.0
42 North Harbor Drive at Laning Road	AM	13.5	B	25.3	C	25.5	C	12.0	0.2
	PM	32.4	C	35.4	D	35.8	D	3.4	0.4
43 North Harbor Drive at Nimitz Boulevard	AM	16.4	B	17.5	B	18.3	B	1.9	0.8
	PM	40.7	D	35.4	D	41.0	D	0.3	5.6
44 Rosecrans Street at Nimitz Boulevard	AM	41.1	D	36.0	D	36.9	D	-4.2	0.9
	PM	45.1	D	43.7	D	48.4	D	3.3	4.7

Source: Kimley-Horn, June 2019.

Notes: **Bold** values indicate intersections operating at LOS E or F. **Bold and shaded** values indicate project significant impact.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using Synchro 10.

(c) Change in delay due to addition of background traffic growth, addition of cumulative project traffic, and addition of project traffic. Addition of project traffic may cause a decrease in delay at some locations. This counterintuitive result occurs when the volume being added to the intersection is on movements with less delay than the current overall intersection average delay, decreasing the overall intersection average delay.

(d) Change in delay due to addition of project traffic. Addition of project traffic may cause a decrease in delay at some locations. This counterintuitive result occurs when the volume being added to the intersection is on movements with less delay than the current overall intersection average delay, decreasing the overall intersection average delay.

Proposed Mitigation Measure

MM-TR-Con-1: Construction Traffic Measures. Prior to the start of any construction phases at SDIA, SDCRAA shall promote the following TDM strategies: 1. Consider establishing a remote lot for construction workers with shuttles to their work site; 2. Stagger start times of various crews, when possible, to reduce the intensity of construction impacts; 3. Consider adding a shuttle stop at the construction site for transit services from Santa Fe Depot and/or Old Town Transit Center.

Implementation of MM-TR-Con-1 would mitigate this impact and is *feasible*. It is not anticipated to reduce the traffic impact to be less than significant, but would help alleviate traffic impact on the facility.

#14 W Laurel Street at N Harbor Drive

The intersection of West Laurel Street at North Harbor Drive operates at LOS F during the PM peak hour under 2030 Without Project traffic conditions. This intersection would experience an increase in delay greater than two seconds in the AM with the addition of the construction traffic. Because the increase in delay would exceed the allowable threshold, this would be considered a significant impact.

Proposed Mitigation Measure

MM-TR-Con-1: Construction Traffic Measures. Prior to the start of any construction phases at SDIA, SDCRAA shall promote the following TDM strategies: 1. Consider establishing a remote lot for construction workers with shuttles to their work site; 2. Stagger start times of various crews, when possible, to reduce the intensity of construction impacts; 3. Consider adding a shuttle stop at the construction site for transit services from Santa Fe Depot and/or Old Town Transit Center.

Implementation of MM-TR-Con-1 would mitigate this impact and is *feasible*. It is not anticipated to reduce the traffic impact to be less than significant, but would help alleviate traffic impact on the facility.

As discussed in Impact Section 3.14-2, MM-TR-I-1a would also mitigate this intersection. Since this improvement resulted in an acceptable LOS with higher volumes, it would result in acceptable LOS with construction traffic.

Proposed Mitigation Measure MM-TR-I-1a presently is *not considered feasible* because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is *physically feasible*, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#15 Pacific Highway at W Laurel Street

The intersection of Pacific Highway at W Laurel Street operates at LOS F during the PM peak hour under 2030 Without Project traffic conditions. This intersection would experience an increase in delay greater than two seconds in the AM with the addition of the construction traffic. Because the increase in delay would exceed the allowable threshold, this would be considered a significant impact.

Proposed Mitigation Measure

MM-TR-Con-1: Construction Traffic Measures. Prior to the start of any construction phases at SDIA, SDCRAA shall promote the following TDM strategies: 1. Consider establishing a remote lot for construction workers with shuttles to their work site; 2. Stagger start times of various crews, when possible, to reduce the intensity of construction impacts; 3. Consider adding a shuttle stop at the construction site for transit services from Santa Fe Depot and/or Old Town Transit Center.

Implementation of MM-TR-Con-1 would mitigate this impact and is *feasible*. It is not anticipated to reduce the traffic impact to be less than significant, but would help alleviate traffic impact on the facility.

#16 Kettner Boulevard at W Laurel Street

The intersection of Kettner Boulevard at W Laurel Street operates at LOS F during the AM and PM peak hours under 2030 Without Project traffic conditions. This intersection would experience an increase in delay greater than one second in the peak hours with the addition of the construction traffic. Because the increase in delay would exceed the allowable threshold, this would be considered a significant impact.

Proposed Mitigation Measure

MM-TR-Con-1: Construction Traffic Measures. Prior to the start of any construction phases at SDIA, SDCRAA shall promote the following TDM strategies: 1. Consider establishing a remote lot for construction workers with shuttles to their work site; 2. Stagger start times of various crews, when possible, to reduce the intensity of construction impacts; 3. Consider adding a shuttle stop at the construction site for transit services from Santa Fe Depot and/or Old Town Transit Center.

Implementation of MM-TR-Con-1 would mitigate this impact and is *feasible*. It is not anticipated to reduce the traffic impact to be less than significant, but would help alleviate traffic impact on the facility.

As discussed in Impact Section 3.14-2, MM-TR-I-1c would also mitigate this intersection. Since this improvement resulted in an acceptable LOS with higher volumes, it would result in acceptable LOS with construction traffic.

#19 Pacific Highway at W Hawthorn Street

The intersection of Pacific Highway at West Hawthorn Street operates at LOS D during the PM peak hour under 2030 Without Project conditions. This intersection would experience an increase in delay with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

MM-TR-Con-1: Construction Traffic Measures. Prior to the start of any construction phases at SDIA, SDCRAA shall promote the following TDM strategies:

1. Consider establishing a remote lot for construction workers with shuttles to their work site;
2. Stagger start times of various crews, when possible, to reduce the intensity of construction impacts;
3. Consider adding a shuttle stop at the construction site for transit services from Santa Fe Depot and/or Old Town Transit Center.

Implementation of MM-TR-Con-1 would mitigate this impact and is *feasible*. It is not anticipated to reduce the traffic impact to be less than significant, but would help alleviate traffic impact on the facility.

#29 Columbia Street at W Grape Street

The intersection of Columbia Street at West Grape Street operates at LOS E during the PM peak hour under 2030 Without Project conditions. This intersection would experience an increase in delay greater than two seconds and continue to operate at LOS E during the PM peak hour with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

MM-TR-Con-1: Construction Traffic Measures. Prior to the start of any construction phases at SDIA, SDCRAA shall promote the following TDM strategies:

1. Consider establishing a remote lot for construction workers with shuttles to their work site;
2. Stagger start times of various crews, when possible, to reduce the intensity of construction impacts;
3. Consider adding a shuttle stop at the construction site for transit services from Santa Fe Depot and/or Old Town Transit Center.

Implementation of MM-TR-Con-1 would mitigate this impact and is *feasible*. It is not anticipated to reduce the traffic impact to be less than significant, but would help alleviate traffic impact on the facility.

As discussed in Impact Section 3.14-2, MM-TR-I-4a would also mitigate this intersection. Since this improvement resulted in an acceptable LOS with higher volumes, it would result in acceptable LOS with construction traffic.

#30 State Street / I-5 SB On-Ramp at W Grape Street

The intersection of State Street / I-5 SB On-Ramp at West Grape Street operates at LOS E during the PM peak hour under 2030 Without Project conditions. This intersection would experience an increase in delay greater than two seconds and continue to operate at LOS E during the PM peak hour with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

MM-TR-Con-1: Construction Traffic Measures. Prior to the start of any construction phases at SDIA, SDCRAA shall promote the following TDM strategies: 1. Consider establishing a remote lot for construction workers with shuttles to their work site; 2. Stagger start times of various crews, when possible, to reduce the intensity of construction impacts; 3. Consider adding a shuttle stop at the construction site for transit services from Santa Fe Depot and/or Old Town Transit Center.

Implementation of MM-TR-Con-1 would mitigate this impact and is *feasible*. It is not anticipated to reduce the traffic impact to be less than significant, but would help alleviate traffic impact on the facility.

As discussed in Impact Section 3.14-2, MM-TR-I-4b would also mitigate this intersection. Since this improvement resulted in an acceptable LOS with higher volumes, it would result in acceptable LOS with construction traffic.

#33 Harbor Island Drive at N Harbor Drive

The intersection of North Harbor Drive at Harbor Island Drive / Airport Terminal operates at LOS D during the AM peak hour and LOS E during the PM peak hour under 2030 Without Project traffic conditions. This intersection would experience an increase in delay greater than two seconds in the AM with the addition of the construction traffic. Because the increase in delay would exceed the allowable threshold, this would be considered a significant impact.

Proposed Mitigation Measure

MM-TR-Con-1: Construction Traffic Measures. Prior to the start of any construction phases at SDIA, SDCRAA shall promote the following TDM strategies: 1. Consider establishing a remote lot for construction workers with shuttles to their work site; 2. Stagger start times of various crews, when possible, to reduce the intensity of construction impacts; 3. Consider adding a shuttle stop at the construction site for transit services from Santa Fe Depot and/or Old Town Transit Center.

Implementation of MM-TR-Con-1 would mitigate this impact and is *feasible*. It is not anticipated to reduce the traffic impact to be less than significant, but would help alleviate traffic impact on the facility.

As discussed in Impact Section 3.14-2, MM-TR-I-1d would also mitigate this intersection. Since this improvement resulted in an acceptable LOS with higher volumes, it would result in acceptable LOS with construction traffic.

Proposed Mitigation Measure MM-TR-I-1d presently is *not considered feasible* because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is *physically feasible*, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In

addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#38 Liberator Way at N Harbor Drive

The intersection of Liberator Way at N Harbor Drive operates at LOS C during the PM peak hour under 2030 Without Project conditions. This intersection would experience an increase in delay with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

MM-TR-Con-1: Construction Traffic Measures. Prior to the start of any construction phases at SDIA, SDCRAA shall promote the following TDM strategies:

1. Consider establishing a remote lot for construction workers with shuttles to their work site;
2. Stagger start times of various crews, when possible, to reduce the intensity of construction impacts;
3. Consider adding a shuttle stop at the construction site for transit services from Santa Fe Depot and/or Old Town Transit Center.

Implementation of MM-TR-Con-1 would mitigate this impact and is *feasible*. It is not anticipated to reduce the traffic impact to be less than significant, but would help alleviate traffic impact on the facility.

#41 Kettner Boulevard at Palm Street

The intersection of Kettner Boulevard at Palm Street operates at LOS F during the AM peak hour and PM peak hours under 2030 Without Project traffic conditions. This intersection would experience an increase in delay during both peak hours with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

MM-TR-Con-1: Construction Traffic Measures. Prior to the start of any construction phases at SDIA, SDCRAA shall promote the following TDM strategies:

1. Consider establishing a remote lot for construction workers with shuttles to their work site;
2. Stagger start times of various crews, when possible, to reduce the intensity of construction impacts;
3. Consider adding a shuttle stop at the construction site for transit services from Santa Fe Depot and/or Old Town Transit Center.

Implementation of MM-TR-Con-1 would mitigate this impact and is *feasible*. It is not anticipated to reduce the traffic impact to be less than significant, but would help alleviate traffic impact on the facility.

As discussed in Impact Section 3.14-2, MM-TR-I-1e would also mitigate this intersection. Since this improvement resulted in an acceptable LOS with higher volumes, it would result in acceptable LOS with construction traffic.

Proposed Mitigation Measure MM-TR-I-1e presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

3.14.7 Summary of Impact Determinations

Table 3.14-56 summarizes the impact determinations of the proposed project related to traffic and circulation, as described above in the detailed discussion in Section 3.14.6. Identified potential impacts are based on the significance criteria presented in Section 3.14.5, the information and data sources cited throughout Section 3.14.6, and the professional judgment of the report preparers, as applicable.

Table 3.14-56: Summary Matrix of Potential Impacts and Mitigation Measures Associated with the Proposed Project Related to Traffic and Circulation

Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Summary Conclusion for Impact 3.14-1: Implementation of the proposed project would result in unacceptable operations of study facilities. Of those facilities, 5 intersections, 11 roadway segments, and 14 freeway segments are expected to exceed thresholds of significance under the Existing With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some proposed mitigation is infeasible, therefore, impacts would remain <i>significant and unavoidable</i> at 7 roadway segments, and 14 freeway segments.	Operation: Significant Impact	Listed in Section 3.14.6.1, as noted in the formulation of mitigation measures, there are several measures that are physically feasible, but are not feasible from a funding standpoint, but are not feasible from a funding standpoint, are located outside of SDIA (i.e., not within the jurisdiction of SDCRAA), and/or because they conflict with existing community plans. All measures of MM-TDM-1 are feasible and will be implemented by SDCRAA.	Operation: Significant and Unavoidable
Summary Conclusion for Impact 3.14-2: Implementation of the proposed project would result in unacceptable operations of study facilities in 2024. Of those facilities, 4 intersections, 13 roadway segments, and 17 freeway segments are expected to exceed	Operation: Significant Impact	Listed in Section 3.14.6.2, as noted earlier in the formulation of mitigation measures, there are several measures that are physically feasible, but are not feasible	Operation: Significant and Unavoidable

Table 3.14-56: Summary Matrix of Potential Impacts and Mitigation Measures Associated with the Proposed Project Related to Traffic and Circulation

Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
<p>thresholds of significance under the 2024 With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some proposed mitigation is infeasible, therefore, impacts would remain <i>significant and unavoidable</i> at 1 intersection, 10 roadway segments, and 17 freeway segments.</p>		<p>from a funding standpoint, are located outside of SDIA (i.e., not within the jurisdiction of SDCRAA), and/or because they conflict with existing community plans. All measures of MM-TDM-1 are feasible and will be implemented by SDCRAA.</p>	
<p>Summary Conclusion for Impact 3.14-3: Implementation of the proposed project would result in unacceptable operations at study facilities in 2026. Of those facilities, 4 intersections, 14 roadway segments, and 19 freeway segments are expected to exceed thresholds of significance under the 2026 With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some proposed mitigation is infeasible, therefore, impacts would remain <i>significant and unavoidable</i> at 1 intersection, 11 roadway segments and 19 freeway segments.</p>	<p>Operation: Significant Impact</p>	<p>Listed in Section 3.14.6.2, as noted earlier in the formulation of mitigation measures, there are several measures that are physically feasible, but are not feasible from a funding standpoint, are located outside of SDIA (i.e., not within the jurisdiction of SDCRAA), and/or because they conflict with existing community plans. All measures of MM-TDM-1 are feasible and will be implemented by SDCRAA.</p>	<p>Operation: Significant and Unavoidable</p>
<p>Summary Conclusion for Impact 3.14-4: Implementation of the proposed project would result in unacceptable operations of study facilities in 2030. Of those facilities, 8 intersections, 20 roadway segments, and 21 freeway segments are expected to exceed thresholds of significance under the 2030 With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some proposed mitigation is infeasible and other measures only partially mitigate impacts, therefore, impacts would remain <i>significant and unavoidable</i> at 2 intersections, 18 roadway segments and 21 freeway segments.</p>	<p>Operation: Significant Impact</p>	<p>Listed in Section 3.14.6.2 and as noted in the formulation of mitigation measures, there are several measures that are physically feasible, but are not feasible from a funding standpoint, are located outside of SDIA (i.e., not within the jurisdiction of SDCRAA), and/or because they conflict with existing community plans. All measures of MM-TDM-1 are feasible and will be implemented by SDCRAA.</p>	<p>Operation: Significant and Unavoidable</p>
<p>Summary Conclusion for Impact 3.14-5: Implementation of the proposed project would result in unacceptable operations of study facilities in 2035. Of those facilities, 13 intersections, 20 roadway segments, and 21 freeway segments are expected to exceed thresholds of significance under the 2035 With Project Conditions scenario. Mitigation is proposed to reduce these</p>	<p>Operation: Significant Impact</p>	<p>Listed in Section 3.14.6.2 and as noted in the formulation of mitigation measures, there are several measures that are physically feasible, but are not feasible from a funding standpoint, are located outside of SDIA (i.e., not within the jurisdiction of SDCRAA),</p>	<p>Operation: Significant and Unavoidable</p>

Table 3.14-56: Summary Matrix of Potential Impacts and Mitigation Measures Associated with the Proposed Project Related to Traffic and Circulation

Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
impacts to a less-than-significant level; however, some proposed mitigation is infeasible and other measures only partially mitigate impacts, therefore, impacts would remain <i>significant and unavoidable</i> at 4 intersections, 18 roadway segments and 21 freeway segments.		and/or because they conflict with existing community plans. All measures of MM-TDM-1 are feasible and will be implemented by SDCRAA.	
Summary Conclusion for Impact 3.14-6: Implementation of the proposed project would result in unacceptable operations of study facilities in 2050. Of those facilities, 26 intersections, 25 roadway segments, and 22 freeway segments are expected to exceed thresholds of significance under the 2050 With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some proposed mitigation is infeasible, therefore, impacts would remain <i>significant and unavoidable</i> at 26 intersections, 23 roadway segments, and 22 freeway segments.	Operation: Significant Impact	Listed in Section 3.14.6.2 and as noted in the formulation of mitigation measures, there are several measures that are physically feasible, but are not feasible from a funding standpoint, are located outside of SDIA (i.e., not within the jurisdiction of SDCRAA), and/or because they conflict with existing community plans. All measures of MM-TDM-1 are feasible and will be implemented by SDCRAA.	Operation: Significant and Unavoidable
Summary Conclusion for Impact 3.14-7: Implementation of the proposed project would result in an increase in VHD at six at-grade railroad crossing locations in Downtown San Diego; however, the increase in VHD would not exceed the threshold of significance. As such, the at-grade railroad crossing impact would be <i>less than significant</i>.	Operation: Less than Significant	No mitigation is required	Operation: Less than Significant
Summary Conclusion for Impact 3.14-8: Implementation of the proposed project would result in a temporary deficit in on-Airport parking supply during development of Phase 1a in 2021; however, this temporary shortfall in parking would not substantially affect parking in adjacent residential areas or in off-Airport public parking, including at parks and beaches. As such, the parking impact would be <i>less than significant</i>.	Construction: Less than Significant	No mitigation is required	Construction: Less than Significant
Summary Conclusion for Impact 3.14-9: Implementation of the proposed project would exceed thresholds of significance relating to the operation of 2 intersections in late 2020 or early 2021 With Project Construction Conditions scenario (Construction Phase 1a); such impacts would be	Construction: Significant Impact	MM-TR-I-1c and MM-TR-I-1e listed in Section 3.14.6.5 and as noted earlier in the formulation of mitigation measures, the measures may be physically feasible, but are not feasible from a funding standpoint, are	Construction: Less than Significant

Table 3.14-56: Summary Matrix of Potential Impacts and Mitigation Measures Associated with the Proposed Project Related to Traffic and Circulation

Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
<p><i>significant</i>. Mitigation is proposed to fully mitigate these impacts.</p>		<p>located outside of SDIA (i.e., not within the jurisdiction of SDCRAA).</p>	
<p>Summary Conclusion for Impact 3.14-10: Implementation of the proposed project would exceed thresholds of significance relating to the operation of 5 intersections in 2024 With Project Construction Conditions scenario (Construction Phase 1b). Although mitigation is proposed to reduce these impacts, impacts would not be fully mitigated and would be <i>significant and unavoidable</i> at 1 intersection.</p>	<p>Construction: Significant Impact</p>	<p>MM-TR-I-1a and MM-TR-I-2b listed in Section 3.14.6.5 and as noted earlier in the formulation of mitigation measures, the measures may be physically feasible, but are not feasible from a funding standpoint and also are located outside of SDIA (i.e., not within the jurisdiction of SDCRAA), and/or because they conflict with existing community plans.</p>	<p>Construction: Significant and Unavoidable</p>
<p>Summary Conclusion for Impact 3.14-11: Implementation of the proposed project would exceed thresholds of significance relating to the operation of 4 intersections in 2026 With Project Construction Conditions scenario (Construction Phase 2a). Although mitigation is proposed to reduce these impacts, impacts would not be fully mitigated and would be <i>significant and unavoidable</i> at 1 intersection.</p>	<p>Construction: Significant Impact</p>	<p>MM-TR-I-1a and MM-TR-I-2b listed in Section 3.14.6.5 and as noted earlier in the formulation of mitigation measures, the measures may be physically feasible, but are not feasible from a funding standpoint, are located outside of SDIA (i.e., not within the jurisdiction of SDCRAA), and/or because they conflict with existing community plans.</p>	<p>Construction: Significant and Unavoidable</p>
<p>Summary Conclusion for Impact 3.14-12: Implementation of the proposed project would exceed thresholds of significance relating to the operation of 10 intersections in 2030 With Project Construction Conditions scenario (Construction Phase 2b). Although mitigation is proposed to reduce these impacts, impacts would not be fully mitigated and would remain <i>significant and unavoidable</i> at 4 intersections.</p>	<p>Construction: Significant Impact</p>	<p>MM-TR-I-1a, MM-TR-I-1b, MM-TR-I-1c, MM-TR-I-1d, and MM-TR-I-1e listed in Section 3.14.6.5 and as noted earlier in the formulation of mitigation measures, the measures may be physically feasible, but are not feasible from a funding standpoint, are located outside of SDIA (i.e., not within the jurisdiction of SDCRAA), and/or because they conflict with existing community plans.</p>	<p>Construction: Significant and Unavoidable</p>

3.14.7.1 Mitigation Measures

The following are the mitigation measures that have been identified as physically feasible and capable, or partially capable, of reducing traffic and circulation impacts to below a level of significance. As explained throughout Section 3.14.6; however, some of the mitigation measures are not fully feasible in reducing traffic and circulation impacts to below a level of significance due to funding, legal, and/or jurisdictional limitations and factors that prevent implementation of the mitigation measures.

MM-TDM-1: TDM and Transit Measures. Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, and continued through all Project phases, SDCRAA shall implement the following TDM and Transit measures:

1. Implement a shuttle service connecting the Old Town Transit Center and Amtrak Station to SDIA. Adding a new shuttle service from the Old Town Transit Center would enhance Airport access for COASTER, Trolley, Amtrak, and bus line riders who could connect at the station. Implementation of this service is dependent on further outreach with Old Town stakeholders to ensure that Airport passengers do not attempt to drive to the station and overrun the parking available for the Transit Center, Old Town San Diego Historic Park, California Department of Transportation (Caltrans) District 11 office, or other area businesses.
2. Promote the use of transit using the Palm Street LRT station to access the Airport for Airport workers and travelers. Implement the following techniques: a) continue to allow free use of Airport buses for transit riders accessing transit at the Terminal Link Road near Palm Street; and, b) promote the use of LRT on Airport connection web sites (Airport websites, Metropolitan Transit System (MTS) websites, Airport terminal kiosks, and employee/vendor notification boards.
3. Promote the use of Bus Route 992 service between downtown and SDIA. This would include the following measures to help increase ridership on this route: a) allow 992 buses to use the new on-Airport access road including preferential locations at the terminals for bus stops; b) provide space for a kiosk and fare purchase station at a convenient location within the new, replacement Terminal 1 (implemented in January 2016 at existing Terminals 1 and 2); and, c) provide branding of the route as an Airport route.

Proposed Mitigation Measure MM-TDM-1 is within SDCRAA's control and is ***physically and operationally feasible***. If implemented, these TDM measures could reduce Airport generated traffic by two to four percent. It is not anticipated to reduce the traffic impact to be less than significant, but would help lessen the traffic impact on the impacted facilities.

MM-TR-I-1a: **Improve the Intersection of Laurel Street at North Harbor Drive.** Prior to passenger air travel exceeding 32.0 million annual passengers (MAP), SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Add a third Eastbound left-turn lane and remove an Eastbound through lane. Proposed Mitigation Measure MM-TR-I-1a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-1b: **Improve the Intersection of Pacific Highway at West Laurel Street.** Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Remove a westbound through lane on the West leg and add a second Eastbound left-turn lane, convert a Southbound through lane into a second Southbound right-turn lane, and re-coordinate signals along Laurel Street. Upgrade from Class II bicycle lanes to Class IV Cycle Tracks on Pacific Highway and provide protected traffic signal phasing for bicycles on Pacific Highway. The bicycle improvements will extend from Laurel Street to Washington Street affecting the intersections of Pacific Highway at Sassafras St / Admiral Boland Way and Pacific Highway at Palm Street. Proposed Mitigation Measure MM-TR-I-1b presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-1c: Improve the Intersection of Kettner Boulevard at West Laurel Street. Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Re-stripe the Southbound approach to two right-turn lanes, one through-lane, and one optional through/left-turn lane. Proposed Mitigation Measure MM-TR-I-1c presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-1d: Improve the Intersections on North Harbor Drive from Harbor Island Drive to Grape Street. Prior to passenger air travel exceeding 32.0 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Re-coordinate signals along North Harbor Drive from Harbor Island Drive to Grape Street. Proposed Mitigation Measure MM-TR-I-1d presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-1e: Improve the Intersection of Kettner Boulevard at Palm Street. Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Install a traffic signal, restripe Palm Street to two lanes in each direction between Kettner Boulevard and Pacific Highway, and install pre-signals at the rail crossing. Provide directional signs on Kettner Boulevard, Pacific Highway, Laurel Street and North Harbor Drive suggesting

Palm Street as an option for reaching the Airport terminals. Proposed Mitigation Measure MM-TR-I-1e presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is *physically feasible*, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-RS-1a: Improve Sassafras Street from Pacific Highway to Kettner Boulevard. Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Convert the roadway from a 3 Lane Collector (w/o two-way left-turn lane) to a 4 Lane Collector (w/o two-way left-turn lane). Proposed Mitigation Measure MM-TR-RS-1a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is *physically feasible* within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-RS-1b: Improve Grape Street from Harbor Drive to Pacific Highway. Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Convert the roadway from a 3 Lane Collector (one-way) to a 4 Lane Collector (one-way) with Class IV cycle tracks by removing parking on both sides of the roadway. Proposed Mitigation Measure MM-TR-RS-1b presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is *physically feasible* and would require removal of parking on the north or south side of Grape Street, SDCRAA could not require the City to implement this improvement. SDCRAA will,

however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-RS-1c: Improve Grape Street from Pacific Highway to India Street. Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Convert the roadway from a 3 Lane Collector (one-way) to a 4 Lane Collector (one-way) with Class IV cycle tracks by removing parking on both sides of the roadway. Proposed Mitigation Measure MM-TR-RS-1c presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** and would require removal of parking on the north or south side of Grape Street, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-RS-1d: Improve Grape Street from India Street to State Street. Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Convert the roadway from a 3 Lane Collector (one-way) to a 4 Lane Collector (one-way) with Class IV cycle tracks by removing parking on both sides of the roadway. Proposed Mitigation Measure MM-TR-RS-1d presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** and would require removal of parking on the north or south side of Grape Street, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve

the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-4a: Improve the Intersection of Columbia Street at West Grape Street. Prior to passenger air travel exceeding 32.0 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Redistribution of traffic and retiming of signals. Provide directional signs on eastbound North Harbor Drive suggesting Laurel Street as an option for reaching I-5 southbound. Proposed Mitigation Measure MM-TR-I-4a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-4b: Improve the Intersection of Grape Street at State Street / I-5 SB Ramps. Prior to passenger air travel exceeding 32.0 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Redistribution of traffic and retiming of signals. Provide directional signs on eastbound North Harbor Drive suggesting Laurel Street as an option for reaching I-5 southbound. Proposed Mitigation Measure MM-TR-I-4b presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA

to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-RS-4a: Improve Palm Street from Pacific Highway to Kettner Boulevard. Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement: Convert the roadway on Palm Street from Pacific Highway to Kettner Boulevard from a 2 Lane Collector (w/o two-way left-turn lane) to a 4 Lane Collector (without a two-way left-turn lane). Proposed Mitigation Measure MM-TR-RS-4a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-5a: Improve the Intersection of Pacific Highway at Sassafras Street / Admiral Boland Way. Prior to passenger air travel exceeding 39.3 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Restripe the East leg to a left lane, through lane and right-turn lane. Proposed Mitigation Measure MM-TR-I-5a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-5b: Improve the Intersection of Kettner Boulevard at Sassafras Street. Prior to passenger air travel exceeding 39.3 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Restripe the north leg of the intersection to a left lane, 2 through lanes, a

through/right-turn lane and right-turn lane. Proposed Mitigation Measure MM-TR-I-5b presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-5c: **Improve the Intersection of India Street at W. Grape Street.** Prior to passenger air travel exceeding 35.8 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Remove parking from the south side and add a 4th travel lane from North Harbor Drive to State Street and retime signals along Grape Street. Proposed Mitigation Measure MM-TR-I-5c presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-LRP-1: **Airport Regional Connections.** The SDCRAA shall participate in regional efforts to develop a long-range transportation solution for accessing the Airport, including the following measures: 1. Participate in regional planning efforts led by SANDAG (Airport Connections Study) to determine transit connections between regional transit and the Airport terminals, freeway connections along the Laurel Street corridor, intelligent transportation systems, and mobility hub improvements/strategies; and 2. Participate in the implementation of improvements and strategies identified in the Airport Connections Study.

1. SDCRAA staff are fully engaged as stakeholders in SANDAG’s committee and subcommittees which are tasked with developing regional solutions for improving access to the Airport. Other stakeholders include SANDAG, City of San Diego, MTS, Caltrans, US Navy and Marine Corps, and the Port of San Diego. SDCRAA has shared data, plans, concepts, and studies. In addition, SDCRAA shall provide feedback on suggested options.
2. SDCRAA will fund its fair share of agreed to improvement to implement long-term regional solutions identified by SANDAG’s Airport Connections Study, subject to FAA concurrence to use Airport funding for these purposes. Proposed Mitigation Measure MM-TR-LRP-1 currently could not be implemented and is presently ***not considered feasible*** because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding. Portions of Mitigation Measure MM-TR-LRP-1 require physical improvements to facilities and/or VMT reduction items and are within the jurisdiction of other public agencies or departments and are ***not considered physically feasible***. SDCRAA could not require those agencies or departments to implement any as yet unidentified improvements or VMT reduction programs. SDCRAA will, however, continue to collaborate with the other public agencies and departments to implement any improvement items and/or VMT reduction programs (consistent with CEQA Guidelines section 15064.3) relating to the Airport. Also, due to FAA regulations, proposed Mitigation Measure MM-TR-LRP-1 currently could not be implemented and is presently ***not considered feasible*** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements, programs to reduce VMT, or other mitigation measures. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency’s required approval of funding for the as yet unidentified off-Airport improvement or VMT reduction items. If the funding is granted (and the other agencies agree to implement) then the Mitigation Measure would be feasible. If the FAA does not approve the funding then the Measure would be infeasible.

MM-TR-Con-1: Construction Traffic Measures. Prior to the start of any construction phases at SDIA, SDCRAA shall promote the following TDM strategies: 1. Consider establishing a remote lot for construction workers with shuttles to their work site; 2. Stagger start times of various crews, when possible, to reduce the intensity of construction impacts; 3. Consider adding a shuttle stop at the construction site for transit services from Santa Fe Depot and/or Old Town Transit Center. Implementation of MM-TR-Con-1 is ***feasible***.

Potential Secondary Impacts Associated with Feasible Mitigation**MM-TDM-1: TDM and Transit Measures**

Implementation of Mitigation Measure MM-TDM-1 could, in itself, result in impacts to the environment from improvements associated with increasing the use of transit using the Palm Street LRT Station (i.e., complete signage and sidewalk improvements to Palm Street) and adding a new shuttle service from the Old Town Transit Center to SDIA. The following describes the potential for implementation of Mitigation Measure MM-TDM-1 to result in significant impacts to the environment.

Aesthetics and Visual Resources: Signage and sidewalk improvements associated with the measure would be very localized in nature and generally consistent with those types of facilities that already exist along and near Palm Street. They would not affect public views of scenic resources in the area. Provision of a new shuttle service would not affect aesthetic or visual resources. No significant impacts are expected to occur.

Air Quality: Installation/construction of signage and sidewalk improvements would result in short-term localized air quality impacts from construction equipment emissions and fugitive dust. Given the nature and scale of the subject improvements, such impacts are anticipated to be relatively minor and no significant impacts would occur from construction. Operation of shuttle service would utilize electric shuttles, which would have no direct air pollutant emissions and would have a net positive air quality impact by reducing passenger and employee trips that would otherwise occur in vehicles with emissions from fossil fuel engines.

Greenhouse Gases and Climate Change: For the same reasons described above for air quality, no significant impacts are expected to occur from implementation of MM-TDM-1 relative to greenhouse gases and climate change.

Human Health Risk: For the same reasons described above for air quality, no significant impacts are expected to occur from implementation of MM-TDM-1 relative to human health risk.

Biological Resources: There are no sensitive biological resources at or near the area proposed for installation/construction of signage and sidewalk improvements; hence, no significant impacts to biological resources would occur from construction activities associated with this measure. Relative to potential impacts from operation of the shuttle service proposed in MM-TDM-1, the shuttle service travel route between the Old Town Transit Center and the SDIA terminal area would utilize the Terminal Link Roadway, immediately adjacent to the south end of California least tern nesting oval 03-S; the Terminal Link Roadway currently supports buses on approximate five-minute intervals, or 12 buses per hour. With implementation of the proposed service between the Old Town Transit Center and SDIA, there would be an increase of four bus (shuttle) trips per hour in the frequency of buses traveling on the Terminal Link Roadway. The shuttle service vehicle would be powered by electric motors, which are quieter than the diesel buses that currently travel on the Roadway in proximity to the subject oval. The increase in vehicular travel on the Roadway, with potential noise/disturbance impacts to the oval area being offset the use of clean quiet shuttles, is not expected to inhibit California least tern commuting over the Terminal Link Roadway to the foraging areas in San Diego Bay. (see Appendix R-E).

Cultural Resources: There are no historic resources located at or near the proposed improvements area, and no sensitive archaeological or paleontological resources are known to be present at the site. Additionally, grading associated with the proposed sidewalk improvements would involve only shallow grading in an area already developed, and such grading would likely extend only into previously disturbed fill materials. No significant impacts to cultural resources are expected to occur.

Tribal Cultural Resources: No known tribal cultural resources have been identified at SDIA. Additionally, grading associated with the proposed sidewalk improvements would involve only shallow grading in an area already developed, and such grading would likely extend only into previously disturbed fill materials. As such, no significant impacts to tribal cultural resources are expected to occur.

Geology and Soils: Based on the size and nature of the proposed improvements, no significant impacts related to geology and soils are expected to occur.

Hazards and Hazardous Materials: Based on the size and nature of the proposed improvements, no significant impacts related to hazards and hazardous materials are expected to occur.

Hydrology and Water Quality: Based on the size and nature of the proposed improvements, no significant impacts related to hydrology and water quality are expected to occur.

Land Use and Planning: Based on the size and nature of the proposed improvements, and the fact that the subject area is already developed with those type uses/improvements, no significant impacts related to land use and planning are expected to occur.

Noise: Installation/construction of signage and sidewalk improvements would result in short-term localized construction noise impacts; however, there are no noise-sensitive uses located nearby. The travel route proposed for operation of shuttle service is not near any noise-sensitive uses. Additionally, electric shuttles, which are generally quiet, would be utilized. No significant noise impacts are expected to occur from construction and operation of the proposed mitigation measure.

Public Services: Based on the nature of the improvements and shuttle service proposed in this mitigation measure, no significant impacts to public services are expected to occur.

Traffic and Circulation: Based on the size and nature of the proposed improvements, only very short-term minor construction traffic impacts are anticipated to occur; no significant construction traffic impacts are expected to occur. Operation of the proposed shuttle service would reduce the number of airport-related trips around SDIA, which would be an overall traffic benefit; no significant operational traffic impacts are expected to occur.

Utilities: Based on the nature of the proposed improvements, no significant impacts related to utilities are expected to occur.

MM-TR-LRP-1: Airport Regional Connections

This mitigation measure pertains to SDCRAA's participation in regional efforts to develop a long-range transportation solution for accessing SDIA; however, the specifics of such a solution have not

yet been identified. As such, it is not yet possible to assess the potential for implementation of this mitigation measure to result in significant impacts.

Significant Unavoidable Impacts

The proposed project would result in a ***significant and unavoidable impact*** on the following transportation facilities. As explained throughout Section 3.14.6, physically feasible mitigation measures have been identified to reduce significant traffic and circulation impacts of the proposed project. As explained throughout Section 3.14.6, some of the proposed mitigation measures are not fully feasible in reducing traffic and circulation impacts to below a level of significance due to funding, legal, and/or jurisdictional limitations and factors that prevent implementation of the mitigation measures.

In addition, as described in Section 3.14.6 above, per City of San Diego and Caltrans direction to Kimley-Horn on September 7, 2018 regarding potential mitigation for traffic impacts associated with the proposed project, any improvements to roadway segments that would require widening beyond the community plan buildout roadway classification or freeway improvements not included in the San Diego Regional Transportation Plan or one of Caltrans' Transportation Concept Report are to be considered infeasible. The intersections, roadway segments, and freeway segments for which the impacts would remain significant and unavoidable because the improvements that could mitigate the impact would require widening beyond the community plan buildout roadway classification or freeway improvements not included in the San Diego Regional Transportation Plan or one of Caltrans' Transportation Concept Reports are indicated below in **bold**.

Operation

Existing

Intersection

- W Laurel St at N Harbor Drive
- Pacific Highway at W Laurel Street
- Kettner Boulevard at W Laurel Street
- Harbor Island Drive at N. Harbor Drive
- Kettner Boulevard at Palm Street

Roadway

- **Kettner Boulevard from Vine Street to Sassafras Street**
- **Kettner Boulevard from Sassafras Street to Palm Street**
- Sassafras Street from Pacific Highway to Kettner Boulevard
- **Laurel Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Pacific Highway to India Street**
- **Hawthorn Street from India Street to State Street**
- Grape Street from Harbor Drive to Pacific Highway

- Grape Street from Pacific Highway to India Street
- Grape Street from India Street to State Street
- **North Harbor Drive from Laurel Street to Hawthorn Street**

Freeway

- **Northbound direction on I-5, from north of J Street**
- **Northbound direction on I-5, from north of Route 94 Junction**
- **Northbound direction on I-5, from north of Route 163 Junction**
- **Northbound direction on I-5, from north of Sixth Avenue**
- **Northbound direction on I-5, from north of First Avenue**
- **Northbound direction on I-5, from north of Hawthorn Street**
- **Northbound direction on I-5, from north of Washington Street**
- **Northbound direction on I-5, from north of Old Town Avenue**
- **Southbound direction on SR-163, from north of I-5 Junction**
- **Northbound direction on SR-163, from north of I-5 Junction**
- **Southbound direction on SR-163, from north of Quince Street**
- **Northbound direction on SR-163, from north of Quince Street**
- **Southbound direction on SR-163, from north of Richmond Street**
- **Northbound direction on SR-163, from north of Richmond Street**
- **Southbound direction on SR-163, from north of Washington Street**
- **Northbound direction on SR-163, from north of Washington Street**
- **Eastbound direction on I-8, from east of Hotel Circle**
- **Westbound direction on I-8, from east of SR-163 Junction**
- **Eastbound direction on I-8, from east of SR-163 Junction**

2024

Intersection

- **Pacific Highway at Enterprise Street**
- Pacific Highway at W Laurel Street
- Kettner Boulevard at W Laurel Street
- Kettner Boulevard at Palm Street

Roadway

- **Kettner Boulevard from Vine Street to Sassafras Street**
- **Kettner Boulevard from Sassafras Street to Palm Street**
- Sassafras Street from Pacific Highway to Kettner Boulevard
- Palm Street from Pacific Highway to Kettner Boulevard
- **Laurel Street from Harbor Drive to Pacific Highway**

- **Hawthorn Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Pacific Highway to India Street**
- **Hawthorn Street from India Street to State Street**
- **Hawthorn Street from State Street to Albatross Street**
- Grape Street from Harbor Drive to Pacific Highway
- **Grape Street from Pacific Highway to India Street**
- **Grape Street from India Street to State Street**
- **North Harbor Drive from Laurel Street to Hawthorn Street**

Freeway

- **Northbound direction on I-5, from north of J Street**
- **Northbound direction on I-5, from north of SR-94 Junction**
- **Northbound direction on I-5, from north of Pershing Drive**
- **Northbound direction on I-5, from north of Route 163 Junction**
- **Northbound direction on I-5, from north of Sixth Avenue**
- **Northbound direction on I-5, from north of First Avenue**
- **Northbound direction on I-5, from north of Hawthorn Street**
- **Northbound direction on I-5, from north of India / Sassafras Street**
- **Northbound direction on I-5, from north of Pacific Highway Viaduct**
- **Northbound direction on I-5, from north of Washington Street**
- **Northbound direction on I-5, from north of Old Town Avenue**
- **Southbound direction on SR-163, from north of I-5 Junction**
- **Northbound direction on SR-163, from north of I-5 Junction**
- **Southbound direction on SR-163, from north of Quince Street**
- **Northbound direction on SR-163, from north of Quince Street**
- **Southbound direction on SR-163, from north of Richmond Street**
- **Northbound direction on SR-163, from north of Richmond Street**
- **Southbound direction on SR-163, from north of Washington Street**
- **Northbound direction on SR-163, from north of Washington Street**
- **Eastbound direction on I-8, from east of Hotel Circle**
- **Westbound direction on I-8, from east of SR-163 Junction**
- **Eastbound direction on I-8, from east of SR-163 Junction**

2026Intersection

- **Pacific Highway at Enterprise Street**
- Pacific Highway at W Laurel Street
- Kettner Boulevard at W Laurel Street
- Kettner Boulevard at Palm Street

Roadway

- **Kettner Boulevard from Vine Street to Sassafras Street**
- **Kettner Boulevard from Sassafras Street to Palm Street**
- **Kettner Boulevard from Palm Street to Laurel Street**
- Sassafras Street from Pacific Highway to Kettner Boulevard
- Palm Street from Pacific Highway to Kettner Boulevard
- **Laurel Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Pacific Highway to India Street**
- **Hawthorn Street from India Street to State Street**
- **Hawthorn Street from State Street to Albatross Street**
- Grape Street from Harbor Drive to Pacific Highway
- **Grape Street from Pacific Highway to India Street**
- **Grape Street from India Street to State Street**
- **North Harbor Drive from Laurel Street to Hawthorn Street**

Freeway

- **Northbound direction on I-5, from north of J Street**
- **Northbound direction on I-5, from north of SR-94 Junction**
- **Northbound direction on I-5, from north of Pershing Drive**
- **Northbound direction on I-5, from north of Route 163 Junction**
- **Northbound direction on I-5, from north of Sixth Avenue**
- **Northbound direction on I-5, from north of First Avenue**
- **Northbound direction on I-5, from north of Hawthorn Street**
- **Northbound direction on I-5, from north of India / Sassafras Street**
- **Northbound direction on I-5, from north of Pacific Highway Viaduct**
- **Northbound direction on I-5, from north of Washington Street**
- **Northbound direction on I-5, from north of Old Town Avenue**
- **Southbound direction on SR-163, from north of I-5 Junction**
- **Northbound direction on SR-163, from north of I-5 Junction**
- **Southbound direction on SR-163, from north of Quince Street**

- **Northbound direction on SR-163, from north of Quince Street**
- **Southbound direction on SR-163, from north of Richmond Street**
- **Northbound direction on SR-163, from north of Richmond Street**
- **Northbound direction on SR-163, from north of Robinson Street**
- **Southbound direction on SR-163, from north of Washington Street**
- **Northbound direction on SR-163, from north of Washington Street**
- **Eastbound direction on I-8, from east of Hotel Circle**
- **Westbound direction on I-8, from east of SR-163 Junction**
- **Eastbound direction on I-8, from east of SR-163 Junction**

2030

Intersection

- **Pacific Highway at Enterprise Street**
- W Laurel St at N Harbor Drive
- **Pacific Highway at W Laurel Street**
- Kettner Boulevard at W Laurel Street
- Columbia Street at W Grape Street
- State Street / I-5 SB On-Ramp at W Grape Street
- Harbor Island Drive at N Harbor Drive
- Kettner Boulevard at Palm Street

Roadway

- **Kettner Boulevard from Vine Street to Sassafras Street**
- **Kettner Boulevard from Sassafras Street to Palm Street**
- **Kettner Boulevard from Palm Street to Laurel Street**
- **India Street from Sassafras Street to Laurel Street**
- Sassafras Street from Pacific Highway to Kettner Boulevard
- Palm Street from Pacific Highway to Kettner Boulevard
- **Laurel Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Pacific Highway to India Street**
- **Hawthorn Street from India Street to State Street**
- **Hawthorn Street from State Street to Albatross Street**
- **Grape Street from Harbor Drive to Pacific Highway**
- **Grape Street from Pacific Highway to India Street**
- **Grape Street from India Street to State Street**
- **North Harbor Drive from Winship Lane to Liberator Way**
- **North Harbor Drive from Liberator Way to Cell Phone Lot**
- **North Harbor Drive from Cell Phone Lot to Laurel Street / Solar Turbines**

- **North Harbor Drive from Laurel Street / Solar Turbines to West Laurel Street**
- **North Harbor Drive from Laurel Street to Hawthorn Street**
- **North Harbor Drive from Hawthorn Street to Grape Street**

Freeway

- **Northbound direction on I-5, from north of J Street**
- **Northbound direction on I-5, from north of SR-94 Junction**
- **Northbound direction on I-5, from north of Pershing Drive**
- **Northbound direction on I-5, from north of Route 163 Junction**
- **Northbound direction on I-5, from north of Sixth Avenue**
- **Northbound direction on I-5, from north of First Avenue**
- **Northbound direction on I-5, from north of Hawthorn Street**
- **Northbound direction on I-5, from north of India / Sassafras Street**
- **Northbound direction on I-5, from north of Pacific Highway Viaduct**
- **Northbound direction on I-5, from north of Sassafras Street**
- **Northbound direction on I-5, from north of Washington Street**
- **Northbound direction on I-5, from north of Old Town Avenue**
- **Southbound direction on SR-163, from north of I-5 Junction**
- **Northbound direction on SR-163, from north of I-5 Junction**
- **Southbound direction on SR-163, from north of Quince Street**
- **Northbound direction on SR-163, from north of Quince Street**
- **Southbound direction on SR-163, from north of Richmond Street**
- **Northbound direction on SR-163, from north of Richmond Street**
- **Northbound direction on SR-163, from north of Robinson Avenue**
- **Southbound direction on SR-163, from north of Washington Street**
- **Northbound direction on SR-163, from north of Washington Street**
- **Eastbound direction on I-8, from east of Morena Boulevard**
- **Eastbound direction on I-8, from east of Hotel Circle/Taylor Street**
- **Eastbound direction on I-8, from east of Hotel Circle**
- **Westbound direction on I-8, from east of SR-163 Junction**
- **Eastbound direction on I-8, from east of SR-163 Junction**

2035

Intersection

- **Pacific Highway at Enterprise Street**
- Pacific Highway at Sassafras Street / Admiral Boland Way
- Kettner Boulevard at Sassafras Street
- **W Laurel St at N Harbor Drive**
- **Pacific Highway at W Laurel Street**

- Kettner Boulevard at W Laurel Street
- Columbia Street at W Hawthorn Street
- **State Street at W Hawthorn Street**
- India Street at W Grape Street
- Columbia Street at W Grape Street
- State Street / I-5 SB On-Ramp at W Grape Street
- Harbor Island Drive at N Harbor Drive
- Kettner Boulevard at Palm Street

Roadway

- **Kettner Boulevard from Vine Street to Sassafras Street**
- **Kettner Boulevard from Sassafras Street to Palm Street**
- **Kettner Boulevard from Palm Street to Laurel Street**
- **India Street from Sassafras Street to Laurel Street**
- Sassafras Street from Pacific Highway to Kettner Boulevard
- **Laurel Street from Harbor Drive to Pacific Highway**
- Palm Street from Pacific Highway to Kettner Boulevard
- **Hawthorn Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Pacific Highway to India Street**
- **Hawthorn Street from India Street to State Street**
- **Hawthorn Street from State Street to Albatross Street**
- **Grape Street from Harbor Drive to Pacific Highway**
- **Grape Street from Pacific Highway to India Street**
- **Grape Street from India Street to State Street**
- **North Harbor Drive from Winship Lane to Liberator Way**
- **North Harbor Drive from Liberator Way to Cell Phone Lot**
- **North Harbor Drive from Cell Phone Lot to Laurel Street / Solar Turbines**
- **North Harbor Drive from Laurel Street / Solar Turbines to West Laurel Street**
- **North Harbor Drive from Laurel Street to Hawthorn Street**
- **North Harbor Drive from Hawthorn Street to Grape Street**

Freeway

- **Northbound direction on I-5, from north of J Street**
- **Northbound direction on I-5, from north of SR-94 Junction**
- **Southbound direction on I-5, from North of Pershing Drive**
- **Northbound direction on I-5, from north of Pershing Drive**
- **Northbound direction on I-5, from north of Route 163 Junction**
- **Northbound direction on I-5, from north of Sixth Avenue**
- **Northbound direction on I-5, from north of First Avenue**

- Northbound direction on I-5, from north of Hawthorn Street
- Northbound direction on I-5, from north of India/Sassafras Street
- Northbound direction on I-5, from north of Pacific Highway Viaduct
- Northbound direction on I-5, from north of Sassafras Street
- Northbound direction on I-5, from north of Washington Street
- Northbound direction on I-5, from north of Old Town Avenue
- Southbound direction on SR-163, from north of I-5 Junction
- Northbound direction on SR-163, from north of I-5 Junction
- Southbound direction on SR-163, from north of Quince Street
- Northbound direction on SR-163, from north of Quince Street
- Southbound direction on SR-163, from north of Richmond Street
- Northbound direction on SR-163, from north of Richmond Street
- Southbound direction on SR-163, from north of Robinson Avenue
- Northbound direction on SR-163, from north of Robinson Avenue
- Southbound direction on SR-163, from north of Washington Street
- Northbound direction on SR-163, from north of Washington Street
- Eastbound direction on I-8, from east of Morena Boulevard
- Eastbound direction on I-8, from east of Hotel Circle/ Taylor Street
- Eastbound direction on I-8, from east of Hotel Circle
- Westbound direction on I-8, from east of SR-163 Junction
- Eastbound direction on I-8, from east of SR-163 Junction

2050

Intersection

- Pacific Highway at Taylor Street / Rosecrans Street
- Pacific Highway at Enterprise Street
- NB Pacific Highway On-Ramp / Frontage Road at Washington Street
- San Diego Avenue at Washington Street
- Pacific Highway at Sassafras Street / Admiral Boland Way
- Kettner Boulevard at Sassafras Street
- W Laurel Street at N Harbor Drive
- Pacific Highway at W Laurel Street
- Kettner Boulevard at W Laurel Street
- Pacific Highway at W Hawthorn Street
- Kettner Boulevard at W Hawthorn Street
- India Street at W Hawthorn Street
- Columbia Street at W Hawthorn Street
- State Street at W Hawthorn Street

- **I-5 NB Off-Ramp / Brant Street at W Hawthorn Street**
- **Kettner Boulevard at W Grape Street**
- **India Street at W Grape Street**
- **Columbia Street at W Grape Street**
- **State Street / I-5 SB On-Ramp at W Grape Street**
- **Harbor Island Drive at N Harbor Drive**
- **Liberator Way at N Harbor Drive**
- **Cell Phone Lot at N Harbor Drive**
- **Terminal Link Road / Coastal Guard at N Harbor Drive**
- **Kettner Boulevard at Palm Street**
- **N Harbor Drive at Laning Road**
- **Rosecrans Street at Nimitz Boulevard**

Roadway

- **Pacific Highway from Barnett Avenue to Washington Street**
- **Kettner Boulevard from Vine Street to Sassafras Street**
- **Kettner Boulevard from Sassafras Street to Palm Street**
- **Kettner Boulevard from Palm Street to Laurel Street**
- **India Street from Sassafras Street to Laurel Street**
- **Washington Street from East of India Street**
- **Sassafras Street from Pacific Highway to Kettner Boulevard**
- **Palm Street from Pacific Highway to Kettner Boulevard**
- **Laurel Street from Harbor Drive to Pacific Highway**
- **Laurel Street from Pacific Highway to India Street**
- **Hawthorn Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Pacific Highway to India Street**
- **Hawthorn Street from India Street to State Street**
- **Hawthorn Street from State Street to Albatross Street**
- **Grape Street from Harbor Drive to Pacific Highway**
- **Grape Street from Pacific Highway to India Street**
- **Grape Street from India Street to State Street**
- **North Harbor Drive from Winship Lane to Liberator Way**
- **North Harbor Drive from Liberator Way to Cell Phone Lot**
- **North Harbor Drive from Cell Phone Lot to Laurel Street / Solar Turbines**
- **North Harbor Drive from Laurel Street / Solar Turbines to West Laurel Street**
- **North Harbor Drive from Laurel Street to Hawthorn Street**
- **North Harbor Drive from Hawthorn Street to Grape Street**
- **Harbor Island Drive from Harbor Island Drive to Parking Lot**

- **North Island Drive, east of Parking Lot**

Freeway

- **Southbound direction on I-5, from north of J Street**
- **Northbound direction on I-5, from north of J Street**
- **Southbound direction on I-5, from north of SR-94 Junction**
- **Northbound direction on I-5, from north of SR-94 Junction**
- **Southbound direction on I-5, from north of Pershing Drive**
- **Northbound direction on I-5, from north of Pershing Drive**
- **Northbound direction on I-5, from north of Route 163 Junction**
- **Northbound direction on I-5, from north of Sixth Avenue**
- **Northbound direction on I-5, from north of First Avenue**
- **Southbound direction on I-5, from north of Hawthorn Street**
- **Northbound direction on I-5, from north of Hawthorn Street**
- **Northbound direction on I-5, from north of India/Sassafras Street**
- **Northbound direction on I-5, from north of Pacific Highway Viaduct**
- **Northbound direction on I-5, from north of Sassafras Street**
- **Southbound direction on I-5, from north of Washington Street**
- **Northbound direction on I-5, from north of Washington Street**
- **Northbound direction on I-5, from north of Old Town Avenue**
- **Southbound direction on SR-163, from north of I-5 Junction**
- **Northbound direction on SR-163, from north of I-5 Junction**
- **Southbound direction on SR-163, from north of Quince Street**
- **Northbound direction on SR-163, from north of Quince Street**
- **Southbound direction on SR-163, from north of Richmond Street**
- **Northbound direction on SR-163, from north of Richmond Street**
- **Southbound direction on SR-163, from north of Robinson Avenue**
- **Northbound direction on SR-163, from north of Robinson Avenue**
- **Southbound direction on SR-163, from north of Washington Street**
- **Northbound direction on SR-163, from north of Washington Street**
- **Westbound direction on I-8, from east of I-5 Junction**
- **Eastbound direction on I-8, from east of I-5 Junction**
- **Eastbound direction on I-8, from east of Morena Boulevard**
- **Eastbound direction on I-8, from east of Hotel Circle/ Taylor Street**
- **Eastbound direction on I-8, from east of Hotel Circle**
- **Westbound direction on I-8, from east of SR-163 Junction**
- **Eastbound direction on I-8, from east of SR-163 Junction**

Construction

2020/2021 – Phase 1a

- **Kettner Boulevard at W Laurel Street**
- **Kettner Boulevard at Palm Street**

2024 – Phase 1b

- **Pacific Highway at Enterprise Street**
- **Pacific Highway at W Laurel Street**
- **Kettner Boulevard at W Laurel Street**
- **Columbia Street at W Grape Street**
- **Kettner Boulevard at Palm Street**

2026 – Phase 2a

- **Pacific Highway at Enterprise Street**
- **Pacific Highway at W Laurel Street**
- **Kettner Boulevard at W Laurel Street**
- **Kettner Boulevard at Palm Street**

2030 – Phase 2b

- **Pacific Highway at Enterprise Street**
- **W Laurel St at N Harbor Drive**
- **Pacific Highway at W Laurel Street**
- **Kettner Boulevard at W Laurel Street**
- **Pacific Highway at W Hawthorn Street**
- **Columbia Street at W Grape Street**
- **State Street / I-5 SB On Ramp at W Grape Street**
- **Harbor Island Drive at N Harbor Drive**
- **Liberator Way at N Harbor Drive**
- **Kettner Boulevard at Palm Street**