

Navy OTC Revitalization Draft EIS Transportation and Traffic



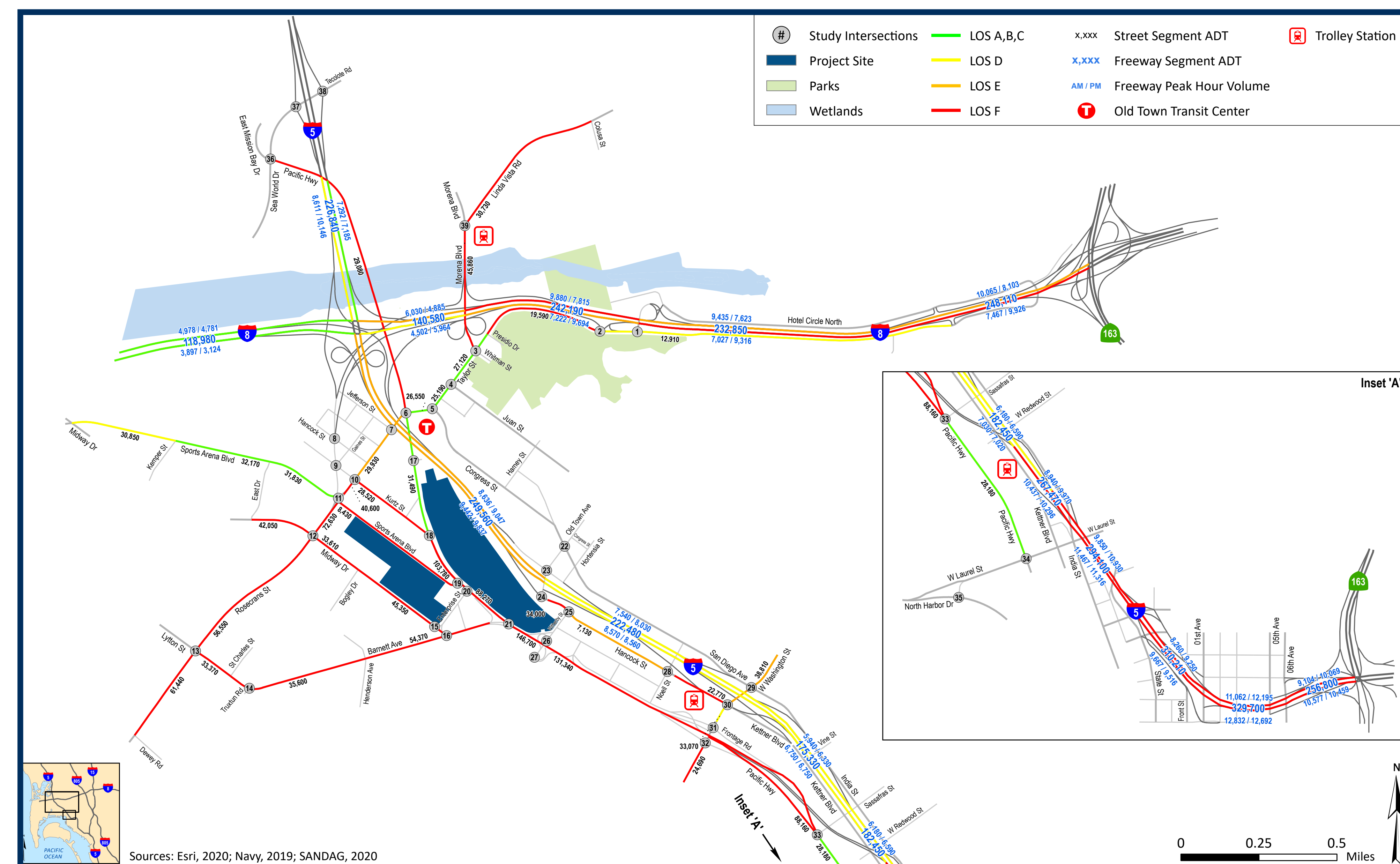
What was Studied?

The Navy conducted a traffic study and traffic modeling to predict the volume of traffic that would be generated by the project and to assess potential traffic impacts at 92 intersections and street and freeway segments. Currently, 22 locations are operating at a Level of Service (LOS) of "E" or "F." LOS is measured in letters from "A" meaning free-flow of traffic to "F" meaning stop-and-go traffic with delayed travel times. LOS "E" or "F" indicates a significant impact.

Traffic modeling generated average daily trips (ADT) for each alternative. ADT is the average number of vehicles that travel through a specific point of a road over a short duration of time.

ADT was translated into volumes on local freeways, intersections, and street segments to assess traffic impacts as it relates to LOS, or general operating conditions, based on speed, travel times, and traffic delays.

Potential Traffic Impacts from Alternative 4 at Full Build-Out without Potential Mitigation



Potential Impacts

Based on the analysis, all action alternatives would result in significant traffic impacts (LOS "E" or "F") at various intersections, street segments, and on Interstate 5.

Traffic Study Results	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	No Action Alternative
Additional ADT Generated	800	51,946	34,592	70,022	55,309	0
Number of Intersections/Segments Studied	92	92	92	92	92	92
Number of Intersections/Segments with Significant Impacts at Full Build-Out without Mitigation	9	61	59	62	62	0
Number of Intersections/Segments with Significant Impacts after Potential Mitigations Considered	4	29	26	29	29	0

ADT - Average Daily Trips

How would Impacts be Minimized?

Physical improvements may include:

- New Interstate 5 interchange
- Intersection and roadway improvements

Policy actions may include:

- Transportation Demand Management (e.g., use of transit vouchers and carpools)
- Transportation Systems Management (e.g., better timed traffic signals and dedicated high-occupancy vehicle [HOV] lanes)

Incorporation of potential mitigation measures reduces many impacts below a level of significance. However, some significant impacts cannot be reduced or mitigated.

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