



Navy OTC Revitalization Draft EIS

The Navy conducted a study to analyze the potential impacts from the alternatives in the Draft EIS to transportation and traffic surrounding the Navy Old Town Campus (OTC). The study considered potential population and land use changes; volumes and flows of traffic; the potential development of a transit center in two of the alternatives; and impacts to roadways, intersections, freeway on-ramps, and bicycle and pedestrian routes.

Traffic Modeling and Level of Service

Traffic modeling was conducted to predict increases in the volume of traffic that would be generated by the project and assess potential traffic impacts at 92 intersections and street and freeway segments around the OTC. Existing traffic conditions were evaluated using pre-pandemic weekday and peak hour traffic volume counts collected in January 2020. Currently, 22 locations are operating at a Level of Service of “E” or “F.” Level of Service is measured in letters from “A” meaning free-flow of traffic to “F” meaning stop-and-go traffic with delayed travel times.

The traffic modeling generated average daily trips (ADT) for each alternative. ADT was then translated into volumes on local freeways, intersections, and street segments to assess traffic impacts as it relates to Level of Service, or general operating conditions, based on speed, travel times, and traffic delays. The figure on page 2 shows intersections and segments impacted by Alternative 4 at full build-out without potential mitigation. Orange and red represent significant impacts, Level of Service “E” and “F,” respectively.

Based on the analysis, all action alternatives would result in significant traffic impacts 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
<i>Additional ADT Generated</i>	800	51,946	34,592	70,022	55,309	0
<i>Number of Intersections/Segments Studied</i>	92	92	92	92	92	92
<i>Number of Intersections/Segments with Significant Impacts at Full Build-Out without Mitigation</i>	9	61	59	62	62	0
<i>Number of Intersections/Segments with Significant Impacts after Potential Mitigations Considered</i>	4	29	26	29	29	0

ADT - Average Daily Trips

Potential Mitigation Measures

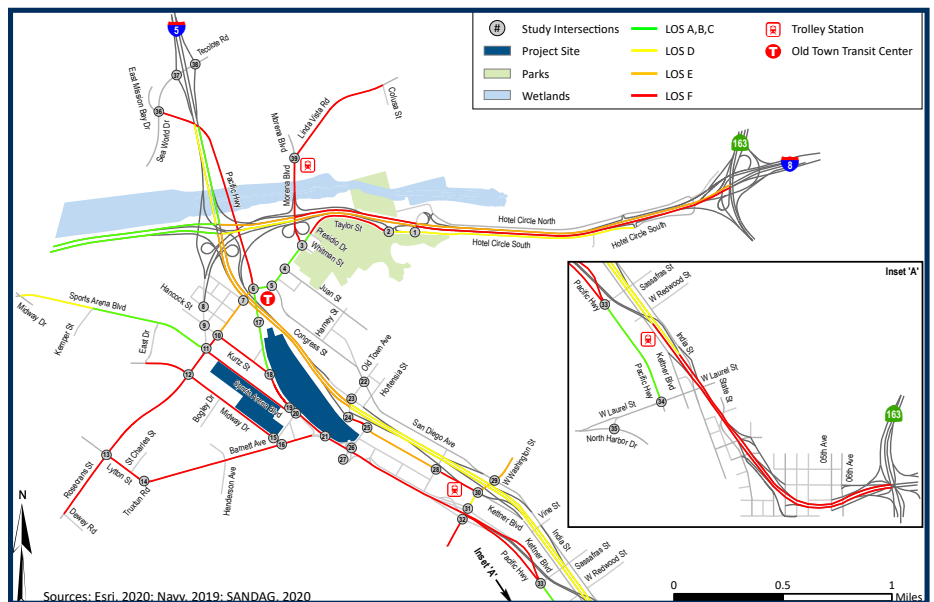
Potential mitigation to reduce potential negative impacts to traffic includes both physical improvements and policy actions. Physical improvements include constructing a new Interstate 5 interchange as well as numerous intersection and roadway improvements (e.g., road widening, turning lanes, new signals, and circulation realignment). Most of the physical improvements were derived from proposed improvements in local community development plans. These are improvements the local community already identified as necessary in the area.

Policy actions include the implementation of different programs, including:

- Transportation Demand Management – targets traveler behavior, employers, and mode choice (e.g., transit, carpool, and vanpool) to lower traffic demands on the roads during peak travel times.
- Transportation System Management – looks at ways to better manage the existing transport infrastructure. This can include 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.

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



Public Comment Period – Your Input Matters

The Navy welcomes your comments on the Draft Environmental Impact Statement. Comments can be submitted in three ways:

1. **Via the website:** www.NAVWAR-revitalization.com
2. **By U.S. mail:**
Navy OTC Revitalization EIS Project Manager
Attention: Ron Bochenek
750 Pacific Highway, Floor 12
San Diego, CA 92132-0058
3. **Provide verbal comments during a virtual public meeting:** June 8 and June 23, 2021

Pursuant to the National Environmental Policy Act of 1969, the Navy has prepared a Draft Environmental Impact Statement (EIS) to evaluate the potential environmental effects associated with modernization of the Navy Old Town Campus to support NAVWAR's current and future operational readiness. The 60-day public comment period begins May 14, 2021 and ends July 13, 2021. The Navy also encourages comments on historic properties consultation as a part of Section 106 of the National Historic Preservation Act. The Navy welcomes your input.

Public comments must be submitted by July 13, 2021 to be considered in the development of the Final EIS.