

1 **3.16 TRANSPORTATION/TRAFFIC**

TRANSPORTATION/TRAFFIC – Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☒	☐	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☒	☐	☐

2 **3.16.1 Environmental Setting**

3 Regional access to the Project site is provided from the south and the north via I-5. Both
4 Cannon Road and Carlsbad Boulevard provide local access to the Project site.
5 Roadways that would be used for onshore Project activities are described below.

- 6 • **I-5** is a major north-south freeway with four lanes in each direction near the
7 Project site. Access from I-5 to the EPS and onshore Project areas occurs via
8 Cannon Road. According to the California Department of Transportation
9 (Caltrans 2011), I-5 carried approximately 200,000 average annual daily vehicle
10 trips north of Cannon Road in 2011, and truck traffic accounts for approximately
11 4.6 percent of all trips in this area.

- **Cannon Road** is an east-west roadway that connects Carlsbad Boulevard to I-5 south of the Project site. According to the City of Carlsbad (2013b) General Plan Circulation Element, Cannon Road is classified as a major arterial. Major arterials typically limit access to adjacent properties and enable circulation within the city, as well as provide connection to regional roadways and freeways. It is an undivided arterial with two lanes in each direction.
- **Tamarack Avenue** is an east-west roadway classified as a modified collector street between Carlsbad Boulevard and Skyline Road.
- **Carlsbad Boulevard** is a north-south roadway that connects the Project site to Cannon Road to the south and Tamarack Avenue to the north. According to the City of Carlsbad (2013b) General Plan, Carlsbad Boulevard is a major arterial. It is a divided arterial with two lanes in each direction with a designated bike route.

Data from the CECP environmental review (CEC 2009) indicate that all area roadways in the Project vicinity were operating at an acceptable level, Level of Service C or better. Truck routes in the City of Carlsbad are defined in the City Municipal Code and are listed below (J. Kim, personal communication, 2014) (routes likely to be used by Project-related traffic are in bold). Trucks must enter the EPS from the south (so that entry into the facility can be made safely via a right turn) and must exit the EPS by making a right turn onto Carlsbad Boulevard heading north.

1. **Carlsbad Boulevard from the northerly to the southerly city limits;**
2. Carlsbad Village Drive from Carlsbad Boulevard east to I-5 Freeway;
3. **Tamarack Avenue from I-5 Freeway to Carlsbad Boulevard;**
4. **Cannon Road from Carlsbad Boulevard to El Camino Real;**
5. I-5 Freeway, northerly city limits to southerly city limits;
6. Palomar Airport Road from Carlsbad Boulevard to easterly city limits;
7. El Camino Real from northerly city limits to southerly city limits;
8. La Costa Avenue from the westerly city limits to El Camino Real;
9. Rancho Santa Fe Road from the southerly city limits to the northerly city limits;
10. Olivenhain Road from the westerly city limits to Rancho Santa Fe Road;
11. Melrose Drive from Palomar Airport Road to the northerly city limits;
12. Faraday Avenue from Cannon Road to the easterly city limits;
13. College Boulevard from Palomar Airport Road to El Camino Real; and
14. El Fuerte Street from Palomar Airport Road to Faraday Avenue.

3.16.2 Regulatory Setting

3.16.2.1 Federal and State

Federal and State laws and regulations pertaining to this issue area and relevant to the Project are identified in Table 3.16-1.

Table 3.16-1. Laws, Regulations, and Policies (Transportation/Traffic)

U.S.	Ports and Waterways Safety Act	This Act provides the authority for the USCG's program to increase vessel safety and protect the marine environment in ports, harbors, waterfront areas, and navigable waters, including by authorizing the Vessel Traffic Service, controlling vessel movement, and establishing requirements for vessel operation.
CA	California Vehicle Code	Chapter 2, Article 3 of the Vehicle Code defines the powers and duties of the California Highway Patrol, which has enforcement responsibilities for the vehicle operation and highway use in the State.
CA	Other	The California Department of Transportation is responsible for the design, construction, maintenance, and operation of the California State Highway System and the portion of the Interstate Highway System in California.

3.16.2.2 Local

The City of Carlsbad (2013b) General Plan Circulation Element the following transportation/traffic objective applicable to onshore Project activities.

- Objective B.2: To reduce the number and severity of vehicular, bicycle and pedestrian-related accidents.

3.16.3 Impact Analysis

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less than Significant with Mitigation. The Project includes decommissioning activities that require land-based operations that would result in congestion and potential safety hazards to pedestrians, bicyclists, and motorists. Movement of workers, construction equipment, and materials would generate short-term vehicular trips for an approximate 6-month period while land-based decommissioning activities occur (a preliminary decommissioning schedule is provided as Table A1-1 in Appendix A). During any given phase of the Project, an estimated maximum of 25 workers would transit to and from the site. Staging for decommissioning and parking for land-based workers would be provided within the EPS. Five large pieces and several smaller pieces of equipment would be transported to the site and would be in use for most of the work period. Due to the lengthy intervening period between work in the onshore segment and beach segment, this equipment may need to be mobilized to the site on two separate occasions. Flatbed trucks, dump trucks, vacuum trucks, and cement trucks would also need to access the Project site for the transport and removal of recovered materials (e.g., anchors, chains, and pipeline) for recycling or disposal, and to import backfill (beach sand) and cement. An estimated 98 truck trips would be required for these purposes over the 6-month period. Additional land-based trips would be generated at

the Project's shore base, which would be located at Oceanside Harbor, the Unified Port of San Diego, Port of Long Beach, or Port of Los Angeles.

As shown on Figure 2-17, approximately 150 linear feet of parking area on Carlsbad Boulevard would be used for temporary truck parking during loading operations, which would impact an estimated seven parking spaces (assuming a stall length of 20 to 22 feet). Loading operations would be limited to periods when land-based equipment would be brought to and from the beach and during other limited work tasks in the onshore and beach segments, including: the removal of concrete, rebar, gravel, and riprap from the underpass end structure (four truck trips); the import of beach sand backfill (nine truck trips); and while backfilling the underpass end structure with beach sand (11 truck trips). Although work in the onshore and beach segments would last 6 months (3 months for each segment), the parking spaces would not have be blocked off during that entire period, only during the specific operations previously identified. In order to temporarily block the parking spaces, the City of Carlsbad would require the Applicant to obtain a Right-of-Way Permit. The permit requires that signage be posted a week prior to the blockage and that the parking area be returned to its original condition when it is no longer needed. The City of Carlsbad typically does not require mitigation for temporary closures (J. Geldert, personal communication, July 7, 2014); however, the Applicant would comply with all requirements of the Right-of-Way Permit, including the provision of temporary replacement parking should it be required.

Implementation of the following measures would ensure that potential roadway congestion (levels of service) impacts are avoided or mitigated to less than significant.

MM TRA-1: Trucks Avoid Peak Hours. Construction truck traffic affecting State highways shall be confined to hours outside of the peak AM and PM commute periods.

MM TRA-2: Carpooling. The contractor shall implement a worker carpool program to minimize the number of vehicular trips required to transport workers to and from the Project site. This measure shall be identified as a requirement in the contractor bid package.

To ensure that potential impacts associated local traffic safety hazards (including hazards to pedestrians, bicyclists, and motorists) are avoided or mitigated to less than significant, the following measure will be implemented.

MM TRA-3: Construction Safety and Traffic Management/Control (CSTMC) Plan. A CSTMC Plan shall be developed for review by the City of Carlsbad and implemented. The Plan shall include, but not necessarily be limited to: (1) traffic control strategies; (2) traffic control devices to be used; (3) public awareness strategies; (4) motorist information methods; (5) alternate pedestrian and bicycle

access routing; (6) work zone safety management strategies; and (7) contingency and incident plans.

The Plan would include the requirement that the contractor obtain the necessary Right-of-Way Permit required by the City of Carlsbad.

To ensure that potential impacts to public infrastructure from construction traffic are avoided or reduced to less than significant, the following measure would be implemented.

MM TRA-4: Protect Infrastructure Improvements. The Applicant shall ensure that the onshore contractor include proper precautions to protect all existing pavement, curbs, gutters, and drainage structures from unintentional damage during Project construction. Any portion damaged as a result of Project construction shall be repaired or replaced in accordance with current City of Carlsbad Standard Construction Details.

Offshore vessel activity associated with the surf zone and offshore segments may also temporarily interfere with vessels transiting through the marine work area; however, the Project site is located outside of any recognized vessel transit lanes, and marine construction traffic for the Project would abide by all applicable maritime regulations.

To ensure that potential impacts associated with offshore transportation hazards are avoided or reduced to less than significant, the following measure would be implemented.

MM TRA-5: Local Notice to Mariners. All offshore operations shall be described in a Local Notice to Mariners to be submitted to the U.S. Coast Guard at least 15 days prior to decommissioning activities.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

No Impact. SANDAG is responsible for regional transportation management in San Diego County. In 2011, the SANDAG Board of Directors adopted the 2050 Regional Transportation Plan and Sustainable Communities Strategy to facilitate a long-term planning strategy for transportation in the region (SANDAG 2014); however, these documents do not include any elements that are applicable to the Project, which is a short-term decommissioning project. Therefore, there would be no impact.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The Project would not require increased air traffic or result in any changes to air transportation; therefore, there would be no impact.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant with Mitigation. The Project would result in the temporary introduction of roadway and sidewalk hazards due to construction as detailed in item **a)** above. Therefore, **MM TRA-1** through **MM TRA-3** would be implemented to avoid or mitigate safety hazards due to incompatible uses (construction vehicles conflict with motorists, bicyclists and pedestrians) to less than significant.

e) Result in inadequate emergency access?

Less than Significant Impact. The Project may result in a short-term encroachment on Carlsbad Boulevard. In this case, a Right-of-Way Permit from the City of Carlsbad would be required (J. Geldert, personal communication, July 7, 2014). All conditions of the encroachment permit would be implemented and no long-term effect on roadway access would result; therefore, the Project would have a less than significant impact on emergency access.

f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Less than Significant with Mitigation. The Project would result in the temporary introduction of roadway and sidewalk hazards due to construction as detailed in item **a)** above. Therefore, **MM TRA-1** through **MM TRA-3** would be implemented to avoid or mitigate conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities to less than significant.

3.16.4 Mitigation Summary

Implementation of the following mitigation measures would reduce the potential for Project-related impacts to transportation/traffic to less than significant.

- MM TRA-1: Trucks Avoid Peak Hours.
- MM TRA-2: Carpooling.
- MM TRA-3: Construction Safety and Traffic Management/Control (CSTMC) Plan.
- MM TRA-4: Protect Infrastructure Improvements.
- MM TRA-5: Local Notice to Mariners.