3.5 GROUND TRANSPORTATION

Note: All referenced tables within this section can be found starting on page 3.5-33.

3.5.1 Environmental Setting

3.5.1.1 Area of Influence

The area of influence for ground transportation consists of the streets and intersections that could be affected by automobile, truck, and rail traffic to gain access to and from the POLB Middle Harbor. This area is generally bounded by Anaheim Street to the north, the Long Beach Freeway (I-710) to the east, the Terminal Island Freeway (SR-47 and SR-103) to the west, and the waterfront to the south (Figure 3.5-1). The area of influence also includes freeway segments outside the study area along I-405, SR-91, and the Harbor Freeway (I-110) (Table 3.5-1). In the case of rail lines, the area of influence extends along the Alameda Corridor as far as the downtown Los Angeles railyards.

3.5.1.2 Setting

Regional and Local Access

Regional access to Middle Harbor is provided by a network of freeway and arterial facilities. The freeways include I-110, I-710, and SR-47 and SR-103. The arterial street network includes Ocean Boulevard, Seaside Avenue, Alameda Street, Anaheim Street, and Pacific Coast Highway (PCH).

I-110 and I-710 are north-south highways that extend from the Port area to downtown Los Angeles. They each have six lanes in the vicinity of the harbor and widen to eight lanes to the north. SR-47 is a short state route that extends from Terminal Island across the Heim Bridge and terminates at Willow Street. It has six lanes on the southern segment and four lanes approaching Anaheim Street.

The key access streets serving the Project site are Harbor Scenic Drive, Ocean Boulevard, Pico Avenue, Pier D Street, Pier G Avenue, Pier F Avenue, Broadway, Pier E Street, and Harbor Plaza Drive.

Harbor Scenic Drive provides direct access to the Project area. It connects the Project site and the Pier G-H-J portion of the harbor to I-710. It has from one to three lanes in each direction, depending on location.

Ocean Boulevard is the primary east-west corridor to the north of the Project site and connects the study area to Terminal Island with three lanes in each direction.

Pico Avenue is a north-south corridor with two lanes in each direction and provides direct access to Broadway, Pier E Street, and Pier D Street.

Harbor Plaza runs east/west and connects Harbor Scenic Drive with Pico Avenue/Pier G Avenue. It has one to two lanes in each direction, depending on location.

On-street curbside parking is prohibited on all of the streets in the study area.

Existing Transit Services

Long Beach Transit (LBT) provides limited transit service to the Port area due to the non-typical nature of marine terminal work schedules. The only public transit service near the Project is LBT's Passport Route C, which primarily serves visitors to the area and connects downtown Long Beach to waterfront attractions, such as the Queen Mary. There are no other regular LBT routes serving the harbor area, including the proposed Project site.

Existing Rail Facilities

Port Vicinity Rail

Regional rail access to and from the study area is provided by two Class I rail carriers on four rail lines. A single-track line is owned and operated by BNSF, two single-track lines are owned and operated by UP, and one double-track line is owned and operated by the Alameda Corridor Transportation Authority. Figure 3.5-2 shows the existing rail facilities in the Port's vicinity.

PHL Railroad is a third-party rail operator serving both ports. PHL provides support to UP and BNSF and is responsible for dispatching all train moves south of the West Thenard Control Point, which is located just north of Anaheim Street. PHL also provides services to individual terminal operators and performs maintenance on rail infrastructure owned by both ports.

The existing Pier F lead track is operated by PHL and supports railcar switching operations that connect to the Port's mainline tracks in the vicinity of the Pico Avenue overcrossing. The existing LBCT railyard on Pier F occupies 15.4 acres and is comprised of four tracks totaling approximately 10,000 feet and a side/passing track that is approximately 7,000 feet long.

Alameda Corridor

The Alameda Corridor is located in southern Los Angeles County, running 20 miles from the POLB and POLA to downtown Los Angeles, primarily along and adjacent to Alameda Street. This dedicated double-track, grade-separated, high-speed rail is owned and operated by the Alameda Corridor Transportation Authority and used by both BNSF and UP. Completion of the Alameda Corridor eliminated all of the regional at-grade rail/highway crossings between POLB, POLA, and the downtown railyards. The Alameda Corridor has a daily capacity of 150 trains. Currently, the corridor carries between 50 and 65 trains per day.

Existing Traffic Conditions

A series of traffic counts were collected in 2005 (NOP year [i.e., CEQA Baseline]) at nine intersections and seven highway segments in the vicinity of the proposed Project site. Specifically, traffic counts were gathered during peak periods of 6-9 A.M. and 2-6 P.M., on a typical weekday covering the three analysis peak hours: 8-9 A.M., 2-3 P.M., and 4-5 P.M.

These study locations were selected because they are situated along key access routes to and from the Project site. In addition to traffic counts, travel lane configuration, and type of traffic control at each of these study locations were verified and documented.

For planning purposes, the ability to handle traffic at an intersection or along a segment of roadway is generally estimated based on the volume of traffic versus the carrying capacity of the facility. The volume measure is a collection of either existing or forecasted traffic counts. The intersection and roadway capacity reflects the maximum amount of traffic that can be served, typically measured as the number of vehicles per hour per travel lane. The ratio between volume and roadway/intersection capacity yields a volume-to-capacity (V/C) ratio, and that ratio has a corresponding level of service (LOS) descriptor.

For signalized intersections, LOS is determined by the V/C ratio. For non-signalized intersections, LOS is determined by estimated delay time per vehicle. For highway segments, LOS is determined by the demand-to-capacity (D/C) ratio (generally referred to as V/C ratio in this document). LOS A reflects minimum delay at an intersection or free-flow condition on a highway segment. LOS F reflects long delay at an intersection or stop-and-go condition on a highway segment. In most urbanized regions, LOS D (V/C ratio between 0.8 and 0.9; and D/C ratio between 0.78 and 0.93) is considered acceptable.

Tables 3.5-2, 3.5-3, and 3-5.4 illustrate the level of service criteria for signalized intersections, non-signalized intersections, and highway segments, respectively. Table 3.5-5 shows the summary of existing levels of service at study intersections and highway segments. Capacity analysis worksheets are presented in Appendix B.

One of the nine study intersections (i.e., Pico Avenue and Pier D Street) is currently operating at LOS E or F during one or more of the three analyzed peak hours.

Five of the seven freeway segments have at least one direction operating at LOS E or F during one or more of the three analyzed peak hours, including I-405 north and south of I-710, I-710 between Willow Street and PCH, and SR-91 near I-710.

3.5.1.3 Regulatory Setting

The traffic analysis was prepared in conformance with the POLB Environmental Protocol, which complies with City of Long Beach procedures and Los Angeles County Metropolitan Transportation Authority Traffic Impact Analysis (CMPTIA) procedures.

3.5.2 Impacts and Mitigation Measures

3.5.2.1 Significance Criteria

Impacts on ground transportation would be significant if the Project would:

TRANS-1: Increase an intersection's V/C ratio in accordance with the following guidelines:

LOS without the Project	LOS or Change in V/C with the Project
City/Port of Long Beach Guidelines	
A, B, C, or D	To E or F
E, F	0.02 or greater
City of Los Angeles Dept. of Transportation Guidelines	
C	≥ 0.040
D	≥ 0.020
E or F	≥ 0.010

TRANS-2: Cause an increase of 0.02 or more in the D/C ratio with a resulting LOS E or F at a Congestion Management Program (CMP) monitoring station or on non-CMP segments analyzed in this traffic study;

Figure 3.5-1. Study Area

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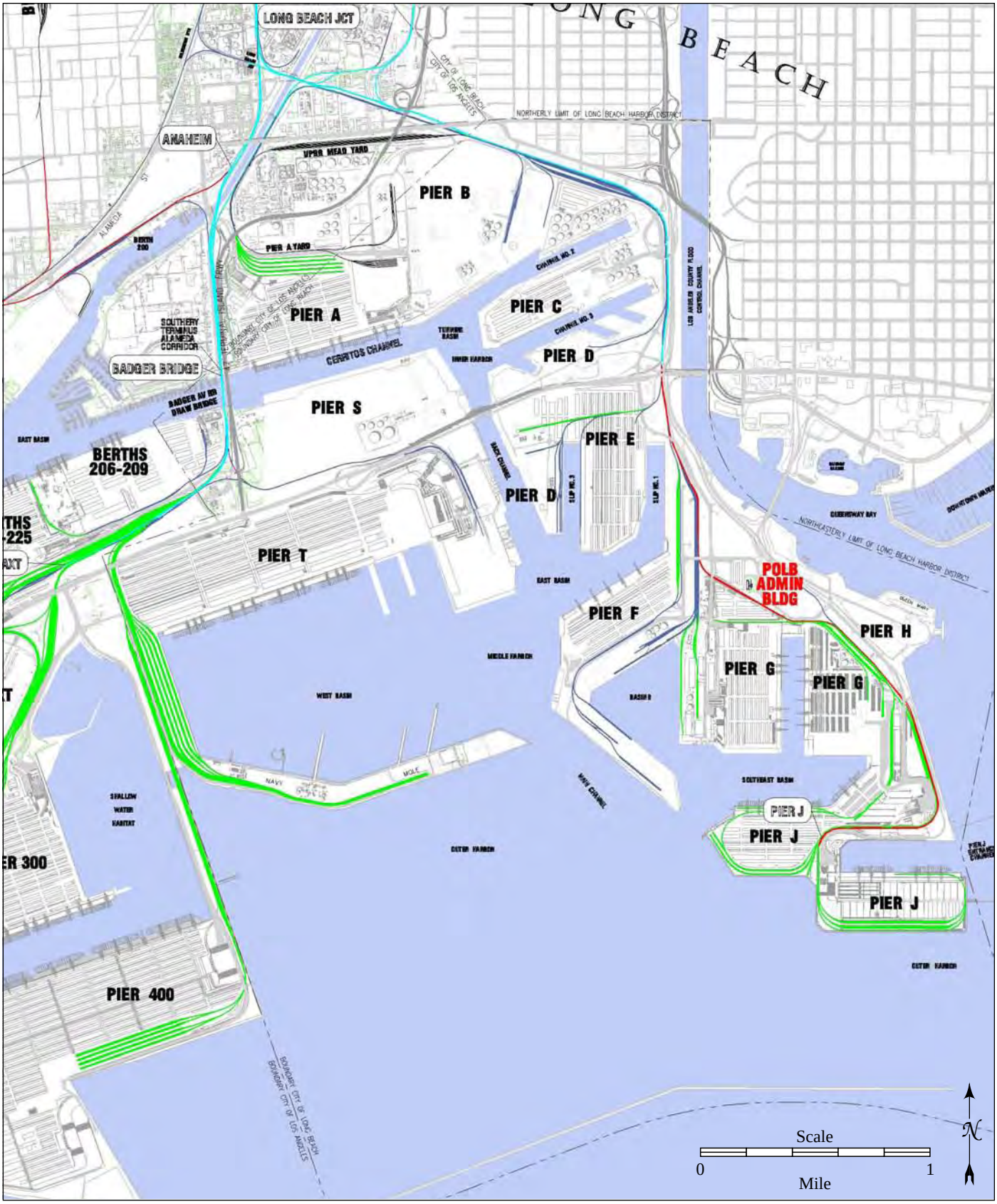

Figure 3.5-2. Port Vicinity Rail Facilities

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TRANS-3: Increase the demand for transit services beyond the supply of services available to the Project site; or

TRANS-4: Increase rail activity in a manner that causes delays at study area at-grade railroad crossings.

3.5.2.2 Methodology

The nine intersections and seven freeway locations chosen for analysis of existing conditions (Section 3.5.1.2) were also used to forecast year 2010 conditions. For years 2015 through 2030, the nine intersections were analyzed as ten intersections by separating the Pico Avenue and Ocean Boulevard Westbound On/Off Ramps into two intersections (on-ramp and off-ramp). The same seven freeway locations were analyzed for all years.

Similar to the existing traffic condition analysis, the LOS values for signalized intersections were determined by using the intersection capacity utilization (ICU) methodology. Unsignalized (stop-sign controlled) intersections were analyzed using methodologies contained in the Highway Capacity Manual in which LOS is based on average vehicular delay. Freeway segments are analyzed in accordance with the CMP. The CMP uses D/C ratio to determine LOS.

According to the CMP, a traffic impact analysis is required at a CMP arterial monitoring intersection, including freeway on- or off-ramps, where the proposed Project would add 50 or more trips during either the A.M. or P.M. weekday peak hour. Traffic impact analysis for freeway segments is also required at CMP freeway monitoring locations where the proposed Project would add 150 or more trips in one direction during either the A.M. or P.M. weekday peak hours.

The closest CMP arterial monitoring station to the Project is Alameda Street / Pacific PCH. Since the Project-related trips do not exceed the CMP minimum threshold at that location, no CMP analysis of the Alameda/PCH station for future conditions was required. Therefore, no existing conditions analysis was performed for this intersection.

The closest freeway monitoring stations include I-710 at Willow Street and I-110 at C Street. The Project would add less than 150 trips at these two freeway monitoring locations, therefore, a CMP analysis for these two freeway locations was not required.

The need for additional transit services and the Project-related increase in demand for such services was evaluated. The Project-related rail activity on the local rail lines and the impacts on at-grade crossings also were qualitatively evaluated.

Analytical Framework

Comparison to Future Year Baseline

The first analysis was conducted to evaluate the effect of each alternative on traffic conditions in the context of future background traffic. These future-year traffic conditions, indicated by the Column C in Figure 3.5-3, includes the CEQA Baseline 2005 traffic volumes plus other growth not related to the proposed Project, including traffic from approved and locally funded development projects, regional traffic growth, and traffic increases resulting from throughput growth at other terminals in both ports.

This analysis consists of comparing Column D, future conditions plus Project-related traffic, to Column C in Figure 3.5-3. A separate analysis was conducted for each horizon year (2010, 2015, 2020, and 2030) and for each alternative. Impacts under this analysis were determined by using the significance criteria discussed in Section 3.5.2.1.

Comparison to CEQA Baseline

The second analysis was conducted to evaluate the effect of each alternative on traffic conditions as they existed at the time of the NOP, i.e., the CEQA Baseline. These traffic conditions, indicated by the Column A in Figure 3.5-3, reflect the traffic conditions present in the CEQA Baseline year of 2005, with no additional growth.

This analysis consists of comparing Column D, future conditions plus Project-related traffic, to Column A, year 2005 conditions. A separate analysis was conducted for each horizon year (2010, 2015, 2020, and 2030) and for each alternative. Impacts under this analysis were determined by using the significance criteria discussed in Section 3.5.2.1.

Comparison to NEPA Baseline

The third analysis was conducted to evaluate the effect of each alternative on traffic conditions in the context of the NEPA Baseline. The NEPA Baseline differs from the CEQA Baseline because it is not fixed in time, but rather reflects what would happen in the absence of federal permits.

For this analysis, each alternative, except the Landside Improvements Alternative, was compared to the NEPA Baseline. Because the NEPA Baseline corresponds to the Landside Improvements Alternative, no comparison was necessary. This analysis consists of comparing future conditions plus Project-related traffic to the NEPA Baseline for each corresponding year. A separate analysis was conducted for each horizon year (2010, 2015, 2020, and 2030) and for each alternative. Impacts under this analysis were determined by using the significance criteria discussed in Section 3.5.2.1.

Modeling and Model Inputs

This analysis uses the Port Travel Demand Model, which was originally developed for the *Ports of Long Beach and Los Angeles Transportation Study* (July 2001). The Port model is based on the SCAG Regional Travel Demand Forecasting Model.

The SCAG model was adjusted to incorporate proposed/planned developments in the vicinity of the Project that were not defined in the original SCAG model forecasts. A list of the additional non-Port projects is provided in Appendix B. The use of the SCAG model to account for regional and sub-regional traffic growth beyond the general proximity of the Project site is an accepted practice by agencies/jurisdictions. The SCAG model is used for the region's federally required RTP, as well as the SIP and SCAB AQMP.

Vehicular Trip Generation

The proposed Project site is currently a fully functional terminal, which serves as a destination and origin of vehicular trips. The terminal would remain in operation during the construction period of the proposed Project. New vehicular trips would be generated by activities in the terminal during and after each phase of the proposed Project. Since the construction is anticipated to occur over 10 years, the Project vicinity would experience both construction-related automobile and truck trips, and new automobile and truck trips generated due to incremental completion of the proposed Project.

Construction-related traffic was estimated based on similar terminal construction projects in the POLB. The estimates for this Project include both worker and truck traffic and are based on: (1) the estimated size of the workforce, the number of work shifts, and the shift hours; and (2) the estimated number of construction-related truck trips to and from the Project site.

The workforce estimates assume, consistent with standard construction industry practice, that workers would arrive onsite before the A.M. peak-hour traffic and leave the jobsite before 4 P.M., the start of the P.M. peak-hour traffic. To yield the most conservative estimate, it is assumed that each worker would arrive separately without any ride-sharing or use of public transit.

The Project would require only limited construction-related daily truck deliveries. Since earthwork and dredging would be done primarily within the Project site, the Project is not expected to require recurrent heavy trucks hauling material to and from the site.

In order to more accurately estimate the performance of a roadway carrying a mixed traffic stream of automobiles and trucks, adjustments were applied to trucks to account for their sizes, accelerations, and braking capabilities. For purposes of this traffic analysis, each truck trip generated by the Project is converted to passenger-car equivalents (PCE).

The daily truck trips associated with equipment are estimated to equal approximately 10 percent of the daily trips by construction workers. Additionally, construction-related truck trips expected during peak analysis hours were assumed to be 10 percent of the total daily truck trips, based on Chapter 22 of the Highway Capacity Manual.

Future-year terminal traffic was estimated by using the QuickTrip model. QuickTrip is a spreadsheet truck trip generation model that was developed for use in the *Ports of Long Beach and Los Angeles Transportation Study* (July 2001). QuickTrip estimates terminal truck flows by hour of the day based on TEU throughput and using assumed terminal operating parameters. For each of the analysis years, the terminal's operating parameters, which influence the amount of truck traffic generated by the terminal, were varied as follows:

- Increased activity;
- Expanded terminal operating hours (more second shift and hoot [night-time] shift activity);
- Increased on-dock rail use; and
- Increased dual transactions within the terminal.

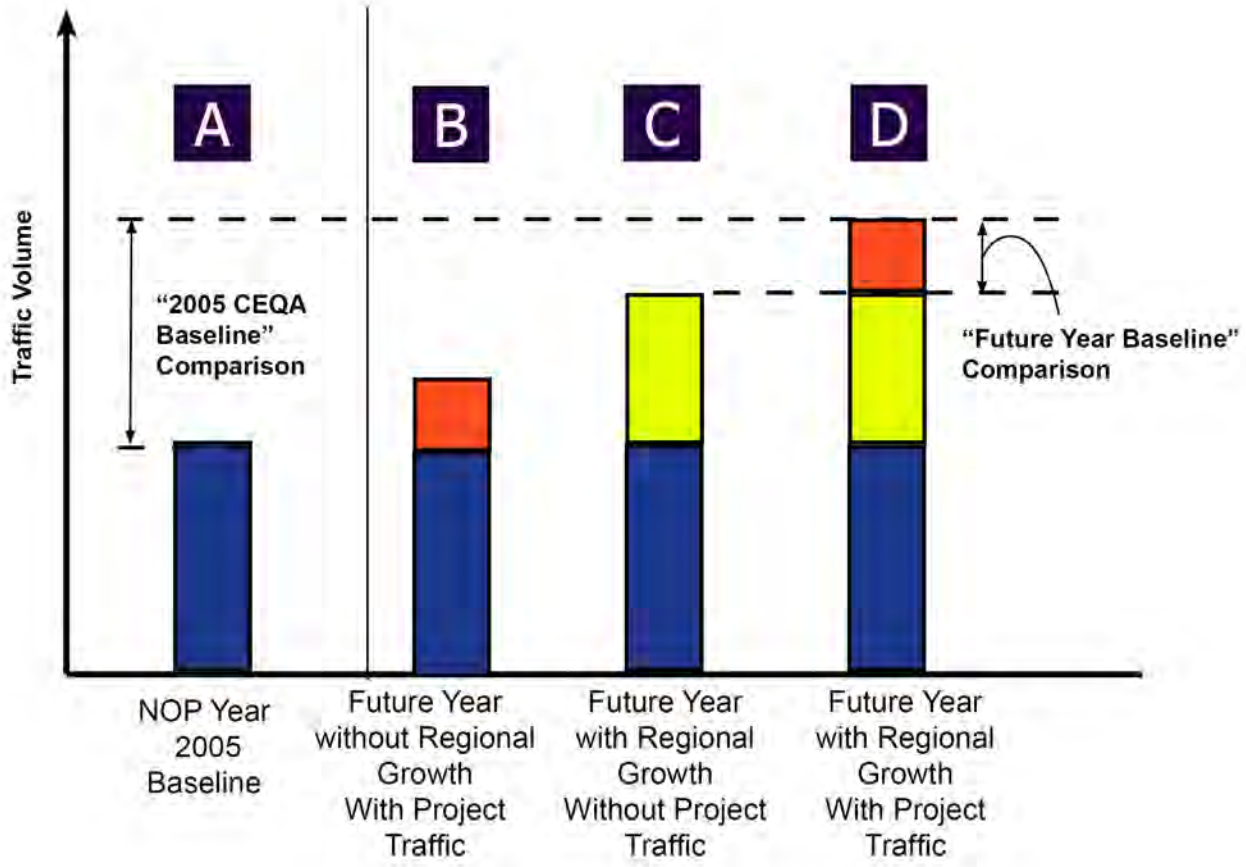

Figure 3.5-3. Analytical Framework for Comparison

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This approach is based on the expectation that with the increase in forecasted cargo volume (throughput), the terminals would be forced to change their operations. Some of these changes have already started to occur. For example, terminals have increased hoot shift activity and gate activity during non-peak hours in reaction to the Pier-Pass program. It should be noted that increased throughput does not directly translate into increased truck trips proportionately due to the different terminal operating parameters.

Tables 3.5-6 and 3.5-7 summarize the work shift hours and mode splits assumed for all of the analysis scenarios respectively. All employee trip rates for the various alternatives are based upon the *Ports of Long Beach and Los Angeles Transportation Study* (July 2001) trip generation methodology which estimates employment trips based on TEU throughput. The TEU throughput estimates for this analysis are provided in Table 1.6-1.

Vehicular Trip Distribution

Port traffic was estimated and assigned to the roadway system using trip generation methodologies contained in the *Ports of Long Beach and Los Angeles Transportation Study* (July 2001). The truck trip distribution patterns were developed based upon origin-destination surveys conducted by the POLB/POLA in December 2004. Employee trip distribution patterns were developed based on longshoremen zip code data.

Rail Trip Generation

The proposed Project would utilize the rail system to move a portion of the anticipated increase in container throughput. A railyard capacity analysis was conducted for the terminal to ensure that the railyard facilities could accommodate the projected on-dock container volumes. The number of rail trips generated by the proposed Project and alternatives for the analysis years was calculated using the methodologies contained in the San Pedro Bay Ports Rail Study Update (December 2006) and are presented in Table 3.5-8. To provide a worst case truck estimate over the regional roadway network, a constrained rail network was assumed (i.e., no future off-port improvements to the rail infrastructure are included) in the analysis.

3.5.2.3 Alternative 1 – 345-Acre Alternative (the Project)

Construction Impacts

The 345-Acre Alternative would generate more construction-related traffic than any of the other alternatives due to the scope of the proposed Project. Therefore, the analysis of construction-related traffic impact for each alternative uses the vehicular traffic estimates developed for the 345-Acre Alternative in order to generate the most conservative estimate of traffic impacts due to construction at the site.

Estimated Vehicular Trips during Construction

The Project would be constructed in two phases with a total of nine stages over a span of approximately 10 years. Although construction activities would vary over this time period, they would likely peak during Phase 1 Stages 1-4 in the first six years.

Using the methodology described in Section 3.5.2.2, potential construction traffic impacts were analyzed based on a construction workforce of 182 workers. A workforce of this size could result in up to 436 daily PCE trips (364 PCE auto trips plus 72 PCE truck trips converted from 36 truck trips). The workers could generate a maximum of 182 inbound trips during early mornings and a maximum of 182 outbound trips in mid-afternoons, assuming none of these trips would be shifted to public transit.

In order to estimate the potential impact of construction-related traffic during Phase 1, the maximum daily construction-related PCE are compared against the year 2005 (CEQA Baseline) trips to derive the maximum share of construction trips on study locations. Based on the 436 construction PCEs and a 2005 trip estimate of 10,994 PCEs, the estimated maximum percentage contribution of construction traffic to the background traffic volume would result in an increase of approximately 3.8 percent PCEs.

Impact TRANS-1.1: Construction would result in short-term, temporary increases in auto and truck traffic at certain study intersections.

Future Year Baseline Impact Determination

This analysis assumes that all study intersections would experience a 3.8 percent increase in traffic volumes from construction activities. Therefore, the most conservative approach was to increase the volume to capacity ratio of each study intersection by 3.8 percent over the operational traffic for each analysis peak hour and horizon year up to 2020, when the construction would be complete.

As shown in Tables 3.5.9-1 to 3.5.9-3, construction would have significant impacts on the following study intersections:

- Pico Avenue and Pier E Street/Ocean Blvd EB On- and Off-Ramps (2020); and
- Pico Avenue and Pier D Street (2010).

Mitigation Measures

The following measures would be required to mitigate traffic impacts due to construction-related traffic. Implementation of **Mitigation Measure TRANS-1.1a** further refines the environmental control identified in Section 1.7.3.

TRANS-1.1a: Prior to beginning construction, the construction contractor shall prepare a detailed traffic management plan, which in addition to work shift start/end times, shall include the following: detour plans, coordination with emergency services, coordination with adjacent property owners and tenants, advanced notice of temporary parking loss, identification of temporary parking replacement or alternative adjacent parking within a reasonable walking distance, use of designated haul routes, use of truck staging areas, observance of hours of operations restrictions and appropriate signing for construction activities. The traffic management plan shall be submitted to Port of Long Beach for approval before beginning construction.

TRANS-1.1b: Consistent with City of Long Beach Public Works Department practice, the construction-related traffic to/from the Project site shall be restricted during morning and afternoon peak commute hours. Furthermore, no closure of major road corridors shall be permitted as a result of construction activities.

TRANS-1.1c*:* The Port shall install a signal at the intersection of Pico Avenue and Pier E Street/Ocean Blvd EB On- and Off-Ramps.

TRANS-1.1d: The Port shall install a signal at the intersection of Pico Avenue and Pier D Street.

The mitigated levels of service are presented in Table 3.5-12.

Because **Mitigation Measures TRANS-1.1c and TRANS-1.1d** are local measures, construction work related to these improvements could be completed primarily during the off-peak hours. Therefore, there would not be any secondary impacts associated with the construction of these mitigation measures.

Significance of Impacts after Mitigation

Implementation of **Mitigation Measures TRANS-1.1a through TRANS-1.1d** would ensure impacts on intersections would be less than significant.

CEQA Impact Determination

The impact analysis under CEQA Baseline conditions uses the same methodology as the Future Year Baseline analysis.

As shown in Tables 3.5.10-1 to 3.5.10-3, construction would have significant impacts on the following study intersections under CEQA:

- Pico Avenue/Pier G Avenue and Harbor Plaza (2010);
- Pico Avenue and Pier E Street/Ocean Blvd EB On- and Off-Ramps (2020); and
- Pico Avenue and Pier D Street (2020).

Mitigation Measures

In addition to proposed construction **Mitigation Measures TRANS-1.1a through TRANS-1.1d**, the CEQA Baseline comparison would require the following mitigation measure:

TRANS-1.1e: The Port shall install a signal at the intersection of Pico Avenue/Pier G Avenue and Harbor Plaza.

The mitigated levels of service are presented in Table 3.5-12.

Because **Mitigation Measures TRANS-1.1c, TRANS-1.1d, and TRANS-1.1e** are local measures, construction work related to these improvements could be completed primarily during the off-peak hours. Therefore, there would not be any secondary impacts associated with the construction of these mitigation measures.

Significance of Impacts after Mitigation

Implementation of **Mitigation Measures TRANS-1.1a through TRANS-1.1e** would ensure impacts on intersections would be less than significant.

NEPA Impact Determination

The impact analysis under NEPA Baseline conditions uses the same methodology as the Future Year Baseline analysis.

As shown in Tables 3.5.11-1 to 3.5.11-3, construction would have significant impacts on the following study intersections under NEPA:

- Pico Avenue/Pier G Avenue and Harbor Plaza (2010);
- Pico Avenue and Pier E Street/Ocean Blvd EB On- and Off-Ramps (2020); and
- Pico Avenue and Pier D Street (2020).

Mitigation Measures

Mitigation Measures TRANS-1.1a through TRANS-1.1e would apply to this impact. The mitigated levels of service are presented in Table 3.5-12.

Significance of Impacts after Mitigation

Implementation of **Mitigation Measures TRANS-1.1a through TRANS-1.1e** would ensure impacts on intersections would be less than significant.

Impact TRANS-2.1: Additional traffic generated by construction activities would have short-term significant impacts on certain highway locations in the study area.

Future Year Baseline Impact Determination

The proposed Project's construction traffic would have short-term significant impacts on study highway segments up to the horizon year 2020. To be conservative, the same highway segments identified under the operational analysis are assumed to be impacted by the increase in construction-related traffic. Therefore, as discussed under **Impact TRANS-2.2**, the proposed Project would have significant impacts on the following study highway segments:

- I-405 south of I-710, northbound only;
- I-710 between Willow Street and PCH, northbound only; and
- SR-91 east of I-710, both directions.

Tables 3.5-20.1 through 3.5-20.3 summarize the operating conditions at each study highway segment in years 2010, 2015, and 2020 compared to the Future Year Baseline.

Mitigation Measures

The POLB does not own, control, or maintain any of the impacted highway segments. These segments fall under the jurisdiction of Caltrans. Therefore, the POLB does not have authority to unilaterally implement any mitigation measures on the highway segments. However, implementation of the following measure would minimize impacts on highway segments.

TRANS-2.1: If Caltrans either a) adopts a fair share based program to collect funds for actual mitigation that Caltrans commits itself to implement, or b) otherwise obtains the balance of funding needed to improve the impacted study highway segments in a manner that will improve the segments level of operation, POLB shall pay its fair share into that program.

If Caltrans does not implement either of these steps, the regional cumulative impact on these freeway segments would remain significant and unavoidable.

In addition, it should be noted that the POLB is currently participating in the following on-going regional transportation programs, which are intended to address future regional traffic growth and resulting congestion on area freeways.

I-710 Corridor EIS/EIR 2008. The Port is presently working with Caltrans, Metro, SCAG, and Gateway Cities Council of Governments (COG) (of which the Port and City of Long Beach are member agencies) on the I-710 Corridor EIR/EIS and Caltrans Project Report. POLB has committed $5 million to this $34-million, 42-month study, which was commenced in early 2008. This project entails analyzing potential impacts and advancing preliminary engineering of the Locally Preferred Strategy (LPS) adopted by the communities and participating agencies in 2004/2005. The LPS consists of dedicated truck lanes commencing at Ocean Boulevard, additional mixed flows on I-710 between Ocean Boulevard and Washington Street, and numerous freeway to freeway and arterial street interchange improvements. The POLB, City of Long Beach, and Gateway Cities COG are aggressively seeking federal, state, and Metro funds for the I-710 Corridor.

Advanced Transportation Management, Information and Security (ATMIS). The POLB/POLA will also be implementing an Intelligent Transportation Systems (ITS) project by 2009. This $11-million program will provide real-time information to travelers in the Port vicinity and on adjacent regional transportation facilities. The ATMIS System will monitor vehicle traffic conditions through the use of closed circuit television cameras and vehicle detection devices at the terminal gates. The ATMIS System will distribute the traffic information to truck drivers, motorists, other agencies, and intermodal industry information systems through the use of strategically placed changeable message signs, internet video, and appropriate data sharing means. While the ATMIS system will assist in

addressing recurring daily congestion, its major benefit will be providing information to inform drivers, including trucks exiting the Port gates, of non-recurring incidents and congestion and to allow them to choose, if possible, alternative routes to avoid congested areas.

The ATMIS System will be a major component in an overall ITS program for the I-710 Corridor/Gerald Desmond Bridge Gateway Program. This planned project will help to mitigate the I-710 impacts of the Project.

SR-91 Corridor Study. The Gateway Cities COG has Initiated a SR-91 Corridor Study to explore options that will improve traffic conditions on this freeway. POLB continues to work in cooperation with the COG, Caltrans, and other agencies to find solutions to improving operating conditions on SR–91.

No additional feasible mitigation measures are available at this time.

Significance of Impacts after Mitigation

Until Caltrans implements improvements to the I-710, I-405, and SR-91, the proposed Project's impacts on the above-mentioned highway segments would remain significant. Therefore, impacts on highway segments would be significant and unavoidable.

CEQA Impact Determination

The proposed Project's construction traffic would have short-term significant impacts on study highway segments up to the horizon year 2020. To be conservative, the same highway segments identified under the operational analysis are assumed to be impacted by the increase in construction-related traffic. Therefore, as discussed under **Impact TRANS-2.2**, the proposed Project would have significant impacts on the following study highway segments under CEQA:

- I-405 n/o I-710, both Directions (starting 2010);
- I-405 s/o I-710, both directions (starting 2010);
- I-710 between Willow Street and Pacific Coast Highway, both directions (starting 2010);
- SR-91 e/o I-710, both directions (starting 2010); and
- SR-91 w/o I-710, both directions (starting 2015).

Mitigation Measures

The POLB does not own, control, or maintain any of the impacted highway segments. These segments fall under the jurisdiction of Caltrans. Therefore, the POLB does not have authority to unilaterally implement any mitigation measures on the highway segments. However, implementation of the following measure would minimize impacts on highway segments.

TRANS-2.1: If Caltrans either a) adopts a fair share based program to collect funds for actual mitigation that Caltrans commits itself to implement, or b) otherwise obtains the balance of funding needed to improve the impacted study highway segments in a manner that will improve the segments level of operation, POLB shall pay its fair share into that program.

If Caltrans does not implement either of these steps, the regional cumulative impact on these freeway segments would remain significant and unavoidable.

In addition, it should be noted that the POLB is currently participating in the on-going regional transportation programs, as described above, which are intended to address future regional traffic growth and resulting congestion on area freeways.

No additional feasible mitigation measures are available at this time.

Significance of Impacts after Mitigation

It can be assumed that until Caltrans implements improvements on the I-710, I-405, and SR-91 highway segments, the Project would have significant impacts at these locations. Therefore, impacts on highway segments would be significant and unavoidable.

NEPA Impact Determination

To be conservative in the assessment of construction impacts, the same highway segments identified under the operational analysis are assumed to be impacted by the increase in construction-related traffic. Tables 3.5-22.1 through 3.5-22.3 summarize the operating conditions at each study highway segment in years 2010, 2015, and 2020 compared to the NEPA Baseline.

As discussed under **Impact TRANS-2.2**, the proposed Project would have a significant impact on the following study highway segment under NEPA:

- I-405 south of I-710, northbound only.

Mitigation Measures

The POLB does not own, control, or maintain any of the impacted highway segments. These segments fall under the jurisdiction of Caltrans. Therefore, the POLB does not have authority to unilaterally implement any mitigation measures on the highway segments. However, implementation of the following measure would minimize impacts on highway segments.

TRANS-2.1: If Caltrans either a) adopts a fair share based program to collect funds for actual mitigation that Caltrans commits itself to implement, or b) otherwise obtains the balance of funding needed to improve the impacted study highway segments in a manner that will improve the segments level of operation, POLB shall pay its fair share into that program.

If Caltrans does not implement either of these steps, the regional cumulative impact on these freeway segments would remain significant and unavoidable.

In addition, it should be noted that the POLB is currently participating in the on-going regional transportation programs, as described above, which are intended to address future regional traffic growth and resulting congestion on area freeways.

No additional feasible mitigation measures are available at this time.

Significance of Impacts after Mitigation

Until Caltrans implements the I-710 and SR-91 improvements, the proposed Project's impacts on the above-mentioned highway segments would remain significant. Therefore, impacts on highway segments would be significant and unavoidable.

Impact TRANS-3.1: Construction would not increase the demand for transit services.

Future Year Baseline Impact Determination

The construction-related activities would not affect public transit because the only public transit in the vicinity of the Project site is a tourist-oriented line that runs from downtown Long Beach to the Queen Mary. Due to the lack of available public transit options, this analysis has assumed the use of public transit by construction workers to be negligible. Therefore, the proposed Project would not cause any increase in demand for transit services.

Mitigation Measures

As impacts on transit services would be less than significant, no mitigation is required.

Significance of Impacts after Mitigation

Impacts on transit services would be less than significant.

CEQA Impact Determination

The construction-related activities would not affect public transit because the only public transit in the vicinity of the Project site is a tourist-oriented line that runs from downtown Long Beach to the Queen Mary. Due to the lack of available public transit options, this analysis has assumed the use of public transit by construction workers to be negligible. Therefore, the proposed Project would not any increase in demand for transit services under CEQA.

Mitigation Measures

As impacts on transit services would be less than significant, no mitigation is required.

Significance of Impacts after Mitigation

Impacts on transit services would be less than significant.

NEPA Impact Determination

The construction-related activities would not affect public transit because the only public transit in the vicinity of the Project site is a tourist-oriented line that runs from downtown Long Beach to the Queen Mary. Due to the lack of available public transit options, this analysis has assumed the use of public transit by construction workers to be negligible. Therefore, the proposed Project would not cause any increase in demand for transit services under NEPA.

Mitigation Measures

As impacts on transit services would be less than significant, no mitigation is required.

Significance of Impacts after Mitigation

Impacts on transit services would be less than significant.

Impact TRANS-4.1: Construction would not result in any increases in rail activity.

Future Year Baseline Impact Determination

The construction-related activities would not use the rail services. There are currently two grade crossings in the Port vicinity. Because the contractor would be required to use construction truck routes that avoid the grade crossings in order to minimize delays (**Mitigation Measure TRANS-1.1a**), the additional traffic associated with construction would be negligible at the grade crossings. Therefore, the proposed Project would not have a significant impact on rail services or on vehicular delays at the two grade crossings.

Mitigation Measures

As impacts on the rail activity would be less than significant, no mitigation is required.

Significance of Impacts after Mitigation

Impacts on rail activity would be less than significant.

CEQA Impact Determination

The construction-related activities would not use the rail services. There are currently two grade crossings in the Port vicinity. Because the contractor would be required to use construction truck routes that avoid the grade crossings in order to minimize delays (**Mitigation Measure TRANS-1.1a**), the additional traffic associated with construction would be negligible at the grade crossings. Therefore, the proposed Project would not have a significant effect on rail services or on vehicular delays at the two grade crossings.

Mitigation Measures

As impacts on the rail activity would be less than significant, no mitigation is required.

Significance of Impacts after Mitigation

Impacts on rail activity would be less than significant.

NEPA Impact Determination

The construction-related activities would not use the rail services. There are currently two grade crossings in the Port vicinity. Because the contractor would be required to use construction truck routes to avoid the grade crossings in order to minimize delays (**Mitigation Measure TRANS-1.1a),** the additional traffic associated with construction would be negligible at the grade crossings. Therefore, the proposed Project would not have a significant effect on rail services or on vehicular delays at the two grade crossings.

Mitigation Measures

As impacts on the rail services and grade crossings would be less than significant, no mitigation is required.

Significance of Impacts after Mitigation

Impacts on rail activity would be less than significant.

Operational Impacts

Traffic levels related to the 345-Acre Alternative were developed using the "QuickTrip" truck generation model in order to determine potential impacts of the proposed Project at study locations. The trip generation estimates were developed based on the assumed operating parameters, as discussed in Section 3.5.2.2. The net increase in truck trip generation takes into account the increased percent of cargo moved via the expanded Pier F intermodal railyard. A railyard capacity analysis, per the methodologies contained in the San Pedro Bay Rail Study Update (December 2006), was conducted for the expanded terminal to ensure that the proposed expanded Pier F intermodal railyard could accommodate the projected on-dock container volumes.

The proposed Project trip generation estimates are summarized in Table 3.5-13. It is important to note that for future years, peak hour trips do not increase proportionately with TEU growth. This is because in future years, on-dock rail usage would increase and work shift splits would change as described above.

Impact TRANS-1.2: Additional traffic generated by the Project would have significant impacts at certain study area intersections.

As described in Section 3.5.2.2, Project impacts associated with the Future Year Baseline were determined by comparing the future without- and with-Project traffic conditions. The Project impacts associated with the CEQA Baseline were determined by comparing the future with-Project traffic conditions to the CEQA Baseline. The impacts associated with the NEPA Baseline were determined by comparing the future with-project traffic conditions to the NEPA Baseline

Table 3.5-14 summarizes the intersection and time periods by analysis year where the Project would have significant impacts under the Future Year, NEPA, and CEQA Baselines.

Future Year Baseline Impact Determination

A detailed analysis using the Future Year Baseline was performed to assess the Project's impact on study intersections. Tables 3.5-15.1 through 3.5-15.4 summarize the intersection operating conditions at each study intersection in Years 2010, 2015, 2020, and 2030, compared to the Future Year Baseline.

As indicated in Table 3.5-14 the Project would have significant impacts at the following four study area intersections:

- Pico Avenue/Pier G Avenue and Harbor Plaza;
- Pico Avenue and Pier E Street/Ocean Blvd EB On- and Off-Ramps;
- Pico Avenue/Ocean Blvd WB Off-Ramp; and
- Pico Avenue and Pier D Street.

Mitigation Measures

In addition to implementation of **Mitigation Measures TRANS-1.1c through TRANS-1.1e,** the following intersection traffic control measure would mitigate Project-related impacts:

TRANS-1.2: The Port shall install a signal at the intersection of Pico Avenue and Ocean Blvd WB Off-Ramp.

Table 3.5-18 summarizes the intersection operating conditions with mitigation. Because **Mitigation Measures TRANS-1.1c through TRANS-1.1e and TRANS-1.2** are local measures, construction work related to these improvements can be completed primarily during the off-peak hours. Therefore, there would not be any secondary impacts associated with the construction of these mitigation measures.

Significance of Impacts after Mitigation

Implementation of **Mitigation Measures TRANS-1.1c through TRANS-1.1e and TRANS-1.2** would ensure impacts on study area intersections would be less than significant.

CEQA Impact Determination

Tables 3.5-16.1 through 3.5-16.4 summarize the intersection operating conditions at each study intersection in Years 2010, 2015, 2020, and 2030, compared to the CEQA Baseline.

As indicated in Table 3.5-14, the proposed Project would have significant impacts at the following four study area intersections under CEQA:

- Pico Avenue/Pier G Avenue and Harbor Plaza;
- Pico Avenue and Pier E Street/Ocean Blvd EB On- and Off-Ramps;
- Pico Avenue/Ocean Blvd WB Off-Ramp; and
- Pico Avenue and Pier D Street.

Mitigation Measures

Mitigation Measures TRANS-1.1c through TRANS-1.1e and TRANS-1.2 would apply to this impact.

Table 3.5-18 summarizes the intersection operating conditions with mitigation.

Significance of Impacts after Mitigation

Implementation of **Mitigation Measures TRANS-1.1c through TRANS-1.1e and TRANS-1.2** would ensure impacts on study area intersections would be less than significant.

NEPA Impact Determination

Tables 3.5-17.1 through 3.5-17.4 summarize the intersection operating conditions at each study intersection in years 2010, 2015, 2020, and 2030, compared to the NEPA Baseline.

As indicated in Table 3.5-14 the Project would have significant impacts at the following four study area intersections under NEPA:

- Pico Avenue/Pier G Avenue and Harbor Plaza;
- Pico Avenue and Pier E Street/Ocean Blvd EB On- and Off-Ramps;
- Pico Avenue/Ocean Blvd WB Off-Ramp; and
- Pico Avenue and Pier D Street.

Mitigation Measures

Mitigation Measures TRANS-1.1c through TRANS-1.1e and TRANS-1.2 would apply to this impact.

Table 3.5-18 summarizes the intersection operating conditions with mitigation.

Significance of Impacts after Mitigation

Implementation of **Mitigation Measures TRANS-1.1c through TRANS-1.1e and TRANS-1.2** would ensure impacts on study area intersections would be less than significant.

Impact TRANS-2.2: Additional traffic generated by the Project would have significant impacts on certain highway locations in the study area.

For all analysis years, the proposed Project's impacts on highway locations are determined based upon comparing the LOS for the Project alternative to that of the Future Year, NEPA, and CEQA Baselines.

Table 3.5-19 summarizes the highway segments and time periods by analysis year where the Project would have significant impacts under the Future Year and NEPA Baselines.

Future Year Baseline Impact Determination

Tables 3.5-20.1 through 3.5-20.4 summarize the operating conditions at each study highway segment in years 2010, 2015, 2020, and 2030 compared to the Future Year Baseline analysis.

As shown in Table 3.5-19, the Project would have significant impacts on the following study highway segments using the Future Year Baseline comparison:

- I-405 south of I-710, northbound only;
- I-710 between Willow Street and PCH, northbound only;
- SR-91 east of I-710, both directions; and
- SR-91 west of I-710, westbound only.

Mitigation Measures

The POLB does not own, control, or maintain any of the impacted highway segments. These segments fall under the jurisdiction of Caltrans. Therefore, the POLB does not have authority to unilaterally implement any mitigation measures on the highway segments. However, implementation of **Mitigation Measure TRANS-2.1** would minimize impacts on highway segments.

If Caltrans does not implement either of these steps, the regional cumulative impact on these freeway segments would remain significant and unavoidable.

In addition, it should be noted that the POLB is currently participating in the on-going regional transportation programs, as described under **Impact TRANS-2.1**, which are intended to address future regional traffic growth and resulting congestion on area freeways.

No additional feasible mitigation measures are available at this time.

Significance of Impacts after Mitigation

It can be assumed that until Caltrans implements improvements on the I-710, I-405, and SR-91 highway segments, the Project would have significant impacts at these locations. Therefore, impacts on highway segments would be significant and unavoidable.

CEQA Impact Determination

Tables 3.5-21.1 through 3.5-21.4 summarize the operating conditions at each study highway segment in years 2010, 2015, 2020, and 2030, compared to the CEQA Baseline. The same significance criteria used in the Future Year Baseline comparison were applied to the CEQA Baseline comparison.

As shown in Table 3.5-19, the proposed Project would have significant impacts on the following study highway segments under CEQA:

- I-405 Freeway n/o I-710 Freeway, both Directions (starting 2010, max fair share of one percent in 2020);
- I-405 Freeway s/o I-710 Freeway, both directions (starting 2010, max fair of 5 percent in 2010);
- I-710 Freeway between Willow Street and Pacific Coast Highway, both directions (starting 2010, max fair share of four percent in 2020);
- I-110 Freeway n/o C-Street, northbound (2030, max fair share of 1.5 percent in 2030);
- SR-91 Freeway e/o I-710 Freeway, both directions (starting 2010, max fair share of four percent in 2030); and
- SR-91 Freeway w/o I-710 Freeway, both directions (starting 2015, max fair share of 3.5 percent in 2030).

The Project shows an impact on more highway segments in this scenario because the 2005 traffic levels are compared to future traffic levels that include not only Project traffic, but also all forecasted future traffic on these highway segments resulting from regional growth and other area projects and activities unrelated to this Project. Although total highway traffic would increase substantially in the future, this Project contributes only a small portion of the anticipated future traffic. The Project's maximum share of the

future traffic on each individual link ranges from approximately one to five percent.

Mitigation Measures

The POLB does not own, control, or maintain any of the impacted highway segments. These segments fall under the jurisdiction of Caltrans. Therefore, the POLB does not have authority to unilaterally implement any mitigation measures on the highway segments. However, implementation of **Mitigation Measure TRANS-2.1** would minimize impacts on highway segments.

If Caltrans does not implement either of these steps, the regional cumulative impact on these freeway segments would remain significant and unavoidable.

In addition, it should be noted that the POLB is currently participating in the on-going regional transportation programs, as described under **Impact TRANS-2.1**, which are intended to address future regional traffic growth and resulting congestion on area freeways.

No additional feasible mitigation measures are available at this time.

Significance of Impacts after Mitigation

It can be assumed that until Caltrans implements improvements on the I-710, I-405, and SR-91 highway segments, the Project would have significant impacts at these locations. Therefore, impacts on highway segments would be significant and unavoidable.

NEPA Impact Determination

Tables 3.5-22.1 through 3.5-22.4 summarize the operating conditions at each study highway segment in years 2010, 2015, 2020, and 2030, compared to the NEPA Baseline.

As shown in Table 3.5-19, the proposed Project would have significant impacts on the following study highway segments under NEPA:

- I-405 south of I-710, northbound only; and
- SR-91 east of I-710, westbound only.

Mitigation Measures

The POLB does not own, control, or maintain any of the impacted highway segments. These segments fall under the jurisdiction of Caltrans. Therefore, the POLB does not have authority to unilaterally implement any mitigation measures on the highway segments. However, implementation of **Mitigation Measure TRANS-2.1** would minimize impacts on highway segments.

If Caltrans does not implement either of these steps, the regional cumulative impact on these freeway segments would remain significant and unavoidable.

In addition, it should be noted that the POLB is currently participating in the on-going regional transportation programs, as described under **Impact TRANS-2.1**, which are intended to address future regional traffic growth and resulting congestion on area freeways.

No additional feasible mitigation measures are available at this time.

Significance of Impacts after Mitigation

It can be assumed that until Caltrans implements improvements on the I-710, I-405, and SR-91 highway segments, the Project would have significant impacts at these locations. Therefore, impacts on highway segments would be significant and unavoidable.

Impact TRANS-3.2: Project operations would not increase the demand for transit services.

Future Year Baseline Impact Determination

Although the proposed Project would result in additional onsite employees, these additional employees would not affect public transit because the only public transit in the vicinity of the Project site is a tourist-oriented line that runs from downtown Long Beach to the Queen Mary. Due to the lack of available public transit options, this analysis has assumed the use of public transit by workers to be negligible. Therefore, the proposed Project would not cause any increase in demand for transit services.

Mitigation Measures

As impacts on transit services would be less than significant, no mitigation is required.

Significance of Impacts after Mitigation

Impacts on transit services would be less than significant.

CEQA Impact Determination

Although the proposed Project would result in additional onsite employees, these additional employees would not affect public transit because the only public transit in the vicinity of the Project

site is a tourist-oriented line that runs from downtown Long Beach to the Queen Mary. Due to the lack of available public transit options, this analysis has assumed the use of public transit by workers to be negligible. Therefore, the proposed Project would not cause any increase in demand for transit services under CEQA.

Mitigation Measures

As impacts on transit services would be less than significant, no mitigation is required.

Significance of Impacts after Mitigation

Impacts on transit services would be less than significant.

NEPA Impact Determination

Although the proposed Project would result in additional onsite employees, they are not expected to affect public transit because the only public transit in the vicinity of the Project site is a tourist-oriented line that runs from downtown Long Beach to the Queen Mary. Due to the lack of available public transit options, this analysis has assumed the use of public transit by workers to be negligible. Therefore, the proposed Project is not expected to cause any increase in demand for transit services under NEPA.

Mitigation Measures

As impacts on transit services would be less than significant, no mitigation is required.

Significance of Impacts after Mitigation

Impacts on transit services would be less than significant.

Impact TRANS-4.2: Project operations would not result in any significant impacts because of rail activity.

Future Year Baseline Impact Determination

As presented in Table 3.5-8, the Project operations are expected to generate a maximum of five daily trains. The proposed expanded Pier F intermodal railyard is designed to handle the additional trains without causing disruptions to the adjacent rail operations.

Rail activity causes delay at railroad crossings where trains pass and cause auto and truck traffic to stop. The amount of delay is related to the length of the train, the speed of the train, and the amount of auto and truck traffic that is blocked. The proposed Project would cause an increase in the number of trains and the amount of auto and truck traffic. The increase in auto and truck traffic has effects only at the railroad crossings that are at-grade. The impacts associated with the increase in Project-related rail activity on the rail system and at the local grade crossings are discussed below.

Port Vicinity

Rail-related impacts due to the proposed Project are limited to the at-grade crossings that are located south of the downtown railyards, and focus on the at-grade crossings in and near the Port between the proposed expanded Pier F intermodal railyard and the beginning of the Alameda Corridor. The two local grade crossings that could be affected include Pier B Street/9th Street and Edison Avenue.

The grade crossing at Edison Avenue has been eliminated as part of the Edison Avenue Closure project. Currently, because drivers can experience long delays during peak hour at the Pier B Street/9th Street at-grade crossing, most drivers already take different routes to avoid delays. Moreover, as part of future planned improvements to the Pier B Railyard, this crossing would be eliminated (2015). Since both the crossings are being eliminated in the future and because alternative routes that avoid the crossings are available, the proposed Project would have less than significant impacts at either grade crossing.

Alameda Corridor

The proposed Project would have less than significant impact on regional rail corridors north of the proposed Project site. The completion of the Alameda Corridor has eliminated all of the regional at-grade rail/highway crossings between the Port and the downtown Los Angeles railyards; therefore, there would be no change in vehicular delay at any of those crossings due to Project-related rail activity. Alameda Corridor has a daily capacity of 150 trains. Currently, the demand on the corridor is very low, about 50-65 trains per day. The Project-related increase in the number of trains could be easily accommodated by Alameda Corridor without causing any significant impact.

Therefore, the proposed Project would not have a significant effect on rail services or vehicular delays at the two grade crossings.

Mitigation Measures

As impacts on rail activity would be less than significant, no mitigation is required.

Significance of Impacts after Mitigation

Impacts on rail activity would be less than significant.

CEQA Impact Determination

The Project-related increase in number of trains can be easily accommodated by Alameda Corridor without causing any significant impact. Also, the proposed Project would not have a negative impact on vehicular delays at the two grade crossings under CEQA. Therefore, the proposed Project would not have a significant impact on rail services or vehicular delays at the two grade crossings.

Mitigation Measures

As impacts on rail activity would be less than significant, no mitigation is required.

Significance of Impacts after Mitigation

Impacts on rail activity would be less than significant.

NEPA Impact Determination

The Project-related increase in number of trains can be easily accommodated by Alameda Corridor without causing any significant impact. Also, the proposed Project would not have a negative impact on vehicular delays at the two grade crossings under NEPA. Therefore, the proposed Project would not have a significant impact on rail services or vehicular delays at the two grade crossings.

Mitigation Measures

As impacts on rail activity would be less than significant, no mitigation is required.

Significance of Impacts after Mitigation

Impacts on rail activity would be less than significant.

3.5.2.4 Alternative 2 – 315-Acre Alternative

Alternative 2 would add 24.7 net acres of newly created land to the existing 294-acre Project site by filling Slip 1 between Piers E and F (Berths E12-E14 and F1-F4). Under this alternative, the proposed 40-acre East Basin would not be filled.

Construction Impacts

Future Year Baseline Impact Determination

As discussed in Section 3.5.2.3, the analysis of construction-related traffic impacts for each alternative uses the vehicular traffic estimates developed for the 345-Acre Alternative. Because the 345-Acre Alternative would generate more construction-related traffic than the 315-Acre Alternative, this approach generates a conservative estimate of traffic impacts due to construction at the site for this alternative.

Under this approach, construction-related **Impacts TRANS-1.1 through TRANS-4.1,** for the Future Year Baseline comparison, are the same for the 315-Acre Alternative as discussed for the 345-Acre Alternative. Consequently, the required mitigation measures and the significance of impacts after mitigation are the same for the 315-Acre Alternative and the 345-Acre Alternative.

CEQA Impact Determination

The impact analysis under the CEQA Baseline uses the same assumptions and data as the 345-Acre CEQA Baseline comparison. Therefore, construction-related **Impacts TRANS-1.1 through TRANS-4.1,** for the CEQA Baseline comparison, are the same for the 315-Acre Alternative, as described for the 345-Acre Alternative. Consequently, the required mitigation measures and the significance of impacts after mitigation are the same for the 315-Acre Alternative and the 345-Acre Alternative.

NEPA Impact Determination

The impact analysis under the NEPA Baseline uses the same assumptions and data as the 345-Acre NEPA Baseline comparison. Therefore, construction-related **Impacts TRANS-1.1 through TRANS-4.1,** for the NEPA Baseline comparison, are the same for the 315-Acre Alternative as described for the 345-Acre Alternative. Consequently, the required mitigation measures and the significance of impacts after mitigation are the same for the 315-Acre Alternative and the 345-Acre Alternative.

Operational Impacts

The trip generation estimates were developed based on the operating parameters described in Section 3.5.2.2.

The proposed Project trip generation estimates are summarized in Table 3.5-24. It is important to note that for future years, peak hour trips do not

increase proportionately with TEU growth. This is because in future years, on-dock rail usage would increase and work shift splits would change as described above.

Impact TRANS-1.2: Additional traffic generated by Alternative 2 would have significant impacts at certain study area intersections.

As described in Section 3.5.2.2, Project impacts associated with the Future Year Baseline were determined by comparing the future without- and future with-Project traffic conditions. The Project impacts associated with the CEQA Baseline were determined by comparing the future with-Project traffic conditions to the CEQA Baseline. The impacts associated with the NEPA Baseline were determined by comparing the future with-Project traffic conditions to the NEPA Baseline.

Table 3.5-25 summarizes the intersection and time periods by analysis year where the Project would have significant impacts under the Future Year, NEPA, and CEQA Baselines.

Future Year Baseline Impact Determination

Tables 3.5-26.1 through 3.5-26.4 summarize the intersection operating conditions at each study intersection in years 2010, 2015, 2020, and 2030, compared to the Future Year Baseline.

As indicated in Table 3.5-25 the Project would have significant impacts at the following four study area intersections:

- Pico Avenue/Pier G Avenue and Harbor Plaza;
- Pico Avenue and Pier E Street/Ocean Blvd EB On- and Off-Ramps;
- Pico Avenue/Ocean Blvd WB Off-Ramp; and
- Pico Avenue and Pier D Street.

Mitigation Measures

Mitigation Measures TRANS-1.1c through TRANS-1.1e and TRANS-1.2 would apply to this impact. Table 3.5-29 summarizes the intersection operating conditions with mitigation.

Significance of Impacts after Mitigation

Implementation of **Mitigation Measures TRANS-1.1c through TRANS-1.1e and TRANS-1.2** would ensure that impacts on study area intersection would be less than significant.

CEQA Impact Determination

Tables 3.5-27.1 through 3.5-27.4 summarize the intersection operating conditions at each study intersection in years 2010, 2015, 2020, and 2030, compared to the CEQA Baseline.

As indicated in Table 3.5-25, the proposed Project would have significant impacts at the following four study area intersections under CEQA:

- Pico Avenue/Pier G Avenue and Harbor Plaza;
- Pico Avenue and Pier E Street/Ocean Blvd EB On- and Off-Ramps;
- Pico Avenue/Ocean Blvd WB Off-Ramp; and
- Pico Avenue and Pier D Street.

Mitigation Measures

Mitigation Measures TRANS-1.1c through TRANS-1.1e and TRANS-1.2 would apply to this impact. Table 3.5-29 summarizes the intersection operating conditions with mitigation.

Significance of Impacts after Mitigation

Implementation of **Mitigation Measures TRANS-1.1c through TRANS-1.1e and TRANS-1.2** would ensure that impacts on study area intersections would be less than significant.

NEPA Impact Determination

Tables 3.5-28.1 through 3.5-28.4 summarize the intersection operating conditions at each study intersection in years 2010, 2015, 2020, and 2030, compared to the NEPA Baseline.

As indicated in Table 3.5-25 the Project would have significant impacts at the following two study area intersections under NEPA:

- Pico Avenue/Pier G Avenue and Harbor Plaza; and
- Pico Avenue and Pier E Street/Ocean Blvd EB On- and Off-Ramps.

Mitigation Measures

Mitigation Measures TRANS-1.1c through TRANS-1.1e and TRANS-1.2 would apply to this impact. Table 3.5-29 summarizes the intersection operating conditions with mitigation.

Significance of Impacts after Mitigation

Implementation of **Mitigation Measures TRANS-1.1c through TRANS-1.1e and TRANS-1.2** would

ensure that impacts on study area intersections would be less than significant.

Impact TRANS-2.2: Additional traffic generated by Alternative 2 would have significant impacts on highway locations in the study area.

For all analysis years, the impacts on highway locations for the 315-Acre Alternative were determined based upon comparing the LOS for the alternative to that of the Future Year, NEPA, and CEQA Baselines.

Table 3.5-30 summarizes the highway segments and time periods by analysis year where Alternative 2 would have significant impacts under the Future Year, NEPA, and CEQA Baselines.

Future Year Baseline Impact Determination

Tables 3.5-31.1 through 3.5-31.4 summarize the operating conditions at each study highway segment in years 2010, 2015, 2020, and 2030 compared to the Future Year Baseline conditions.

As shown in Table 3.5-30, Alternative 2 would have significant impacts on the following study highway segments using the Future Year Baseline comparison:

- I-405 south of I-710, northbound only;
- I-710 between Willow Street and PCH, northbound only;
- SR-91 east of I-710, both directions; and
- SR-91 west of I-710, both directions.

Mitigation Measures

The POLB does not own, control, or maintain any of the impacted highway segments. These segments fall under the jurisdiction of Caltrans. Therefore, the POLB does not have authority to unilaterally implement any mitigation measures on the highway segments. However, implementation of **Mitigation Measure TRANS-2.1** would minimize impacts on highway segments.

If Caltrans does not implement either of these steps, the regional cumulative impact on these freeway segments would remain significant and unavoidable.

In addition, it should be noted that the POLB is currently participating in the on-going regional transportation programs, as described in Section 3.5.2.3 under **Impact TRANS-2.1**, which would contribute toward mitigating any potential impacts of the Project.

No additional feasible mitigation measures are available at this time.

Significance of Impacts after Mitigation

It can be assumed that until Caltrans implements improvements on the I-710, I-405, and SR-91 highway segments, the Project would have significant impacts at these locations. Therefore, impacts on highway segments would be significant and unavoidable.

CEQA Impact Determination

Tables 3.5-32.1 through 3.5-32.4 summarize the operating conditions at each study highway segment in years 2010, 2015, 2020, and 2030, compared to the CEQA Baseline.

As shown in Table 3.5-30, Alternative 2 would have significant impacts on the following study highway segments under CEQA:

- I-405 north of I-710, both directions (starting 2015, max one percent in 2030);
- I-405 south of I-710, both directions (starting 2010, max five percent in 2010);
- I-710 between Willow Street and Pacific Coast Highway, both directions (starting 2010, max 3.5 percent in 2020);
- I-110 north of C-Street, northbound only (starting 2030, max 1.5 percent in 2020);
- SR-91 east of I-710, both directions (starting 2010, max six percent in 2030); and
- SR-91 west of I-710, both directions (starting 2015, max two percent in 2015).

Alternative 2 shows an impact on more highway segments in this scenario because the 2005 traffic levels are compared to future traffic levels that include not only Alternative 2 traffic but also all forecasted future traffic on these segments resulting from regional growth and other area projects and activities unrelated to Alternative 2. Although total highway traffic would increase substantially in the future, this alternative contributes only a small portion to the anticipated future traffic. Table 3.5-34 indicates the share of the future traffic on the impacted study highway segments. Under Alternative 2, the maximum share of the future traffic on each individual link ranges from approximately one to six percent.

Mitigation Measures

The POLB does not own, control, or maintain any of the impacted highway segments. These segments fall under the jurisdiction of Caltrans. Therefore, the POLB does not have authority to unilaterally implement any mitigation measures on the highway segments. However, implementation of **Mitigation Measure TRANS-2.1** would minimize impacts on highway segments.

If Caltrans does not implement either of these steps, the regional cumulative impact on these freeway segments would remain significant and unavoidable.

In addition, POLB is currently participating in the on-going regional transportation programs, as described in Section 3.5.2.3 under **Impact TRANS-2.1**, which are intended to address future regional traffic growth and resulting congestion on area freeways.

No additional feasible mitigation measures are available at this time.

Significance of Impacts after Mitigation

It can be assumed that until Caltrans implements improvements on the I-710, I-405, and SR-91, highway segments, the Project would have significant impacts at these locations. Therefore, impacts on highway segments would be significant and unavoidable.

NEPA Impact Determination

Tables 3.5-33.1 through 3.5-33.4 summarize the operating conditions at each study highway segment in years 2010, 2015, 2020, and 2030, compared to the NEPA Baseline.

As shown in Table 3.5-30, Alternative 2 would have significant impact on the following study highway segments under NEPA:

- I-405 south of I-710, northbound only; and
- SR-91 east of I-710, westbound only.

Mitigation Measures

The POLB does not own, control, or maintain any of the impacted highway segments. These segments fall under the jurisdiction of Caltrans. Therefore, the POLB does not have authority to unilaterally implement any mitigation measures on the highway segments. However, implementation of **Mitigation Measure TRANS-2.1** would minimize impacts on highway segments.

If Caltrans does not implement either of these steps, the regional cumulative impact on these freeway segments would remain significant and unavoidable.

In addition, POLB is currently participating in the on-going regional transportation programs, as described in Section 3.5.2.3 under **Impact TRANS-2.1**, which are intended to address future regional traffic growth and resulting congestion on area freeways.

No additional feasible mitigation measures are available at this time.

Significance of Impacts after Mitigation

It can be assumed that until Caltrans implements improvements on the I-710, I-405, and SR-91 highway segments, the Project would have significant impacts at these locations. Therefore, impacts on highway segments would be significant and unavoidable.

Impact TRANS-3.2: Alternative 2 operations would not increase the demand for transit services.

Future Year Baseline Impact Determination

Under Alternative 2, impacts on transit services would be similar in nature to, but slightly less than, the proposed Project. Therefore, impacts described under **Impact TRANS-3.2** would be the same for Alternative 2. Similar to the proposed Project, implementation of this alternative would result in less than significant impacts under the Future Year Baseline comparison.

CEQA Impact Determination

Under Alternative 2, impacts on transit services would be similar in nature to, but slightly less than, the proposed Project. Therefore, impacts described under **Impact TRANS-3.2** would be the same for Alternative 2. Similar to the proposed Project, implementation of this alternative would result in less than significant impacts under CEQA.

NEPA Impact Determination

Alternative 2 impacts on transit services would be similar in nature to, but slightly less than, the proposed Project. Therefore, impacts described under **Impact TRANS-3.2** would be the same for Alternative 2. Similar to the proposed Project, implementation of this alternative would result in less than significant impacts under NEPA.

Impact TRANS-4.2: Alternative 2 operations would not result in any increases in rail activity.

Future Year Baseline Impact Determination

Alternative 2 impacts on rail activity would be similar in nature to, but slightly less than, the proposed Project. Therefore, impacts described under **Impact TRANS-4.2** would be the same for Alternative 2. Similar to the proposed Project, implementation of this alternative would result in less than significant impacts under the Future Baseline comparison.

CEQA Impact Determination

Under Alternative 2, impacts on rail activity would be similar in nature to, but slightly less than, the proposed Project. Therefore, impacts described under **Impact TRANS-4.2** would be the same for Alternative 2. Similar to the proposed Project, implementation of this alternative would result in less than significant impacts under CEQA.

NEPA Impact Determination

Alternative 2 impacts on rail activity would be similar in nature to, but slightly less than, the proposed Project. Therefore, impacts described under **Impact TRANS-4.2** would be the same for Alternative 2. Similar to the proposed Project, implementation of this alternative would result in less than significant impacts under NEPA.

3.5.2.5 Alternative 3 – Landside Improvements Alternative

Alternative 3 would redevelop existing terminal areas on Piers E and F and convert underutilized land north of the Gerald Desmond Bridge and Ocean Boulevard within the Project site to a container yard. No in-water activities, including dredging, filling Slip 1 and the East Basin, new wharf construction, wharf upgrades, or channel and berth deepening would occur.

Construction Impacts

Future Year Baseline Impact Determination

As discussed in Section 3.5.2.3, the analysis of construction-related traffic impacts for each alternative uses the vehicular traffic estimates developed for the 345-Acre Alternative. Because the 345-Acre Alternative would generate more construction-related traffic than the Landside Improvements Alternative, this approach generates a conservative estimate of traffic impacts due to construction at the site for this alternative.

Under this approach, construction-related **Impacts TRANS-1.1 through TRANS-4.1,** for the Future Year Baseline comparison, is the same for the Landside Improvements Alternative as described for the 345-Acre Alternative. Consequently, the required mitigation measures and the significance of impacts after the mitigation are the same for the Landside Improvements Alternative and the 345-Acre Alternative.

CEQA Impact Determination

The impact analysis under the CEQA Baseline uses the same assumption and data as the 345-Acre CEQA Baseline comparison. Therefore, construction-related **Impacts TRANS-1.1 through TRANS-4.1,** for the CEQA Baseline comparison, is the same for the Landside Improvements Alternative, as described for the 345-Acre Alternative. Consequently, the required mitigation measures and the significance of impacts after the mitigation are the same for the Landside Improvements Alternative and the 345-Acre Alternative.

NEPA Impact Determination

Alternative 3 is equivalent to the NEPA Baseline because it only includes construction and operational activities that would not require issuance of federal permits. As no federal action or permit would be required, there would be no significance determination under NEPA for this alternative. No impacts on ground transportation would occur.

Operational Impacts

The trip generation estimates were developed based on the assumed operating parameters discussed in Section 3.5.2.2.

The Alternative 3 trip generation estimates are summarized in Table 3.5-35. It is important to note that for future years, peak hour trips do not increase proportionately with TEU growth. This is because in future years, on-dock rail usage would increase and work shift splits would change as described above.

Impact TRANS-1.2: Additional traffic generated by Alternative 3 would have significant impacts at the study area intersections.

Table 3.5-36 summarizes the intersection and time periods by analysis year where the project would

have significant impacts under the Future Year and CEQA Baselines.

Future Year Baseline Impact Determination

Tables 3.5-37.1 through 3.5-37.4 summarize the intersection operating conditions at each study intersection in years 2010, 2015, 2020, and 2030, compared to the Future Year Baseline.

As indicated in Table 3.5-35, Alternative 3 would have significant impacts at the following four study area intersections:

- Pico Avenue/Pier G Avenue and Harbor Plaza;
- Pico Avenue and Pier E Street/Ocean Blvd EB On- and Off-Ramps;
- Pico Avenue/Ocean Blvd WB Off-Ramp; and
- Pico Avenue and Pier D Street.

Mitigation Measures

Mitigation Measures TRANS-1.1c through TRANS-1.1e and TRANS-1.2 would apply to this impact. Table 3.5-39 summarizes the intersection operating conditions with mitigation.

Significance of Impacts after Mitigation

Implementation of **Mitigation Measures TRANS-1.1c through TRANS-1.1e and TRANS-1.2** would ensure that impacts on study area intersections would be less than significant.

CEQA Impact Determination

Tables 3.5-38.1 through 3.5-38.4 summarize the intersection operating conditions at each study intersection in years 2010, 2015, 2020, and 2030, compared to the CEQA Baseline.

As indicated in Table 3.5-36, Alternative 3 would have significant impacts at the following four study area intersections under CEQA:

- Pico Avenue/Pier G Avenue and Harbor Plaza;
- Pico Avenue and Pier E Street/Ocean Blvd EB On- and Off-Ramps;
- Pico Avenue/Ocean Blvd WB Off-Ramp; and
- Pico Avenue and Pier D Street.

Mitigation Measures

Mitigation Measures TRANS-1.1c through TRANS-1.1e and TRANS1.2 would apply to this impact. Table 3.5-39 summarizes the intersection operating conditions with mitigation.

Significance of Impacts after Mitigation

Implementation of **Mitigation Measures TRANS-1.1c through TRANS-1.1e and TRANS-1.2** would ensure that impacts on study area intersections would be less than significant.

NEPA Impact Determination

Alternative 3 is equivalent to the NEPA Baseline because it only includes construction and operational activities that would not require issuance of federal permits. As no federal action or permit would be required, there would be no significance determination under NEPA for this alternative. No impacts on study area intersections would occur.

Impact TRANS-2.2: Additional traffic generated by the Alternative 3 would have significant impacts on certain highway locations in the study area.

For all analysis years, the impacts on highway locations for the Landside Improvements Alternative were determined based upon comparing the LOS for the alternative to that of the Future Year and CEQA Baselines.

Table 3.5-40 summarizes the highway segments and time periods by analysis year where Alternative 3 would have significant impacts under the Future Year and CEQA Baselines.

Future Year Baseline Impact Determination

Tables 3.5-41.1 through 3.5-41.4 summarize the operating conditions at each study highway segment in years 2010, 2015, 2020, and 2030 compared to the Future Year Baseline conditions.

As shown in Table 3.5-40, Alternative 3 would have significant impacts on the following study highway segments using the Future Year Baseline comparison:

- I-405 south of I-710, northbound only;
- I-710 between Willow Street and PCH, northbound only;
- SR-91 east of I-710, both directions; and
- SR-91 west of I-710, both directions.

Mitigation Measures

The POLB does not own, control, or maintain any of the impacted highway segments. These segments fall under the jurisdiction of Caltrans. Therefore, the POLB does not have authority to

unilaterally implement any mitigation measures on the highway segments. However, implementation of **Mitigation Measure TRANS-2.1** would minimize impacts on highway segments.

If Caltrans does not implement either of these steps, the regional cumulative impact on these freeway segments would remain significant and unavoidable.

In addition, it should be noted that the POLB is currently participating in the on-going regional transportation programs, as described in Section 3.5.2.3 under **Impact TRANS-2.1**, which would contribute toward mitigating any potential impacts of Alternative 3.

No additional feasible mitigation measures are available at this time.

Significance of Impacts after Mitigation

It can be assumed that until Caltrans implements improvements on the I-710, I-405, and SR-91 highway segments, the Project would have significant impacts at these locations. Therefore, impacts on highway segments would be significant and unavoidable.

CEQA Impact Determination

Tables 3.5-42.1 through 3.5-42.4 summarize the operating conditions at each study highway segment in years 2010, 2015, 2020, and 2030, compared to the CEQA Baseline.

As shown in Table 3.5-40, Alternative 3 would have significant impact on the following study highway segments under CEQA:

- I-405 north of I-710, both directions (starting 2015, max one percent in 2020);
- I-405 south of I-710, both directions (starting 2010, max five percent in 2010);
- I-710 between Willow Street and Pacific Coast Highway, both directions (starting 2010, max four percent in 2020);
- I-110 north of C-Street, northbound only (starting 2030, max 1.5 percent in 2020);
- SR-91 east of I-710, both directions (starting 2010, max five percent in 2030); and
- SR-91 west of I-710, both directions (starting 2015, max 4.5 percent in 2030).

Alternative 3 shows an impact on more highway segments in this scenario because the 2005 traffic levels are compared to future traffic levels that include not only Alternative 3 traffic but also all forecasted future traffic on these segments resulting from regional growth and other area projects and activities unrelated to Alternative 3. Although total highway traffic would increase substantially in the future, this alternative contributes only a small portion to the anticipated future traffic. Table 3.5-43 indicates the share of the future traffic on the impacted study highway segments. Under Alternative 3, the maximum share of the future traffic on each individual link ranges from approximately one to five percent.

Mitigation Measures

The POLB does not own, control, or maintain any of the impacted highway segments. These segments fall under the jurisdiction of Caltrans. Therefore, the POLB does not have authority to unilaterally implement any mitigation measures on the highway segments. However, implementation of **Mitigation Measure TRANS-2.1** would minimize impacts on highway segments.

If Caltrans does not implement either of these steps, the regional cumulative impact on these freeway segments would remain significant and unavoidable.

In addition, it should be noted that the POLB is currently participating in the on-going regional transportation programs, as described in Section 3.5.2.3 under **Impact TRANS-2.1**, which would contribute toward mitigating any potential impacts of Alternative 3.

No additional feasible mitigation measures are available at this time.

Significance of Impacts after Mitigation

It can be assumed that until Caltrans implements improvements on the I-710, I-405, and SR-91, highway segments, the Project would have significant impacts at these locations. Therefore, impacts on highway segments would be significant and unavoidable.

NEPA Impact Determination

Alternative 3 is equivalent to the NEPA Baseline because it only includes construction and operational activities that would not require issuance of federal permits. As no federal action or permit would be required, there would be no significance determination under NEPA for this alternative. No impacts on highway segments would occur.

Impact TRANS-3.2: Alternative 3 operations would not increase the demand for transit services.

Future Year Baseline Impact Determination

Under Alternative 3, impacts on transit services would be similar in nature but slightly less than the proposed Project. Therefore, impacts described under **Impact TRANS-3.2** would be the same for Alternative 3. Similar to the proposed Project, implementation of this alternative would result in less than significant impacts under the Future Year Baseline comparison.

CEQA Impact Determination

Under Alternative 3, impacts on transit services would be similar in nature to, but slightly less than, the proposed Project. Therefore, impacts described under **Impact TRANS-3.2** would be the same for Alternative 3. Similar to the proposed Project, implementation of this alternative would result in less than significant impacts under CEQA.

NEPA Impact Determination

Alternative 3 impacts on transit services would be similar in nature to, but slightly less than, the proposed Project. Therefore, impacts described under **Impact TRANS-3.2** would be the same for Alternative 3. Similar to the proposed Project, implementation of this alternative would result in less than significant impacts under NEPA.

Impact TRANS-4.2: Alternative 3 operations would not result in any increases in rail activity.

Future Year Baseline Impact Determination

Alternative 3 impacts on rail activity would be similar in nature to, but slightly less than, the proposed Project. Therefore, impacts described under **Impact TRANS-4.2** would be the same for Alternative 3. Similar to the proposed Project, implementation of this alternative would result in less than significant impacts under the Future Year Baseline comparison.

CEQA Impact Determination

Under Alternative 3, impacts on rail activity would be similar in nature to, but slightly less than, the proposed Project. Therefore, impacts described under **Impact TRANS-4.2** would be the same for Alternative 3. Similar to the proposed Project, implementation of this alternative would result in less than significant impacts under CEQA.

NEPA Impact Determination

Alternative 3 impacts on rail activity would be similar in nature to, but slightly less than, the proposed Project. Therefore, impacts described under **Impact TRANS-4.2** would be the same for Alternative 3. Similar to the proposed Project, implementation of this alternative would result in less than significant impacts under NEPA.

3.5.2.6 Alternative 4 – No Project Alternative

The No Project Alternative would not include construction of upland site improvements, including rail improvements and construction of the Pier E Substation, or in-water activities (i.e., dredging, filling of Slip 1 and the East Basin, and/or new wharf construction). However, forecasted increases in cargo would still occur under this alternative. Operational impacts associated with the following activities would occur: cargo ships that currently berth and load/unload at the terminal would continue to do so; terminal equipment would continue to handle cargo containers; and trucks would continue to transport containers to outlying distribution facilities.

Construction Impacts

Because the No Project Alternative would not involve any construction activity, there would be no construction impacts for the No Project Alternative in all horizon years.

Operational Impacts

The trip generation estimates were developed based on the assumed operating parameters discussed in Section 3.5.2.2.

Alternative 4 trip generation estimates are summarized in Table 3.5-44. It is important to note that for future years, peak hour trips do not increase proportionately with TEU growth. This is because in future years, work shift splits would change as described previously.

Impact TRANS-1.2: Additional traffic generated by the No Project Alternative would have significant impacts at certain study area intersections.

Table 3.5-45 summarizes the intersection and time periods by analysis year where the No Project Alternative would have significant impacts under the Future Year, NEPA, and CEQA Baselines.

Future Year Baseline Impact Determination

Tables 3.5-46.1 through 3.5-46.4 summarize the intersection operating conditions at each study intersection in years 2010, 2015, 2020, and 2030, compared to the Future Year Baseline.

As indicated in Table 3.5-45, the No Project Alternative would have significant impacts at the following three study area intersections:

- Pico Avenue/Pier G Avenue and Harbor Plaza;
- Pico Avenue and Pier E Street/Ocean Blvd EB On- and Off-Ramps; and
- Pico Avenue and Pier D Street.

Mitigation Measures

Mitigation measures were not identified for the No Project Alternative because this alternative would not require approvals for new uses.

Significance of Impacts after Mitigation

Impacts on study area intersections would be significant and unavoidable.

CEQA Impact Determination

Tables 3.5-47.1 through 3.5-47.4 summarize the intersection operating conditions at each study intersection in years 2010, 2015, 2020, and 2030, compared to the CEQA Baseline.

As indicated in Table 3.5-45, the No Project Alternative would have significant impacts at the following four study area intersections under CEQA:

- Pico Avenue/Pier G Avenue and Harbor Plaza;
- Pico Avenue and Pier E Street/Ocean Blvd EB On- and Off-Ramps;
- Pico Avenue/Ocean Blvd WB Off-Ramp; and
- Pico Avenue and Pier D Street.

Mitigation Measures

Mitigation measures were not identified for the No Project Alternative because this alternative would not require approvals for new uses.

Significance of Impacts after Mitigation

Impacts on study area intersections would be significant and unavoidable.

NEPA Impact Determination

Tables 3.5-48.1 through 3.5-48.4 summarize the intersection operating conditions at each study intersection in ears 2010, 2015, 2020, and 2030, compared to the NEPA Baseline.

As indicated in Table 3.5-45 the No Project Alternative would have significant impacts at the following three study area intersections under NEPA:

- Pico Avenue/Pier G Avenue and Harbor Plaza;
- Pico Avenue and Pier E Street/Ocean Blvd EB On- and Off-Ramps; and
- Pico Avenue and Pier D Street.

Mitigation Measures

Mitigation measures were not identified for the No Project Alternative because this alternative would not require approvals for new uses.

Significance of Impacts after Mitigation

Impacts on study area intersections would be significant and unavoidable.

Impact TRANS-2.2: Additional traffic generated by the No Project Alternative would have significant impacts on certain highway locations in the study area.

For all analysis years, the impacts on highway locations for the No Project Alternative are determined based upon comparing the LOS for the alternative to that of the Future Year, NEPA, and CEQA Baselines.

Table 3.5-49 summarizes the highway segments and time periods by analysis year where the No Project Alternative would have significant impacts under the Future Year, NEPA, and CEQA Baselines.

Future Year Baseline Impact Determination

Tables 3.5-50.1 through 3.5-50.4 summarize the operating conditions at each study highway segment in years 2010, 2015, 2020, and 2030 compared to the Future Year Baseline comparison.

As shown in Table 3.5-49, the No Project Alternative would have significant impacts on the following study highway segments using the Future Year Baseline comparison:

- I-405 south of I-710, northbound only;
- I-710 between Willow Street and PCH, northbound only; and
- SR-91 east of I-710, both directions.

Mitigation Measures

Mitigation measures were not identified for the No Project Alternative because this alternative would not require approvals for new uses.

Significance of Impacts after Mitigation

Impacts on highway segments would be significant and unavoidable.

CEQA Impact Determination

Tables 3.5-51.1 through 3.5-51.4 summarize the operating conditions at each study highway segment in years 2010, 2015, 2020, and 2030, compared to the CEQA Baseline.

As shown in Table 3.5-49, the No Project Alternative would have a significant impact on the following study highway segment under CEQA:

- I-710 between Willow Street and PCH, both directions.

Mitigation Measures

Mitigation measures were not identified for the No Project Alternative because this alternative would not require approvals for new uses.

Significance of Impacts after Mitigation

Impacts on highway segments would be significant and unavoidable.

NEPA Impact Determination

Tables 3.5-52.1 through 3.5-52.4 summarize the operating conditions at each study highway segment in years 2010, 2015, 2020, and 2030, compared to the NEPA Baseline.

As shown in Table 3.5-49, the No Project Alternative would have significant impacts on the following study highway segments using the NEPA Baseline comparison:

- I-405 south of I-710, northbound only; and
- SR-91 east of I-710, both directions.

Mitigation Measures

Mitigation measures were not identified for the No Project Alternative because this alternative would not require approvals for new uses.

Significance of Impacts after Mitigation

Impacts on highway segments would be significant and unavoidable.

Impact TRANS-3.2: No Project Alternative operations would not increase the demand for transit services.

Future Year Baseline Impact Determination

Under the No Project Alternative, impacts on transit services would be similar in nature to, but slightly less than, the proposed Project. Therefore, impacts described under **Impact TRANS-3.2** would be the same for the No Project Alternative. Similar to the proposed Project, implementation of this alternative would result in less than significant impacts under the Future Year Baseline comparison.

CEQA Impact Determination

Under the No Project Alternative, impacts on transit services would be similar in nature to, but slightly less than, the proposed Project. Therefore, impacts described under **Impact TRANS-3.2** would be the same for the No Project Alternative. Similar to the proposed Project, implementation of this alternative would result in less than significant impacts under CEQA.

NEPA Impact Determination

The No Project Alternative impacts on transit services would be similar in nature to, but slightly less than, the proposed Project. Therefore, impacts described under **Impact TRANS-3.2** would be the same for the No Project Alternative. Similar to the proposed Project, implementation of this alternative would result in less than significant impacts under NEPA.

Impact TRANS-4.2: No Project Alternative operations would not result in any increases in rail activity.

Future Year Baseline Impact Determination

The No Project Alternative impacts on rail activity would be similar in nature to, but slightly less than, the proposed Project. Therefore, impacts described under **Impact TRANS-4.2** would be the same for the No Project Alternative. Similar to the proposed Project, implementation of this alternative would result in less than significant impacts under the Future Year Baseline comparison.

CEQA Impact Determination

Under the No Project Alternative, impacts on rail activity would be similar in nature to, but slightly less than, the proposed Project. Therefore, impacts described under **Impact TRANS-4.2** would be the same for the No Project Alternative. Similar to the proposed Project, implementation of this alternative would result in less than significant impacts under CEQA.

NEPA Impact Determination

The No Project Alternative impacts on rail activity would be similar in nature to, but slightly less than, the proposed Project. Therefore, impacts described under **Impact TRANS-4.2** would be the same for the No Project Alternative. Similar to the proposed Project, implementation of this alternative would result in less than significant impacts under NEPA.

3.5.3 Cumulative Impacts

This section examines the potential effects of the Project in association with cumulative development. NEPA (40 C.F.R. 1508.7 and 40 C.F.R. 1508.25(a)(2)) and CEQA Guidelines (Section 15130) require an analysis of cumulative impacts, in addition to project-specific impacts. Section 15355 of the CEQA Guidelines, as amended, provides the following definition of cumulative impacts: "Cumulative impacts refer to two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts."

Related Projects

The fact that a cumulative impact is significant on the whole does not necessarily mean that the project-related contribution to that impact analysis is significant as well. Instead, under NEPA and CEQA, a project related contribution to a significant cumulative impact is only significant if the contribution is cumulatively considerable.

A list of related development projects in the Project vicinity is provided in Chapter 2 (Table 2.1-1). The Future Year Baseline model used in this analysis includes traffic from the related projects identified in Table 2.1-1 and Regional Transportation Plan projects to be in place as assumed in the SCAG's base model. The San Pedro Bay Ports growth is not an integral part of the SCAG model, but is added on top of the SCAG regional base model. The Ports model was also refined to provide more accurate assignment of special generator trips such as those in downtown Long Beach, San Pedro, and other projects in the Port vicinity. These are identified in Table 2.1-1 and were incorporated in the Ports model to assess the cumulative background traffic growth in the study area.

Analysis

To support each significance conclusion, this EIS/EIR provides a cumulative impact analysis on where Project-specific impacts have been identified that, together with the effects of other related projects, could result in cumulatively significant impacts. The comparison of the Project and alternatives to the Future Year Baseline conditions primarily constitutes the cumulative impact analysis and is presented in Sections 3.5.2.3 through 3.5.2.6 for the 345-Acre Alternative (the Project), the 315-Acre Alternative, the Landside Improvements Alternative, and the No Project Alternative.

Both construction and operation of the Project would contribute to the cumulative significant traffic impacts at certain study locations.

Impact TRANS-1: Increase V/C Ratios at Study Area Intersections

The Project, when considered cumulatively would have significant impacts at certain study intersections. The deteriorations in the LOS and associated impacts with the addition of Project traffic to the cumulative background (Future Year Baseline) traffic conditions are presented in Table 3.5-15.1 through Table 3.5-15.4 for the 345-Acre Alternative, Table 3.5-26.1 through Table 3.5-26.4 for the 315-Acre Alternative, Table 3.5-37.1 through Table 3.5-37.4 for the Landside Improvements Alternative, and Table 3.5-45.1 through Table 3.5-45.4 for the No Project Alternative. Therefore, the Project would cumulatively contribute toward the intersection impacts identified in the above referenced tables.

Mitigation Measures

Since the Project specific mitigation measures recommended for the 345-Acre, the 315-Acre, and the Landside Improvements Alternative would alleviate the intersection impacts to a level of less than significant, no further mitigation measures are required. As indicated in Tables 3.5-14, 3.5-29, and 3.5-39, the intersections are projected to operate at acceptable LOS with the Project recommended mitigation measures. By implementing **Mitigation Measures TRANS-1.1c through TRANS-1.1e and TRANS-1.2**, the cumulative impacts would be less than significant for the 345-Acre Alternative, the 315-Acre Alternative, and the Landside Improvements Alternative.

Significance of Impacts after Mitigation

Impacts would be less than significant.

Impact TRANS-2: Increase the D/C Ratio at Study Area Highway Segments

The Project when considered cumulatively would have significant impacts at certain study highway segments. The deteriorations in the LOS and associated impacts with the addition of Project traffic to the cumulative background (Future Year Baseline) traffic conditions are presented in Table 3.5-20.1 through Table 3.5-20.4 for the 345-Acre Alternative, Table 3.5-31.1 through Table 3.5-31.4 for the 315-Acre Alternative, Table 3.5-40.1 through Table 3.5-40.4 for the Landside Improvements Alternative, and Table 3.5-49.1 through Table 3.5-49.4 for the No-Project Alternative. Therefore, the Project would cumulatively contribute toward the highway segment impacts identified in the above referenced tables.

Mitigation Measures

The POLB does not own, control, or maintain any of the impacted highway segments. These segments fall under the jurisdiction of Caltrans. Therefore, the POLB does not have authority to unilaterally implement any mitigation measures on the highway segments.

If Caltrans either a) adopts a fair share based program to collect funds for actual mitigation that Caltrans commits itself to implement, or b) otherwise obtains the balance of funding needed to improve the impacted study highway segments in a manner that would improve the segments level of operation, POLB shall be required to pay its fair share into that program. If Caltrans does not implement either of these steps, the regional cumulative impact on these freeway segments would remain significant and unavoidable.

It should be noted that the POLB is currently participating in the on-going regional transportation programs described under the 345-Acre Alternative, which would contribute towards mitigating any potential impacts of the Project.

Significance of Impacts after Mitigation

Until Caltrans implements improvements to the I-710, I-405, and SR-91, the proposed Project's impacts on the above-mentioned highway segments would remain significant. Therefore, there would be significant and unavoidable highway traffic impacts associated with the Project.

Impact TRANS-3: Increase the Demand for Transit Services & TRANS-4: Increase Delays associated with Rail Activity

As discussed in previous sections, the Project would not contribute to the cumulative impacts on transit or rail services and would not contribute cumulatively in creating additional vehicular delays at the at-grade rail crossings.

Mitigation Measures

Since there are no cumulative impacts, no mitigations are necessary.

Significance of Impacts after Mitigation

Impacts would be less than significant.

3.5.4 Mitigation Monitoring Program

Implementation of **Mitigation Measures TRANS-1.1a through TRANS-1.1e, TRANS-1.2, and TRANS-2.1** would be required to reduce impacts on ground transportation. These mitigation measure and monitoring requirements are summarized in Table 3.5-53.

Table 3.5-1. Study Intersections and Highway Links
Intersections
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (existing conditions) (c)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (future conditions) (c) (d)
3b. Pico Avenue and New Ocean Boulevard Westbound On-Ramp (future conditions) (c) (d)
4. Pico Avenue and Broadway (c)
5. Pico Avenue and Pier D Street (a)
6. Pico Avenue and Pier C Street (b)
7. Pico Avenue and Pier B Street and 9th Street (b)
8. Anaheim Way and Pier B Street (a)
9. Farragut Avenue and Anaheim Street (b)
Highway/Freeway Links
1. I-405 Freeway north of I-710 Freeway and south of Santa Fe
2. I-405 Freeway south of I-710 Freeway and north of Long Beach Boulevard
3. I-710 Freeway between Willow Street and Pacific Coast Highway
4. I-110 Freeway north of C-Street
5. SR-47 Freeway at Heim Bridge
6. SR-91 Freeway east of I-710 Freeway
7. SR-91 Freeway west of I-710 Freeway
Notes: a. All-way stop-controlled intersection. b. Signalized intersection. c. Stop controlled on minor street only. d. Intersection does not currently exist or would be significantly modified prior to Project opening.

Table 3.5-2. Level of Service Criteria for Signalized Intersections		
LOS	**V/C Ratio**	**Description of Conditions**
A	0 to 0.60	Little or no delay/congestion
B	>0.60 to 0.70	Slight congestion/delay
C	>0.70 to 0.80	Moderate delay/congestion
D	>0.80 to 0.90	Significant delay/congestion
E	>0.90 to 1.00	Extreme congestion/delay
F	1.00 +	Intersection failure/gridlock

Table 3.5-3. Level of Service Criteria for Non-Signalized Intersections		
LOS	**Average Delay (seconds/veh)**	**Description of Conditions**
A	≤10”	Little or no delay
B	>10” and ≤15”	Slight delay
C	>15” and ≤25”	Moderate delay
D	>25” and ≤35”	Significant delay
E	>35” and ≤50”	Extreme congestion
F	>50”	Intersection gridlock
Source: Chapter 17, Highway Capacity Manual, Transportation Research Board, 2000		

Table 3.5-4. Level Of Service Criteria For Highway Segment		
LOS	**D/C Ratio**	**Description of Conditions**
A	0.01-0.35	"Free-flow" condition
B	0.36-0.54	Slight congestion
C	0.55-0.77	Moderate congestion
D	0.78-0.93	Significant congestion
E	0.94-1.00	Extreme congestion
F	>1.00	Gridlock/Stop-and-Go Condition

Table 3.5-5. Existing Intersection/highway Link Level of Service Analysis

Intersection / Highway Links	2005 Existing Peak Hour Conditions					
	AM		MD		PM	
	LOS	V/C or Delay*	LOS	V/C or Delay*	LOS	V/C or Delay*
Intersection						
1. Pico Ave/Pier G Ave & Harbor Plaza (a)	B	14.0	C	21.7	B	14.6
2. Pico Ave & Pier E St/Ocean Blvd EB On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3
3. Pico Ave & Ocean Blvd WB On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5
4. Pico Ave & Broadway (c)	B	10.6	B	12.7	B	11.5
5. Pico Ave & Pier D Street (a)	A	9.8	E	47.3	F	106.8
6. Pico Ave & Pier C Street (b)	A	0.231	A	0.263	A	0.266
7. Pico Ave & Pier B Street & 9th Street (b)	A	0.356	A	0.385	A	0.426
8. Anaheim Way & Pier B St (a)	A	8.1	A	8.8	A	9.1
9. Farragut Ave & Anaheim St (b) (d)	A	0.348	A	0.333	A	0.450
Highway/Freeway Segments						
1. NB I-405 Fwy n/o I-710 Fwy	F	1.243	F	1.138	F	1.119
SB I-405 Fwy n/o I-710 Fwy	E	0.943	F	1.062	F	1.221
2. NB I-405 Fwy s/o I-710 Fwy	F	1.199	F	1.121	F	1.137
SB I-405 Fwy s/o I-710 Fwy	D	0.929	F	1.024	F	1.173
3. NB I-710 Fwy between Willow St & PCH	E	0.980	F	1.031	F	1.089
SB I-710 Fwy between Willow St & PCH	F	1.080	F	1.072	F	1.091
4. NB I-110 Fwy n/o C-Street	D	0.828	C	0.757	C	0.673
SB I-110 Fwy n/o C-Street	C	0.587	C	0.667	D	0.788
5. NB SR-47 at Heim Bridge	A	0.175	A	0.291	A	0.252
SB SR-47 at Heim Bridge	A	0.233	A	0.241	A	0.150
6. EB SR-91 Fwy e/o I-710 Fwy	D	0.860	F	1.008	F	1.165
WB SR-91 Fwy e/o I-710 Fwy	F	1.202	F	1.084	F	1.056
7. EB SR-91 Fwy w/o I-710 Fwy	C	0.691	D	0.847	E	0.988
WB SR-91 Fwy w/o I-710 Fwy	E	0.972	D	0.852	D	0.814

Notes:

a. All-way stop-controlled intersection (weighted average intersection delay in seconds).
b. Signalized intersection (V/C reported).
c. Stop controlled on minor street only (calculated average delay on minor approach in seconds).
d. Intersection does not currently exist or would be significantly modified prior to Project opening.

w/o=West of; e/o=east of; n/o=north of; s/o=south of

Table 3.5-6. Work Shifts			
Year	Percentage of Throughput in Each Shift		
	Day	Second	Night
2010	70%	30%	0%
2015	65%	30%	5%
2020	60%	20%	20%
2030	60%	20%	20%

Table 3.5-7. Mode Splits[1] Under Alternatives and Analysis Years								
Year	Percentage of Total Throughput							
	No Project		345-Acre		315-Acre		Landside Improvements/ NEPA Baseline	
	Rail[2]	Truck[3]	Rail[2]	Truck[3]	Rail[2]	Truck[3]	Rail[2]	Truck[3]
2010	10.1%	89.9%	10.0%	90.0%	10.0%	90.0%	10.0%	90.0%
2015	10.1%	89.9%	31.0%	69.0%	31.4%	68.6%	21.9%	78.1%
2020	10.1%	89.9%	30.7%	69.3%	35.0%	65.0%	24.1%	75.9%
2030	10.1%	89.9%	26.3%	73.7%	30.4%	69.6%	20.8%	79.2%

Note: 2005 (CEQA Baseline is approximately 8.1% by rail and 91.9% by truck.

1. In order to present a worst case analysis for truck trips no future offsite rail improvements were assumed to be in place, i.e., a constrained rail network was assumed.
2. Represents on-dock rail
3. Includes trucks draying intermodal boxes to near- and off-dock railyards. This represents 30% of TEUs in 2010 and 11% in 2030.

Table 3.5-8. Number of Daily Train[1] Trips Generated				
	345-Acre	315-Acre	Landside Improvements/ NEPA Baseline	No Project
2010	2	2	2	>1[2]
2015	4	4	3	1
2020	5	5	4	1
2030	5	5	4	2

Note: 2005 CEQA Baseline is one train every 2.5 days (0.38 trains per day).

1. A train consists of 25 cars measuring approximately 7,500 feet long. Each car consists of five bare tables capable of handling up to 10 containers.
2. One train every 2.5 days.

Table 3.5-9.1. 345-Acre Alternative Construction-Related Intersection Level of Service Analysis (Year 2010)

Intersections	Year 2010 Future Year Baseline						Year 2010						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	D	32.8	F	84.6	E	36.9	C	22.2	F	68.6	D	31.1	-10.6	-16.0	-5.8	No
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	10.3	B	12.3	B	12.3	B	10.9	B	12.1	B	12.6	0.6	-0.2	0.3	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.4	A	8.3	B	11.8	B	10.4	B	13.8	B	12.8	1.0	5.5	1.0	No
4. Pico Avenue and Broadway (c)	B	10.2	B	10.5	A	9.3	B	11.3	B	11.8	B	10.1	1.1	1.3	0.8	No
5. Pico Avenue and Pier D Street (a)	C	23.4	B	14.3	B	12.0	D	29.7	E	42.8	C	21.5	6.3	28.5	9.5	Yes (MD)
6. Pico Avenue and Pier C Street (b)	A	0.333	A	0.280	A	0.241	A	0.385	A	0.340	A	0.295	0.052	0.060	0.054	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.536	A	0.476	A	0.509	A	0.583	A	0.565	A	0.580	0.047	0.089	0.071	No
8. Anaheim Way and Pier B Street (a)	A	7.2	A	7.6	A	7.9	A	7.5	A	7.9	A	8.0	0.3	0.3	0.1	No
9. Farragut Avenue and Anaheim Street (b)	A	0.296	A	0.262	A	0.391	A	0.313	A	0.267	A	0.407	0.017	0.005	0.016	No

Notes:

a. All-way stop-controlled intersection; (weighted average delay in seconds for entire intersection reported).
b. Signalized intersection (V/C ratio is reported).
c. Stop controlled on minor street only (worst minor street approach delay in seconds is reported).

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-9.2. 345-Acre Alternative Construction-Related Intersection Level of Service Analysis (Year 2015)

Intersections	Year 2015 Future Year Baseline						Year 2015						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	E	38.5	F	95.1	E	39.2	C	21.7	F	75.4	C	23.1	-16.8	-19.7	-16.1	No
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	11.6	C	15.8	C	17.2	B	13.1	B	15.5	C	19.9	1.5	-0.3	2.7	No
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	A	10.0	C	16.2	B	10.2	B	13.1	C	18.3	C	19.4	3.1	2.1	9.2	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	8.4	A	9.1	A	9.3	A	9.2	A	9.9	B	10.3	0.8	0.8	1.0	No
4. Pico Avenue and Broadway (c)	B	10.1	B	11.5	B	10.2	B	11.4	B	12.6	B	10.7	1.3	1.1	0.5	No
5. Pico Avenue and Pier D Street (a)	D	25.6	C	15.9	B	13.1	D	26.2	C	24.2	C	17.7	0.6	8.3	4.6	No
6. Pico Avenue and Pier C Street (b)	A	0.350	A	0.314	A	0.288	A	0.405	A	0.352	A	0.335	0.055	0.038	0.047	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.565	A	0.581	A	0.543	B	0.616	B	0.630	B	0.607	0.051	0.049	0.064	No
8. Anaheim Way and Pier B Street (a)	A	7.9	A	8.1	A	8.4	A	8.3	A	8.4	A	9.0	0.4	0.3	0.6	No
9. Farragut Avenue and Anaheim Street (b)	A	0.356	A	0.349	A	0.476	A	0.376	A	0.359	A	0.492	0.020	0.010	0.016	No

Notes:

a. All-way stop-controlled intersection; (weighted average delay in seconds for entire intersection reported).
b. Signalized intersection (V/C ratio is reported).
c. Stop controlled on minor street only (worst minor street approach delay in seconds is reported).

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-9.3. 345-Acre Alternative Construction-Related Intersection Level of Service Analysis (Year 2020)

Intersections	Year 2020 Future Year Baseline						Year 2020						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	F	63.4	F	108.5	F	54.8	F	58.8	F	104.4	E	38.9	-4.6	-4.1	-15.9	No
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	14.8	C	19.2	D	28.1	C	17.3	C	19.9	E	41.4	2.5	0.7	13.3	Yes (PM)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	B	11.0	C	18.3	C	20.1	C	17.1	C	22.4	D	30.7	6.1	4.1	10.6	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	8.8	A	9.6	A	9.7	A	9.8	B	10.7	B	11.5	1.0	1.1	1.8	No
4. Pico Avenue and Broadway (c)	B	10.9	B	12.4	B	10.6	B	12.5	B	14.2	B	11.4	1.6	1.8	0.8	No
5. Pico Avenue and Pier D Street (a)	D	29.4	C	16.9	C	15.0	E	43.1	D	34.7	C	24.9	13.7	17.8	9.9	Yes (AM)
6. Pico Avenue and Pier C Street (b)	A	0.388	A	0.352	A	0.345	A	0.439	A	0.402	A	0.404	0.051	0.050	0.059	No
7. Pico Avenue/Pier B Street and 9th Street (b)	B	0.626	A	0.549	A	0.572	B	0.650	A	0.592	B	0.649	0.024	0.043	0.077	No
8. Anaheim Way and Pier B Street (a)	B	10.6	A	9.9	B	10.8	B	11.6	B	11.0	B	12.9	1.0	1.1	2.1	No
9. Farragut Avenue and Anaheim Street (b)	A	0.436	A	0.441	B	0.607	A	0.487	A	0.508	B	0.679	0.051	0.067	0.072	No

Notes:

a. All-way stop-controlled intersection; (weighted average delay in seconds for entire intersection reported).
b. Signalized intersection (V/C ratio is reported).
c. Stop controlled on minor street only (worst minor street approach delay in seconds is reported).

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3.5-10.1. 345-Acre Alternative Construction-Related Intersection Level of Service Analysis (Year 2010)

Intersections	Year 2005 CEQA Baseline						Year 2010						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	C	22.2	F	68.6	D	31.1	8.2	46.9	16.5	Yes (MD)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	B	10.9	B	12.1	B	12.6	1.0	0.3	1.3	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5	B	10.4	B	13.8	B	12.8	0.8	3.9	3.3	No
4. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	11.3	B	11.8	A	10.1	0.7	-0.9	-1.4	No
5. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	D	29.7	E	42.8	C	21.5	19.9	-4.5	-85.3	No
6. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.385	A	0.340	A	0.295	0.154	0.077	0.029	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	A	0.583	A	0.565	A	0.580	0.227	0.180	0.154	No
8. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	A	7.5	A	7.9	A	8.0	-0.6	-0.9	-1.1	No
9. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.313	A	0.267	A	0.407	-0.035	-0.066	-0.043	No

Notes:

a. All-way stop-controlled intersection; (weighted average delay in seconds for entire intersection reported).
b. Signalized intersection (V/C ratio is reported).
c. Stop controlled on minor street only (worst minor street approach delay in seconds is reported).

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-10.2. 345-Acre Alternative Construction-Related Intersection Level of Service Analysis (Year 2015)

Intersections	Year 2005 CEQA Baseline						Year 2015						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	C	21.7	F	75.4	C	23.1	7.7	53.7	8.5	Yes (MD)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	B	13.1	B	15.5	C	19.9	3.2	3.7	8.6	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5	-	-	-	-	-	-	-	-	-	-
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c) (d)	-	-	-	-	-	-	B	13.1	C	18.3	C	19.4	N/A	N/A	N/A	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c) (d)	-	-	-	-	-	-	A	9.2	A	9.9	A	10.3	N/A	N/A	N/A	No
4. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	11.4	B	12.6	B	10.7	0.8	-0.1	-0.8	No
5. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	D	26.2	C	24.2	C	17.7	16.4	-23.1	-89.1	No
6. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.405	A	0.352	A	0.335	0.174	0.089	0.069	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	A	0.616	B	0.630	A	0.607	0.260	0.245	0.181	No
8. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	A	8.3	A	8.4	A	9.0	0.2	-0.4	-0.1	No
9. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.376	A	0.359	A	0.492	0.028	0.026	0.042	No

Notes:

a. All-way stop-controlled intersection; (weighted average delay in seconds for entire intersection reported).
b. Signalized intersection (V/C ratio is reported).
c. Stop controlled on minor street only (worst minor street approach delay in seconds is reported).
d. Intersection configuration different in 2005 so no direct comparison is available.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-10.3. 345-Acre Alternative Construction-Related Intersection Level of Service Analysis (Year 2020)

Intersections	Year 2005 CEQA Baseline						Year 2020						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	F	56.6	F	100.6	E	37.5	42.6	78.9	22.9	Yes (AM,MD,PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	C	16.7	C	19.2	E	39.9	6.8	7.4	28.6	Yes (PM)
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5										
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c) (d)	-	-	-	-	-	-	C	16.5	C	21.6	D	29.6	(d)	(d)	(d)	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c) (d)	-	-	-	-	-	-	A	9.4	B	10.3	B	11.1	(d)	(d)	(d)	No
4. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	12.0	B	13.7	B	11.0	1.4	1	-0.5	No
5. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	E	41.5	D	33.4	C	24.0	31.7	-13.9	-82.8	Yes (AM)
6. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.423	A	0.387	A	0.389	0.192	0.124	0.123	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	B	0.626	A	0.570	B	0.625	0.27	0.19	0.199	No
8. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	B	11.2	B	10.6	B	12.4	3.1	1.8	3.3	No
9. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.469	A	0.489	B	0.654	0.121	0.156	0.204	No

Notes:

a. All-way stop-controlled intersection; (weighted average delay in seconds for entire intersection reported).
b. Signalized intersection (V/C ratio is reported).
c. Stop controlled on minor street only (worst minor street approach delay in seconds is reported).
d. Intersection configuration different in 2005 so no direct comparison is available.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-11.1. 345-Acre Alternative Construction-Related Intersection Level of Service Analysis (Year 2010)

Intersections	Year 2010 NEPA Baseline						Year 2010						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	C	21	F	63.5	D	28.2	C	21.4	F	66.1	D	30	0.4	2.6	1.8	Yes (MD)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	10.6	B	11.7	B	12.1	B	10.5	B	11.7	B	12.1	-0.1	0	0	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.9	B	13.1	B	12.3	B	10	B	13.3	B	12.3	0.1	0.2	0	No
4. Pico Avenue and Broadway (c)	B	10.8	B	11.2	A	9.7	B	10.9	B	11.4	A	9.7	0.1	0.2	0	No
5. Pico Avenue and Pier D Street (a)	D	25.5	E	38.8	C	20.7	D	28.6	E	41.2	C	20.7	3.1	2.4	0	Yes (MD)
6. Pico Avenue and Pier C Street (b)	A	0.37	A	0.325	A	0.283	A	0.371	A	0.328	A	0.284	0.001	0.003	0.001	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.556	A	0.544	A	0.558	A	0.562	A	0.544	A	0.559	0.006	0	0.001	No
8. Anaheim Way and Pier B Street (a)	A	7.2	A	7.6	A	7.8	A	7.2	A	7.6	A	7.7	0	0	-0.1	No
9. Farragut Avenue and Anaheim Street (b)	A	0.358	A	0.333	A	0.443	A	0.368	A	0.329	A	0.449	0.010	-0.004	0.006	No

Notes:

a. All-way stop-controlled intersection; (weighted average delay in seconds for entire intersection reported).
b. Signalized intersection (V/C ratio is reported).
c. Stop controlled on minor street only (worst minor street approach delay in seconds is reported).

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-11.2. 345-Acre Alternative Construction-Related Intersection Level of Service Analysis (Year 2015)

Intersections	Year 2015 NEPA Baseline						Year 2015						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	C	22.8	F	69.5	D	26.6	C	20.9	F	72.6	C	22.3	-1.9	3.1	-4.3	Yes (MD)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	12.5	C	15.1	C	19	B	12.6	B	14.9	C	19.2	0.1	-0.2	0.2	No
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	B	12.9	C	18.2	C	19.1	B	12.6	C	17.6	C	18.7	-0.3	-0.6	-0.4	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	9	A	9.8	B	10.1	A	8.9	A	9.5	A	9.9	-0.1	-0.3	-0.2	No
4. Pico Avenue and Broadway (c)	B	11.1	B	12.5	B	10.4	B	11	B	12.1	B	10.3	-0.1	-0.4	-0.1	No
5. Pico Avenue and Pier D Street (a)	D	27.6	D	30.3	C	19.1	D	25.2	C	23.3	C	17.1	-2.4	-7	-2	No
6. Pico Avenue and Pier C Street (b)	A	0.398	A	0.346	A	0.329	A	0.39	A	0.339	A	0.323	-0.008	-0.007	-0.006	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.594	B	0.626	A	0.6	A	0.593	B	0.607	A	0.585	-0.001	-0.019	-0.015	No
8. Anaheim Way and Pier B Street (a)	A	8	A	8.2	A	8.4	A	8	A	8.1	A	8.7	0	-0.1	0.3	No
9. Farragut Avenue and Anaheim Street (b)	A	0.425	A	0.405	A	0.518	A	0.426	A	0.408	A	0.532	0.001	0.003	0.014	No

Notes:

a. All-way stop-controlled intersection; (weighted average delay in seconds for entire intersection reported).
b. Signalized intersection (V/C ratio is reported).
c. Stop controlled on minor street only (worst minor street approach delay in seconds is reported).

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-11.3. 345-Acre Alternative Construction-Related Intersection Level of Service Analysis (Year 2020)

Intersections	Year 2020 NEPA Baseline						Year 2020						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	F	59.4	F	102.2	E	36.3	F	56.6	F	100.6	E	37.5	-2.8	-1.6	1.2	Yes (PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	14.6	C	19.4	E	35.8	C	16.7	C	19.2	E	39.9	2.1	-0.2	4.1	Yes (PM)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	C	19.1	C	21.5	D	27.2	C	16.5	C	21.6	D	29.6	-2.6	0.1	2.4	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	9.9	B	10.3	B	11.1	A	9.4	B	10.3	B	11.1	-0.5	0	0	No
4. Pico Avenue and Broadway (c)	B	12.5	B	13.8	B	10.7	B	12	B	13.7	B	11	-0.5	-0.1	0.3	No
5. Pico Avenue and Pier D Street (a)	E	43.9	D	34.1	C	24.3	E	41.5	D	33.4	C	24	-2.4	-0.7	-0.3	No
6. Pico Avenue and Pier C Street (b)	A	0.431	A	0.384	A	0.371	A	0.423	A	0.387	A	0.389	-0.008	0.003	0.018	No
7. Pico Avenue/Pier B Street and 9th Street (b)	B	0.651	B	0.631	B	0.632	B	0.626	A	0.57	B	0.625	-0.025	-0.061	-0.007	No
8. Anaheim Way and Pier B Street (a)	B	12.7	B	11.4	B	12.7	B	11.2	B	10.6	B	12.4	-1.5	-0.8	-0.3	No
9. Farragut Avenue and Anaheim Street (b)	A	0.508	A	0.506	B	0.609	A	0.469	A	0.489	B	0.654	-0.039	-0.017	0.045	No

Notes:

a. All-way stop-controlled intersection; (weighted average delay in seconds for entire intersection reported).
b. Signalized intersection (V/C ratio is reported).
c. Stop controlled on minor street only (worst minor street approach delay in seconds is reported).

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-12. 345-Acre Alternative Construction-Related Mitigated Intersection Level of Service Analysis

Year	8-9 A.M.		2-3 P.M.		4-5 P.M.	
	LOS	V/C Delay	LOS	V/C Delay	LOS	V/C Delay
Pico Ave / Pier G Ave and Harbor Plaza						
2010	A	0.569	B	0.721	A	0.588
2015	A	0.556	C	0.764	A	0.620
2020	B	0.722	D	0.838	B	0.710
Pico Ave / Pier E St and Ocean Blvd EB On/Off-Ramps						
2010	A	0.366	A	0.435	A	0.494
2015	A	0.458	A	0.529	B	0.689
2020	A	0.535	B	0.601	D	0.841
Pico Ave / Pier D Street						
2010	B	0.686	B	0.665	B	0.606
2015	B	0.649	A	0.588	A	0.556
2020	C	0.700	B	0.619	B	0.603

Table 3.5-13. 345-Acre Proposed Project Trip Generation

Vehicle Type	8-9 A.M.			2-3 P.M.			4-5 P.M.			Daily
	In	Out	Total	In	Out	Total	In	Out	Total	
Year 2005 CEQA Baseline										
Pier D/E Container Terminal – Trucks	100	88	188	98	96	194	39	57	96	2,527
Pier D/E Container Terminal – Auto	44	30	74	16	28	44	27	80	107	536
Pier D/E Container Terminal Total	144	118	262	114	124	238	66	137	203	3,063
Pier D/E Container Terminal Total P.C.E.	200	165	365	177	187	364	110	124	234	4,471
Pier F Container Terminal – Trucks	122	131	253	151	187	338	96	129	225	4,002
Pier F Container Terminal – Auto	59	39	98	22	37	59	36	106	142	711
Pier F Container Terminal Total	181	170	351	173	224	397	132	235	367	4,713
Pier F Container Terminal Total P.C.E.	236	250	486	252	349	601	211	266	477	6,523
Total PCE Vehicles	**436**	**415**	**851**	**429**	**536**	**965**	**321**	**390**	**711**	**10,994**
Year 2010										
Pier D/E Container Terminal – Trucks	168	92	260	195	207	402	106	143	249	4,271
Pier D/E Container Terminal – Auto	72	72	144	27	46	73	67	131	198	876
Pier D/E Container Terminal Total	240	164	404	222	253	475	173	274	447	5,147
Pier D/E Container Terminal Total P.C.E.	353	201	554	353	338	691	243	333	576	8,053
Pier F Container Terminal – Trucks	108	61	169	126	133	258	68	92	160	2,760
Pier F Container Terminal – Auto	50	50	100	19	32	51	47	91	138	610
Pier F Container Terminal Total	158	111	269	145	165	309	115	183	298	3,370
Pier F Container Terminal Total P.C.E.	231	136	367	229	219	448	161	221	381	5,249
Total PCE Vehicles	**584**	**337**	**921**	**582**	**557**	**1,139**	**404**	**554**	**957**	**13,302**
Year 2015										
Pier D/E/F Container Terminal – Trucks	223	144	367	258	277	535	140	196	336	6,119
Pier D/E/F Container Terminal – Auto	163	163	326	60	103	163	151	294	445	1,972
Pier D/E/F Container Terminal Total	386	307	693	318	380	698	291	490	781	8,091
Total PCE Vehicles	**534**	**366**	**900**	**491**	**493**	**984**	**384**	**570**	**954**	**12,256**
Year 2020										
Pier D/E/F Container Terminal – Trucks	266	233	499	308	328	636	167	235	402	7,912
Pier D/E/F Container Terminal – Auto	210	210	420	78	132	210	194	378	572	2,537
Pier D/E/F Container Terminal Total	476	443	919	386	460	846	361	613	974	10,449
Total PCE Vehicles	**653**	**538**	**1,192**	**592**	**593**	**1,185**	**473**	**709**	**1,182**	**15,834**
Year 2030										
Pier D/E/F Container Terminal – Trucks	340	299	639	394	403	797	214	346	560	10,112
Pier D/E/F Container Terminal – Auto	245	245	490	91	154	245	227	441	668	2,961
Pier D/E/F Container Terminal Total	585	544	1,129	485	557	1,042	441	787	1,228	13,073
Total PCE Vehicles	**812**	**667**	**1,479**	**749**	**721**	**1,470**	**584**	**929**	**1,513**	**19,956**

Note:
Truck trips have been converted to P.C.E. using a factor of 1.1 for bobtails, 2.0 for chassis, and containers.

Table 3.5-14. 345-Acre Alternative Intersection Significant Impacts

Intersections		2010	2015	2020	2030
1. Pico Avenue/Pier G Avenue and Harbor Plaza	Future Year Baseline				✓ (M)
	CEQA Baseline	✓ (M)	✓ (M)	✓ (A,M,P)	✓ (A,M,P)
	NEPA Baseline	✓ (M)	✓ (M)	✓ (P)	✓ (A,M,P)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps	Future Year Baseline			✓ (P)	✓ (M,P)
	CEQA Baseline			✓ (P)	✓ (M,P)
	NEPA Baseline			✓ (P)	✓ (P)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp	Future Year Baseline				✓ (P)
	CEQA Baseline				✓ (P)
	NEPA Baseline				✓ (P)
6. Pico Avenue and Pier D Street	Future Year Baseline	✓ (M)		✓ (A)	✓ (A,M,P)
	CEQA Baseline			✓ (A)	✓ (A,M,)
	NEPA Baseline	✓ (M)			✓ (A,M,P)

Notes:
A = AM Peak Hour
M = Midday Peak Hour
P = PM Peak Hour

Table 3.5-15.1. 345-Acre Alternative Future Year Baseline Intersection Level of Service Analysis (Year 2010)

Intersections	Year 2010 Future Year Baseline						Year 2010						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	D	32.8	F	84.6	E	36.9	C	21.4	F	66.1	D	30.0	-11.4	-18.5	-6.9	No
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	10.3	B	12.3	B	12.3	B	10.5	B	11.7	B	12.1	0.2	-0.6	-0.2	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.4	A	8.3	B	11.8	B	10.0	B	13.3	B	12.3	0.6	5.0	0.5	No
4. Pico Avenue and Broadway (c)	B	10.2	B	10.5	A	9.3	B	10.9	B	11.4	A	9.7	0.7	0.9	0.4	No
5. Pico Avenue and Pier D Street (a)	C	23.4	B	14.3	B	12.0	D	28.6	E	41.2	C	20.7	5.2	26.9	8.7	Yes (MD)
6. Pico Avenue and Pier C Street (b)	A	0.333	A	0.280	A	0.241	A	0.371	A	0.328	A	0.284	0.038	0.048	0.043	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.536	A	0.476	A	0.509	A	0.562	A	0.544	A	0.559	0.026	0.068	0.050	No
8. Anaheim Way and Pier B Street (a)	A	7.2	A	7.6	A	7.9	A	7.2	A	7.6	A	7.7	0.0	0.0	-0.2	No
9. Farragut Avenue and Anaheim Street (b)	A	0.296	A	0.262	A	0.391	A	0.302	A	0.257	A	0.392	0.006	-0.005	0.001	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-15.2. 345-Acre Alternative Future Year Baseline Intersection Level of Service Analysis (Year 2015)

Intersections	Year 2015 Future Year Baseline						Year 2015						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	E	38.5	F	95.1	E	39.2	C	20.9	F	72.6	C	22.3	-17.6	-22.5	-16.9	No
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	11.6	C	15.8	C	17.2	B	12.6	B	14.9	C	19.2	1.0	-0.9	2.0	No
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	A	10.0	C	16.2	B	10.2	B	12.6	C	17.6	C	18.7	2.6	1.4	8.5	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	8.4	A	9.1	A	9.3	A	8.9	A	9.5	A	9.9	0.5	0.4	0.6	No
4. Pico Avenue and Broadway (c)	B	10.1	B	11.5	B	10.2	B	11.0	B	12.1	B	10.3	0.9	0.6	0.1	No
5. Pico Avenue and Pier D Street (a)	D	25.6	C	15.9	B	13.1	D	25.2	C	23.3	C	17.1	-0.4	7.4	4.0	No
6. Pico Avenue and Pier C Street (b)	A	0.350	A	0.314	A	0.288	A	0.390	A	0.339	A	0.323	0.040	0.025	0.035	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.565	A	0.581	A	0.543	A	0.593	B	0.607	A	0.585	0.028	0.026	0.042	No
8. Anaheim Way and Pier B Street (a)	A	7.9	A	8.1	A	8.4	A	8.0	A	8.1	A	8.7	0.1	0.0	0.3	No
9. Farragut Avenue and Anaheim Street (b)	A	0.356	A	0.349	A	0.476	A	0.362	A	0.346	A	0.474	0.006	-0.003	-0.002	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Sop controlled on minor street only.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 p.m

Table 3.5-15.3. 345-Acre Alternative Future Year Baseline Intersection Level of Service Analysis (Year 2020)

Intersections	Year 2020 Future Year Baseline						Year 2020						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	F	63.4	F	108.5	F	54.8	F	56.6	F	100.6	E	37.5	-6.8	-7.9	-17.3	No
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	14.8	C	19.2	D	28.1	C	16.7	C	19.2	E	39.9	1.9	0.0	11.8	Yes (PM)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	B	11.0	C	18.3	C	20.1	C	16.5	C	21.6	D	29.6	5.5	3.3	9.5	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	8.8	A	9.6	A	9.7	A	9.4	B	10.3	B	11.1	0.6	0.7	1.4	No
4. Pico Avenue and Broadway (c)	B	10.9	B	12.4	B	10.6	B	12.0	B	13.7	B	11.0	1.1	1.3	0.4	No
5. Pico Avenue and Pier D Street (a)	D	29.4	C	16.9	C	15.0	E	41.5	D	33.4	C	24.0	12.1	16.5	9.0	Yes (AM)
6. Pico Avenue and Pier C Street (b)	A	0.388	A	0.352	A	0.345	A	0.423	A	0.387	A	0.389	0.035	0.035	0.044	No
7. Pico Avenue/Pier B Street and 9th Street (b)	B	0.626	A	0.549	A	0.572	B	0.626	A	0.570	B	0.625	0.000	0.021	0.053	No
8. Anaheim Way and Pier B Street (a)	B	10.6	A	9.9	B	10.8	B	11.2	B	10.6	B	12.4	0.6	0.7	1.6	No
9. Farragut Avenue and Anaheim Street (b)	A	0.436	A	0.441	B	0.607	A	0.469	A	0.489	B	0.654	0.033	0.048	0.047	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Sop controlled on minor street only.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-15.4. 345-Acre Alternative Future Year Baseline Intersection Level of Service Analysis (Year 2030)

Intersections	Year 2030 Future Year Baseline						Year 2030						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	F	90.8	F	141.3	F	68.7	F	89.8	F	157.2	F	64.2	-1.0	15.9	-4.5	Yes (MD)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	C	17.7	D	31.9	E	42.7	C	21.3	E	35.6	F	57.8	3.6	3.7	15.1	Yes (MD, PM)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	B	11.5	B	12.0	C	23.6	C	22.9	D	26.3	E	41.8	11.4	14.3	18.2	Yes (PM)
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	9.3	B	10.3	B	11.3	B	10.5	B	11.4	B	13.7	1.2	1.1	2.4	No
4. Pico Avenue and Broadway (c)	B	11.7	B	14.2	B	11.2	B	13.6	C	15.7	B	11.5	1.9	1.5	0.3	No
5. Pico Avenue and Pier D Street (a)	D	32.2	C	19.4	C	17.0	F	58.6	F	50.4	E	39.8	26.4	31.0	22.8	Yes (AM,MD,PM)
6. Pico Avenue and Pier C Street (b)	A	0.415	A	0.395	A	0.369	A	0.464	A	0.420	A	0.422	0.049	0.025	0.053	No
7. Pico Avenue/Pier B Street and 9th Street (b)	B	0.670	B	0.632	B	0.602	B	0.700	B	0.686	B	0.644	0.030	0.054	0.042	No
8. Anaheim Way and Pier B Street (a)	B	14.8	B	14.4	C	16.6	C	15.8	B	13.9	C	17.4	1.0	-0.5	0.8	No
9. Farragut Avenue and Anaheim Street (b)	A	0.509	A	0.500	B	0.672	A	0.532	A	0.553	B	0.688	0.023	0.053	0.016	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-16.1. 345-Acre Alternative CEQA Intersection Level of Service Analysis (Year 2010)

Intersections	Year 2005 CEQA Baseline						Year 2010						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	C	21.4	F	66.1	D	30.0	7.4	44.4	15.4	Yes (MD)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	B	10.5	B	11.7	B	12.1	0.6	-0.1	0.8	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5	B	10.0	B	13.3	B	12.3	0.4	3.4	2.8	No
4. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	10.9	B	11.4	A	9.7	0.3	-1.3	-1.8	No
5. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	D	28.6	E	41.2	C	20.7	18.8	-6.1	-86.1	No
6. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.371	A	0.328	A	0.284	0.14	0.065	0.018	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	A	0.562	A	0.544	A	0.559	0.206	0.159	0.133	No
8. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	A	7.2	A	7.6	A	7.7	-0.9	-1.2	-1.4	No
9. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.302	A	0.257	A	0.392	-0.046	-0.076	-0.058	No

Notes:

a. Al-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-16.2. 345-Acre Alternative CEQA Intersection Level of Service Analysis (Year 2015)

Intersections	Year 2005 CEQA Baseline						Year 2015						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	C	20.9	F	72.6	C	22.3	6.9	50.9	7.7	Yes (MD)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	B	12.6	B	14.9	C	19.2	2.7	3.1	7.9	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5										
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c) (d)	-	-	-	-	-	-	B	12.6	C	17.6	C	18.7	(d)	(d)	(d)	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c) (d)	-	-	-	-	-	-	A	8.9	A	9.5	A	9.9	(d)	(d)	(d)	No
4. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	11.0	B	12.1	B	10.3	0.4	-0.6	-1.2	No
5. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	D	25.2	C	23.3	C	17.1	15.4	-24	-89.7	No
6. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.390	A	0.339	A	0.323	0.159	0.076	0.057	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	A	0.593	B	0.607	A	0.585	0.237	0.22	0.159	No
8. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	A	8.0	A	8.1	A	8.7	-0.1	-0.7	-0.4	No
9. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.362	A	0.346	A	0.474	0.014	0.013	0.024	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.
d. Intersection configuration different in 2005 so no direct comparison is available.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-16.3. 345-Acre Alternative CEQA Intersection Level of Service Analysis (Year 2020)

Intersections	Year 2005 CEQA Baseline						Year 2020						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	F	56.6	F	100.6	E	37.5	42.6	78.9	22.9	Yes (AM,MD,PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	C	16.7	C	19.2	E	39.9	6.8	7.4	28.6	Yes (PM)
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5										
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c) (d)	-	-	-	-	-	-	C	16.5	C	21.6	D	29.6	(d)	(d)	(d)	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c) (d)	-	-	-	-	-	-	A	9.4	B	10.3	B	11.1	(d)	(d)	(d)	No
4. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	12.0	B	13.7	B	11.0	1.4	1	-0.5	No
5. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	E	41.5	D	33.4	C	24.0	31.7	-13.9	-82.8	Yes (AM)
6. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.423	A	0.387	A	0.389	0.192	0.124	0.123	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	B	0.626	A	0.570	B	0.625	0.27	0.19	0.199	No
8. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	B	11.2	B	10.6	B	12.4	3.1	1.8	3.3	No
9. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.469	A	0.489	B	0.654	0.121	0.156	0.204	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.
d. Intersection configuration different in 2005 so no direct comparison is available.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-16.4. 345-Acre Alternative CEQA Intersection Level of Service Analysis (Year 2030)

Intersections	Year 2005 CEQA Baseline						Year 2030						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	F	89.8	F	157.2	F	64.2	75.8	135.5	49.6	Yes (AM,MD,PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	C	21.3	E	35.6	F	57.8	11.4	23.8	46.5	Yes (MD, PM)
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5										
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c) (d)	-	-	-	-	-	-	C	22.9	D	26.3	E	41.8	(d)	(d)	(d)	Yes (PM)
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c) (d)	-	-	-	-	-	-	B	10.5	B	11.4	B	13.7	(d)	(d)	(d)	No
4. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	13.6	C	15.7	B	11.5	3	3	0	No
5. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	F	58.6	F	50.4	E	39.8	48.8	3.1	-67.0	Yes (AM,MD)
6. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.464	A	0.420	A	0.422	0.233	0.157	0.156	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	B	0.700	B	0.686	B	0.644	0.344	0.30	0.218	No
8. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	C	15.8	B	13.9	C	17.4	7.7	5.1	8.3	No
9. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.532	A	0.553	B	0.688	0.184	0.22	0.238	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.
d. Intersection configuration different in 2005 so no direct comparison is available.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-17.1. 345-Acre Alternative NEPA Intersection Level of Service Analysis (Year 2010)

Intersections	Year 2010 NEPA Baseline						Year 2010						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	C	21	F	63.5	D	28.2	C	21.4	F	66.1	D	30	0.4	2.6	1.8	Yes (MD)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	10.6	B	11.7	B	12.1	B	10.5	B	11.7	B	12.1	-0.1	0	0	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.9	B	13.1	B	12.3	B	10	B	13.3	B	12.3	0.1	0.2	0	No
4. Pico Avenue and Broadway (c)	B	10.8	B	11.2	A	9.7	B	10.9	B	11.4	A	9.7	0.1	0.2	0	No
5. Pico Avenue and Pier D Street (a)	D	25.5	E	38.8	C	20.7	D	28.6	E	41.2	C	20.7	3.1	2.4	0	Yes (MD)
6. Pico Avenue and Pier C Street (b)	A	0.37	A	0.325	A	0.283	A	0.371	A	0.328	A	0.284	0.001	0.003	0.001	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.556	A	0.544	A	0.558	A	0.562	A	0.544	A	0.559	0.006	0	0.001	No
8. Anaheim Way and Pier B Street (a)	A	7.2	A	7.6	A	7.8	A	7.2	A	7.6	A	7.7	0	0	-0.1	No
9. Farragut Avenue and Anaheim Street (b)	A	0.358	A	0.333	A	0.443	A	0.368	A	0.329	A	0.449	0.010	-0.004	0.006	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-17.2. 345-Acre Alternative NEPA Intersection Level of Service Analysis (Year 2015)

Intersections	Year 2015 NEPA Baseline						Year 2015						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	C	22.8	F	69.5	D	26.6	C	20.9	F	72.6	C	22.3	-1.9	3.1	-4.3	Yes (MD)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	12.5	C	15.1	C	19	B	12.6	B	14.9	C	19.2	0.1	-0.2	0.2	No
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	B	12.9	C	18.2	C	19.1	B	12.6	C	17.6	C	18.7	-0.3	-0.6	-0.4	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	9	A	9.8	B	10.1	A	8.9	A	9.5	A	9.9	-0.1	-0.3	-0.2	No
4. Pico Avenue and Broadway (c)	B	11.1	B	12.5	B	10.4	B	11	B	12.1	B	10.3	-0.1	-0.4	-0.1	No
5. Pico Avenue and Pier D Street (a)	D	27.6	D	30.3	C	19.1	D	25.2	C	23.3	C	17.1	-2.4	-7	-2	No
6. Pico Avenue and Pier C Street (b)	A	0.398	A	0.346	A	0.329	A	0.39	A	0.339	A	0.323	-0.008	-0.007	-0.006	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.594	B	0.626	A	0.6	A	0.593	B	0.607	A	0.585	-0.001	-0.019	-0.015	No
8. Anaheim Way and Pier B Street (a)	A	8	A	8.2	A	8.4	A	8	A	8.1	A	8.7	0	-0.1	0.3	No
9. Farragut Avenue and Anaheim Street (b)	A	0.425	A	0.405	A	0.518	A	0.426	A	0.408	A	0.532	0.001	0.003	0.014	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-17.3. 345-Acre Alternative NEPA Intersection Level of Service Analysis (Year 2020)

Intersections	Year 2020 NEPA Baseline						Year 2020						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	F	59.4	F	102.2	E	36.3	F	56.6	F	100.6	E	37.5	-2.8	-1.6	1.2	Yes (PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	14.6	C	19.4	E	35.8	C	16.7	C	19.2	E	39.9	2.1	-0.2	4.1	Yes (PM)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	C	19.1	C	21.5	D	27.2	C	16.5	C	21.6	D	29.6	-2.6	0.1	2.4	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	9.9	B	10.3	B	11.1	A	9.4	B	10.3	B	11.1	-0.5	0	0	No
4. Pico Avenue and Broadway (c)	B	12.5	B	13.8	B	10.7	B	12	B	13.7	B	11	-0.5	-0.1	0.3	No
5. Pico Avenue and Pier D Street (a)	E	43.9	D	34.1	C	24.3	E	41.5	D	33.4	C	24	-2.4	-0.7	-0.3	No
6. Pico Avenue and Pier C Street (b)	A	0.431	A	0.384	A	0.371	A	0.423	A	0.387	A	0.389	-0.008	0.003	0.018	No
7. Pico Avenue/Pier B Street and 9th Street (b)	B	0.651	B	0.631	B	0.632	B	0.626	A	0.57	B	0.625	-0.025	-0.061	-0.007	No
8. Anaheim Way and Pier B Street (a)	B	12.7	B	11.4	B	12.7	B	11.2	B	10.6	B	12.4	-1.5	-0.8	-0.3	No
9. Farragut Avenue and Anaheim Street (b)	A	0.508	A	0.506	B	0.609	A	0.469	A	0.489	B	0.654	-0.039	-0.017	0.045	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-17.4. 345-Acre Alternative NEPA Intersection Level of Service Analysis (Year 2030)

Intersections	Year 2030 NEPA Baseline						Year 2030						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	F	84.5	F	151.4	F	53.9	F	89.8	F	157.2	F	64.2	5.3	5.8	10.3	Yes (AM,MD,PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	C	20.1	E	35.9	F	50.9	C	21.3	E	35.6	F	57.8	1.2	-0.3	6.9	Yes (PM)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	C	19.8	D	25.5	E	35.2	C	22.9	D	26.3	E	41.8	3.1	0.8	6.6	Yes (PM)
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	B	10.4	B	11.2	B	12.9	B	10.5	B	11.4	B	13.7	0.1	0.2	0.8	No
4. Pico Avenue and Broadway (c)	B	13.4	C	15.2	B	11.1	B	13.6	C	15.7	B	11.5	0.2	0.5	0.4	No
5. Pico Avenue and Pier D Street (a)	F	57.8	E	48.7	D	31.9	F	58.6	F	50.4	E	39.8	0.8	1.7	7.9	Yes AM,MD,PM)
6. Pico Avenue and Pier C Street (b)	A	0.463	A	0.417	A	0.399	A	0.464	A	0.42	A	0.422	0.001	0.003	0.023	No
7. Pico Avenue/Pier B Street and 9th Street (b)	B	0.694	C	0.71	B	0.639	B	0.7	B	0.686	B	0.644	0.006	-0.024	0.005	No
8. Anaheim Way and Pier B Street (a)	C	15.4	C	15.4	C	16.5	C	15.8	B	13.9	C	17.4	0.4	-1.5	0.9	No
9. Farragut Avenue and Anaheim Street (b)	A	0.529	A	0.522	B	0.657	A	0.532	A	0.553	B	0.688	0.003	0.031	0.031	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-18. 345-Acre Alternative Mitigated Intersection Level of Service Analysis

Year	8-9 A.M.		2-3 P.M.		4-5 P.M.	
	LOS	V/C Delay	LOS	V/C Delay	LOS	V/C Delay
Pico Ave / Pier G Ave and Harbor Plaza						
2010	A	0.548	B	0.695	A	0.566
2015	A	0.536	C	0.736	A	0.597
2020	B	0.696	D	0.807	B	0.684
2030	C	0.766	D	0.891	C	0.760
Pico Ave / Pier E St and Ocean Blvd EB On/Off-Ramps						
2010	A	0.353	A	0.419	A	0.476
2015	A	0.441	A	0.510	B	0.664
2020	A	0.515	A	0.579	D	0.810
2030	A	0.566	B	0.666	D	0.869
Pico Ave / Ocean Blvd WB Off-Ramp						
2010	A	0.301	A	0.274	A	0.251
2015	A	0.284	A	0.286	A	0.327
2020	A	0.333	A	0.325	A	0.403
2030	A	0.398	A	0.372	A	0.439
Pico Ave / Pier D St						
2010	B	0.661	B	0.641	A	0.584
2015	B	0.625	A	0.566	A	0.536
2020	B	0.674	A	0.596	A	0.581
2030	C	0.748	B	0.667	B	0.661

Table 3.5-19. 345-Acre Alternative Highway Link Significant Impacts

Highway Segments	Baseline	2010	2015	2020	2030
1. NB I-405 Freeway n/o I-710 Freeway	Future Year Baseline	-	-	-	-
	CEQA Baseline	✓ (M)	✓ (A,M,P)	✓ (A,M,P)	✓ (A,M,P)
	NEPA Baseline	-	-	-	-
SB I-405 Freeway n/o I-710 Freeway	Future Year Baseline	-	-	-	-
	CEQA Baseline	-	✓ (A,M,P)	✓ (A,M,P)	✓ (A,M,P)
	NEPA Baseline	-	-	-	-
2. NB I-405 Freeway s/o I-710 Freeway	Future Year Baseline	✓ (A)	-	-	-
	CEQA Baseline	✓ (A)	✓ (A,M,P)	✓ (A,M,P)	✓ (A,M,P)
	NEPA Baseline	-	-	✓ (A)	-
SB I-405 Freeway s/o I-710 Freeway	Future Year Baseline	-	-	-	-
	CEQA Baseline	✓ (M)	✓ (A,M,P)	✓ (A,M,P)	✓ (A,M,P)
	NEPA Baseline	-	-	-	-
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	Future Year Baseline	-	-	✓ (M)	✓ (P)
	CEQA Baseline	✓ (A,M,P)	✓ (A,M,P)	✓ (A,M,P)	✓ (A,M,P)
	NEPA Baseline	-	-	-	-
SB I-710 Freeway between Willow Street and Pacific Coast Highway	Future Year Baseline	-	-	-	-
	CEQA Baseline	✓ (A,M,P)	✓ (A,M,P)	✓ (A,M,P)	✓ (A,M,P)
	NEPA Baseline	-	-	-	-
4. NB I-110 Freeway n/o C-Street	Future Year Baseline	-	-	-	-
	CEQA Baseline	-	-	-	✓ (A)
	NEPA Baseline	-	-	-	-
6. EB SR-91 Freeway e/o I-710 Freeway	Future Year Baseline	-	✓ (P)	-	-
	CEQA Baseline	✓ (M)	✓ (M,P)	✓ (A,M,P)	✓ (A,M,P)
	NEPA Baseline	-	-	-	-
WB SR-91 Freeway e/o I-710 Freeway	Future Year Baseline	-	✓ (M,P)	✓ (M,P)	✓ (M,P)
	CEQA Baseline	✓ (A,P)	✓ (A,M,P)	✓ (A,M,P)	✓ (A,M,P)
	NEPA Baseline	-	-	-	✓ (P)
7. EB SR-91 Freeway w/o I-710 Freeway	Future Year Baseline	-	-	-	-
	CEQA Baseline	-	✓ (P)	✓ (M,P)	✓ (M,P)
	NEPA Baseline	-	-	-	-
WB SR-91 Freeway w/o I-710 Freeway	Future Year Baseline	-	-	-	✓ (M)
	CEQA Baseline	-	✓ (A)	✓ (A,M)	✓ (A,M,P)
	NEPA Baseline	-	-	-	-

Notes:
A = AM Peak Hour
M = Midday Peak Hour
P = PM Peak Hour

Table 3.5-20.1. 345-Acre Alternative Future Year Baseline Highway Link Level of Service Analysis (Year 2010)

Highway Segments	Year 2010 Future Year Baseline						Year 2010						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.259	F	1.160	F	1.130	F	1.262	F	1.159	F	1.132	0.003	-0.001	0.002	No
SB I-405 Freeway n/o I-710 Freeway	E	0.953	F	1.082	F	1.220	E	0.954	F	1.081	F	1.224	0.001	-0.001	0.004	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.159	F	1.131	F	1.133	F	1.232	F	1.135	F	1.142	0.073	0.004	0.009	Yes (AM)
SB I-405 Freeway s/o I-710 Freeway	D	0.938	F	1.038	F	1.168	E	0.943	F	1.048	F	1.178	0.005	0.010	0.010	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.006	F	1.053	F	1.115	F	1.006	F	1.060	F	1.117	0.000	0.007	0.002	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.095	F	1.093	F	1.112	F	1.104	F	1.098	F	1.115	0.009	0.005	0.003	No
4. NB I-110 Freeway n/o C-Street	D	0.839	C	0.753	C	0.681	D	0.840	C	0.754	C	0.683	0.001	0.001	0.002	No
SB I-110 Freeway n/o C-Street	C	0.597	C	0.658	D	0.795	C	0.595	C	0.662	D	0.793	-0.002	0.004	-0.002	No
5. NB SR-47 Freeway at Heim Bridge	A	0.172	A	0.275	A	0.251	A	0.171	A	0.278	A	0.251	-0.001	0.003	0.000	No
SB SR-47 Freeway at Heim Bridge	A	0.225	A	0.232	A	0.148	A	0.224	A	0.229	A	0.145	-0.001	-0.003	-0.003	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.870	F	1.046	F	1.124	D	0.867	F	1.048	F	1.098	-0.003	0.002	-0.026	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.227	F	1.040	F	1.088	F	1.232	F	1.039	F	1.092	0.005	-0.001	0.004	No
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.694	D	0.861	E	0.962	C	0.693	D	0.860	E	0.950	-0.001	-0.001	-0.012	No
WB SR-91 Freeway w/o I-710 Freeway	E	0.969	D	0.829	D	0.815	E	0.974	D	0.836	D	0.813	0.005	0.007	-0.002	No

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-20.2. 345-Acre Alternative Future Year Baseline Highway Link Level of Service Analysis (Year 2015)

Highway Segments	Year 2015 Future Year Baseline						Year 2015						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.324	F	1.214	F	1.202	F	1.327	F	1.211	F	1.196	0.003	-0.003	-0.006	No
SB I-405 Freeway n/o I-710 Freeway	F	1.006	F	1.129	F	1.315	F	1.005	F	1.121	F	1.307	-0.001	-0.008	-0.008	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.278	F	1.195	F	1.221	F	1.278	F	1.188	F	1.217	0.000	-0.007	-0.004	No
SB I-405 Freeway s/o I-710 Freeway	E	0.992	F	1.092	F	1.248	E	0.994	F	1.088	F	1.252	0.002	-0.004	0.004	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.052	F	1.100	F	1.158	F	1.051	F	1.107	F	1.167	-0.001	0.007	0.009	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.160	F	1.145	F	1.163	F	1.157	F	1.152	F	1.170	-0.003	0.007	0.007	No
4. NB I-110 Freeway n/o C-Street	D	0.889	D	0.808	C	0.726	D	0.892	D	0.807	C	0.731	0.003	-0.001	0.005	No
SB I-110 Freeway n/o C-Street	C	0.628	C	0.714	D	0.837	C	0.631	C	0.714	D	0.839	0.003	0.000	0.002	No
5. NB SR-47 Freeway at Heim Bridge	A	0.192	A	0.317	A	0.290	A	0.190	A	0.313	A	0.297	-0.002	-0.004	0.007	No
SB SR-47 Freeway at Heim Bridge	A	0.258	A	0.253	A	0.160	A	0.257	A	0.255	A	0.159	-0.001	0.002	-0.001	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.918	F	1.073	F	1.211	D	0.919	F	1.066	F	1.236	0.001	-0.007	0.025	Yes (PM)
WB SR-91 Freeway e/o I-710 Freeway	F	1.257	F	1.146	F	1.125	F	1.266	F	1.174	F	1.150	0.009	0.028	0.025	Yes (MD,PM)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.738	D	0.907	F	1.038	C	0.738	D	0.899	F	1.053	0.000	-0.008	0.015	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.029	D	0.897	D	0.862	F	1.032	D	0.893	D	0.874	0.003	-0.004	0.012	No

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-20.3. 345-Acre Alternative Future Year Baseline Highway Link Level of Service Analysis (Year 2020)

Highway Segments	Year 2020 Future Year Baseline						Year 2020						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.387	F	1.313	F	1.259	F	1.386	F	1.309	F	1.262	-0.001	-0.004	0.003	No
SB I-405 Freeway n/o I-710 Freeway	F	1.059	F	1.203	F	1.369	F	1.055	F	1.217	F	1.364	-0.004	0.014	-0.005	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.312	F	1.232	F	1.281	F	1.320	F	1.209	F	1.279	0.008	-0.023	-0.002	No
SB I-405 Freeway s/o I-710 Freeway	F	1.038	F	1.161	F	1.315	F	1.044	F	1.160	F	1.306	0.006	-0.001	-0.009	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.059	F	1.141	F	1.203	F	1.063	F	1.186	F	1.206	0.004	0.045	0.003	Yes (MD)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.196	F	1.200	F	1.215	F	1.201	F	1.215	F	1.224	0.005	0.015	0.009	No
4. NB I-110 Freeway n/o C-Street	D	0.882	D	0.857	C	0.755	D	0.891	D	0.856	C	0.759	0.009	-0.001	0.004	No
SB I-110 Freeway n/o C-Street	C	0.634	C	0.746	D	0.886	C	0.633	C	0.741	D	0.886	-0.001	-0.005	0.000	No
5. NB SR-47 Freeway at Heim Bridge	A	0.002	A	0.326	A	0.271	A	-0.004	A	0.336	A	0.280	-0.006	0.010	0.009	No
SB SR-47 Freeway at Heim Bridge	A	0.280	A	0.257	A	0.171	A	0.270	A	0.267	A	0.169	-0.010	0.010	-0.002	No
6. EB SR-91 Freeway e/o I-710 Freeway	E	0.941	F	1.154	F	1.342	E	0.958	F	1.084	F	1.320	0.017	-0.070	-0.022	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.322	F	1.294	F	1.180	F	1.326	F	1.328	F	1.202	0.004	0.034	0.022	Yes (MD,PM)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.779	E	0.986	F	1.124	D	0.781	E	0.956	F	1.128	0.002	-0.030	0.004	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.100	F	1.035	D	0.916	F	1.097	E	0.995	D	0.914	-0.003	-0.040	-0.002	No

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-20.4. 345-Acre Alternative Future Year Baseline Highway Link Level of Service Analysis (Year 2030)

Highway Segments	Year 2030 Future Year Baseline						Year 2030						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.453	F	1.353	F	1.291	F	1.456	F	1.337	F	1.304	0.003	-0.016	0.013	No
SB I-405 Freeway n/o I-710 Freeway	F	1.093	F	1.243	F	1.425	F	1.096	F	1.239	F	1.422	0.003	-0.004	-0.003	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.411	F	1.323	F	1.315	F	1.399	F	1.293	F	1.323	-0.012	-0.030	0.008	No
SB I-405 Freeway s/o I-710 Freeway	F	1.088	F	1.202	F	1.364	F	1.089	F	1.198	F	1.359	0.001	-0.004	-0.005	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.152	F	1.204	F	1.274	F	1.167	F	1.193	F	1.295	0.015	-0.011	0.021	Yes (PM)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.259	F	1.260	F	1.270	F	1.272	F	1.259	F	1.279	0.013	-0.001	0.009	No
4. NB I-110 Freeway n/o C-Street	E	0.967	D	0.891	D	0.784	E	0.969	D	0.897	D	0.796	0.002	0.006	0.012	No
SB I-110 Freeway n/o C-Street	C	0.686	D	0.790	D	0.918	C	0.691	D	0.792	D	0.924	0.005	0.002	0.006	No
5. NB SR-47 Freeway at Heim Bridge	A	0.212	A	0.333	A	0.307	A	0.221	A	0.344	A	0.301	0.009	0.011	-0.006	No
SB SR-47 Freeway at Heim Bridge	A	0.258	A	0.275	A	0.171	A	0.269	A	0.281	A	0.172	0.011	0.006	0.001	No
6. EB SR-91 Freeway e/o I-710 Freeway	F	1.004	F	1.179	F	1.361	E	1.000	F	1.179	F	1.346	-0.004	0.000	-0.015	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.383	F	1.295	F	1.222	F	1.383	F	1.338	F	1.269	0.000	0.043	0.047	Yes (MD,PM)
7. EB SR-91 Freeway w/o I-710 Freeway	D	0.811	E	0.981	F	1.151	D	0.810	E	0.993	F	1.146	-0.001	0.012	-0.005	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.120	E	0.989	E	0.949	F	1.118	F	1.035	E	0.948	-0.002	0.046	-0.001	Yes (MD)

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-21.1. 345-Acre Alternative CEQA Highway Link Level of Service Analysis (Year 2010)

Highway Segments	CEQA Baseline						Year 2010						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.243	F	1.138	F	1.119	F	1.262	F	1.159	F	1.132	0.019	0.021	0.013	Yes(MD)
SB I-405 Freeway n/o I-710 Freeway	E	0.943	F	1.062	F	1.221	E	0.954	F	1.081	F	1.224	0.011	0.019	0.003	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.199	F	1.121	F	1.137	F	1.232	F	1.135	F	1.142	0.033	0.014	0.005	Yes(AM)
SB I-405 Freeway s/o I-710 Freeway	D	0.929	F	1.024	F	1.173	E	0.943	F	1.048	F	1.178	0.014	0.024	0.005	Yes(MD)
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	E	0.98	F	1.031	F	1.089	F	1.006	F	1.06	F	1.117	0.026	0.029	0.028	Yes(AM,MD,PM)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.08	F	1.072	F	1.091	F	1.104	F	1.098	F	1.115	0.024	0.026	0.024	Yes(AM,MD,PM)
4. NB I-110 Freeway n/o C-Street	D	0.828	C	0.757	C	0.673	D	0.84	C	0.754	C	0.683	0.012	-0.003	0.01	No
SB I-110 Freeway n/o C-Street	C	0.587	C	0.667	D	0.788	C	0.595	C	0.662	D	0.793	0.008	-0.005	0.005	No
5. NB SR-47 Freeway at Heim Bridge	A	0.175	A	0.291	A	0.252	A	0.171	A	0.278	A	0.251	-0.004	-0.013	-0.001	No
SB SR-47 Freeway at Heim Bridge	A	0.233	A	0.241	A	0.15	A	0.224	A	0.229	A	0.145	-0.009	-0.012	-0.005	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.86	F	1.008	F	1.165	D	0.867	F	1.048	F	1.098	0.007	0.04	-0.067	Yes(MD)
WB SR-91 Freeway e/o I-710 Freeway	F	1.202	F	1.084	F	1.056	F	1.232	F	1.039	F	1.092	0.03	-0.045	0.036	Yes(AM,PM)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.691	D	0.847	E	0.988	C	0.693	D	0.86	E	0.95	0.002	0.013	-0.038	No
WB SR-91 Freeway w/o I-710 Freeway	E	0.972	D	0.852	D	0.814	E	0.974	D	0.836	D	0.813	0.002	-0.016	-0.001	No

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-21.2. 345-Acre Alternative CEQA Highway Link Level of Service Analysis (Year 2015)

Highway Segments	CEQA Baseline						Year 2015						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.243	F	1.138	F	1.119	F	1.327	F	1.211	F	1.196	0.084	0.073	0.077	Yes(AM,MD,PM)
SB I-405 Freeway n/o I-710 Freeway	E	0.943	F	1.062	F	1.221	F	1.005	F	1.121	F	1.307	0.062	0.059	0.086	Yes(AM,MD,PM)
2. NB I-405 Freeway s/o I-710 Freeway	F	1.199	F	1.121	F	1.137	F	1.278	F	1.188	F	1.217	0.079	0.067	0.08	Yes(AM,MD,PM)
SB I-405 Freeway s/o I-710 Freeway	D	0.929	F	1.024	F	1.173	E	0.994	F	1.088	F	1.252	0.065	0.064	0.079	Yes(AM,MD,PM)
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	E	0.98	F	1.031	F	1.089	F	1.051	F	1.107	F	1.167	0.071	0.076	0.078	Yes(AM,MD,PM)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.08	F	1.072	F	1.091	F	1.157	F	1.152	F	1.17	0.077	0.08	0.079	Yes(AM,MD,PM)
4. NB I-110 Freeway n/o C-Street	D	0.828	C	0.757	C	0.673	D	0.892	D	0.807	C	0.731	0.064	0.05	0.058	No
SB I-110 Freeway n/o C-Street	C	0.587	C	0.667	D	0.788	C	0.631	C	0.714	D	0.839	0.044	0.047	0.051	No
5. NB SR-47 Freeway at Heim Bridge	A	0.175	A	0.291	A	0.252	A	0.19	A	0.313	A	0.297	0.015	0.022	0.045	No
SB SR-47 Freeway at Heim Bridge	A	0.233	A	0.241	A	0.15	A	0.257	A	0.255	A	0.159	0.024	0.014	0.009	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.86	F	1.008	F	1.165	D	0.919	F	1.066	F	1.236	0.059	0.058	0.071	Yes(MD,PM)
WB SR-91 Freeway e/o I-710 Freeway	F	1.202	F	1.084	F	1.056	F	1.266	F	1.174	F	1.15	0.064	0.09	0.094	Yes(AM,MD,PM)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.691	D	0.847	E	0.988	C	0.738	D	0.899	F	1.053	0.047	0.052	0.065	Yes(PM)
WB SR-91 Freeway w/o I-710 Freeway	E	0.972	D	0.852	D	0.814	F	1.032	D	0.893	D	0.874	0.06	0.041	0.06	Yes(AM)

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-21.3. 345-Acre Alternative CEQA Highway Link Level of Service Analysis (Year 2020)

Highway Segments	CEQA Baseline						Year 2020						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.243	F	1.138	F	1.119	F	1.386	F	1.309	F	1.262	0.143	0.171	0.143	Yes(AM,MD,PM)
SB I-405 Freeway n/o I-710 Freeway	E	0.943	F	1.062	F	1.221	F	1.055	F	1.217	F	1.364	0.112	0.155	0.143	Yes(AM,MD,PM)
2. NB I-405 Freeway s/o I-710 Freeway	F	1.199	F	1.121	F	1.137	F	1.32	F	1.209	F	1.279	0.121	0.088	0.142	Yes(AM,MD,PM)
SB I-405 Freeway s/o I-710 Freeway	D	0.929	F	1.024	F	1.173	F	1.044	F	1.16	F	1.306	0.115	0.136	0.133	Yes(AM,MD,PM)
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	E	0.98	F	1.031	F	1.089	F	1.063	F	1.186	F	1.206	0.083	0.155	0.117	Yes(AM,MD,PM)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.08	F	1.072	F	1.091	F	1.201	F	1.215	F	1.224	0.121	0.143	0.133	Yes(AM,MD,PM)
4. NB I-110 Freeway n/o C-Street	D	0.828	C	0.757	C	0.673	D	0.891	D	0.856	C	0.759	0.063	0.099	0.086	No
SB I-110 Freeway n/o C-Street	C	0.587	C	0.667	D	0.788	C	0.633	C	0.741	D	0.886	0.046	0.074	0.098	No
5. NB SR-47 Freeway at Heim Bridge	A	0.175	A	0.291	A	0.252	A	-0.004	A	0.336	A	0.28	-0.179	0.045	0.028	No
SB SR-47 Freeway at Heim Bridge	A	0.233	A	0.241	A	0.15	A	0.27	A	0.267	A	0.169	0.037	0.026	0.019	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.86	F	1.008	F	1.165	E	0.958	F	1.084	F	1.32	0.098	0.076	0.155	Yes(AM,MD,PM)
WB SR-91 Freeway e/o I-710 Freeway	F	1.202	F	1.084	F	1.056	F	1.326	F	1.328	F	1.202	0.124	0.244	0.146	Yes(AM,MD,PM)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.691	D	0.847	E	0.988	D	0.781	E	0.956	F	1.128	0.09	0.109	0.14	Yes(MD,PM)
WB SR-91 Freeway w/o I-710 Freeway	E	0.972	D	0.852	D	0.814	F	1.097	E	0.995	D	0.914	0.125	0.143	0.1	Yes(AM,MD)

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-21.4. 345-Acre Alternative CEQA Highway Link Level of Service Analysis (Year 2030)

Highway Segments	CEQA Baseline						Year 2030						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.243	F	1.138	F	1.119	F	1.456	F	1.337	F	1.304	0.213	0.199	0.185	Yes(AM,MD,PM)
SB I-405 Freeway n/o I-710 Freeway	E	0.943	F	1.062	F	1.221	F	1.096	F	1.239	F	1.422	0.153	0.177	0.201	Yes(AM,MD,PM)
2. NB I-405 Freeway s/o I-710 Freeway	F	1.199	F	1.121	F	1.137	F	1.399	F	1.293	F	1.323	0.2	0.172	0.186	Yes(AM,MD,PM)
SB I-405 Freeway s/o I-710 Freeway	D	0.929	F	1.024	F	1.173	F	1.089	F	1.198	F	1.359	0.16	0.174	0.186	Yes(AM,MD,PM)
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	E	0.98	F	1.031	F	1.089	F	1.167	F	1.193	F	1.295	0.187	0.162	0.206	Yes(AM,MD,PM)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.08	F	1.072	F	1.091	F	1.272	F	1.259	F	1.279	0.192	0.187	0.188	Yes(AM,MD,PM)
4. NB I-110 Freeway n/o C-Street	D	0.828	C	0.757	C	0.673	E	0.969	D	0.897	D	0.796	0.141	0.14	0.123	Yes(AM)
SB I-110 Freeway n/o C-Street	C	0.587	C	0.667	D	0.788	C	0.691	D	0.792	D	0.924	0.104	0.125	0.136	No
5. NB SR-47 Freeway at Heim Bridge	A	0.175	A	0.291	A	0.252	A	0.221	A	0.344	A	0.301	0.046	0.053	0.049	No
SB SR-47 Freeway at Heim Bridge	A	0.233	A	0.241	A	0.15	A	0.269	A	0.281	A	0.172	0.036	0.04	0.022	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.86	F	1.008	F	1.165	E	1	F	1.179	F	1.346	0.14	0.171	0.181	Yes(AM,MD,PM)
WB SR-91 Freeway e/o I-710 Freeway	F	1.202	F	1.084	F	1.056	F	1.383	F	1.338	F	1.269	0.181	0.254	0.213	Yes(AM,MD,PM)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.691	D	0.847	E	0.988	D	0.81	E	0.993	F	1.146	0.119	0.146	0.158	Yes(MD,PM)
WB SR-91 Freeway w/o I-710 Freeway	E	0.972	D	0.852	D	0.814	F	1.118	F	1.035	E	0.948	0.146	0.183	0.134	Yes(AM,MD,PM)

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-22.1. 345-Acre Alternative NEPA Highway Link Level of Service Analysis (Year 2010)

Highway Segments	Year 2010 NEPA Baseline						Year 2010						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.261	F	1.155	F	1.132	F	1.262	F	1.159	F	1.132	0.001	0.004	0.000	No
SB I-405 Freeway n/o I-710 Freeway	E	0.956	F	1.082	F	1.223	E	0.954	F	1.081	F	1.224	-0.002	-0.001	0.001	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.232	F	1.134	F	1.141	F	1.232	F	1.135	F	1.142	0.000	0.001	0.001	No
SB I-405 Freeway s/o I-710 Freeway	E	0.942	F	1.046	F	1.177	E	0.943	F	1.048	F	1.178	0.001	0.002	0.001	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.004	F	1.062	F	1.123	F	1.006	F	1.060	F	1.117	0.002	-0.002	-0.006	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.110	F	1.099	F	1.116	F	1.104	F	1.098	F	1.115	-0.006	-0.001	-0.001	No
4. NB I-110 Freeway n/o C-Street	D	0.839	C	0.754	C	0.682	D	0.840	C	0.754	C	0.683	0.001	0.000	0.001	No
SB I-110 Freeway n/o C-Street	C	0.598	C	0.657	D	0.792	C	0.595	C	0.662	D	0.793	-0.003	0.005	0.001	No
5. NB SR-47 Freeway at Heim Bridge	A	0.171	A	0.276	A	0.251	A	0.171	A	0.278	A	0.251	0.000	0.002	0.000	No
SB SR-47 Freeway at Heim Bridge	A	0.225	A	0.229	A	0.148	A	0.224	A	0.229	A	0.145	-0.001	0.000	-0.003	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.870	F	1.045	F	1.096	D	0.867	F	1.048	F	1.098	-0.003	0.003	0.002	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.249	F	1.039	F	1.080	F	1.232	F	1.039	F	1.092	-0.017	0.000	0.012	No
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.694	D	0.861	E	0.948	C	0.693	D	0.860	E	0.950	-0.001	-0.001	0.002	No
WB SR-91 Freeway w/o I-710 Freeway	E	0.983	D	0.838	D	0.814	E	0.974	D	0.836	D	0.813	-0.009	-0.002	-0.001	No

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-22.2. 345-Acre Alternative NEPA Highway Link Level of Service Analysis (Year 2015)

Highway Segments	Year 2015 NEPA Baseline						Year 2015						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.328	F	1.214	F	1.202	F	1.327	F	1.211	F	1.196	-0.001	-0.003	-0.006	No
SB I-405 Freeway n/o I-710 Freeway	F	1.006	F	1.130	F	1.310	F	1.005	F	1.121	F	1.307	-0.001	-0.009	-0.003	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.277	F	1.190	F	1.211	F	1.278	F	1.188	F	1.217	0.001	-0.002	0.006	No
SB I-405 Freeway s/o I-710 Freeway	E	0.993	F	1.096	F	1.254	E	0.994	F	1.088	F	1.252	0.001	-0.008	-0.002	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.052	F	1.112	F	1.164	F	1.051	F	1.107	F	1.167	-0.001	-0.005	0.003	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.160	F	1.154	F	1.171	F	1.157	F	1.152	F	1.170	-0.003	-0.002	-0.001	No
4. NB I-110 Freeway n/o C-Street	D	0.887	D	0.808	C	0.729	D	0.892	D	0.807	C	0.731	0.005	-0.001	0.002	No
SB I-110 Freeway n/o C-Street	C	0.631	C	0.714	D	0.839	C	0.631	C	0.714	D	0.839	0.000	0.000	0.000	No
5. NB SR-47 Freeway at Heim Bridge	A	0.193	A	0.323	A	0.285	A	0.190	A	0.313	A	0.297	-0.003	-0.010	0.012	No
SB SR-47 Freeway at Heim Bridge	A	0.259	A	0.260	A	0.163	A	0.257	A	0.255	A	0.159	-0.002	-0.005	-0.004	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.919	F	1.073	F	1.255	D	0.919	F	1.066	F	1.236	0.000	-0.007	-0.019	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.257	F	1.163	F	1.135	F	1.266	F	1.174	F	1.150	0.009	0.011	0.015	No
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.741	D	0.907	F	1.060	C	0.738	D	0.899	F	1.053	-0.003	-0.008	-0.007	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.029	D	0.915	D	0.870	F	1.032	D	0.893	D	0.874	0.003	-0.022	0.004	No

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-22.3. 345-Acre Alternative NEPA Highway Link Level of Service Analysis (Year 2020)

Highway Segments	Year 2020 NEPA Baseline						Year 2020						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.386	F	1.310	F	1.259	F	1.386	F	1.309	F	1.262	0.000	-0.001	0.003	No
SB I-405 Freeway n/o I-710 Freeway	F	1.055	F	1.217	F	1.365	F	1.055	F	1.217	F	1.364	0.000	0.000	-0.001	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.271	F	1.226	F	1.277	F	1.320	F	1.209	F	1.279	0.049	-0.017	0.002	Yes (AM)
SB I-405 Freeway s/o I-710 Freeway	F	1.039	F	1.167	F	1.309	F	1.044	F	1.160	F	1.306	0.005	-0.007	-0.003	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.064	F	1.185	F	1.201	F	1.063	F	1.186	F	1.206	-0.001	0.001	0.005	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.212	F	1.220	F	1.221	F	1.201	F	1.215	F	1.224	-0.011	-0.005	0.003	No
4. NB I-110 Freeway n/o C-Street	D	0.889	D	0.859	C	0.752	D	0.891	D	0.856	C	0.759	0.002	-0.003	0.007	No
SB I-110 Freeway n/o C-Street	C	0.634	C	0.757	D	0.883	C	0.633	C	0.741	D	0.886	-0.001	-0.016	0.003	No
5. NB SR-47 Freeway at Heim Bridge	A	0.004	A	0.341	A	0.276	A	-0.004	A	0.336	A	0.280	-0.008	-0.005	0.004	No
SB SR-47 Freeway at Heim Bridge	A	0.278	A	0.269	A	0.175	A	0.270	A	0.267	A	0.169	-0.008	-0.002	-0.006	No
6. EB SR-91 Freeway e/o I-710 Freeway	E	0.944	F	1.088	F	1.321	E	0.958	F	1.084	F	1.320	0.014	-0.004	-0.001	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.357	F	1.325	F	1.195	F	1.326	F	1.328	F	1.202	-0.031	0.003	0.007	No
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.777	E	0.955	F	1.132	D	0.781	E	0.956	F	1.128	0.004	0.001	-0.004	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.104	E	0.985	D	0.912	F	1.097	E	0.995	D	0.914	-0.007	0.010	0.002	No

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-22.4. 345-Acre Alternative NEPA Highway Link Level of Service Analysis (Year 2030)

Highway Segments	Year 2030 NEPA Baseline						Year 2030						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.452	F	1.329	F	1.303	F	1.456	F	1.337	F	1.304	0.004	0.008	0.001	No
SB I-405 Freeway n/o I-710 Freeway	F	1.095	F	1.242	F	1.431	F	1.096	F	1.239	F	1.422	0.001	-0.003	-0.009	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.393	F	1.277	F	1.329	F	1.399	F	1.293	F	1.323	0.006	0.016	-0.006	No
SB I-405 Freeway s/o I-710 Freeway	F	1.091	F	1.199	F	1.372	F	1.089	F	1.198	F	1.359	-0.002	-0.001	-0.013	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.164	F	1.202	F	1.283	F	1.167	F	1.193	F	1.295	0.003	-0.009	0.012	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.270	F	1.267	F	1.284	F	1.272	F	1.259	F	1.279	0.002	-0.008	-0.005	No
4. NB I-110 Freeway n/o C-Street	E	0.968	D	0.901	D	0.790	E	0.969	D	0.897	D	0.796	0.001	-0.004	0.006	No
SB I-110 Freeway n/o C-Street	C	0.689	D	0.793	D	0.927	C	0.691	D	0.792	D	0.924	0.002	-0.001	-0.003	No
5. NB SR-47 Freeway at Heim Bridge	A	0.218	A	0.347	A	0.302	A	0.221	A	0.344	A	0.301	0.003	-0.003	-0.001	No
SB SR-47 Freeway at Heim Bridge	A	0.271	A	0.280	A	0.172	A	0.269	A	0.281	A	0.172	-0.002	0.001	0.000	No
6. EB SR-91 Freeway e/o I-710 Freeway	F	1.004	F	1.181	F	1.345	E	1.000	F	1.179	F	1.346	-0.004	-0.002	0.001	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.365	F	1.363	F	1.237	F	1.383	F	1.338	F	1.269	0.018	-0.025	0.032	Yes (PM)
7. EB SR-91 Freeway w/o I-710 Freeway	D	0.808	E	0.989	F	1.151	D	0.810	E	0.993	F	1.146	0.002	0.004	-0.005	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.117	F	1.052	E	0.947	F	1.118	F	1.035	E	0.948	0.001	-0.017	0.001	No

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-23. Percentage of Project-Traffic to Highway (345-Acre Alternative)

Study Highway Segment	Traffic Volume in 2005 (Baseline)	2010			2015			2020			2030		
		Future without Project	Future with Project	Project Share	Future without Project	Future with Project	Project Share	Future without Project	Future with Project	Project Share	Future without Project	Future with Project	Project Share
AM PEAK													
1. NB I-405 Fwy. n/o I-710 Fwy.	15,657	16,184	16,220	0.22%	16,689	16,716	0.16%	17,444	17,438	-0.03%	18,304	18,334	0.16%
SB I-405 Fwy. n/o I-710 Fwy.	11,875	12,214	12,220	0.05%	12,671	12,661	-0.08%	13,296	13,254	-0.32%	13,785	13,821	0.26%
2. NB I-405 Fwy. s/o I-710 Fwy.	15,099	14,869	15,636	**4.91%**	16,106	16,101	-0.03%	16,544	16,623	0.48%	17,745	17,618	-0.72%
SB I-405 Fwy. s/o I-710 Fwy.	11,708	12,023	12,075	0.43%	12,498	12,515	0.14%	13,049	13,107	0.44%	13,706	13,715	0.07%
3. NB I-710 Fwy. b/w Willow St. and PCH	6,171	6,391	6,394	0.05%	6,628	6,622	-0.09%	6,666	6,693	0.40%	7,256	7,348	1.25%
SB I-710 Fwy. b/w Willow St. and PCH	6,804	6,963	7,017	0.77%	7,307	7,285	-0.30%	7,530	7,562	0.42%	7,936	8,017	1.01%
4. NB I-110 Fwy. n/o C-Street	6,953	7,139	7,151	0.17%	7,469	7,495	0.35%	7,408	7,488	1.07%	8,120	8,135	0.18%
SB I-110 Fwy. n/o C-Street	4,930	5,080	5,067	-0.26%	5,270	5,297	0.51%	5,329	5,320	-0.17%	5,765	5,806	**0.71%**
6. EB SR-91 Fwy. e/o I-710 Fwy.	10,831	11,191	11,158	-0.30%	11,568	11,577	0.08%	11,853	12,065	1.76%	12,649	12,598	-0.40%
WB SR-91 Fwy. e/o I-710 Fwy.	15,143	15,589	15,651	0.40%	15,831	15,950	0.75%	16,654	16,709	0.33%	17,429	17,431	0.01%
7. EB SR-91 Fwy. w/o I-710 Fwy.	10,163	10,491	10,481	-0.10%	10,857	10,859	0.02%	11,386	11,410	0.21%	11,918	11,908	-0.08%
WB SR-91 Fwy. w/o I-710 Fwy.	14,283	14,704	14,752	0.33%	15,164	15,194	0.20%	16,043	16,010	-0.21%	16,533	16,516	-0.10%
MIDDAY PEAK													
1. NB I-405 Fwy. n/o I-710 Fwy.	14,334	14,780	14,769	-0.07%	15,292	15,263	-0.19%	16,416	16,369	-0.29%	16,994	16,830	-0.97%
SB I-405 Fwy. n/o I-710 Fwy.	13,379	13,833	13,827	-0.04%	14,234	14,149	-0.60%	15,095	15,238	**0.94%**	15,654	15,610	-0.28%
2. NB I-405 Fwy. s/o I-710 Fwy.	14,116	14,576	14,614	0.26%	15,054	14,977	-0.51%	15,519	15,273	-1.61%	16,636	16,319	-1.94%
SB I-405 Fwy. s/o I-710 Fwy.	12,904	13,348	13,455	**0.80%**	13,771	13,731	-0.29%	14,569	14,561	-0.05%	15,138	15,099	-0.26%
3. NB I-710 Fwy. b/w Willow St. and PCH	6,493	6,708	6,753	0.67%	6,931	6,973	0.60%	7,185	7,471	**3.83%**	7,586	7,515	-0.94%
SB I-710 Fwy. b/w Willow St. and PCH	6,753	6,924	6,957	0.47%	7,211	7,255	0.61%	7,563	7,659	**1.25%**	7,937	7,932	-0.06%
4. NB I-110 Fwy. n/o C-Street	6,361	6,480	6,489	0.14%	6,790	6,778	-0.18%	7,203	7,199	-0.06%	7,487	7,542	0.73%
SB I-110 Fwy. n/o C-Street	5,599	5,730	5,761	0.54%	5,993	5,989	-0.07%	6,261	6,216	-0.72%	6,628	6,645	0.26%
6. EB SR-91 Fwy. e/o I-710 Fwy.	12,693	13,222	13,242	0.15%	13,505	13,422	-0.62%	14,538	13,655	-6.47%	14,842	14,844	0.01%
WB SR-91 Fwy. e/o I-710 Fwy.	13,662	13,922	13,906	-0.12%	14,443	14,795	2.38%	16,305	16,727	2.52%	16,318	16,862	3.23%
7. EB SR-91 Fwy. w/o I-710 Fwy.	12,452	13,016	13,002	-0.11%	13,322	13,241	-0.61%	14,273	13,953	-2.29%	14,456	14,582	0.86%
WB SR-91 Fwy. w/o I-710 Fwy.	12,516	12,883	12,960	0.59%	13,235	13,189	-0.35%	14,800	14,381	-2.91%	14,558	15,045	**3.24%**
PM PEAK													
1. NB I-405 Fwy. n/o I-710 Fwy.	14,098	14,600	14,626	0.18%	15,125	15,066	-0.39%	15,804	15,836	0.20%	16,293	16,431	**0.84%**
SB I-405 Fwy. n/o I-710 Fwy.	15,387	15,824	15,862	0.24%	16,549	16,467	-0.50%	17,206	17,154	-0.30%	17,954	17,925	-0.16%
2. NB I-405 Fwy. s/o I-710 Fwy.	14,324	14,816	14,911	0.64%	15,366	15,326	-0.26%	16,086	16,062	-0.15%	16,596	16,679	0.50%
SB I-405 Fwy. s/o I-710 Fwy.	14,780	15,170	15,276	0.69%	15,731	15,776	0.29%	16,522	16,428	-0.57%	17,210	17,159	-0.30%
3. NB I-710 Fwy. b/w Willow St. and PCH	6,859	7,070	7,081	0.16%	7,293	7,350	0.78%	7,578	7,600	0.29%	8,028	8,159	1.61%
SB I-710 Fwy. b/w Willow St. and PCH	6,873	7,037	7,054	0.24%	7,328	7,371	0.58%	7,652	7,709	0.74%	7,998	8,056	0.72%
4. NB I-110 Fwy. n/o C-Street	5,655	5,826	5,839	0.22%	6,094	6,132	0.62%	6,347	6,382	0.55%	6,587	6,686	**1.48%**
SB I-110 Fwy. n/o C-Street	6,618	6,902	6,883	-0.28%	7,034	7,051	0.24%	7,442	7,443	0.01%	7,703	7,757	0.70%
6. EB SR-91 Fwy. e/o I-710 Fwy.	14,676	15,205	14,874	-2.23%	15,248	15,559	**2.00%**	16,903	16,631	-1.64%	17,143	16,958	-1.09%
WB SR-91 Fwy. e/o I-710 Fwy.	13,309	13,767	13,815	0.35%	14,173	14,490	2.19%	14,871	15,142	1.79%	15,400	15,997	**3.73%**
7. EB SR-91 Fwy. w/o I-710 Fwy.	14,521	15,118	14,994	-0.83%	15,334	15,492	**1.02%**	16,371	16,413	0.26%	16,933	16,879	-0.32%
WB SR-91 Fwy. w/o I-710 Fwy.	11,958	12,441	12,425	-0.13%	12,697	12,819	0.95%	13,382	13,359	-0.17%	13,952	13,945	-0.05%

Table 3.5-24. 315-Acre Alternative Trip Generation

Vehicle Type	8-9 A.M.			2-3 P.M.			4-5 P.M.			Daily
	In	Out	Total	In	Out	Total	In	Out	Total	
Year 2005 CEQA Baseline										
Pier D/E Container Terminal – Trucks	100	88	188	98	96	194	39	57	96	2,527
Pier D/E Container Terminal – Auto	44	30	74	16	28	44	27	80	107	536
Pier D/E Container Terminal Total	144	118	262	114	124	238	66	137	203	3,063
Pier D/E Container Terminal Total P.C.E.	200	165	365	177	187	364	110	124	234	4,471
Pier F Container Terminal – Trucks	122	131	253	151	187	338	96	129	225	4,002
Pier F Container Terminal – Auto	59	39	98	22	37	59	36	106	142	711
Pier F Container Terminal Total	181	170	351	173	224	397	132	235	367	4,713
Pier F Container Terminal Total P.C.E.	236	250	486	252	349	601	211	266	477	6,523
Total PCE Vehicles	***436***	***415***	***851***	***429***	***536***	***965***	***321***	***390***	***711***	***10,994***
Year 2010										
Pier D/E Container Terminal – Trucks	161	81	242	186	199	385	101	140	241	4,084
Pier D/E Container Terminal – Auto	69	69	138	26	44	70	64	125	189	838
Pier D/E Container Terminal Total	230	150	380	212	243	455	165	265	430	4,922
Pier D/E Container Terminal Total P.C.E.	338	184	522	337	325	662	233	323	556	7,702
Pier F Container Terminal – Trucks	104	61	165	120	126	246	65	87	152	2,640
Pier F Container Terminal – Auto	48	48	96	18	30	48	45	87	132	584
Pier F Container Terminal Total	152	109	261	138	156	294	110	174	284	3,224
Pier F Container Terminal Total P.C.E.	221	134	355	219	207	426	154	209	363	5,020
Total PCE Vehicles	***584***	***337***	***921***	***582***	***557***	***1,139***	***404***	***554***	***957***	***13,302***
Year 2015										
Pier D/E/F Container Terminal – Trucks	218	144	362	253	272	525	137	191	328	5,996
Pier D/E/F Container Terminal – Auto	161	161	322	60	101	161	149	290	439	1,949
Pier D/E/F Container Terminal Total	379	305	684	313	373	686	286	481	767	7,945
Total PCE Vehicles	***525***	***364***	***889***	***482***	***483***	***965***	***378***	***559***	***937***	***12,026***
Year 2020										
Pier D/E/F Container Terminal – Trucks	211	176	387	244	252	496	132	210	342	6,276
Pier D/E/F Container Terminal – Auto	183	183	366	68	115	183	170	330	500	2,217
Pier D/E/F Container Terminal Total	394	359	753	312	367	679	302	540	842	8,493
Total PCE Vehicles	***534***	***430***	***964***	***475***	***469***	***944***	***391***	***625***	***1,016***	***12,765***
Year 2030										
Pier D/E/F Container Terminal – Trucks	270	240	510	313	328	641	169	248	417	8,026
Pier D/E/F Container Terminal – Auto	212	212	424	78	133	211	196	381	577	2,559
Pier D/E/F Container Terminal Total	482	452	934	391	461	852	365	629	994	10,585
Total PCE Vehicles	***622***	***550***	***1,212***	***599***	***594***	***1,193***	***479***	***729***	***1208***	***16,047***

Note:
Truck trips have been converted to P.C.E. using a factor of 1.1 for bobtails, 2.0 for chassis, and containers.

Table 3.5-25. 315-Acre Alternative Intersection Significant Impacts

Intersections		2010	2015	2020	2030
1. Pico Avenue/Pier G Avenue and Harbor Plaza	Future Year Baseline				✓ (M)
	CEQA Baseline	✓ (M)	✓ (M)	✓ (A,M,P)	✓ (A,M,P)
	NEPA Baseline		✓ (M)	✓ (P)	
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps	Future Year Baseline			✓ (P)	✓ (M,P)
	CEQA Baseline			✓ (P)	✓ (M,P)
	NEPA Baseline			✓ (P)	✓ (P)
3. Pico Avenue and Ocean Boulevard Westbound Off-Ramp	Future Year Baseline				✓ (P)
	CEQA Baseline				✓ (P)
	NEPA Baseline				
6. Pico Avenue and Pier D Street	Future year Baseline	✓ (M)			✓ (A,M)
	CEQA Baseline	✓ (M)			✓ (A,M,P)
	NEPA Baseline				

Notes:
A = AM Peak Hour
M = Midday Peak Hour
P = PM Peak Hour

Table 3.5-26.1. 315-Acre Alternative Future Year Baseline Intersection Level of Service Analysis (Year 2010)

Intersections	Year 2010 Future Year Baseline						Year 2010						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	D	32.8	F	84.6	E	36.9	C	20.7	F	61.9	D	28.1	-12.1	-22.7	-8.8	No
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	10.3	B	12.3	B	12.3	B	10.6	B	11.7	B	12.1	0.3	-0.6	-0.2	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.4	A	8.3	B	11.8	A	10.0	B	13.1	B	12.5	0.6	4.8	0.7	No
4. Pico Avenue and Broadway (c)	B	10.2	B	10.5	A	9.3	B	10.7	B	11.2	A	9.7	0.5	0.7	0.4	No
5. Pico Avenue and Pier D Street (a)	C	23.4	B	14.3	B	12.0	D	25.5	E	38.5	C	20.6	2.1	24.2	8.6	Yes (MD)
6. Pico Avenue and Pier C Street (b)	A	0.333	A	0.280	A	0.241	A	0.372	A	0.326	A	0.286	0.039	0.046	0.045	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.536	A	0.476	A	0.509	A	0.557	A	0.543	A	0.555	0.021	0.067	0.046	No
8. Anaheim Way and Pier B Street (a)	A	7.2	A	7.6	A	7.9	A	7.2	A	7.6	A	7.8	0.0	0.0	-0.1	No
9. Farragut Avenue and Anaheim Street (b)	A	0.296	A	0.262	A	0.391	A	0.299	A	0.261	A	0.381	0.003	-.001	-.010	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-26.2. 315-Acre Alternative Future Year Baseline Intersection Level of Service Analysis (Year 2015)

Intersections	Year 2015 Future Year Baseline						Year 2015						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	E	38.5	F	95.1	E	39.2	C	20.7	F	72.1	C	22.1	-17.8	-23.0	-17.1	No
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	11.6	C	15.8	C	17.2	B	12.6	C	15.2	C	19.0	1.0	-0.6	18	No
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	A	10.0	C	16.2	B	10.2	B	12.5	C	17.7	C	18.9	2.5	1.5	8.7	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	8.4	A	9.1	A	9.3	A	8.9	A	9.6	A	10.0	0.5	0.5	0.7	No
4. Pico Avenue and Broadway (c)	B	10.1	B	11.5	B	10.2	B	10.9	B	12.2	B	10.4	0.8	0.7	0.2	No
5. Pico Avenue and Pier D Street (a)	D	25.6	C	15.9	B	13.1	D	25.4	C	23.3	C	17.0	-0.2	7.4	3.9	No
6. Pico Avenue and Pier C Street (b)	A	0.350	A	0.314	A	0.288	A	0.388	A	0.338	A	0.323	0.038	0.024	0.035	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.565	A	0.581	A	0.543	A	0.592	B	0.618	A	0.599	0.027	0.037	0.056	No
8. Anaheim Way and Pier B Street (a)	A	7.9	A	8.1	A	8.4	A	8.0	A	8.1	A	8.4	0.1	0.0	0.0	No
9. Farragut Avenue and Anaheim Street (b)	A	0.356	A	0.349	A	0.476	A	0.358	A	0.349	A	0.474	0.002	0.000	-.002	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 p.m

Table 3.5-26.3. 315-Acre Alternative Future Year Baseline Intersection Level of Service Analysis (Year 2020)

Intersections	Year 2020 Future Year Baseline						Year 2020						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	F	63.4	F	108.5	F	54.8	E	48.8	F	87.0	E	37.4	-14.6	-21.5	-17.4	No
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	14.8	C	19.2	D	28.1	C	16.1	C	19.3	E	37.0	1.3	0.1	8.9	Yes (PM)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	B	11.0	C	18.3	C	20.1	C	15.3	C	20.4	D	27.1	4.3	2.1	7.0	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	8.8	A	9.6	A	9.7	A	9.2	A	10.0	B	10.7	0.4	0.4	1.0	No
4. Pico Avenue and Broadway (c)	B	10.9	B	12.4	B	10.6	B	11.6	B	13.4	B	10.8	0.7	1.0	0.2	No
5. Pico Avenue and Pier D Street (a)	D	29.4	C	16.9	C	15.0	D	32.1	C	23.6	C	21.5	2.7	6.7	6.5	No
6. Pico Avenue and Pier C Street (b)	A	0.388	A	0.352	A	0.345	A	0.413	A	0.371	A	0.376	0.025	0.019	0.031	No
7. Pico Avenue/Pier B Street and 9th Street (b)	B	0.626	A	0.549	A	0.572	B	0.640	A	0.591	B	0.625	0.014	0.042	0.053	No
8. Anaheim Way and Pier B Street (a)	B	10.6	A	9.9	B	10.8	B	11.0	B	11.2	B	11.9	0.4	1.3	1.1	No
9. Farragut Avenue and Anaheim Street (b)	A	0.436	A	0.441	B	0.607	A	0.460	A	0.495	B	0.603	0.024	0.054	-0.004	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-26.4. 315-Acre Alternative Future Year Baseline Intersection Level of Service Analysis (Year 2030)

Intersections	Year 2030 Future Year Baseline						Year 2030						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	F	90.8	F	141.3	F	68.7	F	83.7	F	151.5	F	53.2	-7.1	10.2	-15.5	Yes (MD)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	C	17.7	D	31.9	E	42.7	C	20.4	E	36.1	F	52.0	2.7	4.2	9.3	Yes (MD, PM)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	B	11.5	B	12.0	C	23.6	C	19.6	D	25.4	E	35.1	8.1	13.4	11.5	Yes (PM)
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	9.3	B	10.3	B	11.3	B	10.1	B	11.2	B	13.0	0.8	0.9	1.7	No
4. Pico Avenue and Broadway (c)	B	11.7	B	14.2	B	11.2	B	12.8	C	15.2	B	11.2	1.1	1.0	0.0	No
5. Pico Avenue and Pier D Street (a)	D	32.2	C	19.4	C	17.0	E	44.0	E	48.5	D	26.9	11.8	29.1	9.9	Yes (AM, MD)
6. Pico Avenue and Pier C Street (b)	A	0.415	A	0.395	A	0.369	A	0.446	A	0.418	A	0.390	0.031	0.023	0.021	No
7. Pico Avenue/Pier B Street and 9th Street (b)	B	0.670	B	0.632	B	0.602	B	0.693	B	0.691	B	0.639	0.023	0.059	0.037	No
8. Anaheim Way and Pier B Street (a)	B	14.8	B	14.4	C	16.6	C	16.1	B	14.5	C	16.9	1.3	0.1	0.3	No
9. Farragut Avenue and Anaheim Street (b)	A	0.509	A	0.500	B	0.672	A	0.525	A	0.497	B	0.671	0.016	0.025	-0.001	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Sop controlled on minor street only.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-27.1. 315-Acre Alternative CEQA Intersection Level of Service Analysis (Year 2010)

Intersections	Year 2005 CEQA Baseline						Year 2010						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	C	20.7	F	61.9	D	28.1	6.7	40.2	13.5	Yes (MD)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	B	10.6	B	11.7	B	12.1	0.7	-0.1	0.8	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5	A	10	B	13.1	B	12.5	0.4	3.2	3	No
4. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	10.7	B	11.2	A	9.7	0.1	-1.5	-1.8	No
5. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	D	25.5	E	38.5	C	20.6	15.7	-8.8	-86.2	No
6. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.372	A	0.326	A	0.286	0.141	0.063	0.02	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	A	0.557	A	0.543	A	0.555	0.201	0.158	0.129	No
8. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	A	7.2	A	7.6	A	7.8	-0.9	-1.2	-1.3	No
9. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.299	A	0.261	A	0.381	-0.049	-0.072	-0.069	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-27.2. 315-Acre Alternative CEQA Intersection Level of Service Analysis (Year 2015)

Intersections	Year 2005 CEQA Baseline						Year 2015						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	C	20.7	F	72.1	C	22.1	6.7	50.4	7.5	Yes (MD)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	B	12.6	C	15.2	C	19	2.7	3.4	7.7	No
3. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	A	9.6	A	9.9	A	9.5										No
3A. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c) (d)							B	12.5	C	17.7	C	18.9	(d)	(d)	(d)	
3B. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c) (d)	-	-	-	-	-	-	A	8.9	A	9.6	A	10	(d)	(d)	(d)	No
5. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	10.9	B	12.2	B	10.4	0.3	-0.5	-1.1	No
6. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	D	25.4	C	23.3	C	17	15.6	-24	-89.8	No
7. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.388	A	0.338	A	0.323	0.157	0.075	0.057	No
8. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	A	0.592	B	0.618	A	0.599	0.236	0.23	0.173	No
9. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	A	8	A	8.1	A	8.4	-0.1	-0.7	-0.7	No
10. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.358	A	0.349	A	0.474	0.01	0.016	0.024	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.
d. Intersection configuration different in 2005 so no direct comparison is available.

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3.5-27.3. 315-Acre Alternative CEQA Intersection Level of Service Analysis (Year 2020)

Intersections	Year 2005 CEQA Baseline						Year 2020						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	E	48.8	F	87	E	37.4	34.8	65.3	22.8	Yes (AM,MD,PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	C	16.1	C	19.3	E	37	6.2	7.5	25.7	Yes (PM)
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5										
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c) (d)	-	-	-	-	-	-	C	15.3	C	20.4	D	27.1	(d)	(d)	(d)	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c) (d)	-	-	-	-	-	-	A	9.2	A	10	B	10.7	(d)	(d)	(d)	No
4. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	11.6	B	13.4	B	10.8	1	0.7	-0.7	No
5. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	D	32.1	C	23.6	C	21.5	22.3	-23.7	-85.3	No
6. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.413	A	0.371	A	0.376	0.182	0.108	0.11	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	B	0.64	A	0.591	B	0.625	0.284	0.21	0.199	No
8. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	B	11	B	11.2	B	11.9	2.9	2.4	2.8	No
9. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.46	A	0.495	B	0.603	0.112	0.162	0.153	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.
d. Intersection configuration different in 2005 so no direct comparison is available.

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3.5-27.4. 315-Acre Alternative CEQA Intersection Level of Service Analysis (Year 2030)

Intersections	Year 2005 CEQA Baseline						Year 2030						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	F	83.7	F	151.5	F	53.2	69.7	129.8	38.6	Yes (AM,MD,MD)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	C	20.4	E	36.1	F	52	10.5	24.3	40.7	Yes (MD, PM)
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5										
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c) (d)	-	-	-	-	-	-	C	19.6	D	25.4	E	35.1	(d)	(d)	(d)	Yes (PM)
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c) (d)	-	-	-	-	-	-	B	10.1	B	11.2	B	13	(d)	(d)	(d)	No
4. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	12.8	C	15.2	B	11.2	2.2	2.5	-0.3	No
5. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	E	44	E	48.5	D	26.9	34.2	1.2	-79.9	Yes (AM,MD)
6. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.446	A	0.418	A	0.39	0.215	0.155	0.124	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	B	0.693	B	0.691	B	0.639	0.337	0.31	0.213	No
8. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	C	16.1	B	14.5	C	16.9	8	5.7	7.8	No
9. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.525	A	0.497	B	0.671	0.177	0.164	0.221	No

Notes:

a. Aall-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.
d. Intersection configuration different in 2005 so no direct comparison is available.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-28.1. 315-Acre Alternative NEPA Intersection Level of Service Analysis (Year 2010)

Intersections	Year 2010 NEPA Baseline						Year 2010						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	C	21	F	63.5	D	28.2	C	20.7	F	61.9	D	28.1	-0.3	-1.6	-0.1	No
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	10.6	B	11.7	B	12.1	B	10.6	B	11.7	B	12.1	0	0	0	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.9	B	13.1	B	12.3	A	10	B	13.1	B	12.5	0.1	0	0.2	No
4. Pico Avenue and Broadway (c)	B	10.8	B	11.2	A	9.7	B	10.7	B	11.2	A	9.7	-0.1	0	0	No
5. Pico Avenue and Pier D Street (a)	D	25.5	E	38.8	C	20.7	D	25.5	E	38.5	C	20.6	0	-0.3	-0.1	No
6. Pico Avenue and Pier C Street (b)	A	0.37	A	0.325	A	0.283	A	0.372	A	0.326	A	0.286	0.002	0.001	0.003	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.556	A	0.544	A	0.558	A	0.557	A	0.543	A	0.555	0.001	-0.001	-0.003	No
8. Anaheim Way and Pier B Street (a)	A	7.2	A	7.6	A	7.8	A	7.2	A	7.6	A	7.8	0	0	0	No
9. Farragut Avenue and Anaheim Street (b)	A	0.358	A	0.333	A	0.443	A	0.299	A	0.261	A	0.381	0.007	0.000	-0.004	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-28.2. 315-Acre Alternative NEPA Intersection Level of Service Analysis (Year 2015)

Intersections	Year 2015 NEPA Baseline						Year 2015						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	C	22.8	F	69.5	D	26.6	C	20.7	F	72.1	C	22.1	-2.1	2.6	-4.5	Yes (MD)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	12.5	C	15.1	C	19	B	12.6	C	15.2	C	19	0.1	0.1	0	No
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	B	12.9	C	18.2	C	19.1	B	12.5	C	17.7	C	18.9	-0.4	-0.5	-0.2	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	9	A	9.8	B	10.1	A	8.9	A	9.6	A	10	-0.1	-0.2	-0.1	No
4. Pico Avenue and Broadway (c)	B	11.1	B	12.5	B	10.4	B	10.9	B	12.2	B	10.4	-0.2	-0.3	0	No
5. Pico Avenue and Pier D Street (a)	D	27.6	D	30.3	C	19.1	D	25.4	C	23.3	C	17	-2.2	-7	-2.1	No
6. Pico Avenue and Pier C Street (b)	A	0.398	A	0.346	A	0.329	A	0.388	A	0.338	A	0.323	-0.01	-0.008	-0.006	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.594	B	0.626	A	0.6	A	0.592	B	0.618	A	0.599	-0.002	-0.008	-0.001	No
8. Anaheim Way and Pier B Street (a)	A	8	A	8.2	A	8.4	A	8	A	8.1	A	8.4	0	-0.1	0	No
9. Farragut Avenue and Anaheim Street (b)	A	0.425	A	0.405	A	0.518	A	0.358	A	0.349	A	0.474	-0.004	0.007	0.005	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-28.3. 315-Acre Alternative NEPA Intersection Level of Service Analysis (Year 2020)

Intersections	Year 2020 NEPA Baseline						Year 2020						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	F	59.4	F	102.2	E	36.3	E	48.8	F	87	E	37.4	-10.6	-15.2	1.1	Yes (PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	14.6	C	19.4	E	35.8	C	16.1	C	19.3	E	37	1.5	-0.1	1.2	Yes (PM)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	C	19.1	C	21.5	D	27.2	C	15.3	C	20.4	D	27.1	-3.8	-1.1	-0.1	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	9.9	B	10.3	B	11.1	A	9.2	A	10	B	10.7	-0.7	-0.3	-0.4	No
4. Pico Avenue and Broadway (c)	B	12.5	B	13.8	B	10.7	B	11.6	B	13.4	B	10.8	-0.9	-0.4	0.1	No
5. Pico Avenue and Pier D Street (a)	E	43.9	D	34.1	C	24.3	D	32.1	C	23.6	C	21.5	-11.8	-10.5	-2.8	No
6. Pico Avenue and Pier C Street (b)	A	0.431	A	0.384	A	0.371	A	0.413	A	0.371	A	0.376	-0.018	-0.013	0.005	No
7. Pico Avenue/Pier B Street and 9th Street (b)	B	0.651	B	0.631	B	0.632	B	0.64	A	0.591	B	0.625	-0.011	-0.04	-0.007	No
8. Anaheim Way and Pier B Street (a)	B	12.7	B	11.4	B	12.7	B	11	B	11.2	B	11.9	-1.7	-0.2	-0.8	No
9. Farragut Avenue and Anaheim Street (b)	A	0.508	A	0.506	B	0.609	A	0.460	A	0.495	B	0.603	-0.048	-0.011	-0.006	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-28.4. 315-Acre Alternative NEPA Intersection Level of Service Analysis (Year 2030)

Intersections	Year 2030 NEPA Baseline						Year 2030						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	F	84.5	F	151.4	F	53.9	F	83.7	F	151.5	F	53.2	-0.8	0.1	-0.7	No
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	C	20.1	E	35.9	F	50.9	C	20.4	E	36.1	F	52	0.3	0.2	1.1	Yes (PM)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	C	19.8	D	25.5	E	35.2	C	19.6	D	25.4	E	35.1	-0.2	-0.1	-0.1	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	B	10.4	B	11.2	B	12.9	B	10.1	B	11.2	B	13	-0.3	0	0.1	No
4. Pico Avenue and Broadway (c)	B	13.4	C	15.2	B	11.1	B	12.8	C	15.2	B	11.2	-0.6	0	0.1	No
5. Pico Avenue and Pier D Street (a)	F	57.8	E	48.7	D	31.9	E	44	E	48.5	D	26.9	-13.8	-0.2	-5	No
6. Pico Avenue and Pier C Street (b)	A	0.463	A	0.417	A	0.399	A	0.446	A	0.418	A	0.39	-0.017	0.001	-0.009	No
7. Pico Avenue/Pier B Street and 9th Street (b)	B	0.694	C	0.71	B	0.639	B	0.693	B	0.691	B	0.639	-0.001	-0.019	0	No
8. Anaheim Way and Pier B Street (a)	C	15.4	C	15.4	C	16.5	C	16.1	B	14.5	C	16.9	0.7	-0.9	0.4	No
9. Farragut Avenue and Anaheim Street (b)	A	0.529	A	0.522	B	0.657	A	0.525	A	0.497	B	0.671	-0.004	-0.025	0.014	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-29. 315-Acre Alternative Mitigated Intersection Level of Service Analysis

Year	8-9 A.M.		2-3 P.M.		4-5 P.M.	
	LOS	V/C Delay	LOS	V/C Delay	LOS	V/C Delay
Pico Ave / Pier G Ave and Harbor Plaza						
2010	A	0.543	B	0.690	A	0.560
2015	A	0.530	C	0.737	A	0.599
2020	B	0.686	C	0.774	B	0.690
2030	C	0.760	D	0.885	C	0.734
Pico Ave / Pier E St and Ocean Blvd EB On/Off-Ramps						
2010	A	0.357	A	0.417	A	0.473
2015	A	0.440	A	0.511	B	0.662
2020	A	0.506	A	0.572	D	0.791
2030	A	0.557	B	0.664	D	0.864
Pico Ave / Ocean Blvd WB Off-Ramp						
2010	A	0.297	A	0.267	A	0.252
2015	A	0.284	A	0.291	A	0.329
2020	A	0.322	A	0.317	A	0.391
2030	A	0.362	A	0.361	A	0.417
Pico Ave / Pier D St						
2010	B	0.651	B	0.636	A	0.584
2015	B	0.627	A	0.564	A	0.534
2020	B	0.653	A	0.559	A	0.564
2030	C	0.691	B	0.644	B	0.615

Table 3.5-30. 315-Acre Alternative Highway Link Significant Impacts

Highway Segments	Baseline	2010	2015	2020	2030
1. NB I-405 Freeway n/o I-710 Freeway	Future Year Baseline	-	-	-	-
	CEQA Baseline	-	✓ (A,M,P)	✓ (A,M,P)	✓ (A,M,P)
	NEPA Baseline	-	-	-	-
SB I-405 Freeway n/o I-710 Freeway	Future Year Baseline	-	-	-	-
	CEQA Baseline	-	✓ (A,M,P)	✓ (A,M,P)	✓ (A,M,P)
	NEPA Baseline	-	-	-	-
2. NB I-405 Freeway s/o I-710 Freeway	Future Year Baseline	✓ (A)	-	-	-
	CEQA Baseline	✓ (A)	✓ (A,M,P)	✓ (A,M,P)	✓ (A,M,P)
	NEPA Baseline	-	-	✓ (A)	-
SB I-405 Freeway s/o I-710 Freeway	Future Year Baseline	-	-	-	-
	CEQA Baseline	-	✓ (A,M,P)	✓ (A,M,P)	✓ (A,M,P)
	NEPA Baseline	-	-	-	-
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	Future Year Baseline	-	-	✓ (M)	-
	CEQA Baseline	✓ (A,M,P)	✓ (A,M,P)	✓ (A,M,P)	✓ (A,M,P)
	NEPA Baseline	-	-	-	-
SB I-710 Freeway between Willow Street and Pacific Coast Highway	Future Year Baseline	-	-	-	-
	CEQA Baseline	✓ (A,M,P)	✓ (A,M,P)	✓ (A,M,P)	✓ (A,M,P)
	NEPA Baseline	-	-	-	-
4. NB I-110 Freeway n/o C-Street	Future Year Baseline	-	-	-	-
	CEQA Baseline	-	-	-	✓ (A)
	NEPA Baseline	-	-	-	-
6. EB SR-91 Freeway e/o I-710 Freeway	Future Year Baseline	-	✓ (P)	-	-
	CEQA Baseline	✓ (M)	✓ (M,P)	✓ (A,M,P)	✓ (A,M,P)
	NEPA Baseline	-	-	-	-
WB SR-91 Freeway e/o I-710 Freeway	Future Year Baseline	-	✓ (M)	-	✓ (M)
	CEQA Baseline	✓ (A,P)	✓ (A,M,P)	✓ (A,M,P)	✓ (A,M,P)
	NEPA Baseline	-	-	-	✓ (A)
7. EB SR-91 Freeway w/o I-710 Freeway	Future Year Baseline	-	✓ (P)	-	-
	CEQA Baseline	-	✓ (P)	✓ (M,P)	✓ (M,P)
	NEPA Baseline	-	-	-	-
WB SR-91 Freeway w/o I-710 Freeway	Future Year Baseline	-	-	-	✓ (M)
	CEQA Baseline	-	✓ (M)	✓ (A,M)	✓ (A,M,P)
	NEPA Baseline	-	-	-	-

Notes:
A = AM Peak Hour
M = Midday Peak Hour
P = PM Peak Hour

Table 3.5-31.1. 315-Acre Alternative Future Year Baseline Highway Link Level of Service Analysis (Year 2010)

Highway Segments	Year 2010 Future Year Baseline						Year 2010						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.259	F	1.160	F	1.130	F	1.256	F	1.156	F	1.133	-0.003	-0.004	0.003	No
SB I-405 Freeway n/o I-710 Freeway	E	0.953	F	1.082	F	1.220	E	0.957	F	1.081	F	1.223	0.004	-0.001	0.003	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.159	F	1.131	F	1.133	F	1.232	F	1.134	F	1.137	0.073	0.003	0.004	Yes (AM)
SB I-405 Freeway s/o I-710 Freeway	D	0.938	F	1.038	F	1.168	E	0.944	F	1.044	F	1.176	0.006	0.006	0.008	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.006	F	1.053	F	1.115	F	1.005	F	1.063	F	1.121	-0.001	0.010	0.006	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.095	F	1.093	F	1.112	F	1.106	F	1.097	F	1.117	0.011	0.004	0.005	No
4. NB I-110 Freeway n/o C-Street	D	0.839	C	0.753	C	0.681	D	0.840	C	0.755	C	0.682	0.001	0.002	0.001	No
SB I-110 Freeway n/o C-Street	C	0.597	C	0.658	D	0.795	C	0.595	C	0.664	D	0.791	-0.002	0.006	-0.004	No
5. NB SR-47 Freeway at Heim Bridge	A	0.172	A	0.275	A	0.251	A	0.172	A	0.276	A	0.250	0.000	0.001	-0.001	No
SB SR-47 Freeway at Heim Bridge	A	0.225	A	0.232	A	0.148	A	0.227	A	0.230	A	0.147	0.002	-0.002	-0.001	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.870	F	1.046	F	1.124	D	0.873	F	1.047	F	1.096	0.003	0.001	-0.028	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.227	F	1.040	F	1.088	F	1.236	F	1.038	F	1.093	0.009	-0.002	0.005	No
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.694	D	0.861	E	0.962	C	0.693	D	0.860	E	0.947	-0.001	-0.001	-0.015	No
WB SR-91 Freeway w/o I-710 Freeway	E	0.969	D	0.829	D	0.815	E	0.979	D	0.837	D	0.812	0.010	0.008	-0.003	No

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-31.2. 315-Acre Alternative Future Year Baseline Highway Link Level of Service Analysis (Year 2015)

Highway Segments	Year 2015 Future Year Baseline						Year 2015						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.324	F	1.214	F	1.202	F	1.331	F	1.211	F	1.197	0.007	-0.003	-0.005	No
SB I-405 Freeway n/o I-710 Freeway	F	1.006	F	1.129	F	1.315	F	1.006	F	1.119	F	1.305	0.000	-0.010	-0.010	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.278	F	1.195	F	1.221	F	1.277	F	1.183	F	1.219	-0.001	-0.012	-0.002	No
SB I-405 Freeway s/o I-710 Freeway	E	0.992	F	1.092	F	1.248	E	0.991	F	1.089	F	1.249	-0.001	-0.003	0.001	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.052	F	1.100	F	1.158	F	1.052	F	1.110	F	1.161	0.000	0.010	0.003	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.160	F	1.145	F	1.163	F	1.165	F	1.153	F	1.170	0.005	0.008	0.007	No
4. NB I-110 Freeway n/o C-Street	D	0.889	D	0.808	C	0.726	D	0.887	D	0.808	C	0.729	-0.002	0.000	0.003	No
SB I-110 Freeway n/o C-Street	C	0.628	C	0.714	D	0.837	C	0.631	C	0.714	D	0.843	0.003	0.000	0.006	No
5. NB SR-47 Freeway at Heim Bridge	A	0.192	A	0.317	A	0.290	A	0.193	A	0.315	A	0.283	0.001	-0.002	-0.007	No
SB SR-47 Freeway at Heim Bridge	A	0.258	A	0.253	A	0.160	A	0.258	A	0.258	A	0.163	0.000	0.005	0.003	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.918	F	1.073	F	1.211	D	0.919	F	1.069	F	1.257	0.001	-0.004	0.046	Yes (PM)
WB SR-91 Freeway e/o I-710 Freeway	F	1.257	F	1.146	F	1.125	F	1.260	F	1.172	F	1.135	0.003	0.026	0.010	Yes (MD)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.738	D	0.907	F	1.038	C	0.740	D	0.905	F	1.061	0.002	-0.002	0.023	Yes (PM)
WB SR-91 Freeway w/o I-710 Freeway	F	1.029	D	0.897	D	0.862	F	1.033	D	0.893	D	0.868	0.004	-0.004	0.006	No

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-31.3. 315-Acre Alternative Future Year Baseline Highway Link Level of Service Analysis (Year 2020)

Highway Segments	Year 2020 Future Year Baseline						Year 2020						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.387	F	1.313	F	1.259	F	1.389	F	1.313	F	1.264	0.002	0.000	0.005	No
SB I-405 Freeway n/o I-710 Freeway	F	1.059	F	1.203	F	1.369	F	1.056	F	1.214	F	1.369	-0.003	0.011	0.000	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.312	F	1.232	F	1.281	F	1.315	F	1.227	F	1.280	0.003	-0.005	-0.001	No
SB I-405 Freeway s/o I-710 Freeway	F	1.038	F	1.161	F	1.315	F	1.041	F	1.168	F	1.324	0.003	0.007	0.009	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.059	F	1.141	F	1.203	F	1.061	F	1.179	F	1.206	0.002	0.038	0.003	Yes (MD)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.196	F	1.200	F	1.215	F	1.202	F	1.218	F	1.218	0.006	0.018	0.003	No
4. NB I-110 Freeway n/o C-Street	D	0.882	D	0.857	C	0.755	D	0.894	D	0.860	C	0.753	0.012	0.003	-0.002	No
SB I-110 Freeway n/o C-Street	C	0.634	C	0.746	D	0.886	C	0.638	C	0.757	D	0.881	0.004	0.011	-0.005	No
5. NB SR-47 Freeway at Heim Bridge	A	0.002	A	0.326	A	0.271	A	0.007	A	0.336	A	0.277	0.005	0.010	0.006	No
SB SR-47 Freeway at Heim Bridge	A	0.280	A	0.257	A	0.171	A	0.276	A	0.269	A	0.175	-0.004	0.012	0.004	No
6. EB SR-91 Freeway e/o I-710 Freeway	E	0.941	F	1.154	F	1.342	E	0.947	F	1.077	F	1.318	0.006	-0.077	-0.024	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.322	F	1.294	F	1.180	F	1.320	F	1.306	F	1.196	-0.002	0.012	0.016	No
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.779	E	0.986	F	1.124	C	0.780	E	0.952	F	1.127	0.001	-0.034	0.003	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.100	F	1.035	D	0.916	F	1.098	E	0.988	D	0.913	-0.002	-0.047	-0.003	No

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-31.4. 315-Acre Alternative Future Year Baseline Highway Link Level of Service Analysis (Year 2030)

Highway Segments	Year 2030 Future Year Baseline						Year 2030						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.453	F	1.353	F	1.291	F	1.454	F	1.328	F	1.305	0.001	-0.025	0.014	No
SB I-405 Freeway n/o I-710 Freeway	F	1.093	F	1.243	F	1.425	F	1.093	F	1.244	F	1.432	0.000	0.001	0.007	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.411	F	1.323	F	1.315	F	1.407	F	1.288	F	1.329	-0.004	-0.035	0.014	No
SB I-405 Freeway s/o I-710 Freeway	F	1.088	F	1.202	F	1.364	F	1.087	F	1.199	F	1.369	-0.001	-0.003	0.005	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.152	F	1.204	F	1.274	F	1.156	F	1.207	F	1.280	0.004	0.003	0.006	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.259	F	1.260	F	1.270	F	1.266	F	1.267	F	1.274	0.007	0.007	0.004	No
4. NB I-110 Freeway n/o C-Street	E	0.967	D	0.891	D	0.784	E	0.968	D	0.902	D	0.787	0.001	0.011	0.003	No
SB I-110 Freeway n/o C-Street	C	0.686	D	0.790	D	0.918	C	0.688	D	0.791	D	0.926	0.002	0.001	0.008	No
5. NB SR-47 Freeway at Heim Bridge	A	0.212	A	0.333	A	0.307	A	0.212	A	0.328	A	0.318	0.000	-0.005	0.011	No
SB SR-47 Freeway at Heim Bridge	A	0.258	A	0.275	A	0.171	A	0.268	A	0.282	A	0.170	0.010	0.007	-0.001	No
6. EB SR-91 Freeway e/o I-710 Freeway	F	1.004	F	1.179	F	1.361	F	1.004	F	1.187	F	1.346	0.000	0.008	-0.015	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.383	F	1.295	F	1.222	F	1.398	F	1.371	F	1.235	0.015	0.076	0.013	Yes (MD)
7. EB SR-91 Freeway w/o I-710 Freeway	D	0.811	E	0.981	F	1.151	D	0.813	E	0.989	F	1.148	0.002	0.008	-0.003	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.120	E	0.989	E	0.949	F	1.122	F	1.059	E	0.947	0.002	0.070	-0.002	Yes (MD)

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-32.1. 315-Acre Alternative CEQA Highway Link Level of Service Analysis (Year 2010)

Highway Segments	CEQA Baseline						Year 2010						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.243	F	1.138	F	1.119	F	1.256	F	1.156	F	1.133	0.013	0.018	0.014	No
SB I-405 Freeway n/o I-710 Freeway	E	0.943	F	1.062	F	1.221	E	0.957	F	1.081	F	1.223	0.014	0.019	0.002	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.199	F	1.121	F	1.137	F	1.232	F	1.134	F	1.137	0.033	0.013	0	Yes(AM)
SB I-405 Freeway s/o I-710 Freeway	D	0.929	F	1.024	F	1.173	E	0.944	F	1.044	F	1.176	0.015	0.02	0.003	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	E	0.98	F	1.031	F	1.089	F	1.005	F	1.063	F	1.121	0.025	0.032	0.032	Yes(AM,MD,PM)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.08	F	1.072	F	1.091	F	1.106	F	1.097	F	1.117	0.026	0.025	0.026	Yes(AM,MD,PM)
4. NB I-110 Freeway n/o C-Street	D	0.828	C	0.757	C	0.673	D	0.84	C	0.755	C	0.682	0.012	-0.002	0.009	No
SB I-110 Freeway n/o C-Street	C	0.587	C	0.667	D	0.788	C	0.595	C	0.664	D	0.791	0.008	-0.003	0.003	No
5. NB SR-47 Freeway at Heim Bridge	A	0.175	A	0.291	A	0.252	A	0.172	A	0.276	A	0.25	-0.003	-0.015	-0.002	No
SB SR-47 Freeway at Heim Bridge	A	0.233	A	0.241	A	0.15	A	0.227	A	0.23	A	0.147	-0.006	-0.011	-0.003	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.86	F	1.008	F	1.165	D	0.873	F	1.047	F	1.096	0.013	0.039	-0.069	Yes(MD)
WB SR-91 Freeway e/o I-710 Freeway	F	1.202	F	1.084	F	1.056	F	1.236	F	1.038	F	1.093	0.034	-0.046	0.037	Yes(AM,PM)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.691	D	0.847	E	0.988	C	0.693	D	0.86	E	0.947	0.002	0.013	-0.041	No
WB SR-91 Freeway w/o I-710 Freeway	E	0.972	D	0.852	D	0.814	E	0.979	D	0.837	D	0.812	0.007	-0.015	-0.002	No

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-32.2. 315-Acre Alternative NEPA Highway Link Level of Service Analysis (Year 2015)

Highway Segments	CEQA Baseline						Year 2015						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.243	F	1.138	F	1.119	F	1.331	F	1.211	F	1.197	0.088	0.073	0.078	Yes(AM,MD,PM)
SB I-405 Freeway n/o I-710 Freeway	E	0.943	F	1.062	F	1.221	F	1.006	F	1.119	F	1.305	0.063	0.057	0.084	Yes(AM,MD,PM)
2. NB I-405 Freeway s/o I-710 Freeway	F	1.199	F	1.121	F	1.137	F	1.277	F	1.183	F	1.219	0.078	0.062	0.082	Yes(AM,MD,PM)
SB I-405 Freeway s/o I-710 Freeway	D	0.929	F	1.024	F	1.173	E	0.991	F	1.089	F	1.249	0.062	0.065	0.076	Yes(AM,MD,PM)
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	E	0.98	F	1.031	F	1.089	F	1.052	F	1.11	F	1.161	0.072	0.079	0.072	Yes(AM,MD,PM)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.08	F	1.072	F	1.091	F	1.165	F	1.153	F	1.17	0.085	0.081	0.079	Yes(AM,MD,PM)
4. NB I-110 Freeway n/o C-Street	D	0.828	C	0.757	C	0.673	D	0.887	D	0.808	C	0.729	0.059	0.051	0.056	No
SB I-110 Freeway n/o C-Street	C	0.587	C	0.667	D	0.788	C	0.631	C	0.714	D	0.843	0.044	0.047	0.055	No
5. NB SR-47 Freeway at Heim Bridge	A	0.175	A	0.291	A	0.252	A	0.193	A	0.315	A	0.283	0.018	0.024	0.031	No
SB SR-47 Freeway at Heim Bridge	A	0.233	A	0.241	A	0.15	A	0.258	A	0.258	A	0.163	0.025	0.017	0.013	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.86	F	1.008	F	1.165	D	0.919	F	1.069	F	1.257	0.059	0.061	0.092	Yes(MD,PM)
WB SR-91 Freeway e/o I-710 Freeway	F	1.202	F	1.084	F	1.056	F	1.26	F	1.172	F	1.135	0.058	0.088	0.079	Yes(AM,MD,PM)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.691	D	0.847	E	0.988	C	0.74	D	0.905	F	1.061	0.049	0.058	0.073	Yes(PM)
WB SR-91 Freeway w/o I-710 Freeway	E	0.972	D	0.852	D	0.814	F	1.033	D	0.893	D	0.868	0.061	0.041	0.054	Yes(aM)

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-32.3. 315-Acre Alternative CEQA Highway Link Level of Service Analysis (Year 2020)

Highway Segments	CEQA Baseline						Year 2020						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.243	F	1.138	F	1.119	F	1.389	F	1.313	F	1.264	0.146	0.175	0.145	Yes(AM,MD,PM)
SB I-405 Freeway n/o I-710 Freeway	E	0.943	F	1.062	F	1.221	F	1.056	F	1.214	F	1.369	0.113	0.152	0.148	Yes(AM,MD,PM)
2. NB I-405 Freeway s/o I-710 Freeway	F	1.199	F	1.121	F	1.137	F	1.315	F	1.227	F	1.28	0.116	0.106	0.143	Yes(AM,MD,PM)
SB I-405 Freeway s/o I-710 Freeway	D	0.929	F	1.024	F	1.173	F	1.041	F	1.168	F	1.324	0.112	0.144	0.151	Yes(AM,MD,PM)
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	E	0.98	F	1.031	F	1.089	F	1.061	F	1.179	F	1.206	0.081	0.148	0.117	Yes(AM,MD,PM)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.08	F	1.072	F	1.091	F	1.202	F	1.218	F	1.218	0.122	0.146	0.127	Yes(AM,MD,PM)
4. NB I-110 Freeway n/o C-Street	D	0.828	C	0.757	C	0.673	D	0.894	D	0.86	C	0.753	0.066	0.103	0.08	No
SB I-110 Freeway n/o C-Street	C	0.587	C	0.667	D	0.788	C	0.638	C	0.757	D	0.881	0.051	0.09	0.093	No
5. NB SR-47 Freeway at Heim Bridge	A	0.175	A	0.291	A	0.252	A	0.007	A	0.336	A	0.277	-0.168	0.045	0.025	No
SB SR-47 Freeway at Heim Bridge	A	0.233	A	0.241	A	0.15	A	0.276	A	0.269	A	0.175	0.043	0.028	0.025	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.86	F	1.008	F	1.165	E	0.947	F	1.077	F	1.318	0.087	0.069	0.153	Yes(AM,MD,PM)
WB SR-91 Freeway e/o I-710 Freeway	F	1.202	F	1.084	F	1.056	F	1.32	F	1.306	F	1.196	0.118	0.222	0.14	Yes(AM,MD,PM)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.691	D	0.847	E	0.988	C	0.78	E	0.952	F	1.127	0.089	0.105	0.139	Yes(MD,PM)
WB SR-91 Freeway w/o I-710 Freeway	E	0.972	D	0.852	D	0.814	F	1.098	E	0.988	D	0.913	0.126	0.136	0.099	Yes(AM,MD)

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-32.4. 315-Acre Alternative CEQA Highway Link Level of Service Analysis (Year 2030)

Highway Segments	CEQA Baseline						Year 2030						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.243	F	1.138	F	1.119	F	1.454	F	1.328	F	1.305	0.211	0.19	0.186	Yes(AM,MD,PM)
SB I-405 Freeway n/o I-710 Freeway	E	0.943	F	1.062	F	1.221	F	1.093	F	1.244	F	1.432	0.15	0.182	0.211	Yes(AM,MD,PM)
2. NB I-405 Freeway s/o I-710 Freeway	F	1.199	F	1.121	F	1.137	F	1.407	F	1.288	F	1.329	0.208	0.167	0.192	Yes(AM,MD,PM)
SB I-405 Freeway s/o I-710 Freeway	D	0.929	F	1.024	F	1.173	F	1.087	F	1.199	F	1.369	0.158	0.175	0.196	Yes(AM,MD,PM)
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	E	0.98	F	1.031	F	1.089	F	1.156	F	1.207	F	1.28	0.176	0.176	0.191	Yes(AM,MD,PM)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.08	F	1.072	F	1.091	F	1.266	F	1.267	F	1.274	0.186	0.195	0.183	Yes(AM,MD,PM)
4. NB I-110 Freeway n/o C-Street	D	0.828	C	0.757	C	0.673	E	0.968	D	0.902	D	0.787	0.14	0.145	0.114	Yes(AM)
SB I-110 Freeway n/o C-Street	C	0.587	C	0.667	D	0.788	C	0.688	D	0.791	D	0.926	0.101	0.124	0.138	No
5. NB SR-47 Freeway at Heim Bridge	A	0.175	A	0.291	A	0.252	A	0.212	A	0.328	A	0.318	0.037	0.037	0.066	No
SB SR-47 Freeway at Heim Bridge	A	0.233	A	0.241	A	0.15	A	0.268	A	0.282	A	0.17	0.035	0.041	0.02	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.86	F	1.008	F	1.165	F	1.004	F	1.187	F	1.346	0.144	0.179	0.181	Yes(AM,MD,PM)
WB SR-91 Freeway e/o I-710 Freeway	F	1.202	F	1.084	F	1.056	F	1.398	F	1.371	F	1.235	0.196	0.287	0.179	Yes(AM,MD,PM)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.691	D	0.847	E	0.988	D	0.813	E	0.989	F	1.148	0.122	0.142	0.16	Yes(MD,PM)
WB SR-91 Freeway w/o I-710 Freeway	E	0.972	D	0.852	D	0.814	F	1.122	F	1.059	E	0.947	0.15	0.207	0.133	Yes(AM,MD,PM)

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-33.1. 315-Acre Alternative NEPA Highway Link Level of Service Analysis (Year 2010)

Highway Segments	Year 2010 NEPA Baseline						Year 2010						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.261	F	1.155	F	1.132	F	1.256	F	1.156	F	1.133	-0.005	0.001	0.001	No
SB I-405 Freeway n/o I-710 Freeway	E	0.956	F	1.082	F	1.223	E	0.957	F	1.081	F	1.223	0.001	-0.001	0.000	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.232	F	1.134	F	1.141	F	1.232	F	1.134	F	1.137	0.000	0.000	-0.004	No
SB I-405 Freeway s/o I-710 Freeway	E	0.942	F	1.046	F	1.177	E	0.944	F	1.044	F	1.176	0.002	-0.002	-0.001	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.004	F	1.062	F	1.123	F	1.005	F	1.063	F	1.121	0.001	0.001	-0.002	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.110	F	1.099	F	1.116	F	1.106	F	1.097	F	1.117	-0.004	-0.002	0.001	No
4. NB I-110 Freeway n/o C-Street	D	0.839	C	0.754	C	0.682	D	0.840	C	0.755	C	0.682	0.001	0.001	0.000	No
SB I-110 Freeway n/o C-Street	C	0.598	C	0.657	D	0.792	C	0.595	C	0.664	D	0.791	-0.003	0.007	-0.001	No
5. NB SR-47 Freeway at Heim Bridge	A	0.171	A	0.276	A	0.251	A	0.172	A	0.276	A	0.250	0.001	0.000	-0.001	No
SB SR-47 Freeway at Heim Bridge	A	0.225	A	0.229	A	0.148	A	0.227	A	0.230	A	0.147	0.002	0.001	-0.001	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.870	F	1.045	F	1.096	D	0.873	F	1.047	F	1.096	0.003	0.002	0.000	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.249	F	1.039	F	1.080	F	1.236	F	1.038	F	1.093	-0.013	-0.001	0.013	No
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.694	D	0.861	E	0.948	C	0.693	D	0.860	E	0.947	-0.001	-0.001	-0.001	No
WB SR-91 Freeway w/o I-710 Freeway	E	0.983	D	0.838	D	0.814	E	0.979	D	0.837	D	0.812	-0.004	-0.001	-0.002	No

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-33.2. 315-Acre Alternative NEPA Highway Link Level of Service Analysis (Year 2015)

Highway Segments	Year 2015 NEPA Baseline						Year 2015						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.328	F	1.214	F	1.202	F	1.331	F	1.211	F	1.197	0.003	-0.003	-0.005	No
SB I-405 Freeway n/o I-710 Freeway	F	1.006	F	1.130	F	1.310	F	1.006	F	1.119	F	1.305	0.000	-0.011	-0.005	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.277	F	1.190	F	1.211	F	1.277	F	1.183	F	1.219	0.000	-0.007	0.008	No
SB I-405 Freeway s/o I-710 Freeway	E	0.993	F	1.096	F	1.254	E	0.991	F	1.089	F	1.249	-0.002	-0.007	-0.005	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.052	F	1.112	F	1.164	F	1.052	F	1.110	F	1.161	0.000	-0.002	-0.003	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.160	F	1.154	F	1.171	F	1.165	F	1.153	F	1.170	0.005	-0.001	-0.001	No
4. NB I-110 Freeway n/o C-Street	D	0.887	D	0.808	C	0.729	D	0.887	D	0.808	C	0.729	0.000	0.000	0.000	No
SB I-110 Freeway n/o C-Street	C	0.631	C	0.714	D	0.839	C	0.631	C	0.714	D	0.843	0.000	0.000	0.004	No
5. NB SR-47 Freeway at Heim Bridge	A	0.193	A	0.323	A	0.285	A	0.193	A	0.315	A	0.283	0.000	-0.008	-0.002	No
SB SR-47 Freeway at Heim Bridge	A	0.259	A	0.260	A	0.163	A	0.258	A	0.258	A	0.163	-0.001	-0.002	0.000	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.919	F	1.073	F	1.255	D	0.919	F	1.069	F	1.257	0.000	-0.004	0.002	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.257	F	1.163	F	1.135	F	1.260	F	1.172	F	1.135	0.003	0.009	0.000	No
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.741	D	0.907	F	1.060	C	0.740	D	0.905	F	1.061	-0.001	-0.002	0.001	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.029	D	0.915	D	0.870	F	1.033	D	0.893	D	0.868	0.004	-0.022	-0.002	No

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-33.3. 315-Acre Alternative NEPA Highway Link Level of Service Analysis (Year 2020)

Highway Segments	Year 2020 NEPA Baseline						Year 2020						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.386	F	1.310	F	1.259	F	1.389	F	1.313	F	1.264	0.003	0.003	0.005	No
SB I-405 Freeway n/o I-710 Freeway	F	1.055	F	1.217	F	1.365	F	1.056	F	1.214	F	1.369	0.001	-0.003	0.004	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.271	F	1.226	F	1.277	F	1.315	F	1.227	F	1.280	0.044	0.001	0.003	Yes (AM)
SB I-405 Freeway s/o I-710 Freeway	F	1.039	F	1.167	F	1.309	F	1.041	F	1.168	F	1.324	0.002	0.001	0.015	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.064	F	1.185	F	1.201	F	1.061	F	1.179	F	1.206	-0.003	-0.006	0.005	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.212	F	1.220	F	1.221	F	1.202	F	1.218	F	1.218	-0.010	-0.002	-0.003	No
4. NB I-110 Freeway n/o C-Street	D	0.889	D	0.859	C	0.752	D	0.894	D	0.860	C	0.753	0.005	0.001	0.001	No
SB I-110 Freeway n/o C-Street	C	0.634	C	0.757	D	0.883	C	0.638	C	0.757	D	0.881	0.004	0.000	-0.002	No
5. NB SR-47 Freeway at Heim Bridge	A	0.004	A	0.341	A	0.276	A	0.007	A	0.336	A	0.277	0.003	-0.005	0.001	No
SB SR-47 Freeway at Heim Bridge	A	0.278	A	0.269	A	0.175	A	0.276	A	0.269	A	0.175	-0.002	0.000	0.000	No
6. EB SR-91 Freeway e/o I-710 Freeway	E	0.944	F	1.088	F	1.321	E	0.947	F	1.077	F	1.318	0.003	-0.011	-0.003	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.357	F	1.325	F	1.195	F	1.320	F	1.306	F	1.196	-0.037	-0.019	0.001	No
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.777	E	0.955	F	1.132	C	0.780	E	0.952	F	1.127	0.003	-0.003	-0.005	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.104	E	0.985	D	0.912	F	1.098	E	0.988	D	0.913	-0.006	0.003	0.001	No

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-33.4. 315-Acre Alternative NEPA Highway Link Level of Service Analysis (Year 2030)

Highway Segments	Year 2030 NEPA Baseline						Year 2030						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.452	F	1.329	F	1.303	F	1.454	F	1.328	F	1.305	0.002	-0.001	0.002	No
SB I-405 Freeway n/o I-710 Freeway	F	1.095	F	1.242	F	1.431	F	1.093	F	1.244	F	1.432	-0.002	0.002	0.001	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.393	F	1.277	F	1.329	F	1.407	F	1.288	F	1.329	0.014	0.011	0.000	No
SB I-405 Freeway s/o I-710 Freeway	F	1.091	F	1.199	F	1.372	F	1.087	F	1.199	F	1.369	-0.004	0.000	-0.003	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.164	F	1.202	F	1.283	F	1.156	F	1.207	F	1.280	-0.008	0.005	-0.003	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.270	F	1.267	F	1.284	F	1.266	F	1.267	F	1.274	-0.004	0.000	-0.010	No
4. NB I-110 Freeway n/o C-Street	E	0.968	D	0.901	D	0.790	E	0.968	D	0.902	D	0.787	0.000	0.001	-0.003	No
SB I-110 Freeway n/o C-Street	C	0.689	D	0.793	D	0.927	C	0.688	D	0.791	D	0.926	-0.001	-0.002	-0.001	No
5. NB SR-47 Freeway at Heim Bridge	A	0.218	A	0.347	A	0.302	A	0.212	A	0.328	A	0.318	-0.006	-0.019	0.016	No
SB SR-47 Freeway at Heim Bridge	A	0.271	A	0.280	A	0.172	A	0.268	A	0.282	A	0.170	-0.003	0.002	-0.002	No
6. EB SR-91 Freeway e/o I-710 Freeway	F	1.004	F	1.181	F	1.345	F	1.004	F	1.187	F	1.346	0.000	0.006	0.001	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.365	F	1.363	F	1.237	F	1.398	F	1.371	F	1.235	0.033	0.008	-0.002	Yes (AM)
7. EB SR-91 Freeway w/o I-710 Freeway	D	0.808	E	0.989	F	1.151	D	0.813	E	0.989	F	1.148	0.005	0.000	-0.003	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.117	F	1.052	E	0.947	F	1.122	F	1.059	E	0.947	0.005	0.007	0.000	No

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-34. Percentage Of Project-Traffic To Highway (315-Acre Alternative)

Study Highway Segment	Traffic Volume in 2005 (Base)	2010			2015			2020			2030		
		Future without Project	Future with Project	Project Share	Future without Project	Future with Project	Project Share	Future without Project	Future with Project	Project Share	Future without Project	Future with Project	Project Share
AM PEAK													
1. NB I-405 Fwy. n/o I-710 Fwy.	15,657	16,184	16,157	-0.17%	16,689	16,764	0.45%	17,444	17,469	0.14%	18,304	18,315	0.06%
SB I-405 Fwy. n/o I-710 Fwy.	11,875	12,214	12,251	0.30%	12,671	12,675	0.03%	13,296	13,261	-0.26%	13,785	13,785	0.00%
2. NB I-405 Fwy. s/o I-710 Fwy.	15,099	14,869	15,632	**4.88%**	16,106	16,099	-0.04%	16,544	16,577	0.20%	17,745	17,698	-0.27%
SB I-405 Fwy. s/o I-710 Fwy.	11,708	12,023	12,083	0.50%	12,498	12,489	-0.07%	13,049	13,075	0.20%	13,706	13,692	-0.10%
3. NB I-710 Fwy. b/w Willow St. and PCH	6,171	6,391	6,383	-0.13%	6,628	6,626	-0.03%	6,666	6,677	0.16%	7,256	7,281	0.34%
SB I-710 Fwy. b/w Willow St. and PCH	6,804	6,963	7,033	1.00%	7,307	7,338	0.42%	7,530	7,566	0.48%	7,936	7,983	0.59%
4. NB I-110 Fwy. n/o C-Street	6,953	7,139	7,151	0.17%	7,469	7,452	-0.23%	7,408	7,509	**1.35%**	8,120	8,126	0.07%
SB I-110 Fwy. n/o C-Street	4,930	5,080	5,067	-0.26%	5,270	5,294	0.45%	5,329	5,359	0.56%	5,765	5,780	0.26%
6. EB SR-91 Fwy. e/o I-710 Fwy.	10,831	11,191	11,228	0.33%	11,568	11,585	0.15%	11,853	11,932	0.66%	12,649	12,650	0.01%
WB SR-91 Fwy. e/o I-710 Fwy.	15,143	15,589	15,701	0.71%	15,831	15,872	0.26%	16,654	16,630	-0.14%	17,429	17,621	1.09%
7. EB SR-91 Fwy. w/o I-710 Fwy.	10,163	10,491	10,485	-0.06%	10,857	10,873	0.15%	11,386	11,399	0.11%	11,918	11,934	0.13%
WB SR-91 Fwy. w/o I-710 Fwy.	14,283	14,704	14,814	0.74%	15,164	15,210	0.30%	16,043	16,020	-0.14%	16,533	16,558	0.15%
MIDDAY-PEAK													
1. NB I-405 Fwy. n/o I-710 Fwy.	14,334	14,780	14,735	-0.31%	15,292	15,258	-0.22%	16,416	16,411	-0.03%	16,994	16,728	-1.59%
SB I-405 Fwy. n/o I-710 Fwy.	13,379	13,833	13,821	-0.09%	14,234	14,131	-0.73%	15,095	15,214	**0.78%**	15,654	15,666	0.08%
2. NB I-405 Fwy. s/o I-710 Fwy.	14,116	14,576	14,604	0.19%	15,054	14,931	-0.82%	15,519	15,468	-0.33%	16,636	16,270	-2.25%
SB I-405 Fwy. s/o I-710 Fwy.	12,904	13,348	13,409	0.45%	13,771	13,740	-0.23%	14,569	14,638	0.47%	15,138	15,107	-0.21%
3. NB I-710 Fwy. b/w Willow St. and PCH	6,493	6,708	6,770	0.92%	6,931	6,991	0.86%	7,185	7,426	**3.25%**	7,586	7,604	0.24%
SB I-710 Fwy. b/w Willow St. and PCH	6,753	6,924	6,950	0.37%	7,211	7,263	0.72%	7,563	7,675	**1.46%**	7,937	7,980	0.54%
4. NB I-110 Fwy. n/o C-Street	6,361	6,480	6,494	0.22%	6,790	6,787	-0.04%	7,203	7,229	0.36%	7,487	7,582	1.25%
SB I-110 Fwy. n/o C-Street	5,599	5,730	5,779	0.85%	5,993	5,991	-0.03%	6,261	6,351	**1.42%**	6,628	6,639	0.17%
6. EB SR-91 Fwy. e/o I-710 Fwy.	12,693	13,222	13,231	0.07%	13,505	13,457	-0.36%	14,538	13,572	-7.12%	14,842	14,941	0.66%
WB SR-91 Fwy. e/o I-710 Fwy.	13,662	13,922	13,901	-0.15%	14,443	14,775	2.25%	16,305	16,459	0.94%	16,318	17,276	**5.55%**
7. EB SR-91 Fwy. w/o I-710 Fwy.	12,452	13,016	13,008	-0.06%	13,322	13,299	-0.17%	14,273	13,912	-2.59%	14,456	14,541	0.58%
WB SR-91 Fwy. w/o I-710 Fwy.	12,516	12,883	12,967	0.65%	13,235	13,190	-0.34%	14,800	14,311	-3.42%	14,558	15,295	**4.82%**
PM PEAK													
. NB I-405 Fwy. n/o I-710 Fwy.	14,098	14,600	14,627	0.18%	15,125	15,073	-0.34%	15,804	15,855	0.32%	16,293	16,443	**0.91%**
SB I-405 Fwy. n/o I-710 Fwy.	15,387	15,824	15,860	0.23%	16,549	16,445	-0.63%	17,206	17,203	-0.02%	17,954	18,023	0.38%
2. NB I-405 Fwy. s/o I-710 Fwy.	14,324	14,816	14,862	0.31%	15,366	15,349	-0.11%	16,086	16,079	-0.04%	16,596	16,743	0.88%
SB I-405 Fwy. s/o I-710 Fwy.	14,780	15,170	15,252	0.54%	15,731	15,744	0.08%	16,522	16,618	**0.58%**	17,210	17,264	0.31%
3. NB I-710 Fwy. b/w Willow St. and PCH	6,859	7,070	7,107	0.52%	7,293	7,314	0.29%	7,578	7,598	0.26%	8,028	8,066	0.47%
SB I-710 Fwy. b/w Willow St. and PCH	6,873	7,037	7,067	0.42%	7,328	7,371	0.58%	7,652	7,669	0.22%	7,998	8,021	0.29%
4. NB I-110 Fwy. n/o C-Street	5,655	5,826	5,837	0.19%	6,094	6,122	0.46%	6,347	6,329	-0.28%	6,587	6,616	0.44%
SB I-110 Fwy. n/o C-Street	6,618	6,902	6,865	-0.54%	7,034	7,087	0.75%	7,442	7,397	-0.61%	7,703	7,767	0.82%
6. EB SR-91 Fwy. e/o I-710 Fwy.	14,676	15,205	14,850	-2.39%	15,248	15,828	**3.66%**	16,903	16,599	-1.83%	17,143	16,953	-1.12%
WB SR-91 Fwy. e/o I-710 Fwy.	13,309	13,767	13,827	0.43%	14,173	14,294	0.85%	14,871	15,070	1.32%	15,400	15,569	1.09%
7. EB SR-91 Fwy. w/o I-710 Fwy.	14,521	15,118	14,964	-1.03%	15,334	15,573	**1.53%**	16,371	16,404	0.20%	16,933	16,903	-0.18%
WB SR-91 Fwy. w/o I-710 Fwy.	11,958	12,441	12,411	-0.24%	12,697	12,758	0.48%	13,382	13,351	-0.23%	13,952	13,932	-0.14%

Table 3.5-35. Landside Improvements Alternative Trip Generation

Vehicle Type	8-9 A.M.			2-3 P.M.			4-5 P.M.			Daily
	In	Out	Total	In	Out	Total	In	Out	Total	
Year 2005 CEQA Baseline										
Pier D/E Container Terminal – Trucks	100	88	188	98	96	194	39	57	96	2,527
Pier D/E Container Terminal – Auto	44	30	74	16	28	44	27	80	107	536
Pier D/E Container Terminal Total	144	118	262	114	124	238	66	137	203	3,063
Pier D/E Container Terminal Total P.C.E.	200	165	365	177	187	364	110	124	234	4,471
Pier F Container Terminal – Trucks	122	131	253	151	187	338	96	129	225	4,002
Pier F Container Terminal – Auto	59	39	98	22	37	59	36	106	142	711
Pier F Container Terminal Total	181	170	351	173	224	397	132	235	367	4,713
Pier F Container Terminal Total P.C.E.	236	250	486	252	349	601	211	266	477	6,523
Total PCE Vehicles	***436***	***415***	***851***	***429***	***536***	***965***	***321***	***390***	***711***	***10,994***
Year 2010 Landside Improvements Alternative /NEPA Baseline										
Pier D/E Container Terminal – Trucks	162	81	243	188	201	389	102	142	244	4,128
Pier D/E Container Terminal – Auto	70	70	140	26	44	70	65	126	191	847
Pier D/E Container Terminal Total	232	151	383	214	245	459	167	268	435	4,975
Pier D/E Container Terminal Total P.C.E.	341	185	526	341	328	669	236	326	562	7,785
Pier F Container Terminal – Trucks	105	61	166	122	127	249	66	88	154	2,668
Pier F Container Terminal – Auto	49	49	98	18	31	49	45	88	133	590
Pier F Container Terminal Total	154	110	264	140	158	298	111	176	287	3,258
Pier F Container Terminal Total P.C.E.	224	135	359	221	211	432	155	212	367	5,074
Total PCE Vehicles	***565***	***320***	***885***	***562***	***539***	***1,101***	***391***	***538***	***929***	***12,859***
Year 2015 Landside Improvements Alternative /NEPA Baseline										
Pier D/E/F Container Terminal – Trucks	261	165	426	303	325	628	164	229	393	7,171
Pier D/E/F Container Terminal – Auto	160	160	320	59	100	159	148	288	436	1,931
Pier D/E/F Container Terminal Total	421	325	746	362	425	787	312	517	829	9,102
Total PCE Vehicles	***596***	***393***	***999***	***565***	***557***	***1,122***	***422***	***610***	***1,032***	***13,982***
Year 2020 Landside Improvements Alternative /NEPA Baseline										
Pier D/E/F Container Terminal – Trucks	270	239	509	312	327	639	169	245	414	8,014
Pier D/E/F Container Terminal – Auto	186	186	372	69	117	186	172	335	507	2,246
Pier D/E/F Container Terminal Total	456	425	881	381	444	825	341	580	921	10,260
Total PCE Vehicles	***636***	***523***	***1,159***	***591***	***578***	***1,169***	***455***	***680***	***1,135***	***15,715***
Year 2030 Landside Improvements Alternative /NEPA Baseline										
Pier D/E/F Container Terminal – Trucks	331	299	630	383	403	786	208	295	503	9,830
Pier D/E/F Container Terminal – Auto	214	214	428	79	135	214	199	387	586	2,595
Pier D/E/F Container Terminal Total	545	513	1,058	462	538	1,000	407	682	1,089	12,425
Total PCE Vehicles	***766***	***636***	***1402***	***719***	***702***	***1,421***	***546***	***803***	***1,349***	***19,115***

Note:
Truck trips have been converted to P.C.E. using a factor of 1.1 for bobtails, 2.0 for chassis, and containers.

Table 3.5-36. Landside Improvements Alternative Intersection Significant Impacts

Intersections		2010	2015	2020	2030
1. Pico Avenue/Pier G Avenue and Harbor Plaza	Future Year Baseline				✓ (M)
	CEQA Baseline	✓ (M)	✓ (M)	✓ (A,M,P)	✓ (A,M,P)
	NEPA Baseline (1)	*n/a*	*n/a*	*n/a*	*n/a*
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps	Future Year Baseline			✓ (P)	✓ (M,P)
	CEQA Baseline			✓ (P)	✓ (M,P)
	NEPA Baseline (1)	*n/a*	*n/a*	*n/a*	*n/a*
3. Pico Avenue and Ocean Boulevard Westbound Off-Ramp	Future Year Baseline				✓ (P)
	CEQA Baseline				✓ (P)
	NEPA Baseline (1)	*n/a*	*n/a*	*n/a*	*n/a*
6. Pico Avenue and Pier D Street	Future Year Baseline	✓ (M)		✓ (A)	✓ (A,M)
	CEQA Baseline			✓ (A)	✓ (A,M,P)
	NEPA Baseline (1)	*n/a*	*n/a*	*n/a*	*n/a*

Notes:
A = AM Peak Hour
M = Midday Peak Hour
P = PM Peak Hour

1. Not Applicable. As no federal action or permit would be required under the Landside Improvements Alternative, there would be no significance determination under NEPA for this alternative.

Table 3.5-37.1. Landside Improvements Alternative Future Year Baseline Intersection Level of Service Analysis (Year 2010)

Intersections	Year 2010 Future Year Baseline						Year 2010						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	D	32.8	F	84.6	E	36.9	C	21.0	F	63.5	D	28.2	-11.8	-21.1	-8.7	No
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	10.3	B	12.3	B	12.3	B	10.6	B	11.7	B	12.1	0.3	-0.6	-0.2	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.4	A	8.3	B	11.8	A	9.9	B	13.1	B	12.3	0.5	4.8	0.5	No
4. Pico Avenue and Broadway (c)	B	10.2	B	10.5	A	9.3	B	10.8	B	11.2	A	9.7	0.6	0.7	0.4	No
5. Pico Avenue and Pier D Street (a)	C	23.4	B	14.3	B	12.0	D	25.5	E	38.8	C	20.7	2.1	24.5	8.7	Yes (MD)
6. Pico Avenue and Pier C Street (b)	A	0.333	A	0.280	A	0.241	A	0.370	A	0.325	A	0.283	0.037	0.045	0.042	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.536	A	0.476	A	0.509	A	0.556	A	0.544	A	0.558	0.020	0.068	0.049	No
8. Anaheim Way and Pier B Street (a)	A	7.2	A	7.6	A	7.9	A	7.2	A	7.6	A	7.8	0.0	0.0	-0.1	No
9. Farragut Avenue and Anaheim Street (b)	A	0.296	A	0.262	A	0.391	A	0.292	A	0.261	A	0.385	-0.004	-0.001	-0.006	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-37.2. Landside Improvements Alternative Future Year Baseline Intersection Level of Service Analysis (Year 2015)

Intersections	Year 2015 Future Year Baseline						Year 2015						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	E	38.5	F	95.1	E	39.2	C	22.8	F	69.5	D	26.6	-15.7	-25.6	-12.6	No
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	11.6	C	15.8	C	17.2	B	12.5	C	15.1	C	19.0	0.9	-0.7	1.8	No
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	A	10.0	C	16.2	B	10.2	B	12.9	C	18.2	C	19.1	2.9	2.0	8.9	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	8.4	A	9.1	A	9.3	A	9.0	A	9.8	B	10.1	0.6	0.7	0.8	No
4. Pico Avenue and Broadway (c)	B	10.1	B	11.5	B	10.2	B	11.1	B	12.5	B	10.4	1.0	1.0	0.2	No
5. Pico Avenue and Pier D Street (a)	D	25.6	C	15.9	B	13.1	D	27.6	D	30.3	C	19.1	2.0	14.4	6.0	No
6. Pico Avenue and Pier C Street (b)	A	0.350	A	0.314	A	0.288	A	0.398	A	0.346	A	0.329	0.048	0.032	0.041	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.565	A	0.581	A	0.543	A	0.594	B	0.626	A	0.600	0.029	0.045	0.057	No
8. Anaheim Way and Pier B Street (a)	A	7.9	A	8.1	A	8.4	A	8.0	A	8.2	A	8.4	0.1	0.1	0.0	No
9. Farragut Avenue and Anaheim Street (b)	A	0.356	A	0.349	A	0.476	A	0.362	A	0.342	A	0.469	0.006	-0.007	-0.007	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-37.3. Landside Improvements Alternative Future Year Baseline Intersection Level of Service Analysis (Year 2020)

Intersections	Year 2020 Future Year Baseline						Year 2020						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	F	59.4	F	102.2	E	36.3	45.4	80.5	21.7	Yes (AM,MD,PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	B	14.6	C	19.4	E	35.8	4.7	7.6	24.5	Yes (PM)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	B	11	C	18.3	C	20.1	C	19.1	C	21.5	D	27.2	8.1	3.2	7.1	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	8.8	A	9.6	A	9.7	A	9.9	B	10.3	B	11.1	1.1	0.7	1.4	No
4. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	12.5	B	13.8	B	10.7	1.9	1.1	-0.8	No
5. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	E	43.9	D	34.1	C	24.3	34.1	-13.2	-82.5	Yes (AM)
6. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.431	A	0.384	A	0.371	0.2	0.121	0.105	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	B	0.651	B	0.631	B	0.632	0.295	0.25	0.206	No
8. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	B	12.7	B	11.4	B	12.7	4.6	2.6	3.6	No
9. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.508	A	0.506	B	0.609	0.16	0.173	0.159	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-37.4. Landside Improvements Alternative Future Year Baseline Intersection Level of Service Analysis (Year 2030)

Intersections	Year 2030 Future Year Baseline						Year 2030						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	F	90.8	F	141.3	F	68.7	F	84.5	F	151.4	F	53.9	-6.3	10.1	-14.8	Yes (MD)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	C	17.7	D	31.9	E	42.7	C	20.1	E	35.9	F	50.9	2.4	4.0	8.2	Yes (MD, PM)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	B	11.5	B	12.0	C	23.6	C	19.8	D	25.5	E	35.2	8.3	13.5	11.6	Yes (PM)
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	9.3	B	10.3	B	11.3	B	10.4	B	11.2	B	12.9	1.1	0.9	1.6	No
4. Pico Avenue and Broadway (c)	B	11.7	B	14.2	B	11.2	B	13.4	C	15.2	B	11.1	1.7	1.0	-0.1	No
5. Pico Avenue and Pier D Street (a)	D	32.2	C	19.4	C	17.0	F	57.8	E	48.7	D	31.9	25.6	29.3	14.9	Yes (AM, MD)
6. Pico Avenue and Pier C Street (b)	A	0.415	A	0.395	A	0.369	A	0.463	A	0.417	A	0.399	0.048	0.022	0.030	No
7. Pico Avenue/Pier B Street and 9th Street (b)	B	0.670	B	0.632	B	0.602	B	0.694	C	0.710	B	0.639	0.024	0.078	0.037	No
8. Anaheim Way and Pier B Street (a)	B	14.8	B	14.4	C	16.6	C	15.4	C	15.4	C	16.5	0.6	1.0	-0.1	No
9. Farragut Avenue and Anaheim Street (b)	A	0.509	A	0.500	B	0.672	A	0.529	A	0.522	B	0.657	0.020	0.022	-0.015	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-38.1. Landside Improvements Alternative CEQA Intersection Level of Service Analysis (Year 2010)

Intersections	Year 2005 CEQA Baseline						Year 2010						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	C	21	F	63.5	D	28.2	7	41.8	13.6	Yes (MD)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	B	10.6	B	11.7	B	12.1	0.7	-0.1	0.8	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5	A	9.9	B	13.1	B	12.3	0.3	3.2	2.8	No
4. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	10.8	B	11.2	A	9.7	0.2	-1.5	-1.8	No
5. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	D	25.5	E	38.8	C	20.7	15.7	-8.5	-86.1	No
6. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.37	A	0.325	A	0.283	0.139	0.062	0.017	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	A	0.556	A	0.544	A	0.558	0.2	0.159	0.132	No
8. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	A	7.2	A	7.6	A	7.8	-0.9	-1.2	-1.3	No
9. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.292	A	0.261	A	0.385	-0.056	-0.072	-0.065	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-38.2. Landside Improvements Alternative CEQA Intersection Level of Service Analysis (Year 2015)

Intersections	Year 2005 CEQA Baseline						Year 2015						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	C	21	F	63.5	D	28.2	7	41.8	13.6	Yes (MD)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	B	10.6	B	11.7	B	12.1	0.7	-0.1	0.8	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5										
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c) (d)	-	-	-	-	-	-	A	9.9	B	13.1	B	12.3	0.3	3.2	2.8	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c) (d)	-	-	-	-	-	-	B	10.8	B	11.2	A	9.7	0.2	-1.5	-1.8	No
4. Pico Avenue and Broadway (c)	A	9.8	E	47.3	F	106.8	D	25.5	E	38.8	C	20.7	15.7	-8.5	-86.1	No
5. Pico Avenue and Pier D Street (a)	A	0.231	A	0.263	A	0.266	A	0.37	A	0.325	A	0.283	0.139	0.062	0.017	No
6. Pico Avenue and Pier C Street (b)	A	0.356	A	0.385	A	0.426	A	0.556	A	0.544	A	0.558	0.2	0.159	0.132	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	8.1	A	8.8	A	9.1	A	7.2	A	7.6	A	7.8	-0.9	-1.2	-1.3	No
8. Anaheim Way and Pier B Street (a)	A	0.348	A	0.333	A	0.45	A	0.292	A	0.261	A	0.385	-0.056	-0.072	-0.065	No
9. Farragut Avenue and Anaheim Street (b)	B	14.0	C	21.7	B	14.6	C	21	F	63.5	D	28.2	7	41.8	13.6	Yes (MD)

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Sgnalized intersection.
c. Stop controlled on minor street only.
d. intersection configuration different in 2005 so no direct comparison is available.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-38.3. Landside Improvements Alternative CEQA Intersection Level of Service Analysis (Year 2020)

Intersections	Year 2005 CEQA Baseline						Year 2020						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	F	59.4	F	102.2	E	36.3	45.4	80.5	21.7	Yes (AM,MD,PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	B	14.6	C	19.4	E	35.8	4.7	7.6	24.5	Yes (PM)
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5										
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c) (d)	-	-	-	-	-	-	C	19.1	C	21.5	D	27.2	(d)	(d)	(d)	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c) (d)	-	-	-	-	-	-	A	9.9	B	10.3	B	11.1	(d)	(d)	(d)	No
4. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	12.5	B	13.8	B	10.7	1.9	1.1	-0.8	No
5. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	E	43.9	D	34.1	C	24.3	34.1	-13.2	-82.5	Yes (AM)
6. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.431	A	0.384	A	0.371	0.2	0.121	0.105	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	B	0.651	B	0.631	B	0.632	0.295	0.25	0.206	No
8. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	B	12.7	B	11.4	B	12.7	4.6	2.6	3.6	No
10. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.508	A	0.506	B	0.609	0.16	0.173	0.159	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.
d. Intersection configuration different in 2005 so no direct comparison is available.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-38.4. Landside Improvements Alternative CEQA Intersection Level of Service Analysis (Year 2030)

Intersections	Year 2005 CEQA Baseline						Year 2030						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	F	84.5	F	151.4	F	53.9	70.5	129.7	39.3	Yes (AM,MD,PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	C	20.1	E	35.9	F	50.9	10.2	24.1	39.6	Yes (MD, PM)
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5										
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c) (d)	-	-	-	-	-	-	C	19.8	D	25.5	E	35.2	(d)	(d)	(d)	Yes (PM)
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c) (d)	-	-	-	-	-	-	B	10.4	B	11.2	B	12.9	(d)	(d)	(d)	No
4. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	13.4	C	15.2	B	11.1	2.8	2.5	-0.4	No
5. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	F	57.8	E	48.7	D	31.9	48	1.4	-74.9	Yes (AM,MD)
6. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.463	A	0.417	A	0.399	0.232	0.154	0.133	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	B	0.694	C	0.71	B	0.639	0.338	0.33	0.213	No
8. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	C	15.4	C	15.4	C	16.5	7.3	6.6	7.4	No
9. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.529	A	0.522	B	0.657	0.181	0.189	0.207	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.
d. Intersection configuration different in 2005 so no direct comparison is available.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-39. Landside Improvements Alternative Mitigated Intersection Level of Service Analysis

Year	8-9 A.M.		2-3 P.M.		4-5 P.M.	
	LOS	V/C Delay	LOS	V/C Delay	LOS	V/C Delay
Pico Ave / Pier G Ave and Harbor Plaza						
2010	A	0.547	B	0.692	A	0.560
2015	A	0.541	C	0.729	B	0.614
2020	C	0.723	D	0.812	B	0.687
2030	C	0.750	D	0.885	C	0.730
Pico Ave / Pier E St and Ocean Blvd EB On/Off-Ramps						
2010	A	0.358	A	0.417	A	0.473
2015	A	0.437	A	0.512	B	0.663
2020	A	0.456	A	0.576	C	0.792
2030	A	0.556	B	0.665	D	0.852
Pico Ave / Ocean Blvd WB Off-Ramp						
2010	A	0.298	A	0.268	A	0.252
2015	A	0.292	A	0.302	A	0.328
2020	A	0.368	A	0.331	A	0.384
2030	A	0.384	A	0.363	A	0.416
Pico Ave / Pier D St						
2010	B	0.649	B	0.637	A	0.585
2015	B	0.634	A	0.589	A	0.551
2020	B	0.691	A	0.591	A	0.592
2030	C	0.740	B	0.650	B	0.636

Table 3.5-40. Landside Improvements Alternative Highway Link Significant Impacts

Highway Segments	Baseline [1]	2010	2015	2020	2030
1. NB I-405 Freeway n/o I-710 Freeway	Future Year Baseline	✓ (A,P)	-	-	-
	CEQA Baseline	-	✓ (A,M,P)	✓ (A,M,P)	✓ (A,M,P)
	NEPA Baseline	n/a	n/a	n/a	n/a
SB I-405 Freeway n/o I-710 Freeway	Future Year Baseline	✓ (A,P)	-	-	-
	CEQA Baseline	-	✓ (A,M,P)	✓ (A,M,P)	✓ (A,M,P)
	NEPA Baseline	n/a	n/a	n/a	n/a
2. NB I-405 Freeway s/o I-710 Freeway	Future Year Baseline	✓ (A,M,P)	-	-	-
	CEQA Baseline	✓ (A)	✓ (A,M,P)	✓ (A,M,P)	✓ (A,M,P)
	NEPA Baseline	n/a	n/a	n/a	n/a
SB I-405 Freeway s/o I-710 Freeway	Future Year Baseline	✓ (A,M,P)	-	-	-
	CEQA Baseline	✓ (M)	✓ (A,M,P)	✓ (A,M,P)	✓ (A,M,P)
	NEPA Baseline	n/a	n/a	n/a	n/a
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	Future Year Baseline	-	-	✓ (M)	-
	CEQA Baseline	✓ (A,M,P)	✓ (A,M,P)	✓ (A,M,P)	✓ (A,M,P)
	NEPA Baseline	n/a	n/a	n/a	n/a
SB I-710 Freeway between Willow Street and Pacific Coast Highway	Future Year Baseline	✓ (A)	-	✓ (M)	-
	CEQA Baseline	✓ (A,M,P)	✓ (A,M,P)	✓ (A,M,P)	✓ (A,M,P)
	NEPA Baseline	n/a	n/a	n/a	n/a
4. NB I-110 Freeway n/o C-Street	Future Year Baseline	-	-	-	-
	CEQA Baseline	-	-	-	✓ (A)
	NEPA Baseline	n/a	n/a	n/a	n/a
6. EB SR-91 Freeway e/o I-710 Freeway	Future Year Baseline	-	✓ (P)	-	-
	CEQA Baseline	✓ (M)	✓ (M,P)	✓ (A,M,P)	✓ (A,M,P)
	NEPA Baseline	n/a	n/a	n/a	n/a
WB SR-91 Freeway e/o I-710 Freeway	Future Year Baseline	✓ (M)	✓ (A)	✓ (A,M)	✓ (M)
	CEQA Baseline	✓ (A,P)	✓ (A,M,P)	✓ (A,M,P)	✓ (A,M,P)
	NEPA Baseline	n/a	n/a	n/a	n/a
7. EB SR-91 Freeway w/o I-710 Freeway	Future Year Baseline	✓ (P)	-	-	-
	CEQA Baseline	-	✓ (P)	✓ (M,P)	✓ (M,P)
	NEPA Baseline	n/a	n/a	n/a	n/a
WB SR-91 Freeway w/o I-710 Freeway	Future Year Baseline	✓ (A)	-	-	✓ (M)
	CEQA Baseline	-	✓ (A)	✓ (A,M)	✓ (A,M,P)
	NEPA Baseline	n/a	n/a	n/a	n/a

Notes:
A = AM Peak Hour
M = Midday Peak Hour
P = PM Peak Hour

Table 3.5-41.1. Landside Improvements Alternative Future Year Baseline Highway Link Level of Service Analysis (Year 2010)

Highway Segments	Year 2010 Future Year Baseline						Year 2010						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.259	F	1.160	F	1.130	F	1.285	F	1.177	F	1.157	0.026	0.016	0.027	Yes (AM,PM)
SB I-405 Freeway n/o I-710 Freeway	E	0.953	F	1.082	F	1.220	E	0.975	F	1.098	F	1.263	0.022	0.016	0.043	Yes (AM,PM)
2. NB I-405 Freeway s/o I-710 Freeway	F	1.159	F	1.131	F	1.133	F	1.240	F	1.159	F	1.176	0.081	0.028	0.042	Yes (AM,MD,PM)
SB I-405 Freeway s/o I-710 Freeway	D	0.938	F	1.038	F	1.168	E	0.961	F	1.059	F	1.213	0.023	0.021	0.045	Yes (AM,MD,PM)
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.006	F	1.053	F	1.115	F	1.013	F	1.066	F	1.126	0.008	0.013	0.011	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.095	F	1.093	F	1.112	F	1.117	F	1.108	F	1.128	0.022	0.015	0.016	Yes (AM)
4. NB I-110 Freeway n/o C-Street	D	0.839	C	0.753	C	0.681	D	0.856	D	0.783	C	0.696	0.018	0.030	0.015	No
SB I-110 Freeway n/o C-Street	C	0.597	C	0.658	D	0.795	C	0.607	C	0.690	D	0.815	0.010	0.031	0.020	No
5. NB SR-47 Freeway at Heim Bridge	A	0.172	A	0.275	A	0.251	A	0.181	A	0.301	A	0.261	0.009	0.026	0.010	No
SB SR-47 Freeway at Heim Bridge	A	0.225	A	0.232	A	0.148	A	0.241	A	0.249	A	0.155	0.016	0.017	0.007	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.870	F	1.046	F	1.124	D	0.889	F	1.042	F	1.205	0.019	-0.004	0.081	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.227	F	1.040	F	1.088	F	1.243	F	1.121	F	1.092	0.015	0.080	0.004	Yes (MD)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.694	D	0.861	E	0.962	C	0.714	D	0.876	F	1.022	0.020	0.014	0.059	Yes (PM)
WB SR-91 Freeway w/o I-710 Freeway	E	0.969	D	0.829	D	0.815	F	1.005	D	0.881	D	0.842	0.036	0.052	0.026	Yes (AM)

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-41.2. Landside Improvements Alternative Future Year Baseline Highway Link Level of Service Analysis (Year 2015)

Highway Segments	Year 2015 Future Year Baseline						Year 2015						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.324	F	1.214	F	1.202	F	1.328	F	1.215	F	1.195	0.003	0.002	-0.007	No
SB I-405 Freeway n/o I-710 Freeway	F	1.006	F	1.129	F	1.315	F	1.007	F	1.134	F	1.304	0.001	0.006	-0.011	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.278	F	1.195	F	1.221	F	1.281	F	1.197	F	1.214	0.002	0.003	-0.007	No
SB I-405 Freeway s/o I-710 Freeway	E	0.992	F	1.092	F	1.248	E	0.992	F	1.094	F	1.253	0.001	0.001	0.005	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.052	F	1.100	F	1.158	F	1.047	F	1.101	F	1.163	-0.006	0.001	0.005	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.160	F	1.145	F	1.163	F	1.153	F	1.145	F	1.165	-0.006	0.000	0.002	No
4. NB I-110 Freeway n/o C-Street	D	0.889	D	0.808	C	0.726	D	0.884	D	0.808	C	0.719	-0.005	0.000	-0.007	No
SB I-110 Freeway n/o C-Street	C	0.628	C	0.714	D	0.837	C	0.627	C	0.712	D	0.842	-0.001	-0.001	0.004	No
5. NB SR-47 Freeway at Heim Bridge	A	0.192	A	0.317	A	0.290	A	0.187	A	0.311	A	0.269	-0.005	-0.006	-0.021	No
SB SR-47 Freeway at Heim Bridge	A	0.258	A	0.253	A	0.160	A	0.249	A	0.257	A	0.160	-0.009	0.004	0.000	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.918	F	1.073	F	1.211	D	0.918	F	1.077	F	1.244	0.000	0.004	0.033	Yes (PM)
WB SR-91 Freeway e/o I-710 Freeway	F	1.257	F	1.146	F	1.125	F	1.284	F	1.158	F	1.128	0.027	0.012	0.003	Yes (AM)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.738	D	0.907	F	1.038	C	0.738	D	0.905	F	1.055	0.000	-0.002	0.017	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.029	D	0.897	D	0.862	F	1.038	D	0.910	D	0.869	0.009	0.013	0.007	No

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-41.3. Landside Improvements Alternative Future Year Baseline Highway Link Level of Service Analysis (Year 2020)

Highway Segments	Year 2020 Future Year Baseline						Year 2020						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.387	F	1.313	F	1.259	F	1.386	F	1.310	F	1.259	-0.001	-0.003	0.000	No
SB I-405 Freeway n/o I-710 Freeway	F	1.059	F	1.203	F	1.369	F	1.055	F	1.217	F	1.365	-0.004	0.014	-0.004	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.312	F	1.232	F	1.281	F	1.271	F	1.226	F	1.277	-0.041	-0.006	-0.004	No
SB I-405 Freeway s/o I-710 Freeway	F	1.038	F	1.161	F	1.315	F	1.039	F	1.167	F	1.309	0.001	0.006	-0.006	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.059	F	1.141	F	1.203	F	1.064	F	1.185	F	1.201	0.005	0.044	-0.002	Yes(MD)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.196	F	1.200	F	1.215	F	1.212	F	1.220	F	1.221	0.016	0.020	0.006	Yes(MD)
4. NB I-110 Freeway n/o C-Street	D	0.882	D	0.857	C	0.755	D	0.889	D	0.859	C	0.752	0.007	0.002	-0.003	No
SB I-110 Freeway n/o C-Street	C	0.634	C	0.746	D	0.886	C	0.634	C	0.757	D	0.883	0.000	0.011	-0.003	No
5. NB SR-47 Freeway at Heim Bridge	A	0.002	A	0.326	A	0.271	A	0.004	A	0.341	A	0.276	0.002	0.015	0.005	No
SB SR-47 Freeway at Heim Bridge	A	0.280	A	0.257	A	0.171	A	0.278	A	0.269	A	0.175	-0.002	0.012	0.004	No
6. EB SR-91 Freeway e/o I-710 Freeway	E	0.941	F	1.154	F	1.342	E	0.944	F	1.088	F	1.321	0.003	-0.066	-0.021	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.322	F	1.294	F	1.180	F	1.357	F	1.325	F	1.195	0.035	0.031	0.015	Yes (AM,MD)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.779	E	0.986	F	1.124	C	0.777	E	0.955	F	1.132	-0.002	-0.031	0.008	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.100	F	1.035	D	0.916	F	1.104	E	0.985	D	0.912	0.004	-0.050	-0.004	No

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-41.4. Landside Improvements Alternative Future Year Baseline Highway Link Level of Service Analysis (Year 2030)

Highway Segments	Year 2030 Future Year Baseline						Year 2030						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.453	F	1.353	F	1.291	F	1.452	F	1.329	F	1.303	-0.001	-0.024	0.012	No
SB I-405 Freeway n/o I-710 Freeway	F	1.093	F	1.243	F	1.425	F	1.095	F	1.242	F	1.431	0.002	-0.001	0.006	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.411	F	1.323	F	1.315	F	1.393	F	1.277	F	1.329	-0.018	-0.046	0.014	No
SB I-405 Freeway s/o I-710 Freeway	F	1.088	F	1.202	F	1.364	F	1.091	F	1.199	F	1.372	0.003	-0.003	0.008	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.152	F	1.204	F	1.274	F	1.164	F	1.202	F	1.283	0.012	-0.002	0.009	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.259	F	1.260	F	1.270	F	1.270	F	1.267	F	1.284	0.011	0.007	0.014	No
4. NB I-110 Freeway n/o C-Street	E	0.967	D	0.891	D	0.784	E	0.968	D	0.901	D	0.790	0.001	0.010	0.006	No
SB I-110 Freeway n/o C-Street	C	0.686	D	0.790	D	0.918	C	0.689	D	0.793	D	0.927	0.003	0.003	0.009	No
5. NB SR-47 Freeway at Heim Bridge	A	0.212	A	0.333	A	0.307	A	0.218	A	0.347	A	0.302	0.006	0.014	-0.005	No
SB SR-47 Freeway at Heim Bridge	A	0.258	A	0.275	A	0.171	A	0.271	A	0.280	A	0.172	0.013	0.005	0.001	No
6. EB SR-91 Freeway e/o I-710 Freeway	F	1.004	F	1.179	F	1.361	F	1.004	F	1.181	F	1.345	0.000	0.002	-0.016	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.383	F	1.295	F	1.222	F	1.365	F	1.363	F	1.237	-0.018	0.068	0.015	Yes (MD)
7. EB SR-91 Freeway w/o I-710 Freeway	D	0.811	E	0.981	F	1.151	D	0.808	E	0.989	F	1.151	-0.003	0.008	0.000	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.120	E	0.989	E	0.949	F	1.117	F	1.052	E	0.947	-0.003	0.063	-0.002	Yes (MD)

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-42.1. Landside Improvements Alternative CEQA Highway Link Level of Service Analysis (Year 2010)

Highway Segments	CEQA Baseline						Year 2010						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.243	F	1.138	F	1.119	F	1.261	F	1.155	F	1.132	0.018	0.017	0.013	No
SB I-405 Freeway n/o I-710 Freeway	E	0.943	F	1.062	F	1.221	E	0.956	F	1.082	F	1.223	0.013	0.02	0.002	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.199	F	1.121	F	1.137	F	1.232	F	1.134	F	1.141	0.033	0.013	0.004	Yes(AM)
SB I-405 Freeway s/o I-710 Freeway	D	0.929	F	1.024	F	1.173	E	0.942	F	1.046	F	1.177	0.013	0.022	0.004	Yes(MD)
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	E	0.98	F	1.031	F	1.089	F	1.004	F	1.062	F	1.123	0.024	0.031	0.034	Yes(AM,MD,PM)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.08	F	1.072	F	1.091	F	1.11	F	1.099	F	1.116	0.03	0.027	0.025	Yes(AM,MD,PM)
4. NB I-110 Freeway n/o C-Street	D	0.828	C	0.757	C	0.673	D	0.839	C	0.754	C	0.682	0.011	-0.003	0.009	No
SB I-110 Freeway n/o C-Street	C	0.587	C	0.667	D	0.788	C	0.598	C	0.657	D	0.792	0.011	-0.01	0.004	No
5. NB SR-47 Freeway at Heim Bridge	A	0.175	A	0.291	A	0.252	A	0.171	A	0.276	A	0.251	-0.004	-0.015	-0.001	No
SB SR-47 Freeway at Heim Bridge	A	0.233	A	0.241	A	0.15	A	0.225	A	0.229	A	0.148	-0.008	-0.012	-0.002	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.86	F	1.008	F	1.165	D	0.87	F	1.045	F	1.096	0.01	0.037	-0.069	Yes(MD)
WB SR-91 Freeway e/o I-710 Freeway	F	1.202	F	1.084	F	1.056	F	1.249	F	1.039	F	1.08	0.047	-0.045	0.024	Yes(AM,PM))
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.691	D	0.847	E	0.988	C	0.694	D	0.861	E	0.948	0.003	0.014	-0.04	No
WB SR-91 Freeway w/o I-710 Freeway	E	0.972	D	0.852	D	0.814	E	0.983	D	0.838	D	0.814	0.011	-0.014	0	No

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-42.2. Landside Improvements Alternative CEQA Highway Link Level of Service Analysis (Year 2015)

Highway Segments	CEQA Baseline						Year 2015						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.243	F	1.138	F	1.119	F	1.328	F	1.214	F	1.202	0.085	0.076	0.083	Yes(AM,MD,PM)
SB I-405 Freeway n/o I-710 Freeway	E	0.943	F	1.062	F	1.221	F	1.006	F	1.13	F	1.31	0.063	0.068	0.089	Yes(AM,MD,PM)
2. NB I-405 Freeway s/o I-710 Freeway	F	1.199	F	1.121	F	1.137	F	1.277	F	1.19	F	1.211	0.078	0.069	0.074	Yes(AM,MD,PM)
SB I-405 Freeway s/o I-710 Freeway	D	0.929	F	1.024	F	1.173	E	0.993	F	1.096	F	1.254	0.064	0.072	0.081	Yes(AM,MD,PM)
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	E	0.98	F	1.031	F	1.089	F	1.052	F	1.112	F	1.164	0.072	0.081	0.075	Yes(AM,MD,PM)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.08	F	1.072	F	1.091	F	1.16	F	1.154	F	1.171	0.08	0.082	0.08	Yes(AM,MD,PM)
4. NB I-110 Freeway n/o C-Street	D	0.828	C	0.757	C	0.673	D	0.887	D	0.808	C	0.729	0.059	0.051	0.056	No
SB I-110 Freeway n/o C-Street	C	0.587	C	0.667	D	0.788	C	0.631	C	0.714	D	0.839	0.044	0.047	0.051	No
5. NB SR-47 Freeway at Heim Bridge	A	0.175	A	0.291	A	0.252	A	0.193	A	0.323	A	0.285	0.018	0.032	0.033	No
SB SR-47 Freeway at Heim Bridge	A	0.233	A	0.241	A	0.15	A	0.259	A	0.26	A	0.163	0.026	0.019	0.013	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.86	F	1.008	F	1.165	D	0.919	F	1.073	F	1.255	0.059	0.065	0.09	Yes(MD,PM)
WB SR-91 Freeway e/o I-710 Freeway	F	1.202	F	1.084	F	1.056	F	1.257	F	1.163	F	1.135	0.055	0.079	0.079	Yes(AM,MD,PM)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.691	D	0.847	E	0.988	C	0.741	D	0.907	F	1.06	0.05	0.06	0.072	Yes(PM)
WB SR-91 Freeway w/o I-710 Freeway	E	0.972	D	0.852	D	0.814	F	1.029	D	0.915	D	0.87	0.057	0.063	0.056	Yes(AM)

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-42.3. Landside Improvements Alternative CEQA Highway Link Level of Service Analysis (Year 2020)

Highway Segments	CEQA Baseline						Year 2020						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.243	F	1.138	F	1.119	F	1.386	F	1.31	F	1.259	0.143	0.172	0.14	Yes(AM,MD,PM)
SB I-405 Freeway n/o I-710 Freeway	E	0.943	F	1.062	F	1.221	F	1.055	F	1.217	F	1.365	0.112	0.155	0.144	Yes(AM,MD,PM)
2. NB I-405 Freeway s/o I-710 Freeway	F	1.199	F	1.121	F	1.137	F	1.271	F	1.226	F	1.277	0.072	0.105	0.14	Yes(AM,MD,PM)
SB I-405 Freeway s/o I-710 Freeway	D	0.929	F	1.024	F	1.173	F	1.039	F	1.167	F	1.309	0.11	0.143	0.136	Yes(AM,MD,PM)
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	E	0.98	F	1.031	F	1.089	F	1.064	F	1.185	F	1.201	0.084	0.154	0.112	Yes(AM,MD,PM)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.08	F	1.072	F	1.091	F	1.212	F	1.22	F	1.221	0.132	0.148	0.13	Yes(AM,MD,PM)
4. NB I-110 Freeway n/o C-Street	D	0.828	C	0.757	C	0.673	D	0.889	D	0.859	C	0.752	0.061	0.102	0.079	No
SB I-110 Freeway n/o C-Street	C	0.587	C	0.667	D	0.788	C	0.634	C	0.757	D	0.883	0.047	0.09	0.095	No
5. NB SR-47 Freeway at Heim Bridge	A	0.175	A	0.291	A	0.252	A	0.004	A	0.341	A	0.276	-0.171	0.05	0.024	No
SB SR-47 Freeway at Heim Bridge	A	0.233	A	0.241	A	0.15	A	0.278	A	0.269	A	0.175	0.045	0.028	0.025	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.86	F	1.008	F	1.165	E	0.944	F	1.088	F	1.321	0.084	0.08	0.156	Yes(AM,MD,PM)
WB SR-91 Freeway e/o I-710 Freeway	F	1.202	F	1.084	F	1.056	F	1.357	F	1.325	F	1.195	0.155	0.241	0.139	Yes(AM,MD,PM)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.691	D	0.847	E	0.988	C	0.777	E	0.955	F	1.132	0.086	0.108	0.144	Yes(MD,PM)
WB SR-91 Freeway w/o I-710 Freeway	E	0.972	D	0.852	D	0.814	F	1.104	E	0.985	D	0.912	0.132	0.133	0.098	Yes(AM,MD)

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-42.4. Landside Improvements Alternative CEQA Highway Link Level of Service Analysis (Year 2030)

Highway Segments	CEQA Baseline						Year 2030						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.243	F	1.138	F	1.119	F	1.452	F	1.329	F	1.303	0.209	0.191	0.184	Yes(AM,MD,PM)
SB I-405 Freeway n/o I-710 Freeway	E	0.943	F	1.062	F	1.221	F	1.095	F	1.242	F	1.431	0.152	0.18	0.21	Yes(AM,MD,PM)
2. NB I-405 Freeway s/o I-710 Freeway	F	1.199	F	1.121	F	1.137	F	1.393	F	1.277	F	1.329	0.194	0.156	0.192	Yes(AM,MD,PM)
SB I-405 Freeway s/o I-710 Freeway	D	0.929	F	1.024	F	1.173	F	1.091	F	1.199	F	1.372	0.162	0.175	0.199	Yes(AM,MD,PM)
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	E	0.98	F	1.031	F	1.089	F	1.164	F	1.202	F	1.283	0.184	0.171	0.194	Yes(AM,MD,PM)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.08	F	1.072	F	1.091	F	1.27	F	1.267	F	1.284	0.19	0.195	0.193	Yes(AM,MD,PM)
4. NB I-110 Freeway n/o C-Street	D	0.828	C	0.757	C	0.673	E	0.968	D	0.901	D	0.79	0.14	0.144	0.117	Yes(AM)
SB I-110 Freeway n/o C-Street	C	0.587	C	0.667	D	0.788	C	0.689	D	0.793	D	0.927	0.102	0.126	0.139	No
5. NB SR-47 Freeway at Heim Bridge	A	0.175	A	0.291	A	0.252	A	0.218	A	0.347	A	0.302	0.043	0.056	0.05	No
SB SR-47 Freeway at Heim Bridge	A	0.233	A	0.241	A	0.15	A	0.271	A	0.28	A	0.172	0.038	0.039	0.022	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.86	F	1.008	F	1.165	F	1.004	F	1.181	F	1.345	0.144	0.173	0.18	Yes(AM,MD,PM)
WB SR-91 Freeway e/o I-710 Freeway	F	1.202	F	1.084	F	1.056	F	1.365	F	1.363	F	1.237	0.163	0.279	0.181	Yes(AM,MD,PM)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.691	D	0.847	E	0.988	D	0.808	E	0.989	F	1.151	0.117	0.142	0.163	Yes(MD,PM)
WB SR-91 Freeway w/o I-710 Freeway	E	0.972	D	0.852	D	0.814	F	1.117	F	1.052	E	0.947	0.145	0.2	0.133	Yes(AM,MD,PM)

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-43. Percentage of Project-Traffic to Highway (Landside Improvements Alternative)

Study Highway Segment	Traffic Volume in 2005 (Base)	2010			2015			2020			2030		
		Future without Project	Future with Project	Project Share	Future without Project	Future with Project	Project Share	Future without Project	Future with Project	Project Share	Future without Project	Future with Project	Project Share
AM PEAK													
1. NB I-405 Fwy. n/o I-710 Fwy.	15,657	16,184	16,205	0.13%	16,689	16,731	0.25%	17,444	17,437	-0.04%	18,304	18,290	-0.08%
SB I-405 Fwy. n/o I-710 Fwy.	11,875	12,214	12,245	0.25%	12,671	12,673	0.02%	13,296	13,252	-0.33%	13,785	13,803	0.13%
2. NB I-405 Fwy. s/o I-710 Fwy.	15,099	14,869	15,632	**4.88%**	16,106	16,099	-0.04%	16,544	16,117	-2.65%	17,745	17,552	-1.10%
SB I-405 Fwy. s/o I-710 Fwy.	11,708	12,023	12,061	0.32%	12,498	12,513	0.12%	13,049	13,064	0.11%	13,706	13,732	0.19%
3. NB I-710 Fwy. b/w Willow St. and PCH	6,171	6,391	6,376	-0.24%	6,628	6,629	0.02%	6,666	6,695	0.43%	7,256	7,331	1.02%
SB I-710 Fwy. b/w Willow St. and PCH	6,804	6,963	7,056	1.32%	7,307	7,305	-0.03%	7,530	7,633	1.35%	7,936	8,006	0.87%
4. NB I-110 Fwy. n/o C-Street	6,953	7,139	7,138	-0.01%	7,469	7,456	-0.17%	7,408	7,466	0.78%	8,120	8,128	0.10%
SB I-110 Fwy. n/o C-Street	4,930	5,080	5,085	0.10%	5,270	5,292	0.42%	5,329	5,330	0.02%	5,765	5,788	0.40%
6. EB SR-91 Fwy. e/o I-710 Fwy.	10,831	11,191	11,195	0.04%	11,568	11,587	0.16%	11,853	11,895	0.35%	12,649	12,655	0.05%
WB SR-91 Fwy. e/o I-710 Fwy.	15,143	15,589	15,870	1.77%	15,831	15,837	0.04%	16,654	17,095	2.58%	17,429	17,198	-1.34%
7. EB SR-91 Fwy. w/o I-710 Fwy.	10,163	10,491	10,486	-0.05%	10,857	10,884	0.25%	11,386	11,370	-0.14%	11,918	11,892	-0.22%
WB SR-91 Fwy. w/o I-710 Fwy.	14,283	14,704	14,853	1.00%	15,164	15,162	-0.01%	16,043	16,083	0.25%	16,533	16,505	-0.17%
MIDDAY PEAK													
1. NB I-405 Fwy. n/o I-710 Fwy.	14,334	14,780	14,730	-0.34%	15,292	15,293	0.01%	16,416	16,385	-0.19%	16,994	16,740	-1.52%
SB I-405 Fwy. n/o I-710 Fwy.	13,379	13,833	13,832	-0.01%	14,234	14,248	0.10%	15,095	15,247	**1.00%**	15,654	15,648	-0.04%
2. NB I-405 Fwy. s/o I-710 Fwy.	14,116	14,576	14,607	0.21%	15,054	15,001	-0.35%	15,519	15,455	-0.41%	16,636	16,150	-3.01%
SB I-405 Fwy. s/o I-710 Fwy.	12,904	13,348	13,434	**0.64%**	13,771	13,813	0.30%	14,569	14,632	0.43%	15,138	15,104	-0.23%
3. NB I-710 Fwy. b/w Willow St. and PCH	6,493	6,708	6,763	0.81%	6,931	7,005	1.06%	7,185	7,462	**3.71%**	7,586	7,575	-0.15%
SB I-710 Fwy. b/w Willow St. and PCH	6,753	6,924	6,964	0.57%	7,211	7,267	0.77%	7,563	7,687	**1.61%**	7,937	7,984	0.59%
4. NB I-110 Fwy. n/o C-Street	6,361	6,480	6,492	0.18%	6,790	6,792	0.03%	7,203	7,221	0.25%	7,487	7,569	**1.08%**
SB I-110 Fwy. n/o C-Street	5,599	5,730	5,725	-0.09%	5,993	5,996	0.05%	6,261	6,350	**1.40%**	6,628	6,657	0.44%
6. EB SR-91 Fwy. e/o I-710 Fwy.	12,693	13,222	13,205	-0.13%	13,505	13,503	-0.01%	14,538	13,702	-6.10%	14,842	14,869	0.18%
WB SR-91 Fwy. e/o I-710 Fwy.	13,662	13,922	13,911	-0.08%	14,443	14,661	1.49%	16,305	16,698	2.35%	16,318	17,177	**5.00%**
7. EB SR-91 Fwy. w/o I-710 Fwy.	12,452	13,016	13,012	-0.03%	13,322	13,317	-0.04%	14,273	13,947	-2.34%	14,456	14,541	0.58%
WB SR-91 Fwy. w/o I-710 Fwy.	12,516	12,883	12,976	0.72%	13,235	13,428	1.44%	14,800	14,280	-3.64%	14,558	15,221	**4.36%**
PM PEAK													
. NB I-405 Fwy. n/o I-710 Fwy.	14,098	14,600	14,624	0.16%	15,125	15,127	0.01%	15,804	15,803	-0.01%	16,293	16,423	**0.79%**
SB I-405 Fwy. n/o I-710 Fwy.	15,387	15,824	15,855	0.20%	16,549	16,500	-0.30%	17,206	17,169	-0.22%	17,954	18,017	0.35%
2. NB I-405 Fwy. s/o I-710 Fwy.	14,324	14,816	14,901	0.57%	15,366	15,258	-0.71%	16,086	16,047	-0.24%	16,596	16,743	0.88%
SB I-405 Fwy. s/o I-710 Fwy.	14,780	15,170	15,263	0.61%	15,731	15,794	0.40%	16,522	16,461	-0.37%	17,210	17,292	0.47%
3. NB I-710 Fwy. b/w Willow St. and PCH	6,859	7,070	7,119	0.69%	7,293	7,334	0.56%	7,578	7,567	-0.15%	8,028	8,087	0.73%
SB I-710 Fwy. b/w Willow St. and PCH	6,873	7,037	7,063	0.37%	7,328	7,380	0.70%	7,652	7,690	0.49%	7,998	8,084	1.06%
4. NB I-110 Fwy. n/o C-Street	5,655	5,826	5,832	0.10%	6,094	6,119	0.41%	6,347	6,318	-0.46%	6,587	6,637	0.75%
SB I-110 Fwy. n/o C-Street	6,618	6,902	6,874	-0.41%	7,034	7,055	0.30%	7,442	7,413	-0.39%	7,703	7,779	0.98%
6. EB SR-91 Fwy. e/o I-710 Fwy.	14,676	15,205	14,846	-2.42%	15,248	15,804	**3.52%**	16,903	16,639	-1.59%	17,143	16,939	-1.20%
WB SR-91 Fwy. e/o I-710 Fwy.	13,309	13,767	13,662	-0.77%	14,173	14,301	0.90%	14,871	15,065	1.29%	15,400	15,589	1.21%
7. EB SR-91 Fwy. w/o I-710 Fwy.	14,521	15,118	14,970	-0.99%	15,334	15,568	**1.50%**	16,371	16,451	0.49%	16,933	16,936	0.02%
WB SR-91 Fwy. w/o I-710 Fwy.	11,958	12,441	12,433	-0.06%	12,697	12,779	0.64%	13,382	13,336	-0.34%	13,952	13,929	-0.17%

Table 3.5-44. No Project Alternative Trip Generation

Vehicle Type	8-9 A.M.			2-3 P.M.			4-5 P.M.			Daily
	In	Out	Total	In	Out	Total	In	Out	Total	
Year 2005 CEQA Baseline										
Pier D/E Container Terminal – Trucks	100	88	188	98	96	194	39	57	96	2,527
Pier D/E Container Terminal – Auto	44	30	74	16	28	44	27	80	107	536
Pier D/E Container Terminal Total	144	118	262	114	124	238	66	137	203	3,063
Pier D/E Container Terminal Total P.C.E.	200	165	365	177	187	364	110	124	234	4,471
Pier F Container Terminal – Trucks	122	131	253	151	187	338	96	129	225	4,002
Pier F Container Terminal – Auto	59	39	98	22	37	59	36	106	142	711
Pier F Container Terminal Total	181	170	351	173	224	397	132	235	367	4,713
Pier F Container Terminal Total P.C.E.	236	250	486	252	349	601	211	266	477	6,523
Total PCE Vehicles	***436***	***415***	***851***	***429***	***536***	***965***	***321***	***390***	***711***	***10,994***
Year 2010 No Project Alternative										
Pier D/E Container Terminal – Trucks	127	71	198	147	155	301	80	107	187	3,220
Pier D/E Container Terminal – Auto	55	55	109	20	34	55	51	98	149	661
Pier D/E Container Terminal Total	182	126	307	167	189	356	131	205	336	3,881
Pier D/E Container Terminal Total P.C.E.	267	175	441	265	295	560	184	279	463	6,102
Pier F Container Terminal – Trucks	124	71	196	144	151	295	78	105	183	3,161
Pier F Container Terminal – Auto	58	58	116	21	36	58	53	104	158	699
Pier F Container Terminal Total	182	129	312	165	187	353	131	209	341	3,860
Pier F Container Terminal Total P.C.E.	266	178	444	262	292	554	184	281	465	6,012
Total PCE Vehicles	***533***	***353***	***886***	***527***	***587***	***1,114***	***368***	***560***	***928***	***12,114***
Year 2015 No Project Alternative										
Pier D/E Container Terminal – Trucks	166	81	247	192	201	393	104	149	253	4,221
Pier D/E Container Terminal – Auto	72	72	143	27	45	72	66	129	195	866
Pier D/E Container Terminal Total	238	153	390	219	246	465	170	278	448	5,087
Pier D/E Container Terminal Total P.C.E.	350	210	560	349	384	733	240	381	621	7,960
Pier F Container Terminal – Trucks	92	64	156	106	113	219	58	78	136	2,516
Pier F Container Terminal – Auto	65	65	130	24	41	65	60	117	177	784
Pier F Container Terminal Total	157	129	286	130	154	284	118	195	313	3,300
Pier F Container Terminal Total P.C.E.	218	173	391	201	232	433	156	250	406	5,012
Total PCE Vehicles	***568***	***383***	***951***	***550***	***616***	***1,166***	***396***	***631***	***1,027***	***12,972***
Year 2020 No Project Alternative										
Pier D/E Container Terminal – Trucks	218	112	330	252	269	522	137	189	326	5,535
Pier D/E Container Terminal – Auto	94	94	188	35	59	94	87	169	256	1,135
Pier D/E Container Terminal Total	312	206	518	287	328	616	224	358	582	6,670
Pier D/E Container Terminal Total P.C.E.	458	283	741	457	514	971	316	488	804	10,437
Pier F Container Terminal – Trucks	87	72	159	100	106	206	54	73	127	2,578
Pier F Container Terminal – Auto	73	73	145	27	46	73	67	131	198	879
Pier F Container Terminal Total	160	145	304	127	152	279	121	204	325	3,457
Pier F Container Terminal Total P.C.E.	217	195	412	194	225	419	157	254	411	5,212
Total PCE Vehicles	***675***	***478***	***1,153***	***651***	***739***	***1,390***	***473***	***742***	***1,215***	***15,649***
Year 2030 No Project Alternative										
Pier D/E Container Terminal – Trucks	250	122	372	289	301	591	157	227	384	6,346
Pier D/E Container Terminal – Auto	108	108	215	40	68	108	100	194	294	1,302
Pier D/E Container Terminal Total	358	230	587	329	369	699	257	421	678	7,648
Pier D/E Container Terminal Total P.C.E.	525	314	839	524	577	1101	362	577	939	11,968
Pier F Container Terminal – Trucks	109	93	202	127	134	261	69	93	162	3,248
Pier F Container Terminal – Auto	83	83	167	31	52	83	77	150	227	1,008
Pier F Container Terminal Total	192	176	369	158	186	344	146	243	389	4,256
Pier F Container Terminal Total P.C.E.	265	240	505	242	280	522	191	308	499	6,467
Total PCE Vehicles	***790***	***554***	***1,344***	***766***	***857***	***1,623***	***553***	***885***	***1,338***	***18,435***

Note:
Truck trips have been converted to P.C.E. using a factor of 1.1 for bobtails, 2.0 for chassis, and containers.

Table 3.5-45. No Project Alternative Intersection Significant Impacts

Intersections		2010	2015	2020	2030
1. Pico Avenue/Pier G Avenue and Harbor Plaza	Future Year Baseline	✓ (M,P)	✓ (P)	✓ (A,M)	✓ (A,M,P)
	CEQA Baseline	✓ (M,P)	✓ (M,P)	✓ (A,M,P)	✓ (A,M,P)
	NEPA Baseline	✓ (M)	✓ (M)		✓ (A,M,P)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps	Future year Baseline			✓ (P)	✓ (M,P)
	CEQA Baseline			✓ (P)	✓ (M,P)
	NEPA Baseline			✓ (P)	✓ (A,M,P)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp	Future Year Baseline				
	CEQA Baseline				✓ (P)
	NEPA Baseline				
5. Pico Avenue and Pier D Street	Future Year Baseline			✓ (M,P)	✓ (A,M,P)
	CEQA Baseline		✓ (M)	✓ (A,M)	✓ (A,M)
	NEPA Baseline			✓ (M,P)	✓ (A,M,P)

Notes:
A = AM Peak Hour
M = Midday Peak Hour
P = PM Peak Hour

Table 3.5-46.1. No Project Alternative Future Year Baseline Intersection Level of Service Analysis (Year 2010)

Intersections	Year 2010 Future Year Baseline						Year 2010						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	D	32.8	F	84.6	E	36.9	D	29.4	F	98	F	52.3	-3.4	13.4	15.4	Yes (MD,PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	10.3	B	12.3	B	12.3	B	11.8	C	17	C	17	1.5	4.7	4.7	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.4	A	8.3	B	11.8	A	9.8	C	15.1	C	15.1	0.4	6.8	3.3	No
4. Pico Avenue and Broadway (c)	B	10.2	B	10.5	A	9.3	B	10.8	B	11.5	A	9.8	0.6	1	0.5	No
5. Pico Avenue and Pier D Street (a)	C	23.4	B	14.3	B	12	D	25.3	D	33.3	C	18.9	1.5	5.9	5.1	No
6. Pico Avenue and Pier C Street (b)	A	0.333	A	0.28	A	0.241	A	0.368	A	0.315	A	0.281	0.035	0.035	0.04	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.536	A	0.476	A	0.509	A	0.555	A	0.539	A	0.547	0.019	0.063	0.038	No
8. Anaheim Way and Pier B Street (a)	A	7.2	A	7.6	A	7.9	A	7.1	A	7.7	A	7.8	-0.1	0.1	-0.1	No
9. Farragut Avenue and Anaheim Street (b)	A	0.296	A	0.262	A	0.391	A	0.313	A	0.275	A	0.434	0.017	0.013	0.043	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Sgnalized intersection.
c. Stop controlled on minor street only.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-46.2. No Project Alternative Future Year Baseline Intersection Level of Service Analysis (Year 2015)

Intersections	Year 2015 Future Year Baseline						Year 2015						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	E	38.5	F	95.1	E	39.2	D	34.4	F	91.3	E	41.2	-4.1	-3.8	2	Yes (PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	11.6	C	15.8	C	17.2	B	13.9	C	23.4	C	23.9	2.3	7.6	6.7	No
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	A	10	C	16.2	B	10.2	B	11.7	C	19.5	C	19.1	1.7	3.3	8.9	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	8.4	A	9.1	A	9.3	A	9.4	B	10.8	B	10.5	1	1.7	1.2	No
4. Pico Avenue and Broadway (c)	B	10.1	B	11.5	B	10.2	B	11.2	B	12.7	B	10.3	1.1	1.2	0.1	No
5. Pico Avenue and Pier D Street (a)	D	25.6	C	15.9	B	13.1	D	33.3	F	66.9	D	32.8	7.7	51	19.7	Yes (MD)
6. Pico Avenue and Pier C Street (b)	A	0.35	A	0.314	A	0.288	A	0.406	A	0.365	A	0.334	0.056	0.051	0.046	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.565	A	0.581	A	0.543	A	0.582	B	0.665	B	0.605	0.017	0.084	0.062	No
8. Anaheim Way and Pier B Street (a)	A	7.9	A	8.1	A	8.4	A	7.6	A	7.8	A	8.2	-0.3	-0.3	-0.2	No
9. Farragut Avenue and Anaheim Street (b)	A	0.356	A	0.349	A	0.476	A	0.36	A	0.34	A	0.498	0.004	-0.009	0.022	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 p.m

Table 3.5-46.3. No Project Alternative Future Year Baseline Intersection Level of Service Analysis (Year 2020)

Intersections	Year 2020 Future Year Baseline						Year 2020						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	F	63.4	F	108.5	F	54.8	F	79.2	F	136.8	F	53.2	15.8	28.3	-1.6	Yes (AM,MD)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	14.8	C	19.2	D	28.1	C	16.5	D	29.3	E	37.8	1.7	10.1	9.7	Yes (PM)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	B	11	C	18.3	C	20.1	B	14.4	C	23.9	C	24.5	3.4	5.6	4.4	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	8.8	A	9.6	A	9.7	B	10.5	B	12.7	B	11.5	1.7	3.1	1.8	No
4. Pico Avenue and Broadway (c)	B	10.9	B	12.4	B	10.6	B	12.9	C	15.1	B	10.5	2	2.7	-0.1	No
5. Pico Avenue and Pier D Street (a)	D	29.4	C	16.9	C	15	F	54.9	F	127.2	F	58.3	25.5	110.3	43.3	Yes (AM,MD,PM)
6. Pico Avenue and Pier C Street (b)	A	0.388	A	0.352	A	0.345	A	0.451	A	0.43	A	0.387	0.063	0.078	0.042	No
7. Pico Avenue/Pier B Street and 9th Street (b)	B	0.626	A	0.549	A	0.572	B	0.648	B	0.698	B	0.634	0.022	0.149	0.062	No
8. Anaheim Way and Pier B Street (a)	B	10.6	A	9.9	B	10.8	C	15.2	A	8.9	B	10.5	4.6	-1	-0.3	No
9. Farragut Avenue and Anaheim Street (b)	A	0.436	A	0.441	B	0.607	A	0.531	A	0.442	B	0.613	0.095	0.001	0.006	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-46.4. No Project Alternative Future Year Baseline Intersection Level of Service Analysis (Year 2030)

Intersections	Year 2030 Future Year Baseline						Year 2030						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	F	90.8	F	141.3	F	68.7	F	133.5	F	191.2	F	97.7	42.7	49.9	29	Yes (AM.MD,PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	C	17.7	D	31.9	E	42.7	D	26.3	F	64	F	71.6	8.6	32.1	28.9	Yes (MD, PM)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	B	11.5	B	12	C	23.6	C	16.5	D	28.1	D	32.7	5	16.1	9.1	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	9.3	B	10.3	B	11.3	B	11.9	C	15.3	C	17.1	2.6	5	5.8	No
4. Pico Avenue and Broadway (c)	B	11.7	B	14.2	B	11.2	B	14.2	C	16.9	B	11.4	2.5	2.7	0.2	No
5. Pico Avenue and Pier D Street (a)	D	32.2	C	19.4	C	17	F	67.1	F	133.8	F	88.8	34.9	114.4	71.8	Yes (AM,MD,PM)
6. Pico Avenue and Pier C Street (b)	A	0.415	A	0.395	A	0.369	A	0.491	A	0.451	A	0.425	0.076	0.056	0.056	No
7. Pico Avenue/Pier B Street and 9th Street (b)	B	0.67	B	0.632	B	0.602	B	0.671	C	0.719	B	0.662	0.001	0.087	0.06	No
8. Anaheim Way and Pier B Street (a)	B	14.8	B	14.4	C	16.6	B	13.9	B	13.8	C	15.1	-0.9	-0.6	-1.5	No
9. Farragut Avenue and Anaheim Street (b)	A	0.509	A	0.5	B	0.672	A	0.535	A	0.573	B	0.669	0.026	0.073	-0.003	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-47.1. No Project Alternative CEQA Intersection Level of Service Analysis (Year 2010)

Intersections	Year 2005 CEQA Baseline						Year 2010						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	D	29.4	F	98	F	52.3	15.4	76.3	37.7	Yes (MD,PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	B	11.8	C	17	C	17	1.9	5.2	5.7	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5	A	9.8	C	15.1	C	15.1	0.2	5.2	5.6	No
4. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	10.8	B	11.5	A	9.8	0.2	-1.2	-1.7	No
5. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	D	25.3	D	33.3	C	18.9	15.5	-14	-87.9	No
6. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.368	A	0.315	A	0.281	0.137	0.052	0.015	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	A	0.555	A	0.539	A	0.547	0.199	0.154	0.121	No
8. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	A	7.1	A	7.7	A	7.8	-1	-1.1	-1.3	No
9. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.313	A	0.275	A	0.434	-0.035	-0.058	-0.016	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-47.2. No Project Alternative CEQA Intersection Level of Service Analysis (Year 2015)

Intersections	Year 2005 CEQA Baseline						Year 2015						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	D	34.4	F	91.3	E	41.2	20.4	69.6	26.6	Yes (MD,PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	B	13.9	C	23.4	C	23.9	4.0	11.6	12.6	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5	-	-	-	-	-	-				
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	-	-	-	-	-	-	B	11.7	C	19.5	C	19.1	11.7	19.5	19.1	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	-	-	-	-	-	-	A	9.4	B	10.8	B	10.5	9.4	10.8	10.5	No
4. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	11.2	B	12.7	B	10.3	0.6	0.0	-1.2	No
5. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	D	33.3	F	66.9	D	32.8	23.5	19.6	-74.0	Yes (MD)
6. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.406	A	0.365	A	0.334	0.175	0.102	0.068	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	A	0.582	B	0.665	B	0.605	0.226	0.28	0.179	No
8. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	A	7.6	A	7.8	A	8.2	-0.5	-1.0	-0.9	No
9. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.36	A	0.34	A	0.498	0.012	0.007	0.048	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.
d. Intersection configuration different in 2005 so no direct comparison is available.

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3.5-47.3. No Project Alternative CEQA Intersection Level of Service Analysis (Year 2020)

Intersections	Year 2005 CEQA Baseline						Year 2020						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	F	79.2	F	136.8	F	53.2	65.2	115.1	38.6	Yes (AM,MD,PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	C	16.5	D	29.3	E	37.8	6.6	17.5	26.5	Yes (PM)
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5	-	-	-	-	-	-				
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	-	-	-	-	-	-	B	14.4	C	23.9	C	24.5	14.4	23.9	24.5	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	-	-	-	-	-	-	B	10.5	B	12.7	B	11.5	10.5	12.7	11.5	No
4. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	12.9	C	15.1	B	10.5	2.3	2.4	-1.0	No
5. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	F	54.9	F	127.2	F	58.3	45.1	79.9	-48.5	Yes (AM,MD)
6. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.451	A	0.43	A	0.387	0.22	0.167	0.121	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	B	0.648	B	0.698	B	0.634	0.292	0.31	0.208	No
8. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	C	15.2	A	8.9	B	10.5	7.1	0.1	1.4	No
9. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.531	A	0.442	B	0.613	0.183	0.109	0.163	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.
d. iIntersection configuration different in 2005 so no direct comparison is available.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-47.4. No Project Alternative CEQA Intersection Level of Service Analysis (Year 2030)

Intersections	Year 2005 CEQA Baseline						Year 2030						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	F	133.5	F	191.2	F	97.7	119.5	169.5	83.1	Yes (AM,MD,PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	D	26.3	F	64	F	71.6	16.4	52.2	60.3	Yes (MD, PM)
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5	-	-	-	-	-	-				
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	-	-	-	-	-	-	C	16.5	D	28.1	D	32.7	16.5	28.1	32.7	Yes (PM)
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	-	-	-	-	-	-	B	11.9	C	15.3	C	17.1	11.9	15.3	17.1	No
4. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	14.2	C	16.9	B	11.4	3.6	4.2	-0.1	No
5. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	F	67.1	F	133.8	F	88.8	57.3	86.5	-18.0	Yes (AM,MD)
6. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.491	A	0.451	A	0.425	0.26	0.188	0.159	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	B	0.671	C	0.719	B	0.662	0.315	0.33	0.236	No
8. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	B	13.9	B	13.8	C	15.1	5.8	5.0	6.0	No
9. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.535	A	0.573	B	0.669	0.187	0.24	0.219	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.
d. Intersectionconfiguration different in 2005 so no direct comparison is available.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-48.1. No Project Alternative NEPA Intersection Level of Service Analysis (Year 2010)

Intersections	Year 2010 NEPA Baseline						Year 2010						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	C	21.0	F	63.5	D	28.2	D	29.4	F	98	F	52.3	8.4	34.5	24.1	Yes (MD,PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	10.6	B	11.7	B	12.1	B	12.1	C	17.6	C	17.2	1.5	5.9	5.1	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.9	B	13.1	B	12.3	A	9.8	C	15.1	C	15.1	-0.1	2	2.8	No
4. Pico Avenue and Broadway (c)	B	10.8	B	11.2	A	9.7	B	10.8	B	11.5	A	9.8	0	0.3	0.1	No
5. Pico Avenue and Pier D Street (a)	D	25.5	E	38.8	C	20.7	D	25.3	D	33.3	C	18.9	1.5	5.9	5.1	No
6. Pico Avenue and Pier C Street (b)	A	0.37	A	0.325	A	0.283	A	0.368	A	0.315	A	0.281	-0.002	-0.01	-0.002	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.556	A	0.544	A	0.558	A	0.555	A	0.539	A	0.547	-0.001	-0.005	-0.011	No
8. Anaheim Way and Pier B Street (a)	A	7.2	A	7.6	A	7.8	A	7.1	A	7.7	A	7.8	-0.1	0.1	0	No
9. Farragut Avenue and Anaheim Street (b)	A	0.358	A	0.333	A	0.443	A	0.313	A	0.275	A	0.434	-0.045	-0.058	-0.009	No

Notes:

a. Aall-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-48.2. No Project Alternative NEPA Intersection Level of Service Analysis (Year 2015)

Intersections	Year 2015 NEPA Baseline						Year 2015						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	C	22.8	F	69.5	D	26.6	D	34.4	F	91.3	E	41.2	11.6	21.8	14.6	Yes (MD,PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	12.5	C	15.1	C	19	B	13.9	C	23.4	C	23.9	1.4	8.3	4.9	No
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	B	12.9	C	18.2	C	19.1	B	11.7	C	19.5	C	19.1	-1.2	1.3	0.0	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	9.0	A	9.8	B	10.1	A	9.4	B	10.8	B	10.5	0.4	1.0	0.4	No
4. Pico Avenue and Broadway (c)	B	11.1	B	12.5	B	10.4	B	11.2	B	12.7	B	10.3	0.1	0.2	-0.1	No
5. Pico Avenue and Pier D Street (a)	D	27.6	D	30.3	C	19.1	D	33.3	F	66.9	D	32.8	5.7	36.6	13.7	Yes (MD)
6. Pico Avenue and Pier C Street (b)	A	0.398	A	0.346	A	0.329	A	0.406	A	0.365	A	0.334	0.008	0.019	0.005	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.594	B	0.626	A	0.6	A	0.582	B	0.665	B	0.605	-0.012	0.039	0.005	No
8. Anaheim Way and Pier B Street (a)	A	8.0	A	8.2	A	8.4	A	7.6	A	7.8	A	8.2	-0.4	-0.4	-0.2	No
9. Farragut Avenue and Anaheim Street (b)	A	0.425	A	0.405	A	0.518	A	0.36	A	0.34	A	0.498	-0.065	-0.065	-0.02	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-48.3. No Project Alternative NEPA Intersection Level of Service Analysis (Year 2020)

Intersections	Year 2020 NEPA Baseline						Year 2020						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	F	59.4	F	102.2	E	36.3	F	79.2	F	136.8	F	53.2	19.8	34.6	16.9	Yes (AM,MD,PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	14.6	C	19.4	E	35.8	C	16.5	D	29.3	E	37.8	1.9	9.9	2	Yes (PM)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	C	19.1	C	21.5	D	27.2	B	14.4	C	23.9	C	24.5	-4.7	2.4	-2.7	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	9.9	B	10.3	B	11.1	B	10.5	B	12.7	B	11.5	0.6	2.4	0.4	No
4. Pico Avenue and Broadway (c)	B	12.5	B	13.8	B	10.7	B	12.9	C	15.1	B	10.85	0.4	1.3	0.15	No
5. Pico Avenue and Pier D Street (a)	E	43.9	D	34.1	C	24.3	F	54.9	F	127.2	F	58.3	11	93.1	34	Yes (AM,MD,PM)
6. Pico Avenue and Pier C Street (b)	A	0.431	A	0.384	A	0.371	A	0.451	A	0.43	A	0.387	0.02	0.046	0.016	No
7. Pico Avenue/Pier B Street and 9th Street (b)	B	0.651	B	0.631	B	0.632	B	0.648	B	0.698	B	0.634	-0.003	0.067	0.002	No
8. Anaheim Way and Pier B Street (a)	B	12.7	B	11.4	B	12.7	C	15.2	A	8.9	B	10.5	2.5	-2.5	-2.2	No
9. Farragut Avenue and Anaheim Street (b)	A	0.508	A	0.506	B	0.609	A	0.531	A	0.442	B	0.613	0.023	-0.064	0.004	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-48.4. No Project Alternative NEPA Intersection Level of Service Analysis (Year 2030)

Intersections	Year 2030 NEPA Baseline						Year 2030						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	F	84.5	F	151.4	F	53.9	F	133.5	F	191.2	F	97.7	49	39.8	43.8	Yes (AM,MD,PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	C	20.1	E	35.9	F	50.9	D	26.3	F	64	F	71.6	6.2	28.1	20.7	Yes (MD,PM)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	C	19.8	D	25.5	E	35.2	C	16.5	D	28.1	D	32.7	-3.3	2.6	-2.5	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	B	10.4	B	11.2	B	12.9	B	11.9	C	15.3	C	17.1	1.5	4.1	4.2	No
4. Pico Avenue and Broadway (c)	B	13.4	C	15.2	B	11.1	B	14.2	C	16.9	B	11.4	0.8	1.7	0.3	No
5. Pico Avenue and Pier D Street (a)	F	57.8	E	48.7	D	31.9	F	167.1	F	133.8	F	88.8	109.3	85.1	56.9	Yes (AM,MD,PM)
6. Pico Avenue and Pier C Street (b)	A	0.463	A	0.417	A	0.399	A	0.491	A	0.451	A	0.425	0.028	0.034	0.026	No
7. Pico Avenue/Pier B Street and 9th Street (b)	B	0.694	C	0.71	B	0.639	B	0.671	C	0.719	B	0.662	-0.023	0.009	0.023	No
8. Anaheim Way and Pier B Street (a)	C	15.4	C	15.4	C	16.5	B	13.9	B	13.8	C	15.1	-1.5	-1.6	-1.4	No
9. Farragut Avenue and Anaheim Street (b)	A	0.529	A	0.522	B	0.657	A	0.535	A	0.573	B	0.669	0.006	0.051	0.012	No

Notes:

a. All-way stop-controlled intersection; weighted average delay for entire intersection reported.
b. Signalized intersection.
c. Stop controlled on minor street only.

AM – 8-9 A.M.; MD – 2-3 P.M.; PM – 4-5 P.M.

Table 3.5-49. No Project Highway Link Significant Impacts

Highway Segments	Baseline [1]	2010	2015	2020	2030
1. NB I-405 Freeway n/o I-710 Freeway	Future Year Baseline	-	-	-	-
	CEQA Baseline	-	-	-	-
	NEPA Baseline	-	-	-	-
SB I-405 Freeway n/o I-710 Freeway	Future Year Baseline	-	-	-	-
	CEQA Baseline	-	-	-	-
	NEPA Baseline	-	-	-	-
2. NB I-405 Freeway s/o I-710 Freeway	Future Year Baseline	✓ (A)	-	-	-
	CEQA Baseline	-	-	-	-
	NEPA Baseline	-	-	✓ (A)	✓ (M)
SB I-405 Freeway s/o I-710 Freeway	Future Year Baseline	-	-	-	-
	CEQA Baseline	-	-	-	-
	NEPA Baseline	-	-	-	-
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	Future Year Baseline	-	-	✓ (A)	-
	CEQA Baseline	✓ (M,P)	✓ (A,M,P)	✓ (A,M,P)	✓ (A,M,P)
	NEPA Baseline	-	-	-	-
SB I-710 Freeway between Willow Street and Pacific Coast Highway	Future Year Baseline	-	-	-	-
	CEQA Baseline	-	✓ (A,M)	✓ (A,M)	✓ (A,M,P)
	NEPA Baseline	-	-	-	-
4. NB I-110 Freeway n/o C-Street	Future Year Baseline	-	-	-	-
	CEQA Baseline	-	-	-	-
	NEPA Baseline	-	-	-	-
SB I-110 Freeway n/o C-Street	Future Year Baseline	-	-	-	-
	CEQA Baseline	-	-	-	-
	NEPA Baseline	-	-	-	-
6. EB SR-91 Freeway e/o I-710 Freeway	Future Year Baseline	-	✓ (P)	-	-
	CEQA Baseline	-	-	-	-
	NEPA Baseline	✓ (P)	-	✓ (M)	-
WB SR-91 Freeway e/o I-710 Freeway	Future Year Baseline	-	✓ (A)	-	✓ (A)
	CEQA Baseline	-	-	-	-
	NEPA Baseline	-	✓ (A)	-	✓ (A)
7. EB SR-91 Freeway w/o I-710 Freeway	Future Year Baseline	-	-	-	-
	CEQA Baseline	-	-	-	-
	NEPA Baseline	-	-	-	-
WB SR-91 Freeway w/o I-710 Freeway	Future Year Baseline	-	-	-	-
	CEQA Baseline	-	-	-	-
	NEPA Baseline	-	-	-	-

Note
A = AM Peak Hour
M = Midday Peak Hour
P = PM Peak Hour

Table 3.5-50.1. No Project Alternative Future Year Baseline Highway Link Level of Service Analysis (Year 2010)

Highway Segments	Year 2010 Future Year Baseline						Year 2010						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.259	F	1.160	F	1.130	F	1.259	F	1.164	F	1.127	0.000	0.004	-0.002	No
SB I-405 Freeway n/o I-710 Freeway	E	0.953	F	1.082	F	1.220	E	0.959	F	1.082	F	1.228	0.006	0.000	0.008	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.159	F	1.131	F	1.133	F	1.229	F	1.133	F	1.133	0.071	0.002	0.000	Yes(AM)
SB I-405 Freeway s/o I-710 Freeway	D	0.938	F	1.038	F	1.168	E	0.946	F	1.037	F	1.179	0.008	-0.001	0.011	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.006	F	1.053	F	1.115	F	1.004	F	1.055	F	1.119	-0.002	0.001	0.003	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.095	F	1.093	F	1.112	F	1.107	F	1.102	F	1.123	0.012	0.009	0.011	No
4. NB I-110 Freeway n/o C-Street	D	0.839	C	0.753	C	0.681	D	0.844	C	0.765	C	0.684	0.006	0.012	0.002	No
SB I-110 Freeway n/o C-Street	C	0.597	C	0.658	D	0.795	C	0.600	C	0.665	D	0.788	0.002	0.007	-0.008	No
5. NB SR-47 Freeway at Heim Bridge	A	0.172	A	0.275	A	0.251	A	0.176	A	0.291	A	0.261	0.004	0.017	0.010	No
SB SR-47 Freeway at Heim Bridge	A	0.225	A	0.232	A	0.148	A	0.233	A	0.241	A	0.154	0.009	0.009	0.006	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.870	F	1.046	F	1.124	D	0.871	F	1.038	F	1.121	0.001	-0.008	-0.003	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.227	F	1.040	F	1.088	F	1.233	F	1.056	F	1.087	0.005	0.016	0.000	No
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.694	D	0.861	E	0.962	C	0.696	D	0.849	E	0.953	0.002	-0.013	-0.010	No
WB SR-91 Freeway w/o I-710 Freeway	E	0.969	D	0.829	D	0.815	E	0.975	D	0.835	D	0.809	0.006	0.005	-0.007	No

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-50.2. No Project Alternative Future Year Baseline Highway Link Level of Service Analysis (Year 2015)

Highway Segments	Year 2015 Future Year Baseline						Year 2015						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.324	F	1.214	F	1.202	F	1.328	F	1.215	F	1.195	0.003	0.002	-0.007	No
SB I-405 Freeway n/o I-710 Freeway	F	1.006	F	1.129	F	1.315	F	1.007	F	1.134	F	1.304	0.001	0.006	-0.011	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.278	F	1.195	F	1.221	F	1.281	F	1.197	F	1.214	0.002	0.003	-0.007	No
SB I-405 Freeway s/o I-710 Freeway	E	0.992	F	1.092	F	1.248	E	0.992	F	1.094	F	1.253	0.001	0.001	0.005	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.052	F	1.100	F	1.158	F	1.047	F	1.101	F	1.163	-0.006	0.001	0.005	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.160	F	1.145	F	1.163	F	1.153	F	1.145	F	1.165	-0.006	0.000	0.002	No
4. NB I-110 Freeway n/o C-Street	D	0.889	D	0.808	C	0.726	D	0.884	D	0.808	C	0.719	-0.005	0.000	-0.007	No
SB I-110 Freeway n/o C-Street	C	0.628	C	0.714	D	0.837	C	0.627	C	0.712	D	0.842	-0.001	-0.001	0.004	No
5. NB SR-47 Freeway at Heim Bridge	A	0.192	A	0.317	A	0.290	A	0.187	A	0.311	A	0.269	-0.005	-0.006	-0.021	No
SB SR-47 Freeway at Heim Bridge	A	0.258	A	0.253	A	0.160	A	0.249	A	0.257	A	0.160	-0.009	0.004	0.000	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.918	F	1.073	F	1.211	D	0.918	F	1.077	F	1.244	0.000	0.004	0.033	Yes (PM)
WB SR-91 Freeway e/o I-710 Freeway	F	1.257	F	1.146	F	1.125	F	1.284	F	1.158	F	1.128	0.027	0.012	0.003	Yes (AM)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.738	D	0.907	F	1.038	C	0.738	D	0.905	F	1.055	0.000	-0.002	0.017	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.029	D	0.897	D	0.862	F	1.038	D	0.910	D	0.869	0.009	0.013	0.007	No

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-50.3. No Project Alternative Future Year Baseline Highway Link Level of Service Analysis (Year 2020)

Highway Segments	Year 2020 Future Year Baseline						Year 2020						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.387	F	1.313	F	1.259	F	1.370	F	1.254	F	1.233	-0.018	-0.059	-0.026	No
SB I-405 Freeway n/o I-710 Freeway	F	1.059	F	1.203	F	1.369	F	1.039	F	1.170	F	1.346	-0.020	-0.033	-0.024	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.312	F	1.232	F	1.281	F	1.321	F	1.235	F	1.253	0.009	0.003	-0.028	No
SB I-405 Freeway s/o I-710 Freeway	F	1.038	F	1.161	F	1.315	F	1.024	F	1.128	F	1.293	-0.014	-0.033	-0.022	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.059	F	1.141	F	1.203	F	1.080	F	1.136	F	1.200	0.021	-0.005	-0.003	Yes (AM)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.196	F	1.200	F	1.215	F	1.190	F	1.181	F	1.202	-0.006	-0.019	-0.012	No
4. NB I-110 Freeway n/o C-Street	D	0.882	D	0.857	C	0.755	D	0.912	D	0.834	C	0.742	0.031	-0.023	-0.013	No
SB I-110 Freeway n/o C-Street	C	0.634	C	0.746	D	0.886	C	0.647	C	0.735	D	0.868	0.013	-0.011	-0.018	No
5. NB SR-47 Freeway at Heim Bridge	A	0.002	A	0.326	A	0.271	A	0.193	A	0.321	A	0.278	0.191	-0.005	0.006	No
SB SR-47 Freeway at Heim Bridge	A	0.280	A	0.257	A	0.171	A	0.257	A	0.266	A	0.165	-0.023	0.008	-0.006	No
6. EB SR-91 Freeway e/o I-710 Freeway	E	0.941	F	1.154	F	1.342	E	0.948	F	1.111	F	1.284	0.007	-0.043	-0.058	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.322	F	1.294	F	1.180	F	1.325	F	1.195	F	1.164	0.003	-0.099	-0.016	No
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.779	E	0.986	F	1.124	C	0.761	D	0.933	F	1.089	-0.018	-0.052	-0.035	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.100	F	1.035	D	0.916	F	1.071	D	0.939	D	0.897	-0.029	-0.096	-0.019	No

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-50.4. No Project Alternative Future Year Baseline Highway Link Level of Service Analysis (Year 2030)

Highway Segments	Year 2030 Future Year Baseline						Year 2030						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.453	F	1.353	F	1.291	F	1.453	F	1.330	F	1.308	0.000	-0.023	0.017	No
SB I-405 Freeway n/o I-710 Freeway	F	1.093	F	1.243	F	1.425	F	1.102	F	1.241	F	1.427	0.010	-0.001	0.003	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.411	F	1.323	F	1.315	F	1.402	F	1.310	F	1.329	-0.009	-0.013	0.015	No
SB I-405 Freeway s/o I-710 Freeway	F	1.088	F	1.202	F	1.364	F	1.086	F	1.197	F	1.371	-0.002	-0.005	0.007	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.152	F	1.204	F	1.274	F	1.146	F	1.205	F	1.273	-0.007	0.001	-0.001	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.259	F	1.260	F	1.270	F	1.263	F	1.253	F	1.275	0.003	-0.007	0.005	No
4. NB I-110 Freeway n/o C-Street	E	0.967	D	0.891	D	0.784	E	0.968	D	0.885	D	0.787	0.001	-0.007	0.003	No
SB I-110 Freeway n/o C-Street	C	0.686	D	0.790	D	0.918	C	0.686	C	0.780	D	0.921	0.000	-0.010	0.004	No
5. NB SR-47 Freeway at Heim Bridge	A	0.212	A	0.333	A	0.307	A	0.205	A	0.340	A	0.295	-0.007	0.007	-0.013	No
SB SR-47 Freeway at Heim Bridge	A	0.258	A	0.275	A	0.171	A	0.272	A	0.282	A	0.175	0.014	0.006	0.005	No
6. EB SR-91 Freeway e/o I-710 Freeway	F	1.004	F	1.179	F	1.361	F	1.005	F	1.178	F	1.362	0.001	-0.001	0.001	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.383	F	1.295	F	1.222	F	1.405	F	1.267	F	1.234	0.022	-0.028	0.013	Yes (AM)
7. EB SR-91 Freeway w/o I-710 Freeway	D	0.811	E	0.981	F	1.151	D	0.808	E	0.990	F	1.155	-0.004	0.009	0.004	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.120	E	0.989	E	0.949	F	1.136	E	0.996	E	0.952	0.016	0.007	0.002	No

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-51.1. No Project Alternative CEQA Highway Link Level of Service Analysis (Year 2010)

Highway Segments	CEQA Baseline						Year 2010						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.243	F	1.138	F	1.119	C	0.598	C	0.654	C	0.691	-0.645	-0.484	-0.428	No
SB I-405 Freeway n/o I-710 Freeway	E	0.943	F	1.062	F	1.221	C	0.63	C	0.629	C	0.62	-0.313	-0.433	-0.601	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.199	F	1.121	F	1.137	C	0.694	C	0.753	C	0.729	-0.505	-0.368	-0.408	No
SB I-405 Freeway s/o I-710 Freeway	D	0.929	F	1.024	F	1.173	C	0.706	C	0.721	C	0.678	-0.223	-0.303	-0.495	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	E	0.98	F	1.031	F	1.089	E	0.994	F	1.078	F	1.147	0.014	0.047	0.058	Yes(MD,PM)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.08	F	1.072	F	1.091	F	1.089	F	1.065	F	1.065	0.009	-0.007	-0.026	No
4. NB I-110 Freeway n/o C-Street	D	0.828	C	0.757	C	0.673	C	0.757	C	0.725	C	0.669	-0.071	-0.032	-0.004	No
SB I-110 Freeway n/o C-Street	C	0.587	C	0.667	D	0.788	C	0.589	C	0.674	D	0.808	0.002	0.007	0.02	No
5. NB SR-47 Freeway at Heim Bridge	A	0.175	A	0.291	A	0.252	A	0.152	A	0.304	A	0.309	-0.023	0.013	0.057	No
SB SR-47 Freeway at Heim Bridge	A	0.233	A	0.241	A	0.15	A	0.265	A	0.213	A	0.14	0.032	-0.028	-0.01	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.86	F	1.008	F	1.165	C	0.749	D	0.822	D	0.807	-0.111	-0.186	-0.358	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.202	F	1.084	F	1.056	C	0.713	C	0.756	C	0.738	-0.489	-0.328	-0.318	No
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.691	D	0.847	E	0.988	C	0.638	C	0.67	C	0.702	-0.053	-0.177	-0.286	No
WB SR-91 Freeway w/o I-710 Freeway	E	0.972	D	0.852	D	0.814	C	0.662	C	0.659	C	0.675	-0.31	-0.193	-0.139	No

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-51.2. No Project Alternative CEQA Highway Link Level of Service Analysis (Year 2015)

Highway Segments	CEQA Baseline						Year 2015						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.243	F	1.138	F	1.119	C	0.608	C	0.654	C	0.694	-0.635	-0.484	-0.425	No
SB I-405 Freeway n/o I-710 Freeway	E	0.943	F	1.062	F	1.221	C	0.636	C	0.644	C	0.622	-0.307	-0.418	-0.599	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.199	F	1.121	F	1.137	C	0.708	C	0.769	C	0.738	-0.491	-0.352	-0.399	No
SB I-405 Freeway s/o I-710 Freeway	D	0.929	F	1.024	F	1.173	C	0.722	C	0.722	C	0.691	-0.207	-0.302	-0.482	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	E	0.98	F	1.031	F	1.089	F	1.044	F	1.109	F	1.189	0.064	0.078	0.1	Yes(AM,MD,PM)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.08	F	1.072	F	1.091	F	1.113	F	1.097	F	1.081	0.033	0.025	-0.01	Yes(AM,MD)
4. NB I-110 Freeway n/o C-Street	D	0.828	C	0.757	C	0.673	D	0.782	C	0.754	C	0.693	-0.046	-0.003	0.02	No
SB I-110 Freeway n/o C-Street	C	0.587	C	0.667	D	0.788	C	0.62	C	0.698	D	0.823	0.033	0.031	0.035	No
5. NB SR-47 Freeway at Heim Bridge	A	0.175	A	0.291	A	0.252	A	0.191	A	0.331	A	0.345	0.016	0.04	0.093	No
SB SR-47 Freeway at Heim Bridge	A	0.233	A	0.241	A	0.15	A	0.285	A	0.244	A	0.156	0.052	0.003	0.006	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.86	F	1.008	F	1.165	C	0.765	D	0.836	C	0.765	-0.095	-0.172	-0.4	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.202	F	1.084	F	1.056	C	0.737	C	0.74	C	0.754	-0.465	-0.344	-0.302	No
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.691	D	0.847	E	0.988	C	0.642	C	0.665	C	0.679	-0.049	-0.182	-0.309	No
WB SR-91 Freeway w/o I-710 Freeway	E	0.972	D	0.852	D	0.814	C	0.67	C	0.658	C	0.683	-0.302	-0.194	-0.131	No

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-51.3. No Project Alternative CEQA Highway Link Level of Service Analysis (Year 2020)

Highway Segments	CEQA Baseline						Year 2020						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.243	F	1.138	F	1.119	C	0.637	C	0.663	C	0.713	-0.606	-0.475	-0.406	No
SB I-405 Freeway n/o I-710 Freeway	E	0.943	F	1.062	F	1.221	C	0.654	C	0.643	C	0.63	-0.289	-0.419	-0.591	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.199	F	1.121	F	1.137	C	0.747	D	0.784	C	0.769	-0.452	-0.337	-0.368	No
SB I-405 Freeway s/o I-710 Freeway	D	0.929	F	1.024	F	1.173	C	0.751	C	0.74	C	0.702	-0.178	-0.284	-0.471	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	E	0.98	F	1.031	F	1.089	F	1.163	F	1.144	F	1.237	0.183	0.113	0.148	Yes(AM,MD,PM)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.08	F	1.072	F	1.091	F	1.168	F	1.141	F	1.108	0.088	0.069	0.017	Yes(AM,MD)
4. NB I-110 Freeway n/o C-Street	D	0.828	C	0.757	C	0.673	D	0.898	D	0.793	C	0.744	0.07	0.036	0.071	No
SB I-110 Freeway n/o C-Street	C	0.587	C	0.667	D	0.788	C	0.699	C	0.727	D	0.855	0.112	0.06	0.067	No
5. NB SR-47 Freeway at Heim Bridge	A	0.175	A	0.291	A	0.252	C	0.568	B	0.449	B	0.525	0.393	0.158	0.273	No
SB SR-47 Freeway at Heim Bridge	A	0.233	A	0.241	A	0.15	B	0.394	B	0.361	A	0.214	0.161	0.12	0.064	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.86	F	1.008	F	1.165	D	0.809	D	0.829	C	0.773	-0.051	-0.179	-0.392	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.202	F	1.084	F	1.056	C	0.748	C	0.75	C	0.768	-0.454	-0.334	-0.288	No
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.691	D	0.847	E	0.988	C	0.658	C	0.667	C	0.676	-0.033	-0.18	-0.312	No
WB SR-91 Freeway w/o I-710 Freeway	E	0.972	D	0.852	D	0.814	C	0.671	C	0.651	C	0.698	-0.301	-0.201	-0.116	No

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-51.4. No Project Alternative CEQA Highway Link Level of Service Analysis (Year 2030)

Highway Segments	CEQA Baseline						Year 2030						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.243	F	1.138	F	1.119	C	0.719	D	0.789	D	0.807	-0.524	-0.349	-0.312	No
SB I-405 Freeway n/o I-710 Freeway	E	0.943	F	1.062	F	1.221	C	0.728	C	0.775	C	0.726	-0.215	-0.287	-0.495	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.199	F	1.121	F	1.137	D	0.791	D	0.879	D	0.867	-0.408	-0.242	-0.27	No
SB I-405 Freeway s/o I-710 Freeway	D	0.929	F	1.024	F	1.173	D	0.818	D	0.868	D	0.79	-0.111	-0.156	-0.383	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	E	0.98	F	1.031	F	1.089	F	1.172	F	1.235	F	1.278	0.192	0.204	0.189	Yes(AM,MD,PM)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.08	F	1.072	F	1.091	F	1.225	F	1.216	F	1.16	0.145	0.144	0.069	Yes(AM,MD,PM)
4. NB I-110 Freeway n/o C-Street	D	0.828	C	0.757	C	0.673	D	0.926	D	0.87	D	0.814	0.098	0.113	0.141	No
SB I-110 Freeway n/o C-Street	C	0.587	C	0.667	D	0.788	C	0.717	D	0.801	D	0.92	0.13	0.134	0.132	No
5. NB SR-47 Freeway at Heim Bridge	A	0.175	A	0.291	A	0.252	B	0.437	B	0.527	C	0.604	0.262	0.236	0.352	No
SB SR-47 Freeway at Heim Bridge	A	0.233	A	0.241	A	0.15	B	0.492	B	0.434	A	0.258	0.259	0.193	0.108	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.86	F	1.008	F	1.165	D	0.85	D	0.934	D	0.85	-0.01	-0.074	-0.315	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.202	F	1.084	F	1.056	D	0.851	D	0.87	D	0.838	-0.351	-0.214	-0.218	No
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.691	D	0.847	E	0.988	C	0.72	D	0.814	D	0.784	0.029	-0.033	-0.204	No
WB SR-91 Freeway w/o I-710 Freeway	E	0.972	D	0.852	D	0.814	D	0.783	D	0.802	D	0.78	-0.189	-0.05	-0.034	No

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-52.1. No Project Alternative NEPA Highway Link Level of Service Analysis (Year 2010)

Highway Segments	Year 2010 NEPA Baseline						Year 2010						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.261	F	1.155	F	1.132	F	1.259	F	1.164	F	1.127	-0.002	0.009	-0.004	No
SB I-405 Freeway n/o I-710 Freeway	E	0.956	F	1.082	F	1.223	E	0.959	F	1.082	F	1.228	0.003	0.000	0.005	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.232	F	1.134	F	1.141	F	1.229	F	1.133	F	1.133	-0.002	-0.001	-0.008	No
SB I-405 Freeway s/o I-710 Freeway	E	0.942	F	1.046	F	1.177	E	0.946	F	1.037	F	1.179	0.004	-0.009	0.002	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.004	F	1.062	F	1.123	F	1.004	F	1.055	F	1.120	0.000	-0.008	-0.004	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.110	F	1.099	F	1.116	F	1.107	F	1.102	F	1.123	-0.003	0.003	0.007	No
4. NB I-110 Freeway n/o C-Street	D	0.839	C	0.754	C	0.682	D	0.844	D	0.764	C	0.684	0.006	0.010	0.001	No
SB I-110 Freeway n/o C-Street	C	0.598	C	0.657	D	0.792	C	0.600	C	0.665	D	0.789	0.001	0.008	-0.004	No
5. NB SR-47 Freeway at Heim Bridge	A	0.171	A	0.276	A	0.251	A	0.176	A	0.291	A	0.261	0.005	0.016	0.010	No
SB SR-47 Freeway at Heim Bridge	A	0.225	A	0.229	A	0.148	A	0.233	A	0.241	A	0.155	0.009	0.012	0.007	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.870	F	1.045	F	1.096	D	0.870	F	1.038	F	1.122	0.000	-0.007	0.026	Yes(PM)
WB SR-91 Freeway e/o I-710 Freeway	F	1.249	F	1.039	F	1.080	F	1.233	F	1.056	F	1.087	-0.017	0.017	0.008	No
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.694	D	0.861	E	0.948	C	0.697	D	0.849	F	0.953	0.003	-0.013	0.004	No
WB SR-91 Freeway w/o I-710 Freeway	E	0.983	D	0.838	D	0.814	F	0.975	D	0.835	D	0.808	-0.008	-0.004	-0.007	No

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-52.2. No Project Alternative NEPA Highway Link Level of Service Analysis (Year 2015)

Highway Segments	Year 2015 NEPA Baseline						Year 2015						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.328	F	1.214	F	1.202	F	1.328	F	1.215	F	1.195	-0.001	0.002	-0.007	No
SB I-405 Freeway n/o I-710 Freeway	F	1.006	F	1.130	F	1.310	F	1.007	F	1.134	F	1.304	0.001	0.005	-0.006	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.277	F	1.190	F	1.211	F	1.281	F	1.197	F	1.214	0.003	0.008	0.003	No
SB I-405 Freeway s/o I-710 Freeway	E	0.993	F	1.096	F	1.254	E	0.992	F	1.094	F	1.253	0.000	-0.003	-0.001	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.052	F	1.112	F	1.164	F	1.047	F	1.101	F	1.163	-0.006	-0.011	-0.001	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.160	F	1.154	F	1.171	F	1.153	F	1.145	F	1.165	-0.006	-0.009	-0.006	No
4. NB I-110 Freeway n/o C-Street	D	0.887	D	0.808	C	0.729	D	0.884	D	0.808	C	0.719	-0.003	0.000	-0.010	No
SB I-110 Freeway n/o C-Street	C	0.631	C	0.714	D	0.839	C	0.627	C	0.712	D	0.842	-0.004	-0.001	0.002	No
5. NB SR-47 Freeway at Heim Bridge	A	0.193	A	0.323	A	0.285	A	0.187	A	0.311	A	0.269	-0.006	-0.012	-0.016	No
SB SR-47 Freeway at Heim Bridge	A	0.259	A	0.260	A	0.163	A	0.249	A	0.257	A	0.160	-0.010	-0.003	-0.003	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.919	F	1.073	F	1.255	D	0.918	F	1.077	F	1.244	-0.001	0.004	-0.011	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.257	F	1.163	F	1.135	F	1.284	F	1.158	F	1.128	0.027	-0.005	-0.007	Yes (AM)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.741	D	0.907	F	1.060	C	0.738	D	0.905	F	1.055	-0.003	-0.002	-0.005	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.029	D	0.915	D	0.870	F	1.038	D	0.910	D	0.869	0.009	-0.005	-0.001	No

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-52.3. No Project Alternative NEPA Highway Link Level of Service Analysis (Year 2020)

Highway Segments	Year 2020 NEPA Baseline						Year 2020						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.386	F	1.310	F	1.259	F	1.370	F	1.254	F	1.233	-0.017	-0.056	-0.026	No
SB I-405 Freeway n/o I-710 Freeway	F	1.055	F	1.217	F	1.365	F	1.039	F	1.170	F	1.346	-0.016	-0.047	-0.020	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.271	F	1.226	F	1.277	F	1.321	F	1.235	F	1.253	0.050	0.009	-0.024	Yes (AM)
SB I-405 Freeway s/o I-710 Freeway	F	1.039	F	1.167	F	1.309	F	1.024	F	1.128	F	1.293	-0.015	-0.039	-0.016	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.064	F	1.185	F	1.201	F	1.080	F	1.136	F	1.200	0.016	-0.049	-0.001	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.212	F	1.220	F	1.221	F	1.190	F	1.181	F	1.202	-0.022	-0.039	-0.018	No
4. NB I-110 Freeway n/o C-Street	D	0.889	D	0.859	C	0.752	D	0.912	D	0.834	C	0.742	0.024	-0.025	-0.010	No
SB I-110 Freeway n/o C-Street	C	0.634	C	0.757	D	0.883	C	0.647	C	0.735	D	0.868	0.013	-0.022	-0.015	No
5. NB SR-47 Freeway at Heim Bridge	A	0.004	A	0.341	A	0.276	A	0.193	A	0.321	A	0.278	0.189	-0.020	0.001	No
SB SR-47 Freeway at Heim Bridge	A	0.278	A	0.269	A	0.175	A	0.257	A	0.266	A	0.165	-0.021	-0.004	-0.010	No
6. EB SR-91 Freeway e/o I-710 Freeway	E	0.944	F	1.088	F	1.321	E	0.948	F	1.111	F	1.284	0.004	0.023	-0.037	Yes (MD)
WB SR-91 Freeway e/o I-710 Freeway	F	1.357	F	1.325	F	1.195	F	1.325	F	1.195	F	1.164	-0.032	-0.130	-0.031	No
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.777	E	0.955	F	1.132	C	0.761	D	0.933	F	1.089	-0.016	-0.021	-0.043	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.104	E	0.985	D	0.912	F	1.071	D	0.939	D	0.897	-0.033	-0.046	-0.015	No

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-52.4. No Project Alternative NEPA Highway Link Level of Service Analysis (Year 2030)

Highway Segments	Year 2030 NEPA Baseline						Year 2030						Change in V/C			Significant Impact (Yes / No)
	8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.		2-3 P.M.		4-5 P.M.		8-9 A.M.	2-3 P.M.	4-5 P.M.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.452	F	1.329	F	1.303	F	1.453	F	1.330	F	1.308	0.001	0.001	0.005	No
SB I-405 Freeway n/o I-710 Freeway	F	1.095	F	1.242	F	1.431	F	1.102	F	1.241	F	1.427	0.008	0.000	-0.003	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.393	F	1.277	F	1.329	F	1.402	F	1.310	F	1.329	0.009	0.033	0.001	Yes (MD)
SB I-405 Freeway s/o I-710 Freeway	F	1.091	F	1.199	F	1.372	F	1.086	F	1.197	F	1.371	-0.005	-0.002	-0.001	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.164	F	1.202	F	1.283	F	1.146	F	1.205	F	1.273	-0.019	0.003	-0.010	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.270	F	1.267	F	1.284	F	1.263	F	1.253	F	1.275	-0.008	-0.014	-0.009	No
4. NB I-110 Freeway n/o C-Street	E	0.968	D	0.901	D	0.790	E	0.968	D	0.885	D	0.787	0.000	-0.017	-0.003	No
SB I-110 Freeway n/o C-Street	C	0.689	D	0.793	D	0.927	C	0.686	C	0.780	D	0.921	-0.003	-0.013	-0.005	No
5. NB SR-47 Freeway at Heim Bridge	A	0.218	A	0.347	A	0.302	A	0.205	A	0.340	A	0.295	-0.013	-0.007	-0.008	No
SB SR-47 Freeway at Heim Bridge	A	0.271	A	0.280	A	0.172	A	0.272	A	0.282	A	0.175	0.001	0.001	0.004	No
6. EB SR-91 Freeway e/o I-710 Freeway	F	1.004	F	1.181	F	1.345	F	1.005	F	1.178	F	1.362	0.001	-0.003	0.017	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.365	F	1.363	F	1.237	F	1.405	F	1.267	F	1.234	0.040	-0.096	-0.002	Yes (AM)
7. EB SR-91 Freeway w/o I-710 Freeway	D	0.808	E	0.989	F	1.151	D	0.808	E	0.990	F	1.155	-0.001	0.001	0.004	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.117	F	1.052	E	0.947	F	1.136	E	0.996	E	0.952	0.019	-0.056	0.004	No

Note:
Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3.5-53. Mitigation Monitoring Program

Mitigation Measure	Responsible Party	Timing/ Frequency
TRANS-1.1a: Prior to beginning construction, the construction contractor shall prepare a detailed traffic management plan, which in addition to work shift start/end times, shall include the following: detour plans, coordination with emergency services, coordination with adjacent property owners and tenants, advanced notice of temporary parking loss, identification of temporary parking replacement or alternative adjacent parking within a reasonable walking distance, use of designated haul routes, use of truck staging areas, observance of hours of operations restrictions and appropriate signing for construction activities. The traffic management plan shall be submitted to Port of Long Beach for approval before beginning construction.	POLB	Prior to commencement of construction activities. Construction Phase 1, 2009; Construction Phase 2, 2011.
TRANS-1.1b: Consistent with City of Long Beach Public Works Department practice, the construction-related traffic to/from the Project site shall be restricted during morning and afternoon peak commute hours. Furthermore, no closure of major road corridors shall be permitted as a result of construction activities.	POLB	Construction Phase 1, 2009; Construction Phase 2, 2011.
TRANS-1.1c: The Port shall install a signal at the intersection of Pico Avenue and Pier E Street/Ocean Blvd EB On- and Off-Ramps.	POLB	2010
TRANS-1.1d: The Port shall install a signal at the intersection of Pico Avenue and Pier D Street.	POLB	2010
TRANS-1.1e: The Port shall install a signal at the intersection of Pico Avenue/Pier G Avenue and Harbor Plaza.	POLB	2010
TRANS-1.2: The Port shall install a signal at the intersection of Pico Avenue and Ocean Blvd WB Off-Ramp.	POLB	2010
TRANS-2.1: If Caltrans either a) adopts a fair share based program to collect funds for actual mitigation that Caltrans commits itself to implement, or b) otherwise obtains the balance of funding needed to improve the impacted study highway segments in a manner that will improve the segments level of operation, POLB shall pay its fair share into that program.	Caltrans	Undetermined at this time. The Project's fair share towards mitigation is identified in Table 3.5-19.1.