

5.10 Transportation and Traffic

The analysis in this section of the EIR addresses the potential impacts associated with transportation and traffic that may occur due to implementation of the proposed Collier Park Renovations Project Master Plan. The following discussion includes information based on the Traffic Impact Analysis prepared by Chen Ryan Associates (2012), which is provided as Appendix I of this EIR.

5.10.1 Regulatory Framework

5.10.1.1 Federal

Americans with Disabilities Act

The Americans with Disabilities Act (ADA) of 1990 is a wide-ranging civil rights law that prohibits, under certain circumstances, discrimination based on disability. The 2010 ADA Standards for Accessible Design set minimum requirements for new construction and alterations of state and local government facilities, public accommodations, and commercial facilities. Each facility must be designed and constructed in a manner such that the facility or part of the facility is readily accessible to and usable by individuals with disabilities, including the provision of accessible routes such as curb ramps. Specifically, the standards for the provision of curb ramps include the following:

- 1) Newly constructed or altered streets, roads, and highways must contain curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway.
- 2) Newly constructed or altered street level pedestrian walkways must contain curb ramps or other sloped areas at intersections to streets, roads, or highways.

Alterations to historic properties may provide alternative methods of access if it is not feasible to provide ADA accessible routes.

5.10.1.2 Regional

SANDAG Congestion Management Program

State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare and regularly update a Congestion Management Program (CMP), which is a part of the RTP. The purpose of the state-mandated CMP is to monitor the performance of the roadway transportation system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning. By addressing congestion early through the CMP, larger future problems that would require more expensive solutions can be avoided. In the short-term, the CMP serves as an element of the RTP, focusing on congestion management strategies that can be implemented in advance of the long-range transportation solutions contained within the RTP. SANDAG, as the designated Congestion Management Agency for the San Diego region, must develop, adopt, and regularly update the CMP, which includes six specific components as described below:

- Roadway Monitoring. Designate a CMP roadway system, establish a level of service standard for the system, and monitor congestion levels against the standard.

- Multimodal Performance Measures. Establish performance measures to evaluate the region's multimodal transportation system.
- Transportation Demand Management. Establish a transportation demand management element that promotes alternative transportation strategies.
- Land Use Impact Analysis. Establish a program to analyze the effects of local land use decisions on the CMP transportation system.
- Capital Improvement Program. Prepare a capital improvement program of projects that maintains or improves the performance of the transportation system.
- Deficiency Plan. Prepare a plan of remedial actions when the roadway level of service standard is not maintained on the designated CMP roadway system.

SANDAG Regional Transportation Plan

The San Diego Association of Governments (SANDAG), as the Metropolitan Planning Organization and the Regional Transportation Planning Agency for the San Diego region, develops the Regional Transportation Plan (RTP). The 2050 RTP (SANDAG 2011) is the blueprint for a regional transportation system that further enhances our quality of life, promotes sustainability, and offers more mobility options for people and goods by developing an integrated, multimodal transportation system. The RTP is a long-range plan built on a set of integrated public policies, strategies, and investments to maintain, manage, and improve the transportation system so it meets the diverse mobility needs of our changing region through 2050. The goals of the RTP are structured into two overarching themes: 1) Quality of Travel and Livability; and 2) Sustainability. Quality of Travel and Livability relates to how the transportation system functions from the customers' perspective, and focuses on providing mobility, reliability, and system preservation and safety. Sustainability relates to making progress simultaneously in promoting social equity, a healthy environment, and a prosperous economy from a regional perspective. The RTP's vision for transportation supports the region's comprehensive strategy to promote smarter, more sustainable growth.

5.10.1.3 Local

City of La Mesa Bicycle Facilities and Alternative Transportation Plan

The Bicycle Facilities and Alternative Transportation Plan (City of La Mesa 2012) provides a framework for the future development of the City's bicycle network and also makes the City eligible for local, state, and federal funding for bicycle and pedestrian projects. The plan objectives are to address the following issues as identified through discussions with City staff and the public:

- a) Provide a comprehensive bikeway system that provides a network of facilities serving destinations throughout the City.
- b) Place importance on sidewalk continuity and pedestrian safety during transportation facility improvements.
- c) Provide more programs to educate residents about the health benefits of cycling and walking.
- d) Provide enforcement and education of both motorists and cyclists to improve safety and awareness throughout the City.
- e) Develop a Complete Streets framework that encourages all modes of transportation and reduces traffic congestion, increases alternative transportation options, connectivity and improves public health and safety.

The planned system builds upon existing bicycle and pedestrian facilities throughout the City with enhancements to overall connectivity, support facilities, safety and education programs. Coupled with bicycle and pedestrian education, as well as enforcement and promotional programs, the anticipated result is an increase in the number of commuters choosing to ride a bicycle and walk to nearby destinations.

City of La Mesa General Plan

The Circulation Element of the adopted La Mesa General Plan (City of La Mesa 1996) outlines circulation goals, policies, and objectives related to streets and highways, scenic highways, public transit (trolley lines, bus, and paratransit), non-motorized transportation (bicycle facilities and pedestrian circulation), and regional transportation. The Circulation Element establishes a system for the classifying streets according to their intended function and identifies standards for the required elements (e.g., number of lanes, parking lanes, sidewalks, medians, bicycle lanes) of each functional classification.

5.10.2 Existing Conditions

5.10.2.1 Roadway Network

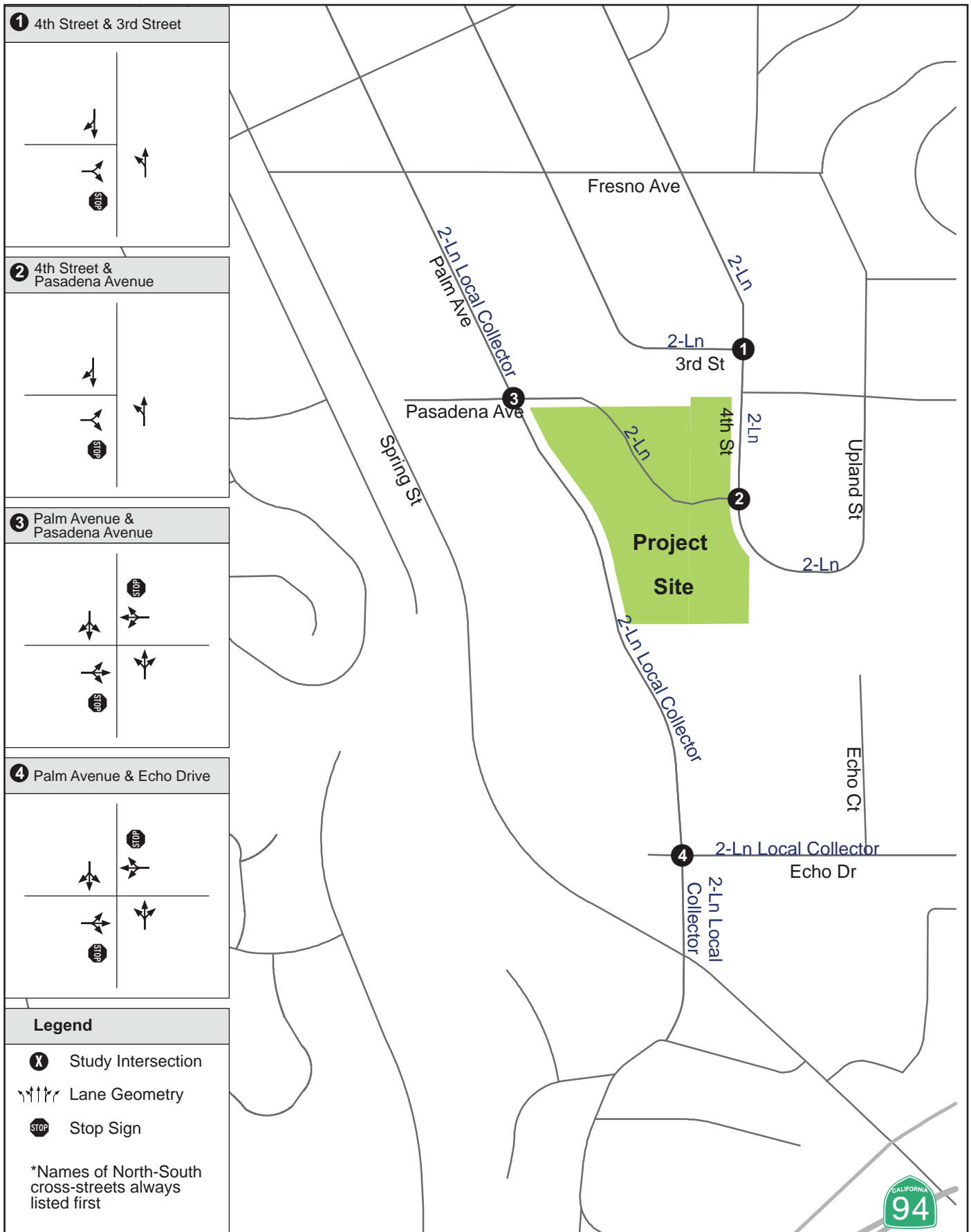
Figure 5.10-1 shows the existing roadway network serving Collier Park within the study area of the Traffic Impact Analysis (Chen Ryan Associates 2012). The study area for the traffic analysis was determined based on the CMP analysis requirements (SANDAG 2008) and the San Diego Traffic Engineers' Council/Institute of Transportation Engineers (SANTEC/ITE) Guidelines for Traffic Impact Studies (SANTEC/ITE 2000), which require that a project study area be established as follows:

- All local roadway segments (including all state surface routes), intersections, and mainline freeway locations where the proposed project will add 50 or more peak-hour trips in either direction to the existing roadway traffic.
- All freeway entrance and exit ramps where the proposed project will add a significant number of peak-hour trips causing any traffic queues to exceed ramp storage capacities.

The proposed project would not contribute more than 50 peak-hour trips to any of the freeways and state highways in the vicinity of the project site; thus, these facilities were not included in the study area. The key study area roadway segments and intersections that are analyzed in the traffic analysis are described below.

Palm Avenue

Palm Avenue is currently a two-lane roadway with parallel parking on both sides within the study area, between Fresno Avenue and Spring Street. The curb-to-curb width along this facility is 40 feet and the posted speed limit is 30 miles per hour (mph). Palm Avenue is functionally classified as a two-lane Local Collector in the Circulation Element of the adopted La Mesa General Plan (City of La Mesa 1996). There are currently no bicycle facilities along Palm Avenue within the study area; however, the City's Bicycle Facilities and Alternative Transportation Plan (City of La Mesa 2012) recommends the installation of a Class III Bike Route along Palm Avenue. Bus routes 811 and 855 travel along Palm Avenue with a stop at the intersection of Palm Avenue/Spring Street.



Source: Chen Ryan 2012



Not to Scale



EXISTING ROADWAY AND INTERSECTION GEOMETRICS
FIGURE 5.10-1

Pasadena Avenue

Pasadena Avenue is currently a two-lane roadway that bisects Collier Park and is used as a through street between Palm Avenue and 4th Street/Upland Street to access surrounding residences. Pasadena Avenue provides the only vehicular access to the existing parking lot, which is located in the southwestern corner of the park. The edge-to-edge roadway width ranges from 17 to 27 feet between Palm Avenue and 4th Street. There are no curb, sidewalk, on-street parking, or bicycle facilities provided along Pasadena Avenue. This roadway is not functionally classified in the Circulation Element of the adopted La Mesa General Plan (City of La Mesa 1996).

Echo Drive

Echo Drive, east of Palm Avenue, is currently a two-lane roadway with parallel parking on both sides within the study area. The curb-to-curb width along this facility is approximately 40 feet and the posted speed limit is 25 mph. Echo Drive, east of Palm Avenue, is functionally classified as a two-lane Local Collector in the Circulation Element of the adopted La Mesa General Plan (City of La Mesa 1996). There are currently no bicycle facilities along Echo Drive within the study area.

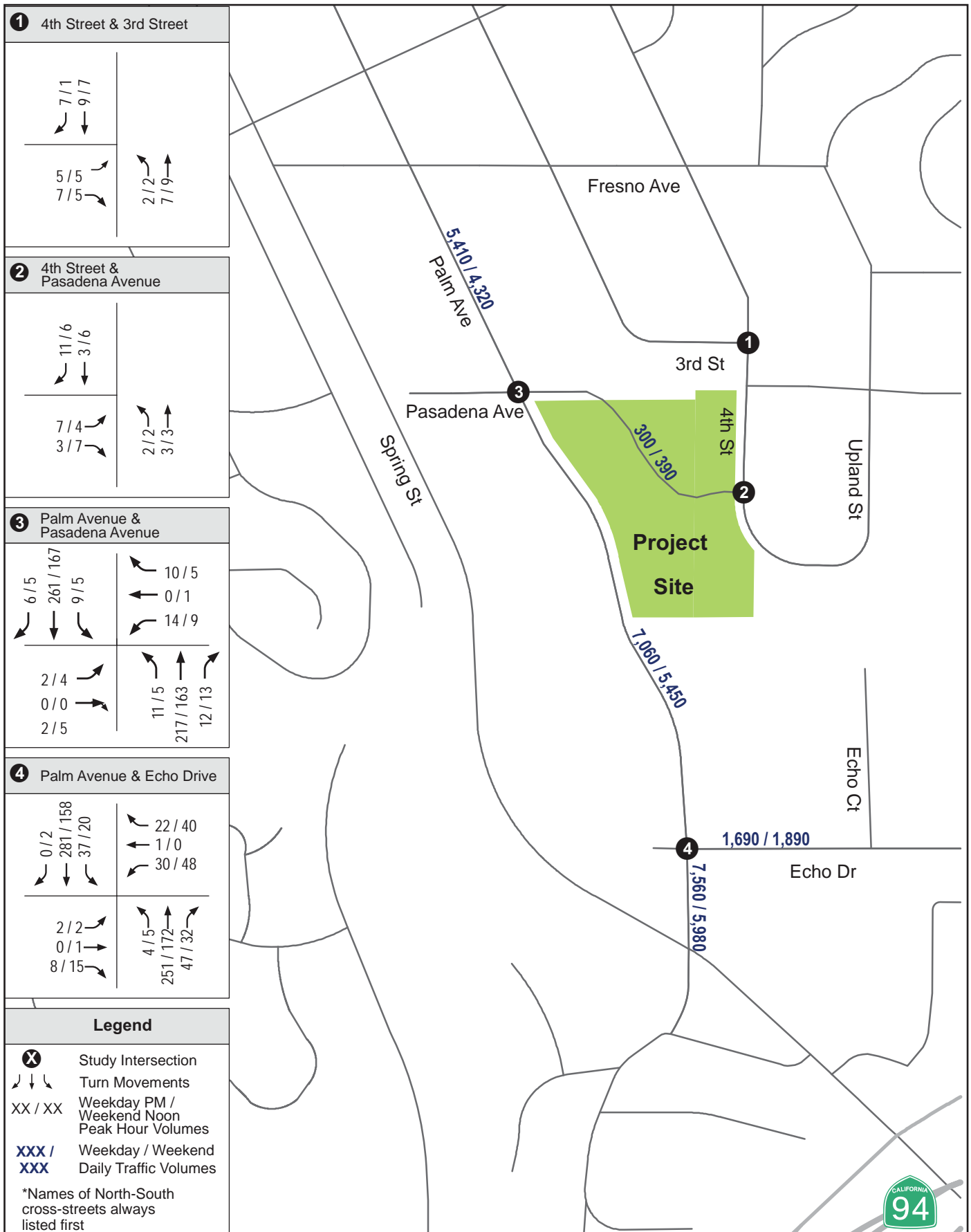
Intersections

Key study area intersections include the following:

- 1) 4th Street/3rd Street (one-way stop controlled)
- 2) 4th Street/Upland Street/Pasadena Avenue (one-way stop controlled)
- 3) Palm Avenue/Pasadena Avenue (two-way stop controlled)
- 4) Palm Avenue/Echo Drive (two-way stop controlled)

5.10.2.2 Roadway and Intersection Volumes

Given the nature of park usage, along with the fact that two churches are located in the study area, it was determined that both weekday and weekend conditions should be evaluated. Based upon reviewing the average daily traffic (ADT) counts, intersection turning movements were collected during a weekday PM peak period (4:00 p.m. to 6:00 p.m.) and a weekend noon peak period (noon to 2:00 p.m.) to represent the highest peak hour traffic volumes. Figure 5.10-2 displays the existing ADT volumes (both weekday and weekend) for key study area roadway segments and the weekday PM/weekend noon peak period traffic volumes for key study area intersections. The roadway segment and intersection traffic counts, which were conducted in June and July 2012, are provided in Appendix A of the Traffic Impact Analysis (Chen Ryan Associates 2012).



Source: Chen Ryan 2012



Not to Scale



EXISTING TRAFFIC VOLUMES
FIGURE 5.10-2



5.10.2.3 Level of Service Analysis

The concept of level of service is defined as a quantitative stratification of performance measures that represent quality of service. Quality of service describes how well a transportation facility operates from a traveler's perspective. Level of service definitions (LOS A through LOS F) generally describe these operating conditions in terms of such factors as speed, travel time, freedom to maneuver, comfort, convenience, and safety. LOS A represents the best operating conditions, while LOS F represents the worst operating conditions. Table 5.10-1 summarizes the generalized definitions of urban transportation systems operating at LOS A through LOS F. In accordance with the level of service criteria identified in Circulation Element of the adopted La Mesa General Plan (City of La Mesa 1996), LOS D or better is considered acceptable operating conditions for roadway segment and peak period intersection level of service.

Table 5.10-1 Level of Service Definitions

LOS	Congestion/Delay	Traffic Flow Quality
A	None	Low volumes, high speeds; speed not restricted by other vehicles; all signal cycles clear with no vehicles waiting through more than one signal.
B	None	Operating speeds beginning to be affected by other traffic; less than 10% of signal cycles have vehicles waiting through more than one signal cycle.
C	None to Minimal	Operating speed and maneuverability closely controlled by other traffic; between 10% and 30% of signal cycles have vehicles waiting through more than one signal cycle.
D	Minimal to Substantial	Tolerable operating speeds; between 30% and 70% of signal cycles have vehicles waiting through more than one signal cycle.
E	Significant	Capacity; maximum traffic volume an intersection can accommodate; between 70% and 100% of signal cycles have vehicles waiting through more than one signal cycle.
F	Considerable	Long queues of traffic; unstable flows; travel speeds can drop to zero.

Source: Transportation Research Board 2000

Table 5.10-2 displays the level of service results for the key study area roadway segments under existing conditions. As shown in Table 5.10-2, all of the study area roadway segments are currently operating at acceptable LOS D or better on both weekdays and weekends.

Table 5.10-2 Roadway Segment Level of Service Results—Existing Conditions

Roadway	Segment	Classification	Capacity (LOS E)	Weekday		Weekend	
				ADT	LOS	ADT	LOS
Palm Avenue	Fresno Avenue to Pasadena Avenue	2-Lane Local Collector	10,000	5,410	B	4,320	B
	Pasadena Avenue to Echo Drive			7,060	C	5,450	B
	Echo Drive to Spring Street			7,560	D	5,980	C
Pasadena Avenue	Palm Avenue to 4 th Street	2-Lane Non-Circulation Element	10,000	300	A	390	A
Echo Drive	Palm Avenue to Echo Court	2-Lane Local Collector	10,000	1,690	A	1,890	A

Source: Chen Ryan Associates 2012

Table 5.10-3 displays the level of service and average vehicle delay results for the key study area intersections under existing conditions. As shown in Table 5.10-3, all of the study area intersections are currently operating at acceptable LOS C or better during both the weekday PM and weekend noon peak

periods. Level of service calculation worksheets for existing conditions are provided in Appendix B of the Traffic Impact Analysis (Chen Ryan Associates 2012).

Table 5.10-3 Peak Period Intersection Level of Service Results—Existing Conditions

Intersection ⁽¹⁾	Weekday PM Peak Period		Weekend Noon Peak Period	
	Average Delay (seconds)	LOS	Average Delay (seconds)	LOS
1) 4 th Street/3 rd Street (one-way stop controlled)	8.6	A	8.6	A
2) 4 th Street/Upland Street/Pasadena Avenue (one-way stop controlled)	8.6	A	8.6	A
3) Palm Avenue/Pasadena Avenue (one-way stop controlled)	13.1	B	11.0	B
4) Palm Avenue/Echo Drive (one-way stop controlled)	17.1	C	13.0	B

⁽¹⁾ For one or two-way stop controlled intersections, the delay shown is the worst delay experienced by any of the approaches.

Source: Chen Ryan Associates 2012

5.10.2.4 Pedestrian Facilities

Figure 5.10-3 displays the existing pedestrian access and circulation for Collier Park. Pedestrian access to the park is provided via sidewalks along Palm Avenue and 4th Street. Pedestrian circulation within the park is provided by several paved and unpaved pathways. Pedestrian facilities in and around the park that are considered deficient include the following:

- Sub-standard sidewalk on the western side of Palm Avenue, south of Pasadena Avenue;
- Sub-standard sidewalk on the western side of 4th Street, north of Pasadena Avenue;
- Missing sidewalk on the western side of 4th Street, south of Pasadena Avenue;
- Missing sidewalk on the eastern side of 4th Street, north and south of Pasadena Avenue;
- Sub-standard and steep access ramps along Palm Avenue;
- Sub-standard pathway along the Spring House; and
- Sub-standard access to the eastern portion of Collier Park via stairway.

5.10.3 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a significant impact associated with transportation and traffic would occur if implementation of the proposed project would:

- **Threshold 1:** Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.
- **Threshold 2:** Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- **Threshold 3:** Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.



Source: Chen Ryan 2012



Not to Scale



**EXISTING PEDESTRIAN
ACCESS AND CIRCULATION
FIGURE 5.10-3**

In accordance with Section 15128 of the CEQA Guidelines, impacts related to 1) conflicts with an applicable congestion management program, 2) changes in air traffic patterns, and 3) inadequate emergency access, were determined not to be significant and are discussed briefly in Section 7.1, Effects Found Not to be Significant, of this EIR.

5.10.4 Impacts

5.10.4.1 Circulation System Performance

Threshold 1: Would the project conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

A level of service analysis for key study area roadway segments and intersections was conducted to assess the performance of the circulation system with implementation of the proposed project (Chen Ryan Associates 2012). The traffic analysis was conducted in accordance with the CMP analysis requirements (SANDAG 2008) and the SANTEC/ITE Guidelines for Traffic Impact Studies (SANTEC/ITE 2000), which require that a project study area be established as described in Section 5.10.2.1 above. For a detailed description of the methodology used to analyze level of service, refer to Section 2.0, Analysis Methodology, of the Traffic Impact Analysis (Chen Ryan Associates 2012). The following six scenarios were analyzed:

- Existing Conditions—establishes the existing baseline traffic operations within the study area (discussed in Section 5.10.2 above).
- Existing Plus Project Conditions—represents existing traffic conditions with the addition of traffic from the proposed project.
- Near-Term Year 2020 Base Conditions—establishes a near-term non-project baseline against which traffic generated by the proposed project can be compared. The Year 2020 represents the projected opening day for all four phases of the proposed project. Since the City of La Mesa is nearly built out in terms of its planned land uses and there are no planned developments which would generate significant traffic in the vicinity of the proposed project, an 8 percent ambient growth factor (at 1 percent per year) was applied to the existing counts to represent potential cumulative traffic.
- Near-Term Year 2020 Base Plus Project Conditions—represents 2020 baseline traffic conditions with the addition of traffic generated by the proposed project.
- Future Year 2035 Base Conditions—represents projected long-range non-project cumulative baseline traffic conditions for the Year 2035. Volumes for the Year 2035 were obtained from the SANDAG Series 12 regional model, which is the most current traffic model adopted by SANDAG for planning purposes.
- Future Year 2035 Base Plus Project Conditions—represents Year 2035 cumulative base traffic conditions with the addition of traffic generated by the proposed project.

In accordance with the level of service criteria identified in Circulation Element of the adopted La Mesa General Plan (City of La Mesa 1996), LOS D or better is considered acceptable operating conditions for roadway segment and peak period intersection level of service. In general, a significant impact would be identified when the addition of project traffic results in a level of service dropping from acceptable LOS D or better to substandard LOS E or LOS F. Table 5.10-4 summarizes the significance thresholds for facilities operating at substandard level of service with and without the proposed project. These thresholds as applied to roadway segments are based upon an acceptable increase in the Volume/Capacity (V/C) ratio.

Table 5.10-4 Significance Criteria for Project Traffic Impacts

LOS with Project	Allowable Change Due to Impact					
	Freeways		Roadway Segments		Intersections	Ramp Meeting
	V/C Ratio	Speed (mph)	V/C Ratio	Speed (mph)	Delay (seconds)	Delay (minutes)
E and F	0.01	1.0	0.02	1.0	2.0	2.0

Source: SANTEC/ITE 2000

For the purposes of this analysis, the worst-case conditions were analyzed. The worst-case conditions are defined by adding the highest trip generation (standard park usage plus special events) from the proposed project to the highest peak period (weekday PM and weekend noon) background traffic. Trip generation rates for the proposed project were developed utilizing SANDAG's Guide to Vehicular Traffic Generation Rates (SANDAG 2002), in addition to the estimation of special event traffic. Special events could be held at the amphitheater (seating capacity of 50) and the club house (maximum capacity of 300), which would represent a total of 350 people at the park during special events under the worst-case conditions. The daily and peak hour trip generation associated with the proposed project is presented in Table 5.10-5. As shown in Table 5.10-5, the proposed project would generate a total of 851 daily trips, including 315 peak hour trips under the worst-case conditions.

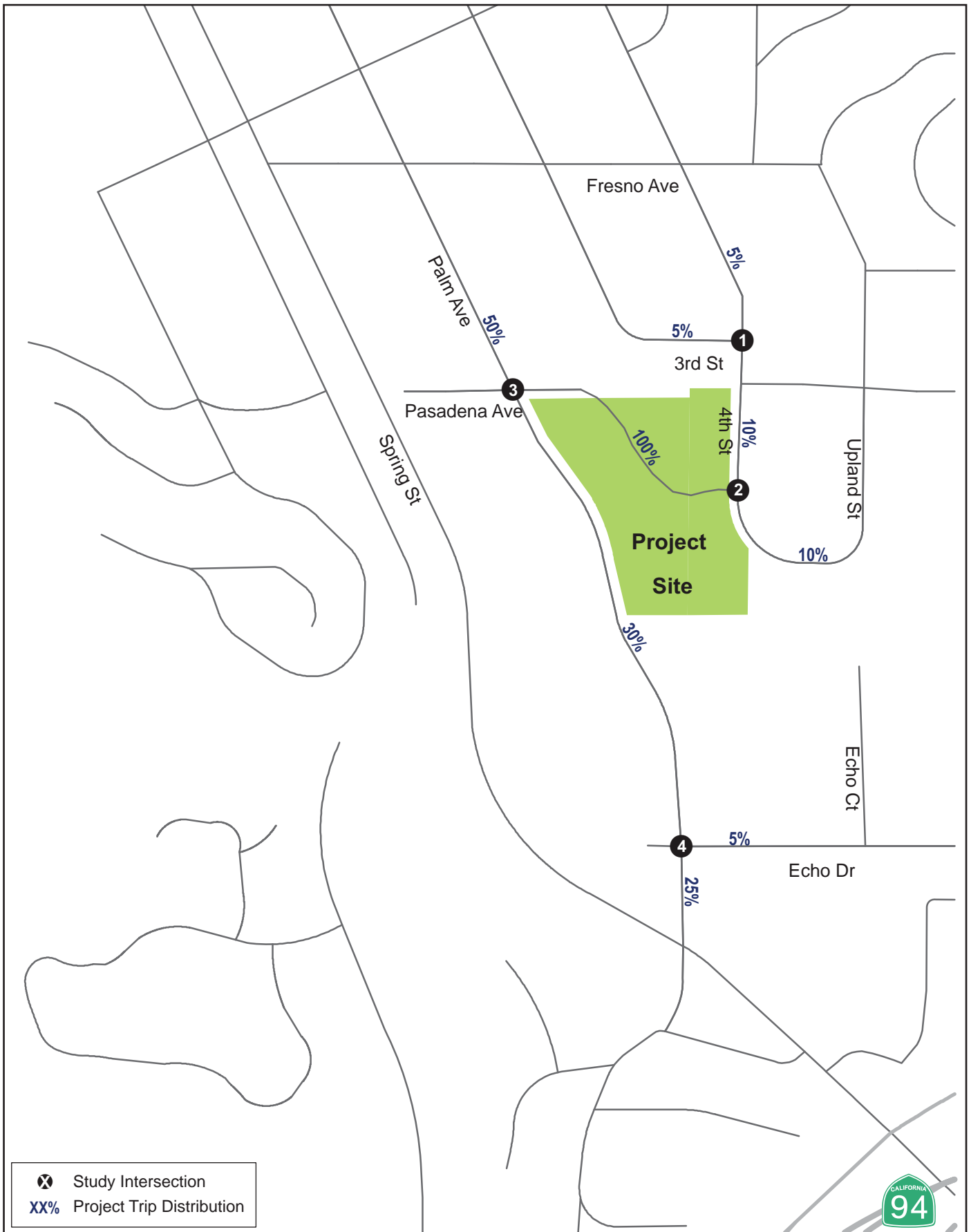
Table 5.10-5 Project Trip Generation

Land Use	Quantity	Trip Rate	Daily Trips	Peak Hour Percentage	Peak Hour Trips
City Park	7.7 acres	50 per acre	385	9%	35 (17 in/18 out)
Special Events ⁽¹⁾	50-person capacity amphitheater/ 300-person capacity club house	--	466	--	280 (233 in/47 out)
Worst-Case Condition Total			851	--	315 (250 in/65 out)

⁽¹⁾ It was assumed that each vehicle carries an average of 1.5 passengers.

Source: Chen Ryan Associates 2012

The project trip distribution was developed to reflect the likely distribution of project traffic given surrounding land uses. Figure 5.10-4 displays the trip distribution patterns associated with the proposed project. Based upon the project trip distribution, daily and AM/PM peak hour project trips were assigned to the adjacent roadway network as shown in Figure 5.10-5. Roadway and intersection geometrics under all scenarios were assumed to be identical to the Existing Conditions geometrics (see Figure 5.10-1).



Source: Chen Ryan 2012

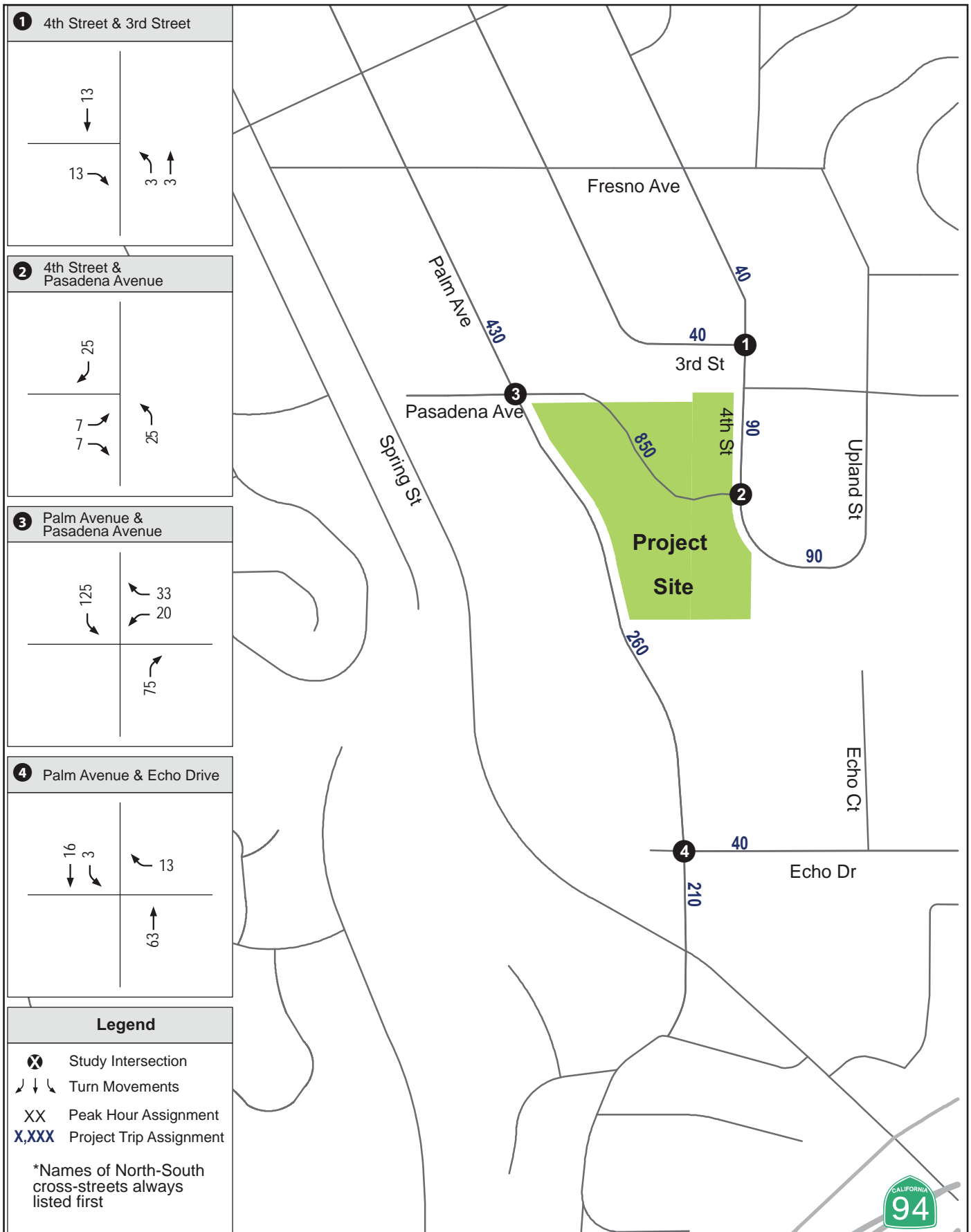


Not to Scale



**PROJECT TRIP DISTRIBUTION
FIGURE 5.10-4**





Source: Chen Ryan 2012



Not to Scale



**PROJECT TRIP ASSIGNMENT
FIGURE 5.10-5**



Roadway Segment Impacts

The weekday and weekend roadway segment level of service results for each scenario are summarized in Table 5.10-6 and Table 5.10-7, respectively, and discussed below. For more detailed roadway segment analysis results, including ADT volumes and V/C ratios, please refer to the “Roadway Segment Level of Service Results” tables for each scenario in the Traffic Impact Analysis (Chen Ryan Associates 2012).

Table 5.10-6 Summary of Roadway Segment Level of Service Results—Weekday

Roadway	Segment	Existing	Existing Plus Project	Near-Term Year 2020 Base	Near-Term Year 2020 Base Plus Project	Future Year 2035 Base	Future Year 2035 Base Plus Project
Palm Avenue	Fresno Avenue to Pasadena Avenue	B	C	C	C	E	E
	Pasadena Avenue to Echo Drive	C	C	D	D	E	E
	Echo Drive to Spring Street	D	D	D	D	E	E
Pasadena Avenue	Palm Avenue to 4 th Street	A	A	A	A	A	A
Echo Drive	Pam Avenue to Echo Court	A	A	A	A	A	A

Source: Chen Ryan Associates 2012

Table 5.10-7 Summary of Roadway Segment Level of Service Results—Weekend

Roadway	Segment	Existing	Existing Plus Project	Near-Term Year 2020 Base	Near-Term Year 2020 Base Plus Project	Future Year 2035 Base	Future Year 2035 Base Plus Project
Palm Avenue	Fresno Avenue to Pasadena Avenue	B	B	B	B	D	D
	Pasadena Avenue to Echo Drive	B	C	C	C	C	D
	Echo Drive to Spring Street	C	C	C	C	C	C
Pasadena Avenue	Palm Avenue to 4 th Street	A	A	A	A	A	A
Echo Drive	Pam Avenue to Echo Court	A	A	A	A	A	A

Source: Chen Ryan Associates 2012

Existing Traffic. All of the study area roadway segments are currently operating at acceptable LOS D or better on both weekdays and weekends under Existing Conditions. Under Existing Plus Project Conditions, all of the study area roadway segments would continue to operate at acceptable LOS D or better on both weekdays and weekends. The addition of project traffic would not cause the level of service at any of the study area roadway segments to degrade to unacceptable levels. Thus, the proposed project would not result in significant impacts to study area roadway segments under the existing traffic conditions.

Near-Term Year 2020 Traffic. All of the study area roadway segments are projected to operate at acceptable LOS D or better on both weekdays and weekends under Near-Term Year 2020 Base Conditions. Under Near-Term Year 2020 Base Plus Project Conditions, all of the study area roadway segments would continue to operate at acceptable LOS D or better on both weekdays and weekends. The addition of project traffic would not cause the level of service at any of the study area roadway segments to degrade to unacceptable levels. Thus, the proposed project would not result in significant impacts to study area roadway segments under the Near-Term Year 2020 traffic conditions.

Future Year 2035 Traffic. All of the study area roadway segments are projected to operate at acceptable LOS D or better on both weekdays and weekends under Future Year 2035 Base Conditions, with the exception of the three Palm Avenue segments which are projected to operate at substandard LOS E on weekdays. Under Future Year 2035 Base Plus Project Conditions, the three Palm Avenue segments would continue to operate at substandard LOS E on weekdays, while all other study area roadway segments would continue to operate at acceptable LOS D or better on both weekdays and weekends. The addition of project traffic would result in changes in the V/C ratio along the three Palm Avenue segments that exceed the significance threshold. However, consistent with common practice in the San Diego region, if a roadway segment is built to its ultimate roadway classification, then no roadway widening would be required if the intersections defining the roadway segment (at ends and/or within the segment) would operate at acceptable levels because intersection analysis is more indicative of actual roadway system operations than roadway segment analysis. Since Palm Avenue is built to its ultimate roadway classification and the intersection analysis (discussed below) indicates that the study area intersections along Palm Avenue are projected to operate at acceptable LOS D or better, it is determined that project impacts to study area roadway segments would not be significant under the Future Year 2035 traffic conditions.

Based on the results of the roadway segment level of service analysis, implementation of the proposed project would not conflict with the City's Circulation Element. Therefore, impacts would be less than significant.

Intersection Impacts

The weekday PM and weekend noon peak period intersection level of service results for each scenario are summarized in Table 5.10-8 and Table 5.10-9, respectively, and discussed below. For more detailed intersection analysis results, including average delays, refer to the Peak Hour Intersection Level of Service Results tables for each scenario in the Traffic Impact Analysis (Chen Ryan Associates 2012) provided as Appendix I to this EIR. Level of service calculation worksheets for each scenario are provided in the appendices of the Traffic Impact Analysis (Chen Ryan Associates 2012).

Existing Traffic. All of the study area intersections are currently operating at acceptable LOS C or better during both the weekday PM and weekend noon peak periods under Existing Conditions. Under Existing Plus Project Conditions, all of the study area intersections would continue to operate at acceptable LOS C or better during both the weekday PM and weekend noon peak periods. The addition of project traffic would not cause the level of service at any of the study area intersections to degrade to unacceptable levels. Thus, the proposed project would not result in a significant impact to study area intersections under the existing traffic conditions.

Near-Term Year 2020 Traffic. All of the study area intersections are projected to operate at acceptable LOS C or better during both the weekday PM and weekend noon peak periods under Near-Term Year 2020 Base Conditions. Under Near-Term Year 2020 Base Plus Project Conditions, all of the study area intersections would continue to operate at acceptable LOS C or better during both the weekday PM and weekend noon peak periods. The addition of project traffic would not cause the level of service at any of the study area intersections to degrade to unacceptable levels. Thus, the proposed project would not result in significant impacts to study area intersections under the Near-Term Year 2020 traffic conditions.

Table 5.10-8 Summary of Intersection Level of Service Results—Weekday PM Peak Period

Intersection	Existing	Existing Plus Project	Near-Term Year 2020 Base	Near-Term Year 2020 Base Plus Project	Future Year 2035 Base	Future Year 2035 Base Plus Project
1) 4 th Street/3 rd Street	A	A	A	A	A	A
2) 4 th Street/Upland Street/Pasadena Avenue	A	A	A	A	A	A
3) Palm Avenue/Pasadena Avenue	B	C	B	C	C	D
4) Palm Avenue/Echo Drive	C	C	C	C	C	C

Source: Chen Ryan Associates 2012

Table 5.10-9 Summary of Intersection Level of Service Results—Weekend Noon Peak Period

Intersection	Existing	Existing Plus Project	Near-Term Year 2020 Base	Near-Term Year 2020 Base Plus Project	Future Year 2035 Base	Future Year 2035 Base Plus Project
1) 4 th Street/3 rd Street	A	A	A	A	A	A
2) 4 th Street/Upland Street/Pasadena Avenue	A	A	A	A	A	A
3) Palm Avenue/Pasadena Avenue	B	B	B	C	B	C
4) Palm Avenue/Echo Drive	B	B	B	C	B	C

Source: Chen Ryan Associates 2012

Future Year 2035 Traffic. All of the study area intersections are projected to operate at acceptable LOS C or better during both the weekday PM and weekend noon peak periods under Future Year 2035 Base Conditions. Under Future Year 2035 Base Plus Project Conditions, all of the study area intersections would operate at acceptable LOS D or better during both the weekday PM and weekend noon peak periods. The addition of project traffic would not cause the level of service at any of the study area intersections to degrade to unacceptable levels. Thus, the proposed project would not result in significant impacts to study area intersections under the Future Year 2035 traffic conditions.

Based on the results of the intersection level of service analysis, implementation of the proposed project would not conflict with the City's Circulation Element. Therefore, impacts would be less than significant.

5.10.4.2 Hazardous Design Features

Threshold 2: Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The proposed project would not involve modifications to the existing roadway network serving Collier Park. Furthermore, the proposed project would be consistent with the adopted La Mesa General Plan (City of La Mesa 1996) land use designation because it consists of park improvements that would enhance the ability to utilize Collier Park for its intended recreational use, thereby encouraging the continued use of the property as a neighborhood park. Therefore, implementation of the proposed project would not substantially increase hazards due to a design feature or incompatible uses. Impacts would be less than significant.

5.10.4.3 Alternative Transportation Facilities

Threshold 3: Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

The City's Bicycle Facilities and Alternative Transportation Plan (City of La Mesa 2012) is the applicable adopted alternative transportation plan for the proposed project. As stated in Section 5.10.2.4 above, existing pedestrian facilities in and around the project site are considered deficient including sub-standard sidewalks, missing sidewalks, sub-standard and steep access ramps, and other sub-standard access issues. Increased park usage resulting from the proposed project could generate additional pedestrian traffic in and around the project site, which could further decrease the performance and safety of these deficient facilities. In order to address these existing issues and enhance the alternative transportation facilities at the project site, the proposed project includes the following new and/or improved facilities:

- Three pedestrian entrances constructed along Palm Avenue, replacing two existing steeply sloped stair/ramp paths.
- At least one new entrance from Upland Street added to encourage pedestrian use by residents in the neighborhood to the east.
- A walking path constructed from the park's main entrance at the corner of Palm Avenue and Pasadena Avenue, extending southeast to the new playgrounds. This entrance walkway would also extend to the Navy housing project adjacent to the south side of the park.
- Two pedestrian crossings installed across Pasadena Avenue. One pedestrian crossing would provide access between the Collier Club House and History Hill areas near the intersection of Upland Street and Pasadena Avenue. The other pedestrian crossing would provide access between the Collier Club House area and the Spring House in the central portion of the park.
- A concrete sidewalk constructed along the western side of Upland Street for the length of the park boundary along this roadway. A connected sidewalk would also extend from Upland Street into the center of the park along the northern side of Pasadena Avenue, terminating at the pedestrian crossing in the Collier Club House area. The portion of the sidewalk within the park boundary would include a ramp and landing system for disabled persons.
- An unpaved path constructed between the plaza area near the intersection of Upland Street and Pasadena Avenue and the new club house building in the Collier Club House area.
- Benches interspersed throughout the Collier Club House area.
- An enhanced bus stop provided at the northwestern corner of the park along Palm Avenue.

To the extent possible, all walking paths would be accessible to disabled persons and appropriate for all abilities in accordance with ADA standards. Walking paths would be placed to create connections within the park and with surrounding streets, thereby encouraging physical activity and walkability, consistent with the City's Bicycle Facilities and Alternative Transportation Plan (City of La Mesa 2012). Therefore, implementation of the proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Impacts would be less than significant.

5.10.5 Mitigation Measures

5.10.5.1 Circulation System Performance

No significant impacts related to the circulation system performance would result from implementation of the proposed project. Therefore, no mitigation measures are required.

5.10.5.2 Hazardous Design Features

No significant impacts related to hazardous design features would result from implementation of the proposed project. Therefore, no mitigation measures are required.

5.10.5.3 Alternative Transportation Facilities

No significant impacts related to alternative transportation facilities would result from implementation of the proposed project. Therefore, no mitigation measures are required.

5.10.6 Significance Determination

The significance of transportation and traffic impacts before and after mitigation is summarized in Table 5.10-10. Implementation of the proposed project would not result in any significant impacts related to the circulation system performance, hazardous design features, or alternative transportation facilities. Therefore, impacts associated with transportation and traffic would be less than significant without mitigation.

Table 5.10-10 Summary of Significance of Transportation and Traffic Impacts

Issue	Significance before Mitigation	Mitigation	Significance after Mitigation
Circulation System Performance	Less than Significant	None	Less than Significant
Hazardous Design Features	Less than Significant	None	Less than Significant
Alternative Transportation Facilities	Less than Significant	None	Less than Significant