FINAL ADDITIONAL ANALYSIS

TO THE

SDSU 2007 CAMPUS MASTER PLAN REVISION FINAL EIR

State Clearinghouse No. 2007021020

SAN DIEGO STATE UNIVERSITY

Prepared for:

The Board of Trustees of The
California State University
401 Golden Shore
Long Beach, California 90802

Prepared by:

San Diego State University
Facilities Planning, Design and Construction
5500 Campanile Drive
San Diego, California 92182-1624

May 2018

FINAL ADDITIONAL ANALYSIS
TO THE
SDSU 2007 CAMPUS MASTER PLAN REVISION FINAL EIR

TABLE OF CONTENTS

Section

AA3.14.11 INTRODUCTION

This document, in combination with the Draft Additional Analysis to the SDSU 2007 Campus Master Plan Revision Final EIR (SCH No. 2007021020) (January 2018), Draft Environmental Impact Report (June 2007), and Final Environmental Impact Report (November 2007), serves as the Final Environmental Impact Report (Final EIR) for the proposed California State University/San Diego State University (collectively, SDSU) 2007 Campus Master Plan Revision.

The Draft Additional Analysis, which was prepared in response to an order issued by the San Diego Superior Court, was made available for public review and comment for a 45-day period, beginning on January 12, 2018, and ending on February 25, 2018. Please see Draft Additional Analysis, Section AA3.14.1, Introduction and Executive Summary, for additional information regarding the court order.

Consistent with the requirements of the California Environmental Quality Act (CEQA), this Final Additional Analysis includes the following components:

a. Revisions to the Draft Additional Analysis made in response to comments;
b. Comments received on the Draft Additional Analysis;
c. A list of the persons, organizations, and public agencies commenting on the Draft Additional Analysis;
d. SDSU's responses to significant environmental points raised by the comments; and
e. Other information in response to the comments.

Public Review and Approval Process

The Draft Additional Analysis was circulated for a 45-day public review period commencing January 12, 2018 and concluding February 25, 2018. Written comments were submitted by multiple public agencies, including the California Department of Transportation (Caltrans), San Diego Association of Governments (SANDAG), and the City of San Diego. In addition, several individuals and organizations submitted written comments. Written responses to each of the comments received are provided in this Final Additional Analysis, Responses to Comments section. This Final Additional Analysis (May 2018), the Draft Additional Analysis (January 2018), the Draft Environmental Impact Report (June 2007), and the Final Environmental Impact Report (November 2007) are available for review at http://bfa.sdsu.edu/campus/facilities/planning/. Copies are also available for review at the following locations: (1) Love Library (on the main SDSU campus, 5500 Campanile Drive, San Diego, California 92182); (2) College-Rolando Public Library,

City of San Diego Public Library, 300 Park Boulevard (6600 Montezuma Road, San Diego, California 92115-2828); and (3) Office of Facilities Planning, Design and Construction (SDSU Campus, Administration Building, Suite 130, 5500 Campanile Drive, San Diego, California 92182).

In addition to the public comment process, beginning in October 2017 and continuing through April 2018, representatives of SDSU have coordinated and met with representatives of the City of San Diego, Caltrans, City of La Mesa, SANDAG, and the Metropolitan Transit System in connection with the information presented in the Draft Additional Analysis. Please see Topical Response: Agency Meetings, for a summary of the meetings held between SDSU and the various public agencies.

At public meetings to be held in Long Beach, California on May 15-16, 2018, The Board of Trustees of The California State University will consider the Draft Additional Analysis, this Final Additional Analysis, and the 2007 Final EIR for certification under CEQA and re-approval of the 2007 Campus Master Plan consistent with the court's order.

Overview of the Final Additional Analysis

In addition to the Draft Additional Analysis (January 2018), the Final Additional Analysis consists of the following:

1. Responses to Comments
2. Revisions to Draft Additional Analysis
3. Supplemental Appendix Materials

The **Responses to Comments** section includes the following components:

1. Alphabetical Index by Author
2. Bracketed Comment Letters
3. Responses to Comments Report
4. Topical Responses

   The **Alphabetical Index by Author** lists the author of each comment letter, along with the date of the letter, the assigned letter ID number, and the page in the Responses to Comments table where SDSU's responses to the comments are provided. The index, which serves as a list of the persons, organizations, and public agencies commenting on the Draft Additional Analysis, is provided to assist the reader in accessing particular comments and the related responses.

With respect to the letter ID number, at the close of the public review period, each comment letter received during the review period was "bracketed," a process by which the individual comments contained in a letter are designated separately, and assigned a unique identification number. All comment numbers consist of three components. The first component is a letter designation based on the origin of the comment, i.e., whether the comment is from a state agency (S); regional agency (R); local agency (L); private organization (O); or an individual (I). The second component is the number assigned to a particular letter, L-5 for example. The third component is the number assigned to a specific comment within that letter. For example, the comments submitted by the City of San Diego have been designated L-5-1 through L-5-70. "L" indicates that the City of San Diego is a "Local Agency," "5" indicates that the letter is the fifth local agency letter received, and the numbers 1 through 70 identify each individual comment.

The **Bracketed Comment Letters** section presents copies of the full comment letters and attachments, if any, with the comment letter number assigned, and each individual comment bracketed and numbered.

The **Responses to Comments** presents the verbatim comments alongside SDSU's corresponding written responses.

The **Topical Responses** present supplemental response to comment information. The *Topical Response: Project Modification* addresses the project modification to remove the Alvarado Hotel from the 2007 Campus Master Plan, which results in a reduction in traffic-related impacts. The *Topical Response: Agency Meetings* presents a summary of the meetings held between SDSU and the various public agencies between October 2017 and April 2018 relating to the analysis presented in the Draft Additional Analysis.

The **Revisions to Draft Additional Analysis** section contains those pages of the Draft EIR that have been revised in response to the public comments. New or additional text is noted in <u>double underline</u>; deleted text is noted in ~~strikeout~~.

The **Supplemental Appendix Materials** section includes additional technical materials prepared in connection with the Final Additional Analysis process, as well as revised pages to appendices originally circulated as part of the Draft Additional Analysis.

AA3.14.12 RESPONSES TO COMMENTS

AA3.14.12.1 Alphabetical Index By Author

AA3.14.12.1 ALPHABETICAL INDEX BY AUTHOR

Description	Date	Letter ID	Report Page No.
Call, Jim	1/12/18	I-1	RTC-72
Call, Jim	2/8/18	I-3	RTC-79
Caltrans, Abboud, Roy	2/21/18	S-3	RTC-7
Caltrans, Davis, Damon	2/6/18	S-2	RTC-4
Caltrans, Robinson, Keri	1/11/18	S-1	RTC-1
City of La Mesa, Leja, Richard	1/24/18	L-3	RTC-22
City of La Mesa, Leja, Richard	2/22/18	L-6	RTC-58
City of San Diego Fire-Rescue, Trame, Lawrence	1/17/18	L-1	RTC-21
City of San Diego Fire-Rescue, Trame, Lawrence	1/18/18	L-2	RTC-21
City of San Diego, Mercado, Christine	2/8/18	L-4	RTC-23
City of San Diego, Muto, Alyssa	2/26/18	L-5	RTC-23
College View Estates Association, Plice Robert	2/24/18	O-1	RTC-60
Cottrell, Ann	2/25/18	I-6	RTC-104
Kuhlman, Armin	2/23/18	I-5	RTC-95
Nelson, Mark	1/15/18	I-2	RTC-78
Nelson, Mark	2/13/18	I-4	RTC-86
SANDAG, Hentrich, Katie	2/23/18	R-1	RTC-10
SANDAG, Charles “Muggs” Stoll	3/26/18	R-2	RTC-10
State Clearinghouse, Morgan, Scott	2/27/18	S-4	RTC-9

AA3.14.12.2 BRACKETED COMMENT LETTERS

DEPARTMENT OF TRANSPORTATION
DISTRICT 11
4050 TAYLOR STREET, M.S. 240
SAN DIEGO, CA 92110
PHONE (619) 688-3193
FAX (619) 688-4299
TTY 711
www.dot.ca.gov

S-1

Making Conservation a California Way of Life.

January 11, 2018

11-SD-8
PM 8.34
SDSU Master Plan Update
SCH# 2007021020

Ms. Laura Shinn
Director
Board of Trustees of the California State University
5500 Campanile Drive
San Diego, CA 92128

Dear Ms. Shinn:

The California Department of Transportation (Caltrans) appreciates the opportunity to have reviewed the Revised Traffic Impact Analysis (TIA), dated November 26, 2017, as a part of the Final Environmental Impact Report (FEIR) for the San Diego State University Master Plan Update. Caltrans would like to make the following comments:

S-1-1

1. Reducing the College Avenue lanes to 11 feet need to meet Caltrans Highway Design Manual, Index 301.1 – Lane Width. Please provide the documentation that "AADTT (truck volume) less than 250 per lane that are in urban, city or town centers" requirement is met.

S-1-2

2. Proposed signalization at intersection 16, which is currently an all-way stop controlled intersection, needs to follow the Intersection Control Evaluation (ICE) process per 2014 CA MUTCD and Caltrans Traffic Operations Policy Directive #13-02 before any intersection control is agreed upon.
    a. See Caltrans's "ICE Process Informational Guide". http://www.dot.ca.gov/trafficops/ice.html
    b. See Caltrans's "Policy Directive #13-02".
    c. Signal warrants need to be met before proposal accepted.
    d. A queue analysis will need to be done to make sure exit ramp storage is adequate with signal delays or mitigation is needed.

S-1-3

3. The ADA facilities within the proposed project need to be upgraded to meet ADA requirements in Caltrans DIB 82-06, "Pedestrian Accessibility Guidelines for Highway Projects".

S-1-4

4. The Synchro files do not account for pedestrian calls at the westbound exit ramp from I-8 onto College Avenue. Pedestrian phase in the signal phase causes more delay on our exit ramp and more queueing. Since this is a college area, a higher than average number of

pedestrians crossing the road is expected. Please, update the Synchro files to reflect this and resubmit.

NODE SETTINGS	
Node #	7
Zone:	
X East (ft):	4378
Y North (ft):	8230
Z Elevation (ft):	0
Description	
Control Type	Actd-Coord
Cycle Length (s):	100.0
Lock Timings:	☑
Optimize Cycle Length:	Optimize
Optimize Splits:	Optimize
Actuated Cycle 90th (s):	100.0
Actuated Cycle 70th (s):	100.0
Actuated Cycle 50th (s):	100.0
Actuated Cycle 30th (s):	100.0
Actuated Cycle 10th (s):	100.0
Natural Cycle(s):	40.0
Max v/c Ratio:	0.83
Intersection Delay (s):	7.4
Intersection LOS:	A
ICU:	0.48
ICU LOS:	A
Offset (s):	10.0
Referenced to:	Begin of Green
Reference Phase:	2+6 - NBT SBT
Master Intersection:	☐
Yield Point:	Single
Mandatory Stop On Yellow:	☐

PHASING SETTINGS	2-NBT	3-WBL	6-SBT
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	24.4	10.1	20.0
Maximum Split (s)	84.0	16.0	84.0
Yellow Time (s)	4.4	4.1	4.4
All-Red Time (s)	1.0	1.0	1.0
Lagging Phase?	–	–	–
Allow Lead/Lag Optimize?	–	–	–
Optimize Phs Weights - Del	1.0	0.1	1.0
Vehicle Extension (s)	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0
Recall Mode	C-Max	None	C-Max
Pedestrian Phase	☑	☐	☐
Walk Time (s)	7.0	–	–
Flash Dont Walk (s)	12.0	–	–
Pedestrian Calls (#/hr)	10	–	–
Dual Entry?	☑	☐	☑
Fixed Force Off?	☑	☑	☑
90th %ile Green Time (s)	79 cd	11 mx	79 cd
70th %ile Green Time (s)	79 cd	11 mx	79 cd
50th %ile Green Time (s)	79 cd	11 mx	79 cd
30th %ile Green Time (s)	79 cd	11 mx	79 cd
10th %ile Green Time (s)	79 cd	11 mx	79 cd

5. The Synchro files do not account for pedestrian calls at the I-8 eastbound entrance ramp from northbound College Avenue. Pedestrian phase in the signal phase causes more delay and more queueing. Please update the Synchro files to reflect this and resubmit.

S-1-5

NODE SETTINGS	
Node #	8
Zone:	
X East (ft):	4086
Y North (ft):	7179
Z Elevation (ft):	0
Description	
Control Type	Actd-Coord
Cycle Length (s):	100.0
Lock Timings:	☑
Optimize Cycle Length:	Optimize
Optimize Splits:	Optimize
Actuated Cycle 90th (s):	100.0
Actuated Cycle 70th (s):	100.0
Actuated Cycle 50th (s):	100.0
Actuated Cycle 30th (s):	100.0
Actuated Cycle 10th (s):	100.0
Natural Cycle(s):	80.0
Max v/c Ratio:	0.86
Intersection Delay (s):	23.6
Intersection LOS:	C
ICU:	0.74
ICU LOS:	D
Offset (s):	96.0
Referenced to:	Begin of Green
Reference Phase:	4+8 - NBT SBT
Master Intersection:	☐
Yield Point:	Single
Mandatory Stop On Yellow:	☐

PHASING SETTINGS	1-EBL	2-NBT	4-NBT	6-EBR	8-SBT
Minimum Initial (s)	5.0	12.0	5.0	5.0	5.0
Minimum Split (s)	11.1	18.1	11.4	11.1	11.4
Maximum Split (s)	23.4	30.6	46.0	54.0	46.0
Yellow Time (s)	4.1	4.1	4.4	4.1	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lagging Phase?	☐	☑	–	–	–
Allow Lead/Lag Optimize?	☐	☐	–	–	–
Optimize Phs Weights - Del	0.1	1.0	1.0	0.1	1.0
Vehicle Extension (s)	2.0	2.0	3.0	2.0	3.0
Minimum Gap (s)	2.0	2.0	3.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	C-Max	None	C-Max
Pedestrian Phase	☐	☐	☐	☐	☐
Walk Time (s)	–	–	–	–	–
Flash Dont Walk (s)	–	–	–	–	–
Pedestrian Calls (#/hr)	–	–	–	–	–
Dual Entry?	☐	☑	☑	☐	☑
Fixed Force Off?	☑	☑	☑	☑	☑
90th %ile Green Time (s)	17 mx	25 mx	40 cd	48 mx	40 cd
70th %ile Green Time (s)	17 gp	25 mx	40 cd	48 mx	40 cd
50th %ile Green Time (s)	15 gp	27 mx	40 cd	48 hd	40 cd
30th %ile Green Time (s)	14 gp	28 mx	40 cd	48 hd	40 cd
10th %ile Green Time (s)	11 gp	31 mx	40 cd	48 hd	40 cd

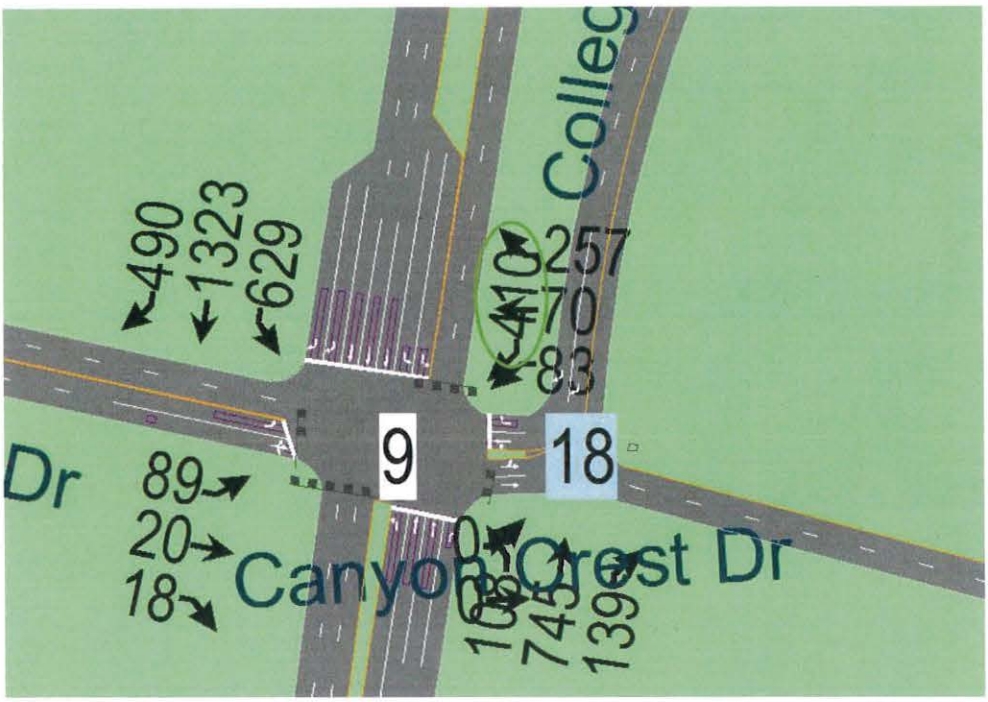
6. The Synchro files pedestrian walking time across College Avenue at Canyon Crest (node 9) should be revised. It should take about 35 seconds to walk across College Ave at Canyon Crest given the 3.5 seconds/feet acceptable pedestrian walking rate and the distance across of about 128 ft. The submitted Synchro files shows 7.0 + 15.0 walk time –total red phase of 22 seconds. Please update all intersection with the correct crossing times and resubmit. S-1-6

NODE SETTINGS	
Node #	9
Zone:	
X East (ft):	3990
Y North (ft):	6579
Z Elevation (ft):	0
Description	
Control Type	Actd-Coord
Cycle Length (s):	100.0
Lock Timings:	☑
Optimize Cycle Length:	Optimize
Optimize Splits:	Optimize
Actuated Cycle 90th (s):	100.0
Actuated Cycle 70th (s):	100.0
Actuated Cycle 50th (s):	100.0
Actuated Cycle 30th (s):	100.0
Actuated Cycle 10th (s):	100.0
Natural Cycle(s):	120.0
Max v/c Ratio:	1.02
Intersection Delay (s):	38.9
Intersection LOS:	D
ICU:	0.70
ICU LOS:	C
Offset (s):	72.0
Referenced to:	Begin of Green
Reference Phase:	2+6 - NBT SBT
Master Intersection:	☐
Yield Point:	Single
Mandatory Stop On Yellow:	☐

PHASING SETTINGS	1-SBL	2-NBT	4-EBTL	5-NBL	6-SBT	8-WBTL
Minimum Initial (s)	4.0	10.0	4.0	4.0	10.0	4.0
Minimum Split (s)	8.9	28.0	36.9	8.4	32.5	8.9
Maximum Split (s)	20.2	28.4	36.9	11.0	37.6	14.5
Yellow Time (s)	3.9	5.0	3.9	3.4	4.5	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lagging Phase?	☐	☑	–	☐	☑	–
Allow Lead/Lag Optimize?	☐	☐	–	☐	☐	–
Optimize Phs Weights - Del	1.0	1.0	1.0	1.0	1.0	1.0
Vehicle Extension (s)	2.0	3.0	2.0	3.0	4.4	2.0
Minimum Gap (s)	2.0	0.2	2.0	3.0	2.0	2.0
Time Before Reduce (s)	0.0	1.7	0.0	0.0	1.3	0.0
Time To Reduce (s)	0.0	0.1	0.0	0.0	0.1	0.0
Recall Mode	None	C-Max	None	None	C-Max	None
Pedestrian Phase	☐	☐	☐	☐	☐	☐
Walk Time (s)	–	7.0	7.0	–	7.0	–
Flash Dont Walk (s)	–	15.0	25.0	–	20.0	–
Pedestrian Calls (#/hr)	–	10	10	–	10	–
Dual Entry?	☐	☑	☑	☐	☑	☑
Fixed Force Off?	☑	☑	☑	☑	☑	☑
90th %ile Green Time (s)	15 mx	22 cd	32 pd	7 mx	32 cd	10 mx
70th %ile Green Time (s)	20 mx	22 cd	16 gp	11 mx	32 cd	21 gp
50th %ile Green Time (s)	23 mx	22 cd	13 gp	14 gp	32 cd	21 gp
30th %ile Green Time (s)	24 mx	22 cd	11 gp	13 gp	34 cd	22 gp
10th %ile Green Time (s)	25 mx	22 cd	7 gp	12 gp	36 cd	25 gp

7. At the College Avenue and Canyon Crest intersection, Synchro files show a pedestrian crossing on the eastbound side crossing Canyon Crest where there are no pedestrian facilities. The Synchro files should be revised to show pedestrians crossing the Alvarado Road/E. Campus Drive. In addition, the Synchro files show zero pedestrian calls when this should be a busy pedestrian crossing. S-1-7

8. There is a missing volume segment on Alvarado Road, which is shown as zero but should be 410 vehicles/hour. This shows no vehicle congestion on Alvarado Road when there currently is congestion. Please revise to show existing conditions. (see next page) S-1-8



9. Please update Synchro files per comments 4 through 8 and revise the TIA accordingly. S-1-9

10. Section 9 of the TIA should include I-8 exit ramps queue analysis comparing existing with existing + total project. Queueing at exit ramps should be analyzed due to speed differentials when there are slow vehicles queued adjacently to vehicles driving at 65 MPH on the mainlanes. S-1-10

If you have any questions, please contact Roy Abboud, of the Caltrans Development Review Branch, at (619) 688-6869 or by e-mail to roy.abboud@dot.ca.gov.

Sincerely,

KERI ROBINSON, Acting Branch Chief
Local Development and Intergovernmental Review Branch

c: John Boarman (Linscott Law and Greenspan Engineers)

DEPARTMENT OF TRANSPORTATION
DISTRICT 11
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Making Conservation a California Way of Life.

February 6, 2018

11-SD-8
PM 8.34
SDSU Master Plan Update
SCH# 2007021020

Ms. Laura Shinn
Director
Board of Trustees of the California State University
5500 Campanile Drive
San Diego, CA 92128

Dear Ms. Shinn:

The California Department of Transportation (Caltrans) appreciates the opportunity to have reviewed the Revised Traffic Impact Analysis (TIA), dated November 26, 2017, as a part of the Final Environmental Impact Report (FEIR) for the San Diego State University Master Plan Update. Caltrans previously provided comments on January 11, 2018 and received response to comments, see attachments. Caltrans would like to make the following comments: S-2-1

1. The comments dated January 11, 2018 still apply due to LLG not addressing them adequately. LLG's response stating, "it is correct not to show a Pedestrian Phase" is not a reasonable justification. The field condition shows existing pedestrian push buttons and screen captures of your Synchro files show error in your modeling. The TIA finding should be based on correct Synchro modeling with minimal errors. S-2-2

Comments for submitted SDSU Master Plan Update Synchro files:

2. The Synchro files do not account for pedestrian calls at the westbound exit ramp from I-8 onto College Avenue. The pedestrian phase in the signal phase causes more delay on our exit ramp and more queueing. Since this is a college area, higher than normal number of pedestrians crossing the road is expected. Please update Synchro files and resubmit (see graphics on next page). S-2-3

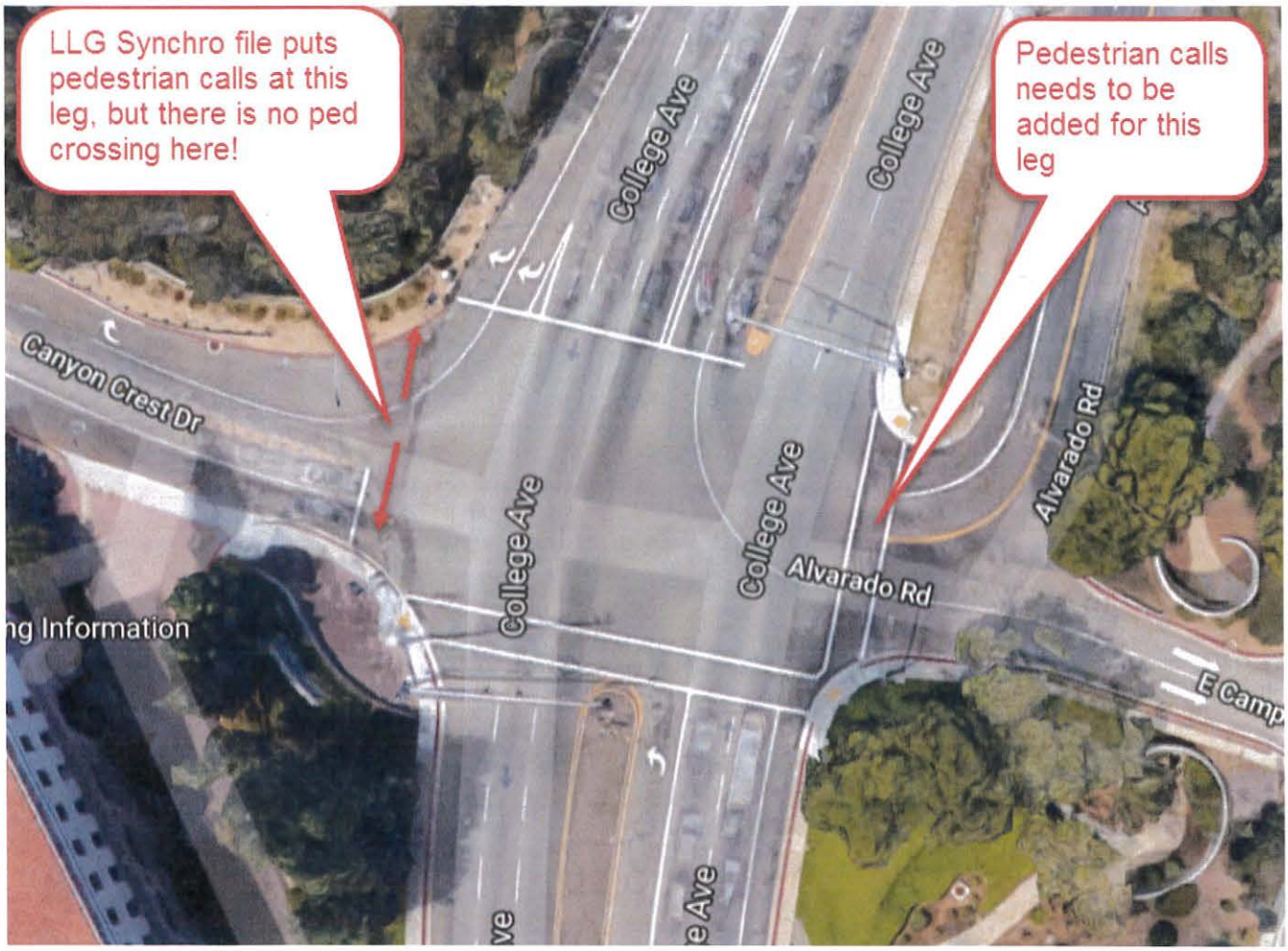
NODE SETTINGS	
Node #	7
Zone:	
X East (ft):	4378
Y North (ft):	8230
Z Elevation (ft):	0
Description	
Control Type	Actd-Coord
Cycle Length (s):	100.0
Lock Timings:	☑
Optimize Cycle Length:	Optimize
Optimize Splits:	Optimize
Actuated Cycle 90th (s):	100.0
Actuated Cycle 70th (s):	100.0
Actuated Cycle 50th (s):	100.0
Actuated Cycle 30th (s):	100.0
Actuated Cycle 10th (s):	100.0
Natural Cycle(s):	40.0
Max v/c Ratio:	0.83
Intersection Delay (s):	7.4
Intersection LOS:	A
ICU:	0.48
ICU LOS:	A
Offset (s) :	10.0
Referenced to:	Begin of Green
Reference Phase:	2+6 - NBT SBT
Master Intersection:	☐
Yield Point:	Single
Mandatory Stop On Yellow:	☐

PHASING SETTINGS	↑ 2-NBT	↙ 3-WBL	↓ 6-SBT
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	24.4	10.1	20.0
Maximum Split (s)	84.0	16.0	84.0
Yellow Time (s)	4.4	4.1	4.4
All-Red Time (s)	1.0	1.0	1.0
Lagging Phase?			
Allow Lead/Lag Optimize?			
Optimize Phs Weights - Del	1.0	0.1	1.0
Vehicle Extension (s)	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0
Recall Mode	C-Max	None	C-Max
Pedestrian Phase	☑	☐	☐
Walk Time (s)	7.0		
Flash Dont Walk (s)	12.0		
Pedestrian Calls (#/hr)	10		
Dual Entry?	☑	☐	☑
Fixed Force Off?	☑	☑	☑
90th %ile Green Time (s)	79 cd	11 mx	79 cc
70th %ile Green Time (s)	79 cd	11 mx	79 cc
50th %ile Green Time (s)	79 cd	11 mx	79 cc
30th %ile Green Time (s)	79 cd	11 mx	79 cc
10th %ile Green Time (s)	79 cd	11 mx	79 cc

3. The Synchro files do not have the correct pedestrian walking time for pedestrians to walk across College Avenue at Canyon Crest (node 9). It should take about 35 seconds to walk across College Avenue at Canyon Crest given the 3.5 seconds/feet acceptable pedestrian walking rate and the distance across of about 128 ft. The submitted Synchro files shows 7.0 + 15.0 walk time –total red phase of 22 seconds. Please update all intersection with the correct crossing times and resubmit. S-2-4

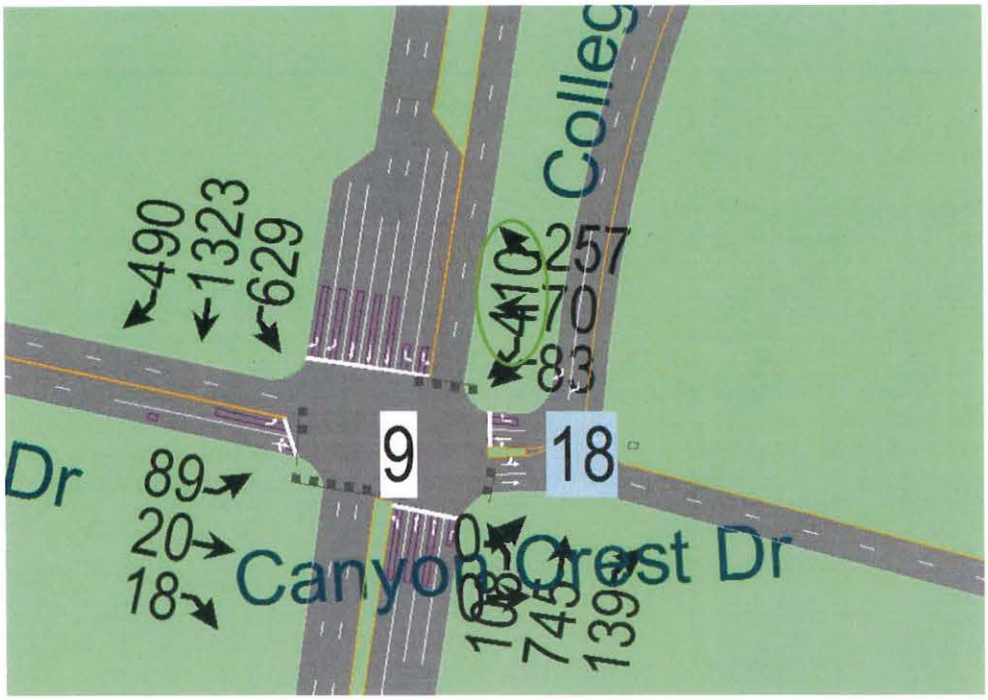
NODE SETTINGS	
Node #	9
Zone:	
X East (ft):	3990
Y North (ft):	6579
Z Elevation (ft):	0
Description	
Control Type	Actd-Coord
Cycle Length (s):	100.0
Lock Timings:	☑
Optimize Cycle Length:	Optimize
Optimize Splits:	Optimize
Actuated Cycle 90th (s):	100.0
Actuated Cycle 70th (s):	100.0
Actuated Cycle 50th (s):	100.0
Actuated Cycle 30th (s):	100.0
Actuated Cycle 10th (s):	100.0
Natural Cycle(s):	120.0
Max v/c Ratio:	1.02
Intersection Delay (s):	38.9
Intersection LOS:	D
ICU:	0.70
ICU LOS:	C
Offset (s) :	72.0
Referenced to:	Begin of Green
Reference Phase:	2+6 - NBT SBT
Master Intersection:	☐
Yield Point:	Single
Mandatory Stop On Yellow:	☐

PHASING SETTINGS	1-SBL	2-NBT	4-EBTL	5-NBL	6-SBT	8-WBTL
Minimum Initial (s)	4.0	10.0	4.0	4.0	10.0	4.0
Minimum Split (s)	8.9	28.0	36.9	8.4	32.5	8.9
Maximum Split (s)	20.2	28.4	36.9	11.0	37.6	14.5
Yellow Time (s)	3.9	5.0	3.9	3.4	4.5	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lagging Phase?	☐	☑	—	☐	☑	—
Allow Lead/Lag Optimize?	☐	☐	—	☐	☐	—
Optimize Phs Weights - Del	1.0	1.0	1.0	1.0	1.0	1.0
Vehicle Extension (s)	2.0	3.0	2.0	3.0	4.4	2.0
Minimum Gap (s)	2.0	0.2	2.0	3.0	2.0	2.0
Time Before Reduce (s)	0.0	1.7	0.0	0.0	1.3	0.0
Time To Reduce (s)	0.0	0.1	0	0.0	0.1	0.0
Recall Mode	None	C-Max	No	None	C-Max	No
Pedestrian Phase	☐	☑	☑	☐	☑	☐
Walk Time (s)	—	7.0	7.0	—	7.0	—
Flash Dont Walk (s)	—	15.0	25.0	—	20.0	—
Pedestrian Calls (#/hr)	—	10	10	—	10	—
Dual Entry?	☐	☑	☑	☐	☑	☑
Fixed Force Off?	☑	☑	☑	☑	☑	☑
90th %ile Green Time (s)	15 mx	22 cd	32 pd	7 mx	32 cd	10 mx
70th %ile Green Time (s)	20 mx	22 cd	16 gp	11 mx	32 cd	21 gp
50th %ile Green Time (s)	23 mx	22 cd	13 gp	14 gp	32 cd	21 gp
30th %ile Green Time (s)	24 mx	22 cd	11 gp	13 gp	34 cd	22 gp
10th %ile Green Time (s)	25 mx	22 cd	7 gp	12 gp	36 cd	25 gp



4. The Synchro files show pedestrian crossings on the wrong side of the College Avenue and Canyon Crest intersection. They are shown on the eastbound side crossing canyon crest where no pedestrian facilities exist. The Synchro files show zero pedestrian calls when this should be a busy pedestrian crossing. Please update with accurate crossings and pedestrian calls. S-2-5

5. There is a missing volume segment on Alvarado Road shown as zero, but should be 410 vehicles/hour. This shows that there is no vehicle congestion on Alvarado Road when there is congestion (see graphic on next page). S-2-6



Comments on TIA:

6. Please update Synchro per comments 4 through 8 and then update TIA accordingly. S-2-7

7. Section 9 of the TIA should include I-8 exit ramps queue analysis comparing existing with existing + total project. Queueing at exit ramps should be analyzed due to speed differentials when there are slow vehicles queued adjacently to vehicles driving at 65 MPH on the main lanes. S-2-8

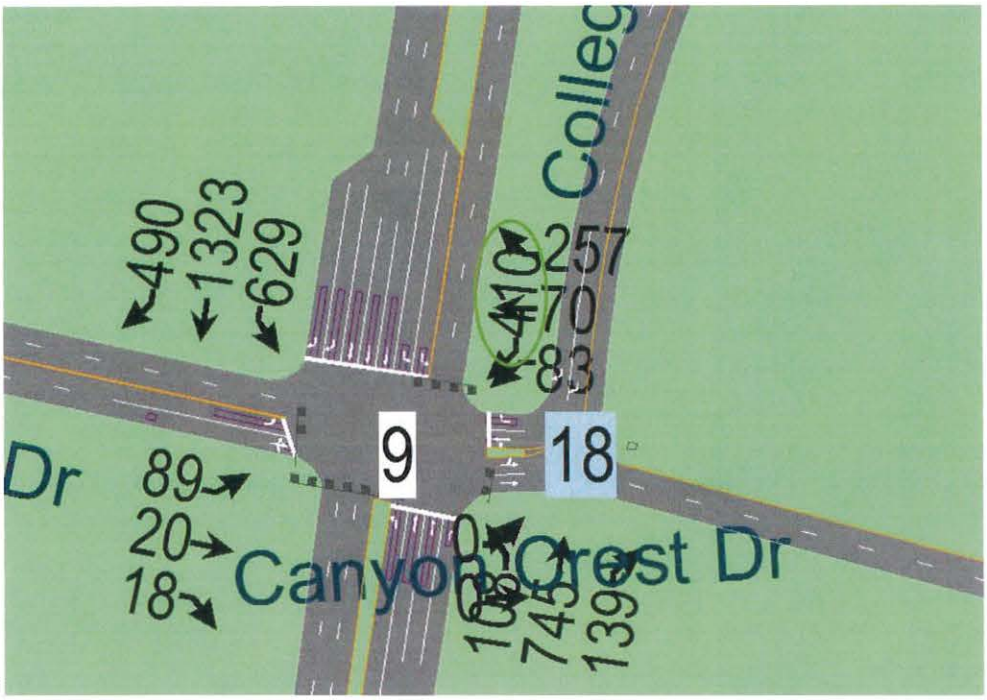
If you have any questions, please contact Roy Abboud, of the Caltrans Development Review Branch, at (619) 688-6869 or by e-mail to roy.abboud@dot.ca.gov.

Sincerely,

Damon Davis, Acting Branch Chief
Local Development and Intergovernmental Review Branch

Attachments

c: John Boarman (Linscott Law and Greenspan Engineers)



Comments on TIA:

6. Please update Synchro per comments 4 through 8 and then update TIA accordingly.

7. Section 9 of the TIA should include I-8 exit ramps queue analysis comparing existing with existing + total project. Queueing at exit ramps should be analyzed due to speed differentials when there are slow vehicles queued adjacently to vehicles driving at 65 MPH on the main lanes.

If you have any questions, please contact Roy Abboud, of the Caltrans Development Review Branch, at (619) 688-6869 or by e-mail to roy.abboud@dot.ca.gov.

Sincerely,

Damon Davis, Acting Branch Chief
Local Development and Intergovernmental Review Branch

Attachments

c: John Boarman (Linscott Law and Greenspan Engineers)

From: Abboud, Roy@DOT [mailto:roy.abboud@dot.ca.gov]
Sent: Wednesday, February 21, 2018 12:48 PM
To: John A. Boarman <boarman@llgengineers.com>
Subject: RE: Revised FEIR SDSU Master Plan Update

After our meeting, here are the remaining comments on the TIA:
Please let me know if you have any questions.

S-3-1

Comments for submitted SDSU Master Plan Update Synchro files:

S-3-2

1. There is a missing volume segment on Alvarado Road shown as zero, but should be 410 vehicles/hour. This shows no vehicle congestion on Alvarado Road when there currently is congestion.

Comments to TIA:

2. Update synchro per comment 1 and then update TIA accordingly. S-3-3

3. Section 9 of the TIA should include I-8 exit ramps queue analysis comparing existing with existing + total project. Queueing at exit ramps should be analyzed due to speed differentials when there are slow vehicles queued adjacently to vehicles driving at 65 MPH on the mainlanes. S-3-4

Thank you,
Roy Abboud
Associate Transportation Planner
619.688.6968
Caltrans District 11
4050 Taylor Street MS 240
San Diego, CA 92110

From: John A. Boarman [mailto:boarman@llgengineers.com]
Sent: Tuesday, February 13, 2018 8:59 AM
To: Dodson, Kimberly@DOT <kimberly.dodson@dot.ca.gov>; Abboud, Roy@DOT <roy.abboud@dot.ca.gov>
Cc: Davis, Damon@DOT <damon.davis@dot.ca.gov>
Subject: RE: Revised FEIR SDSU Master Plan Update

Thank you Kimberly.. see you then

John A. Boarman, P.E.
Principal
boarman@llgengineers.com

Linscott, Law & Greenspan, Engineers
4542 Ruffner Street, Suite 100
San Diego, CA 92111
858.300.8800 x236
www.llgengineers.com

From: Dodson, Kimberly@DOT [mailto:kimberly.dodson@dot.ca.gov]
Sent: Tuesday, February 13, 2018 7:31 AM
To: John A. Boarman <boarman@llgengineers.com>; Abboud, Roy@DOT <roy.abboud@dot.ca.gov>
Cc: Davis, Damon@DOT <damon.davis@dot.ca.gov>
Subject: RE: Revised FEIR SDSU Master Plan Update

Hi John:

Wednesday afternoon Tan cannot attend the meeting due to another meeting conflict. It looks like Thursday February 15th at 1:30 pm works for everyone. I sent out a new revised meeting invite.

Regards,

KIMBERLY D. DODSON, GISP
Caltrans District 11 Planning | Associate Transportation Planner
4050 Taylor St., MS-240 | San Diego, CA 92110 | 619-688-2510
kimberly.dodson@dot.ca.gov | http://www.dot.ca.gov/d11/index.html

From: John A. Boarman [mailto:boarman@llgengineers.com]
Sent: Monday, February 12, 2018 2:10 PM
To: Dodson, Kimberly@DOT <kimberly.dodson@dot.ca.gov>; Abboud, Roy@DOT <roy.abboud@dot.ca.gov>
Cc: Davis, Damon@DOT <damon.davis@dot.ca.gov>
Subject: RE: Revised FEIR SDSU Master Plan Update

Hi Kimberly,

My traffic count vendor cannot make Tues. We are open Wed afternoon. Can you fit us in then?

thx

John A. Boarman, P.E.
Principal
boarman@llgengineers.com

Linscott, Law & Greenspan, Engineers
4542 Ruffner Street, Suite 100
San Diego, CA 92111
858.300.8800 x236
www.llgengineers.com

From: Dodson, Kimberly@DOT [mailto:kimberly.dodson@dot.ca.gov]
Sent: Thursday, February 08, 2018 7:16 AM
To: John A. Boarman <boarman@llgengineers.com>; Abboud, Roy@DOT <roy.abboud@dot.ca.gov>
Cc: Davis, Damon@DOT <damon.davis@dot.ca.gov>
Subject: RE: Revised FEIR SDSU Master Plan Update

Hi John:

This morning I forwarded your request for a meeting to the TEA Branch Manager. Once it is confirmed who he wants to attend, I will contact you to schedule the meeting.

Regards,

KIMBERLY D. DODSON, GISP
Caltrans District 11 Planning | Associate Transportation Planner
4050 Taylor St., MS-240 | San Diego, CA 92110 | 619-688-2510
kimberly.dodson@dot.ca.gov | http://www.dot.ca.gov/d11/index.html

---

From: John A. Boarman [mailto:boarman@llgengineers.com]
Sent: Thursday, February 08, 2018 7:02 AM
To: Abboud, Roy@DOT <roy.abboud@dot.ca.gov>; Dodson, Kimberly@DOT <kimberly.dodson@dot.ca.gov>
Subject: RE: Revised FEIR SDSU Master Plan Update

Hi Roy/Kimberly,

It appears there is some confusion as to how pedestrians are coded into the Synchro software. Can you arrange to have a couple(or more) of your Synchro folks meet with a couple of our engineers. I am confident it will clear up the confusion. We could also discuss how we conduct our traffic counts since that is often a question on our studies. Thank you

John

John A. Boarman, P.E.
Principal
boarman@llgengineers.com

Linscott, Law & Greenspan, Engineers
4542 Ruffner Street, Suite 100
San Diego, CA 92111
858.300.8800 x236
www.llgengineers.com

From: Abboud, Roy@DOT [mailto:roy.abboud@dot.ca.gov]
Sent: Wednesday, February 07, 2018 10:14 AM
To: Laura Shinn <lshinn@mail.sdsu.edu>
Cc: State.Clearinghouse@opr.ca.gov; John A. Boarman <boarman@llgengineers.com>
Subject: Revised FEIR SDSU Master Plan Update

Please Find Caltrans Comment Letter for SCH 2007021020

Thank you,
Roy Abboud
Associate Transportation Planner
619.688.6968
Caltrans District 11
4050 Taylor Street MS 240
San Diego, CA 92110

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

February 27, 2018

Laura Shinn
SDSU
5500 Campanile Dr
San Diego, CA 92182-1624

Subject: SDSU 2007 Campus Master Plan - Draft Additional Analysis
SCH#: 2007021020

Dear Laura Shinn:

The State Clearinghouse submitted the above named Other Document to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on February 26, 2018, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

S-4-1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

RECEIVED

MAR - 6 2018

Facilities Planning, Design and Construction

Enclosures
cc: Resources Agency

Document Details Report
State Clearinghouse Data Base

SCH#	**2007021020**
Project Title	SDSU 2007 Campus Master Plan - Draft Additional Analysis
Lead Agency	California State University, San Diego

Type	**Oth** Other Document
Description	Note: Draft Additional Analysis & Review Per Lead

In response to court rulings involving the EIR prepared for the SDSU 2007 Campus Master Plan, the Draft Additional Analysis revises those portions of the 2007 EIR Transportation/circulation and parking section the court found inadequate. The revised section analyzes the same project as proposed in 2007, which included an increase in the authorized number of full-time equivalent students from 25,000 FTE to 36,000 FTE over 15-20 years. In addition, the project also includes the near-term and future development of campus buildings to accommodate the enrollment growth, including classroom and research facilities, student, faculty, and staff housing; a hotel; a renovated student union; and a campus conference center.

Lead Agency Contact

Name	Laura Shinn		
Agency	SDSU		
Phone	(619) 594-6619	**Fax**	
email			
Address	5500 Campanile Dr		
City	San Diego	**State** CA	**Zip** 92182-1624

Project Location

County	San Diego			
City	San Diego			
Region				
Lat / Long	32° 46' 32.5" N / 117° 4' 41.8" W			
Cross Streets	College Avenue and Montezuma Rd			
Parcel No.				
Township	**Range**	**Section**	**Base**	

Proximity to:

Highways	I-8
Airports	
Railways	
Waterways	Alvarado Creek
Schools	Hardy ES
Land Use	parking, developed land, residential, institutional and public and semi-public facilities

Project Issues Traffic/Circulation

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 5; Cal Fire; Office of Historic Preservation; Department of Parks and Recreation; California Highway Patrol; Caltrans, District 11; California Department of Education; Department of Housing and Community Development; Department of General Services; Air Resources Board, Transportation Projects; State Water Resources Control Board, Division of Drinking Water; Regional Water Quality Control Board, Region 9; Department of Toxic Substances Control; Native American Heritage Commission; Other - Public Comments

Date Received 01/11/2018 **Start of Review** 01/11/2018 **End of Review** 02/26/2018

Note: Blanks in data fields result from insufficient information provided by lead agency.

DEPARTMENT OF TRANSPORTATION
DISTRICT 11
4050 TAYLOR STREET, M.S. 240
SAN DIEGO, CA 92110
PHONE (619) 688-3193
FAX (619) 688-4299
TTY 711
www.dot.ca.gov

clear 2/26/18 E

Making Conservation a California Way of Life.

January 11, 2018

11-SD-8
PM 8.34
SDSU Master Plan Update
SCH# 2007021020

Governor's Office of Planning & Research

FEB 07 2018

STATE CLEARINGHOUSE

Ms. Laura Shinn
Director
Board of Trustees of the California State University
5500 Campanile Drive
San Diego, CA 92128

Dear Ms. Shinn:

The California Department of Transportation (Caltrans) appreciates the opportunity to have reviewed the Revised Traffic Impact Analysis (TIA), dated November 26, 2017, as a part of the Final Environmental Impact Report (FEIR) for the San Diego State University Master Plan Update. Caltrans would like to make the following comments:

1. Reducing the College Avenue lanes to 11 feet need to meet Caltrans Highway Design Manual, Index 301.1 – Lane Width. Please provide the documentation that "AADTT (truck volume) less than 250 per lane that are in urban, city or town centers" requirement is met.

2. Proposed signalization at intersection 16, which is currently an all-way stop controlled intersection, needs to follow the Intersection Control Evaluation (ICE) process per 2014 CA MUTCD and Caltrans Traffic Operations Policy Directive #13-02 before any intersection control is agreed upon.
   a. See Caltrans's "ICE Process Informational Guide". http://www.dot.ca.gov/trafficops/ice.html
   b. See Caltrans's "Policy Directive #13-02".
   c. Signal warrants need to be met before proposal accepted.
   d. A queue analysis will need to be done to make sure exit ramp storage is adequate with signal delays or mitigation is needed.

3. The ADA facilities within the proposed project need to be upgraded to meet ADA requirements in Caltrans DIB 82-06, "Pedestrian Accessibility Guidelines for Highway Projects".

4. The Synchro files do not account for pedestrian calls at the westbound exit ramp from I-8 onto College Avenue. Pedestrian phase in the signal phase causes more delay on our exit ramp and more queueing. Since this is a college area, a higher than average number of

pedestrians crossing the road is expected. Please, update the Synchro files to reflect this and resubmit.

NODE SETTINGS	
Node #	7
Zone:	
X East (ft):	4378
Y North (ft):	8230
Z Elevation (ft):	0
Description	
Control Type	Actd-Coord
Cycle Length (s):	100.0
Lock Timings:	☑
Optimize Cycle Length:	Optimize
Optimize Splits:	Optimize
Actuated Cycle 90th (s):	100.0
Actuated Cycle 70th (s):	100.0
Actuated Cycle 50th (s):	100.0
Actuated Cycle 30th (s):	100.0
Actuated Cycle 10th (s):	100.0
Natural Cycle(s):	40.0
Max v/c Ratio:	0.83
Intersection Delay (s):	7.4
Intersection LOS:	A
ICU:	0.48
ICU LOS:	A
Offset (s):	10.0
Referenced to:	Begin of Green
Reference Phase:	2+6 - NBT SBT
Master Intersection:	☐
Yield Point:	Single
Mandatory Stop On Yellow:	☐

PHASING SETTINGS	2-NBT	3-WBL	6-SBT
Minimum Initial (s)	[illegible]	5.0	5.0
Minimum Split (s)	24.4	10.1	20.0
Maximum Split (s)	84.0	16.0	84.0
Yellow Time (s)	4.4	4.1	4.4
All-Red Time (s)	1.0	1.0	1.0
Lagging Phase?	–	–	–
Allow Lead/Lag Optimize?	–	–	–
Optimize Phs Weights - Del	1.0	0.1	1.0
Vehicle Extension (s)	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0
Recall Mode	C-Max	None	C-Max
Pedestrian Phase	☑	☐	☐
Walk Time (s)	7.0	–	–
Flash Dont Walk (s)	12.0	–	–
Pedestrian Calls (#/hr)	10	–	–
Dual Entry?	☑	☐	☑
Fixed Force Off?	☑	☑	☑
90th %ile Green Time (s)	79 cd	11 mx	79 cd
70th %ile Green Time (s)	79 cd	11 mx	79 cd
50th %ile Green Time (s)	79 cd	11 mx	79 cd
30th %ile Green Time (s)	79 cd	11 mx	79 cd
10th %ile Green Time (s)	79 cd	11 mx	79 cd

5. The Synchro files do not account for pedestrian calls at the I-8 eastbound entrance ramp from northbound College Avenue. Pedestrian phase in the signal phase causes more delay and more queueing. Please update the Synchro files to reflect this and resubmit.

NODE SETTINGS	
Node #	8
Zone:	
X East (ft):	4086
Y North (ft):	7179
Z Elevation (ft):	0
Description	
Control Type	Actd-Coord
Cycle Length (s):	100.0
Lock Timings:	☑
Optimize Cycle Length:	Optimize
Optimize Splits:	Optimize
Actuated Cycle 90th (s):	100.0
Actuated Cycle 70th (s):	100.0
Actuated Cycle 50th (s):	100.0
Actuated Cycle 30th (s):	100.0
Actuated Cycle 10th (s):	100.0
Natural Cycle(s):	80.0
Max v/c Ratio:	0.86
Intersection Delay (s):	23.6
Intersection LOS:	C
ICU:	0.74
ICU LOS:	D
Offset (s):	96.0
Referenced to:	Begin of Green
Reference Phase:	4+8 - NBT SBT
Master Intersection:	☐
Yield Point:	Single
Mandatory Stop On Yellow:	☐

PHASING SETTINGS	1-EBL	2-NBT	4-NBT	5-EBR	8-SBT
Minimum Initial (s)	[illegible]	12.0	5.0	5.0	5.0
Minimum Split (s)	11.1	18.1	11.4	11.1	11.4
Maximum Split (s)	23.4	30.6	46.0	54.0	46.0
Yellow Time (s)	4.1	4.1	4.4	4.1	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lagging Phase?	☐	☑	–	–	–
Allow Lead/Lag Optimize?	☐	☐	–	–	–
Optimize Phs Weights - Del	0.1	1.0	1.0	0.1	1.0
Vehicle Extension (s)	2.0	2.0	3.0	2.0	3.0
Minimum Gap (s)	2.0	2.0	3.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	C-Max	None	C-Max
Pedestrian Phase	☐	☐	☐	☐	☐
Walk Time (s)	–	–	–	–	–
Flash Dont Walk (s)	–	–	–	–	–
Pedestrian Calls (#/hr)	–	–	–	–	–
Dual Entry?	☐	☑	☑	☐	☑
Fixed Force Off?	☑	☑	☑	☑	☑
90th %ile Green Time (s)	17 mx	25 mx	40 cd	48 mx	40 cd
70th %ile Green Time (s)	17 gp	25 mx	40 cd	48 mx	40 cd
50th %ile Green Time (s)	15 gp	27 mx	40 cd	48 hd	40 cd
30th %ile Green Time (s)	14 gp	28 mx	40 cd	48 hd	40 cd
10th %ile Green Time (s)	11 gp	31 mx	40 cd	48 hd	40 cd

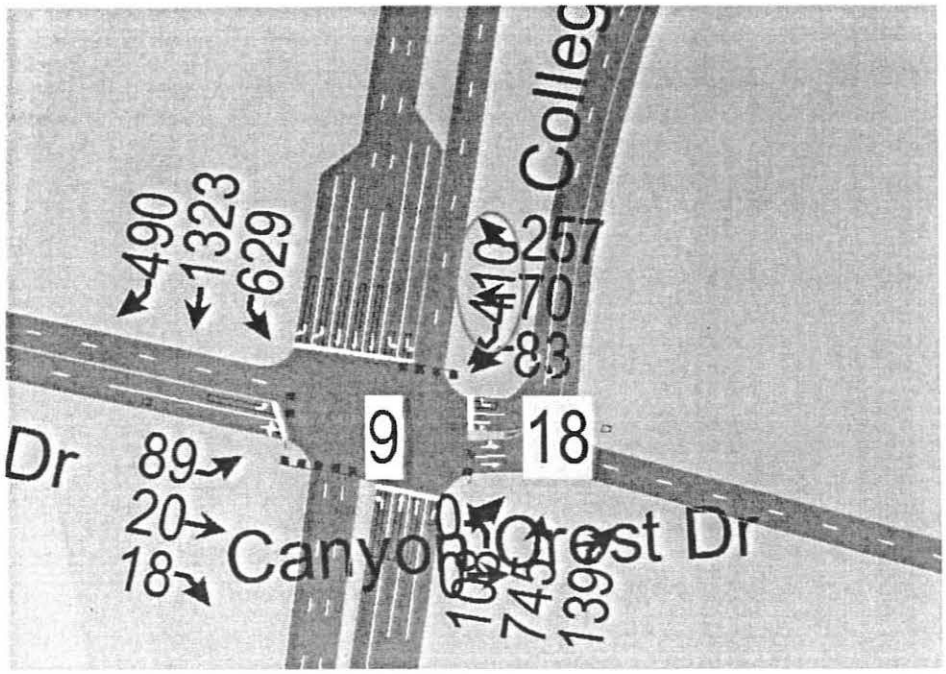
6. The Synchro files pedestrian walking time across College Avenue at Canyon Crest (node 9) should be revised. It should take about 35 seconds to walk across College Ave at Canyon Crest given the 3.5 seconds/feet acceptable pedestrian walking rate and the distance across of about 128 ft. The submitted Synchro files shows 7.0 + 15.0 walk time –total red phase of 22 seconds. Please update all intersection with the correct crossing times and resubmit.

NODE SETTINGS	
Node #	9
Zone:	
X East (ft):	3990
Y North (ft):	6579
Z Elevation (ft):	0
Description	
Control Type	Actd-Coord
Cycle Length (s):	100.0
Lock Timings:	☑
Optimize Cycle Length:	Optimize
Optimize Splits:	Optimize
Actuated Cycle 90th (s):	100.0
Actuated Cycle 70th (s):	100.0
Actuated Cycle 50th (s):	100.0
Actuated Cycle 30th (s):	100.0
Actuated Cycle 10th (s):	100.0
Natural Cycle(s):	120.0
Max v/c Ratio:	1.02
Intersection Delay (s):	38.3
Intersection LOS:	D
ICU:	0.70
ICU LOS:	C
Offset (s):	72.0
Referenced to:	Begin of Green
Reference Phase:	2+6 - NBT SBT
Master Intersection:	☐
Yield Point:	Single
Mandatory Stop On Yellow:	☐

PHASING SETTINGS	1-SBL	2-NBT	4-EBTL	5-NBL	6-SBT	8-WBTL
Minimum Initial (s)	4.0	10.0	4.0	4.0	10.0	4.0
Minimum Split (s)	8.9	28.0	36.9	8.4	32.5	8.9
Maximum Split (s)	20.2	28.4	36.9	11.0	37.6	14.5
Yellow Time (s)	3.9	5.0	3.9	3.4	4.5	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lagging Phase?	☐	☑		☐	☑	
Allow Lead/Lag Optimize?	☐	☐		☐	☐	
Optimize Phs Weights - Del	1.0	1.0	1.0	1.0	1.0	1.0
Vehicle Extension (s)	2.0	3.0	2.0	3.0	4.4	2.0
Minimum Gap (s)	2.0	0.2	2.0	3.0	2.0	2.0
Time Before Reduce (s)	0.0	1.7	0.0	0.0	1.3	0.0
Time To Reduce (s)	0.0	0.1	0.0	0.0	0.1	0.0
Recall Mode	None	C-Max	None	None	C-Max	None
Pedestrian Phase	☐	☑	☐	☐	☑	☐
Walk Time (s)		7.0	7.0		7.0	
Flash Dont Walk (s)		15.0	25.0		20.0	
Pedestrian Calls (#/hr)		10	10		10	
Dual Entry?	☐	☑	☑	☐	☑	☑
Fixed Force Off?	☑	☑	☑	☑	☑	☑
90th %ile Green Time (s)	15 mx	22 cd	32 pd	7 mx	32 cd	10 mx
70th %ile Green Time (s)	20 mx	22 cd	16 gp	11 mx	32 cd	21 gp
50th %ile Green Time (s)	23 mx	22 cd	13 gp	14 gp	32 cd	21 gp
30th %ile Green Time (s)	24 mx	22 cd	11 gp	13 gp	34 cd	22 gp
10th %ile Green Time (s)	25 mx	22 cd	7 gp	12 gp	36 cd	25 gp

7. At the College Avenue and Canyon Crest intersection, Synchro files show a pedestrian crossing on the eastbound side crossing Canyon Crest where there are no pedestrian facilities. The Synchro files should be revised to show pedestrians crossing the Alvarado Road/E. Campus Drive. In addition, the Synchro files show zero pedestrian calls when this should be a busy pedestrian crossing.

8. There is a missing volume segment on Alvarado Road, which is shown as zero but should be 410 vehicles/hour. This shows no vehicle congestion on Alvarado Road when there currently is congestion. Please revise to show existing conditions. (see next page)



9. Please update Synchro files per comments 4 through 8 and revise the TIA accordingly.

10. Section 9 of the TIA should include I-8 exit ramps queue analysis comparing existing with existing + total project. Queueing at exit ramps should be analyzed due to speed differentials when there are slow vehicles queued adjacently to vehicles driving at 65 MPH on the mainlanes.

If you have any questions, please contact Roy Abboud, of the Caltrans Development Review Branch, at (619) 688-6869 or by e-mail to roy.abboud@dot.ca.gov.

Sincerely,

KERI ROBINSON, Acting Branch Chief
Local Development and Intergovernmental Review Branch

c: John Boarman (Linscott Law and Greenspan Engineers)

DEPARTMENT OF TRANSPORTATION
DISTRICT 11
4050 TAYLOR STREET, M.S. 240
SAN DIEGO, CA 92110
PHONE (619) 688-6954
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TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

February 6, 2018

11-SD-8
PM 8.34
SDSU Master Plan Update
SCH# 2007021020

Ms. Laura Shinn
Director
Board of Trustees of the California State University
5500 Campanile Drive
San Diego, CA 92128

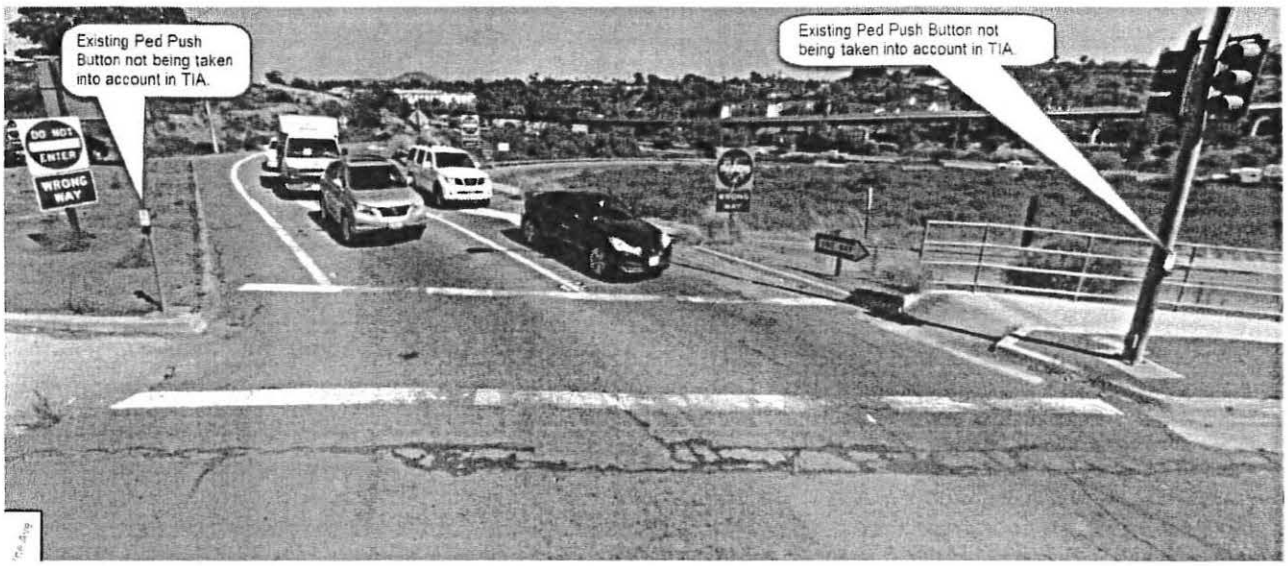
Dear Ms. Shinn:

The California Department of Transportation (Caltrans) appreciates the opportunity to have reviewed the Revised Traffic Impact Analysis (TIA), dated November 26, 2017, as a part of the Final Environmental Impact Report (FEIR) for the San Diego State University Master Plan Update. Caltrans previously provided comments on January 11, 2018 and received response to comments, see attachments. Caltrans would like to make the following comments:

1. The comments dated January 11, 2018 still apply due to LLG not addressing them adequately. LLG's response stating, "it is correct not to show a Pedestrian Phase" is not a reasonable justification. The field condition shows existing pedestrian push buttons and screen captures of your Synchro files show error in your modeling. The TIA finding should be based on correct Synchro modeling with minimal errors.

Comments for submitted SDSU Master Plan Update Synchro files:

2. The Synchro files do not account for pedestrian calls at the westbound exit ramp from I-8 onto College Avenue. The pedestrian phase in the signal phase causes more delay on our exit ramp and more queueing. Since this is a college area, higher than normal number of pedestrians crossing the road is expected. Please update Synchro files and resubmit (see graphics on next page).



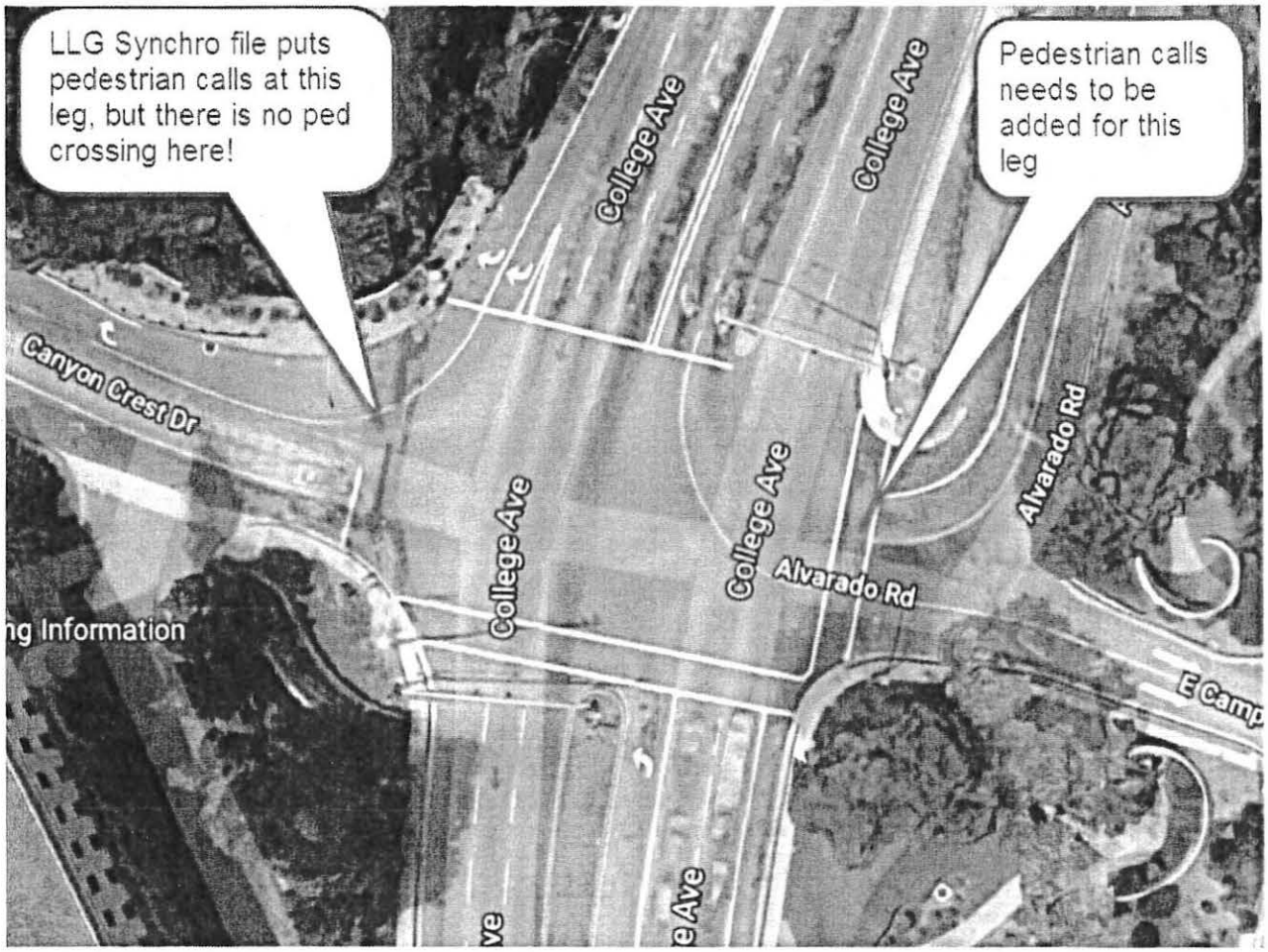
NODE SETTINGS	
Node #	7
Zone:	
X East (ft):	4378
Y North (ft):	9230
Z Elevation (ft):	0
Description	
Control Type	Actd-Coord
Cycle Length (s):	100.0
Lock Timings:	☑
Optimize Cycle Length:	Optimize
Optimize Splits:	Optimize
Actuated Cycle 90th (s):	100.0
Actuated Cycle 70th (s):	100.0
Actuated Cycle 50th (s):	100.0
Actuated Cycle 30th (s):	100.0
Actuated Cycle 10th (s):	100.0
Natural Cycle(s)	40.0
Max v/c Ratio:	0.83
Intersection Delay (s):	7.4
Intersection LOS:	A
ICU:	0.48
ICU LOS:	A
Offset (s) :	10.0
Referenced to:	Begin of Green
Reference Phase:	2+6 - NBT SBT
Master Intersection:	☐
Yield Point:	Single
Mandatory Stop On Yellow:	☐

PHASING SETTINGS	↑ 2-NBT	↙ 3-WBL	↓ 6-SBT
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	24.4	10.1	20.0
Maximum Split (s)	84.0	16.0	64.0
Yellow Time (s)	4.4	4.1	4.4
All-Red Time (s)	1.0	1.0	1.0
Lagging Phase?	--	--	--
Allow Lead/Lag Optimize?	--	--	--
Optimize Phs Weights - Del	1.0	0.1	1.0
Vehicle Extension (s)	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0
Recall Mode	C-Max	None	C-Max
Pedestrian Phase	☑	☐	☐
Walk Time (s)	7.0	--	--
Flash Dont Walk (s)	12.0	--	--
Pedestrian Calls (#/hr)	10		--
Dual Entry?	☑	☐	☑
Fixed Force Off?	☑	☑	☑
90th %ile Green Time (s)	79 cd	11 mx	79 cc
70th %ile Green Time (s)	79 cd	11 mx	79 cc
50th %ile Green Time (s)	79 cd	11 mx	79 cc
30th %ile Green Time (s)	79 cd	11 mx	79 cc
10th %ile Green Time (s)	79 cd	11 mx	79 cc

3. The Synchro files do not have the correct pedestrian walking time for pedestrians to walk across College Avenue at Canyon Crest (node 9). It should take about 35 seconds to walk across College Avenue at Canyon Crest given the 3.5 seconds/feet acceptable pedestrian walking rate and the distance across of about 128 ft. The submitted Synchro files shows 7.0 + 15.0 walk time –total red phase of 22 seconds. Please update all intersection with the correct crossing times and resubmit.

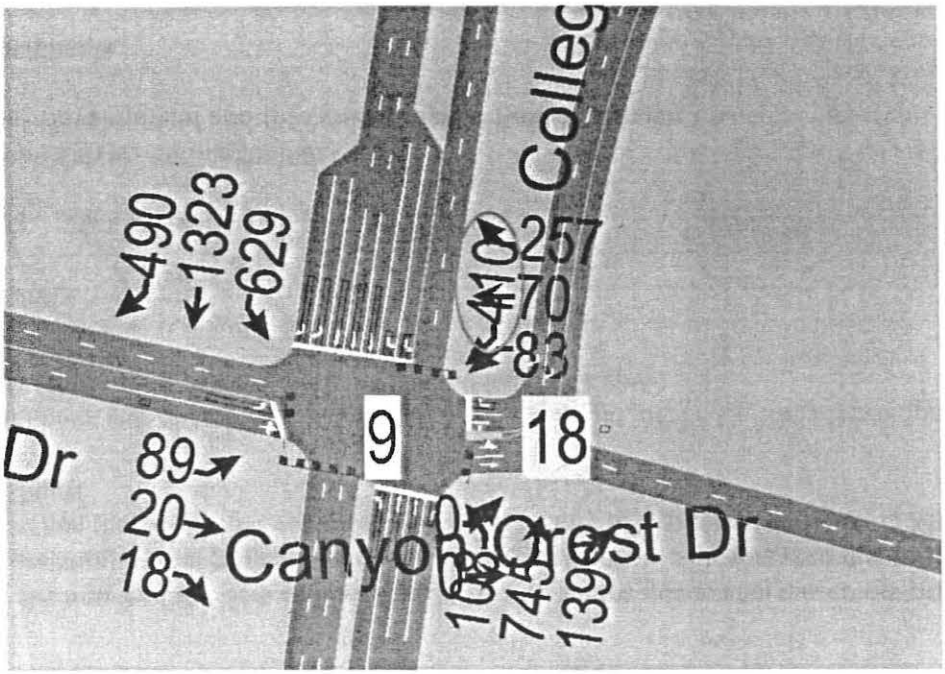
NODE SETTINGS	
Node #	9
Zone:	
X East (ft):	3990
Y North (ft):	6579
Z Elevation (ft):	0
Description	
Control Type	Actd-Coord
Cycle Length (s):	100.0
Lock Timings:	☑
Optimize Cycle Length:	Optimize
Optimize Splits:	Optimize
Actuated Cycle 90th (s):	100.0
Actuated Cycle 70th (s):	100.0
Actuated Cycle 50th (s):	100.0
Actuated Cycle 30th (s):	100.0
Actuated Cycle 10th (s):	100.0
Natural Cycle(s):	120.0
Max v/c Ratio:	1.02
Intersection Delay (s):	38.9
Intersection LOS:	D
ICU:	0.70
ICU LOS:	C
Offset (s):	72.0
Referenced to:	Begin of Green
Reference Phase:	2+6 - NBT SBT
Master Intersection:	☐
Yield Point:	Single
Mandatory Stop On Yellow:	☐

PHASING SETTINGS	1-SBL	2-NBT	4-EBTL	5-NBL	6-SBT	8-WBTL
Minimum Initial (s)	4.0	10.0	4.0	4.0	10.0	4.0
Minimum Split (s)	8.9	28.0	36.9	8.4	32.5	8.9
Maximum Split (s)	20.2	28.4	36.9	11.0	37.6	14.5
Yellow Time (s)	3.9	5.0	3.9	3.4	4.5	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lagging Phase?	☐	☑	---	☐	☑	---
Allow Lead/Lag Optimize?	☐	☐	---	☐	☐	---
Optimize Phs Weights - Del	1.0	1.0	1.0	1.0	1.0	1.0
Vehicle Extension (s)	2.0	3.0	2.0	3.0	4.4	2.0
Minimum Gap (s)	2.0	0.2	2.0	3.0	2.0	2.0
Time Before Reduce (s)	0.0	1.7	0.0	0.0	1.3	0.0
Time To Reduce (s)	0.0	0.1	0	0.0	0.1	0.0
Recall Mode	None	C-Max	Ne	None	C-Max	No
Pedestrian Phase	☐	☐	☐	☐	☑	☐
Walk Time (s)	---	7.0	7.0	---	7.0	---
Flash Dont Walk (s)	---	15.0	25.0	---	20.0	---
Pedestrian Calls (#/hr)	---	10	10	---	10	---
Dual Entry?	☐	☑	☑	☐	☑	☑
Fixed Force Off?	☑	☑	☑	☑	☑	☑
90th %ile Green Time (s)	15 mx	22 cd	32 pd	7 mx	32 cd	10 mx
70th %ile Green Time (s)	20 mx	22 cd	16 gp	11 mx	32 cd	21 gp
50th %ile Green Time (s)	23 mx	22 cd	13 gp	14 gp	32 cd	21 gp
30th %ile Green Time (s)	24 mx	22 cd	11 gp	13 gp	34 cd	22 gp
10th %ile Green Time (s)	25 mx	22 cd	7 gp	12 gp	36 cd	25 gp



4. The Synchro files show pedestrian crossings on the wrong side of the College Avenue and Canyon Crest intersection. They are shown on the eastbound side crossing canyon crest where no pedestrian facilities exist. The Synchro files show zero pedestrian calls when this should be a busy pedestrian crossing. Please update with accurate crossings and pedestrian calls.

5. There is a missing volume segment on Alvarado Road shown as zero, but should be 410 vehicles/hour. This shows that there is no vehicle congestion on Alvarado Road when there is congestion (see graphic on next page).



Comments on TIA:

6. Please update Synchro per comments 4 through 8 and then update TIA accordingly.

7. Section 9 of the TIA should include I-8 exit ramps queue analysis comparing existing with existing + total project. Queueing at exit ramps should be analyzed due to speed differentials when there are slow vehicles queued adjacently to vehicles driving at 65 MPH on the main lanes.

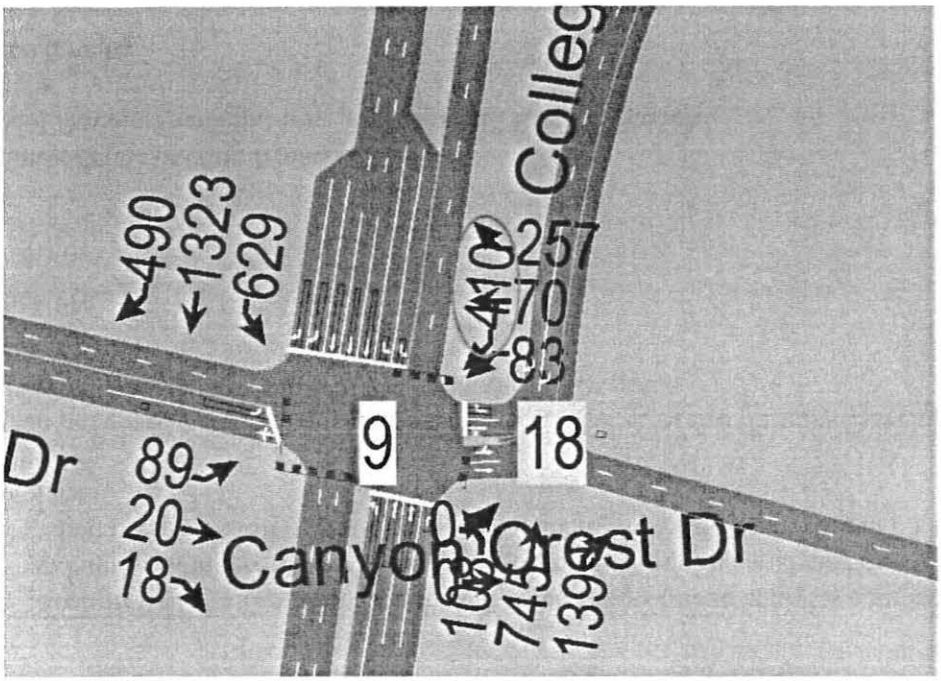
If you have any questions, please contact Roy Abboud, of the Caltrans Development Review Branch, at (619) 688-6869 or by e-mail to roy.abboud@dot.ca.gov.

Sincerely,

Damon Davis, Acting Branch Chief
Local Development and Intergovernmental Review Branch

Attachments

c: John Boarman (Linscott Law and Greenspan Engineers)



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If you have any questions, please contact Roy Abboud, of the Caltrans Development Review Branch, at (619) 688-6869 or by e-mail to roy.abboud@dot.ca.gov.

Sincerely,

Damon Davis, Acting Branch Chief
Local Development and Intergovernmental Review Branch

Attachments

c: John Boarman (Linscott Law and Greenspan Engineers)

MEMORANDUM

LINSCOTT LAW & GREENSPAN
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Transportation
Parking

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858.300.8810 F
www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills

To:	Laura Shinn	Date:	January 25, 2018
From:	John Boarman, P.E. LLG, Engineers	LLG Ref:	3-17-2604
Subject:	SDSU Master Plan – Response to Caltrans comments on the draft traffic technical report dated November 26, 2017		

LLG has prepared the following responses in response to the comments submitted by Caltrans, by letter dated January 11, 2018, on the draft traffic technical report (TIA) dated November 26, 2017 as part of the Final Environmental Impact Report for the SDSU 2007 Campus Master Plan. A copy of the Caltrans letter is attached.

1. The comment is regarding the final lane width design of the College Avenue / I-8 eastbound ramp intersection. The AADTT (truck volume) calculations will be conducted prior to the design phase of mitigation implementation, and at that time the final width of the College Avenue lanes will be determined. The applicable mitigation measure as included in the CEQA document presently being circulated for public review and comment, AATCP-1, requires SDSU to "submit such plans for review and approval". Therefore, Caltrans will have the opportunity to review and approve the ultimate lane widths prior to implementation.

2. The comment regards the mitigation measure for intersection 16 (I-8 westbound ramps / Parkway Drive). The measure has been revised since the draft TIA was submitted to Caltrans and now includes the requirement to follow the Intersection Control Evaluation (ICE) process. The specific mitigation measure for this impact now reads: AATCP-5. The improvement necessary to mitigate the Project's significant impacts at the I-8 Westbound Ramp / Parkway Drive intersection is to install either a traffic signal or a roundabout at the intersection, dependent upon the results of an Intersection Control Evaluation (ICE) analysis. The improvement ultimately decided upon shall be determined based on input provided by Caltrans and the City of La Mesa (the local jurisdiction), and also shall account for any queuing that could affect adjacent intersections, including the 70th Street/Parkway Drive intersection.

   Prior to SDSU Full-Time Equivalent (FTE) enrollment reaching 24,795 or its equivalent, SDSU shall install either a traffic signal or a roundabout at the I-8 Westbound Ramp / Parkway Drive intersection, dependent upon the results of an ICE analysis. To implement the improvements, SDSU shall prepare design plans and submit such plans to Caltrans and the City of La Mesa for review and approval. Following Caltrans and La Mesa approval, SDSU shall install the traffic signal or roundabout consistent with the approved plans. In the event the

proposed improvements are not approved and constructed in a timely manner, the impact would remain temporarily significant and unavoidable.

3. The comment states that ADA facilities "within the proposed project" need to be upgraded. This comment appears to refer to the I-8 eastbound ramp / College Avenue intersection mitigation measure. The comment is in regards to the design phase of the mitigation implementation. The project will upgrade the intersection to meet ADA requirements consistent with Caltrans policy directives.

4. The comment regards pedestrian calls on College Avenue at the I-8 westbound ramps intersection. There are no pedestrian crossings of College Avenue and, therefore, it is correct not to show a Pedestrian Phase at this intersection.

5. The comment regards pedestrian calls on College Avenue at the I-8 eastbound ramps / College Avenue intersection. There are no pedestrian calls at the intersection and, therefore, it is correct not to show a Pedestrian Phase at this intersection.

6. The comment regards pedestrian walking time across College Avenue at Canyon Crest Drive. The analysis of the City controlled College Avenue / Canyon Crest Drive intersection utilized the signal timing provided by the City of San Diego, per City standards. The analysis was checked and was found to be correct, per those timing plans.

7. The comment regards pedestrian crossing at the College Avenue / Canyon Crest Drive intersection. The analysis correctly shows the pedestrian crossings of the south leg and east leg of the College Avenue / Canyon Crest Drive intersection, consistent with Synchro Software procedures.

8. The comment regards segment volumes on Alvarado Road. The 410 volume amount is the addition of the three westbound movements (left-turn, through, right-turn) of the College Avenue / Alvarado Road intersection 257, 70 & 83. The zero shows up on the graphic since there is a parking lot entrance just east of the intersection. However, this intersection is not analyzed and the zero is not used in the analysis.

9. The comment relates to preceding comments 4 through 8 and requests that the Synchro files be revised accordingly. As explained in the respective responses, all of the inputs are correct as described in responses 4-8 and, therefore, no revisions to the Synchro files are necessary.

10. The comment requests a queue analysis at the I-8 exit ramps. However, neither the City of San Diego, Caltrans, SANTEC (San Diego Traffic Engineers' Council), nor California State University have approved significance criteria for use in conducting a queuing analysis and, therefore, the significance of queue-related impacts cannot be determined. For this reason, a queuing analysis is not included in the TIA.

DEPARTMENT OF TRANSPORTATION
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TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

January 11, 2018

11-SD-8
PM 8.34
SDSU Master Plan Update
SCH# 2007021020

Ms. Laura Shinn
Director
Board of Trustees of the California State University
5500 Campanile Drive
San Diego, CA 92128

Dear Ms. Shinn:

The California Department of Transportation (Caltrans) appreciates the opportunity to have reviewed the Revised Traffic Impact Analysis (TIA), dated November 26, 2017, as a part of the Final Environmental Impact Report (FEIR) for the San Diego State University Master Plan Update. Caltrans would like to make the following comments:

1. Reducing the College Avenue lanes to 11 feet need to meet Caltrans Highway Design Manual, Index 301.1 – Lane Width. Please provide the documentation that "AADTT (truck volume) less than 250 per lane that are in urban, city or town centers" requirement is met.

2. Proposed signalization at intersection 16, which is currently an all-way stop controlled intersection, needs to follow the Intersection Control Evaluation (ICE) process per 2014 CA MUTCD and Caltrans Traffic Operations Policy Directive #13-02 before any intersection control is agreed upon.
   a. See Caltrans's "ICE Process Informational Guide". http://www.dot.ca.gov/trafficops/ice.html
   b. See Caltrans's "Policy Directive #13-02".
   c. Signal warrants need to be met before proposal accepted.
   d. A queue analysis will need to be done to make sure exit ramp storage is adequate with signal delays or mitigation is needed.

3. The ADA facilities within the proposed project need to be upgraded to meet ADA requirements in Caltrans DIB 82-06, "Pedestrian Accessibility Guidelines for Highway Projects".

4. The Synchro files do not account for pedestrian calls at the westbound exit ramp from I-8 onto College Avenue. Pedestrian phase in the signal phase causes more delay on our exit ramp and more queueing. Since this is a college area, a higher than average number of

pedestrians crossing the road is expected. Please, update the Synchro files to reflect this and resubmit.

NODE SETTINGS	
Node #	7
Zone:	
X East (ft):	4378
Y North (ft):	8230
Z Elevation (ft):	0
Description	
Control Type	Actd-Coord
Cycle Length (s):	100.0
Lock Timings:	☑
Optimize Cycle Length:	Optimize
Optimize Splits:	Optimize
Actuated Cycle 90th (s):	100.0
Actuated Cycle 70th (s):	100.0
Actuated Cycle 50th (s):	100.0
Actuated Cycle 30th (s):	100.0
Actuated Cycle 10th (s):	100.0
Natural Cycle(s):	40.0
Max v/c Ratio:	0.83
Intersection Delay (s):	7.4
Intersection LOS:	A
ICU:	0.48
ICU LOS:	A
Offset (s):	10.0
Referenced to:	Begin of Green
Reference Phase:	2+6 - NBT SBT
Master Intersection:	☐
Yield Point:	Single
Mandatory Stop On Yellow:	☐

PHASING SETTINGS	2-NBT	3-WBL	6-SBT
Minimum Initial (s)	[illegible]	5.0	5.0
Minimum Split (s)	24.4	10.1	20.0
Maximum Split (s)	84.0	16.0	84.0
Yellow Time (s)	4.4	4.1	4.4
All-Red Time (s)	1.0	1.0	1.0
Lagging Phase?	--	--	--
Allow Lead/Lag Optimize?	--	--	--
Optimize Phs Weights - Del	1.0	0.1	1.0
Vehicle Extension (s)	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0
Recall Mode	C-Max	None	C-Max
Pedestrian Phase	☑	☐	☐
Walk Time (s)	7.0	--	--
Flash Dont Walk (s)	12.0	--	--
Pedestrian Calls (#/hr)	10	--	--
Dual Entry?	☑	☐	☑
Fixed Force Off?	☑	☑	☑
90th %ile Green Time (s)	79 cd	11 mx	79 cd
70th %ile Green Time (s)	79 cd	11 mx	79 cd
50th %ile Green Time (s)	79 cd	11 mx	79 cd
30th %ile Green Time (s)	79 cd	11 mx	79 cd
10th %ile Green Time (s)	79 cd	11 mx	79 cd

5. The Synchro files do not account for pedestrian calls at the I-8 eastbound entrance ramp from northbound College Avenue. Pedestrian phase in the signal phase causes more delay and more queueing. Please update the Synchro files to reflect this and resubmit.

NODE SETTINGS	
Node #	8
Zone:	
X East (ft):	4086
Y North (ft):	7179
Z Elevation (ft):	0
Description	
Control Type	Actd-Coord
Cycle Length (s):	100.0
Lock Timings:	☑
Optimize Cycle Length:	Optimize
Optimize Splits:	Optimize
Actuated Cycle 90th (s):	100.0
Actuated Cycle 70th (s):	100.0
Actuated Cycle 50th (s):	100.0
Actuated Cycle 30th (s):	100.0
Actuated Cycle 10th (s):	100.0
Natural Cycle(s):	80.0
Max v/c Ratio:	0.86
Intersection Delay (s):	23.6
Intersection LOS:	C
ICU:	0.74
ICU LOS:	D
Offset (s):	96.0
Referenced to:	Begin of Green
Reference Phase:	4+8 - NBT SBT
Master Intersection:	☐
Yield Point:	Single
Mandatory Stop On Yellow:	☐

PHASING SETTINGS	1-EBL	2-NBT	4-NBT	6-EBR	8-SBT
Minimum Initial (s)	[illegible]	12.0	5.0	5.0	5.0
Minimum Split (s)	11.1	18.1	11.4	11.1	11.4
Maximum Split (s)	23.4	30.6	46.0	54.0	46.0
Yellow Time (s)	4.1	4.1	4.4	4.1	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lagging Phase?	☐	☑	--	--	--
Allow Lead/Lag Optimize?	☐	☐	--	--	--
Optimize Phs Weights - Del	0.1	1.0	1.0	0.1	1.0
Vehicle Extension (s)	2.0	2.0	3.0	2.0	3.0
Minimum Gap (s)	2.0	2.0	3.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	C-Max	None	C-Max
Pedestrian Phase	☐	☐	☐	☐	☐
Walk Time (s)	--	--	--	--	--
Flash Dont Walk (s)	--	--	--	--	--
Pedestrian Calls (#/hr)	--	--	--	--	--
Dual Entry?	☐	☑	☑	☐	☑
Fixed Force Off?	☑	☑	☑	☑	☑
90th %ile Green Time (s)	17 mx	25 mx	40 cd	48 mx	40 cd
70th %ile Green Time (s)	17 gp	25 mx	40 cd	48 mx	40 cd
50th %ile Green Time (s)	15 gp	27 mx	40 cd	48 hd	40 cd
30th %ile Green Time (s)	14 gp	28 mx	40 cd	48 hd	40 cd
10th %ile Green Time (s)	11 gp	31 mx	40 cd	48 hd	40 cd

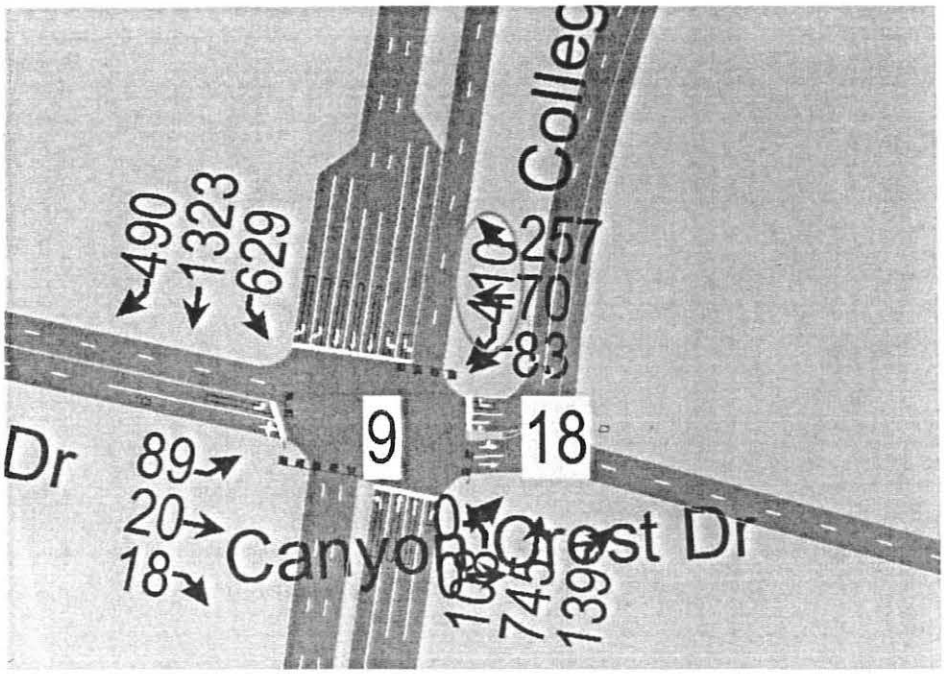
6. The Synchro files pedestrian walking time across College Avenue at Canyon Crest (node 9) should be revised. It should take about 35 seconds to walk across College Ave at Canyon Crest given the 3.5 seconds/feet acceptable pedestrian walking rate and the distance across of about 128 ft. The submitted Synchro files shows 7.0 + 15.0 walk time –total red phase of 22 seconds. Please update all intersection with the correct crossing times and resubmit.

NODE SETTINGS	
Node #	9
Zone:	
X East (ft):	3990
Y North (ft):	6579
Z Elevation (ft)	0
Description	
Control Type	Actd-Coord
Cycle Length (s):	100.0
Lock Timings:	☑
Optimize Cycle Length:	Optimize
Optimize Splits:	Optimize
Actuated Cycle 90th (s):	100.0
Actuated Cycle 70th (s):	100.0
Actuated Cycle 50th (s):	100.0
Actuated Cycle 30th (s):	100.0
Actuated Cycle 10th (s):	100.0
Natural Cycle(s):	120.0
Max v/c Ratio:	1.02
Intersection Delay (s):	38.9
Intersection LOS:	D
ICU:	0.70
ICU LOS:	C
Offset (s):	72.0
Referenced to:	Begin of Green
Reference Phase:	2+6 - NBT SBT
Master Intersection:	☐
Yield Point:	Single
Mandatory Stop On Yellow:	☐

PHASING SETTINGS	1-SBL	2-NBT	4-EBTL	5-NBL	6-SBT	8-WBTL
Minimum Initial (s)	4.0	10.0	4.0	4.0	10.0	4.0
Minimum Split (s)	8.9	28.0	36.9	8.4	32.5	8.9
Maximum Split (s)	20.2	28.4	36.9	11.0	37.6	14.5
Yellow Time (s)	3.9	5.0	3.9	3.4	4.5	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lagging Phase?	☐	☑		☐	☑	
Allow Lead/Lag Optimize?	☐	☐		☐	☐	
Optimize Phs Weights - Del	1.0	1.0	1.0	1.0	1.0	1.0
Vehicle Extension (s)	2.0	3.0	2.0	3.0	4.4	2.0
Minimum Gap (s)	2.0	0.2	2.0	3.0	2.0	2.0
Time Before Reduce (s)	0.0	1.7	0.0	0.0	1.3	0.0
Time To Reduce (s)	0.0	0.1	0.0	0.0	0.1	0.0
Recall Mode	None	C-Max	None	None	C-Max	None
Pedestrian Phase	☐	☐	☐	☐	☑	☐
Walk Time (s)		7.0	7.0		7.0	
Flash Dont Walk (s)		15.0	25.0		20.0	
Pedestrian Calls (#/hr)		10	10		10	
Dual Entry?	☐	☑	☑	☐	☑	☑
Fixed Force Off?	☑	☑	☑	☑	☑	☑
90th %ile Green Time (s)	15 mx	22 cd	32 pd	7 mx	32 cd	10 mx
70th %ile Green Time (s)	20 mx	22 cd	16 gp	11 mx	32 cd	21 gp
50th %ile Green Time (s)	23 mx	22 cd	13 gp	14 gp	32 cd	21 gp
30th %ile Green Time (s)	24 mx	22 cd	11 gp	13 gp	34 cd	22 gp
10th %ile Green Time (s)	25 mx	22 cd	7 gp	12 gp	36 cd	25 gp

7. At the College Avenue and Canyon Crest intersection, Synchro files show a pedestrian crossing on the eastbound side crossing Canyon Crest where there are no pedestrian facilities. The Synchro files should be revised to show pedestrians crossing the Alvarado Road/E. Campus Drive. In addition, the Synchro files show zero pedestrian calls when this should be a busy pedestrian crossing.

8. There is a missing volume segment on Alvarado Road, which is shown as zero but should be 410 vehicles/hour. This shows no vehicle congestion on Alvarado Road when there currently is congestion. Please revise to show existing conditions. (see next page)



9. Please update Synchro files per comments 4 through 8 and revise the TIA accordingly.

10. Section 9 of the TIA should include I-8 exit ramps queue analysis comparing existing with existing + total project. Queueing at exit ramps should be analyzed due to speed differentials when there are slow vehicles queued adjacently to vehicles driving at 65 MPH on the mainlanes.

If you have any questions, please contact Roy Abboud, of the Caltrans Development Review Branch, at (619) 688-6869 or by e-mail to roy.abboud@dot.ca.gov.

Sincerely,

KERI ROBINSON, Acting Branch Chief
Local Development and Intergovernmental Review Branch

c: John Boarman (Linscott Law and Greenspan Engineers)

SAN DIEGO STATE UNIVERSITY

Laura Shinn <lshinn@mail.sdsu.edu>

SDSU Campus Master Plan Final EIR DAA - SANDAG Comments

2 messages

Hentrich, Katie <Katie.Hentrich@sandag.org> Fri, Feb 23, 2018 at 2:35 PM
To: "lshinn@mail.sdsu.edu" <lshinn@mail.sdsu.edu>
Cc: "Litchney, Seth" <Seth.Litchney@sandag.org>

Ms. Shinn,

SANDAG will be submitting comments on SDSU's DAA for its 2007 Campus Master Plan Final EIR, but these comments will be submitted early next week. We apologize for the inconvenience. Please let myself or Seth Litchney (cc'd) know if you have any questions. R-1-1

Thank you,

Katie Hentrich

Regional Energy/Climate Planner

SANDAG

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March 26, 2018

File Number 3300300

Ms. Laura Shinn
Director of Planning
San Diego State University
5500 Campanile Drive
San Diego, CA 92182

Dear Ms. Shinn:

SUBJECT: 2007 Campus Master Plan Final Environmental Impact Report Draft Additional Analysis

Thank you for the opportunity to review the San Diego State University (SDSU) 2007 Campus Master Plan Final Environmental Impact Report (EIR) Draft Additional Analysis (DAA). The San Diego Association of Governments (SANDAG) is submitting comments based on the policies included in San Diego Forward: The Regional Plan (2015 Regional Plan). These policies will help provide people with more travel and housing choices, protect the environment, create healthy communities, and stimulate economic growth. SANDAG comments are submitted from a regional perspective, emphasizing the need for better land use and transportation coordination. R-2-1

Trip Generation

Overall, trip generation methodology should be explained and documented in greater detail throughout the document. For example, the section begins by stating that "[t]he travel patterns to/from campus have not changed much over the years," but there is no travel survey or other activity survey data to support this. SANDAG suggests the following edits: R-2-2

- In order to better demonstrate increases in transit usage, increases of internal trip capture, decreases in SDSU driveway counts, and corresponding decreases in student auto ownership, please consider including historical data on the amount of commuter parking permits purchased, resident parking permits issues, and student transit passes sold.

- Table AA3.14-8A and Table AA3.14-9A (pages AA3.14-38 and AA3.14-39)

    - Please revise Footnote C for clarity; the trip rate (0.64/student) cannot be determined using the information provided. Footnote C indicates that faculty, staff, vendors, and visitors also are included in this trip rate. Please clarify if faculty, staff, vendors, and visitors are included in this trip rate and if the trip rate used is a conversion of off-campus to on-campus students versus an increase in head count. R-2-3

- In Footnote C, please clarify what an "actual count" is. R-2-4
- In Footnote D, please clarify how the initial trip rate (4.4/student) and the trip discount (2.8/student) were used to calculate the trip rate of 0.64/student. R-2-5
- In Footnote D, please clarify how this analysis differs from the 2010 Plaza Linda Verde EIR trip generation, which did not take a trip discount into account. R-2-6
- Resident and non-resident students are shown to have the same a.m./p.m. Peak Hour information for both percentage of average daily trips, as well as in:out splits. Please confirm that these values should be the same. R-2-7

- Table AA3.14-8C and Table AA3.14-9C (pages AA3.14-38 and AA3.14-39)
  - Please clarify how Adobe Falls and Alvarado Hotel were modeled for the shift from driving to using transit. These travel characteristics are expected to be different from the student population. R-2-8
  - Please clarify why there is such a large modal diversion to transit. R-2-9
- Throughout the section, please update references to the Regional Plan from "2050 Regional Plan" to "2015 Regional Plan." R-2-10

SANDAG staff are available to meet with SDSU and its traffic engineering consultants to further explore these concerns and clarify the trip generation methodology used in this section.

Transportation Demand Management

SANDAG supports the transportation demand management (TDM) strategies laid out in the DAA. Please revise the vanpool recommendation (AATCP-19 2.E, page AA3.14-125) to indicate that the SANDAG Vanpool Program provides a subsidy of up to $400 for eligible vanpools who lease vehicles from the official SANDAG vendor. This subsidy is only applicable towards the lease cost and cannot be used to fund fuel costs associated with vanpooling. R-2-11

uberPOOL and Lyft Line are now considered eligible modes for the pre-tax commuter benefit. Consider expanding the pre-tax payroll program to include vanpooling and pooled on-demand rideshare services (e.g., uberPOOL and Lyft Line) to make these transportation options more cost-effective and attractive to faculty and staff. Also consider partnering with Waze Carpool to promote carpooling to students and faculty. Waze Carpool matches drivers and passengers with similar origins and destinations, helping to fill empty seats and reduce traffic congestion. R-2-12

Additionally, as the student population living in the housing units grows, consider transitioning from bike racks to secure group bike parking facilities. Additional bike amenities, such as bicycle repair stands, could further encourage bicycling as a convenient transportation choice. R-2-13

iCommute, the SANDAG TDM Program, assists member agencies with coordination and implementation of shared mobility services like on-demand rideshare and bikeshare. iCommute can assist SDSU with future bikeshare pilot planning and implementation efforts. Please continue partnering with iCommute to promote participation in regional TDM programs and services, including the Guaranteed Ride Home service, bike encouragement programs, and support for using transit and carpooling. More information on these programs can be found at iCommuteSD.com. R-2-14

SANDAG has a number of resources that can be used for additional information or clarification on TDM. The following can be found at sandag.org/igr:

- SANDAG Regional Parking Management Toolbox
- Riding to 2050, the San Diego Regional Bike Plan R-2-15
- Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region
- Integrating Transportation Demand Management into the Planning and Development Process – A Reference for Cities

When available, please send any additional environmental documents related to this project to:

Intergovernmental Review
c/o SANDAG
401 B Street, Suite 800
San Diego, CA 92101 R-2-16

SANDAG appreciates the opportunity to review the SDSU 2007 Campus Master Plan Final EIR DAA. If you have any questions, please contact me at (619) 699-1990 or muggs.stoll@sandag.org.

Sincerely,

CHARLES "MUGGS" STOLL
Director of Land Use and Transportation

MST/KHE/kwa

SAN DIEGO STATE UNIVERSITY

Laura Shinn <lshinn@mail.sdsu.edu>

2007 Campus Master Plan Final EIR additional analysis

1 message

Trame, Larry <LTrame@sandiego.gov> Wed, Jan 17, 2018 at 10:39 AM
To: "lshinn@mail.sdsu.edu" <lshinn@mail.sdsu.edu>

Hello,

I review the EIRs for the fire department. On the latest comments the traffic impacts are major impact with increased student loads but no roadway improvements are to be done for the traffic impacts due to funding issues- Correct? L-1-1

Lawrence Trame

Assistant Fire Marshal

City of San Diego

Fire-Rescue Department

T (619) 533-4406

www.sandiego.gov

Mission: To protect lives and the environment of San Diego by preventing fires and other hazardous conditions through inspections and enforcement of Fire and Life Safety Codes.

SAN DIEGO STATE UNIVERSITY

Laura Shinn <lshinn@mail.sdsu.edu>

Comments on past EIRs

1 message

Laura Shinn <lshinn@mail.sdsu.edu> Fri, Jan 19, 2018 at 1:53 PM
To: "Trame, Larry" <LTrame@sandiego.gov>
Cc: Michael Haberkorn <mhaberkorn@gdandb.com>, Robert Schulz <rschulz@mail.sdsu.edu>

Mr. Trame,

Response

Katie Laybourn at Dudek forwarded your e-mail dated January 18 (and copied below) to me for response. The CEQA document that presently is out for review and comment is the Draft Additional Analysis (DAA) to the 2007 Master Plan Final EIR. As I wrote in my January 18 e-mail to you, the DAA was prepared in specific response to a court order and, as a result, the scope of the DAA is limited to transportation-related issues. Therefore, public comments that are being accepted at this time are limited to the DAA and the issues responding to the Court's order; the comment periods for both the 2007 EIR and the recent (2017) New Student Housing EIR are closed. The DAA Introduction and Executive Summary, as well as the DAA Notice of Availability, provide additional information regarding the scope of the DAA.

L-2-1

Additionally, because the subject matter of the DAA is limited to transportation-related issues, neither Ms. Laybourn nor Dudek are working on the DAA. Therefore, please direct all future correspondence to me and I will be happy to answer any additional questions you may have.

From: Trame, Larry [mailto:LTrame@sandiego.gov]

Sent: Thursday, January 18, 2018 2:13 PM

To: Katie Laybourn <klaybourn@dudek.com>

Subject: FW: Per our phone conversation - SDSU New Student Housing - Fire Department questions

Hi Katie,

Comment

I was looking at the final 2007 SDSU master plan and saw no comments from SDFD at all. This was before my time when the process was different and we did not have city gate reports with current data.

I know the comments went in for the housing component project at SDSU, but with the recent lawsuits from the community group and MTS (and supreme court ruling) is it too late to get similar additional inputs in the master EIR?

L-2-1

Links:

http://advancement.sdsu.edu/masterplan/2007/2007eir/SECTION%207.pdf

http://bfa.sdsu.edu/campus/facilities/planning/docs/Draft_Additional_Analysis_Section.pdf

---

Katie Laybourn

Environmental Analyst

DUDEK | *Natural Resource Management* | *Infrastructure Development* | *Regulatory Compliance*

T: 760.479.4829 | C: 760.334.1201 | 605 Third Street, Encinitas, CA 92024

Laura V. Shinn, AIA, AICP
Director, Planning
Facilities Planning, Design and Construction
(619) 594-6619
lshinn@mail.sdsu.edu

SAN DIEGO STATE UNIVERSITY

CITY OF
LA MESA
JEWEL of the HILLS

PUBLIC WORKS DEPARTMENT

January 24, 2018

Laura Shinn, Director
Dept. of Facilities Planning, Design & Constructioin
Administration Bldg, Room 130
San Diego State University
5500 Campanile Drive
San Diego, CA 92182-1624

Re: SDSU Master Plan Draft Additional Analysis CEQA Review

Dear Ms. Shinn,

The SDSU Master Plan Draft Additional Analysis report has been given a cursory CEQA review by the City of La Mesa.

Our review and comments are not related to a mathematical or in depth analysis of the report. Our comments in regards to the impacts and proposed mitigation measures as they affect the City of La Mesa are as follows;

- When does SDSU and/or their team propose to discuss the proposed alternatives related to Parkway Drive and the I-8 intersection ramp improvements, with the City of La Mesa? L-3-1
- What is the final scope of the proposed mitigation measures for SDSU's plan? L-3-2
- What is the schedule for funding and implementation of the various measures? L-3-3

If you have any questions or concerns, please do not hesitate to contact me at your earliest convenience.

Sincerely,

Richard B. Leja
Director of Public Works/City Engineer

CC:

8130 ALLISON AVENUE • LA MESA, CA 91942 • TEL: 619.667.1166 FAX: 619.667.1380

NOTICE OF AVAILABILITY
OF DRAFT ADDITIONAL ANALYSIS
TO THE SDSU 2007 CAMPUS MASTER PLAN FINAL EIR

Notice of Availability. California State University/San Diego State University ("CSU/SDSU") has prepared a Draft Additional Analysis ("DAA") to the SDSU 2007 Campus Master Plan Final Environmental Impact Report (EIR) (SCH No. 2007021020) for public review and comment.

As background, in November 2007, the CSU Board of Trustees approved the SDSU 2007 Campus Master Plan Revision, which authorized: (i) an enrollment increase of 10,000 full-time equivalent (FTE) students from 25,000 to 35,000; and (ii) the near-term and future development of campus infrastructure to facilitate the enrollment growth ("project"). Following the Trustees' approval, the City of San Diego, San Diego Association of Governments (SANDAG), Metropolitan Transit System (MTS), and the Del Cerro Action Council challenged the adequacy of the EIR prepared for the project. The lawsuits raised multiple issues, and the litigation proceeded from Superior Court, to the Court of Appeal, to the California Supreme Court. Ultimately, the courts ruled the EIR was inadequate in three limited respects: (i) the traffic mitigation measures requiring the payment of funds to implement recommended road improvements were inadequate because SDSU's payment was required only if the legislature appropriated the funds; (ii) the analysis of the project's impacts on transit facilities was inadequate; and (iii) a mitigation measure requiring preparation of a transportation demand management (TDM) plan was inadequate as it improperly deferred implementation of the plan. Based on the court's ruling, CSU/SDSU was directed to "take any and all further action that may be necessary to bring SDSU into compliance with CEQA." In response to the court's order, SDSU has prepared the DAA to revise those portions of the 2007 SDSU Campus Master Plan EIR found inadequate by the court.

Project Location. The SDSU campus is located along the Interstate 8 freeway, between the Waring Road and Lake Murray Boulevard interchanges. The campus is bisected on its north-south axis by College Avenue, and generally bound by Interstate 8 and Del Cerro Boulevard/Adobe Falls Drive to the north, and Montezuma Road to the south.

Project Description. As previously noted, the SDSU 2007 Campus Master Plan authorized an enrollment increase of 10,000 FTE students, along with the near-term and future development of campus facilities to accommodate the growth. These facilities are: Adobe Falls Faculty/Staff Housing; Alvarado Campus classroom and research facilities; Student Housing; Alvarado Hotel; a renovated Student Union; and, a Campus Conference Center.

To comply with the court's ruling, the DAA presents a revised EIR Section 3.14, Transportation/Circulation and Parking. The section includes revised traffic mitigation measures that remove the prior condition making their implementation and/or funding contingent upon legislative appropriation. Additionally, the DAA includes a revised, quantitative analysis of the transit-related impacts associated with the project, and a mitigation measure requiring implementation of specific TDM strategies. These three discrete areas are the only areas of the 2007 Campus Master Plan EIR the courts found inadequate and, therefore, the only three areas CSU/SDSU is required to address in the DAA.

Summary of Significant Environmental Impacts. Project implementation would result in significant impacts to off-campus intersections, street segments, freeway ramp meters, and freeway mainline segments. Where feasible mitigation is available, such mitigation is identified and its implementation would reduce the corresponding impacts to less than significant. Mitigation includes a requirement that SDSU implement certain identified TDM strategies to reduce vehicle trips to and from campus, including increased rideshare opportunities, bicycle and pedestrian related improvements, and strategies designed to increase transit ridership. However, in numerous instances, mitigation is not feasible for various

reasons, including physical constraints and/or the absence of a funding plan or program to implement the necessary improvements. Therefore, impacts related to certain off-campus roadway facilities would be significant and unavoidable. Impacts relating to transit would be less than significant.

Public Review Period/Comment Period. The DAA will be circulated for a 45-day public review period commencing January 12, 2018 and concluding February 25, 2018. As the lead agency, CSU/SDSU requests that reviewers limit their comments to those subjects ruled inadequate by the court and the corresponding analyses presented in the DAA.

Following preparation of responses to comments, a Final Additional Analysis will be prepared that will include the written responses to comments and other responsive documentation. The Draft Additional Analysis, Final Additional Analysis, and 2007 Campus Master Plan Final EIR then will be presented to The Board of Trustees of The California State University for certification under CEQA and re-approval of the 2007 Campus Master Plan consistent with the court's order.

Written comments on the DAA must be received by mail, email, or facsimile no later than 5:00 P.M. on February 25, 2018. Please direct all comments to:

Laura Shinn, Director
Department of Facilities Planning, Design and Construction
Administration Building, Room 130
San Diego State University
5500 Campanile Drive
San Diego, California 92182-1624
E-mail: lshinn@mail.sdsu.edu

This notice will be filed with the San Diego County Clerk's office for a period of not less than 45 days, and will be published in a newspaper of general circulation.

Reviewing Locations. The Draft Additional Analysis, along with the 2007 Campus Master Plan Final EIR, may be accessed online through the SDSU website at http://bfa.sdsu.edu/campus/facilities/planning/. Copies of the DAA are available for review at the following locations: (1) Love Library (on the main SDSU campus, 5500 Campanile Drive, San Diego, California 92182); (2) College-Rolando Public Library, City of San Diego Public Library, 300 Park Boulevard (6600 Montezuma Road, San Diego, California 92115-2828); and (3) Office of Facilities Planning, Design and Construction (SDSU Campus, Administration Building, Suite 130, 5500 Campanile Drive, San Diego, California 92182).

Hazardous Substances. The general mailing address of the SDSU Campus is 5500 Campanile Drive. This address is listed on several hazardous substances databases/lists enumerated under Section 65962.5. However, none of the physical improvements to the SDSU Campus proposed by the project are identified on any regulatory database compiled pursuant to Government Code Section 65962.5.

SAN DIEGO STATE UNIVERSITY

Laura Shinn <lshinn@mail.sdsu.edu>

Public Comment Due Date (DAA to the SDSU Campus Master Plan FEIR)

3 messages

Mercado, Christine <CMercado@sandiego.gov> Thu, Feb 8, 2018 at 1:22 PM
To: "lshinn@mail.sdsu.edu" <lshinn@mail.sdsu.edu>

Greetings Laura,

The Notice of Availability for the Draft Additional Analysis to the SDSU 2007 Campus Master Plan FEIR states that comments are due no later than 5 PM on February 25, 2018. Upon looking at a calendar, this date falls on a Sunday. Thus, City staff would like to inquire if submittal of comments no later than 5 PM on Monday, February 26, 2018 will be accepted. L-4-1

Thank you,

Christine Mercado

Associate Engineer - Traffic

City of San Diego

Planning Department

T: 619 236-6892

sandiego.gov

The City of SAN DIEGO
Planning Department

L-5

February 26, 2018

Ms. Laura Shinn, Director
Department of Facilities Planning, Design and Construction
Administration Building, Room 130
San Diego State University
5500 Campanile Drive
San Diego, CA 92182-1624

SUBJECT: DRAFT ADDITIONAL ANALYSIS TO THE SDSU 2007 CAMPUS MASTER PLAN FINAL EIR (SCH# 2007021020)

Dear Ms. Laura Shinn:

The City of San Diego ("City") Planning Department has received the Draft Additional Analysis ("DAA") prepared for the San Diego State University 2007 Campus Master Plan Final Environmental Impact Report ("Final EIR") and appreciates this opportunity to provide comments to California State University/San Diego State University ("CSU/SDSU"). In response to this request for public comments, the City, who was a party on the consolidated action on the 2007 Campus Master Plan for San Diego State University Environmental Impact Report (EIR), has identified a significant issue with both the process for which the Lead Agency has complied with the California Environmental Quality Act (CEQA) and the analysis contained within the documents circulated for review.

The City believes that the document and notification as presented for this documentation misrepresents the process required by the court's ruling in 2015. The title of the document should clearly indicate that the analysis is a re-evaluation and analysis of portions of the 2007 SDSU Campus Master Plan Final EIR pursuant to the court order and writ. Specifically, the writ required that the Board set aside the certification of the EIR for the SDSU Campus Master Plan, with respect to the specific issues of Traffic, Transit and Transportation Demand Management. Under CEQA Guidelines Section 15088.5(a)(4), the Lead Agency, CSU/SDSU, precluded the ability for meaningful public review and comment on the recirculated information as the notice and documentation did not clearly indicated that this was a Notice of Availability for the recirculated Draft EIR analysis of Traffic and Circulation. Therefore, the City asserts that a new 45-day public review consistent with those requirements of the California Environmental Quality Act (CEQA) shall be conducted, and all documentation shall make it clear the intent of the recirculated documentation, and any and all actions and process forthcoming that will be necessary under CEQA for certification of the EIR. L-5-1

Additionally, Page 31 of the Court opinion mentions that the City asserts the DEIR and FEIR did not discuss alternatives to the Project's on-campus components or other on-campus acts that could mitigate the significant off-site environmental effects of the Project and thereby reduce or eliminate CSU's obligate to pay its fair share to offsite mitigation. The Court agreed with the City on this point. In reviewing the documentation circulated for review, discussion of on-campus alternatives were not included in the DAA. L-5-2

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San Diego, CA 92123

T (619) 235-5200
sandiego.gov/planning/

While the Lead Agency and their consultant reached out to City traffic engineers during the preparation of the analysis, many of the substantive comments presented during those iterations were not fully responded to within the documentation that has been circulated. The City has further comments on the adequacy of the analysis, range of feasible mitigation identified, the Lead Agency's determination of infeasibility of specific mitigation, implementation and performance standards for the Transportation Demand Management, and appropriateness of the fair share calculation and contribution. The Planning Department and Development Services Department have provided below detailed comments on the adequacy of the documentation and all technical information provided as Draft Additional Analysis to the SDSU Campus Master Plan Revision Final EIR and its Appendix V – SDSU 2007 Master Plan Update Transportation Impact Analysis. The recirculated documentation should include a more detailed analysis, supported by substantial evidence. The City can be available to meet and discuss such options and their relationship to the fair share contribution for offsite mitigation. L-5-3

Regarding the Draft Additional Analysis:

1) Introduction and Executive Summary, Section AA3.14.1, page AA3.14-1: The recently approved New Student Housing Project near Chapultepec Hall proposes to provide approximately 850 beds. However, SDSU representatives have previously stated SDSU would reduce the number of beds for this project. The document should reflect any intended reduction. L-5-4

2) Project Location and Description, Section AA3.14.2, page AA3.14-11: The square footage of the proposed new instruction and administrative buildings for the Alvarado Campus site should be identified in both narrative and figures with in the document. L-5-5

3) Existing Ramp Meter Operations, Table AA3.14-5, page AA3.14-27:

   A. The observed rate should not be lower than Caltrans' most restrictive rate. Please clarify, or correct if the values were switched.

   B. The delay per lane and queue per lane should state whether they are the observed values or calculated values. L-5-6

   C. Values for SOV lanes and HOV lanes should be broken out separately so readers can follow the calculations.

   D. Peak hour demand should be shown in vehicles per hour per lane.

4) Residential Street Segment Operations, page AA3.14-28: The report states that the 2016 volume on Del Cerro Boulevard was lower by 30% than the 2007 counts. Additional count data should be considered to determine whether this 2016 volume was reasonable. Alternatively, information and analysis should be included as to why the counts may have decreased significantly between the two counts and to substantiate the use of the 2016 volume. L-5-7

5) Cumulative Projects, Section AA3.14.5, Table AA3.14-7, page AA3.14-31: An ADT column should be added to the Cumulative Projects Summary table to better disclose the size of each cumulative project. L-5-8

6) Alvarado Campus Project Distribution (Near-Term & Horizon Year) Figure AA3.14-7A-1: The figure should show the Campus Site's project traffic distribution percentages along Alvarado Road, Reservoir Drive, College Avenue, and Canyon Crest Drive. L-5-9

7) Adobe Falls Faculty/Staff Housing Traffic Distribution (Near-Term & Horizon Year), Figure AA3.14-7A-2: The figure should show the Adobe Falls Housing project's access and trip distribution to the surrounding street system, and specifically to College Avenue. The trip distribution percentages should also be shown at the I-8/70th Street interchange. L-5-10

8) Alvarado Hotel Project Traffic Distribution, Figure AA3.14-7A-3: The figure should show the Hotel's project traffic distribution percentages along Alvarado Road, Reservoir Drive, College Avenue, and Canyon Crest Drive. L-5-11

9) Summary of Significant Impacts and Mitigation Measures, Section AA3.14.9, Footnote 11, page AA3.14-105: Staff disagrees with the statements made in Footnote 11. The Near Term (Year 2022) is the project's "Opening Day". Also, this document acknowledges that the "Existing plus Project" scenario for this project is hypothetical. L-5-12

10) Mitigation Measures, pages AA3.14-106 through AA3.14-110:

   A. The improvements proposed for Alvarado Road: E Campus Drive to Reservoir Drive and Alvarado Road: Reservoir Drive to 70th Street (i.e. Mitigation Measures AATCP-6 and AATCP-7) would require the removal of on-street parking. The respective mitigation measures for these segments further explain that the removal of parking may not be feasible since alternative parking spaces may not be available. However, the loss of on-street parking does not make the improvement infeasible as there needs to be substantial evidence indicating infeasibility because of "specific economic, legal, social, technological, or other considerations." Page 57 of the College Area Community Plan Transportation Element notes that special treatment such as parking restrictions or lane restriping may be needed in the future for Alvarado Road between 70th Street and College Avenue. These improvements would be the subject of future studies by the City to determine if such measures including removal of parking should be taken to help reduce congestion and maintain safe conditions. L-5-13

   B. The document must describe how these mitigation measures (i.e. AATCP-1 through AATCP-8) will be monitored and enforced. L-5-14

   C. The document should show how the enrollment triggers are appropriate for each mitigation measure (i.e. AATCP-1 through AATCP-12). For example, how does 656 FTE Trigger Increase in Table AA3.14-34 equate to 25,211 FTE for AATCP-1? This information should be added to the Trigger Analysis section after Table AA3.14.-34. L-5-15

D. AATCP-1, College Avenue/I-8 Eastbound Ramps: Mitigation measure should be to the satisfaction of the City Engineer and Caltrans. The second paragraph should be revised to say "...In the event the proposed improvements are not approved in a timely manner..." L-5-16

E. AATCP-2, College Avenue/Canyon Crest Drive: The last sentence should be revised to say "...to the satisfaction of the City of San Diego City Engineer." The mitigation measures should state that improvements shall be completed prior to impact occurrence. L-5-17

F. AATCP-3, College Avenue/Zura Way: The last sentence should be revised to say "...to the satisfaction of the City of San Diego City Engineer." The mitigation measures should state that improvements shall be completed prior to impact occurrence. L-5-18

G. AATCP-4, College Avenue/Montezuma Road: The last sentence should be revised to say "...to the satisfaction of the City of San Diego City Engineer." The mitigation measures should state that improvements shall be completed prior to impact occurrence. L-5-19

H. AATCP-5, I-8 Westbound Ramp/Parkway Drive: The last sentence should be revised to say "...In the event the proposed improvements are not approved in a timely manner..." L-5-20

I. AATCP-6, Alvarado Road: E Campus Drive to Reservoir Drive: The improvement necessary to mitigate the Project's direct significant impact does not require widening. The second paragraph should be revised to say "...to the satisfaction of the City of San Diego City Engineer." References to "infeasibility" should be removed as described above under 12.A. The loss of on-street parking does not make the improvement infeasible as there needs to be substantial evidence indicating infeasibility because of "specific economic, legal, social, technological, or other considerations." L-5-21

J. AATCP-7, Alvarado Road: Reservoir Drive to 70th Street: Please remove the statement "although the removal may not be feasible since alternative parking spaces may not be available". The second paragraph should be revised to say "...to the satisfaction of the City of San Diego City Engineer." References to "infeasibility" should be removed. The loss of on-street parking does not make the improvement infeasible as there needs to be substantial evidence indicating infeasibility because of "specific economic, legal, social, technological, or other considerations." In addition, the College Area Community Plan anticipates that on street parking would eventually be eliminated along Alvarado Road. L-5-22

K. AATCP-8, College Avenue: I-8 Eastbound Ramp to Zura Way: The second paragraph should be revised to say "...In the event the proposed improvements are not approved in a timely manner..." L-5-23

L. Regarding College Avenue: Montezuma Road to Cresita Drive, the document must demonstrate why the improvement is infeasible. Could some portions be achieved via elimination of on-street parking? As an alternate strategy, SDSU could provide a shuttle for students living south of campus to reduce project traffic on this street segment. L-5-24

11) Near Term (Year 2022) Segment Mitigation Analysis, Table AA3.14-30, page AA3.14-112: The Alvarado Road mitigation should be identified as feasible. The College Avenue (Montezuma Rd to Cresita Drive) mitigation should be revised to be consistent with the text. L-5-25

12) Mitigation Measures, Intersections, Fairmount Avenue/I-8 WB Off Ramp/Camino Del Rio N (Intersection #1), page AA3.14-114: SDSU should consider adaptive signal control or other improvements. The report states that "...there is no plan or program in place to provide necessary funding..." However, there is a plan in place in the Navajo Community Plan Public Facilities Financing Plan (PFFP) for improvements to this interchange area that SDSU should contribute to as partial mitigation. L-5-26

13) AATCP-9, 55th Street/Montezuma Road, page AA3.14-115: The second paragraph should be revised as follows: "...dedicated southbound left-turn lane, and implement the associated signal modification, satisfactory to the City Engineer. SDSU shall..." L-5-27

14) AATCP-10, Campanile Drive/Montezuma Road, pages AA3.14-115 to AA3.14-117:

A. The second paragraph should be revised as follows: "...to provide an exclusive westbound right-turn lane on Montezuma Road to northbound Campanile Drive, and implement the associated signal modifications, satisfactory to the City Engineer. SDSU shall..." L-5-28

B. Alvarado Court/Alvarado Road (Intersection #12): SDSU should install the signal. Adaptive signal control should also be considered to mitigate Master Plan impacts along this corridor.

15) AATCP-11, page AA3.14-117: The second paragraph should be revised as follows "...prior to SDSU Full-Time Equivalent (FTE) enrollment reaching 29,359, SDSU shall install an overlap phase on the northbound right-turn to eastbound Alvarado Road at the 70th Street/Alvarado Road intersection traffic signal, satisfactory to the City Engineer. SDSU shall prepare design plans and submit such plans to the City of San Diego for review and approval. Following City approval, and prior to construction, SDSU shall obtain..." L-5-29

16) AATCP-12, page AA3.14-118: The second paragraph should be revised as follows "...provide a right-turn overlap phase on the northbound approach satisfactory to the City Engineer. SDSU shall prepare...and provide bond assurance to the satisfaction of the City Engineer." L-5-30

17) Mitigation Measures, Street Segments, pages AA3.14-118 to AA3.14-120:

A. Alvarado Road: E. Campus Drive to Reservoir Drive: SDSU should provide full mitigation per our comments on Mitigation Measure AATCP-6. L-5-31

B. Alvarado Road: Reservoir Drive to 70th Street: SDSU should provide full mitigation per our comments on Mitigation Measure AATCP-7. L-5-32

C. College Avenue: Del Cerro Boulevard to I-8 WB off-Ramp: The last sentence should be revised as follows: "Furthermore, a development project has recently been approved by the L-5-33

City at the northeast corner of this interchange that will use the striped out northbound area to become a right turn lane into that project. Therefore, adding a lane would require widening and so the identified improvements..."

D. College Avenue: Zura Way to Montezuma Road: The second paragraph should be revised as follows "However, implementation of this improvement is infeasible due to the proximity of buildings fronting College Avenue along this segment. While the College Area Community Plan depicts College Avenue as six lanes between Zura Way and Montezuma Road, the recent construction of South Campus Plaza precludes the addition of a southbound lane via widening on the west side." With regards to adding a fifth lane, the document should discuss the potential for widening to add a northbound lane on the east side with future redevelopment. L-5-34

E. College Avenue: Montezuma Road to Cresita Drive: Refer to previous comment #10(L). L-5-35

F. Montezuma Road: Fairmount Avenue to Collwood Boulevard: The document should demonstrate why adding a third eastbound travel lane is infeasible "due to the existing topography". The conceptual design in Appendix Q of the Transportation Impact Analysis suggests widening by 3 feet is feasible. Also, SDSU should consider alternatives such as adaptive signal control, neighborhood shuttle, and/or partially subsidized transit passes to partially mitigate project impacts on this roadway segment. L-5-36

G. Montezuma Road: Collwood Boulevard to 55th Street: The document should demonstrate why adding a third eastbound travel lane is infeasible "due to the existing topography". See above comment on #17(F). L-5-37

H. Montezuma Road: 55th Street to College Avenue: SDSU should construct the raised median to fully mitigate the Master Plan impact. L-5-38

18) Freeway Mainline, pages AA3.14-121 to AA3.14-123:

A. AATCP-17: The second sentence should be revised as follows, "...Lake Murray Boulevard is to provide additional capacity on the I-8 eastbound and westbound mainlines. To that end..." L-5-39

B. AATCP-18: The second sentence should be revised as follows, "...Fletcher Parkway is to provide additional capacity on the I-8 eastbound and westbound mainlines. To that end..." L-5-40

19) Transportation Demand Management, pages AA3.14-123 to AA3.14-128:

A. It is unclear how the Transportation Demand Management program will be determined effective in reducing and mitigating impacts on transportation and circulation from the implementation of the Master Plan as no metric is provided in this mitigation measure. Performance standards or other methods for measuring the effectiveness of the mitigating measures for reducing or avoiding the significant effect on the environment should be identified within the EIR. The City requests that the Lead Agency revise the Transportation L-5-41

Demand Management Program to include clear, quantifiable performance standards that may be objectively applied and reviewed annually or as necessary. In addition, the use of the commencement of the Fall 2019 semester as the appropriate triggering event for this mitigation measure is unsupported in the DAA.

B. The first paragraph should be revised as follows, "...with the ultimate goal of reducing single occupant vehicle trips..." L-5-42

C. AATCP-19 should be revised as follows, "Immediately following re-approval of the 2007 Campus Master Plan by The Board of Trustees of the California State University, and no later than commencement of Fall 2018 semester, SDSU shall take the following actions to implement or, as applicable, continue to implement the following transportation demand..." L-5-43

D. The TDM Coordinator's described job functions/duties should include monitoring. L-5-44

E. Increase RideShare Opportunities
   i) Section D should "Connect the existing Enterprise Rent-A-Car VanPool system to the SDSU Human Resources (HR) staff/faculty database for..."
   ii) All funding should be through SDSU to mitigate the project's impacts.
   iii) Section F should start with the Fall 2018 semester.
   iv) Section G should "Expand hours of operation, increase frequency, and expand the service area of the currently on-campus only SDSU Red & Black shuttle;"
   v) SDSU should initiate an off-campus SDSU shuttle. L-5-45

20) Facilitate Bicycle and Pedestrian Travel, page AA3.14-126

A. Similar to the comment above for the Transportation Demand Management program, the Lead Agency's program for Bicycle and Pedestrian Travel should include performance standards or other methods for measuring the effectiveness of the program for reducing or avoiding the significant effect on the environment identified within the EIR. The City requests that the Lead Agency revise the documentation to include clear, quantifiable performance standards that may be objectively applied and reviewed annually or as necessary. L-5-46

B. Section a. should specify details of the Bike-Share pilot program (docking stations vs. dockless, number of bikes initially, locations covered, etc) L-5-47

C. Section e. should state exactly when the Class I bike paths were installed instead of stating "(installed since 2007)" L-5-48

D. Section f. should state exactly when the Class II bike lanes were installed instead of stating "(installed since 2007)" L-5-49

E. Section g. should state how many bike racks will be provided. SDSU should also consider bike lockers and/or bike maintenance location/shop on campus. L-5-50

F. Section h. should state exactly when the pedestrian improvements were installed instead of stating "(installed since 2007)". L-5-51

21) Facilitate Transit Ridership

A. Similar to the comment above for the Transportation Demand Management program, the Lead Agency's program for Transit Ridership should include performance standards or other methods for measuring the effectiveness of the program for reducing or avoiding the significant effect on the environment identified within the EIR. The City requests that the Lead Agency revise the documentation to include clear, quantifiable performance standards that may be objectively applied and reviewed annually or as necessary. L-5-52

B. The Transit Ridership analysis focused on the transit capacity; however, roadway traffic volumes are anticipated to significantly increase in the horizon year (buildout) for the Master Plan. An analysis of the potential impact on bus transit operations and services, which are relied upon within the traffic analysis to reduce future reliance on single occupancy vehicles, should be included within this analysis. This secondary or indirect effect on bus transit may result in unidentified impacts that would require mitigation under CEQA. L-5-53

C. Section a. should be "Establish and maintain" instead of just "maintain". L-5-54

D. The first paragraph after Section d. should state that "...the TDM Coordinator shall annually evaluate the above strategies to ensure that the strategies are reducing single-rider vehicle trips to and from campus, and shall provide a report documenting the results to the SDSU President and to the City of San Diego Environmental Analysis Section. As new technologies..." L-5-55

E. The second paragraph after Section d. should delete "and the increased demand to live on campus" or provide information regarding increased demand. Also, the paragraph should discuss how many more student beds are planned on campus under the Master Plan. The document should clearly state whether the 2,980 beds is the total. L-5-56

F. 2007 FEIR Mitigation Measures, page AA3.14-127: the mitigation measures were never adopted. Therefore, the document should delete "adopted as" in the first paragraph. L-5-57

G. AATCP-20, Del Cerro Residential Streets, page AA3.14-128: The mitigation measure should be revised as follows to provide specific performance standards and criteria. Reference to regular shuttle service is vague and ambiguous. In addition, this mitigation measure should specify how it will be funded, monitored and enforced to ensure project-generated ADT do not exceed the levels forecast in the EIR. L-5-58

H. AATCP-21, Construction Related Impacts, page AA3.14-128: The mitigation measure should be revised as follows "...SDSU shall prepare a Traffic Control...to the surrounding City roadways...project construction activities, satisfactory to the City Engineer. Special attention...project construction; that flaggers be utilized...notice of road closures by SDSU's L-5-59

contractors; and that construction...to the maximum extent feasible, satisfactory to the City Engineer." The document should also discuss noise and vibration as part of construction activities.

22) AATCP-22, page AA3.14-128: The mitigation measure should not include an improper deferral of analysis and identification of any mitigation. SDSU needs to identify measures that will mitigate project impacts and will satisfy specific performance criteria. Earlier in this document it says all Adobe Falls Housing access will be taken from College Avenue and none at Waring Road. If this is not true, this should be corrected. L-5-60

23) Post Mitigation Operations, page AA3.14-131: The third paragraph should be revised as follows "Additionally, several of the recommended improvements would improve bicycle/pedestrian safety, such as the installation of a bike lane along Canyon Crest Drive. In additions, the..." With regards to the new traffic signal at College Avenue and Zura Way, the document should clarify whether there is sidewalk on the west side, and whether left turns out of Zura Way are allowed. The document should state whether any travel lanes utilized by transit be altered in order to provide the recommended improvements. L-5-61

24) Table AA3.14-31, Horizon Year (Year 2035) Intersection Mitigation Analysis, pages AA3.14-132 and AA3.14-133: The table should state that SDSU will implement the feasible mitigations. L-5-62

25) Table AA3.14-32, Horizon Year (Year 2035) Segment Mitigation Analysis, pages AA3.14-134 and AA3.14-135: The table should state that SDSU will implement the feasible mitigations. College Avenue from Montezuma Road to Cresita Drive should have a Mitigated LOS E Capacity of 40,000 ADT. The LOS should be re-checked with the correct ADT capacity. L-5-63

26) Table AA3.14-33, Horizon Year (Year 2035) Fair Share Contribution, page AA3.14-136: SDSU should fully mitigate AATCP-9 (55th Street/Montezuma Road), AATCP-10 (Campanile Drive/Montezuma Road and Alvarado Court/Alvarado Road), AATCP-11 (70th Street/Alvarado Road), and AATCP-12 (Montezuma Road: 55th Street to College Avenue). The footnotes should state that SDSU will fully mitigate Near-Term (Year 2022) direct impacts. L-5-64

27) Table AA3.14-34, Mitigation Trigger Analysis, page AA3.14-139: The table should also show the other locations where SDSU should mitigate fully. L-5-65

28) AA3.14.10, Level of Significance After Mitigation, page AA3.14-140: The document should not refer to impacts to roadway facilities as "off-campus". L-5-66

29) Include one graphic each for Near-Term Opening Day and for Year 2035 Horizon Year that shows the locations of significant project impact and notes the mitigations and the locations where less than full mitigation is proposed. L-5-67

Regarding Appendix V, SDSU 2007 Master Plan Update Transportation Impact Analysis:

30) The figures provided in the report should show the location of the Alvarado Hotel, the Waring Road interchange, Alvarado Campus, and the Adobe Falls Faculty/Staff Housing and its access points to the street system. L-5-68

31) Intersections #18 and #19 should be added to all figures in the report. L-5-69

Based on the City's comprehensive review of the DAA to the SDSU 2007 Campus Master Plan Final EIR, there are still outstanding issues related to traffic mitigation measures and TDM as detailed above. The City finds that the DAA prepared by SDSU as a response to the court's order to revise portions of the SDSU 2007 Campus Master Plan Final EIR found inadequate is still incomplete. As required under CEQA Guidelines Section 15088.5, the analysis and the determination of all potential environmental impacts under CEQA, and any feasible mitigation measures and alternatives that would lessen identified environmental impacts of the project, should be recirculated for meaningful public review and comment. L-5-70

Please contact me directly at amuto@sandiego.gov if there are any questions regarding the contents and comments contained within this letter, or if San Diego State University would like to meet with City staff to discuss our comments further.

Sincerely,

Alyssa Muto, Interim Planning Director
Planning Department

cc: Elyse Lowe, Office of the Mayor, City of San Diego
Ann F. Gonsalves, Senior Traffic Engineer, Development Services Department
Leo Alo, Associate Traffic Engineer, Development Services Department
Christine Mercado, Associate Traffic Engineer, Planning Department
Corrine L. Neuffer, Deputy City Attorney, Office of the San Diego City Attorney
Christine Leone, Deputy City Attorney, Office of the San Diego City Attorney

Meeting with City of La Mesa regarding 2007 MP DAA
Date: February 22, 2018

Participants:

Laura Shinn, SDSU
John Boarman, LLG
Richard Leja, City Engineer, City of La Mesa
Dann Marquardt, City of La Mesa
Jeffrey Manchester, City of La Mesa

Laura provided a brief overview of status of 2007 MP, the lawsuits and resulting Writ of Mandate.

The city of La Mesa primarily had questions about what we proposed as mitigation, and when we would commit to the mitigation. Their primary areas of interest are the Parkway/I-8 intersection and to a lesser degree, the 70th and Alvarado Road intersection. L-6-1

They requested that we provide guidance on the location of the mitigation measures and triggers in the document – John to provide this and an extracted section of the document focusing on mitigation measures.

They asked how we indicated when the project would trigger our fair share contribution toward the I-8 parkway drive intersection. Laura explained that because the primary driver (and what created impacts) was enrollment growth, LLG had translated all projects into enrollment growth equivalents. L-6-2

They asked how they would know when we reached that enrollment, and if the figure the CSU uses for master plan and capacity planning is published anywhere – Laura to research this and provide an answer.

John noted that our proposed mitigation to the I-8 & Parkway drive intersection was to add a traffic signal, but that Caltrans had requested an ICE (study that looks at alternatives to signalization such as roundabouts). La Mesa suggested that a SPUI (Single Point Urban Interchange) might be another alternative worth considering. L-6-3

The city of La Mesa indicated a preference for using our mitigation funding to develop a comprehensive study that would look at alternative improvements for to the I-8/parkway/70th /Alvarado Road interchange area within a larger context. The implication was that this would be in lieu of us actually doing (or paying fair share for) any improvements. We agreed that we would consider this. L-6-4

Overall, the tone of the meeting was positive, and the engineering staff seem to place significant trust in the work of LLG.

February 24, 2018

Comments on Draft Additional Analysis to the SDSU 2007 Campus Master Plan Final EIR

College View Estates Association

1. **The DAA relies on trip-generation and traffic-distribution assumptions that are outdated and inadequate to analyze traffic impacts in the years 2018-2035. Technological change in the past 11 years has dramatically changed the transportation options available to campus populations and, therefore, changed the expected mix of transportation modes used by resident and non-resident students, faculty, and staff. The DAA does not comply with the Writ of Mandate, systematically underestimates future vehicular traffic on surface streets, overestimates bus and trolley ridership, and completely ignores ride-hailing and car-sharing usage.** O-1-1

    a. The Peremptory Writ of Mandate requires that the CSU Board of Trustees, "based on a *re-evaluation* of the off-site mitigation measures … *reassess* SDSU's fair-share of such mitigation costs (*and*, based on the record here, forego financial infeasibility arguments …" (emphasis added).

    b. The DAA ignores main clause of this sentence, accepting only the parenthesized conjunctive phrase. That phrase is only the second part of what SDSU was ordered to do, yet the DAA states that removing the financial infeasibility condition is all that the court required in paragraph 3(a). In fact, the court required SDSU to *re-evaluate* and *reassess* the needed mitigation measures. The words *re-evaluate* and *reassess* are unambiguous. They do not mean "regurgitate." O-1-2

c. Instead of re-evaluating the transportation implications of the project as required by the court, the LLG updated traffic study uses the same trip-generation and distribution model as in the 2007 study (Appendix V p. i). To apply a traffic-generation model developed in the year 2007 in the year 2018 is patently inappropriate, and to extend it out to the horizon year 2035 borders on the absurd.

d. The Apple iPhone was introduced in 2007. Google Maps was launched as a smartphone app in 2008, and by 2014 it was crowdsourcing real-time traffic data and re-routing users to avoid congestion. Uber began its ride-hailing service in 2009, and Lyft followed in 2012. By the end of 2017, Waymo's self-driving cars had completed more than four million miles on public roads and the company began test-marketing driverless ride-hailing services in Phoenix. The DAA ignores all of this, as if nothing had changed in the world of transportation planning since 2007.The only reference to these developments (Appendix V p. 138) is to state that SDSU will designate pick-up/drop-off areas for ride-hailing services. For all the evidence in the DAA, the planners and consultants at SDSU and LLG are oblivious to the major transportation-planning issues of the past 11 years and how those forces will shape transportation options out to the year 2035. O-1-3

Table 1. Summary of technology impacts			
	January 1, 2007	**January 1, 2018**	**January 1, 2035 (est)**
Percentage of SDSU students carrying smartphones	0%	>95%	>99%
Percentage of drivers to/from SDSU with access to real-time traffic alerts and dynamic rerouting	0%	>90%	>99%
Percentage of persons age 18-29 who use ride-hailing apps	0%	36% (see attachment)	>80%
Percentage of ride-hailing app users who are weekly or daily users	-	24% (see attachment)	>60%
Average number of ride-hailing trips per day by SDSU resident students	0	Unknown because SDSU / LLG never bothered to find out	>3
Percentage of potential SDSU public-transportation trips completed through ride-hailing instead of bus or trolley	0%	Unknown because SDSU / LLG never bothered to find out	>50%
Percentage of trips completed using shared autonomous vehicles traveling on city streets	0%	<1%	>25%

e. GPS navigation with dynamic routing around congestion results in a redistribution of traffic such that congestion delays on alternative routes tend to be equalized. Drivers are advised to use alternate routes whenever that would save even a small amount of travel time (see Figure 1 for an example). Because this effect is ignored in the DAA, the distributional traffic impact of the project on various secondary and residential routes is understated.

O-1-3 Cont'd.

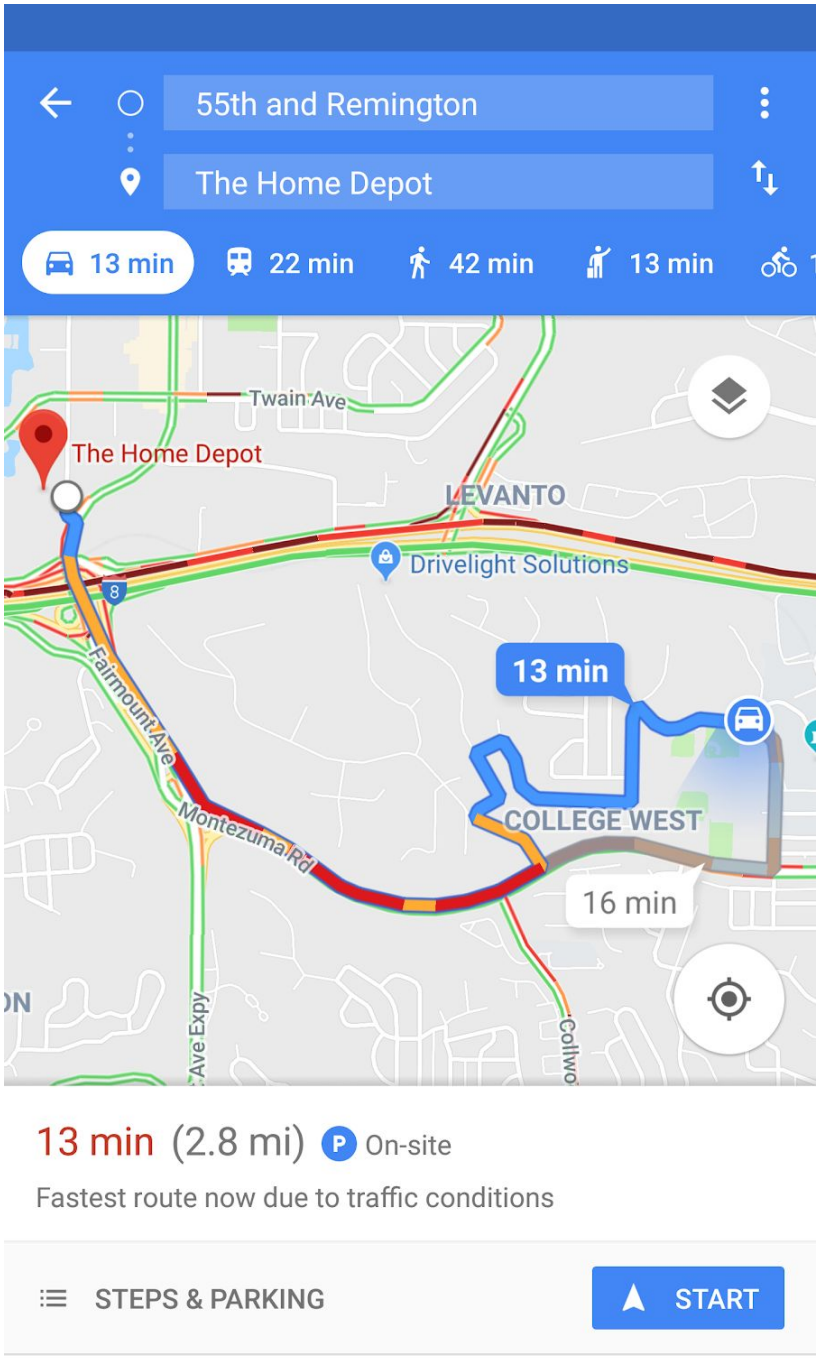

Figure 1. A screenshot of Google Maps taken at 7:41am February 22, 2018. The app directs drivers to avoid congestion on 55th Street and Montezuma Road by using the route through Remington Road, Hewlett Drive, College Gardens Court, and Yerba Anita Drive when heading for a destination in Mission Valley. The starting location in this example is adjacent to the soon-to-be-expanded Aztec Recreation Center, the New Student Housing project, Viejas Arena and PS 12.

f. In 2007 the vehicular options available to SDSU students, faculty, and staff were: personal car, carpool, bus, or trolley. In 2018 the options are: personal car, carpool, ride-hailing individual ride, ride-hailing shared ride, bus, or trolley. All evidence (see attachment) is that the ride-hailing options largely come at the expense of bus and trolley use. For on-campus students, Uber and Lyft have already become the preferred alternative to walking or using the bus or trolley. In the horizon year 2035, it is projected that the economics of personal car ownership in urban areas will be disrupted by plentiful and affordable ride-hailing options from autonomous vehicles. This makes it likely that faculty, staff, and non-resident students will, in significant numbers, choose ride-hailing rather than driving a personal car to campus. To the first approximation, that will double the number of vehicle trips to campus compared to parking a personal car, because two car trips will be generated to bring the individual to campus (one to carry the inbound commuter and another for the car to leave after the drop-off), and two more for the outbound commuter (one for the car to arrive and another for the car to leave after the pick-up).

O-1-4

g. For all of these reasons, the DAA overstates the probable use of bus and trolley options, and understates--by a dramatic margin--the number of vehicular trips that will be generated on public streets and highways in both the near-term and horizon years. Additionally, the DAA fails to recognize that traffic *distribution*, not just volume, will be affected by the project. These deficiencies must be corrected before the Board of Trustees can comply with the court's order that it reevaluate SDSU's fair share of mitigation costs.

2. **The DAA traffic study omits one of the major campus access routes from the analysis. No evidence was collected to enable an evaluation of the impact of campus growth on specific streets and intersections adjacent to campus. Thus, the DAA fails to comply with f the Writ of Mandate, which requires that the Board of Trustees' certification must be based on "substantial evidence."** O-1-5

    a. There are four main City of San Diego streets that serve as access routes to and from the campus: Montezuma Road, College Avenue, 55th Street and Remington Road.

    b. Neither the 2007 traffic study nor the updated traffic counts in the DAA measured traffic flow to and from the campus using the route that includes Remington Road, Hewlett Drive, College Gardens Court, and Yerba Anita Drive. There was no measurement of traffic at the intersection of Remington Road and Hewlett Drive, which is immediately adjacent to the campus and carries a significant flow of campus-generated traffic. (See Figure 2 for an example of a vehicle accessing SDSU via that route.) Astonishingly, the illustrations in the DAA and in the 2007 final EIR show Remington Road as a cul-de-sac. It appears that campus planners and their consultants are not even aware of the existence of one of the four major access routes to SDSU. O-1-6

Figure 2. A shuttle carrying students to a nearby student-oriented apartment complex uses Remington/Hewlett/College Gardens/Yerba Anita to avoid congestion on 55th Street and Montezuma Road.

c. SDSU will undoubtedly respond to this comment by claiming that the Writ of Mandate only required specific aspects of the 2007 EIR to be revised and this is not one of them; therefore, no comments can be accepted on this topic. That argument is not viable because the court mandated a re-evaluation and reassessment of the off-campus mitigation measures, and such re-evaluation can only be done in the present year. SDSU cannot pretend that the year is still 2007 and that traffic distribution patterns today are the same as they were then. And yet, that is exactly what the DAA assumes. O-1-7

d. The existence of the access route via Remington Road is omitted from Figures AA3.14-3, AA3-14.4, and all other similar figures in the DAA. In Figure AA3.14-7A-1 there is an annotation that 1% of campus traffic will occur on O-1-8

Remington Road. That figure is not backed up by any evidence whatsoever, and certainly not by “substantial evidence,” which is the standard the court requires.

O-1-8 Cont'd.

e. The City of San Diego Street segment of 55th Street north of Montezuma Road, which is a public thoroughfare surrounded on both sides by the campus, is not evaluated in the DAA. That segment is currently highly congested with three traffic signals in addition to the one at the corner of 55th and Montezuma. 55th Street is a vital connector road that serves residential areas to the north, up to the cul-de-sac, and to the west, via Remington Road. From the DAA it appears that SDSU is unaware that 55th Street is not a private campus road.

O-1-9

f. As noted above, technology that did not exist in 2007 has changed the distribution of traffic to and from the campus. GPS-based navigation apps, such as Google Maps, Waze, Apple Maps, and others, collect real-time updates on traffic delays from the hundreds or thousands of smartphones that are traveling in the campus vicinity. These data points are consolidated into a composite map of current congestion delays, updated on a second-by-second basis.

O-1-10

g. As illustrated in Figure 1, drivers seeking to travel to or from key on-campus locations (such as PS 12, Viejas Arena, the Aztec Recreation center, which will soon be expanded, or the New Student Housing project) and a point in Mission Valley near I-8 and Fairmount Avenue are frequently directed to use Remington Road, Hewlett Drive, College Gardens Court, and Yerba Anita Drive rather than endure the delays on 55th Street and Montezuma Road. Thus, although this route to and from the campus is apparently unknown to the planners and consultants at SDSU and LLG, it is well-known to any driver who uses a

smartphone for navigation through traffic. And, as also noted above, in the horizon year of 2035 that will effectively include 100% of all drivers.

h. The growth of the campus by 10,000 FTE will put more pressure on Montezuma Road and 55th Street. The DAA itself recognizes that Montezuma Road from Fairmount Avenue, past Collwood Avenue, and up to 55th Street will have impacts that are significant and unavoidable. The segment of 55th Street north of Montezuma was not evaluated (see above) but common sense implies that backups on Montezuma will spill northward onto 55th as well.

O-1-10 Cont'd.

i. Given these findings in the DAA, it is undeniable that increased congestion due to campus growth will cause more drivers to use the alternate route through Remington Road and Hewlett Drive as they follow the directions on their smartphones. The rational expectation is that traffic on the Remington/Hewlett route will increase to the point that congestion delays along that route become equal to the delays on the 55th/Montezuma route. The impact on residential streets, which were not designed as connector roads, will be more than significant, and there is no discussion or recognition in the DAA that this route even exists.

O-1-11

j. To be compliant with the court order, the DAA must include a re-evaluation of mitigation measures needed on all adjacent campus roads, and that evaluation must be relevant to conditions that prevail in the year 2018. Moreover, it must be based on substantial evidence. SDSU and LLG have not collected any observations--not in 2007 and not in 2018-- that would permit an evaluation of the extent to which traffic distribution on the Remington Road access route has shifted over time, or even permit a statement as to the volume of

O-1-12

SDSU-generated traffic that travels that route. Any statements that SDSU makes to the contrary are not evidence based, because they have no evidence. Instead, SDSU and LLG are proceeding as if the year is still 2007 and nothing has changed.

O-1-12 Cont'd.

3. **Due to the above considerations, it is evident that the DAA cannot be used as a basis for the Board of Trustees to re-approve a Campus Master Plan. It does not rely on substantial evidence, it does not contain the re-evaluation and reassessment of traffic mitigation measures that the court mandated. The DAA in its present form should be withdrawn.**

O-1-13

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Research Report – UCD-ITS-RR-17-07

Disruptive Transportation: The Adoption, Utilization, and Impacts of Ride-Hailing in the United States

October 2017

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Disruptive Transportation: The Adoption, Utilization, and Impacts of Ride-Hailing in the United States

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Contents

Executive Summary

Ride-hailing services have experienced significant growth in adoption since the introduction of Uber, in 2009. Although business models to support the sharing of vehicles (e.g., carsharing) have been present in the United States for more than 15 years, their adoption has been somewhat limited to niche markets in dense, urban cities or college campuses. To date, carsharing has attracted over 2 million members in North America and close to 5 million globally.[1] Conversely, this new model of "shared mobility" is estimated to have grown to more than 250 million users within its first five years.[2]

The rapid adoption of ride-hailing poses significant challenges for transportation researchers, policymakers, and planners, as there is limited information and data about how these services affect transportation decisions and travel patterns. Given the long-range business, policy, and planning decisions that are required to support transportation infrastructure (including public transit, roads, bike lanes, and sidewalks), there is an urgent need to collect data on the adoption of these new services, and in particular their potential impacts on travel choices.

This paper presents findings from a comprehensive travel and residential survey deployed in seven major U.S. cities, in two phases from 2014 to 2016, with a targeted, representative sample of their urban and suburban populations. The purpose of this report is to provide early insight on the adoption of, use, and travel behavior impacts of ride-hailing. The report is structured around three primary topics, key findings of which are highlighted below.

Adoption of Ride-Hailing

- In major cities, 21% of adults personally use ride-hailing services; an additional 9% use ride-hailing with friends, but have not installed the app themselves.
- Nearly a quarter (24%) of ride-hailing adopters in metropolitan areas use ride-hailing on a weekly or daily basis.
- Parking represents the top reason that urban ride-hailing users substitute a ride-hailing service in place of driving themselves (37%).
- Avoiding driving when drinking is another top reason that those who own vehicles opt to use ride-hailing versus drive themselves (33%).
- Only 4% of those aged 65 and older have used ride-hailing services, as compared with 36% of those 18 to 29.
- College-educated, affluent Americans have adopted ride-hailing services at double the rate of less educated, lower income populations.
- 29% of those who live in more urban neighborhoods of cities have adopted ride-hailing and use them more regularly, while only 7% of suburban Americans in major cities use them to travel in and around their home region.

- Among adopters of prior carsharing services, 65% have also used ride-hailing. More than half of them have dropped their membership, and 23% cite their use of ride-hailing services as the top reason they have dropped carsharing.

Vehicle Ownership and Driving

- Ride-hailing users who also use transit have higher personal vehicle ownership rates than those who only use transit: 52% versus 46%.
- A larger portion of "transit only" travelers have no household vehicle (41%) as compared with "transit and ride-hail" travelers (30%).
- At the household level, ride-hailing users have slightly more vehicles than those who only use transit: 1.07 cars per household versus 1.02.
- Among non-transit users, there are no differences in vehicle ownership rates between ride-hailing users and traditionally car-centric households.
- The majority of ride-hailing users (91%) have not made any changes with regards to whether or not they own a vehicle.
- Those who have reduced the number of cars they own and the average number of miles they drive personally have substituted those trips with increased ride-hailing use. Net vehicle miles traveled (VMT) changes are unknown.

Ride-hailing and Public Transit Use

- After using ride-hailing, the average net change in transit use is a 6% reduction among Americans in major cities.
- As compared with previous studies that have suggested shared mobility services complement transit services, we find that the substitutive versus complementary nature of ride-hailing varies greatly based on the type of transit service in question.
- Ride-hailing attracts Americans away from bus services (a 6% reduction) and light rail services (a 3% reduction).
- Ride-hailing serves as a complementary mode for commuter rail services (a 3% net increase in use).
- We find that 49% to 61% of ride-hailing trips would have not been made at all, or by walking, biking, or transit.
- Directionally, based on mode substitution and ride-hailing frequency of use data, we conclude that ride-hailing is currently likely to contribute to growth in vehicle miles traveled (VMT) in the major cities represented in this study.

1. Introduction

The emergence of shared mobility services, such as Uber, Lyft, and Zipcar, are disrupting established transportation business models. The notion of "shared mobility" is part of a broader concept often called the "sharing economy" through which information technology has enabled the shared use of assets and services, ranging from housing (Airbnb) to small jobs and tasks (TaskRabbit). In this report, we focus our discussion on the *sharing of vehicles* through carsharing (e.g., Zipcar, car2go) and ride-hailing (e.g., Uber, Lyft). Through the collection of a large, representative sample of survey respondents in seven major metropolitan areas, we explore the adoption, utilization, and early impacts on travel behavior of shared mobility services.

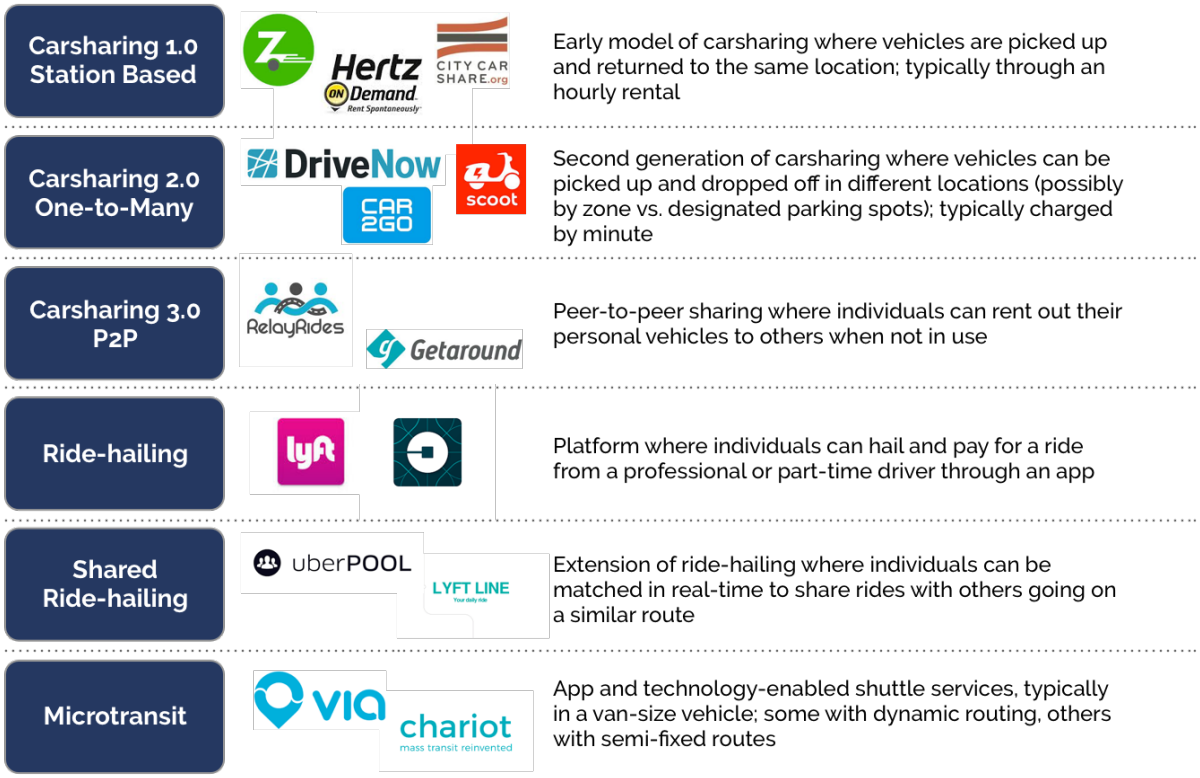
The rise of ride-hailing has sparked significant debate in cities around the world on a variety of issues including how they should be regulated, their safety implications, and how they influence travel behavior. Some suggest that shared services help reduce vehicle ownership and increase use of public transit, while other evidence suggests that they may lure riders away from transit and add to already congested streets.[3] The existing research on how ride-hailing influences travel behavior is somewhat limited due in large part to the recent, rapid growth of these services, and the lack of publicly available data for transportation planners and researchers to assess how, when, and why these services are utilized.

Shared Mobility: A Changing Landscape

First, we begin with a brief overview of the evolution from traditional carsharing programs to ride-hailing services, and the distinct features of these business models. In prior transportation literature and in the public sphere, it has been common to bundle these services and their associated impacts together. However, for reasons explained throughout this report, we believe it is important to distinguish between the different models and their impacts. Figure 1 presents the evolution of shared mobility services over the past two decades.

Traditional carsharing models, such as Zipcar, emerged in commercial form in the late 1990s in the United States. Through carsharing, individuals or households typically joined a member-based program through which they gained as-needed access to a vehicle that they then drove themselves. Two strategic advantages of early carsharing programs included the following: 1) carsharing vehicles were typically located in accessible locations throughout a dense, urban region; and 2) members were able to borrow the vehicles on a short-term hourly basis.[4]

Figure 1. The evolution of shared mobility services



Although traditional carsharing programs continue to be popular topics of transportation research and public discourse, total North American carsharing members in 2016 was estimated to be 2 million,[1] less than 0.7% of the current U.S. population. Based on these figures, we suggest that traditional carsharing services continue to serve a fairly niche market. However, the initial disruption of carsharing programs has spurred the development of similar programs by rental car companies (Hertz 24/7) and major automakers (Daimler's car2go in 2008, BMW's ReachNow – formerly DriveNow in 2011). An interesting new feature of the latter carsharing models is the ability to pick up a car at one location and drop it off at another spot or service area (one-way or free-floating carsharing).

The widespread adoption of smartphones embedded with GPS, combined with the availability of digital road maps through APIs, provided the necessary enabling technologies for ride-hailing services. Uber was one of the first services to emerge in 2009, however several similar companies have also entered (and some departed) this new market in subsequent years (Sidecar, Hailo, Lyft, Didi Kaudi). The common feature of ride-hailing services is the ability for a traveler to request a driver and vehicle through a smartphone app whereby the traveler's location is provided to the driver through GPS. With the support of GPS technology, digital maps, and routing algorithms, users are provided with real-time information about waiting times. Proponents of these services

argue that they provide a more safe, reliable, efficient transportation experience. However, others argue that they essentially operate as illegal taxis. While the regulation of these services continues to evolve, there is agreement on one issue: ride-hailing services have begun to disrupt traditional transportation systems in cities across the globe.

When ride-hailing services were first launched, they were commonly referred to as "ridesharing" or "peer-to-peer mobility" services. Many experts initially argued that this label was a misnomer because drivers and passengers did not share the same destination,[5] but rather, the drivers provided services analogous to limousines or taxis. In 2013, a California Public Utilities Commission ruling officially defined these services as transportation network companies (TNCs), although they are still often colloquially referred to as ridesharing, and more recently, ride-hailing services.

In 2014, both Uber and Lyft announced the pilot of new products that harness algorithms to match passengers who request service along similar routes in real-time, enabling them to share rides (UberPool, LyftLine). Although the paid drivers of UberPool and LyftLine rides typically do not share the same destinations as their passengers, other business models and apps are emerging in an attempt to enable traditional carpooling – where the driver does indeed share a similar route (Waze's Rider, Scoop).

Both carsharing services and ride-hailing services both reflect a shift away from vehicles as a *product* to vehicles as a *mobility service*. However, we find that the service models and rates of adoption are quite different, with ride-hailing services attracting a much larger and broader segment of the total population. The results of this study focus primarily on ride-hailing. In this report, we present new evidence on the adoption, utilization rates, and early impacts on travel behavior of these rapidly-growing services.

The remainder of this report is organized as follows. In Section 2, we elaborate on the academic and industry research on shared mobility adoption and their potential impacts. Section 3 briefly describes the methodology for the data collection. Section 4 presents early data on the demographics of ride-hailing adopters, utilization rates, and their correlation with earlier carsharing services. Section 5 examines vehicle ownership rates and potential impacts of ride-hailing on vehicle use. Section 6 presents data on the relationship between ride-hailing and transit use. We conclude with a discussion of this study's key findings, potential policy implications, and directions for future research. The findings presented here represent one study of a series of evaluations on future urban mobility trends based on this dataset.

2. Literature Review

This section presents a summary of the academic literature on shared mobility and recent industry figures on the adoption of shared mobility. As noted in a special issue on shared-mobility research in *Transportation* by Le Vine and Polak, the innovation in business models has outpaced the speed at which researchers can converge around a common lexicon.[6] Furthermore, we posit that the speed of innovation in mobility *business models*, as well as distinct mobility *products* (uberX, UberPool, Lyft Shuttle), presents significant challenges for transportation researchers to develop new data collection methods and methodologies that can effectively measure the potential impacts of these new mobility services on our transportation systems and infrastructure. Hence, in this review we draw on recent industry and consulting reports on the adoption and reported use of shared mobility.

Adoption of Carsharing and Ride-Hailing Services

Given the recent emergence of ride-hailing services (Uber, Lyft), the majority of academic studies on shared mobility to date have focused on the adoption and impacts of *carsharing* programs. Some of the earliest carsharing studies date back to 2001, when City CarShare was first launched in San Francisco. Based on surveys of members and non-members three months, nine months, and two years into the program, Cervero reported on the demographics of early adopters.[7, 8, 9] Cervero found that carsharing served a fairly distinct and unique market – young, moderate-income, non-traditional households without cars (over three-quarters of the surveyed carshare members had no household vehicles).

Similar studies deployed through carsharing organizations in North America found that members tended to be young, well-educated, and of moderate income levels.[10] However, a recent study by Clewlow using regional travel survey data from a representative sample suggests that not only are carsharing members more educated, they often have higher incomes than their non-carshare member counterparts.[11] Although global carsharing membership had grown to approximately 5 million users by 2016, after becoming commercially available 15 years ago,[1] it continues to represent a somewhat niche market – particularly compared to the rapid, and widespread growth of ride-hailing, which, according to news reports, has reached well over 250 million users globally.[2]

The neighborhood characteristics that support carsharing programs are generally similar to those of emerging ride-hailing services. Several studies have identified common factors that contribute to successful carsharing programs, including limited parking, availability of good public transportation, walkability, high density, and mixed-use neighborhoods.[3,12,13,14] Numerous theoretical studies found that dynamic ride-sharing models, the core enabling concept of ride-hailing, were more likely to work in cities with high population density, where lead (or wait) times

can more easily be reduced for both drivers and passengers.[15, 16, 17] As commercial ride-hailing services have expanded, they have initially targeted major, metropolitan cities around the globe.

Due to the competitive market for ride-hailing, there is limited data on the adoption of Uber, Lyft, and other similar services. However, very recently, new reports have emerged which find that ride-hailing users tend to be younger, more educated, have higher incomes, and live in more urban areas.[18] Based on a Pew study released in May 2016, one in five urban Americans (21%) had used ride-hailing services. While it may still be early in the rise of ride-hailing services, it seems clear that the adoption ride-hailing has already far out-paced the growth of traditional carsharing services of the past.

Impacts of Shared Mobility on Travel Behavior

Previous empirical research examining the possible impacts of shared mobility on travel behavior focuses almost entirely on carsharing. Cervero's initial studies indicated that carsharing appeared to induce travel by automobile among early adopters.[7] However, subsequent research revealed that as carsharing adoption spread, members were 12% more likely to shed a vehicle, and on average experienced a net reduction in vehicle miles traveled (VMT).[8] Martin and Shaheen found that joining carsharing reduced the average number of vehicles per household from 0.55 to 0.29 (a reduction of 0.26 vehicles).[10] More recently, Firnkorn and Muller estimated more modest vehicle reductions between 0.05 to 0.11.[19]

Another dimension of travel behavior explored in previous carsharing studies is the potential impact of carsharing on public transit and non-motorized travel (walking and bicycling). Martin and Shaheen found that there was a slight net decrease in public transit use, and a significant increase in walking, bicycling, and carpooling after individuals joined carsharing.[9] However, there were significant variations in travel behavior across the different carsharing organizations whose members were surveyed. Another study by Stillwater et al examined the relationship between carsharing and public transit use, finding ambiguous results.[20]

Almost all of the previous studies used before-and-after or retrospective questioning of carsharing members to establish a relationship between carsharing and travel behavior (vehicle holdings, VMT, and transit use). However, a critical issue that is often unaddressed is the likely spurious relationship between the built environment, carsharing adoption, and travel behavior. While previous studies have observed that carsharing members tend to own fewer vehicles and drive less after joining carsharing, what is less well understood is the extent to which the observed travel decisions can be attributed to *carsharing adoption itself*, as opposed to the *prior self-selection* of individuals into urban neighborhoods that are consistent with their travel preferences. By design, shared vehicle services are generally placed in high-density, transit-accessible neighborhoods where vehicle ownership and vehicle miles traveled (VMT) are known to be lower than average.[21] Hence, it is unknown whether the true "effect" of carsharing or ride-hailing (or some portion of the effect) may simply be due to the prior residential and travel preferences of carsharing

members. Previous studies control for residential changes *after* joining carsharing;[10] however, residential changes immediately *prior* to joining carsharing have not been measured.

In an attempt to control for built environment effects, Clewlow conducted a study comparing the travel behavior indicators of carshare adopters and non-adopters with residential locations in the same U.S. Census tracts using a statistically representative sample.[11] Carsharing members living in very dense, urban neighborhoods owned significantly fewer vehicles: 0.58 versus 0.96. However, there was no difference in vehicle holdings among suburban carshare members versus non-members. This recent work suggests that the core neighborhood characteristics that make carsharing successful (limited parking, good transit availability, walkability) likely also play a significant role in previously estimated "effects" of carsharing on vehicle holdings. As adoption of shared mobility becomes more widespread, continued attention to the relationship between the built environment and travel behavior is critical.

Only very recently have reports emerged that feature the potential travel behavior impacts of ride-hailing services, including an American Public Transportation Association (APTA) report released in March 2016 and a Pew Research Center report released in May 2016.[22, 18] The APTA analysis found that the more people used shared modes (including carsharing, ride-hailing, and bike-sharing), the more likely they were to use public transit and own fewer vehicles. Similarly, the Pew study found that frequent ride-hailing users were less likely to own a vehicle and more likely to use a range of transit options. The latter acknowledged that this trend carries a significant geographic component – that is, those Americans who live in an urban center are much more likely to have greater access to ride-hailing services, alongside a range of transportation alternatives that allow them to live a car-free (or car-light) lifestyle.

More recent work on the potential impacts of ride-hailing has found that after ride-hailing left the city of Austin, 41% of individuals turned to driving to fill the void and 9% of individuals purchased a vehicle.[23] The authors note that the data are based on a convenience sample that are not representative of the broader population. In another regional survey based in the Denver metropolitan area, research has found that 34% of people would have walked, biked, or used public transit instead of using ride-hailing. An additional 12% would not have made the trip at all.[24]

We build on prior research through this survey of several major U.S. metropolitan areas with a sampling method designed to be representative of the urban and suburban populations in those regions. Our research confirms and expands on the aforementioned research conclusions; however, we also find contradictory and new evidence about how ride-hailing services influence travel behavior. Further work on a variety of topics is needed.

3. Methodology

The objectives of this study were to examine the adoption of shared mobility services (carsharing and ride-hailing) in the United States, including the demographics of adopters, reasons for non-adoption and attrition, and potential differences in travel behavior between adopters and non-adopters. An internet-based survey was deployed in major metropolitan regions in the United States, gathering demographic, travel, and residential choice data as described briefly in the sections below.

Survey Design

This study is based on an extensive self-administered travel and residential choice survey, drawing on questions commonly used in the American Community Survey (ACS), regional transportation surveys (e.g., California Household Travel Survey), and previous travel behavior research. The survey was deployed in two phases, first between September 2014 to March 2015 (Survey 1), and again between August 2015 and January 2016 (Survey 2). The results of this report are based on the latter survey deployment.

The surveys were comprised of five and six sections, organized as follows: 1) attitudes towards travel, neighborhoods, technology, and environment; 2) household demographics; 3) current and previous residential decisions; 4) travel behavior including use of shared mobility services; 5) vehicle ownership and preferences; and 6) life stage events (Survey 2 only). A broader objective of the survey design and deployment was to gather extensive data on urban populations' current, past, and potential future travel, residential, and vehicle ownership choices. The findings presented here represent one study of a series of evaluations on future urban mobility trends based on these datasets.[25, 26]

Sampling

We selected seven major metropolitan areas in the United States for our survey: Boston, Chicago, Los Angeles, New York, San Francisco/ Bay Area, Seattle, and Washington, D.C. Using data from the 2011-2013 American Community Survey (ACS) 3-Year Statistics, we screened potential neighborhoods to vary systematically on population density and housing density. The age, income, and gender distributions of survey respondents were also constrained to match the reported distributions of each metropolitan region sampled.

We built our survey on an internet-based platform that enabled complex survey logic and branching. The survey was pre-tested on faculty and researchers with expertise in travel survey design, transportation modeling, and shared mobility, as well as a snowball sample of the general population. Through the sampling firm employed for this study, the survey was pre-tested on 50

respondents from five metropolitan regions. Between each pre-test, the survey was refined based on expert feedback, general feedback, and analysis of the survey data.

We administered the survey using a targeted email approach to adult respondents (18 and older) pre-identified as residing within the major metropolitan zip codes selected for this study. A total of 4,094 completed responses were collected between the two surveys, with 2,217 from respondents residing in dense, urban neighborhoods and 1,877 from more suburban locations. By design, the responses were evenly distributed between the five metropolitan regions, Boston, Chicago, New York, Seattle, and Washington, D.C. for Survey 1, and with an oversampling of respondents for the San Francisco and Los Angeles regions for Survey 2.

Following the survey deployment and data cleaning, the data were weighted using an iterative technique that matches gender, age, and income levels to ACS data at the metropolitan level. On the whole, the demographics of the respondents reflected the metropolitan areas surveyed. Less than 1% of the responses required weighted values of 5 or more. Similarly, the majority of ride-hailing and carsharing results varied little between the weighted and unweighted data. Unless otherwise noted, the results presented throughout this report are weighted.

4. Adoption of Ride-Hailing Services

In major metropolitan areas, we find that 21% of adults have personally used ride-hailing services (i.e. they have installed and used ride-hailing apps), and an additional 9% of adults have used ride-hailing with friends (see Figure 2). Unlike previous studies, we find that only 10% of American adults in major cities have not heard of ride-hailing services such as Uber and Lyft. The adoption rates in our study are significantly higher than those found in previous reports (which range from 10% to 15%)[18] in large part due to our focused sampling of major metropolitan areas, including both urban and suburban neighborhoods. These results demonstrate the widespread use of ride-hailing services in cities, particularly as compared with the adoption rates of prior carsharing services, which are roughly an order of magnitude smaller.

Frequency of Ride-Hailing Use

Similar to the higher ride-hailing adoption rates found in our survey as compared with previous research, we also find higher rates of *utilization* among ride-hailing users in cities. Nearly a quarter (24%) of users report that they use ride-hailing services on a weekly to daily basis. However, among the majority of ride-hailing adopters these services are used less frequently: 41% use them 1 to 3 times a month and 34% use them less than once a month.

In a portion of our survey focused on trip purpose and travel mode, respondents were asked to select their top three modes for several common activities, including going to 1) restaurants and cafes, 2) shops and services, 3) family and community activities, and 4) bars and parties. By a fairly wide margin, the most common activity ride-hailing is used for is going to bars and parties: 38% of adopters regularly use it for this purpose (see Figure 3).

Figure 2. Adoption and utilization of ride-hailing

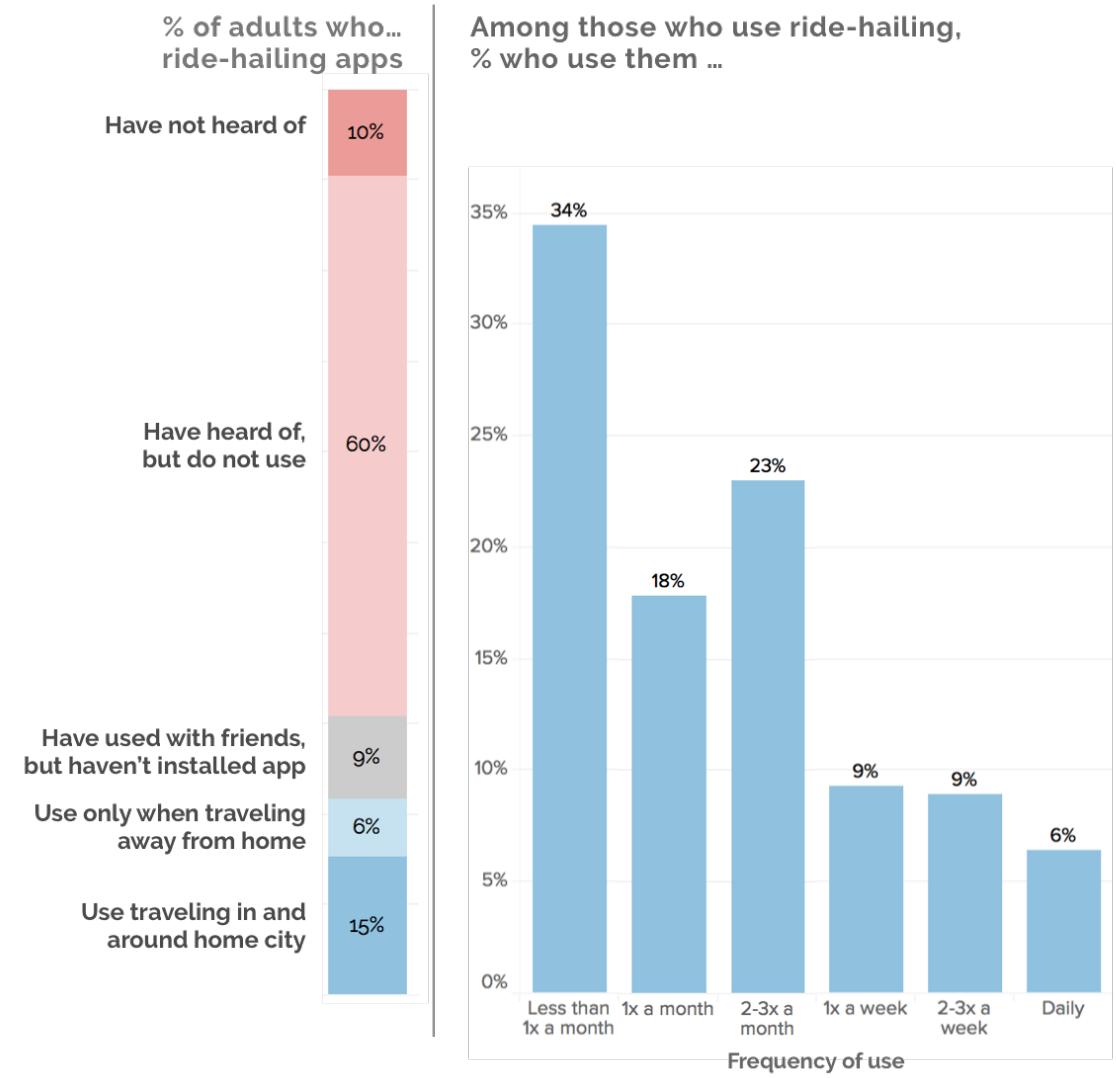
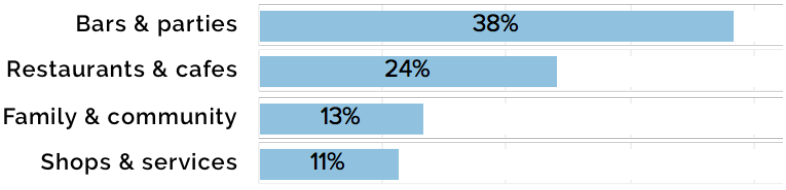


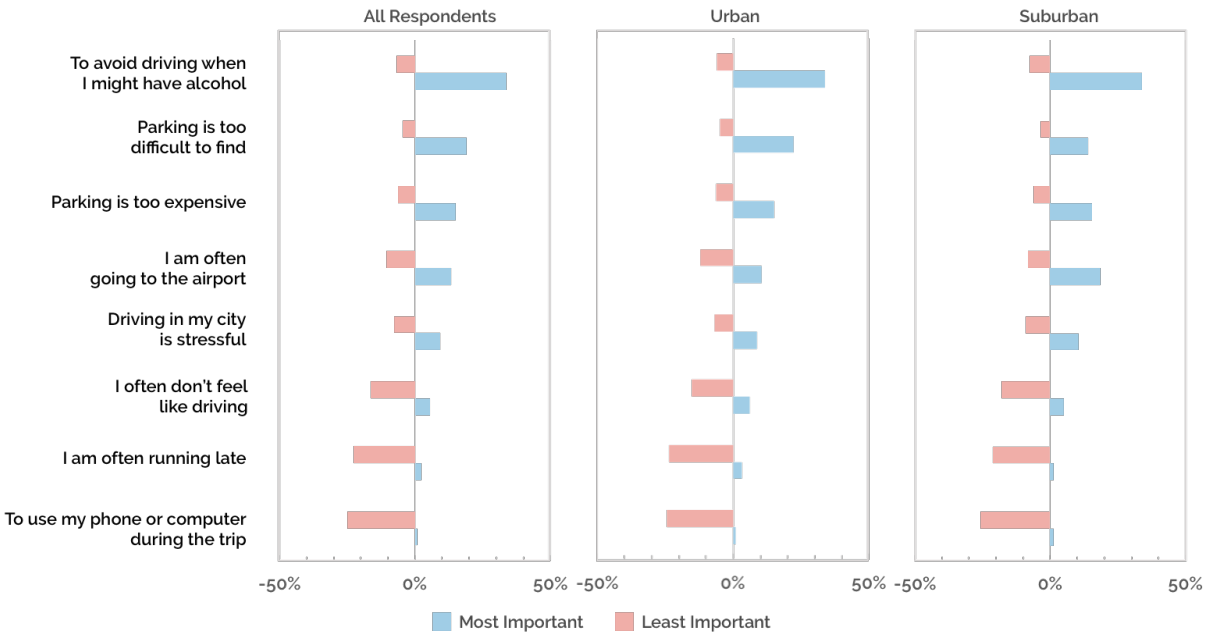
Figure 3. Trip purpose



Among those who own a vehicle, respondents also were asked to select the top reason that they use ride-hailing services instead of driving themselves (see Figure 4). Both urban and suburban respondents cite the desire "to avoid driving when I might have alcohol" as one of the top reasons they use ride-hailing (33%). Uber and Mothers Against Drunk Driving (MADD) jointly released a study in 2015 which found that drunk-driving crashes fell among drivers under the age of 30 in markets where Uber operates following the launch of their uberX service.[27] Similarly, another study found that drunk driving deaths fell by 3.6% to 5.6% following the availability of Uber in California markets.[28] Based on our survey data on the reasons for ride-hailing use, these new findings similarly suggest that ride-hailing may reduce the number of drunk drivers on the road.

Parking constraints also play a critical role in the choice among both urban and suburban ride-hailing adopters to use these services versus drive. Difficulties finding parking and the price of parking are cited as the second and third most common reasons that adopters used ride-hailing. Among urban respondents, 37% of respondents cited parking-related reasons for substituting ride-hailing for personal driving. These results on ride-hailing substitution reinforce the well-documented research that pricing and constraining parking can reduce driving and vehicle miles traveled.[29, 30]

Figure 4. Reasons for using ride-hailing services instead of driving oneself



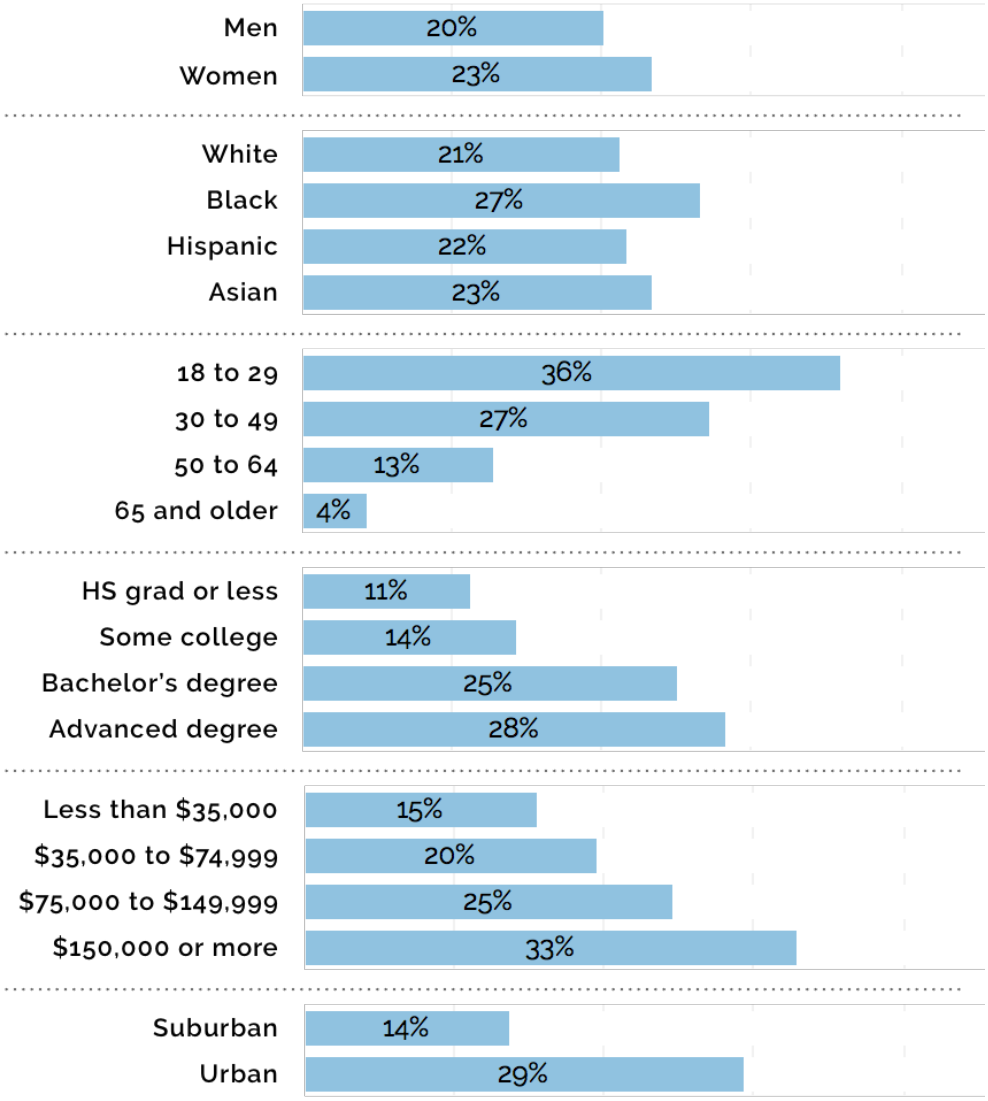
Demographics of Ride-Hailing Users

Similar to the adoption trends for new technologies and for prior carsharing services, we find that early ride-hailing adopters tend to be younger, more educated, and have higher incomes than the rest of the population (see Figure 5). The average age of respondents who have not used ride-hailing is 51, as compared with the average age of ride-hailing users: 37. There is a fairly significant gap in adoption between the youngest and oldest segments of the population. More than one-third (36%) of those between 18 and 29 years of age use ride-hailing services, while only 4% of those 65 and older do. Although ride-hailing (and in the future potentially autonomous vehicles) are often cited as a possible mobility solution for the aging Baby Boomer population, this research suggests that there are significant hurdles to overcome from a technology adoption perspective.

The other significant differences in adoption rates are between those who are more educated and have higher incomes, and those who do not. The adoption rate among the college educated is double (26%) the adoption rate of those without a college degree (13%); those with advanced degrees also have slightly higher adoption rates than those with a bachelor's degree. Similarly, respondents with an annual household income of $35,000 or less had an adoption rate of 15%, as compared with 33% of those earning $150,000 or more. As cities and transit agencies consider whether or how to integrate these services into publicly-subsidized transportation networks, these gaps in adoption among the wealthy and the poor will need to be addressed.

Similar to carsharing business models, ride-hailing services tend to be offered primarily in more urban neighborhoods, where higher population density enables higher frequency of use and utilization rates of vehicles. Unsurprisingly, we find that 29% of urban Americans had used ride-hailing services, as compared with 14% of those living in suburban neighborhoods. In addition, while 23% of urban respondents use ride-hailing in and around their city (versus only while traveling away from home); only 7% of suburban respondents use them in their home area. Some have suggested that the current ride-hailing business model is beginning to hit a ceiling. We believe that a significant factor influencing the long-term growth of ride-hailing is whether these services can prove to be more viable in suburban geographies.

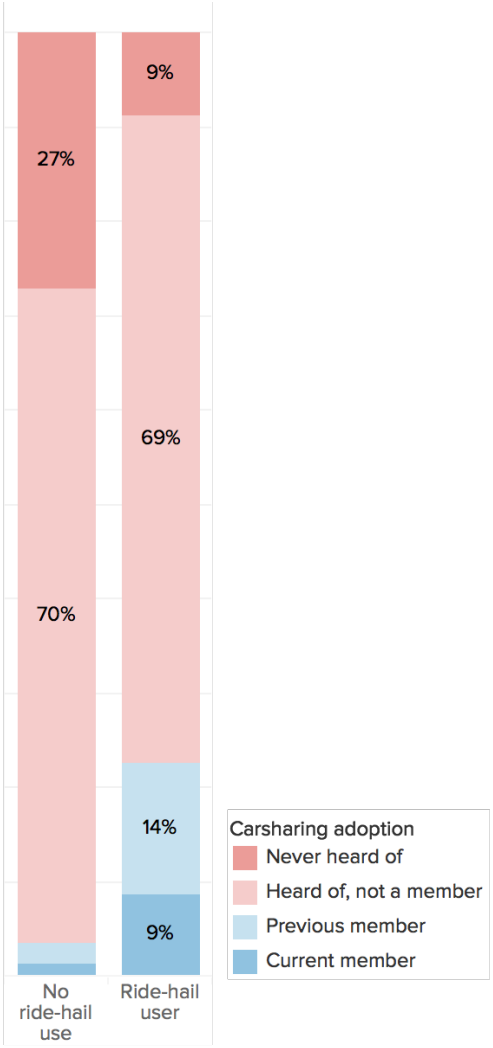
Figure 5. Ride-hailing adoption by demographics and geography



There is a significant overlap in the adoption of carsharing adoption and ride-hailing adoption, but not vice versa. The vast majority of carsharing adopters (both current and previous members) have used ride-hailing (65%); however, given the relatively niche market that carsharing served, and the much higher adoption rates of ride-hailing, the opposite does not hold (see Figure 6). Further, when we explored reasons that previous carsharing members dropped their membership, the top reason was that they "started using services like Uber, Lyft or other on-demand mobility" (23%). Another common reason for dropping carharing membership was the purchase of a vehicle (16% of those who dropped membership). This early research suggests that although carsharing and ride-hailing use may be complementary, the convenience of ride-hailing lends itself to easily substitute for trips that may have previously been served by carsharing. In

fact, current industry news points to challenges facing the carsharing industry given the rising popularity of ride-hailing services such as Uber and Lyft.[31]

Figure 6. Carsharing membership among ride-hailing users



KEY FINDINGS: ADOPTION OF RIDE-HAILING

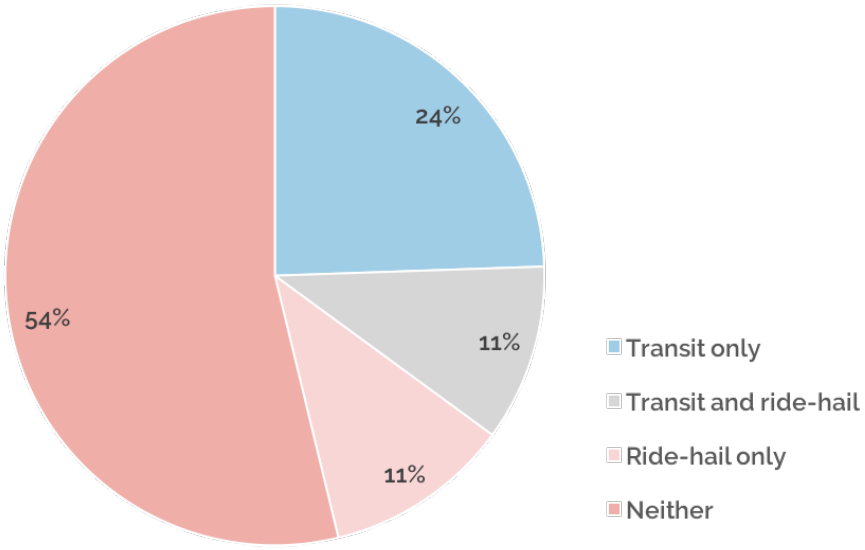
- In major cities, 21% of adults have personally used ride-hailing services; an additional 9% use ride-hailing with friends.
- Nearly a quarter (24%) of ride-hailing adopters in metro areas use them on a weekly or daily basis.
- Parking represents the top reason that urban ride-hailing users substitute a ride-hailing service in place of driving themselves (37%).
- Avoiding driving when drinking is another top reason (33%) that those who own vehicles opt to use ride-hailing versus drive themselves.
- Only 4% of those aged 65 and older have used ride-hailing services, as compared with 36% of those 18 to 29.
- College-educated, affluent Americans have adopted ride-hailing services at double the rate of less educated, lower income populations.
- 29% of those who live in more urban neighborhoods of cities have adopted ride-hailing and use them more regularly, while only 7% of suburban Americans in major cities use them to travel in and around their home region.
- Among adopters of prior carsharing services, 65% have also used ride-hailing. More than half of them have dropped their membership, and 23% cite their use of ride-hailing services as the top reason they have dropped carsharing.

5. Vehicle Ownership and Driving

Two important questions facing policymakers are whether the adoption of ride-hailing services can reduce vehicle ownership and/or total vehicle miles traveled (VMT). Contrary to recent research on the topic, with this more representative sample of people in major cities we find that ride-hailing users on average do not possess significantly fewer vehicles than their non-ride-hailing counterparts, and have more vehicles than those who only use transit. For this analysis, we segment the respondents into the following categories (see Figure 7):

- "Transit only": people who said they used a public transit service (bus, heavy rail, light rail, or ferry) for their commute or as a mode for the regular trip-generating activities (social, shopping, services, eating) within the last three months, and who have not downloaded a ride-hailing app.
- "Transit and ride-hail": people who use transit in the ways described above, and who have downloaded and use a ride-hailing app.
- "Ride-hail only": people who have downloaded and use a ride-hailing app, and who do not use transit regularly for common trip-generating activities.
- "Neither": people who do not use transit regularly and who have not used a ride-hailing app. For the most part, these are car-centric respondents.

Figure 7. Segments compared: transit only, transit and ride-hail, ride-hail only, and non-users of shared mobility



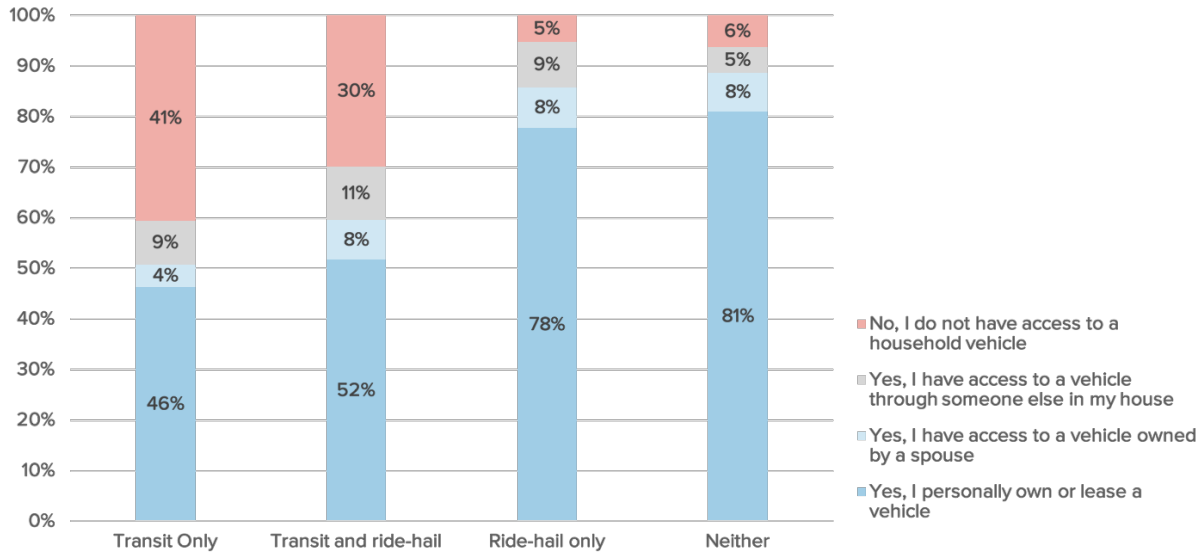
Personal Vehicle Ownership Among Ride-Hailing Users

We find that personal vehicle ownership rates of the "transit and ride-hailing" segment (52%) are higher than those who only use transit (46%). We find that personal vehicle ownership between "ride-hailing only" users are not that different from the rest of the car-centric population (78% and 81%, respectively). Figure 8 provides a detailed overview of personal vehicle access. Similarly, a larger portion of "transit only" respondents have no access to a household vehicle (41%), as compared with "transit and ride-hail" respondents (30%), who have greater access to a vehicle.

In our survey, we examined both the number of household vehicles (see Figure 9), as well as how the respondents characterized their relationship to vehicles (i.e. whether they personally owned a vehicle, or had access to one through a household member). In general, we found that large numbers of Millennials did not personally own vehicles, but may have had access to one – typically through a parent or roommate.

Our results are a bit different from a recent APTA report which defined a classification of "supersharers": people who had used some combination of bikesharing, carsharing, or ride-hailing across common trip types over the past three months. The difference between prior results and ours can likely be explained by the representative sampling approach used in this study, as compared with the convenience sampling approach in the former. The respondents from the former study were sourced through carsharing and bikesharing firms, members of which likely represent less than 5% of the population. Previous research has shown that they are particularly affluent, educated, and often have environmentally-oriented preferences. What the APTA data likely confirms is that carsharing members own fewer vehicles and use more transit; little can be concluded about ride-hailing users from a non-representative convenience sample.

Figure 8. Vehicle ownership and access, by ride-hailing and transit use

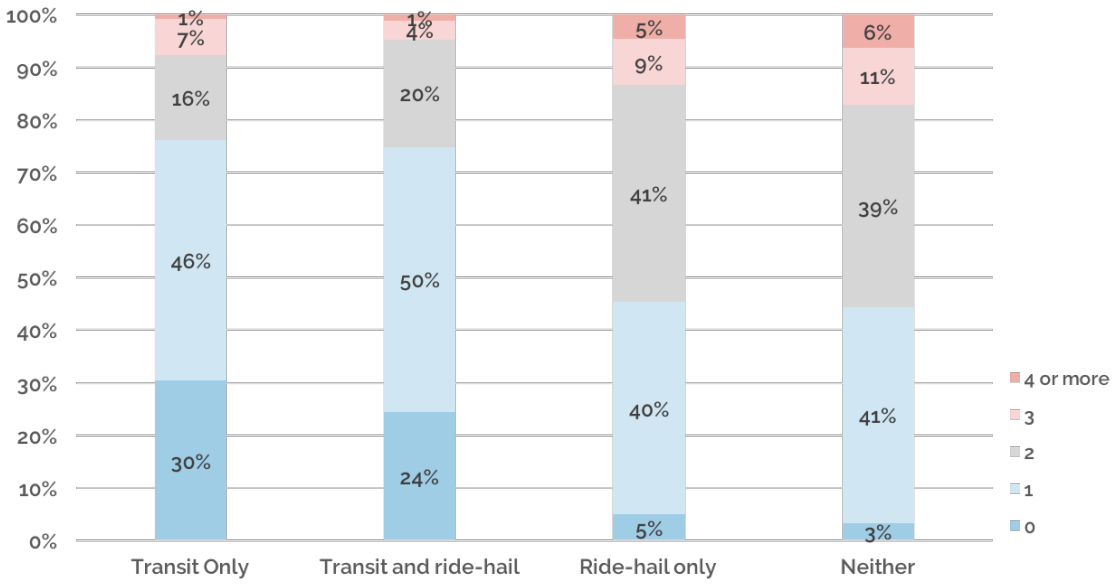


Household Vehicle Ownership Among Ride-Hailing Users

At the household level, we also find that ride-hailing users have slightly more vehicles than those who only use transit (see Figure 9). "Transit-only" respondents own on average 1.02 cars per household, and "transit and ride-hail" respondents own on average 1.07 cars per household. We found no significant differences in household vehicle ownership rates between "ride-hail only" respondents and those who use neither ride-hailing nor transit.

That there is little difference between ride-hailing users and the rest of the population in terms of vehicle ownership is not particularly surprising. Vehicle ownership decisions are mid- to long-range choices that individuals and households make, influenced primarily by other factors other than access to a service like ride-hailing. Household income, employment status, and access to parking are all strongly correlated with personal vehicle ownership decisions. While access to transit, and potentially ride-hailing, may influence these decisions over the long term, it is important that future research account for the primary factors influencing these choices: socio-demographic, attitudinal, and built environment characteristics.

Figure 9. Household vehicle ownership, by ride-hailing and transit use



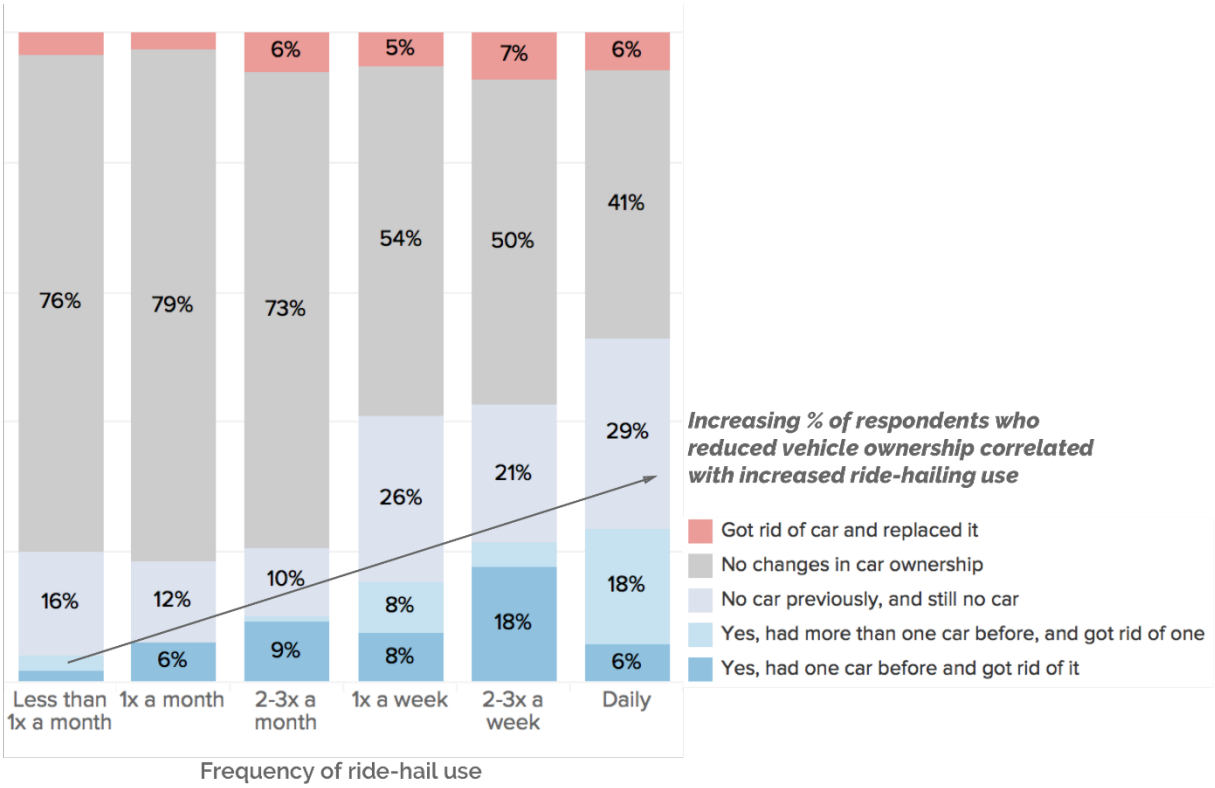
Vehicle Reduction and Ride-Hailing Utilization

When asked whether they had made any decisions to get rid of a vehicle, the vast majority of ride-hailing respondents (91%) had made no changes in their vehicle ownership, with 16% indicating that they had no vehicle to begin with. However, 9% respondents indicated that they had disposed of one or more household vehicles. This figure is significantly lower than previous work on shared mobility,[22] most likely due to the representative nature of this sample versus the convenience-based nature of prior survey samples.

When we examined the relationship between ride-hailing utilization and vehicle reduction, we found a strong correlation between increasing ride-hailing use and increasing rates of vehicle reduction. That is, the more frequently an adopter uses ride-hailing services (from once a month to daily), the more likely they were to have reduced their household vehicles (see Figure 10).

From an environmental benefits perspective, the reduction of vehicle ownership is primarily of value insomuch as it reduces total vehicle miles traveled (VMT). What is currently unclear is the net vehicle miles traveled (VMT) adjustment due to the introduction of ride-hailing – has it gone up or down? And what are the likely longer-term impacts of these services?

Figure 10. Vehicle shedding, by ride-hailing utilization rate



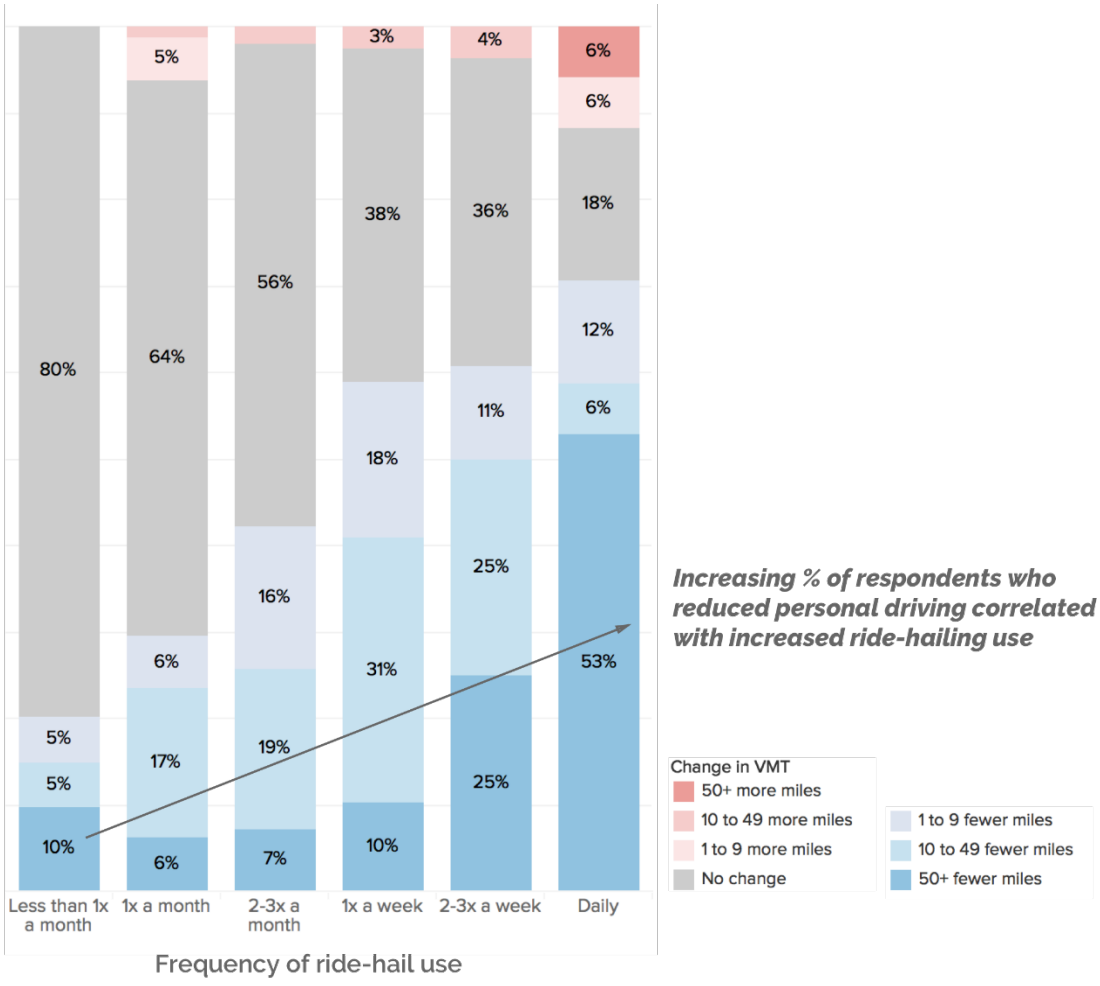
Vehicle Miles Traveled and Ride-Hailing Utilization

While the majority of individuals (59%) individuals who use ride-hailing indicated that there was no change in their personal driving habits, 29% of individuals indicated that they reduced their personal driving by 10 or more miles a week since they started using ride-hailing services. Given that some of these adopters use ride-hailing services often, we examine their self-reported change in vehicle miles traveled (VMT) in the context of their ride-hailing use (see Figure 11).

The key takeaway is that while some portion of ride-hailing users reduce the miles that they personally drive, these miles return in the form of miles traveled in a ride-hailing vehicle. One might assume that the net change in VMT is negative; that is, a reduction in VMT. However, in order to definitively quantify the VMT impacts we must determine:

- What modes ride-hailing trips substitute for (personal driving, transit, biking, walking)
- Passenger miles within ride-hailing vehicles
- Additional "dead-heading" vehicle miles (those driven without a passenger)

Figure 11. Driving reduction, by ride-hailing utilization rate



KEY FINDINGS: VEHICLE OWNERSHIP AND DRIVING

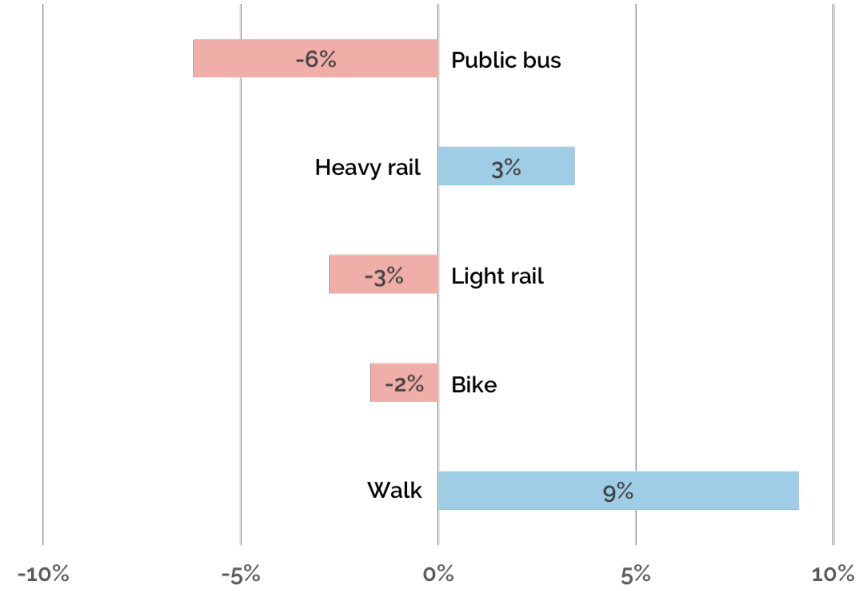
- Ride-hailing users who also use transit have higher personal vehicle ownership rates than individuals who only use transit: 52% versus 46%.
- A larger portion of "transit only" travelers have no household vehicle (41%) as compared with "transit and ride-hail" travelers (30%).
- At the household level, ride-hailing users have slightly more vehicles than those who only use transit: 1.07 cars per household versus 1.02.
- Among non-transit users, there are no differences in vehicle ownership rates between ride-hailing users and traditionally car-centric households.
- The majority of ride-hailing users (91%) have not made any changes with regards to whether or not they own a vehicle.
- Those who have reduced the number of cars they own and the average number of miles they drive personally have substituted those trips with increased ride-hailing use. The net VMT effects are unknown.

6. Impacts of Ride-Hailing on Transit Use

Another important policy question that these results address is the extent to which ride-hailing complements or substitutes for public transit services. We address this question with a more nuanced approach based on the premise that not all "public transit" services are created equal. Some are more frequent, reliable, and operate in environments where they may be the most convenient choice, while others are not. In short, the question of whether ride-hailing competes with or complements transit depends on the circumstances. Survey respondents were asked whether they use different public transit services, including bus, heavy rail, and light rail, more or less after they began using ride-hailing. Results are displayed in Figure 12 below.

On the whole, the majority of respondents indicated that there was no change in their transit use. However, based on the results of those who did change their behavior, we find that shared mobility likely attracts Americans in major cities away from bus services and light rail (6% and 3% net reduction in use, respectively), and may serve as a complementary mode for commuter rail (3% net increase in use). As compared with previous studies that have suggested shared mobility services complement transit services, we find that based on the type of transit service in question the substitutive versus complementary nature of ride-hailing services varies.

Figure 12. Changes in transit use, biking, and walking after adoption of ride-hailing services

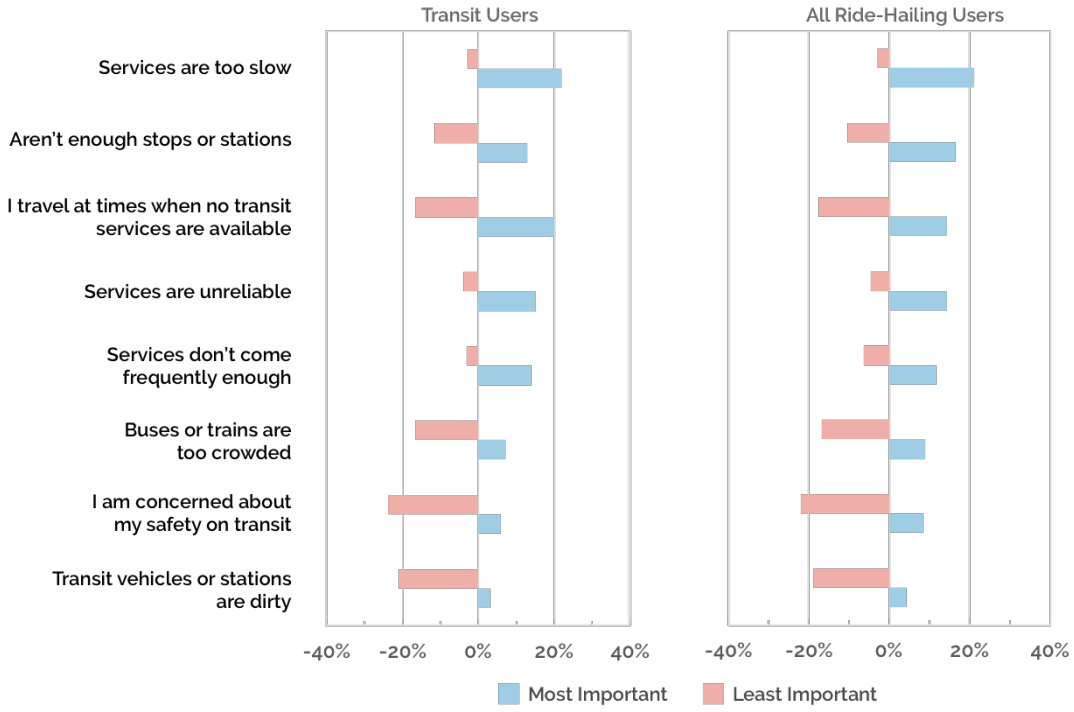


Survey question: "Since you started using on-demand mobility services such as Uber and Lyft, do you find that you use the following transportation options more or less?"

When asked explicitly why one might substitute ride-hailing for public transit, the most popular response of all ride-hailing respondents was that "services are too slow" (see Figure 13). We also segmented regular (versus infrequent) transit users as shown below. A variety of other reasons people use ride-hailing over transit were common, including the lack of available stops, traveling at times when transit services are not available, and perceived unreliability of transit services.

Recent research of New York City data also finds that travel demand growth has shifted away from public transit services towards ride-hailing services.[3] While many suggest that ride-hailing can be complementary to public transit, current evidence suggests that ride-hailing is pulling more people away from public transit in cities rather than adding riders. The broader implications are significant, particularly if autonomous vehicle technology becomes commercially viable. The few modeling simulations of cities that consider a replacement of transit services have found that total vehicle miles traveled (VMT) increase moderately to substantially if shared-ride autonomous vehicles replace transit: a 6% increase if buses are replaced, and a 89% increase if high-capacity transit is replaced.[32] These simulations are based on existing travel activity, and most transportation economists presume that some level of induced demand will be realized with fully autonomous vehicles – due in part to the increased ability of populations who currently travel less (e.g., the elderly, those unable to drive), and in part due to the potentially lower costs of travel.

Figure 13. Reasons for substituting ride-hailing for transit services



Survey question: "What would you consider the most important versus least important reason you use on-demand mobility services such as Uber or Lyft instead of public transit?"

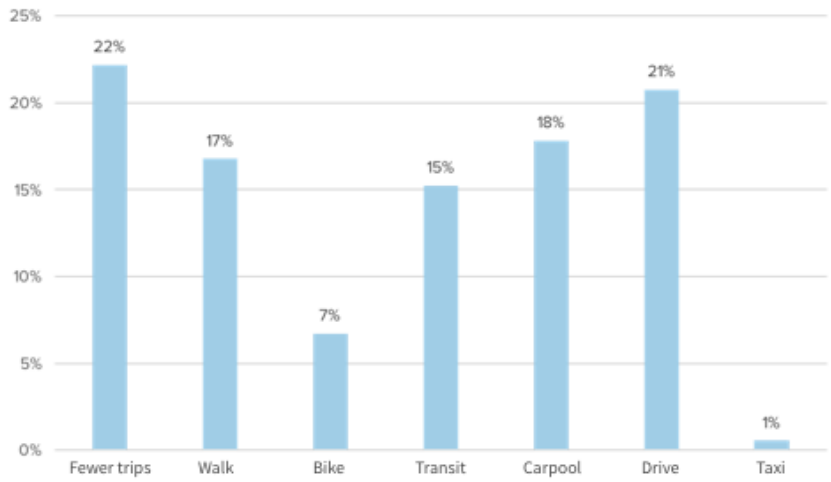
Substitution of Transit and Driving

Ride-hailing users were asked which transportation alternatives they would have used for the trips that they currently make using Uber and Lyft. Based on frequency of ride-hailing use weighted data, a majority (61%) of trips would have not been made at all, or by walking, biking, or transit. 39% of trips would have been made by car (drive alone, carpool, or taxi). Using data unweighted by frequency of ride-hailing use, 49% of ride-hailing trips were likely to have not been made at all, or by walking, biking, or transit.

Directionally, this new evidence of mode substitution suggests that ride-hailing is likely adding vehicle miles traveled to transportation systems in major cities. The 49% to 61% of ride-hailing trips that would have not been made at all, or by walking, biking, or transit, are adding vehicles to the road. In addition, depending the volume of deadheading miles associated with ride-hailing trips (miles traveled without a passenger, which have previously estimated to be 20%[33] to 50%[34]), the VMT associated with a ride-hailing trip is potentially higher than a trip taken in a personal vehicle.

While this data provides initial insights into the travel behavior changes associated with ride-hailing, it is still limited in that it does not provide a complete picture of individual travelers' trip generating activities, the modes they used before ride-hailing services, and the potentially new patterns of behavior that have since emerged. Further research in this area is needed to help cities and transportation planners make critical policy decisions about how we allocate public space.

Figure 14. Mode substitution, weighted by frequency of ride-hailing use



Survey question: If Uber or Lyft were unavailable, which transportation alternatives would you use for the trips that you make using Uber or Lyft?

KEY FINDINGS: RIDE-HAILING IMPACTS ON TRANSIT

- After using ride-hailing, the average net change in transit use is a 6% reduction among Americans in major cities.
- As compared with previous studies that have suggested shared mobility services complement transit services, we find that the substitutive versus complementary nature of ride-hailing varies greatly based on the type of transit service in question.
- Ride-hailing attracts Americans away from bus services (a 6% reduction) and light rail services (a 3% reduction).
- Ride-hailing serves as a complementary mode for commuter rail services (a 3% net increase in use).
- We find that 49% to 61% of ride-hailing trips would have not been made at all, or by walking, biking, or transit.
- Directionally, based on mode substitution and ride-hailing frequency of use data, we conclude that ride-hailing is currently likely to contribute to growth in vehicle miles traveled (VMT).

7. Conclusions and Policy Implications

Ride-hailing services have exploded in popularity around the world in a relatively short period of time, and initial evidence suggests that they capture a relatively significant share of how people travel in major cities. Looking forward towards a future with automated vehicle technology – which is estimated to accelerate adoption of these services, it is critical that transportation planners and policymakers begin to understand how "mobility as a service" models shape travel patterns. Without a clear understanding of how these services influence transportation decisions, cities will be limited in their ability to make effective mid- to long-range infrastructure and policy choices aimed at ensuring that transportation services are equitable, sustainable, and safe.

By collecting data through a representative panel in seven major U.S. metropolitan areas, this study presents initial evidence on the adoption of ride-hailing services and their potential impacts on travel behavior, including vehicle ownership, trip generation, mode substitution, and vehicle miles traveled. We caution readers that one cannot assume the travel behavior impacts associated with ride-hailing transfer to other shared modes, or vice versa. That is, the results presented here are specific to ride-hailing, and do not necessarily apply to carsharing, bikesharing, or microtransit services. Further research on a variety of topics is needed.

Key Takeaways

There is uneven adoption of ride-hailing across income classes and age groups
As anticipated, we find that ride-hailing adopters tend to be younger, more educated, and have higher incomes than the rest of the population. Educated, affluent Americans have adopted ride-hailing services at double the rate of those who make $35,000 or less a year. Similarly, those aged 18 to 29 have adopted ride-hailing at a rate of 36%, while only 4% of those 65 and older use ride-hailing. If one hopes that these services can provide mobility to an aging population or improve transportation equity, there are clearly significant adoption issues that must be addressed.

Ride-hailing is used regularly by urban Americans, less so by those in the suburbs
While 29% of the urban population surveyed have adopted ride-hailing and use them on a regular basis, only 7% of suburban Americans in major cities use them to make trips in and around their home region. Another 7% of suburban Americans utilize ride-hailing primarily when they are traveling away from home. A significant factor influencing the long-term growth of ride-hailing is whether these services can prove to be more viable in suburban America, where most the urbanized population lives.

Ride-hailing users have similar vehicle ownership rates as everyone else
Ride-hailing users who use transit have higher vehicle ownership rates than individuals who only use transit in cities: 52% personally own vehicles compared to 46%. As compared with Americans who do not use transit or shared modes, ride-hailing users have the same levels of personal vehicle ownership. This finding, based on a representative sample of Americans in cities, is contrary to previous studies based on convenience samples.

Ride-hailing users who disposed of a vehicle use ride-hailing more frequently
Although the majority of ride-hailing users (91%) have not made any decisions about vehicle ownership since they started using ride-hailing, we find that 9% have disposed of a vehicle. Reduced vehicle ownership and reduced driving are both highly correlated with increased ride-hailing use. The net vehicle miles traveled (VMT) effects are unknown and are arguably a more important metric.

Ride-hailing users report a net decrease in their transit use
Contrary to previous studies that report on ride-hailing as having a primary complementary relationship to public transit, we find mixed results depending on the type of transit service. The net effect is negative – that is, on average, respondents reduce their transit use. Bus services and light rail services experience the largest reductions in use after individuals begin using ride-hailing services (6% and 3% respectively). Respondents reported using heavy rail systems more after ride-hailing (3%). This data demonstrates that the substitutive versus complementary nature of ride-hailing varies considerably based on the prevalence and quality of public transit services.

Approximately half of ride-hailing trips are ones that would have been made by walking, biking, transit, or avoided altogether
We find that 49% to 61% of ride-hailing trips would have not been made at all, or by walking, biking, or public transit. This mode substitution data suggests that directionally ride-hailing is likely contributing more vehicle miles traveled (VMT) than it reduces in major cities. This data is consistent with recent efforts to estimate the volume of traffic in cities which are associated with ride-hailing services. It suggests that substantial policy action may be required to ensure that ride-hailing can effectively be woven into the transportation network while reducing congestion and the emissions of transportation services. Absent of these efforts, congestion and emissions appear likely to grow.

Future Research and Policy Implications

Given the rapid growth of ride-hailing in cities around the world, it is critical to begin collecting data on their potential impacts on travel behavior, including vehicle ownership, vehicle miles traveled, and mode shares. Further research is needed to understand how ride-hailing may influence future trajectories of traffic volumes and associated emissions so that cities can effectively plan for transportation infrastructure and public transit investments. Absent of data, cities and transit agencies are essentially in the dark when making important decisions that

influence how citizens move in their regions. Based on this initial evidence, there are several viable choices that are likely to lead to improved mobility in major cities, while paving the way for more informed decision-making in the future.

Pricing and/ or priority to improve the flow of high-occupancy vehicles

In the near term, policymakers need to address the issue of additional vehicle miles that ride-hailing services contribute to cities (as well as those from personally-owned vehicles)– which can further erode high-capacity transit services. Given limited road infrastructure and the expanding population of cities, it is critical that high-occupancy vehicles be prioritized on the roadways if they are carrying a sufficient number of passengers. Both congestion pricing and enforced priority lanes can serve as effective measures to ensure that scarce roadway space is used effectively.

Improving data access for cities and transportation planners

There is an increasing data gap between privatized mobility operators and those in the public sphere who make critical short-to-long range transportation planning and policy decisions. As private mobility services providers continue to rapidly expand service, they gather massive amounts of data about how people move in cities – data that for the most part, are unavailable to transportation planners. Limited data in the public sector perpetuates less-informed decision-making, which in turn results in transportation systems that do not meet the public's needs. We need a solution to this growing problem.

There are several potential solutions for bridging the data gap: 1) mandated data-sharing for mobility operators that use public infrastructure (i.e. roads); and 2) investment in more frequent data collection efforts. The New York Taxi & Limousine Commission approved regulations requiring companies like Uber and Lyft to share detailed data on rides in New York City.[35] Provided they are sufficiently anonymized, this data is essential for cities to make informed transportation planning and policy decisions, and reasonable for cities to require given mobility operators' use of public infrastructure. Similar examples of mandated data-sharing exists across the transportation sector, including data required of airlines in exchange for use of airports.

Second, while research that harnesses data from ride-hailing providers themselves may shed light on the utilization, demographics, and miles traveled of these services, the more complex decisions that individuals and households make over time require continued data collection efforts through representative samples of the population. Given the pace of innovation in the transportation sector, data collection and analysis efforts to understand travel decisions are currently insufficient.

Ride-hailing services have disrupted traditional transportation providers, including public transit agencies and automobile manufacturers. The expansion of ride-hailing has highlighted a number of opportunities for cities to harness new technologies, data, and business models that can serve a greater portion of the population more efficiently. While the introduction of ride-hailing has brought about welcome innovation in the transportation sector, further data and collaboration

are required to ensure that these services can be effectively woven into the fabric of cities such that they are sustainable, equitable, and safe.

Acknowledgements

The data used in this research was collected through a project funded in part by the Toyota Research Institute of North America. The authors wish to express their thanks to Ken Laberteaux for his support of the data collection, and Lewis Fulton for his support of the research. We thank Patricia Mokhtarian, Karim Hamza, Don MacKenzie, David Keith, Candace Brakewood, and John Willard for their feedback on preliminary drafts of the survey instrument. We also would like to thank Alan Jenn for his support with data cleaning efforts and weighting of the final data. The opinions and conclusions expressed or implied are those of the authors alone.

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I-1

SAN DIEGO STATE UNIVERSITY

Comment on Draft Additional Analysis

1 message

jc@sfoadvisor.com <jc@sfoadvisor.com> Fri, Jan 12, 2018 at 1:56 PM
To: lshinn@mail.sdsu.edu

Director Shinn,

After a quick review of your 700+ page document, I find that none of my concerns from the original presentation have been address, specifically in the traffic study.

My wife and I live at 6285 Rockhurst Drive, on the West side of Rockhurst off the corner with College. In my quick search through the document I found no discussion or description of the ingress and/or egress plan for the Upper and/or Lower Adobe Falls housing. I did see Tables-8-1A and 8-1B which show between 88 and 93 trips added each in the morning and evening respectively. I also saw item D-3. which describes the necessary improvements for the College Avenue - Del Cerro Boulevard to 1-8 off ramp. It describes the necessary improvements as "..infeasible and, as a result, this impact is considered significant and unavoidable." I-1-1

So from this we know that all of the additional traffic generated by the plan, including the Adobe Falls housing, will have a significant impact that is negative and unavoidable. That alone is unacceptable.

What we don't know, because your study does not address it, is the impact on Lambda Street and Rockhurst Drive. I-1-2

Each morning and afternoon both Lambda and Rockhurst are heavily impacted by both vehicle and foot traffic as children are dropped off and picked up from Hearst Elementary School, located on Del Cerro Boulevard, with it's much used back entrance on Lambda. It is quite common in the morning to have the cars heading South on College to be backed up from the Del Cerro/College light past Rockhurst thus blocking the cars on both Rockhurst and Lambda from getting on College as they have a stop sign and must wait for traffic to clear.

The addition of even 88 cars a morning coming up out of Adobe Falls will add approximately 1,408 feet of cars to the line of cars waiting to get onto College (88 cars x 16ft per car length). As those new drivers, current residents, and parents dropping children off at Hearst, try to exit the area they will, as they do now, use Del Cerro Boulevard, Lambda, and Rockhurst Drive to try to get past the blockage. That will result in the first 5 - 10 houses on Rockhurst and Lambda that are West of College, being blocked from exiting their driveways every morning school is in session until traffic clears (assuming an F rating that is 80 seconds+ per car x 88 cars, for a total of 117 minutes) unless a good Samaritan lets someone into the flow of traffic. I-1-3

In addition, in my quick read I did not see see the safety issues raised by the Fire Department vis-a-vis the Adobe Falls housing addressed. Is that issues addressed in this document? If so, can you direct me to it? I-1-4

Does the new plan include any of the alternate road development that would take the Adobe Falls traffic West or directly South under the 8 Freeway? If not, why not? I-1-5

Again, this feels like San Diego State trying to do the absolute least possible to ram through development without any true consideration of the impact on the neighborhoods. I-1-6

If you would like to discuss this, I invite you to stop by any school morning. We can have a cup of very good coffee and discuss it from our front yard as we watch the traffic back up on College and Rockhurst. Just let me know when you are available and I will adjust my schedule to meet with you. I-1-7

Regards,

Jim Call
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SAN DIEGO STATE UNIVERSITY

Laura Shinn <lshinn@mail.sdsu.edu>

Denial of Due Process - SDSU NOA of Draft Additional Analysis to 2007 Campus Master Plan

1 message

Mark Nelson (Home Gmail) <menelson@gmail.com> Mon, Jan 15, 2018 at 2:50 PM
To: Laura Shinn <lshinn@mail.sdsu.edu>, Governor of California <governor@govenor.ca.gov>, Ken.Alex@gov.ca.gov, OPR State Clearinghouse <state.clearinghouse@opr.ca.gov>
Cc: presidents.office@sdsu.edu

According to an SDSU appendix, http://bfa.sdsu.edu/campus/facilities/planning/docs/App_Y.pdf , SDSU has restarted work on a 10 year old EIR several months ago without providing an NOI.

It appears this work may have been underway during the pendency of the EIR for the west campus project, and simply concealed from the public. That is unknown at this time.

There is NO REASON the general public should not have received an NOI or other public notice regarding the restart and limited scope of the update of this EIR, since it had been fallow for a decade (2007 Campus Plan).

At a minimum, it shows bad faith on the part of SDSU to withhold its actions from the public. At a maximum, it is a violation of CEQA. SDSU should be required to provide notice and reset the deadline on NOA comments.

I-2-1

SAN DIEGO STATE UNIVERSITY

RE: Comment on Draft Additional Analysis - Amended and Expanded Comments

3 messages

jc@sfoadvisor.com <jc@sfoadvisor.com> Thu, Feb 8, 2018 at 11:34 AM
To: lshinn@mail.sdsu.edu
Cc: rgregg@sdsu.edu

My comments are hereby amended and expanded after meeting with Laura Shinn, Director of Planning and Rachel Gregg, Community Relations Manager, for SDSU.

First I want to thank Laura and Rachel for taking the time to meet with me. They were very helpful in explaining SDSU's plan and thinking on the project. I was very impressed with their professionalism and integrity in presenting SDSU's vision for the project. I-3-1

For me the information that they provided/clarified included the following key points:

1. The Adobe Falls portion of the project:

a. The fire hazard issue raised previously by the San Diego Fire Department vis-à-vis the Adobe Falls portion of the project were not addressed as it was not cited by the Court in its decision on the project. I-3-2

b. Approval/comment <u>at this time</u> is focused on the initial phase, i.e., the Upper Village Town-homes consisting of 48 proposed units. I-3-3

c. Anticipated occupancy would be approximately 2.1 persons per unit.

d. The Lower Village Town-homes portion of the project is identified as 124 units in the report, again with expected occupancy of 2.1 person per unit.

i. Prior to initiating the Lower Village Town-homes project SDSU would again reach out for comment. (In the discussion it seemed that both Laura and Rachel felt this was some sort of significant hurdle to that portion of the project – I don't see it as anything more than a minor speed bump). I-3-4

ii. The actual size of the Lower Village Town-home project could be as much as **300 Units**, not just the 124 units used in the traffic studies and cited in the documents.

e. The construction period would be over a number of years, more than 2 probably less than 5. Nowhere in the study is the construction traffic cited. Laura was not sure if it was or wasn't included in the study. I-3-5

2. Traffic Study Methodology/Results:

a. The rational that road improvements for the College Avenue / Del Cerro Boulevard to 1-8 off-ramp, per D-3 of the report are "..infeasible and, as a result, this impact is considered significant and unavoidable" goes something like this:

i. SDSU's is ready and willing to pay its share of the improvements to mitigate the issue, **<u>BUT</u>** the City of San Diego (and any other contributors) has no plans to pay their share. Since the SDSU portion alone will not adequately address the issue, they will not spend the money if the City isn't planning to pay its share. Therefore the project can go ahead with no mitigation. I-3-6

b. Laura was not sure if there was any sensitivity analysis done on the assumptions driving the numbers. For example for the Upper Village project the traffic study assumes just 25 trips in the morning for the 48 Units, and approximately 100 people in those townhomes. Seems a bit low to me, so what if it is 15 trips or 40 trips, etc..?

c. Traffic impact on other intersections beyond the College/Del Cerro Boulevard intersection for the Del Cerro neighborhood were not looked at.

3. Comment Process:

a. At our meeting I pointed out that none of my immediate neighbors (6 households) had received the notification letter that I had received and were unaware that the project was back in play. Laura said that they had used the mailing list from 10 years ago, and that perhaps new residents might not have received it for that reason. 4 of the 6 people I checked with have been in their current homes more than 15 years. I-3-7

Based on the additional information provided, the word that best comes to mind for the plan and the process that SDSU is using to push the plan is: disingenuous. I-3-8

My understanding of the initial Court ruling is that SDSU was being disingenuous when it said it would pay for improvements if the State Legislature approved the funding. What is the difference from the current SDSU stance on paying their fair share only if everyone else pays theirs, and if there is no agreement on that then go ahead with the project and damn the impacts? That is disingenuous.

While Laura clearly pointed out that the point estimates used by the engineering firm were "industry standard", not looking at a sensitivity analysis is disingenuous. There is nothing much at the bottom of Adobe Falls. I find it hard to believe that if there are 100 people living there that only 25 of them will want to head out in the morning. I could easily see that number being 50 – 75, which I have to believe would be a significant impact on the study results. I-3-9

Not addressing the fire hazard issue raised by the City Fire Department is not only disingenuous, it is malfeasance, and boarders on criminal. God forbid that the project is built and a fire occurs. Should anyone be injured or killed, I am sure that there will be much discussion on how this could have happened. Well the answer is in this process and this review – it is an inconvenient issue so let's ignore it and 5 – 10 years from now when the downside comes the people involved now won't be around to get blamed. That is disingenuous. I-3-10

To make this process and the decision rational and fair, I ask that the reviewing/approving bodies do the following:

1) Order a revised traffic study that:

a. Includes the upstream intersections that will also be impacted.

b. Include sensitivity analysis on the point estimates for trips, including at least one scenario where public transport is not estimated to pick up significant portions of the trips (I watch the trolley go by many a day down the I-8 with almost no one in it!).

c. Include estimates for the construction traffic trips, including both volume and the size of the vehicles, and disruption to traffic flow moving those vehicles into and out of place on the construction site. I-3-11

2) Require comment on the Lower Adobe Falls portion of the project at the maximum density that may be sought for approval in the future, i.e., 128 or 300, but what you ask for now is the maximum you can ever build later. I-3-12

3) Address the fire hazard issues on the Adobe Falls portion of the project now, and if it is not resolved to the City Fire Department's satisfaction, reject the plan. I-3-13

4) Force a resolution for the funding of the required improvements to eliminate the traffic impacts. Make it a requirement, no funded resolution, no approval. I-3-14

5) Extend the comment period, and re-send the notice and information to ALL of the current residents. There are plenty of services that can make sure each of the households that will be impacted actually get notification. Using a 10 year old mailing list is indefensible. I-3-15

Again I want to thank Laura and Rachel for their input. They were honest and straightforward and I do not blame the messengers for having to defend and explain the SDSU plan and the disingenuous way it is being pushed. I-3-16

Thank you for your attention.

Jim Call
619 992 5275
jc@sfoadvisor.com

> -------- Original Message --------
> Subject: Comment on Draft Additional Analysis

I-4

SAN DIEGO STATE UNIVERSITY

Laura Shinn <lshinn@mail.sdsu.edu>

Comments on SDSU 2007 Campus Master Plan Final Environmental Impact Report (EIR) (SCH No. 2007021020)

1 message

Mark Nelson (Home Gmail) <menelson@gmail.com> Tue, Feb 13, 2018 at 11:05 PM
To: Laura Shinn <lshinn@mail.sdsu.edu>, OPR State Clearinghouse <state.clearinghouse@opr.ca.gov>, cityattorney@sandiego.gov

Attached are comments from Mark Nelson, adjoining landowner to SDSU.

Comments on SDSU SCH No. 2007021020.docx
19K

Comments on SDSU 2007 Campus Master Plan Final Environmental Impact Report (EIR)

(SCH No. 2007021020)

1. FAILURE OF PURPOSE BY SDSU - SDSU has failed the CSU, the City of San Diego, adjoining and neighboring residents, and the environment through its poor planning or gold-plating.

In 2007 SDSU identified hundreds of millions of dollars of construction, coupled with significant and non-mitigable environmental impacts and environmental destruction to achieve a student "headcount" of 35,000 by 2022 to 2027. SDSU achieved 33,441 students by 2017, with few of the requested costly and environmentally damaging impacts. Either SDSU is unable to plan adequately, or, SDSU is gold-plating its requests. There are no other reasonable explanations for how SDSU could achieve its 2022-2027 student level goal of approximately 35,000 with so little execution of the 2007 Master Plan, OTHER THAN, SDSU had no need for the costly and environmentally damaging actions in the first place. I-4-1

2. ATTEMPING TO LIMIT SCOPE WHILE CHANGING ANALYZED ASSUMPTIONS - CSU/SDSU erroneously attempt to limit comments on the EIR SCH No. 2007021020

SDSU has developed a limited re-analysis of areas of its EIR associated with the 2007 Campus Master Plan by changing some of the key assumptions to the original plan at CSU/SDSUs own choosing, and therefore CSU/SDSU changed the assumptions and failed to re-analyze key points of the original EIR analysis. Foremost, SDSU modifies the projected number of students from 35,000 to approximately 45,000 and then attempts to limit comments. This is an error of CEQA and SDSU must accept comments on any facet of the 10-year old CEQA/EIR analysis that is impacted by changes that SDSU made. Otherwise, SDSU must revert to a maximum student "headcount" of 35,000 to complete the analysis consistent with the ruling of the court. SDSU cannot pick and choose assumptions inconsistent with the court ruling and then limit the input of the public. I-4-2

3. CHANGING SELECTED 2007 PLANNING ASSUMPTIONS WITHOUT RE-ANALYSIS OF THE ENTIRE EIR - The 2007 Campus Master Plan and associated EIR/CEQA analysis and documents are inaccurate, outdated, and must be refreshed and reanalyzed prior to any certification of the EIR. Any other certification will be on its face invalid.

A 2018 Draft Additional Analysis to a 2007 Master Plan and related EIR is very unusual. In the course of more than a decade, nearly all underlying assumptions in the 2007 plan and EIR have changed. This delay was triggered by SDSUs unconstitutional assertion that it was exempt from financial participation in CEQA mitigation absent specific California Legislative appropriation. As a result of SDSU having created the delay by its action, SDSU should now be required to field a thoroughly updated EIR and CEQA document that reflects are material changes to the environment. The current EIR, certified half a decade ago, is now stale and defective.

A key defect is the planning assumption of student "headcount" by 2027. The Draft Additional Analysis is inadequate and represents a fundamentally different case than what was certified in the 2007 Master Plan related EIR. The 2007 Master Plan provided a CEQA analysis of an increase in students from 25,000 to 35,000 from 2007 through 2027. The current Draft Additional Analysis completely ignores the 35,000 student base maximum assumption by 2027, and arbitrarily increases the maximum student "headcount" to 44,826. The current "headcount" at SDSU is over 33,000 and represents nearly 96% of the maximum 2027 student "headcount" analyzed by SDSU in the 2007 Master Plan EIR. SDSU has increased its student "headcount" by nearly all of the projected 10,000 students with virtually no need for many of the facilities noted to be required in the 2007 plan. Therefore, the 2007 Master Plan has been shown to be defective on its face by proposing both mitigated and un-mitigated environmental damages without any associated need as demonstrated by SDSU having successfully increased the number of students to 33,441 by 2017. I-4-3

As stated on Page AA3.14-1,

"As approved, the 2007 Master Plan authorized: (i) an enrollment increase of 10,000 full-time equivalent (FTE) students over the next 15-20 years, from 25,000 to 35,000"

and as stated on Page AA3.14-3,

"The analysis presented here is based on the same project as that proposed in 2007, which included an increase in the authorized maximum number of FTE students from 25,000 FTE to 35,000 FTE, with a corresponding increase in "headcount" from 33,441 students to 44,826"

Definitely, the project has no need, since the enrollment has been increased to effectively 35,000.

4. UNNEEDED STUDENT HOUSING BASED ON THE 2007 MASTER PLAN OF 35,000 STUDENTS - Given the current enrollment of 33,441 and the planned enrollment of the 2007 Master Plan of only 35,000 demonstrates the present adequacy of the campus, SDSU fails to demonstrate that any additional specific student housing is required, and fails to conduct any updated environmental analysis since 2007. The SDSU campus has already accommodated the full planning projection of the 2007 assumptions without the additional student housing. I-4-4

As a matter of its own facts, SDSU has identified that its 2007 Master Plan and the associated EIR analyzed the impacts of the surrounding area of SDSU along with 35,000 students in the 2022-2027 range. Since SDSU achieved nearly 35,000 students by 2017 (33,441 per SDSU), that accomplished goal demonstrates that SDSU has no need for increased housing levels, and therefore SDSU has no right under CEQA to have any impacts to the environment.

5. UNNEEDED ALVARDO CAMPUS BASED ON THE 2007 MASTER PLAN OF 35,000 STUDENTS - Given the current enrollment of 33,441 and the planned enrollment of the 2007 Master Plan of only 35,000, SDSU fails to demonstrate that the Alvarado Campus with 612,000 GSF is needed south of Alvarado Road, and fails to conduct an updated environmental analysis given the new base level of 33,441 students. The SDSU campus has already accommodated the full planning projection of the 2007 assumptions without the additional Alvarado Campus. I-4-5

As a matter of its own facts, SDSU has identified that its 2007 Master Plan and the associated EIR analyzed the impacts of the surrounding area of SDSU along with 35,000 students in the 2022-2027 range. Since SDSU achieved nearly 35,000 students by 2017 (33,441 per SDSU), that accomplished goal demonstrates that SDSU has no need for the Alvarado Campus and therefore SDSU has no right under CEQA to have any impacts to the environment.

6. UNNEEDED ALVARDO HOTEL BASED ON THE 2007 MASTER PLAN OF 35,000 STUDENTS - Given the current enrollment of 33,441 and the planned enrollment of the 2007 Master Plan of only 35,000, SDSU fails to demonstrate that the Alvarado Hotel is required, and fails to conduct an updated environmental analysis of the Alvarado Hotel since 2007 given the current campus and regional conditions. The SDSU campus has already accommodated the full planning projection of the 2007 assumptions without the additional Alvarado Hotel. I-4-6

As a matter of its own facts, SDSU has identified that its 2007 Master Plan and the associated EIR analyzed the impacts of the surrounding area of SDSU along with 35,000 students in the 2022-2027 range. Since SDSU achieved nearly 35,000 students by 2017 (33,441 per SDSU), that accomplished goal demonstrates that SDSU has no need for the Alvarado Hotel and therefore SDSU has no right under CEQA to have any impacts to the environment.

7. UNNEEDED ADOBE FALLS FACULTY/STAFF HOUSING - BASED ON THE 2007 MASTER PLAN OF 35,000 STUDENTS - Given the current enrollment of 33,441 and the planned enrollment of the 2007 Master Plan of only 35,000, SDSU fails to demonstrate that the Adobe Fall Faculty/Staff Housing is required, and fails to conduct an updated environmental analysis of the Adobe Falls project since 2007 given the current campus and regional conditions. The SDSU campus has already accommodated the full planning projection of the 2007 assumptions without the additional Adobe Falls Project. I-4-7

As a matter of its own facts, SDSU has identified that its 2007 Master Plan and the associated EIR analyzed the impacts of the surrounding area of SDSU along with 35,000 students in the 2022-2027 range. Since SDSU achieved nearly 35,000 students by 2017 (33,441 per SDSU), that accomplished goal demonstrates that SDSU has no need for the Adobe Falls Faculty/Staff Housing and therefore SDSU has no right under CEQA to have any impacts to the environment.

8. UNNEEDED COX/VIEJAS ARENA CAMPUS CONFERENCE CENTER BASED ON THE 2007 MASTER PLAN OF 35,000 STUDENTS - Given the current enrollment of 33,441 and the planned enrollment of the 2007 Master Plan of only 35,000, SDSU fails to demonstrate that the Viejas Arena Campus Conference Center of 70,000 GSF is required, and fails to conduct an updated environmental analysis of the Viejas Arena Campus Conference Center project since 2007 given the current campus and regional conditions. The SDSU campus has already accommodated the full planning projection of the 2007 assumptions without the additional Viejas Arena Campus Conference Center Project. I-4-8

As a matter of its own facts, SDSU has identified that its 2007 Master Plan and the associated EIR analyzed the impacts of the surrounding area of SDSU along with 35,000 students in the 2022-2027 range. Since SDSU achieved nearly 35,000 students by 2017 (33,441 per SDSU), that accomplished goal demonstrates that SDSU has no need for the Viejas Arena Campus Conference Center and therefore SDSU has no right under CEQA to have any impacts to the environment.

9. CONCLUSION

The 8 points above clearly establish that any re-analysis by CSU/SDSU is invalid due to a) failure to establish continuing valid purpose and need, b) excessively aged (over 10 years old) analysis of the situation, and c) completion of the 2007 target enrollment by 2017 and therefore conclusion of purpose and need on every point. SDSUs traffic analysis is therefore invalid because of the invalid assumptions and lack of purpose and need. SDSUs resulting transit analysis and transit demand management mitigation are both invalid as a direct result. I-4-9

10. FAILURE TO ADHERE TO CALIFORNIA SUPREME COURT DECISION

The following is SDSUs statement of its unconstitutional actions to avoid CEQA mitigation – "*Contingent Mitigation Payment Inadequate*. The courts found that the EIR's traffic mitigation measures, which required payments to the City of San Diego for certain road improvements, were inadequate. The reason they were found inadequate was because the payment of monies to the City was made contingent upon Legislative appropriation; that is, CSU/SDSU was only required to pay the money if the Legislature specifically appropriated the funds"

SDSU continues to assert precisely the same argument using different words and willfully disregards the California Supreme Court. SDSU makes the following laughable statement as it declares that no mitigation is feasible due to – "the absence of a funding plan or program to implement the necessary improvements…" I-4-10

SDSUs assertion is the same as that which was rejected the California Supreme Court and SDSUs assertion represents willful disregard of the California Supreme Court.

SDSU MUST DEVELOP AND FUND REQUIRED PROGRAMS TO MITIGATE ITS DESTRUCTION OF THE ENVIRONMENT TO THE FULLEST EXTENT UNDER CEQA.

AS A RESULT, SDSUs FINDINGS ARE INSUFFICIENT AND INVALID.

February 23, 2018

Laura Shinn, Director Department of Facilities Planning, Design and Construction

San Diego State University

Re: Draft Additional Analysis to SDSU 2007 Master Plan EIR

Dear Ms. Shinn:

While the introduction to the DAA shows the changes made to the 2007 inadequate EIR, it should also acknowledge that the rest of the EIR is still 10 years old and requires updating for current circumstances. According to the February 21 Union Tribune article, SDSU won't be able to meet the growing demand for enrollment without a satellite campus. SDSU Architect Bob Schultz, "there is no room for significant growth on the main campus". I-5-1

The DAA plan is to increase enrollment from the 33,441 by 11,385 to 44,826 students by 2035. The 2007 EIR referred to 25,000 FTE but there has evidently already been a significant increase since then. This is confusing to the public and we don't understand how SDSU enrollment was allowed to grow so much when the 2007 Master Plan EIR was deemed inadequate by the court. In fact, there is no disclosure on how enrollment has increased since 2007. I-5-2

According to the DAA, additional student housing is planned for Lots 2A, 9 and 17 to help house the 11,385 more students by 2035. While there are 1,630 additional beds specified by 2019 and only 2,976 in near term and future development, we are concerned about the lack of disclosure on essential additional on campus housing commitments and the likely adverse impact on the single family residential character of our community. We have already seen a continuing significant impact of more mini-dorms and now companion units with significant enrollments gain since 2007. I-5-3

Furthermore, I am concerned by the numerous significant and unavoidable impacts being glossed over when mitigation measures are not feasible. Even with the plans for 2,096 more students by 2022, I question why there are no roadway network improvements assumed in light of current traffic congestion levels. According to table AA3.14-15, there are already serious LOS E and F ratings at major intersections, including College Ave./Zura Way, Canyon Crest, I-8 Eastbound and Montezuma, 55th/Montezuma as well as Fairmont Ave./I-8 Westbound. In addition to significant direct impacts at these intersections, there are also similar impacts on streets, such as on Alvarado Road from East Campus Drive to Reservoir and Reservoir to 70th Street. I-5-4

It looks like the DAA has not been updated for mitigation measures specified upon reaching 25,211 FTE. For instance, improvements to College Ave. Northbound to I-8 Eastbound, College/Zura and College/Canyon Crest have not been completed. I-5-5

According to table AA3.14-29 &30 on near term mitigation analysis, the widening and restriping Alvarado Road from East Campus Drive to Reservoir would not be feasible without removal of off street parking. A similar problem situation exists from Reservoir Drive to 70th Street where restriping and adding 2-way center left turn lanes or left term pockets evidently would not be feasible without removing on street parking. Widening and constructing a median between Montezuma and Cresita I-5-6

Drive is not feasible. In short, you have not identified meaningful traffic mitigation measures, and only described what can't be done in these street segments. I-5-6

For the horizon year 2035, significant and unavoidable impacts are even more troubling. There is either no funding available or limits on adding lanes for College Ave./Del Cerro to I-8 Westbound, Fairmount/I-8 Westbound, College Ave. from Zura Way to Montezuma and on Montezuma Fairmount to Collwood. "No funding" is not an acceptable conclusion, considering the Court's ruling that SDSU must pay for the impacts it creates. I-5-7

The DAA likewise refers to significant and unavoidable impacts for ramp meters at I-8 Eastbound and Westbound as well as on I-8 Fairmount to Waring, Waring to College and Fletcher Parkway. I-5-8

Moreover, the 2007 FEIR Mitigation Measures do not adequately address the potential substantial construction related impact of student housing and the hotel, such as on Alvarado Road and closures. I-5-9

Please revise and update the outdated 2007 EIR to include (1)more realistic solutions to reduce the serious traffic impacts created by this expansion, (2) provide adequate disclosure on enrollment changes since 2007 and (3) how SSDSU can provide on additional on campus housing beyond the planned 2,976 beds to reduce traffic congestion and the mini-dorm problems on your College Area neighbors. I-5-10

Sincerely,

Armin Kuhlman

5069 Catoctin Drive, San Diego, CA 92115

SAN DIEGO STATE UNIVERSITY

Laura Shinn <lshinn@mail.sdsu.edu>

Draft Additional Analysis 2007 master plan

1 message

Ann Cottrell <acottrel@mail.sdsu.edu> Sun, Feb 25, 2018 at 11:58 PM
To: Shinn Laura <lshinn@mail.sdsu.edu>

Dear Ms. Shinn

According to announcements the deadline for comments on the DAA to the 2007 Master plan is Feb. 25 and it is still Feb. 25 so I trust this will be entered into the record. I-6-1

My concern is very simple. The original master plan traffic analysis made no mention of the impact of traffic on roads exiting campus through College View Estates… (Remington Road, Hewlett, College Gardens Court, Yerba Santa and mesquite on to Montezuma) I-6-2

This was an oversight at the time. It is even more critical now and into the future. The DAA to the 2007 Master Plan specifies that analysis be reassessed and re-evaluated, not just repeated. This route to and from campus is used increasingly and may possibly become gridlocked in the future for a number of reasons: I-6-3

1) The increased gridlock on 55th north from Montezuma causes drivers to seek alternative routes. When that traffic is heavy, our experience and that of others, is that map aps direct drivers to the quickest route going West and that route is through College View Estates.

2) The campus population is projected to grow significantly in the future causing more gridlock on Montezuma and 55th, thus encouraging the alternate route through CVE. Campus facilities on the West side are increasing this year with the new dorm and probably expanding ARC both likely to create more traffic. I-6-4

The DAA Analysis MUST consider the impact on this route of campus and find ways to mitigate it.

Sincerely,

Ann Cottrell

AA3.14.12.3 RESPONSES TO COMMENTS

Final Additional Analysis to the 2007 SDSU Campus Master Plan Final EIR

Responses to Comments

Comment S-1-1	Keri Robinson, Acting Branch Chief, Department of Transportation 1/11/18	Response
The California Department of Transportation (Caltrans) appreciates the opportunity to have reviewed the Revised Traffic Impact Analysis (TIA), dated November 26, 2017, as a part of the Final Environmental Impact Report (FEIR) for the San Diego State University Master Plan Update. Caltrans would like to make the following comments: 1. Reducing the College Avenue lane widths to 11 feet need to meet the Caltrans Highway Design Manual, Index 301.1 – Lane Width. Please provide the documentation that "AADTT (truck volume) less than 250 per lane that are in urban, city or town centers" requirement is met.		The comment regards the final lane width design of the College Avenue / I-8 eastbound ramp intersection. The AADTT (truck volume) calculations will be conducted prior to the design phase of mitigation implementation, and at that time the final width of the College Avenue lanes will be determined. The applicable mitigation measure, AATCP-1, requires SDSU to "prepare design plans and submit such plans to the City of San Diego and Caltrans for review and approval." Therefore, Caltrans will have the opportunity to review and approve the ultimate lane widths prior to implementation.

Comment S-1-2	Keri Robinson, Acting Branch Chief, Department of Transportation 1/11/18	Response
2. Proposed signalization at intersection 16, which is currently an all-way stop controlled intersection, needs to follow the Intersection Control Evaluation (ICE) process per 2014 CA MUTCD and Caltrans Traffic Operations Policy Directive #13-02 before any intersection control is agreed upon. a. See Caltrans's "ICE Process Informational Guide". http://www. dot.ca.gov/trafficops/ice.html b. See Caltrans's "Policy Directive #13-02". c. Signal warrants need to be met before proposal accepted.		The comment regards the mitigation measure for intersection 16 (I-8 westbound ramps / Parkway Drive). The measure, Mitigation Measure AATCP-5, has been revised since the draft TIA was submitted to Caltrans and now includes the requirement to follow the Intersection Control Evaluation (ICE) process. Please see Final Additional Analysis, Revisions to Draft Additional Analysis, Mitigation Measure AATCP-5.

d. A queue analysis will need to be done to make sure exit ramp storage is adequate with signal delays or mitigation is needed.	

Comment S-1-3	**Keri Robinson, Acting Branch Chief, Department of Transportation 1/11/18**	**Response**
3. The ADA facilities within the proposed project need to be upgraded to meet ADA requirements in Caltrans DIB 82-06, "Pedestrian Accessibility Guidelines for Highway Projects".		The comment states that ADA facilities "within the proposed project" need to be upgraded. This comment appears to refer to the I-8 eastbound ramp / College Avenue intersection mitigation measure. The comment is in regards to the design phase of the mitigation implementation. The project will upgrade the intersection to meet ADA requirements consistent with Caltrans policy directives.

Comment S-1-4	**Keri Robinson, Acting Branch Chief, Department of Transportation 1/11/18**	**Response**
4. The Synchro files do not account for pedestrian calls at the westbound exit ramp from I-8 onto College Avenue. Pedestrian phase in the signal phase causes more delay on our exit ramp and more queueing. Since this is a college area, a higher than average number of pedestrians crossing the road is expected. Please, update the Synchro files to reflect this and resubmit. [See Final Additional Analysis, Responses to Comments, Bracketed Comment Letters, Letter S-1, accompanying graphic.]		The comment regards pedestrian calls on College Avenue at the I-8 westbound ramps / College Avenue intersection. There are no pedestrian call buttons at the intersection and, therefore, it is correct not to show a Pedestrian Phase at this intersection.

Comment S-1-5	**Keri Robinson, Acting Branch Chief, Department of Transportation 1/11/18**	**Response**
5. The Synchro files do not account for pedestrian calls at the I-8 eastbound entrance ramp from northbound College A venue. Pedestrian phase in the signal phase causes more delay and more queueing. Please update the Synchro files to reflect this		The comment regards pedestrian calls on College Avenue at the I-8 eastbound ramps / College Avenue intersection. There are no pedestrian call buttons at the intersection and,

and resubmit. [See Final Additional Analysis, Responses to Comments, Bracketed Comment Letters, Letter S-1, accompanying graphic.]	therefore, it is correct not to show a Pedestrian Phase at this intersection.
Comment S-1-6	**Keri Robinson, Acting Branch Chief, Department of Transportation 1/11/18** **Response**
6. The Synchro files pedestrian walking time across College Avenue at Canyon Crest (node 9) should be revised. It should take about 35 seconds to walk across College Ave at Canyon Crest given the 3.5 seconds/feet acceptable pedestrian walking rate and the distance across of about 128ft. The submitted Synchro files shows 7.0 + 15.0 walk time - total red phase of 22 seconds. Please update all intersection with the correct crossing times and resubmit. [See Final Additional Analysis, Responses to Comments, Bracketed Comment Letters, Letter S-1, accompanying graphic.]	The comment regards pedestrian walking time across College Avenue at Canyon Crest Drive. The analysis of the City controlled College Avenue / Canyon Crest Drive intersection utilized the signal timing provided by the City of San Diego, per City standards. The analysis was checked and was found to be correct, per those timing plans.
Comment S-1-7	**Keri Robinson, Acting Branch Chief, Department of Transportation 1/11/18** **Response**
7. At the College Avenue and Canyon Crest intersection, Synchro files show a pedestrian crossing on the eastbound side crossing Canyon Crest where there are no pedestrian facilities. The Synchro files should be revised to show pedestrians crossing the Alvarado Road/E. Campus Drive. In addition, the Synchro files show zero pedestrian calls when this should be a busy pedestrian crossing.	The comment regards pedestrian crossing at the College Avenue / Canyon Crest Drive intersection. The analysis correctly shows the pedestrian crossings of the south leg and east leg of the College Avenue / Canyon Crest Drive intersection, consistent with Synchro Software procedures.
Comment S-1-8	**Keri Robinson, Acting Branch Chief, Department of Transportation 1/11/18** **Response**
8. There is a missing volume segment on Alvarado Road, which is shown as zero but should be 410 vehicles/hour. This shows no vehicle congestion on Alvarado Road when there	The comment regards segment volumes on Alvarado Road. The 410 volume amount is the addition of the three westbound movements (left-turn, through, right-turn) of the

currently is congestion. Please revise to show existing conditions. [See Final Additional Analysis, Responses to Comments, Bracketed Comment Letters, Letter S-1, accompanying graphic.]	College Avenue / Alvarado Road intersection 257, 70 & 83. The zero shows up on the graphic since there is a parking lot entrance just east of the intersection. However, this intersection is not analyzed and the zero is not used in the analysis.
Comment S-1-9	**Keri Robinson, Acting Branch Chief, Department of Transportation 1/11/18**	**Response**
9. Please update Synchro files per comments 4 through 8 and revise the TIA accordingly.		The comment relates to preceding comments 4 through 8 and requests that the Synchro files be revised accordingly. As explained in the respective responses, all of the inputs are correct as described in responses 4-8 and, therefore, no revisions to the Synchro files are necessary.
Comment S-1-10	**Keri Robinson, Acting Branch Chief, Department of Transportation 1/11/18**	**Response**
10. Section 9 of the TIA should include 1-8 exit ramps queue analysis comparing existing with existing + total project. Queueing at exit ramps should be analyzed due to speed differentials when there are slow vehicles queued adjacently to vehicles driving at 65 MPH on the mainlines. If you have any questions, please contact Roy Abboud, of the Caltrans Development Review Branch, at (619) 688-6869 or by e-mail to roy.abboud@dot.ca.gov.		The comment requests a queue analysis at the I-8 exit ramps. However, neither the City of San Diego, Caltrans, SANTEC (San Diego Traffic Engineers' Council), nor California State University have approved significance criteria for use in conducting a queuing analysis and, therefore, the significance of queue-related impacts cannot be determined. For this reason, a queuing analysis is not included in the TIA. However, in response to the comment, a queue analysis was conducted by the project traffic engineers. Please see response to comment S-3-4 for information regarding the queue analysis.
Comment S-2-1	**Damon Davis, Acting Branch Chief, Department of Transportation 2/6/18**	**Response**
The California Department of Transportation (Caltrans) appreciates the opportunity to have reviewed the Revised		The comment is an introduction to comments that follow. No further response is required.

Traffic Impact Analysis (TIA), dated November 26, 2017, as a part of the Final Environmental Impact Report (FEIR) for the San Diego State University Master Plan Update. Caltrans previously provided comments on January 11, 2018 and received response to comments, see attachments. Cal trans would like to make the following comments:	

Comment S-2-2	**Damon Davis, Acting Branch Chief, Department of Transportation 2/6/18**	**Response**
1. The comments dated January 11, 2018 still apply due to LLG not addressing them adequately. LLG's response stating," it is correct not to show a Pedestrian Phase" is not a reasonable justification. The field condition shows existing pedestrian push buttons and screen captures of your Synchro files show error in your modeling. The TIA finding should be based on correct Synchro modeling with minimal errors.		In response to the comment, LLG met with Caltrans on February 15, 2018 as it appeared to LLG there was some confusion on the part of Caltrans as to how pedestrians are coded into the Synchro software. Following the meeting at which LLG explained the Synchro Analysis Software and its application in the analysis, to the apparent satisfaction of Caltrans, Caltrans sent LLG its "remaining comments" by e-mail dated February 21, 2018, which did not include the subject Synchro related comments. The remaining comments, and CSU/SDSU's responses to those comments, are set forth below as comments and responses S-3-1 through S-3-4. For additional information responsive to comments S-2-2 through S-2-8, please see the responses to the Caltrans letter dated January 11, 2018, comments S-1-1 through S-1-10, above.

Comment S-2-3	**Damon Davis, Acting Branch Chief, Department of Transportation 2/6/18**	**Response**
<u>Comments for submitted SDSU Master Plan Update Synchro files:</u>		Please see response to comment S-2-2 for information responsive to this comment.

2. The Synchro files do not account for pedestrian calls at the westbound exit ramp from 1-8 onto College A venue. The pedestrian phase in the signal phase causes more delay on our exit ramp and more queueing. Since this is a college area, higher than normal number of pedestrians crossing the road is expected. Please update Synchro files and resubmit (see graphics on next page). [See Final Additional Analysis, Responses to Comments, Bracketed Comment Letters, Letter S-2, accompanying graphic.]	

Comment S-2-4	**Damon Davis, Acting Branch Chief, Department of Transportation 2/6/18**	**Response**
3. The Synchro files do not have the correct pedestrian walking time for pedestrians to walk across College Avenue at Canyon Crest (node 9). It should take about 35 seconds to walk across College Avenue at Canyon Crest given the 3.5 seconds/feet acceptable pedestrian walking rate and the distance across of about 128 ft. The submitted Synchro files shows 7.0 + 15.0 walk time - total red phase of 22 seconds. Please update all intersection with the correct crossing times and resubmit. [See Final Additional Analysis, Responses to Comments, Bracketed Comment Letters, Letter S-2, accompanying graphic.]		Please see response to comment S-2-2 for information responsive to this comment.

Comment S-2-5	**Damon Davis, Acting Branch Chief, Department of Transportation 2/6/18**	**Response**
4. The Synchro files show pedestrian crossings on the wrong side of the College Avenue and Canyon Crest intersection. They are shown on the eastbound side crossing canyon crest where no pedestrian facilities exist. The Synchro files show zero pedestrian calls when this should be a busy pedestrian crossing. Please update with accurate crossings and pedestrian calls. [See		Please see response to comment S-2-2 for information responsive to this comment.

Final Additional Analysis, Responses to Comments, Bracketed Comment Letters, Letter S-2, accompanying graphic.]	
Comment S-2-6	**Damon Davis, Acting Branch Chief, Department of Transportation 2/6/18** — **Response**
5. There is a missing volume segment on Alvarado Road shown as zero, but should be 410 vehicles/hour. This shows that there is no vehicle congestion on Alvarado Road when there is congestion (see graphic on next page). [See Final Additional Analysis, Responses to Comments, Bracketed Comment Letters, Letter S-2, accompanying graphic.]	Please see responses to comments S-1-8, S-3-2, and S-3-3 for information responsive to this comment.
Comment S-2-7	**Damon Davis, Acting Branch Chief, Department of Transportation 2/6/18** — **Response**
<u>Comments on TIA:</u> 6. Please update Synchro per comments 4 through 8 and then update TIA accordingly.	Please see response to comment S-2-2 for information responsive to this comment.
Comment S-2-8	**Damon Davis, Acting Branch Chief, Department of Transportation 2/6/18** — **Response**
7. Section 9 of the TIA should include I-8 exit ramps queue analysis comparing existing with existing + total project. Queuing at exit ramps should be analyzed due to speed differentials when there are slow vehicles queued adjacently to vehicles driving at 65 MPH on the main lanes. If you have any questions, please contact Roy Abboud, of the Caltrans Development Review Branch, at (619) 688-6869 or by e-mail to roy.abboud@dot.ca.gov.	Please see responses to comments S-1-10 and S-3-4 for information responsive to this comment.
Comment S-3-1	**Roy Abboud, Associate Transportation Planner, Department of Transportation 2/21/18 (E-Mail)** — **Response**
After our meeting, here are the remaining comments on the TIA:	The comment is an introduction to comments that follow, no further response is required. Please see response to

Please let me know if you have any questions.	comment S-2-2 for background information relating to this comment.

Comment S-3-2	**Roy Abboud, Associate Transportation Planner, Department of Transportation 2/21/18 (E-Mail)**	**Response**
Comments for submitted SDSU Master Plan Update Synchro files: 1. There is a missing volume segment on Alvarado Road shown as zero, but should be 410 vehicles/hour. This shows no vehicle congestion on Alvarado Road when there currently is congestion. [See Final Additional Analysis, Responses to Comments, Bracketed Comment Letters, Letter S-3, accompanying graphic.]		The Synchro files have been updated to show the total approach volumes (410 vehicles/hour) on the subject leg of the intersection, instead of zero (the updated files have been provided to Caltrans). The revision relates only to the referenced graphic and does not affect the impact analysis as the intersection volumes were already included in the segment volumes. The updated files have been provided to Caltrans.

Comment S-3-3	**Roy Abboud, Associate Transportation Planner, Department of Transportation 2/21/18 (E-Mail)**	**Response**
Comments to TIA: 2. Update synchro per comment 1 and then update TIA accordingly.		Please see response to comment S-3-2 for information responsive to this comment. No revisions to the TIA are necessary.

Comment S-3-4	**Roy Abboud, Associate Transportation Planner, Department of Transportation 2/21/18 (E-Mail)**	**Response**
3. Section 9 of the TIA should include I-8 exit ramps queue analysis comparing existing with existing + total project. Queueing at exit ramps should be analyzed due to speed differentials when there are slow vehicles queued adjacently to vehicles driving at 65 MPH on the mainlines.		In response to the comment, LLG prepared a queue analysis at the I-8/College Avenue interchange for both the eastbound and westbound off-ramps. Using the Synchro Simtraffic software, the queues were determined under with and without project traffic conditions at both exit ramps. The analysis showed that queues would not back up onto the I-8 mainlines due to project traffic. While there is no established significance criteria for the analysis, the project's impacts would be considered less than significant under any standard. A technical memorandum documenting the

	analysis is included in Final Additional Analysis, Appendix AA, Transportation Analysis Related Materials. Please also see response to comment S-1-10 for additional information responsive to this comment.

Comment S-4-1	Scott Morgan, Director, State Clearinghouse, The State of California, Governor's Office of Planning and Research 2/27/18	Response
The State Clearinghouse submitted the above named Other Document [SDSU 2007 Campus Master Plan – Draft Additional Analysis] to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on February 26, 2018, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly. Please note that Section 2 11 04(c) of the California Public Resources Code states that: "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation." These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.		The comment states that the State Clearinghouse acknowledges that CSU/SDSU has complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. The letter also transmits comment letters from Caltrans dated January 11, 2018 and February 6, 2018. Responses to these comment letters are provided above, as responses to comment letters S-1 and S-2. No further response to this comment is required.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. [See Final Additional Analysis, Responses to Comments, Bracketed Comment Letters, Letter S-4, for letter attachments.]	

Comment R-1-1	**Katie Hentrich, Regional Energy/Climate Planner, SANDAG 2/23/18 (E-Mail)**	**Response**
SANDAG will be submitting comments on SDSU's DAA for its 2007 Campus Master Plan Final EIR, but these comments will be submitted early next week. We apologize for the inconvenience. Please let myself or Seth Litchney (cc'd) know if you have any questions.		SANDAG submitted comments by letter dated March 26, 2018, approximately 30 days following the close of the public comment period. While not required, written responses have been prepared to each of the late comments. (CEQA Guidelines, 15088(a).) Please see responses to comments R-2-1 through R-2-16.

Comment R-2-1	**Charles Stoll, Director of Land Use and Transportation, SANDAG 3/26/18**	**Response**
Thank you for the opportunity to review the San Diego State University (SDSU) 2007 Campus Master Plan Final Environmental Impact Report (EIR) Draft Additional Analysis (DAA). The San Diego Association of Governments (SANDAG) is submitting comments based on the policies included in San Diego Forward: The Regional Pl ~m (2015 Regional Plan). These policies will help provide people with more travel and housing choices, protect the environment, create healthy communities, and stimulate economic growth. SANDAG comments are submitted from a regional		The comment is an introduction to comments that follow. No further response is necessary.

perspective, emphasizing the need for better land use and transportation coordination.

Comment R-2-2	Charles Stoll, Director of Land Use and Transportation, SANDAG 3/26/18	Response
Overall, trip generation methodology should be explained and documented in greater detail throughout the document. For example, the section begins by stating that "[t]he travel patterns to/from campus have not changed much over the years," but there is no travel survey or other activity survey data to support this. SANDAG suggests the following edits: • In order to better demonstrate increases in transit usage, increases of internal trip capture, decreases in SDSU driveway counts, and corresponding decreases in student auto ownership, please consider including historical data on the amount of commuter parking permits purchased, resident parking permits issues, and student transit passes sold.		As a preliminary matter, comments relating to the trip generation methodology utilized as part of the analysis presented in the Draft Additional Analysis are beyond the limited scope of the analysis, which was prepared in specific response to a court order following litigation in which the court found limited portions of the 2007 Campus Master Plan EIR traffic section inadequate under CEQA, upholding the trip generation methodology in the process. While no further response is therefore required, the number of student parking permits issued for the Fall 2007 semester was 18,609. In Fall 2015, that number had decreased to 14,509, indicating that fewer students were driving to campus than in 2007, consistent with increased transit usage and increased internal trip capture. See FAA Appendix AA, SANDAG, Parking Permit Table. This information is consistent with an analysis undertaken by the project traffic engineers in which the engineers compared traffic counts taken at various campus entrances as part of the 2007 Master Plan traffic study with counts taken at the same locations for the 2018 DAA traffic analysis. The analysis shows that while the counts increased at certain locations, they were lower at most locations and overall traffic volumes at the entrances have decreased by approximately 13% from the 2007 Master Plan volumes, thereby reflecting decreased driveway

	counts. See FAA Appendix AA, SANDAG, Table A, Project Ingress/Egress Traffic Volume Comparison. In terms of assessing whether travel patterns have appreciably changed in the last 10 years, the traffic engineers compared traffic volumes on the two main roadways used to reach the campus, College Avenue and Montezuma Road. The comparison shows that the campus inbound percentage during the AM peak hour time frame via College Avenue / Montezuma Road was 66% / 34% in 2007 (i.e., 66% from College Avenue and 34% from Montezuma Road) and 68% / 32% for the DAA analysis, essentially unchanged. This same comparison was done for the outbound PM peak hour time frame and it was found that there is an approximate 7% difference between the two studies, which the traffic engineers do not consider statistically significant; in other words, traffic exiting the campus distributed to College Avenue and Montezuma Road in a relatively similar manner under the two studies. Thus, based on this comparative analysis, the traffic engineers concluded that the travel patterns in and around the campus generally are unchanged since 2007. See FAA Appendix AA, SANDAG, Tables B-1 and B-2.
Comment R-2-3	**Charles Stoll, Director of Land Use and Transportation, SANDAG 3/26/18** — **Response**
• Table AA3.14-8A and Table AA3.14-9A (pages AA3.14-38 and AA3.14-39) o Please revise Footnote C for clarity; the trip rate (0.64/student) cannot be determined using the	Please see response to comment R-2-2 regarding the limited scope of the Draft Additional Analysis as related to comments regarding trip generation methodology. While no further response is required, footnote C relates to the

information provided. Footnote C indicates that faculty, staff, vendors, and visitors also are included in this trip rate. Please clarify if faculty, staff, vendors, and visitors are included in this trip rate and if the trip rate used is a conversion of off-campus to on-campus students versus an increase in head count.	Non-Resident student daily trip rate of 2.47 per student. As footnote C states, the 2.47 rate is based on actual traffic counts taken in November 2006. As explained in the EIR, the counts were conducted at all entrances and exits to the campus parking areas and the total ADT was determined (road tubes were placed across each driveway). A five day count was conducted and an average of the five weekdays was utilized. Since all campus-related traffic and not just students counted at the driveways, the trip rate includes both students and non-student related trips, such as faculty, staff, visitors, and deliveries. (See 2007 EIR, section 3.14.7.1.1.) The trip rate of 0.64 referenced in the comment is the Resident student rate, which was derived based on the College Community Redevelopment EIR, as referenced by footnote D, and as further explained in response to comment R-2-5.
Comment R-2-4	**Charles Stoll, Director of Land Use and Transportation, SANDAG 3/26/18** — **Response**
o In Footnote C, please clarify what an "actual count" is.	Please see response to comment R-2-2 regarding the limited scope of the Draft Additional Analysis as related to comments regarding trip generation methodology. Please see response to comment R-2-3 regarding the phrase "actual counts."
Comment R-2-5	**Charles Stoll, Director of Land Use and Transportation, SANDAG 3/26/18** — **Response**
o In Footnote D, please clarify how the initial trip rate (4.4/student) and the trip discount (2.8/student) were used to calculate the trip rate of 0.64/student.	Please see response to comment R-2-2 regarding the limited scope of the Draft Additional Analysis as related to comments regarding trip generation methodology. While no further response is required, as explained in the 2007 EIR,

the 0.64 resident student trip rate was determined based on the trip rates utilized in the traffic analyses prepared for the College Community Redevelopment Plan EIR. Based on the Redevelopment Plan analysis, a trip rate ranging between 0.12 and 0.64 ADT per resident student was derived. In comparison, a separate study conducted for the University of California at San Diego utilized a resident student trip rate of .41 ADT. Based on these sources, a trip rate of 0.64 ADT per resident student was utilized for the analysis. (See 2007 EIR, section 3.14.7.1.1.)

Specific to the Redevelopment Plan rates, Table 5-14 from the College Community Redevelopment Plan EIR illustrates a residential trip rate ranging from 3.1 to 4.4 per dwelling unit depending on the type of housing. However, this rate does not take into account the trip reductions that will occur due to the relocation of the students from off-campus residences to an on-campus residence. As outlined in the EIR, the reduction rate is 2.8 ADT per unit. Therefore, the net new trips per unit would range from 0.3 (3.1-2.8=0.3) to 1.6 (4.4-2.8=1.6) ADT. The next step in the calculations was to convert this "per unit" rate to a "per student" rate. Based on SDSU data, the average number of students residing in a campus dormitory unit is 2.50. Based on these data sources, the ADT per resident student ranges from 0.12 to 0.64 (0.3/25 = 0.12 & 1.6/2.5 = 0.64). The analysis utilized the high end of the range. (See 2007 EIR, Appendix N, Section 8.0.)

Comment R-2-6	Charles Stoll, Director of Land Use and Transportation, SANDAG 3/26/18	Response
o In Footnote D, please clarify how this analysis differs from the 2010 Plaza Linda Verde EIR trip generation, which did not take a trip discount into account.		Please see response to comment R-2-2 regarding the limited scope of the Draft Additional Analysis as related to comments regarding trip generation methodology. While no further response is required, the footnote D calculation differs from the 2010 Plaza Linda Verde EIR trip generation in that the trip generation utilized for the Plaza Linda Verde project did not take into account the elimination of the student commute-to-campus trips that would result when students who previously lived off-campus and commuted to school are now living on campus. However, in referring to the subject, the traffic report explained why this conservative approach was taken: "A trip reduction of this nature would be considered reasonable and, in fact, would provide a more accurate assessment of trip generation. However, in light of the relatively small difference in project trip generation (about 1,200 ADT) that would result from assuming that the student housing would eliminate some trips (which would be reflected in a reduced trip generation rate), and the fact that the number of significant impacts would be unchanged if the analysis made this assumption, the traffic analysis does not factor into the calculations the potential decrease in commuter trips that would result. Therefore, the impact analysis overstates the trip generation." (Plaza Linda Verde EIR, Appendix 3.12, Section 8.1.4.)

Comment R-2-7	Charles Stoll, Director of Land Use and Transportation, SANDAG 3/26/18	Response
o Resident and non-resident students are shown to have the same a.m./p.m. Peak Hour information for both percentage of average daily trips, as well as in:out splits. Please confirm that these values should be the same.		Please see response to comment R-2-2 regarding the limited scope of the Draft Additional Analysis as related to comments regarding trip generation methodology. While no further response is required, the traffic analysis is based on the same AM/PM peak hour ADT percentages and In:Out splits for Resident and Non-Resident students. In considering peak hour percentages and in/ out peak hour splits for college resident students, the traffic engineers researched several sources, including other jurisdictions and the Institute of Transportation Engineers (ITE) Trip Generation Manual. However, because there was no data available for these factors specific to college students, the traffic engineer determined, based on experience and professional judgment, that the best source of the split percentages was the actual counts taken for non-resident students.

Comment R-2-8	Charles Stoll, Director of Land Use and Transportation, SANDAG 3/26/18	Response
• Table AA3.14-8C and Table AA3.14-9C (pages AA3.14-38 and AA3.14-39) o Please clarify how Adobe Falls and Alvarado Hotel were modeled for the shift from driving to using transit. These travel characteristics are expected to be different from the student population.		Please see response to comment R-2-2 regarding the limited scope of the Draft Additional Analysis as related to comments regarding trip generation methodology. While no further response is required, the Adobe Falls and Alvarado Hotel components are future uses for which there was no data available upon which to base a transit mode split, unlike the data available relative to existing students, faculty, and staff. Accordingly, the traffic engineer

	determined that no Adobe Falls or Alvarado Hotel trips should be assumed to shift to trolley as part of the analysis.
Comment R-2-9	**Charles Stoll, Director of Land Use and Transportation, SANDAG 3/26/18** — **Response**
o Please clarify why there is such a large modal diversion to transit.	Please see response to comment R-2-2 regarding the limited scope of the Draft Additional Analysis as related to comments regarding trip generation methodology. While no further response is required, as explained in the 2007 EIR, in order to determine the extent to which transit ridership would affect future vehicle trips generated by SDSU, the project's traffic engineer worked extensively with SANDAG to obtain existing and projected daily passenger trolley boardings at the SDSU station. These numbers included existing boardings, as well as forecasts for future boardings through year 2030. Thus, SANDAG existing and projected daily passenger boardings at the SDSU trolley station were the primary information source utilized by the traffic engineer in conducting the analysis. (See, EIR section 3.14.7.1.4; Appendix N, Section 8.1.4, and Appendix H-1.)
Comment R-2-10	**Charles Stoll, Director of Land Use and Transportation, SANDAG 3/26/18** — **Response**
• Throughout the section, please update references to the Regional Plan from "2050 Regional Plan" to "2015 Regional Plan." SANDAG staff are available to meet with SDSU and its traffic engineering consultants to further explore these concerns and clarify the trip generation methodology used in this section.	The Draft Additional Analysis does not contain references to a "Regional Plan" and, therefore, no revisions are necessary.

Comment R-2-11	Charles Stoll, Director of Land Use and Transportation, SANDAG 3/26/18	Response
Transportation Demand Management SANDAG supports the transportation demand management (TDM) strategies laid out in the DAA. Please revise the vanpool recommendation (AATCP-19 2.E, page AA3.14-125) to indicate that the SANDAG Vanpool Program provides a subsidy of up to $400 for eligible vanpools who lease vehicles from the official SANDAG vendor. This subsidy is only applicable towards the lease cost and cannot be used to f und fuel costs associated with vanpooling.		The comment, which provides details regarding the VanPool subsidies available through SANDAG, is acknowledged. For clarification, and specific to the SDSU VanPool program, a monthly subsidy totaling $500 per van is provided by SANDAG and SDSU – SANDAG provides $400, which goes towards the lease of the van, and SDSU provides $100, which goes towards fuel costs. In response to the comment, mitigation measure AATCP-19, subpart 2.e., is revised as follows: "Provide dedicated parking spaces and subsidies, funded through SANDAG and SDSU, towards leasing (SANDAG provides $400 towards) and fuel costs (SDSU provides $100 towards) associated with vanpools operated through the Enterprise Rent-A-Car VanPool system;"

Comment R-2-12	Charles Stoll, Director of Land Use and Transportation, SANDAG 3/26/18	Response
uberPOOL and Lyft Line are now considered eligible modes for the pre-tax commuter benefit. Consider expanding the pre-tax payroll program to include vanpooling and pooled on-demand rideshare services (e.g., uberPOOL and Lyft Line) to make these transportation options more cost-effective and attractive to faculty and staff. Also consider partnering with Waze Carpool to promote carpooling to students and faculty. Waze Carpool matches drivers and passengers with similar origins and destinations, helping to f ill empty seats and reduce traffic congestion.		In response to the comment regarding uberPOOL and Lyft Line, mitigation measure AATCP-19, subpart 4.b., is revised as follows: "Establish a pre-tax payroll deduction program for faculty and staff purchase of MTS transit passes, vanpooling, and pooled on-demand rideshare services (e.g., uberPOOL and Lyft Line), provided SDSU meets the state/CSU required minimum participation level;" In response to the comment regarding Waze Carpool, AATCP-19, subpart 2.f., is revised as follows: "Promote ZimRide and Waze Carpool (~~a~~ rideshare platforms) and

	SANDAG's iCommute program by all appropriate means including, but not limited to, providing informational packets to all resident students during student orientation;"
Comment R-2-13	**Charles Stoll, Director of Land Use and Transportation, SANDAG 3/26/18** — **Response**
Additionally, as the student population living in the housing units grows, consider transitioning from bike racks to secure group bike parking facilities. Additional bike amenities, such as bicycle repair stands, could further encourage bicycling as a convenient transportation choice.	SDSU currently provides secure, group, bike parking facilities at its largest campus residential community on the east (north of Olmeca Hall), and indoor bike rooms in both buildings at the campus's newest residential complex, South Campus Plaza. Previously, SDSU provided bike lockers at two of its more remote residence halls, but the lockers were not used by the students and they became a safety hazard due to use by transients, so the campus removed the lockers. Most of the residence hall communities have fenced, secure outdoor areas adjacent to them, and the campus has replaced the bike lockers that were located outside of secure zones with bike racks located inside these fenced areas. Also, there currently are four bike repair stations located on campus – one each at residence halls on the east (Cuicicalli), west (Chapultepec), and south (University Towers) areas of campus, and one at Aztec Recreation Center.
Comment R-2-14	**Charles Stoll, Director of Land Use and Transportation, SANDAG 3/26/18** — **Response**
iCommute, the SANDAG TDM Program, assists member agencies with coordination and implementation of shared mobility services like on-demand rideshare and bikeshare. iCommute can assist SDSU with future bikeshare pilot planning and implementation efforts. Please continue partnering with iCommute to promote participation in	The comment, which provides details regarding the SANDAG iCommute program, is acknowledged. SDSU currently promotes iCommute programs on its Parking and Transportation website, and will continue to do so. http://bfa.sdsu.edu/campus/parkingtrans/commuting.aspx

regional TDM programs and services, including the Guaranteed Ride Home service, bike encouragement programs, and support for using transit and carpooling. More information on these programs can be found at iCommuteSD.com.	

Comment R-2-15	**Charles Stoll, Director of Land Use and Transportation, SANDAG 3/26/18**	**Response**
SANDAG has a number of resources that can be used for additional information or clarification on TDM. The following can be found at sandag.org/igr: • SANDAG Regional Parking Management Toolbox • Riding to 2050, the San Diego Regional Bike Plan • Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region • Integrating Transportation Demand Management into the Planning and Development Process-A Reference for Cities		The comment, which provides a list of SANDAG resources relating to TDM measures, is acknowledged. No further response is required.

Comment R-2-16	**Charles Stoll, Director of Land Use and Transportation, SANDAG 3/26/18**	**Response**
When available, please send any additional environmental documents related to this project to: Intergovernmental Review c/o SANDAG 401 B Street, Suite 800 San Diego, CA 92101 SANDAG appreciates the opportunity to review the SDSU 2007 Campus Master Plan Final EIR DAA. If you have any questions, please contact me at (619) 699-1990 or muggs.stoll@sandag.org.		SDSU will provide SANDAG with notice of any additional environmental documents issued in connection with this project.

Comment L-1-1	Lawrence Trame, Assistant Fire Marshall, City of San Diego Fire-Rescue Department 1/17/18 (E-Mail)	Response
I review the EIRs for the fire department. On the latest comments the traffic impacts are major impact with increased student loads but no roadway improvements are to be done for the traffic impacts due to funding issues- Correct?		The Draft Additional Analysis (DAA) to the SDSU 2007 Campus Master Plan Final EIR was prepared in response to the very issue raised by your question. Specifically, in response to a court ruling, the traffic analysis presented in the DAA includes mitigation whereby SDSU will implement the necessary road improvements where feasible, unlike the mitigation that was included in the 2007 EIR you refer to. For your information, the DAA mitigation measures are presented in Section AA3.14.9, Summary of Significant Impacts and Mitigation Measures.

Comment L-2-1	Lawrence Trame, Assistant Fire Marshall, City of San Diego Fire-Rescue Department 1/18/18 (E-Mail)	Response
I was looking at the final 2007 SDSU master plan and saw no comments from SDFD at all. This was before my time when the process was different and we did not have city gate reports with current data. I know the comments went in for the housing component project at SDSU, but with the recent lawsuits from the community group and MTS (and supreme court ruling) is it too late to get similar additional inputs in the master EIR?		The CEQA document circulated for public review and comment is the Draft Additional Analysis (DAA) to the 2007 Master Plan Final EIR. As noted in response to comment L-1-1, the DAA was prepared in specific response to a court order and, as a result, the scope of the DAA is limited to transportation-related issues. Therefore, public comments that are being accepted at this time are limited to the DAA and the issues responding to the Court's order; the comment periods for both the 2007 EIR and the recent (2017) New Student Housing EIR are closed. The DAA Introduction and Executive Summary, as well as the DAA Notice of Availability, provide additional information regarding the scope of the DAA.

Comment L-3-1	Richard B. Leja, Director of Public Works/City Engineer, City of La Mesa 1/24/18	Response
The SDSU Master Plan Draft Additional Analysis report has been given a cursory CEQA review by the City of La Mesa. Our review and comments are not related to a mathematical or in depth analysis of the report. Our comments in regards to the impacts and proposed mitigation measures as they affect the City of La Mesa are as follows; • When does SDSU and/or their team propose to discuss the proposed alternatives related to Parkway Drive and the 1-8 intersection ramp improvements, with the City of La Mesa?		In response to the comment, on February 22, 2018, SDSU representatives met with representatives of the City of La Mesa to discuss the mitigation proposed in the Draft Additional Analysis (DAA) for the identified significant impacts at the Parkway Drive / I-8 Westbound Ramp intersection. Mitigation measure AATCP-5 states that the improvement necessary to mitigate the identified impacts at the intersection is to install either a traffic signal or a roundabout, dependent upon the results of an Intersection Control Evaluation analysis. The improvement ultimately decided upon shall be determined based on input provided by Caltrans and the City of La Mesa, which shares jurisdiction over the intersection, and also shall account for any queuing that could affect adjacent intersections, including the 70th Street/Parkway Drive intersection. At the meeting, the City expressed a preference for using the funds that would be expended on the proposed improvement to develop a study that would review alternative improvements for the Parkway Drive / I-8 Westbound Ramp intersection and the 70th Street / Alvarado Road intersection.

Comment L-3-2	Richard B. Leja, Director of Public Works/City Engineer, City of La Mesa 1/24/18	Response
• What is the final scope of the proposed mitigation measures for SDSU's plan?		Please see response to comment L-3-1 for information responsive to this comment.

Comment L-3-3	Richard B. Leja, Director of Public Works/City Engineer, City of La Mesa 1/24/18	Response
• What is the schedule for funding and implementation of the various measures? If you have any questions or concerns, please do not hesitate to contact me at your earliest convenience.		Each of the feasible mitigation measures included in the DAA will be funded and constructed by SDSU and each includes a trigger, based upon campus enrollment levels, at which time the improvement is to be constructed. In the case of mitigation measure AATCP-5, the enrollment trigger is 26,671 full-time equivalent students.

Comment L-4-1	Christine Mercado, Associate Engineer – Traffic, City of San Diego 2/8/18 (E-Mail)	Response
The Notice of Availability for the Draft Additional Analysis to the SDSU 2007 Campus Master Plan FEIR states that comments are due no later than 5 PM on February 25, 2018. Upon looking at a calendar, this date falls on a Sunday. Thus, City staff would like to inquire if submittal of comments no later than 5 PM on Monday, February 26, 2018 will be accepted. Thank you,		The City of San Diego submitted comments by letter dated February 26, 2018, and CSU/SDSU considers the comments as timely submitted.

Comment L-5-1	Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	Response
The City of San Diego ("City") Planning Department has received the Draft Additional Analysis ("DM") prepared for the San Diego State University 2007 Campus Master Plan Final Environmental Impact Report ("Final EIR") and appreciates this opportunity to provide comments to California State University/San Diego State University ("CSU/SDSU"). In response to this request for public comments, the City, who was a party on the consolidated action on the 2007 Campus Master Plan for San Diego State University Environmental Impact Report (EIR), has		The "Draft Additional Analysis to the SDSU 2007 Campus Master Plan Revision Final EIR" and related notice complied with CEQA's requirements and adequately facilitated meaningful public review and comment. The "Notice of Availability of Draft Additional Analysis to the SDSU 2007 Campus Master Plan Final EIR" (NOA) included all information required by CEQA Guidelines section 15087(c), and also provided the reader with the relevant background, including a description of the 2007 Master Plan, a summary of the litigation and court ruling, and a statement that SDSU

identified a significant issue with both the process for which the Lead Agency has complied with the California Environmental Quality Act (CEQA) and the analysis contained within the documents circulated for review. The City believes that the document and notification as presented for this documentation misrepresents the process required by the court's ruling in 2015. The title of the document should clearly indicate that the analysis is a re-evaluation and analysis of portions of the 2007 SDSU Campus Master Plan Final EIR pursuant to the court order and writ. Specifically, the writ required that the Board set aside the certification of the EIR for the SDSU Campus Master Plan, with respect to the specific issues of Traffic, Transit and Transportation Demand Management. Under CEQA Guidelines Section 15088.5(a)(4), the Lead Agency, CSU/SDSU, precluded the ability for meaningful public review and comment on the recirculated information as the notice and documentation did not clearly indicated that this was a Notice of Availability for the recirculated Draft EIR analysis of Traffic and Circulation. Therefore, the City asserts that a new 45-day public review consistent with those requirements of the California Environmental Quality Act (CEQA) shall be conducted, and all documentation shall make it clear the intent of the recirculated documentation, and any and all actions and process forthcoming that will be necessary under CEQA for certification of the EIR.

prepared the DAA to revise those portions of the 2007 SDSU Campus Master Plan EIR found inadequate by the court. The NOA was published in the San Diego Union Tribune, posted in the office of the County Clerk and on the SDSU website, and direct mailed to over 600 addressees.

In addition, the City was fully apprised of the analysis presented in the DAA prior to its release for public review and comment as the City was provided with a draft version of the technical report that serves as the basis for the analysis presented in the DAA months prior to DAA release. Beginning in October 2017, SDSU representatives including the DAA traffic engineer (Linscott, Law & Greenspan, Engineers (LLG)), met with City traffic engineering staff to provide staff with a copy of the draft report, discuss the analysis presented in the report, and solicit the City's input. In response, the City provided multiple rounds of comments on the document, and LLG incorporated those comments and suggested revisions into the document as appropriate based on their professional judgment and experience.

In addition to SDSU's outreach to the City, SDSU representatives also met with representatives of the San Diego Association of Governments (SANDAG) and Metropolitan Transit System (MTS), and the California Department of Transportation (Caltrans) prior to DAA public release, and also provided these agencies with a draft version of the technical report seeking their comments and input. Please see Final Additional Analysis (FAA),

	Responses to Comments, Topical Response: Agency Meetings, for additional information regarding the meetings with public agencies relating to the DAA. Accordingly, and as further shown in the responses to comments that follow, the referenced CEQA Guidelines section requiring recirculation of the draft document is inapplicable in this case as it requires recirculation when the draft document is "so fundamentally and basically inadequate and conclusory in nature" that meaningful public review and comment were precluded. (CEQA Guidelines section 15088.5(a).) The City's comments do not provide substantial evidence in support of that claim.

Comment L-5-2	**Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18**	**Response**
Additionally, Page 31 of the Court opinion mentions that the City asserts the DEIR and FEIR did not discuss alternatives to the Project's on-campus components or other on-campus acts that could mitigate the significant off-site environmental effects of the Project and thereby reduce or eliminate CSU's obligate to pay its fair share to offsite mitigation. The Court agreed with the City on this point. In reviewing the documentation circulated for review, discussion of on-campus alternatives were not included in the DAAA.		The DAA discusses on-campus acts, including implementation of a Transportation Demand Management (TDM) mitigation measure that would reduce single vehicle ridership and related off-site impacts, as well as increased on-campus student housing and retail amenities, which would reduce vehicle trips to and from campus and further assist in mitigating the significant off-site environmental effects of the project. In response to the comment, SDSU has considered additional on-campus acts, including Project modifications, and determined to remove from the Master Plan the Alvarado Hotel component, thereby removing 1,200 average daily vehicle trips (ADT) from the Project. Please see FAA, Revisions to Draft Additional Analysis, Summary of Significant Impacts and Mitigation Measures

	[pages following mitigation measure AATCP-19], and Topical Response: Project Modification, for additional information.

Comment L-5-3	Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	Response
While the Lead Agency and their consultant reached out to City traffic engineers during the preparation of the analysis, many of the substantive comments presented during those iterations were not fully responded to within the documentation that has been circulated. The City has further comments on the adequacy of the analysis, range of feasible mitigation identified, the Lead Agency's determination of infeasibility of specific mitigation, implementation and performance standards for the Transportation Demand Management, and appropriateness of the fair share calculation and contribution. The Planning Department and Development Services Department have provided below detailed comments on the adequacy of the documentation and all technical information provided as Draft Additional Analysis to the SDSU Campus Master Plan Revision Final EIR and its Appendix V- SDSU 2007 Master Plan Update Transportation Impact Analysis. The recirculated documentation should include a more detailed analysis, supported by substantial evidence. The City can be available to meet and discuss such options and their relationship to the fair share contribution for offsite mitigation.		With respect to the statement that the City's comments during the preparation of the analysis were not "fully responded to," as noted in response to comment L-5-1, LLG incorporated those comments and suggested revisions into the document as viewed appropriate based on their professional judgment and experience. As to the further comments, each comment is set forth below with corresponding responses provided. Additional detailed analysis, where warranted, is provided. Please see responses to comments L-5-4 through L-5-70 for information responsive this comment. As to the City's availability, representatives of SDSU and the City met on April 4, 2018 to discuss the City's comments. At the meeting the City clarified certain comments included in this DAA comment letter, most relating to mitigation, and appropriate revisions have been made to the mitigation measures in response. Please see FAA, Responses to Comments, Topical Response: Agency Meetings, for additional information regarding the April 4 meeting.

Comment L-5-4	Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	Response
Regarding the Draft Additional Analysis:		As proposed in the Draft EIR, the New Student Housing Project was to provide approximately 2,450 student housing

1) Introduction and Executive Summary, Section AA3.14.1, page AA3.14-1: The recently approved New Student Housing Project near Chapultepec Hall proposes to provide approximately 850 beds. However, SDSU representatives have previously stated SDSU would reduce the number of beds for this project. The document should reflect any intended reduction.	beds. However, in response to public comment and to reduce potential environmental impacts, the Board of Trustees of California State University (CSU) ultimately approved a reduced-size project that will provide approximately 850 student housing beds. Therefore, no revisions to the Draft Additional Analysis (DAA) text are necessary.
Comment L-5-5 **Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18**	**Response**
2) Project Location and Description, Section AA3.14.2, page AA3.14-11: The square footage of the proposed new instruction and administrative buildings for the Alvarado Campus site should be identified in both narrative and figures with in the document.	As noted on page AA3.14-1, the Alvarado Campus component of the project would provide up to 612,000 gross square feet (GSF) of instructional and research space. Additional descriptive information regarding the Alvarado Campus, as well as all other 2007 Master Plan project components, is provided in the SDSU 2007 Campus Master Plan Revision Final EIR, www.advancement.sdsu.edu/masterplan/2007/approval.html. See also, DAA footnote 2 for additional information regarding the 2007 EIR.
Comment L-5-6 **Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18**	**Response**
3) Existing Ramp Meter Operations, Table AA3.14-5, page AA3.14-27: A. The observed rate should not be lower than Caltrans' most restrictive rate. Please clarify, or correct if the values were switched. B. The delay per lane and queue per lane should state whether they are the observed values or calculated values. C. Values for SOV lanes and HOV lanes should be broken out separately so readers can follow the calculations.	The ramp meter calculations were coordinated with the City Traffic Engineer. City staff requested that the theoretical ramp meter calculations be calibrated to better match field conditions. On that basis, the following responses are provided. A. Using the Caltrans restrictive rate, the theoretical calculations indicated no queue. However, a queue was observed in the field. Therefore, to match field conditions,

D. Peak hour demand should be shown in vehicles per hour per lane.	the most restrictive ramp meter discharge rate was calibrated in order to show a queue consistent with field observations. That is why the observed rate is lower than the Caltrans rate. B. As mentioned previously, given that the ramp meter observations were calibrated to match field conditions, the delay and queue per lane represent both observed and calculated values. C. There are no High-Occupancy Vehicle (HOV) lanes at the I-8/College Avenue segment. Therefore, only Single Occupancy Vehicle (SOV) values are provided. D. The values shown in the table are vehicles per hour per lane. A footnote has been added to the ramp meter tables in the traffic technical report to clarify. Please see FAA, Appendix AA, Revised Transportation Impact Analysis pages.

Comment L-5-7	**Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18**	**Response**
4) Residential Street Segment Operations, page AA3.14-28: The report states that the 2016 volume on Del Cerro Boulevard was lower by 30% than the 2007 counts. Additional count data should be considered to determine whether this 2016 volume was reasonable. Alternatively, information and analysis should be included as to why the counts may have decreased significantly between the two counts and to substantiate the use of the 2016 volume.		In response to the comment, LLG conducted an additional traffic count at the College Avenue / Del Cerro Boulevard intersection, the entrance to the Del Cerro community from College Avenue, in February 2018. The results of the 2018 count were similar to the 2016 count in that the 2018 count was 27% lower than the 2007 count and, thus, both the 2016 and 2018 counts were less than the count used in the traffic report prepared in connection with the 2007 EIR. See FAA,

	Appendix AA, Transportation Analysis Related Materials, for information related to the 2018 traffic count. While a reduction in counts may seem unusual, simply because 10 years have passed since the 2007 count does not necessarily mean that there would be an increase in traffic over the years. For example, the subject traffic count location provides the primary means of access to and from the Adobe Falls community, which is a fully developed community and, as a result, traffic counts at this location are not subject to increases due to new development. (See FAA, Appendix AA, Transportation Analysis Related Materials, Adobe Falls Aerial Figure.) Moreover, the reduction could be due to any number of factors, such as fewer residents working or more people working at home, increased carpooling, etc.
Comment L-5-8 **Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18**	**Response**
5) Cumulative Projects, Section AA3.14.5, Table AA3.14-7, page AA3.14-31: An ADT column should be added to the Cumulative Projects Summary table to better disclose the size of each cumulative project.	In response to the comment, an ADT column has been added to the corresponding table in the traffic technical report indicating the amount of traffic each cumulative project would generate. See FAA, Appendix AA, Revised Traffic Impact Analysis pages.
Comment L-5-9 **Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18**	**Response**
6) Alvarado Campus Project Distribution (Near-Term & Horizon Year) Figure AA3.14-7A-1: The figure should show the Campus Site's project traffic distribution percentages along Alvarado Road, Reservoir Drive, College Avenue; and Canyon Crest Drive.	In response to the comment, additional distribution percentages have been added to the corresponding figure in the traffic technical report at the locations referenced in the comment. See FAA, Appendix AA, Revised Traffic Impact Analysis pages.

Comment L-5-10	Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	Response
7) Adobe Falls Faculty/Staff Housing Traffic Distribution (Near-Term & Horizon Year), Figure AA3.14-7A-2: The figure should show the Adobe Falls Housing project's access and trip distribution to the surrounding street system, and specifically to College Avenue. The trip distribution percentages should also be shown at the I-8/70th Street interchange.		In response to the comment, the corresponding figure in the traffic technical report has been revised to show the Adobe Falls access, which is only to College Avenue. In addition, the trip distribution percentage was added to the referenced interchange. See FAA, Appendix AA, Revised Traffic Impact Analysis pages.

Comment L-5-11	Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	Response
8) Alvarado Hotel Project Traffic Distribution, Figure AA3.14-7A-3: The figure should show the Hotel's project traffic distribution percentages along Alvarado Road, Reservoir Drive, College Avenue, and Canyon Crest Drive.		In response to the comment, additional trip distribution percentages have been added to the corresponding traffic technical report figure. See FAA, Appendix AA, Revised Traffic Impact Analysis pages.

Comment L-5-12	Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	Response
9) Summary of Significant Impacts and Mitigation Measures, Section AA3.14.9, Footnote 11, page AA3.14-1 05: Staff disagrees with the statements made in Footnote 11. The Near Term (Year 2022) is the project's "Opening Day". Also, this document acknowledges that the "Existing plus Project" scenario for this project is hypothetical.		The comments are noted. No revisions to the Draft Additional Analysis, including the impacts analysis, are required.

Comment L-5-13	Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	Response
10) Mitigation Measures, pages AA3.14-106 through AA3.14-110: A. The improvements proposed for Alvarado Road: E Campus Drive to Reservoir Drive and Alvarado Road: Reservoir Drive to 70th Street (i.e. Mitigation Measures AATCP-6 and AATCP-7) would require the removal of on-		CSU/SDSU acknowledges that the College Area Community Plan Transportation Element notes that parking restrictions may be needed in the future for the subject segment of Alvarado Road. During the April 4 meeting with the City, the City clarified that while the removal of on-street parking, which is necessary to implement the recommended

street parking. The respective mitigation measures for these segments further explain that the removal of parking may not be feasible since alternative parking spaces may not be available. However, the loss of on-street parking does not make the improvement infeasible as there needs to be substantial evidence indicating infeasibility because of "specific economic, legal, social, technological, or other considerations." Page 57 of the College Area Community Plan Transportation Element notes that special treatment such as parking restrictions or lane restriping may be needed in the future for Alvarado Road between 70th Street and College Avenue. These improvements would be the subject of future studies by the City to determine if such measures including removal of parking should be taken to help reduce congestion and maintain safe conditions.	mitigation improvements, may be possible, such removal cannot be assured and, therefore, the identified significant impacts should remain significant and unavoidable for purposes of CEQA. See Responses to Comments L-5-21 and L-5-22 for related information.

Comment L-5-14	**Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18**	**Response**
B. The document must describe how these mitigation measures (i.e. AATCP-1 through AATCP-8) will be monitored and enforced.		Mitigation measures AATCP-1 through AATCP-8, and all of the mitigation measures, will be monitored and enforced through a Mitigation Monitoring and Reporting Program, to be approved by the CSU Board of Trustees. Also, as revised, all mitigation measures requiring improvements within the jurisdiction of the City of San Diego will require approval by the City of San Diego City Engineer.

Comment L-5-15	**Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18**	**Response**
C. The document should show how the enrollment triggers are appropriate for each mitigation measure (i.e. AATCP-1 through AATCP-12). For example, how does 656 FTE Trigger Increase in Table AA3.14-34 equate to 25,211 FTE for		Footnote 12 on DAA page AA3.14.106 states that the FTE for 2017/2018 is 24,555. This number serves as the baseline FTE. Starting with this number, the analysis determined the number of increased FTE above the baseline that would

AATCP-1? This information should be added to the Trigger Analysis section after Table AA3.14.-34.	trigger a significant impact at each location where a significant impact was identified. For example, at the College Avenue / I-8 eastbound ramps intersection, the increase in FTE that would trigger the impact was calculated at 501. Adding this number to the 24,555 baseline FTE means the significant impact would occur, and the mitigation is required, once the total campus FTE reaches 25,056 (24,555 + 501). In response to the comment, the FAA includes additional explanation. See FAA, Revisions to Draft Additional Analysis.
Comment L-5-16 **Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18**	**Response**
D. AATCP-1, College Avenue/1-8 Eastbound Ramps: Mitigation measure should be to the satisfaction of the City Engineer and Caltrans. The second paragraph should be revised to say " ... In the event the proposed improvements are not approved in a timely manner ... "	Mitigation measure AATCP-1 has been revised to incorporate all appropriate revisions. Please see Final Additional Analysis, Revisions to Draft Additional Analysis, mitigation measure AATCP-1.
Comment L-5-17 **Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18**	**Response**
E. AATCP-2, College Avenue/Canyon Crest Drive: The last sentence should be revised to say" ... to the satisfaction of the City of San Diego City Engineer." The mitigation measures should state that improvements shall be completed prior to impact occurrence.	Mitigation measure AATCP-2 has been revised to incorporate all appropriate revisions. Please see Final Additional Analysis, Revisions to Draft Additional Analysis, mitigation measure AATCP-2.
Comment L-5-18 **Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18**	**Response**
F. AATCP-3, College Avenue/Zura Way: The last sentence should be revised to say " ...to the satisfaction of the City of San Diego City Engineer." The mitigation measures should	Mitigation measure AATCP-3 has been revised to incorporate all appropriate revisions. Please see Final Additional Analysis, Revisions to Draft Additional Analysis, mitigation measure AATCP-3.

state that improvements shall be completed prior to impact occurrence.	

Comment L-5-19	**Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18**	**Response**
G. AATCP-4, College Avenue/Montezuma Road: The last sentence should be revised to say " ...to the satisfaction of the City of San Diego City Engineer." The mitigation measures should state that improvements shall be completed prior to impact occurrence.		Mitigation measure AATCP-4 has been revised to incorporate all appropriate revisions. Please see Final Additional Analysis, Revisions to Draft Additional Analysis, mitigation measure AATCP-4.

Comment L-5-20	**Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18**	**Response**
H. AATCP-5, 1-8 Westbound Ramp/Parkway Drive: The last sentence should be revised to say" ... In the event the proposed improvements are not approved in a timely manner ... "		Mitigation measure AATCP-5 has been revised to incorporate all appropriate revisions. Please see Final Additional Analysis, Revisions to Draft Additional Analysis, mitigation measure AATCP-5.

Comment L-5-21	**Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18**	**Response**
I. AATCP-6, Alvarado Road: E Campus Drive to Reservoir Drive: The improvement necessary to mitigate the Project's direct significant impact does not require widening. The second paragraph should be revised to say " ... to the satisfaction of the City of San Diego City Engineer." References to "infeasibility" should be removed as described above under 12.A. The loss of on-street parking does not make the improvement infeasible as there needs to be substantial evidence indicating infeasibility because of "specific economic, legal, social, technological, or other considerations."		CSU/SDSU acknowledges the City's comment that the improvement necessary to mitigate the Project's significant impact does not require road widening. However, during the April 4 meeting with the City, the City clarified that while the removal of on-street parking, which is necessary to implement the recommended mitigation improvements, may be possible, such removal cannot be assured and, therefore, the impact should remain significant and unavoidable. Mitigation measure AATCP-6 has been revised accordingly. Please see Final Additional Analysis, Revisions to Draft Additional Analysis, mitigation measure AATCP-6.

Comment L-5-22	Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	Response
J. AATCP-7, Alvarado Road: Reservoir Drive to 70th Street: Please remove the statement "although the removal may not be feasible since alternative parking spaces may not be available". The second paragraph should be revised to say " ...to the satisfaction of the City of San Diego City Engineer." References to "infeasibility" should be removed. The loss of on street parking does not make the improvement infeasible as there needs to be substantial evidence indicating infeasibility because of "specific economic, legal, social, technological, or other considerations." In addition, the College Area Community Plan anticipates that on street parking would eventually be eliminated along Alvarado Road.		CSU/SDSU acknowledges the City's comment that the College Area Community Plan anticipates that on street parking would eventually be eliminated along Alvarado Road. However, during the April 4 meeting with the City, the City clarified that while the removal of on-street parking, which is necessary to implement the recommended mitigation improvements, is possible, such removal cannot be assured and, therefore, the identified significant impact should remain significant and unavoidable. Mitigation measure AATCP-7 has been revised in response to the comment. Please see Final Additional Analysis, Revisions to Draft Additional Analysis, mitigation measure AATCP-7. Please also see responses to comments L-5-13 and L-5-21 for additional related information.

Comment L-5-23	Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	Response
K. AATCP-8, College Avenue: 1-8 Eastbound Ramp to Zura Way: The second paragraph should be revised to say " ... In the event the proposed improvements are not approved in a timely manner ... "		Mitigation measure AATCP-8 has been revised to incorporate all appropriate revisions. Please see Final Additional Analysis, Revisions to Draft Additional Analysis, mitigation measure AATCP-8.

Comment L-5-24	Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	Response
L. Regarding College Avenue: Montezuma Road to Cresita Drive, the document must demonstrate why the improvement is infeasible. Could some portions be achieved via elimination of on-street parking? As an alternate strategy,		Since release of the DAA, and in response to the City's comment, LLG has reviewed the proposed mitigation further and determined that there is sufficient existing right-of-way to construct a raised median if the existing on-street parking were removed. Accordingly, a mitigation measure

SDSU could provide a shuttle for students living south of campus to reduce project traffic on this street segment.	has been added (AATCP-23) by which SDSU would construct the recommended median in the event the City approves the removal of on street parking sufficient to construct such median. See FAA, Revisions to Draft Additional Analysis, mitigation measure AATCP-23. In the event sufficient off-street parking cannot be removed, road widening would be required to construct the median; however, widening is not feasible primarily because it would require the acquisition of additional right of way that is owned by multiple additional third / private parties as the road is fronted by private residences. See FAA, Appendix AA, Transportation Related Materials, Memorandum, Quality Infrastructure Corporation, Feasibility Evaluation. Nonetheless, as to the alternate strategy to provide a shuttle for students living south of campus, SDSU will be expanding the service area of the existing on-campus shuttle to off-campus locations that potentially could include this area of College Avenue. See Final Additional Analysis, Revisions to Draft Additional Analysis, mitigation measure AATCP-19.
Comment L-5-25 Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	**Response**
11) Near Term (Year 2022) Segment Mitigation Analysis, Table AA3.14-30, page AA3.14-112: The Alvarado Road mitigation should be identified as feasible. The College Avenue (Montezuma Rd to Cresita Drive) mitigation should be revised to be consistent with the text.	Table AA3.14-30 has been revised consistent with the mitigation measures as revised. Please see Final Additional Analysis, Revisions to Draft Additional Analysis.

Comment L-5-26	Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	Response
12) Mitigation Measures, Intersections, Fairmount Avenue/1-8 WB Off Ramp/Camino Del Rio N (Intersection #1), page AA3.14-114: SDSU should consider adaptive signal control or other improvements. The report states that " ...there is no plan or program in place to provide necessary funding ... " However, there is a plan in place in the Navajo Community Plan Public Facilities Financing Plan (PFFP) for improvements to this interchange area that SDSU should contribute to as partial mitigation.		In response to the comment, a mitigation measure for the Fairmount Avenue / I-8 Westbound Off Ramp / Camino Del Rio North intersection has been added that requires CSU/SDSU to provide funding for the installation of Adaptive Signal Control at three Fairmount Avenue traffic signals. (See Final Additional Analysis, Revisions to Draft Additional Analysis, mitigation measure AATCP-24.) These feasible improvements would partially, though not fully, mitigate the project's impacts and, therefore, impacts would remain significant and unavoidable. While the Navajo Community PFFP does include a plan for future improvements to the interchange, as the City notes in its comment, any fair-share payment would serve as partial mitigation only. This is due to the fact that funding for the remainder cost of the improvements (approximately $20 million) is not available. (Please see Final Additional Analysis, Appendix AA, Transportation Analysis Related Materials, Navajo Community Public Facilities Financing Plan excerpt, listing the total cost of the referenced improvement as $19,265,722 with $18,740,000 in unidentified funding.) Under situations as these where there is no reasonable assurance that the improvements will be implemented, CEQA does not require a fair-share payment and the impact is significant and unavoidable. (*Tracy First v. City of Tracy* (2009) 177 Cal.App.4th 912.)

Comment L-5-27	Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	Response
13) AATCP-9, 55th Street/Montezuma Road, page AA3.14-115: The second paragraph should be revised as follows: " ...dedicated southbound left-turn lane, and implement the associated signal modification, satisfactory to the City Engineer. SDSU shall ... "		Mitigation measure AATCP-9 has been revised to incorporate all appropriate revisions. See Final Additional Analysis, Revisions to Draft Additional Analysis, mitigation measure AATCP-9.

Comment L-5-28	Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	Response
14) AATCP-1 0, Campanile Drive/Montezuma Road, pages AA3.14-115 to AA3.14-117: A. The second paragraph should be revised as follows: " ...to provide an exclusive westbound right-turn lane on Montezuma Road to northbound Campanile Drive, and implement the associated signal modifications, satisfactory to the City Engineer. SDSU shall. .. " B. Alvarado Court/Alvarado Road (Intersection #12): SDSU should install the signal. Adaptive signal control should also be considered to mitigate Master Plan impacts along this corridor.		Mitigation measure AATCP-10 has been revised to incorporate all appropriate revisions in response to comment subpart A. As to subpart B, the mitigation measure for the identified impact has been revised to provide that CSU/SDSU will install the recommended traffic signal and, as such, the impact will be mitigated to less than significant and no further mitigation is required. See Final Additional Analysis, Revisions to Draft Additional Analysis, mitigation measure AATCP-10.

Comment L-5-29	Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	Response
15) AATCP-11, page AA3.14-117: The second paragraph should be revised as follows " ... prior to SDSU Full-Time Equivalent (FTE) enrollment reaching 29,359, SDSU shall install an overlap phase on the northbound right-turn to eastbound Alvarado Road at the 70th Street/Alvarado Road intersection traffic signal, satisfactory to the City Engineer. SDSU shall prepare design plans and submit such plans to the City of San Diego for review and approval. Following		Mitigation measure AATCP-11 has been revised to incorporate all appropriate revisions. See Final Additional Analysis, Revisions to Draft Additional Analysis, mitigation measure AATCP-11.

City approval, and prior to construction, SDSU shall obtain ..."	
Comment L-5-30 **Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18**	**Response**
16) AA TCP-12, page AA3.14-118: The second paragraph should be revised as follows " ...provide a right-turn overlap phase on the northbound approach satisfactory to the City Engineer. SDSU shall prepare ... and provide bond assurance to the satisfaction of the City Engineer."	Mitigation measure AATCP-12 has been revised to incorporate all appropriate revisions. See Final Additional Analysis, Revisions to Draft Additional Analysis, mitigation measure AATCP-12.
Comment L-5-31 **Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18**	**Response**
17) Mitigation Measures, Street Segments, pages AA3.14-118 to AA3.14-120: A. Alvarado Road: E. Campus Drive to Reservoir Drive: SDSU should provide full mitigation per our comments on Mitigation Measure AATCP-6.	The referenced text has been revised to incorporate all appropriate revisions. Please see Final Additional Analysis, Revisions to Draft Additional Analysis.
Comment L-5-32 **Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18**	**Response**
B. Alvarado Road: Reservoir Drive to 70th Street: SDSU should provide full mitigation per our comments on Mitigation Measure AATCP-7.	The referenced text has been revised to incorporate all appropriate revisions in response to the comment. Please see Final Additional Analysis, Revisions to Draft Additional Analysis.
Comment L-5-33 **Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18**	**Response**
C. College Avenue: Del Cerro Boulevard to 1-8 WB off-Ramp: The last sentence should be revised as follows: "Furthermore, a development project has recently been approved by the City at the northeast corner of this interchange that will use the striped out northbound area to become a right turn lane into that project. Therefore, adding	In response to comments, the project's traffic engineer (LLG) has reviewed this segment of College Avenue and determined that sufficient right of way exists to add an additional northbound College Avenue lane at this location by re-striping the road, which would mitigate the identified significant impacts. Additionally, while SDSU's share of the recommended improvement is approximately 30%, SDSU

a lane would require widening and so the identified improvements ..."	has agreed to fully fund a re-striping project if the City would approve the re-striping and a corresponding mitigation measures has been added, AATCP-30. However, SDSU acknowledges the City's comment and, in the event the City determines widening is necessary, the addition of a lane would be infeasible and the impacts would remain significant and unavoidable. Please see Final Additional Analysis, Revisions to Draft Additional Analysis, mitigation measure AATCP-30, and Appendix AA, Transportation Related Materials, Memorandum, Quality Infrastructure Corporation, Feasibility Evaluation.
Comment L-5-34 Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	**Response**
D. College Avenue: Zura Way to Montezuma Road: The second paragraph should be revised as follows "However, implementation of this improvement is infeasible due to the proximity of buildings fronting College Avenue along this segment. While the College Area Community Plan depicts College Avenue as six lanes between Zura Way and Montezuma Road, the recent construction of South Campus Plaza precludes the addition of a southbound lane via widening on the west side." With regards to adding a fifth lane, the document should discuss the potential for widening to add a northbound lane on the east side with future redevelopment.	The referenced text has been revised to incorporate all appropriate revisions. Please see Final Additional Analysis, Revisions to Draft Additional Analysis. As to the potential for widening to add a northbound lane on the east side with future redevelopment, a field review was conducted of this segment of College Avenue to evaluate the widening potential on the east side. Currently, there are several retail buildings located at the edge of the existing sidewalk (i.e., Starbucks, Cal Copy, Jack-in-the-Box). These buildings would need to be removed in order to construct the third northbound lane. Therefore, based on the proximity of the existing buildings to the existing roadway, widening on the east side is deemed infeasible. It is speculative to attempt to determine whether future redevelopment would alter this determination. As to the feasibility of widening this segment of College Avenue, please also see FAA Appendix

	AA, Transportation Related Materials, Memorandum, Quality Infrastructure Corporation, Feasibility Evaluation.
Comment L-5-35 Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	**Response**
E. College Avenue: Montezuma Road to Cresita Drive: Refer to previous comment #1O (L).	The referenced text has been revised to incorporate all appropriate revisions. Please see Final Additional Analysis, Revisions to Draft Additional Analysis.
Comment L-5-36 Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	**Response**
F. Montezuma Road: Fairmount Avenue to Collwood Boulevard: The document should demonstrate why adding a third eastbound travel lane is infeasible "due to the existing topography". The conceptual design in Appendix Q of the Transportation Impact Analysis suggests widening by 3 feet is feasible. Also, SDSU should consider alternatives such as adaptive signal control, neighborhood shuttle, and/or partially subsidized transit passes to partially mitigate project impacts on this roadway segment.	Based on the conceptual design shown in Appendix Q of the Transportation Impact Analysis (DAA Appendix V), the improvement is infeasible. In order to provide a fifth lane on Montezuma Road, the acquisition of additional right of way controlled by third parties would be required. Additional information regarding the feasibility of this improvement has been added to the Transportation Impact Analysis. See Final Additional Analysis, Appendix AA, Transportation Analysis Related Materials, including Memorandum, Quality Infrastructure Corporation, Feasibility Evaluation. In addition, there is no plan or program in place to provide the necessary funding in combination with the Project's fair-share (7.8%), nor is there a plan or program in place to construct the necessary improvements at this location. Therefore, the improvements necessary to reduce the project's impacts to less than significant are infeasible and, as a result, this impact is considered significant and unavoidable. However, in response to the comment, a mitigation measure has been added requiring that SDSU provide the funding for installation of Adaptive Signal Controls at the affected

intersections along the segment. See Final Additional Analysis, Revisions to Draft Additional Analysis, mitigation measure AATCP-26. Implementation of this feasible measure, however, will not reduce the identified impacts to less than significant.

As to the consideration of other mitigation alternatives such as a neighborhood shuttle, and or/partially subsidized transit passes to partially mitigate the impacts, the Transportation Demand Management (TDM) strategies to be implemented pursuant to mitigation measure AATCP-19 addresses both neighborhood shuttles and transit pass subsidies. Specifically, under the mitigation measure, SDSU will be required to expand the hours of operation, increase frequency, and expand the service area of the on-campus SDSU Red & Black shuttle, and also will be required to facilitate the continued operation of private shuttles operating between off-campus apartments and campus by identifying off-campus pick-up/drop-off locations. Additionally, in response to the comment, AATCP-19 has been revised to provide that the service area of the existing shuttle will be expanded to off-campus locations.

As to transit pass subsidies, the mitigation measure requires SDSU to maintain the existing discounted Metropolitan Transit System (MTS) transit pass program for students, which already provides for a SDSU subsidy.

Comment L-5-37	Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	Response
G. Montezuma Road: Collwood Boulevard to 55th Street: The document should demonstrate why adding a third eastbound travel lane is infeasible "due to the existing topography". See above comment on #17(F).		The provision of a fifth lane on this portion of Montezuma Road is not presently planned and would require the purchase of right of way from adjoining landowners. The road is presently built out to its 4 lane designation and there are no plans to widen it beyond this designation. In addition, slopes along Montezuma Road render the widening infeasible based on a review conducted by the project Civil Engineers and Traffic Engineers. For these reasons, the mitigation of adding a fifth lane is considered infeasible and the impact is significant and unavoidable. See FAA, Appendix AA, Transportation Related Materials, Memorandum, Quality Infrastructure Corporation, Feasibility Evaluation. However, in response to the comment, a mitigation measure has been added requiring that SDSU provide the funding for installation of Adaptive Signal Controls at the affected traffic signals along the segment. See Final Additional Analysis, Revisions to Draft Additional Analysis, mitigation measure AATCP-27. Implementation of this feasible measure will not, however, reduce the identified impacts to less than significant.

Comment L-5-38	Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	Response
H. Montezuma Road: 55th Street to College Avenue: SDSU should construct the raised median to fully mitigate the Master Plan impact.		As explained in the DAA, the project's long-term (2035) significant impact to the segment of Montezuma Road between 55th Street and College Avenue is a cumulative impact, to which the project contributes 21.2% of the increase in traffic. Also as explained, the recommended improvement is the construction of a raised median along

	this segment of Montezuma Road, although there is no existing plan or program in place to collect funding from the remaining 78.8% of traffic and ultimately construct the improvements. Under circumstances as these, no payment is required and the impact is considered significant and unavoidable. However, in response to the comment, SDSU has determined it is feasible to fully fund and implement the necessary improvements in light of the substantial benefits that would accrue to the SDSU community and for the limited purpose of this project only, and has added a mitigation measure requiring that SDSU install the recommended raised median on the affected segment of Montezuma Road. See Final Additional Analysis, Revisions to Draft Additional Analysis, mitigation measure AATCP-28.
Comment L-5-39 **Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18**	**Response**
18) Freeway Mainline, pages AA3.14-121 to AA3.14-123: AATCP-17: The second sentence should be revised as follows, " ...Lake Murray Boulevard is to provide additional capacity on the 1-8 eastbound and westbound mainlines. To that end ... "	Mitigation measure AATCP-17 has been revised in response to the comment. Please see Final Additional Analysis, Revisions to Draft Additional Analysis, mitigation measure AATCP-17.
Comment L-5-40 **Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18**	**Response**
B. MTCP-18: The second sentence should be revised as follows, " ...Fletcher Parkway is to provide additional	Mitigation measure AATCP-18 has been revised in response to the comment. Please see Final Additional Analysis,

capacity on the 1-8 eastbound and westbound mainlines. To that end ..."	Revisions to Draft Additional Analysis, mitigation measure AATCP-18.

Comment L-5-41	**Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18**	**Response**
19) Transportation Demand Management, pages 3.14-123 to 3.14-128: A. It is unclear how the Transportation Demand Management program will be determined effective in reducing and mitigating impacts on transportation and circulation from the implementation of the Master Plan as no metric is provided in this mitigation measure. Performance standards or other methods for measuring the effectiveness of the mitigating measures for reducing or avoiding the significant effect on the environment should be identified within the EIR. The City requests that the Lead Agency revise the Transportation Demand Management Program to include clear, quantifiable performance standards that may be objectively applied and reviewed annually or as necessary. In addition, the use of the commencement of the Fall 2019 semester as the appropriate triggering event for this mitigation measure is unsupported in the DAA.		Performance standards are not required in this case as the TDM mitigation measure (AATCP-19) does not defer the formulation of mitigation but, instead, includes specific strategies to reduce single occupancy vehicle ridership that must be implemented by a date certain and that will be enforceable through the Mitigation Monitoring and Reporting Program (MMRP) adopted by the Board of Trustees. (CEQA Guidelines Section 15126.4(a)(1)(B).) Correspondingly, in response to the comment, monitoring has been added to the TDM coordinator's duties. As to the program commencement date of no later than Fall 2019, in response to the comment, required implementation dates have been assigned to each individual strategy included within AATCP-19, with most requiring implementation by Fall 2018. Moreover, the first in time significant impact that cannot be mitigated to less than significant by feasible mitigation (i.e., the first impact that would be significant and unavoidable), would not occur until SDSU FTE enrollment reaches 25,286, which is not expected to occur until after Fall 2019 (see AATCP-6). Therefore, the DAA supports use of the Fall 2019 semester as the appropriate triggering event for the TDM mitigation measure.

Comment L-5-42	Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	Response
B. The first paragraph should be revised as follows, " ... with the ultimate goal of reducing single occupant vehicle trips ..."		The referenced text has been revised to incorporate all appropriate revisions. Please see Final Additional Analysis, Revisions to Draft Additional Analysis.

Comment L-5-43	Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	Response
C. AATCP-19 should be revised as follows, "Immediately following re-approval of the 2007 Campus Master Plan by The Board of Trustees of the California State University, and no later than commencement of Fall 2018 semester, SDSU shall take the following actions to implement or, as applicable, continue to implement the following transportation demand ..."		Mitigation measure AATCP-19 has been revised to incorporate all appropriate revisions. Please see Final Additional Analysis, Revisions to Draft Additional Analysis, mitigation measure AATCP-19. As to the program commencement date, please see the response to comment L-5-41.

Comment L-5-44	Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	Response
D. The TDM Coordinator's described job functions/duties should include monitoring.		Mitigation measure AATCP-19 has been revised to incorporate all appropriate revisions. Please see Final Additional Analysis, Revisions to Draft Additional Analysis, mitigation measure AATCP-19.

Comment L-5-45	Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	Response
E. Increase RideShare Opportunities i) Section D should "Connect the existing Enterprise Rent-A-Car Van Pool system to the SDSU Human Resources (HR) staff/faculty database for ... " ii) All funding should be through SDSU to mitigate the project's impacts. iii) Section F should start with the Fall 2018 semester.		Mitigation measure AATCP-19 has been revised to incorporate all appropriate revisions. Please see Final Additional Analysis, Revisions to Draft Additional Analysis, mitigation measure AATCP-19. With respect to the comment that all funding should be through SDSU, SDSU faculty currently receive a $500 per month subsidy towards participation in the VanPool program, with $400 provided through SANDAG and the remaining $100 through SDSU. As to the initiation of an off-campus SDSU shuttle, as noted

iv) Section G should "Expand hours of operation, increase frequency, and expand the service area of the currently on-campus only SDSU Red & Black shuttle;" v) SDSU should initiate an off-campus SDSU shuttle.	in the preceding responses, the service area of the existing on-campus shuttle will be expanded to off-campus locations as well.

Comment L-5-46	**Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18**	**Response**
20) Facilitate Bicycle and Pedestrian Travel, page AA3.14-126 A. Similar to the comment above for the Transportation Demand Management program, the Lead Agency's program for Bicycle and Pedestrian Travel should include performance standards or other methods for measuring the effectiveness of the program for reducing or avoiding the significant effect on the environment identified within the EIR. The City requests that the Lead Agency revise the documentation to include clear, quantifiable performance standards that may be objectively applied and reviewed annually or as necessary.		Please see response to comment L-5-41 regarding the addition of performance standards to the TDM mitigation measure.

Comment L-5-47	**Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18**	**Response**
B. Section a. should specify details of the Bike-Share pilot program (docking stations vs. dockless, number of bikes initially, locations covered, etc)		The bike-share program would be a dockless program, with an initial 100 bicycles, with capabilities for expansion as applicable. Students would receive a discount for a subscription relative to the standard rates, the bikes would be able to be taken off-campus, and incentives/disincentives would be put in place to facilitate the orderly placement of bikes on campus. Mitigation measure AATCP-19 has been revised in response to the comment. Please see Final Additional Analysis, Revisions to Draft Additional Analysis, mitigation measure AATCP-19.

Comment L-5-48	Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	Response
C. Section e. should state exactly when the Class I bike paths were installed instead of stating "(installed since 2007)"		The Class I bike paths were installed in 2010. Mitigation measure AATCP-19 has been revised in response to the comment. Please see Final Additional Analysis, Revisions to Draft Additional Analysis, mitigation measure AATCP-19.

Comment L-5-49	Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	Response
D. Section f. should state exactly when the Class II bike lanes were installed instead of stating "(installed since 2007)"		The Class II bike lanes were installed in 2017. Mitigation measure AATCP-19 has been revised in response to the comment. Please see Final Additional Analysis, Revisions to Draft Additional Analysis, mitigation measure AATCP-19.

Comment L-5-50	Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	Response
E. Section g. should state how many bike racks will be provided. SDSU should also consider bike lockers and/or bike maintenance location/shop on campus.		The existing on-campus bike rack capacity is approximately 1,070 bikes. Additional bike racks will be provided as demand requires. Bike maintenance stations (tools and air, not staffed) were installed in four locations on campus in 2017: Cuicacalli Residence Hall; Chaputltepec Residence Hall; University Towers; and the Aztec Recreation Center. Mitigation measure AATCP-19 has been revised in response to the comment. Please see Final Additional Analysis, Revisions to Draft Additional Analysis, mitigation measure AATCP-19.

Comment L-5-51	Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	Response
F. Section h. should state exactly when the pedestrian improvements were installed instead of stating "(installed since 2007)".		The referenced pedestrian improvements were installed in 2017. Mitigation measure AATCP-19 has been revised in response to the comment. Please see Final Additional Analysis, Revisions to Draft Additional Analysis, mitigation measure AATCP-19.

Comment L-5-52	Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	Response
21) Facilitate Transit Ridership A. Similar to the comment above for the Transportation Demand Management program, the Lead Agency's program for Transit Ridership should include performance standards or other methods for measuring the effectiveness of the program for reducing or avoiding the significant effect on the environment identified within the EIR. The City requests that the Lead Agency revise the documentation to include clear, quantifiable performance standards that may be objectively applied and reviewed annually or as necessary.		Please see response to comment L-5-41 regarding the addition of performance standards to the TDM mitigation measure.

Comment L-5-53	Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	Response
B. The Transit Ridership analysis focused on the transit capacity; however, roadway traffic volumes are anticipated to significantly increase in the horizon year (buildout) for the Master Plan. An analysis of the potential impact on bus transit operations and services, which are relied upon within the traffic analysis to reduce future reliance on single occupancy vehicles, should be included within this analysis. This secondary or indirect effect on bus transit may result in unidentified impacts that would require mitigation under CEQA.		As to the analysis of the potential impact of future increased roadway traffic volumes on transit bus operations, the DAA intersection analyses take into account buses as part of the heavy vehicle mix; therefore, the analysis of future conditions takes into account traffic conditions relative to transit buses. Accordingly, mitigation in the form of road improvements that would return levels of service to acceptable operations would do so as to transit buses, just as passenger vehicles. Additionally, neither the project nor the proposed mitigation would remove any lanes on College Avenue utilized by buses and, instead, mitigation would add lanes on northbound College Avenue, which is a major bus corridor. Additionally, the proposed mitigation would decrease delays at the constrained College Avenue/Canyon Crest Drive intersection, which is utilized by transit buses.

Comment L-5-54	Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	Response
C. Section a. should be "Establish and maintain" instead of just "maintain".		A discounted Metropolitan Transit System (MTS) transit pass program for students is already established on the SDSU campus. Therefore, maintaining that program is appropriate and no revisions to mitigation measure AATCP-19 are necessary in this regard.

Comment L-5-55	Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	Response
D. The first paragraph after Section d. should state that " ... the TDM Coordinator shall annually evaluate the above strategies to ensure that the strategies are reducing single-rider vehicle trips to and from campus, and shall provide a report documenting the results to the SDSU President and to the City of San Diego Environmental Analysis Section. As new technologies ..."		As noted in prior responses, implementation of Mitigation Measure AATCP-19 will be monitored and enforced through the MMRP adopted by the Board of Trustees. The MMRP will require the preparation of annual monitoring reports, which will be made available to the SDSU community and general public via the SDSU website.

Comment L-5-56	Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	Response
E. The second paragraph after Section d. should delete "and the increased demand to live on campus" or provide information regarding increased demand. Also, the paragraph should discuss how many more student beds are planned on campus under the Master Plan. The document should clearly state whether the 2,980 beds is the total.		The FAA provides additional information on the increased demand for on-campus student housing (between 2014 and 2017 increasing from 3,600 to 4,700), and how the campus projects demand to continue to increase, from 5,100 to 7,300 between 2018 and 2020, as the requirement that all out of service area sophomores live on campus is phased in. As to the referenced 2,980 beds, as explained in the DAA, since 2007, SDSU has added approximately 1,350 on-campus student housing beds, and additional housing presently is being constructed and/or planned for construction on and

	adjacent to campus that would house an additional approximate 1,630 students by 2019 (1,330 on campus and 300 adjacent to campus). As to additional student housing, the FAA also notes that the previously approved (2011) Plaza Linda Verde project (now referred to as South Campus Plaza) provides additional housing capacity for 1,016 beds, and the subject 2007 Campus Master Plan would provide additional potential housing capacity of 2,176 beds, for a total of 3,192 additional beds. See Final Additional Analysis, Revisions to Draft Additional Analysis; see also, FAA Appendix AA, Student Housing Demand Materials.
Comment L-5-57 **Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18**	**Response**
F. 2007 FEIR Mitigation Measures, page AA3.14-127: the mitigation measures were never adopted. Therefore, the document should delete "adopted as" in the first paragraph.	The referenced text has been revised in response to the comment. Please see Final Additional Analysis, Revisions to Draft Additional Analysis.
Comment L-5-58 **Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18**	**Response**
G. AA TCP-20, Del Cerro Residential Streets, page AA3.14-128: The mitigation measure should be revised as follows to provide specific performance standards and criteria. Reference to regular shuttle service is vague and ambiguous. In addition, this mitigation measure should specify how it will be funded, monitored and enforced to ensure project-generated ADT do not exceed the levels forecast in the EIR.	Preliminarily, Draft Additional Analysis AATCP-20 inadvertently combined two separate mitigation measures (previously numbered as TCP-23 [Traffic Calming Study] and TCP-24 [Shuttle Service] in the 2007 Campus Master Plan Final EIR). The Final Additional Analysis reflects the 2007 mitigation text, with the two separate measures now numbered as AATCP-20 and AATCP-29. Neither of these measures was ruled inadequate by the courts and, therefore, substantive comments relating to the measures are beyond the scope of the court's peremptory writ of mandate.

	Additionally, both mitigation measures are triggered *only* after occupancy of the *Lower* Village component of the Adobe Falls Faculty Staff housing. Importantly, the 2007 Campus Master Plan EIR and this Additional Analysis provide the CEQA required project-specific review for the *Upper* Village component of the Adobe Falls Faculty/Staff housing only; the *Lower* Village component has been analyzed at a program level only, thereby requiring further CEQA analysis prior to its development. (See 2007 Final EIR, Project Description, Table 1.0-4 and Subsection 1.1.6, Level of Environmental Review.) As such, when SDSU determines at a future date to move forward with the Lower Village, it will be required to prepare the necessary project-specific analysis, at which time specific details regarding traffic distribution and potential impacts will be available (including information regarding site access), and at that time appropriate details regarding the Traffic Calming Study will be identified as necessary.

Comment L-5-59	**Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18**	**Response**
H. AATCP-21, Construction Related Impacts, page AA3.14-128: The mitigation measure should be revised as follows "...SDSU shall prepare a Traffic Control...to the surrounding City roadways ... project construction activities, satisfactory to the City Engineer. Special attention ... project construction; that flaggers be utilized ... notice of road closures by SDSU's contractors; and that construction ... to the maximum extent feasible, satisfactory to the City Engineer." The document		Mitigation measure AATCP-21 has been revised in response to the comment. Please see Final Additional Analysis, Revisions to Draft Additional Analysis, mitigation measure AATCP-21. The comments regarding potential noise and vibration impacts are beyond the scope of the Draft Additional Analysis and, in any event, the potential impacts were

should also discuss noise and vibration as part of construction activities.	adequately addressed in the 2007 EIR, Section 3.10, Noise. Mitigation identified as part of that process addresses construction noise-related impacts and requires compliance with the City's noise ordinance relative to noise levels and construction hours, and further requires that the construction contractor locate noisy equipment as far as possible from building occupants, install stationary equipment in enclosures, equip all construction equipment with properly operating and maintained exhaust systems, locate staging areas as far as practical from residences, and use quieter equipment while working adjacent to existing residences. See, 2007 Final EIR, Mitigation Measure NOI-1.

Comment L-5-60	**Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18**	**Response**
22) AATCP-22, page AA3.14-128: The mitigation measure should not include an improper deferral of analysis and identification of any mitigation. SDSU needs to identify measures that will mitigate project impacts and will satisfy specific performance criteria. Earlier in this document it says all Adobe Falls Housing access will be taken from College Avenue and none at Waring Road. If this is not true, this should be corrected.		AATCP-22 (previously numbered as TCP-26 in the 2007 Campus Master Plan Final EIR) was not ruled inadequate by the courts and, therefore, substantive comments relating to the measure are beyond the scope of the court's peremptory writ of mandate. Furthermore, mitigation measure AATCP-22 applies to the future project specific analysis under CEQA to be conducted for the Lower Village component of the Adobe Falls/Faculty Staff Housing, and only after SDSU makes a determination to move forward with that component of the project. As previously explained in response to comment L-5-58, the 2007 Campus Master Plan EIR and this Additional Analysis provide the CEQA required project-specific review for the *Upper* Village component only; the *Lower* Village component

has been analyzed at a program level only, thereby requiring further CEQA analysis prior to its development. (See 2007 Final EIR, Project Description, Table 1.0-4, Proposed Project Components, and Section 1.1.6, Level of Environmental Review.) Mitigation measure AATCP-22 does not mitigate an identified significant impact but, instead, is intended to ensure that the future project-specific analysis of the Lower Village includes a peak-hour intersection analysis of the project's impacts on the Adobe Falls Road/Waring Road intersection. The impact analysis will be conducted based on the applicable significance criteria at the time, taking into account any methodological changes attributable to pending revisions in the CEQA Guidelines relating to implementation of SB 743. Following completion of that analysis, appropriate mitigation will be identified based on performance standards in effect at that time.

As to access to the Adobe Falls housing, the 2007 EIR and this Additional Analysis analyzed the scenario whereby access to and from the housing would be provided through the Del Cerro community (i.e., via College Avenue). However, under that access scenario, a maximum number of 172 housing units would be built (48 housing units in the Upper Village in the near-term, and 124 housing units in the Lower Village in the long-term). (See DAA, p. AA3.14-1.) Only in the event SDSU determines to consider development of more than 124 housing units in the Lower Village would alternative access routes be considered. (See 2007 Final EIR, Project Description, p. 1.0-39.)

Comment L-5-61	Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	Response
23) Post Mitigation Operations, page AA3.14-131: The third paragraph should be revised as follows "Additionally, several of the recommended improvements would improve bicycle/pedestrian safety, such as the installation of a bike lane along Canyon Crest Drive. In additions, the ... " With regards to the new traffic signal at College Avenue and Zura Way, the document should clarify whether there is sidewalk on the west side, and whether left turns out of Zura Way are allowed. The document should state whether any travel lanes utilized by transit be altered in order to provide the recommended improvements.		The referenced text has been revised in response to the comment. Please see Final Additional Analysis, Revisions to Draft Additional Analysis. As to the new traffic signal at College Avenue and Zura Way, text has been added to the DAA stating that left-turns from Zura Way onto southbound College Avenue are not allowed and that the project is not altering any travel lanes that are utilized by transit. In fact, project mitigation includes the addition of a third northbound lane on College Avenue between Zura Way and I-8, which will improve transit travel time along this corridor. Additionally, to clarify, there is no sidewalk along the west side of College Avenue.

Comment L-5-62	Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	Response
24) Table AA3.14-31, Horizon Year (Year 2035) Intersection Mitigation Analysis, pages AA3.14-132 and AA3.14-133: The table should state that SDSU will implement the feasible mitigations.		The referenced text has been revised in response to the comment. Please see Final Additional Analysis, Revisions to Draft Additional Analysis.

Comment L-5-63	Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	Response
25) Table AA3.14-32, Horizon Year (Year 2035) Segment Mitigation Analysis, pages AA3.14-134 and AA3.14-135: The table should state that SDSU will implement the feasible mitigations. College Avenue from Montezuma Road to Cresita Drive should have a Mitigated LOS E Capacity of		The referenced table has been revised in response to the comment regarding feasible mitigation. As to the comment regarding the segment of College Avenue from Montezuma Road to Cresita Drive, the 45,000 ADT capacity for College Avenue between Montezuma Road and Cresita Drive also has been revised to 40,000 ADT in Table AA3.14-32. Please

40,000 ADT. The LOS should be re-checked with the correct ADT capacity.	see Final Additional Analysis, Revisions to Draft Additional Analysis.
Comment L-5-64 **Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18**	**Response**
26) Table AA3.14-33, Horizon Year (Year 2035) Fair Share Contribution, page AA3.14-136, SDSU should fully mitigate AATCP-9 (55th Street/Montezuma Road), AATCP-1 0 (Campanile Drive/Montezuma Road and Alvarado Court/Alvarado Road), AATCP-11 (70th Street/Alvarado Road), and AATCP-12 (Montezuma Road: 55th Street to College Avenue). The footnotes should state that SDSU will fully mitigate Near-Term (Year 2022) direct impacts.	Table AA3.14-33 lists the project's share of cumulative traffic under the Horizon Year scenario. The percentages listed in the table are accurate. However, mitigation measures AATCP-9, AATCP-10, AATCP-11, AATCP-12, and newly added AATCP-25, each provide that SDSU will fully fund and implement the necessary improvements at each of the locations referenced in the comment. Please see Final Additional Analysis, Revisions to Draft Additional Analysis.
Comment L-5-65 **Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18**	**Response**
27) Table AA3.14-34, Mitigation Trigger Analysis, page AA3.14-139: The table should also show the other locations where SDSU should mitigate fully.	Table AA3.14-34, Mitigation Trigger Analysis, has been revised to list the trigger for all locations where SDSU will implement or fund the recommended improvements. Please see Final Additional Analysis, Revisions to Draft Additional Analysis.
Comment L-5-66 **Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18**	**Response**
28) AA3.14.1 0, Level of Significance After Mitigation, page AA3.14-140: The document should not refer to impacts to roadway facilities as "off-campus".	The referenced text has been revised in response to the comment. Please see Final Additional Analysis, Revisions to Draft Additional Analysis.
Comment L-5-67 **Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18**	**Response**
29) Include one graphic each for Near-Term Opening Day and for Year 2035 Horizon Year that shows the locations of significant project impact and notes the mitigations and the locations where less than full mitigation is proposed.	In response to the comment, a new graphic showing Near-Term and Year 2035 (Horizon Year) significantly impacted locations noting where less than full mitigation is proposed is included in the FAA. Please see Final Additional Analysis, Appendix AA, Transportation Analysis Related Materials.

Comment L-5-68	Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	Response
Regarding Appendix V. SDSU 2007 Master Plan Update Transportation Impact Analysis: 30) The figures provided in the report should show the location of the Alvarado Hotel, the Waring Road interchange, Alvarado Campus, and the Adobe Falls Faculty/Staff Housing and its access points to the street system.		DAA Figure AA3.14-7A-1 shows the location of Alvarado Campus, DAA Figure AA3.14-7A-2 shows the location of the Adobe Falls Faculty/Staff Housing, and DAA Figure AA3.14-7A-3 shows the location of the Alvarado Hotel. These same figures also are included in DAA Appendix V. As to the Adobe Falls Faculty Staff/Housing access points, as explained in the 2007 EIR, ingress to and egress from the Upper Village would be provided via Mill Peak Road, which would be extended from its present terminus at the top of the bluff down into the Upper Village. (See 2007 EIR, Section 3.14, Transportation/Circulation and Parking, Figure 8-4, Detailed Adobe Falls Faculty/Staff Housing Project Traffic ADT Volumes and Distribution.) As to the Lower Village, the number of housing units ultimately to be developed is dependent upon numerous factors, including ingress/egress, which could be provided from the north via Adobe Falls Road, or via Adobe Falls Road in combination with the existing Smoketree condominium access road, or via the western extension of Adobe Falls Road and a corresponding feeder road. (2007 EIR, p. 1.0-39.) Thus, access to the Lower Village has yet to be determined, and the issue will be addressed in the project level environmental review to be conducted prior to development of the Lower Village. (For additional descriptive information, see the 2007 EIR, pages 1.0-36 through 1.0-41.)

Comment L-5-69	Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	Response
31) Intersections #18 and #19 should be added to all figures in the report.		In response to the comment, intersections #18 and #19 have been added to all figures in the LLG Transportation Impact Analysis and DAA. Please see Final Additional Analysis, Appendix AA, Transportation Analysis Related Materials.

Comment L-5-70	Alyssa Muto, Interim Planning Director, City of San Diego 2/26/18	Response
Based on the City's comprehensive review of the DAA to the SDSU 2007 Campus Master Plan Final EIR, there are still outstanding issues related to traffic mitigation measures and TDM as detailed above. The City finds that the DAA prepared by SDSU as a response to the court's order to revise portions of the SDSU 2007 Campus Master Plan Final EIR found inadequate is still incomplete. As required under CEQA Guidelines Section 15088.5, the analysis and the determination of all potential environmental impacts under CEQA and any feasible mitigation measures and alternatives that would lessen identified environmental impacts of the project, should be recirculated for meaningful public review and comment. Please contact me directly at amuto@sandiego.gov if there are any questions regarding the contents and comments contained within this letter, or if San Diego State University would like to meet with City staff to discuss our comments further.		As explained in the preceding responses to comments, the mitigation measures proposed in the DAA, including the TDM mitigation measure, have been revised in response to the City's comments as appropriate, with all of the referenced "outstanding issues" addressed consistent with CEQA's requirements. For the reasons provided in Responses to Comment L-5-1 through L-5-3, and other applicable responses herein, CEQA does not require recirculation of the analysis presented in the DAA as adequate notice and opportunity for meaningful public review and comment was provided. Additionally, in response to the City's comments regarding the various traffic-related issues raised by comments L-5-3 through L-5-69 set forth above, on April 4, 2018, representatives of SDSU, including the project's traffic engineer LLG, met with representatives of the City to discuss the City's comments and the revisions to the DAA and related mitigation measures made in response to those comments. A summary of the meeting is provided in FAA Responses to Comments, Topical Response: Agency Meetings.

Comment L-6-1	Meeting with City of La Mesa 2/22/18	Response
In a meeting held on February 22, 2018, representatives of SDSU met with officials from the City of La Mesa, including City engineer Richard Leja. Mr. Leja informed SDSU that it considered the oral comments presented by the City at the meeting as its comments on the DAA and, thereby, it would not be submitting written comments. At the meeting, the city's primary interest regarded the mitigation proposed for impacts to the city's streets and the timing of implementation of the mitigation. Primary areas of interest are the Parkway/I-8 intersection and to a lesser degree, the 70th and Alvarado Road intersection. The city also requested guidance on the location of the mitigation measures and triggers in the document.		DAA Section AA3.14.9 presents a summary of significant impacts and mitigation measures. Specific to the Parkway Drive/I-8 intersection, as noted in response to comment L-3-1, the improvement necessary to mitigate the identified impacts at the intersection is to install either a traffic signal or a roundabout, dependent upon the results of an Intersection Control Evaluation analysis. The improvement ultimately decided upon is to be determined based on input provided by Caltrans and the City. (See FAA, Revisions to Draft Additional Analysis, Mitigation Measure AATCP-5.) As to the timing of the improvements, AATCP-5 provides for installation of the traffic signal or roundabout prior to SDSU FTE enrollment reaching 26,671, which is not projected for several years. SDSU will coordinate with the City prior to implementation of any mitigation. Also as noted in response to comment L-3-1, the City prefers using the funds that would be expended on the proposed improvement to develop a study that would review alternative improvements for the Parkway Drive / I-8 Westbound Ramp intersection and the 70th Street / Alvarado Road intersection. As to the 70th Street / Alvarado Road intersection, the improvement necessary to mitigate the project's significant cumulative impact at the intersection is to install an overlap phase on the northbound right-turn to eastbound Alvarado

	at the intersection traffic signal. (See FAA, Revisions to Draft Additional Analysis, Mitigation Measure AATCP-11.) Although there is no plan or program in place to provide the necessary funding in combination with the project's fair-share (9.6%), in light of the benefit to the SDSU community that will result from the improvement, SDSU has agreed to fully fund (pay 100%) and implement the necessary improvements. As to the timing of the improvements, AATCP-11 provides for installation of the improvement prior to SDSU FTE enrollment reaching 29,086.

Comment L-6-2	**Meeting with City of La Mesa 2/22/18**	**Response**
The city asked how our mitigation obligation would be triggered as to those significant impacts within the city. The city further asked how it would know when SDSU reached the identified FTE enrollment.		As explained in response to comment L-6-1, the mitigation triggers are based on FTE enrollment, the mitigation measures are to be in place upon the FTE enrollment thresholds specified in the corresponding mitigation measure. As to how the city will know when the designated FTE enrollment trigger is reached, information regarding SDSU FTE enrollment is available online at https://www.calstate.edu/cpdc/Facilities_Planning/Space_Mgmt/Reports/campus_SumCap.shtml. To locate the number, click on "Campus Summaries", and then "San Diego" to reach the summary table for SDSU. The relevant number is on Line 19 of the table, labeled "4 Enrollment Minus Other (1-2-3)", which depicts the FTE enrollment number for Master Planning purposes.

Comment L-6-3	Meeting with City of La Mesa 2/22/18	Response
As previously noted, the city prefers an alternative mitigation than that proposed in the DAA for the I-8 & Parkway drive intersection. La Mesa suggested that a SPUI (Single Point Urban Interchange) is an alternative to consider dependent upon the results of the requested study.		Please see Responses to Comments L-3-1 and L-6-1 for information responsive to this comment.

Comment L-6-4	Meeting with City of La Mesa 2/22/18	Response
The city indicated a preference for using SDSU's mitigation funding to develop a comprehensive study that would look at alternative improvements to the I-8/Parkway Drive/70th Street/Alvarado Road interchange area within a larger context.		Please see Responses to Comments L-3-1 and L-6-1 for information responsive to this comment.

Comment O-1-1	Robert Plice, College View Estates Association 2/24/18 (E-Mail)	Response
The DAA relies on trip-generation and traffic-distribution assumptions that are outdated and inadequate to analyze traffic impacts in the years 2018-2035. Technological change in the past 11 years has dramatically changed the transportation options available to campus populations and, therefore, changed the expected mix of transportation modes used by resident and non-resident students, faculty, and staff. The DAA does not comply with the Writ of Mandate, systematically underestimates future vehicular traffic on surface streets, overestimates bus and trolley ridership, and completely ignores ride-hailing and car-sharing usage.		The Draft Additional Analysis (DAA) fully complies with the Court's Peremptory Writ of Mandate (Writ) by presenting additional analysis (i.e., a re-evaluation and reassessment) of the SDSU 2007 Campus Master Plan transportation-related mitigation measures, including SDSU's fair-share of mitigation costs. Specific to the comment, the analysis is based on updated traffic information, including updated traffic counts, an updated list of cumulative projects, and updated transit data. The trip generation and distribution components of the 2007 analysis were not ruled inadequate by the courts and, therefore, these analysis components were not required to be re-evaluated. Moreover, as explained in the following

	responses, both the trip generation and trip distribution functions of the 2007 analysis remain valid as they are not substantially affected by the referenced technological changes.

Comment O-1-2	**Robert Plice, College View Estates Association 2/24/18 (E-Mail)**	**Response**
a. The Peremptory Writ of Mandate requires that the CSU Board of Trustees, "based on a re-evaluation of the off-site mitigation measures … reassess SDSU's fair-share of such mitigation costs (and, based on the record here, forego financial infeasibility arguments …" (emphasis added). b. The DAA ignores main clause of this sentence, accepting only the parenthesized conjunctive phrase. That phrase is only the second part of what SDSU was ordered to do, yet the DAA states that removing the financial infeasibility condition is all that the court required in paragraph 3(a). In fact, the court required SDSU to re-evaluate and reassess the needed mitigation measures. The words re-evaluate and reassess are unambiguous. They do not mean "regurgitate." c. Instead of re-evaluating the transportation implications of the project as required by the court, the LLG updated traffic study uses the same trip-generation and distribution model as in the 2007 study (Appendix V p. i). To apply a traffic-generation model developed in the year 2007 in the year 2018 is patently inappropriate, and to extend it out to the horizon year 2035 borders on the absurd.		California State University/San Diego State University (SDSU) disagrees that "the DAA states that removing the financial infeasibility condition is all that the court required in paragraph 3(a)" of the Writ. Please see response to comment O-1-1 for information responsive to this comment.

Comment O-1-3	Robert Plice, College View Estates Association 2/24/18 (E-Mail)	Response
d. The Apple iPhone was introduced in 2007. Google Maps was launched as a smartphone app in 2008, and by 2014 it was crowdsourcing real-time traffic data and re-routing users to avoid congestion. Uber began its ride-hailing service in 2009, and Lyft followed in 2012. By the end of 2017, Waymo's self-driving cars had completed more than four million miles on public roads and the company began test-marketing driverless ride-hailing services in Phoenix. The DAA ignores all of this, as if nothing had changed in the world of transportation planning since 2007.The only reference to these developments (Appendix V p. 138) is to state that SDSU will designate pick-up/drop-off areas for ride-hailing services. For all the evidence in the DAA, the planners and consultants at SDSU and LLG are oblivious to the major transportation-planning issues of the past 11 years and how those forces will shape transportation options out to the year 2035. [See Final Additional Analysis, Responses to Comments, Bracketed Comment Letters, Letter O-1, Table 1. Summary of Technology Impacts.]		SDSU acknowledges that there have been technological developments since 2007 but disagrees with the contention that such developments render the trip distribution component of the 2007 analysis inadequate. The trip distribution used in the analysis was derived using the San Diego Association of Governments (SANDAG) model, which is a computerized travel demand model that utilizes a sophisticated trip distribution function to derive the distribution of vehicle trips. The use of the model is the standard of practice for estimating trip distribution for traffic studies conducted in the San Diego region. Drivers have always tended to use the shortest route to get from point A to point B, and it is the traffic engineer's view, based on professional judgment and experience, that while GPS functions assist in this practice, technology developed since 2007 has not substantially altered trip distribution patterns within the project study area so as to render the 2007 distribution patterns inadequate.
e. GPS navigation with dynamic routing around congestion results in a redistribution of traffic such that congestion delays on alternative routes tend to be equalized. Drivers are advised to use alternate routes whenever that would save even a small amount of travel time (see Figure 1 for an example). Because this effect is ignored in the DAA, the distributional traffic impact of the project on various secondary and residential routes is understated. [See Final		The College View Estates (CVE) neighborhood contains approximately 462 homes. Based on SANDAG trip generation rates, these homes are expected to generate 4,620 average daily trips (ADT) with 260 outbound AM peak hour trips and 323 inbound PM peak hour trips. Based on Year 2017 counts conducted at the Montezuma Road / Yerba Santa and Remington Road / 55th Street intersections (the only two means of access to/from the

Additional Analysis, Responses to Comments, Bracketed Comment Letters, Letter O-1, Figure 1, Screenshot of Google Maps, 7:41 AM, February 22, 2018.]	CVE community), the AM outbound trips from the neighborhood total 210 (v. 260) and the PM inbound trips total 258 (v. 323). (See FAA Appendix AA, CVEA Related Materials, 2017 Traffic Counts.) Therefore, the actual volumes presently generated by the community during the critical AM and PM peak hours are less than the amount SANDAG expects the community to generate and, as a result, indicate that SDSU is adding little to no traffic through the CVE neighborhood. This is the case despite the availability of Uber and Lyft ride-sharing services to SDSU students and staff/faculty for many years, as pointed out in the comment. As to the referenced Figure 1, which is a screenshot of Google Maps taken at 7:41 AM on February 22, 2018, showing that a route from the SDSU campus to Home Depot through the College View Estates neighborhood would take 13 minutes, as compared to 16 minutes for the route via 55th Street and Montezuma Road, the figure represents an isolated example. In response to the comment, LLG staff, on three consecutive days during peak morning and afternoon commute periods, utilized Google Maps to determine the route to the Montezuma Road / Yerba Santa intersection from a point on the west side of campus. In all instances, the 55th Street to Montezuma Road route was the suggested route to the intersection and not the route through the College View Estates. (See FAA Appendix AA, CVEA Related Materials, Google Maps Screenshot.)

Comment O-1-4	Robert Plice, College View Estates Association 2/24/18 (E-Mail)	Response
f. In 2007 the vehicular options available to SDSU students, faculty, and staff were: personal car, carpool, bus, or trolley. In 2018 the options are: personal car, carpool, ride-hailing individual ride, ride-hailing shared ride, bus, or trolley. All evidence (see attachment) is that the ride-hailing options largely come at the expense of bus and trolley use. For on-campus students, Uber and Lyft have already become the preferred alternative to walking or using the bus or trolley. In the horizon year 2035, it is projected that the economics of personal car ownership in urban areas will be disrupted by plentiful and affordable ride-hailing options from autonomous vehicles. This makes it likely that faculty, staff, and non-resident students will, in significant numbers, choose ride-hailing rather than driving a personal car to campus. To the first approximation, that will double the number of vehicle trips to campus compared to parking a personal car, because two car trips will be generated to bring the individual to campus (one to carry the inbound commuter and another for the car to leave after the drop-off), and two more for the outbound commuter (one for the car to arrive and another for the car to leave after the pick-up). g. For all of these reasons, the DAA overstates the probable use of bus and trolley options, and understates--by a dramatic margin--the number of vehicular trips that will be generated on public streets and highways in both the near-term and horizon years. Additionally, the DAA fails to recognize that traffic distribution, not just volume, will be	The comment refers to ride-sharing services as a vehicular option not available in 2007 (the one and only additional option) and states that its availability comes at the expense of bus and trolley use, relying on a recent study. Preliminarily, Uber and other ride-sharing services allow students the opportunity, more than ever, to not own a car while living on campus; the comment confirms this, noting that by 2035 personal car ownership will be "disrupted by plentiful and affordable ride-sharing options." As college students typically do not have large amounts of discretionary funds, the lack of a readily available car on campus reduces the number of impulse trips since all trips will cost the student money. Relatedly, students are more likely to use Uber Pool, which is more readily accessible in a campus setting where other students are similarly situated and, as a result, Uber and other ride-sharing options facilitate carpooling in the campus setting. The comment, however, ignores this likelihood and asserts that students, as well as faculty and staff, living off-campus and commuting to school would "in significant numbers" abandon their cars in favor of ride-sharing services, and that this would double the number of vehicle trips to campus. Setting aside the unlikely economic and lifestyle assumptions underpinning this claim, the claim that this would double the number of vehicle trips to campus

affected by the project. These deficiencies must be corrected before the Board of Trustees can comply with the court's order that it reevaluate SDSU's fair share of mitigation costs.

contention ignores the fact that when a person contacts a ride-sharing service, the vehicle that arrives is not a vehicle that originated from the person's *destination*, but rather a vehicle located in *close proximity* to the caller. Similarly, the vehicle that drops the student, faculty or staff person off in the morning does *not* return to its trip origin but, instead, will pick up another rider in the area, thereby eliminating the purported return trip the comment relies on. Therefore, the claim of doubling the number of trips is factually inaccurate.

As to the effect of ride-sharing services on bus and trolley usage, the assumptions used as part of the trip generation analysis were based on SANDAG ridership data and included ridership forecasts for future years. As a result, the assumptions were based on forecasts of future transit use prepared by the agency with expertise in this area. As to the comment that bus and trolley ridership has been adversely affected by the ride-sharing services, information available from the Metropolitan Transit System (MTS) and the SANDAG refute that claim.

The MTS 2016 Community Impact and Performance Report states that MTS ridership has been steadily growing, particularly in the last two years. According to the report, MTS "broke a ridership record in both FY 2014 and FY 2015, which means more people than ever before are using public transit as their choice for transportation." (See FAA Appendix AA, CVEA Related Materials, Transit

	Information.) Specific to the trolley, based on historical weekday trolley ridership data provided by SANDAG, trolley ridership steadily increased between 2010 and 2015. (See FAA Appendix AA, CVEA Related Materials, Transit Information.) These findings are consistent with the study relied upon by the commenter, which states in its section on the impacts of ride-hailing on transit use that "on the whole, the majority of respondents indicated that there was no change in their transit use." Specifically, in response to the question "since you started using on-demand mobility services such as Uber and Lyft, do you find that you use the following transportation options more or less," the respondents used public bus and light rail somewhat less (6% and 3%, respectively) but used heavy rail and walking somewhat more (3% and 9%, respectively). (See FAA Appendix AA, CVEA Related Materials, Transit Information.) Therefore, even assuming that ride-share services have resulted in a reduction in bus and trolley usage, the services have resulted in an equivalent increase in rail and walking, thereby offsetting any reduction. Moreover, in the view of LLG, any changes in transit use that may have resulted due to these ride-share services have been limited and not of sufficient number to affect the trip generation component of the analysis.
Comment O-1-5 **Robert Plice, College View Estates Association 2/24/18 (E-Mail)**	**Response**
2. The DAA traffic study omits one of the major campus access routes from the analysis. No evidence was collected to enable an evaluation of the impact of campus growth on	The premise of the comment is incorrect. Remington Road to Hewlett Drive to Montezuma Road is not a major access route to/from the campus. Trip distribution modeling

specific streets and intersections adjacent to campus. Thus, the DAA fails to comply with f the Writ of Mandate, which requires that the Board of Trustees' certification must be based on "substantial evidence." a. There are four main City of San Diego streets that serve as access routes to and from the campus: Montezuma Road, College Avenue, 55th Street and Remington Road.	based on application of the SANDAG travel demand model shows that approximately one percent (1%) of campus traffic utilizes the Remington Road route referenced in the comment. (See DAA, Figures AA3.14-7A-1 through 7A-3.) As noted in response to comment O-1-3, recent (2017) traffic counts conducted at the Montezuma Road/Yerba Santa Drive intersection, which reflect travel through the College View Estates neighborhood, do not indicate that SDSU traffic is using the College View Estates route (Remington Road through the neighborhood) to reach Montezuma Road. Additionally, based on the SANDAG model, the Master Plan is forecasted to add less than 50 peak hour trips to these roads and, therefore, it was not necessary to include these roads within the detailed analysis.
Comment O-1-6 **Robert Plice, College View Estates Association 2/24/18 (E-Mail)**	**Response**
b. Neither the 2007 traffic study nor the updated traffic counts in the DAA measured traffic flow to and from the campus using the route that includes Remington Road, Hewlett Drive, College Gardens Court, and Yerba Anita Drive. There was no measurement of traffic at the intersection of Remington Road and Hewlett Drive, which is immediately adjacent to the campus and carries a significant flow of campus-generated traffic. (See Figure 2 for an example of a vehicle accessing SDSU via that route.) Astonishingly, the illustrations in the DAA and in the 2007 final EIR show Remington Road as a cul-de-sac. It appears that campus planners and their consultants are not even	For the reasons provided in response to comment O-1-5, neither the 2007 EIR nor the DAA were required to conduct further analysis of project traffic on the referenced streets. The referenced Figure 2 merely illustrates one vehicle at one point in time and does not contradict the facts presented in response to comment O-1-5. Additionally, as to the referenced illustrations purportedly showing Remington Road as a cul-de-sac, the figures simply show the extent of the study area and do not depict Remington Road as a cul-de-sac. For example, Montezuma Road is shown in a similar fashion east of Reservoir Drive,

aware of the existence of one of the four major access routes to SDSU. [See Final Additional Analysis, Responses to Comments, Bracketed Comment Letters, Letter O-1, Figure 2, Shuttle.]	although Montezuma Road, like Remington Road, is not a dead end at this location.

Comment O-1-7	**Robert Plice, College View Estates Association 2/24/18 (E-Mail)**	**Response**
c. SDSU will undoubtedly respond to this comment by claiming that the Writ of Mandate only required specific aspects of the 2007 EIR to be revised and this is not one of them; therefore, no comments can be accepted on this topic. That argument is not viable because the court mandated a re-evaluation and reassessment of the off-campus mitigation measures, and such re-evaluation can only be done in the present year. SDSU cannot pretend that the year is still 2007 and that traffic distribution patterns today are the same as they were then. And yet, that is exactly what the DAA assumes.		Please see response to comment O-1-1 for information responsive to this comment.

Comment O-1-8	**Robert Plice, College View Estates Association 2/24/18 (E-Mail)**	**Response**
d. The existence of the access route via Remington Road is omitted from Figures AA3.14-3, AA3-14.4, and all other similar figures in the DAA. In Figure AA3.14-7A-1 there is an annotation that 1% of campus traffic will occur on Remington Road. That figure is not backed up by any evidence whatsoever, and certainly not by "substantial evidence," which is the standard the court requires.		Please see responses to comments O-1-5 and O-1-6 for information responsive to this comment.

Comment O-1-9	**Robert Plice, College View Estates Association 2/24/18 (E-Mail)**	**Response**
e. The City of San Diego Street segment of 55th Street north of Montezuma Road, which is a public thoroughfare		The project would add less than 50 peak hour trips in either direction to this portion of 55th Street. Therefore, based on

surrounded on both sides by the campus, is not evaluated in the DAA. That segment is currently highly congested with three traffic signals in addition to the one at the corner of 55th and Montezuma. 55th Street is a vital connector road that serves residential areas to the north, up to the cul-de-sac, and to the west, via Remington Road. From the DAA it appears that SDSU is unaware that 55th Street is not a private campus road.	City of San Diego Traffic Impact Study Manual thresholds the segment was not analyzed. In addition, the key signalized intersections along 55th Street, at Remington Road and Montezuma Road, were analyzed during peak commuter periods, which is the most accurate indicator of traffic conditions in this portion of the study area. Nonetheless, in response to the comment, LLG conducted an analysis of the project's potential impacts to the relevant segments of 55th Street (Remington to Montezuma) and Remington Road (west of 55th Street). The analysis determined that under all analysis scenarios, the project would not result in significant impacts; that is, the segments would operate at acceptable levels of service under both with and without project conditions. Please see Final Additional Analysis, Appendix AA, Responses to Comments Materials, CVEA, for the analysis results.

Comment O-1-10	**Robert Plice, College View Estates Association 2/24/18 (E-Mail)**	**Response**
f. As noted above, technology that did not exist in 2007 has changed the distribution of traffic to and from the campus. GPS-based navigation apps, such as Google Maps, Waze, Apple Maps, and others, collect real-time updates on traffic delays from the hundreds or thousands of smartphones that are traveling in the campus vicinity. These data points are consolidated into a composite map of current congestion delays, updated on a second-by-second basis. g. As illustrated in Figure 1, drivers seeking to travel to or from key on-campus locations (such as PS 12, Viejas Arena, the Aztec Recreation center, which will soon be expanded, or		The comment that drivers are "frequently" directed to use Remington Road through the College View Estates community is based on a limited sample and ignores the trip distribution results determined by the SANDAG travel demand model, which are consistent with prevailing driving patterns. In the view of the DAA transportation engineer, based on his experience and professional judgment, only students driving to and from the west side of campus would consider the route through the College View Estates and, because the majority of parking on campus is located on the east side, this results in a limited

the New Student Housing project) and a point in Mission Valley near I-8 and Fairmount Avenue are frequently directed to use Remington Road, Hewlett Drive, College Gardens Court, and Yerba Anita Drive rather than endure the delays on 55th Street and Montezuma Road. Thus, although this route to and from the campus is apparently unknown to the planners and consultants at SDSU and LLG, it is well-known to any driver who uses a smartphone for navigation through traffic. And, as also noted above, in the horizon year of 2035 that will effectively include 100% of all drivers. h. The growth of the campus by 10,000 FTE will put more pressure on Montezuma Road and 55th Street. The DAA itself recognizes that Montezuma Road from Fairmount Avenue, past Collwood Avenue, and up to 55th Street will have impacts that are significant and unavoidable. The segment of 55th Street north of Montezuma was not evaluated (see above) but common sense implies that backups on Montezuma will spill northward onto 55th as well.	potential pool of vehicle trips. Only two parking structures are located on the west side of campus, structures 7 & 12. Of these two structures, only structure 12 would potentially be accessed via the College View Estates roads, and as previously explained, there is no evidence that drivers in fact do so. (See Final Additional Analysis, Appendix AA, CVEA Related Materials, Campus Parking Structures.) Additionally, the route through the College View Estates is longer in miles than the 55th Street to Montezuma Road route and, as a result, the route is less attractive to drivers. Finally, and anecdotally, recent observations by the DAA transportation engineers utilizing Google Maps show 55th Street to westbound Montezuma Road as the quickest route, rather than one through College View Estates. Please also see responses to comments O-1-3, O-1-4, O-1-5, and O-1-6 for additional information responsive to this comment.

Comment O-1-11	**Robert Plice, College View Estates Association 2/24/18 (E-Mail)**	**Response**
i. Given these findings in the DAA, it is undeniable that increased congestion due to campus growth will cause more drivers to use the alternate route through Remington Road and Hewlett Drive as they follow the directions on their smartphones. The rational expectation is that traffic on the Remington/Hewlett route will increase to the point that congestion delays along that route become equal to the		The comment is based on the preceding comments. Accordingly, please see the responses to the preceding comments for information responsive to this comment.

delays on the 55th/Montezuma route. The impact on residential streets, which were not designed as connector roads, will be more than significant, and there is no discussion or recognition in the DAA that this route even exists.	

Comment O-1-12	**Robert Plice, College View Estates Association 2/24/18 (E-Mail)**	**Response**
j. To be compliant with the court order, the DAA must include a re-evaluation of mitigation measures needed on all adjacent campus roads, and that evaluation must be relevant to conditions that prevail in the year 2018. Moreover, it must be based on substantial evidence. SDSU and LLG have not collected any observations--not in 2007 and not in 2018-- that would permit an evaluation of the extent to which traffic distribution on the Remington Road access route has shifted over time, or even permit a statement as to the volume of SDSU-generated traffic that travels that route. Any statements that SDSU makes to the contrary are not evidence based, because they have no evidence. Instead, SDSU and LLG are proceeding as if the year is still 2007 and nothing has changed.		The comment is incorrect that no recent observations have been made regarding the extent to which traffic distribution on Remington Road has "shifted over time." Please see responses to comments O-1-1 and O-1-3. Additionally, to the extent the comment is based on the preceding comments, please also see the responses to the preceding comments for information responsive to this comment.

Comment O-1-13	**Robert Plice, College View Estates Association 2/24/18 (E-Mail)**	**Response**
3. Due to the above considerations, it is evident that the DAA cannot be used as a basis for the Board of Trustees to re-approve a Campus Master Plan. It does not rely on substantial evidence, it does not contain the re-evaluation and reassessment of traffic mitigation measures that the court mandated. The DAA in its present form should be withdrawn.		The comment is based on the preceding comments. Accordingly, please see the responses to the preceding comments for information responsive to this comment.

Comment I-1-1	Jim Call 1/12/18 (E-Mail)	Response
After a quick review of your 700+ page document, I find that none of my concerns from the original presentation have been address, specifically in the traffic study. My wife and I live at 6285 Rockhurst Drive, on the West side of Rockhurst off the corner with College. In my quick search through the document I found no discussion or description of the ingress and/or egress plan for the Upper and/or Lower Adobe Falls housing. I did see Tables-8-1A and 8-1B which show between 88 and 93 trips added each in the morning and evening respectively. I also saw item D-3, which describes the necessary improvements for the College Avenue - Del Cerro Boulevard to 1-8 off ramp. It describes the necessary improvements as "..infeasible and, as a result, this impact is considered significant and unavoidable." So from this we know that all of the additional traffic generated by the plan, including the Adobe Falls housing, will have a significant impact that is negative and unavoidable. That alone is unacceptable.		The Adobe Falls Faculty/Staff Housing portion of the 2007 Campus Master Plan consists of two component parts, an Upper Village and a Lower Village. The Upper Village would consist of 48 housing units, and the Lower Village would consist of between 124 and 300 townhomes, dependent upon the ultimate access that is provided. Importantly, the EIR analyzed the Upper Village component at a project level of review, which means that no further review under the California Environmental Quality Act is required prior to development. However, the Lower Village component was analyzed at a program level of review, which means that further CEQA review must be conducted before development can proceed. (See 2007 EIR, Project Description, Table 1.0-4, Proposed Project Components, and Section 1.1.6, Level of Environmental Review.) As to ingress/egress, as explained in the 2007 EIR, ingress to and egress from the Upper Village would be provided via Mill Peak Road, which would be extended from its present terminus at the top of the bluff down into the Upper Village. As to the Lower Village, the number of housing units ultimately to be developed is dependent upon numerous factors, including ingress/egress, which could be provided from the north via Adobe Falls Road, or via Adobe Falls Road in combination with the existing Smoketree condominium access road, or via the western extension of Adobe Falls Road and a corresponding feeder

road. (2007 EIR, p. 1.0-39.) Thus, access to the Lower Village has yet to be determined, and the issue will be addressed in the project level environmental review to be conducted prior to development of the Lower Village. (For additional descriptive information, see the 2007 EIR, pages 1.0-36 through 1.0-41.)

As to the number of vehicle trips that would be generated, as shown on the referenced Tables 8-1A and 8-2A, the Upper Village component would generate a total of 31 trips in the A.M. peak hour (6 trips in and 25 out), and 38 in the P.M. peak hour (27 in, 11 out). (See DAA, Appendix V.) As to the Lower Village, the actual number of trips that would be generated will be determined during the future project specific review yet to be conducted.

As to the referenced D-3, the traffic impact analysis determined that under the Horizon Year scenario (Year 2035), the project would result in significant cumulative impacts on the segment of College Avenue between Del Cerro Boulevard and the I-8 Westbound Off Ramp; the project's share of the impact is approximately 30%. The DAA identified the improvement necessary to mitigate the identified significant cumulative impact as re-striping northbound College Avenue to provide an additional lane. (See DAA, Appendix V.) Since release of the DAA, the City has informed SDSU that a development project has recently been approved by the City at the northeast corner of the interchange that will use the striped out northbound area

to become a right turn lane into that project. (See City of San Diego Comment L-5-33.) Therefore, in the City's view adding a lane could not be accomplished by re-striping and, instead, the lane addition would require widening.

However, based on conceptual plans prepared for the site, in combination with their experience and professional engineering judgment, it continues to be the position of the SDSU project traffic engineer (Linscott Law & Greenspan (LLG)) that an additional lane can be added by re-striping (i.e., that road widening is not necessary) and that re-striping would fully mitigate the project's significant cumulative impact. Additionally, if the City approves the re-striping, SDSU has agreed to fully fund and implement the improvement even though its proportionate share of the traffic is approximately 30%. As such, a new mitigation measure has been added requiring SDSU to implement the re-striping if approved by the City. (See FAA, Revisions to Draft Additional Analysis, Mitigation Measure AATCP-30.) However, because the City's approval is uncertain, and because adding the additional lane by widening is infeasible, for purposes of CEQA, the impact is considered significant and unavoidable. (See also, Appendix AA, Transportation Related Materials, Memorandum, Quality Infrastructure Corporation, Feasibility Evaluation.)

Comment I-1-2	**Jim Call 1/12/18 (E-Mail)**	**Response**
What we don't know, because your study does not address it, is the impact on Lambda Street and Rockhurst Drive.		An analysis of the impacts on Lambda Street and Rockhurst Drive, as well as all of the other streets within the Adobe Falls community including Del Cerro Boulevard, Capri

Drive, Genoa Drive, Arno Drive, Adobe Falls Road, and Mill Peak Road, was provided in the 2007 EIR. (See 2007 EIR, pages 3.14-54 to 3.14-90.) The analysis determined that all of the streets could accommodate the additional traffic that would be generated and, as a result, would continue to operate at acceptable levels of service and, therefore, no mitigation was required.

To determine whether the earlier conclusion remains valid, as part of the analysis conducted in connection with the 2018 Draft Additional Analysis (DAA), the project's traffic engineer Linscott Law & Greenspan (LLG) conducted traffic counts in April 2016 at the College Avenue / Del Cerro Boulevard intersection, the entrance to the Del Cerro community from College Avenue. Based on a count comparison between the 2007 and 2016 traffic counts, the 2016 volume on Del Cerro Boulevard was lower than the 2007 counts by 30%. While a reduction in counts may seem unusual, simply because 10 years have passed since the 2007 count does not necessarily mean that there would be an increase in traffic over the years. For example, the subject traffic count location provides the primary means of access to and from the Adobe Falls community, which is a fully developed community and, as a result, traffic counts at this location are not subject to increases due to new development. (See Final Additional Analysis, Appendix AA, Del Cerro Aerial Figure.) Moreover, the reduction could be due to any number of factors, such as fewer residents working or more people working at home,

	increased carpooling, etc. Nevertheless, to verify the accuracy of the 2016 counts, LLG conducted an additional traffic count at the same location in February 2018. (See Final Additional Analysis, Appendix AA, Del Cerro 2018 Count.) The results of the 2018 count were similar to the 2016 count, with both counts less than the count used in the 2007 EIR. Since the background traffic volumes have decreased since 2007, the available capacity on the road actually increased. And, since the project trip generation is unchanged from the 2007 trip generation, the conclusion that the Adobe Falls area residential streets can accommodate the Project traffic without resulting in significant impacts still applies. Therefore, it was not necessary to re-analyze the project's impacts on the local residential streets.

Comment I-1-3	**Jim Call 1/12/18 (E-Mail)**	**Response**
Each morning and afternoon both Lambda and Rockhurst are heavily impacted by both vehicle and foot traffic as children are dropped off and picked up from Hearst Elementary School, located on Del Cerro Boulevard, with its much used back entrance on Lambda. It is quite common in the morning to have the cars heading South on College to be backed up from the Del Cerro/College light past Rockhurst thus blocking the cars on both Rockhurst and Lambda from getting on College as they have a stop sign and must wait for traffic to clear. The addition of even 88 cars a morning coming up out of Adobe Falls will add approximately 1,408 feet of cars to the line of cars waiting to get onto College (88 cars x 16ft per car		As explained in the prior response, the analysis conducted for the EIR determined that there is sufficient capacity on the existing road network to handle the additional traffic that would be generated by the project. While there may be increased congestion during school drop-off times, 5-10 houses temporarily blocked from exiting their driveways does not constitute a significant impact either requiring mitigation or that the project be modified to eliminate the additional traffic. In addition, drivers living in a neighborhood understand the precise times traffic near a school is heavy for a 15-20 minute period in the morning and afternoon and typically are able to avoid these areas

length). As those new drivers, current residents, and parents dropping children off at Hearst, try to exit the area they will, as they do now, use Del Cerro Boulevard, Lambda, and Rockhurst Drive to try to get past the blockage. That will result in the first 5 - 10 houses on Rockhurst and Lambda that are West of College, being blocked from exiting their driveways every morning school is in session until traffic clears (assuming an F rating that is 80 seconds+ per car x 88 cars, for a total of 117 minutes) unless a good Samaritan lets someone into the flow of traffic.	during those times. Schools generate very little traffic outside of those short periods. It should also be noted that the DAA includes a mitigation measure that requires preparation of a Traffic Calming Study for the community following occupancy of the Lower Village. The study is to focus on the vicinity of the elementary schools referenced in the comment and result in the implementation of methods available to control and/or reduce vehicle speeds on the residential roads in the community. Please see FAA, Revisions to Draft Additional Analysis, mitigation measure AATCP-20.

Comment I-1-4	**Jim Call 1/12/18 (E-Mail)**	**Response**
In addition, in my quick read I did not see the safety issues raised by the Fire Department vis-a-vis the Adobe Falls housing addressed. Is that issues addressed in this document? If so, can you direct me to it?		The analysis presented in the DAA was prepared in specific response to a court order issued after *limited* portions of the 2007 Campus Master Plan EIR were found to be inadequate under CEQA. SDSU is required to "fix" only those portions of the EIR found to be inadequate; and only the noncomplying parts of the 2007 Final EIR are subject to further review. The 2007 EIR analysis of potential impacts associated with fire services was not determined to be inadequate and, therefore, the subject was not required to be addressed in the DAA. For additional information in this regard, please see DAA pages AA3.14-1 to AA3.14-3. As background, the 2007 EIR addressed potential impacts related to Fire Services in Section 3.13, Public Utilities and Services Systems, including specific analysis relating to Adobe Falls. Please see the 2007 Draft EIR at pages 3.13-26 to 3.13-27.

Comment I-1-5	Jim Call 1/12/18 (E-Mail)	Response
Does the new plan include any of the alternate road development that would take the Adobe Falls traffic West or directly South under the 8 Freeway? If not, why not?		Alternate access routes will be considered in the subsequent CEQA review conducted in connection with development of the Lower Village. Preliminary analysis of the subject is presented in the 2007 EIR, pages 3.14-88 to 3.14-90. Please see response to comment I-1 for additional information responsive to this comment.

Comment I-1-6	Jim Call 1/12/18 (E-Mail)	Response
Again, this feels like San Diego State trying to do the absolute least possible to ram through development without any true consideration of the impact on the neighborhoods.		For the reasons presented above, SDSU respectfully disagrees with the comment. However, the comment, and all comments submitted on the DAA, will be made available to the California State University Board of Trustees prior to a final determination on the project.

Comment I-1-7	Jim Call 1/12/18 (E-Mail)	Response
If you would like to discuss this, I invite you to stop by any school morning. We can have a cup of very good coffee and discuss it from our front yard as we watch the traffic back up on College and Rockhurst. Just let me know when you are available and I will adjust my schedule to meet with you.		In response to the comment, SDSU representatives met with Mr. Call to discuss his concerns. Following the meeting, Mr. Call submitted additional comments. Please see the responses to comments to letter I-3.

Comment I-2-1	Mark Nelson 1/15/18 (E-Mail)	Response
According to an SDSU appendix, http://bfa.sdsu.edu/campus/facilities/planning/docs/App_Y.pdf , SDSU has restarted work on a 10 year old EIR several months ago without providing an NOI.		Thank you for your comments regarding the Draft Additional Analysis (DAA) to the 2007 Campus Master Plan Final EIR. The DAA was prepared pursuant to the California Environmental Quality Act (CEQA) and all public notice requirements under CEQA have been fully complied with. The DAA and related materials, including

It appears this work may have been underway during the pendency of the EIR for the west campus project, and simply concealed from the public. That is unknown at this time. There is NO REASON the general public should not have received an NOI or other public notice regarding the restart and limited scope of the update of this EIR, since it had been fallow for a decade (2007 Campus Plan). At a minimum, it shows bad faith on the part of SDSU to withhold its actions from the public. At a maximum, it is a violation of CEQA. SDSU should be required to provide notice and reset the deadline on NOA comments.	the Notice of Availability, provide adequate notice of the DAA's limited scope, as well as the 45-day public review period, which began this past Friday, January 12 and concludes February 25. As such, there is no basis to require SDSU to "reset the deadline" on the public comment period.

Comment I-3-1	**Jim Call 2/8/18 (E-Mail)**	**Response**
My comments are hereby amended and expanded after meeting with Laura Shinn, Director of Planning and Rachel Gregg, Community Relations Manager, for SDSU. First I want to thank Laura and Rachel for taking the time to meet with me. They were very helpful in explaining SDSU's plan and thinking on the project. I was very impressed with their professionalism and integrity in presenting SDSU's vision for the project.		The comment is an introduction to the comments that follow. No further response is required.

Comment I-3-2	**Jim Call 2/8/18 (E-Mail)**	**Response**
For me the information that they provided/clarified included the following key points: 1. The Adobe Falls portion of the project: a. The fire hazard issue raised previously by the San Diego Fire Department vis-à-vis the Adobe Falls portion of the		Please see response to comment I-1-4 for information responsive to this comment.

project were not addressed as it was not cited by the Court in its decision on the project.		
Comment I-3-3	**Jim Call 2/8/18 (E-Mail)**	**Response**
b. Approval/comment <u>at this time</u> is focused on the initial phase, i.e., the Upper Village Town-homes consisting of 48 proposed units. c. Anticipated occupancy would be approximately 2.1 persons per unit.		Please see response to comment I-1-1 for information responsive to this comment.
Comment I-3-4	**Jim Call 2/8/18 (E-Mail)**	**Response**
d. The Lower Village Town-homes portion of the project is identified as 124 units in the report, again with expected occupancy of 2.1 person per unit. i. Prior to initiating the Lower Village Town-homes project SDSU would again reach out for comment. (In the discussion it seemed that both Laura and Rachel felt this was some sort of significant hurdle to that portion of the project – I don't see it as anything more than a minor speed bump). ii. The actual size of the Lower Village Town-home project could be as much as 300 Units, not just the 124 units used in the traffic studies and cited in the documents.		Please see response to comment I-1-1 for information responsive to this comment.
Comment I-3-5	**Jim Call 2/8/18 (E-Mail)**	**Response**
e. The construction period would be over a number of years, more than 2 probably less than 5. Nowhere in the study is the construction traffic cited. Laura was not sure if it was or wasn't included in the study.		Construction impacts were addressed in the 2007 Master Plan EIR, and the 2018 DAA contains a mitigation measure in response to that analysis. Mitigation measure AATCP-21 requires that prior to the commencement of construction activities, SDSU shall prepare a Traffic Control Plan to minimize the impacts to the surrounding City roadways

		that may result during project construction activities, satisfactory to the City Engineer. The City has reviewed the mitigation measure and made suggested revisions, which SDSU has incorporated into the final version. Additionally, the measure has been revised to add a specific reference that the Traffic Control Plan address the roads located within the Del Cerro / Adobe Falls community. See FAA, Revisions to Draft Additional Analysis, Mitigation Measure AATCP-21.
Comment I-3-6	**Jim Call 2/8/18 (E-Mail)**	**Response**
2. Traffic Study Methodology/Results: a. The rational that road improvements for the College Avenue / Del Cerro Boulevard to 1-8 off-ramp, per D-3 of the report are "..infeasible and, as a result, this impact is considered significant and unavoidable" goes something like this: i. SDSU's is ready and willing to pay its share of the improvements to mitigate the issue, **BUT** the City of San Diego (and any other contributors) has no plans to pay their share. Since the SDSU portion alone will not adequately address the issue, they will not spend the money if the City isn't planning to pay its share. Therefore the project can go ahead with no mitigation. b. Laura was not sure if there was any sensitivity analysis done on the assumptions driving the numbers. For example for the Upper Village project the traffic study assumes just 25 trips in the morning for the 48 Units, and approximately 100		Regarding comment a., please see response to comment I-1-1 for information responsive to the comment. Regarding comment b., City of San Diego trip generation rates for townhome units were utilized for the proposed Adobe Falls faculty /staff housing. A rate of 8 average daily trips (ADT) per unit was used and the AM / PM peak hour splits were based on City rates. Regarding a sensitivity analysis, a 5-day traffic count previously was conducted at the California State University at Fullerton faculty housing development on Lake Knoll Drive in the City of Buena Park. The development is similar to that proposed at Adobe Falls and is located about five miles from the campus. Based on the traffic counts, each unit generated approximately 3.75 ADT per unit. Accordingly, the rate of 8 ADT that was used for the Adobe Falls facility is conservative in comparison.

people in those townhomes. Seems a bit low to me, so what if it is 15 trips or 40 trips, etc..? c. Traffic impact on other intersections beyond the College/Del Cerro Boulevard intersection for the Del Cerro neighborhood were not looked at.	Regarding comment c., please see response to comment I-1-2 for information responsive to the comment.

Comment I-3-7	**Jim Call 2/8/18 (E-Mail)**	**Response**
3. Comment Process: a. At our meeting I pointed out that none of my immediate neighbors (6 households) had received the notification letter that I had received and were unaware that the project was back in play. Laura said that they had used the mailing list from 10 years ago, and that perhaps new residents might not have received it for that reason. 4 of the 6 people I checked with have been in their current homes more than 15 years.		CEQA requires that the Notice of Availability (NOA) be mailed to the last known name and address of all organizations and individuals who previously requested such notice in writing, and also distributed by one of the following means: publication at least one time in a newspaper of general circulation in the area affected by the proposed project; posting of notice on and off the site in an area where the project is to be located; or, direct mailing to the owners and occupants of property contiguous to the parcel or parcels on which the project is located. (CEQA Guidelines, section 15087 (a).) CEQA also requires that the NOA be posted in the office of the County Clerk for a period of at least 30 days. (CEQA Guidelines, section 15087(d). In this case, SDSU exceeded CEQA's requirements. As required, the NOA was mailed to the last known name and address of all organizations and individuals who previously requested such notice in writing, and also distributed by publication in the *San Diego Union Tribune* on January 12, 2018 (see Final Additional Analysis, Appendix

	Z, Notice Related Materials, Affidavit of Posting). The NOA also was posted in the office of the San Diego County Clerk for 30 days (see Final Additional Analysis, Appendix Z, Notice Related Materials, File-Stamped NOA). In addition, while not legally required, the NOA was direct mailed by U.S. First Class Mail to 635 addressees based on a list compiled since 2007 by SDSU, and updated as notified (see Final Additional Analysis, Appendix Z, Notice Related Materials, NOA Distribution List). The mailing list included 87 residences in the Adobe Falls community. While 28 of the mailings were returned as undeliverable, the large majority of Adobe Falls residents received the NOA via direct mail.

Comment I-3-8	**Jim Call 2/8/18 (E-Mail)**	**Response**
Based on the additional information provided, the word that best comes to mind for the plan and the process that SDSU is using to push the plan is: disingenuous. My understanding of the initial Court ruling is that SDSU was being disingenuous when it said it would pay for improvements if the State Legislature approved the funding. What is the difference from the current SDSU stance on paying their fair share only if everyone else pays theirs, and if there is no agreement on that then go ahead with the project and damn the impacts? That is disingenuous.		The basis for the comment is incorrect. The Final Additional Analysis includes a substantial number of mitigation measures by which SDSU will implement "on the ground" roadway improvements that would mitigate significant near-term impacts. (See, Revisions to Draft Additional Analysis, mitigation measures AATCP-1, AATCP-2, AATCP-3, AATCP-4, and AATCP-8.) Additionally, as to the horizon year cumulative impacts, SDSU has agreed to implement (i.e., fully fund) the recommended road improvements even though the project's impact is cumulative and SDSU's fair-share is less than 100%; these include the improvements discussed in response to comment I-1-1 regarding the segment of College Avenue between Del Cerro Boulevard and

	Interstate 8. (See, Revisions to Draft Additional Analysis, mitigation measures AATCP-5, AATCP-9, AATCP-10, AATCP-11, AATCP-12, AATCP-25, and AATCP-28.) In addition, where full mitigation at certain locations is not feasible due to either funding or physical constraints, SDSU will install adaptive signal controls to improve traffic flow on impacted streets. (See, Revisions to Draft Additional Analysis, AATCP-24, AATCP-26, and AATCP-27.) Additionally, SDSU has proposed to fully fund and implement other improvements, which it has determined are feasible, though which are dependent upon certain City approvals, which may not be granted for reasons the City deems appropriate. (See, Revisions to Draft Additional Analysis, AATCP-6, AATCP-7, AATCP-23, and AATCP-30.)
Comment I-3-9 **Jim Call 2/8/18 (E-Mail)**	**Response**
While Laura clearly pointed out that the point estimates used by the engineering firm were "industry standard", not looking at a sensitivity analysis is disingenuous. There is nothing much at the bottom of Adobe Falls. I find it hard to believe that if there are 100 people living there that only 25 of them will want to head out in the morning. I could easily see that number being 50 – 75, which I have to believe would be a significant impact on the study results.	Please see the response to comment I-3-6 for information responsive to this comment.
Comment I-3-10 **Jim Call 2/8/18 (E-Mail)**	**Response**
Not addressing the fire hazard issue raised by the City Fire Department is not only disingenuous, it is malfeasance, and	Please see the response to comment I-1-4 for information responsive to this comment.

boarders on criminal. God forbid that the project is built and a fire occurs. Should anyone be injured or killed, I am sure that there will be much discussion on how this could have happened. Well the answer is in this process and this review – it is an inconvenient issue so let's ignore it and 5 – 10 years from now when the downside comes the people involved now won't be around to get blamed. That is disingenuous.	

Comment I-3-11	**Jim Call 2/8/18 (E-Mail)**	**Response**
To make this process and the decision rational and fair, I ask that the reviewing/approving bodies do the following: 1) Order a revised traffic study that: a. Includes the upstream intersections that will also be impacted. b. Include sensitivity analysis on the point estimates for trips, including at least one scenario where public transport is not estimated to pick up significant portions of the trips (I watch the trolley go by many a day down the I-8 with almost no one in it!). c. Include estimates for the construction traffic trips, including both volume and the size of the vehicles, and disruption to traffic flow moving those vehicles into and out of place on the construction site.		As to comment a., please see the response to comment I-1-2 for information responsive to this comment. As to comment b., please see the response to comment I-3-6 for information responsive to this comment. As to comment c., please see the response to comment I-3-5 for information responsive to this comment.

Comment I-3-12	**Jim Call 2/8/18 (E-Mail)**	**Response**
2) Require comment on the Lower Adobe Falls portion of the project at the maximum density that may be sought for approval in the future, i.e., 128 or 300, but what you ask for now is the maximum you can ever build later.		Please see the response to comment I-1-1 for information responsive to this comment.

Comment I-3-13	Jim Call 2/8/18 (E-Mail)	Response
3) Address the fire hazard issues on the Adobe Falls portion of the project now, and if it is not resolved to the City Fire Department's satisfaction, reject the plan.		Please see the response to comment I-1-4 for information responsive to this comment.

Comment I-3-14	Jim Call 2/8/18 (E-Mail)	Response
4) Force a resolution for the funding of the required improvements to eliminate the traffic impacts. Make it a requirement, no funded resolution, no approval.		Please see the response to comment I-3-8 for information responsive to this comment.

Comment I-3-15	Jim Call 2/8/18 (E-Mail)	Response
5) Extend the comment period, and re-send the notice and information to ALL of the current residents. There are plenty of services that can make sure each of the households that will be impacted actually get notification. Using a 10 year old mailing list is indefensible.		Please see the response to comment I-3-7 for information responsive to this comment.

Comment I-3-16	Jim Call 2/8/18 (E-Mail)	Response
Again I want to thank Laura and Rachel for their input. They were honest and straightforward and I do not blame the messengers for having to defend and explain the SDSU plan and the disingenuous way it is being pushed. Thank you for your attention.		For the reasons presented above, SDSU respectfully disagrees with the comment. However, the comment and all comments submitted on the DAA, will be made available to the California State University Board of Trustees prior to a final determination on the project.

Comment I-4-1	Mark Nelson 2/13/18 (E-Mail)	Response
Comments on SDSU 2007 Campus Master Plan Final Environmental Impact Report (EIR) (SCH No. 2007021020) **1. FAILURE OF PURPOSE BY SDSU - SDSU** has failed the CSU, the City of San Diego, adjoining and neighboring		Preliminarily, the comment does not raise an issue within the scope of the analysis presented in the Draft Additional Analysis (DAA) and, therefore, no further response is required. In any event, the comment is based on an incorrect premise and, therefore, is without basis. The

residents, and the environment through its poor planning or goldplating. In 2007 SDSU identified hundreds of millions of dollars of construction, coupled with significant and non-mitigable environmental impacts and environmental destruction to achieve a student "headcount" of 35,000 by 2022 to 2027. SDSU achieved 33,441 students by 2017, with few of the requested costly and environmentally damaging impacts. Either SDSU is unable to plan adequately, or, SDSU is gold-plating its requests. There are no other reasonable explanations for how SDSU could achieve its 2022-2027 student level goal of approximately 35,000 with so little execution of the 2007 Master Plan, OTHER THAN, SDSU had no need for the costly and environmentally damaging actions in the first place.	SDSU 2007 Campus Master Plan proposes to increase campus student enrollment from 25,000 full-time equivalent (FTE) students to 35,000 FTE. As explained in DAA footnote 6, one FTE student is defined as one student taking 15 course units, which is considered to be a full course load. Two part-time students, each taking 7.5 course units, also would be considered one FTE student, although the associated "headcount" number would be two. The 2007 Campus Master Plan EIR projected that when FTE enrollment reached 35,000, 44,826 total students (i.e., headcount) would be enrolled at the university, which equated to an enrollment increase of 11,385 students. During the 2006-2007 academic year, the SDSU enrollment headcount was 33,441. (DAA, footnote 8.) The 2016 SDSU headcount was relatively unchanged at 33,788 (DAA footnote 9), which is substantially below the future projected headcount enrollment of 44,826. Therefore, SDSU has not "achieved" the projected future headcount increase, as the comment incorrectly contends.
Comment I-4-2 **Mark Nelson 2/13/18 (E-Mail)**	**Response**
2. ATTEMPING TO LIMIT SCOPE WHILE CHANGING ANALYZED ASSUMPTIONS - CSU/SDSU erroneously attempt to limit comments on the EIR SCH No. 2007021020 SDSU has developed a limited re-analysis of areas of its EIR associated with the 2007 Campus Master Plan by changing some of the key assumptions to the original plan at CSU/SDSUs own choosing, and therefore CSU/SDSU	The comment is based on an incorrect premise and, therefore, is without basis. As noted in the prior response to comment, SDSU has not modified the projected number of students from 35,000 to approximately 45,000.

changed the assumptions and failed to re-analyze key points of the original EIR analysis. Foremost, SDSU modifies the projected number of students from 35,000 to approximately 45,000 and then attempts to limit comments. This is an error of CEQA and SDSU must accept comments on any facet of the 10-year old CEQA/EIR analysis that is impacted by changes that SDSU made. Otherwise, SDSU must revert to a maximum student "headcount" of 35,000 to complete the analysis consistent with the ruling of the court. SDSU cannot pick and choose assumptions inconsistent with the court ruling and then limit the input of the public.	

Comment I-4-3	**Mark Nelson 2/13/18 (E-Mail)**	**Response**
3. CHANGING SELECTED 2007 PLANNING ASSUMPTIONS WITHOUT REANALYSIS OF THE ENTIRE EIR - The 2007 Campus Master Plan and associated EIR/CEQA analysis and documents are inaccurate, outdated, and must be refreshed and reanalyzed prior to any certification of the EIR. Any other certification will be on its face invalid. A 2018 Draft Additional Analysis to a 2007 Master Plan and related EIR is very unusual. In the course of more than a decade, nearly all underlying assumptions in the 2007 plan and EIR have changed. This delay was triggered by SDSUs unconstitutional assertion that it was exempt from financial participation in CEQA mitigation absent specific California Legislative appropriation. As a result of SDSU having created the delay by its action, SDSU should now be required to field a thoroughly updated EIR and CEQA document that		As explained in the DAA, the analysis presented in the document was prepared in specific response to a court order issued after limited portions of the 2007 Campus Master Plan EIR were found to be inadequate under CEQA. Under the law, SDSU is required to "fix" only those portions of the EIR found to be inadequate; pursuant to CEQA, only the noncomplying parts of the 2007 Final EIR are subject to further review. (Pub. Resources Code, section 21168.9; DAA Appendix X, Peremptory Writ of Mandate.) SDSU is not required to start the EIR process anew following litigation. (*Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th 1099, 1112.) Moreover, the analysis of transportation related impacts presented in the DAA is based on updated traffic counts, an updated cumulative projects list, and updated transit data.

reflects are material changes to the environment. The current EIR, certified half a decade ago, is now stale and defective.
A key defect is the planning assumption of student "headcount" by 2027. The Draft Additional Analysis is inadequate and represents a fundamentally different case than what was certified in the 2007 Master Plan related EIR. The 2007 Master Plan provided a CEQA analysis of an increase in students from 25,000 to 35,000 from 2007 through 2027. The current Draft Additional Analysis completely ignores the 35,000 student base maximum assumption by 2027, and arbitrarily increases the maximum student "headcount" to 44,826. The current "headcount" at SDSU is over 33,000 and represents nearly 96% of the maximum 2027 student "headcount" analyzed by SDSU in the 2007 Master Plan EIR. SDSU has increased its student "headcount" by nearly all of the projected 10,000 students with virtually no need for many of the facilities noted to be required in the 2007 plan. Therefore, the 2007 Master Plan has been shown to be defective on its face by proposing both mitigated and un-mitigated environmental damages without any associated need as demonstrated by SDSU having successfully increased the number of students to 33,441 by 2017.
As stated on Page AA3.14-1, "As approved, the 2007 Master Plan authorized: (i) an enrollment increase of 10,000 full-time equivalent (FTE) students over the next 15-20 years, from 25,000 to 35,000" and as stated on Page AA3.14-3, "The analysis presented here is based on the same project as that proposed in 2007, which included an increase in the authorized maximum number of FTE students from 25,000

Therefore, the results of the analysis presented in the DAA reflect current conditions and no further analysis is required. As to the comments regarding headcount increase, please see response to comment I-4-1 for information responsive to the comments.

FTE to 35,000 FTE, with a corresponding increase in "headcount" from 33,441 students to 44,826" Definitely, the project has no need, since the enrollment has been increased to effectively 35,000.	

Comment I-4-4	Mark Nelson 2/13/18 (E-Mail)	Response
4. UNNEEDED STUDENT HOUSING BASED ON THE 2007 MASTER PLAN OF 35,000 STUDENTS - Given the current enrollment of 33,441 and the planned enrollment of the 2007 Master Plan of only 35,000 demonstrates the present adequacy of the campus, SDSU fails to demonstrate that any additional specific student housing is required, and fails to conduct any updated environmental analysis since 2007. The SDSU campus has already accommodated the full planning projection of the 2007 assumptions without the additional student housing. As a matter of its own facts, SDSU has identified that its 2007 Master Plan and the associated EIR analyzed the impacts of the surrounding area of SDSU along with 35,000 students in the 2022-2027 range. Since SDSU achieved nearly 35,000 students by 2017 (33,441 per SDSU), that accomplished goal demonstrates that SDSU has no need for increased housing levels, and therefore SDSU has no right under CEQA to have any impacts to the environment.		The comment is based on an incorrect premise and, therefore, is without basis. Please see response to comment I-4-1 for information responsive to this comment.

Comment I-4-5	Mark Nelson 2/13/18 (E-Mail)	Response
5. UNNEEDED ALVARDO CAMPUS BASED ON THE 2007 MASTER PLAN OF 35,000 STUDENTS - Given the		The comment is based on an incorrect premise and, therefore, is without basis. Please see response to comment I-4-1 for information responsive to this comment.

current enrollment of 33,441 and the planned enrollment of the 2007 Master Plan of only 35,000, SDSU fails to demonstrate that the Alvarado Campus with 612,000 GSF is needed south of Alvarado Road, and fails to conduct an updated environmental analysis given the new base level of 33,441 students. The SDSU campus has already accommodated the full planning projection of the 2007 assumptions without the additional Alvarado Campus. As a matter of its own facts, SDSU has identified that its 2007 Master Plan and the associated EIR analyzed the impacts of the surrounding area of SDSU along with 35,000 students in the 2022-2027 range. Since SDSU achieved nearly 35,000 students by 2017 (33,441 per SDSU), that accomplished goal demonstrates that SDSU has no need for the Alvarado Campus and therefore SDSU has no right under CEQA to have any impacts to the environment.	

Comment I-4-6	**Mark Nelson 2/13/18 (E-Mail)**	**Response**
6. UNNEEDED ALVARDO HOTEL BASED ON THE 2007 MASTER PLAN OF 35,000 STUDENTS - Given the current enrollment of 33,441 and the planned enrollment of the 2007 Master Plan of only 35,000, SDSU fails to demonstrate that the Alvarado Hotel is required, and fails to conduct an updated environmental analysis of the Alvarado Hotel since 2007 given the current campus and regional conditions. The SDSU campus has already accommodated the full planning projection of the 2007 assumptions without the additional Alvarado Hotel.		The comment is based on an incorrect premise and, therefore, is without basis. Please see response to comment I-4-1 for information responsive to this comment. Please also see Topical Response: Project Modification for additional information responsive to the comment.

As a matter of its own facts, SDSU has identified that its 2007 Master Plan and the associated EIR analyzed the impacts of the surrounding area of SDSU along with 35,000 students in the 2022-2027 range. Since SDSU achieved nearly 35,000 students by 2017 (33,441 per SDSU), that accomplished goal demonstrates that SDSU has no need for the Alvarado Hotel and therefore SDSU has no right under CEQA to have any impacts to the environment.	

Comment I-4-7	**Mark Nelson 2/13/18 (E-Mail)**	**Response**
7. UNNEEDED ADOBE FALLS FACULTY/STAFF HOUSING - BASED ON THE 2007 MASTER PLAN OF 35,000 STUDENTS - Given the current enrollment of 33,441 and the planned enrollment of the 2007 Master Plan of only 35,000, SDSU fails to demonstrate that the Adobe Fall Faculty/Staff Housing is required, and fails to conduct an updated environmental analysis of the Adobe Falls project since 2007 given the current campus and regional conditions. The SDSU campus has already accommodated the full planning projection of the 2007 assumptions without the additional Adobe Falls Project. As a matter of its own facts, SDSU has identified that its 2007 Master Plan and the associated EIR analyzed the impacts of the surrounding area of SDSU along with 35,000 students in the 2022-2027 range. Since SDSU achieved nearly 35,000 students by 2017 (33,441 per SDSU), that accomplished goal demonstrates that SDSU has no need for the Adobe Falls Faculty/Staff Housing and therefore SDSU has no right under CEQA to have any impacts to the environment.		The comment is based on an incorrect premise and, therefore, is without basis. Please see response to comment I-4-1 for information responsive to this comment.

Comment I-4-8	Mark Nelson 2/13/18 (E-Mail)	Response
8. UNNEEDED COX/VIEJAS ARENA CAMPUS CONFERENCE CENTER BASED ON THE 2007 MASTER PLAN OF 35,000 STUDENTS - Given the current enrollment of 33,441 and the planned enrollment of the 2007 Master Plan of only 35,000, SDSU fails to demonstrate that the Viejas Arena Campus Conference Center of 70,000 GSF is required, and fails to conduct an updated environmental analysis of the Viejas Arena Campus Conference Center project since 2007 given the current campus and regional conditions. The SDSU campus has already accommodated the full planning projection of the 2007 assumptions without the additional Viejas Arena Campus Conference Center Project. As a matter of its own facts, SDSU has identified that its 2007 Master Plan and the associated EIR analyzed the impacts of the surrounding area of SDSU along with 35,000 students in the 2022-2027 range. Since SDSU achieved nearly 35,000 students by 2017 (33,441 per SDSU), that accomplished goal demonstrates that SDSU has no need for the Viejas Arena Campus Conference Center and therefore SDSU has no right under CEQA to have any impacts to the environment.		The comment is based on an incorrect premise and, therefore, is without basis. Please see response to comment I-4-1 for information responsive to this comment.

Comment I-4-9	Mark Nelson 2/13/18 (E-Mail)	Response
9. CONCLUSION The 8 points above clearly establish that any re-analysis by CSU/SDSU is invalid due to a) failure to establish continuing valid purpose and need, b) excessively aged (over 10 years old) analysis of the situation, and c) completion of the 2007		The comment is based on incorrect premises and, therefore, is without basis. Please see Responses to Comments I-4-1 and I-4-3 for information responsive to this comment.

target enrollment by 2017 and therefore conclusion of purpose and need on every point. SDSUs traffic analysis is therefore invalid because of the invalid assumptions and lack of purpose and need. SDSUs resulting transit analysis and transit demand management mitigation are both invalid as a direct result.

Comment I-4-10	Mark Nelson 2/13/18 (E-Mail)	Response
10. FAILURE TO ADHERE TO CALIFORNIA SUPREME COURT DECISION The following is SDSUs statement of its unconstitutional actions to avoid CEQA mitigation – "*Contingent Mitigation Payment Inadequate*. The courts found that the EIR's traffic mitigation measures, which required payments to the City of San Diego for certain road improvements, were inadequate. The reason they were found inadequate was because the payment of monies to the City was made contingent upon Legislative appropriation; that is, CSU/SDSU was only required to pay the money if the Legislature specifically appropriated the funds" **SDSU continues to assert precisely the same argument using different words and willfully disregards the California Supreme Court. SDSU makes the following laughable statement as it declares that no mitigation is feasible due to – "the absence of a funding plan or program to implement the necessary improvements…"** **SDSUs assertion is the same as that which was rejected the California Supreme Court and SDSUs assertion represents willful disregard of the California Supreme Court.**		The basis for the comment is incorrect. The Final Additional Analysis includes a substantial number of mitigation measures by which SDSU will implement "on the ground" roadway improvements that would mitigate significant near-term impacts. (See, Revisions to Draft Additional Analysis, mitigation measures AATCP-1, AATCP-2, AATCP-3, AATCP-4, and AATCP-8.) Additionally, as to the horizon year cumulative impacts, SDSU has agreed to implement (i.e., fully fund) the recommended road improvements even though the project's impact is cumulative and SDSU's fair-share is less than 100%; these include the improvements discussed in response to comment I-1-1 regarding the segment of College Avenue between Del Cerro Boulevard and Interstate 8. (See, Revisions to Draft Additional Analysis, mitigation measures AATCP-5, AATCP-9, AATCP-10, AATCP-11, AATCP-12, AATCP-25, and AATCP-28.) In addition, where full mitigation at certain locations is not feasible due to either funding or physical constraints, SDSU will install adaptive signal controls to improve traffic flow

SDSU MUST DEVELOP AND FUND REQUIRED PROGRAMS TO MITIGATE ITS DESTRUCTION OF THE ENVIRONMENT TO THE FULLEST EXTENT UNDER CEQA. **AS A RESULT, SDSUs FINDINGS ARE INSUFFICIENT AND INVALID.**	on impacted streets. (See, Revisions to Draft Additional Analysis, AATCP-24, AATCP-26, and AATCP-27.) Additionally, SDSU has proposed to fully fund and implement other improvements, which it has determined are feasible, though which are dependent upon certain City approvals, which may not be granted for reasons the City deems appropriate. (See, Revisions to Draft Additional Analysis, AATCP-6, AATCP-7, AATCP-23, and AATCP-30.) As to those remaining impacts requiring improvements for which there is no plan or program in place to implement the necessary mitigation, under CEQA, in the case of cumulative impacts as these, in the absence of an enforceable plan or program that ensures the necessary improvements will actually be implemented (i.e., a program to collect the necessary funds, including from other development, and ensure the improvements are constructed), the mitigation is infeasible and the impacts are deemed significant and unavoidable. (*Anderson First Coalition v. City of Anderson* (2005) 130 Cal.App.4th 1173; *Tracy First v. City of Tracy* (2009) 177 Cal.App.4th 912.)

Comment I-5-1	**Armin Kuhlman 2/23/18 (E-Mail)**	**Response**
While the introduction to the DAA shows the changes made to the 2007 inadequate EIR, it should also acknowledge that the rest of the EIR is still 10 years old and requires updating for current circumstances. According to the February 21		With regards to the age of the underlying EIR, as explained in the DAA, the analysis presented in the document was prepared in specific response to a court order issued after limited portions of the 2007 Campus Master Plan EIR were

Union Tribune article, SDSU won't be able to meet the growing demand for enrollment without a satellite campus. SDSU Architect Bob Schultz, "there is no room for significant growth on the main campus".	found to be inadequate under CEQA. Under the law, SDSU is required to "fix" only those portions of the EIR found to be inadequate; pursuant to CEQA, only the noncomplying parts of the 2007 Final EIR are subject to further review. (Pub. Resources Code, section 21168.9; DAA Appendix X, Peremptory Writ of Mandate.) SDSU is not required to start the EIR process anew following litigation. (Protect the Historic Amador Waterways v. Amador Water Agency (2004) 116 Cal.App.4th 1099, 1112.) As to the analysis of transportation related impacts presented in the DAA, the analysis is based on updated traffic counts, an updated cumulative projects list, and updated transit data. Therefore, the results of the analysis presented in the DAA reflect current conditions and no further analysis is required. As to Mr. Schulz' referenced comment, once the enrollment and related facilities growth envisioned under the 2007 Campus Master Plan is recognized, the comment is correct in that there is no room for significant growth on the main campus. The context of Mr. Schulz' comment is that the 2007 Master Plan EIR is primarily an entitlement for an enrollment increase. While critically important, this does not address SDSU's growing facilities needs as a major research university.

Comment I-5-2	Armin Kuhlman 2/23/18 (E-Mail)	Response
The DAA plan is to increase enrollment from the 33,441 by 11,385 to 44,826 students by 2035. The 2007 EIR referred to 25,000 FTE but there has evidently already been a significant increase since then. This is confusing to the public and we don't understand how SDSU enrollment was allowed to grow so much when the 2007 Master Plan EIR was deemed inadequate by the court. In fact, there is no disclosure on how enrollment has increased since 2007.		SDSU enrollment has not grown as the comment assumes. The CSU uses an on-campus full time equivalent (FTE) enrollment number for campus master planning purposes. This number removes enrollment from courses taught in a variety of *off*-campus settings (clinics, research stations, student teaching, on-line courses) and divides the total number of enrolled hours by a full course load of 15 hours to determine the FTE. As noted in the DAA, the 2017/2018 on-campus FTE student enrollment is 24,555. (DAA, Footnote 12; see also DAA Appx. V, Appendix T, Memo, Defining Enrollment for the SDSU Master Plan.) Therefore, SDSU FTE enrollment presently is below 25,000. Based on recently revised forecasts, SDSU projects that FTE enrollment will surpass 25,000 during the 2019/2020 academic year. As also noted in the DAA, during the 2006-07 academic year, student FTE enrollment was 25,163, which equated to a total student enrollment of 33,441 students (i.e., "headcount"). (DAA, Footnote 8.) As explained in DAA footnote 6 and further explained above, one FTE student is defined as one student taking 15 course units, which is considered to be a full course load. Two part-time students, each taking 7.5 course units, also would be considered one FTE student, although the associated "headcount" number would be two.

	Following the 2009-10 academic year, SDSU FTE enrollment fell for several years, reaching 21,974 in 2013-14. Since that time, FTE enrollment generally has been increasing and, as a result, FTE enrollment is only now approximating 2007 levels again.

Comment I-5-3	**Armin Kuhlman 2/23/18 (E-Mail)**	**Response**
According to the DAA, additional student housing is planned for Lots 2A, 9 and 17 to help house the 11,385 more students by 2035. While there are 1,630 additional beds specified by 2019 and only 2,976 in near term and future development, we are concerned about the lack of disclosure on essential additional on campus housing commitments and the likely adverse impact on the single family residential character of our community. We have already seen a continuing significant impact of more mini-dorms and now companion units with significant enrollments gain since 2007.		While the comment is beyond the scope of the DAA, SDSU acknowledges the comment and responds as follows. As explained in the DAA, SDSU has adopted student residency policies and constructed a substantial number of student housing units both on and adjacent to or within walking distance of campus that will assist in addressing mini-dorm concerns. Since 2010, SDSU has required Freshmen enrolling from out of the SDSU service area to live on campus, and, beginning in Fall 2019, all out of service area Sophomores also will be required to live on campus. To meet these requirements, SDSU has added approximately 1,350 on-campus student housing beds since 2007, and additional housing presently is being constructed, acquired, and/or densified (i.e., increased in density) on and adjacent to campus (within one block of Montezuma Road) that would house an additional approximate 1,630 students by 2019 (1,330 on campus and 300 adjacent to campus). Thus, by Fall 2019, SDSU will be housing approximately 2,980 more students on and adjacent to campus than it did in 2007. In addition, the

	previously approved (2011) Plaza Linda Verde project (now referred to as South Campus Plaza) provides additional housing capacity of 1,016 beds, and the subject 2007 Campus Master Plan would provide additional potential housing capacity of 2,176 beds, for a total of 3,192 additional on-campus beds. See Final Additional Analysis, Appendix AA, Student Housing Demand Materials.

Comment I-5-4	**Armin Kuhlman 2/23/18 (E-Mail)**	**Response**
Furthermore, I am concerned by the numerous significant and unavoidable impacts being glossed over when mitigation measures are not feasible. Even with the plans for 2,096 more students by 2022, I question why there are no roadway network improvements assumed in light of current traffic congestion levels. According to table AA3.14-15, there are already serious LOS E and F ratings at major intersections, including College Ave./Zura Way, Canyon Crest, I-8 Eastbound and Montezuma, 55th/Montezuma as well as Fairmont Ave./I-8 Westbound. In addition to significant direct impacts at these intersections, there are also similar impacts on streets, such as on Alvarado Road from East Campus Drive to Reservoir and Reservoir to 70th Street.		SDSU disagrees with the comment as the premise of the comment is incorrect. The Final Additional Analysis includes a substantial number of mitigation measures by which SDSU will implement "on the ground" roadway improvements that would mitigate significant near-term impacts. (See, Revisions to Draft Additional Analysis, mitigation measures AATCP-1, AATCP-2, AATCP-3, AATCP-4, and AATCP-8.) Additionally, as to the horizon year cumulative impacts, SDSU has agreed to implement (i.e., fully fund) the recommended road improvements even though the project's impact is cumulative and SDSU's fair-share is less than 100%; these include the improvements discussed in response to comment I-1-1 regarding the segment of College Avenue between Del Cerro Boulevard and Interstate 8. (See, Revisions to Draft Additional Analysis, mitigation measures AATCP-5, AATCP-9, AATCP-10, AATCP-11, AATCP-12, AATCP-25, and AATCP-28.) In addition, where full mitigation at certain locations is not feasible due to either funding or physical constraints, SDSU will install adaptive signal controls to

improve traffic flow on impacted streets. (See, Revisions to Draft Additional Analysis, AATCP-24, AATCP-26, and AATCP-27.)

Additionally, SDSU has proposed to fully fund and implement other improvements, which it has determined are feasible, though which are dependent upon certain City approvals, which may not be granted for reasons the City deems appropriate. (See, Revisions to Draft Additional Analysis, AATCP-6, AATCP-7, AATCP-23, AATCP-30.)

The comment is correct, however, that under Near-Term conditions, several roads would operate at unacceptable levels of service (LOS), though that is the case even without project traffic, as shown on Table AA3.14-15. However, with implementation of the recommended mitigation improvements, the College Avenue/I-8 Eastbound Ramps, College Avenue/Canyon Crest, and College Avenue/Zura Way intersections would all operate at acceptable LOS D or better conditions. (See, Table AA3.14-29.) Similarly, as to roadway segments, if the removal of the existing on-street parking is approved by the City, with implementation of the identified mitigation, the segments of Alvarado Road between E. Campus Drive and 70th Street would operate at acceptable LOS D or better.

Comment I-5-5	**Armin Kuhlman 2/23/18 (E-Mail)**	**Response**
It looks like the DAA has not been updated for mitigation measures specified upon reaching 25,211 FTE. For instance,		The comment is correct, the mitigation improvements to be implemented pursuant to mitigation measure AATCP-1

improvements to College Ave. Northbound to I-8 Eastbound, College/Zura and College/Canyon Crest have not been completed.	have not yet been constructed. As stated in the mitigation measure, the need for the improvements will be triggered when FTE enrollment reaches 25,056. As explained in response to comment I-5-2 above, the 2017/2018 FTE student enrollment is 24,555. (DAA, Footnote 12; see also DAA Appx. V, Appendix T, Memo, Defining Enrollment for the SDSU Master Plan.) Therefore, SDSU FTE enrollment presently remains below 25,000 and the mitigation measure has not yet been triggered.

Comment I-5-6	**Armin Kuhlman 2/23/18 (E-Mail)**	**Response**
According to table AA3.14-29 &30 on near term mitigation analysis, the widening and restriping Alvarado Road from East Campus Drive to Reservoir would not be feasible without removal of off street parking. A similar problem situation exists from Reservoir Drive to 70th Street where restriping and adding 2-way center left turn lanes or left term pockets evidently would not be feasible without removing on street parking. Widening and constructing a median between Montezuma and Cresita Drive is not feasible. In short, you have not identified meaningful traffic mitigation measures, and only described what can't be done in these street segments.		As to the segments of Alvarado Road from East Campus Drive to Reservoir and Reservoir to 70th Street, the removal of on-street parking on the affected segments of Alvarado Road is consistent with the College Area community plan and, therefore, the City may approve the removal. If so, mitigation has been identified that would reduce the identified impacts to less than significant. (See Final Additional Analysis, Revisions to Draft Additional Analysis, mitigation measures AATCP-6 and AATCP-7.) As to the segment of College Avenue between Montezuma Road and Cresita Drive, since release of the DAA the traffic engineer has determined that with the removal of the existing on-street parking, construction of the recommended raised median is feasible and, therefore, the impact can be mitigated to less than significant with the City's approval, or partially mitigated with the removal of only portions of the existing parking. (See Final Additional

	Analysis, Revisions to Draft Additional Analysis, mitigation measures AATCP-23.)

Comment I-5-7	**Armin Kuhlman 2/23/18 (E-Mail)**	**Response**
For the horizon year 2035, significant and unavoidable impacts are even more troubling. There is either no funding available or limits on adding lanes for College Ave./Del Cerro to I-8 Westbound, Fairmount/I-8 Westbound, College Ave. from Zura Way to Montezuma and on Montezuma Fairmount to Collwood. "No funding" is not an acceptable conclusion, considering the Court's ruling that SDSU must pay for the impacts it creates.		Under CEQA, in the case of cumulative impacts such as the Horizon Year impacts in this case, in the absence of an enforceable plan or program that ensures the necessary improvements will actually be implemented (i.e., a program to collect the necessary funds, including from other development, and ensure the improvements are constructed), the mitigation is infeasible and the impacts are deemed significant and unavoidable. (*Anderson First Coalition v. City of Anderson* (2005) 130 Cal.App.4th 1173; *Tracy First v. City of Tracy* (2009) 177 Cal.App.4th 912.) Additionally, as to the segments of College Avenue between Del Cerro Boulevard and the I-8 Ramp and between Zura Way and Montezuma, and the segments of Montezuma between Fairmount and 55th Street, the necessary improvement is to widen the roads to add additional lane capacity, however, physical widening is infeasible due to existing physical constraints. Nonetheless, as to the segment of College Avenue between Del Cerro Boulevard and I-8, SDSU has added a mitigation measure by which SDSU would fully fund re-striping northbound College Avenue to add a lane if the City approves. Additionally, SDSU will implement feasible mitigation in the form of Adaptive Signal Controls on Montezuma Road and at the Fairmount intersection, which

	will reduce the project's impacts to the extent feasible. See, Final Additional Analysis, Revisions to Draft Additional Analysis, mitigation measures AATCP-24, AATCP-26, AATCP-27, and AATCP-30.

Comment I-5-8	**Armin Kuhlman 2/23/18 (E-Mail)**	**Response**
The DAA likewise refers to significant and unavoidable impacts for ramp meters at I-8 Eastbound and Westbound as well as on I-8 Fairmount to Waring, Waring to College and Fletcher Parkway.		The comment is correct, impacts to the I-8 ramp meters and I-8 mainline are significant and unavoidable as there is no plan or program in place to implement the necessary improvements. However, as noted in mitigation measures AATCP-13 through AATCP-18, CSU/SDSU shall support Caltrans in its efforts to obtain funding from the state Legislature for the costs to prepare the appropriate study reports to evaluate alternatives to increase capacity, improve mobility, and relieve congestion at the impacted facilities.

Comment I-5-9	**Armin Kuhlman 2/23/18 (E-Mail)**	**Response**
Moreover, the 2007 FEIR Mitigation Measures do not adequately address the potential substantial construction related impact of student housing and the hotel, such as on Alvarado Road and closures.		SDSU disagrees with the comment. Preliminarily, mitigation measure AATCP-21 (previously numbered as TCP-25 in the 2007 Campus Master Plan Final EIR), which addresses construction-related impacts, was not ruled inadequate by the courts and, therefore, substantive comments relating to the measure are beyond the scope of the court's peremptory writ of mandate. Mitigation measure AATCP-21 requires that prior to the commencement of construction activities associated with the proposed project, SDSU is to prepare a Traffic Control Plan to minimize the impacts to the surrounding City

	roadways, including Alvarado Road, which may result during project construction activities.

Comment I-5-10	**Armin Kuhlman 2/23/18 (E-Mail)**	**Response**
Please revise and update the outdated 2007 EIR to include (1) more realistic solutions to reduce the serious traffic impacts created by this expansion, (2) provide adequate disclosure on enrollment changes since 2007 and (3) how SSDSU can provide on additional on campus housing beyond the planned 2,976 beds to reduce traffic congestion and the mini-dorm problems on your College Area neighbors.		The comment summarizes prior comments previously responded to. Please see Responses to Comments I-5-1 through I-5-9 for information responsive to this comment.

Comment I-6-1	**Ann Cottrell 2/25/18 (E-Mail)**	**Response**
According to announcements the deadline for comments on the DAA to the 2007 Master plan is Feb. 25 and it is still Feb. 25 so I trust this will be entered into the record.		The comment was received prior to the comment period deadline and will be part of the record before the California State University Board of Trustees.

Comment I-6-2	**Ann Cottrell 2/25/18 (E-Mail)**	**Response**
My concern is very simple. The original master plan traffic analysis made no mention of the impact of traffic on roads exiting campus through College View Estates… (Remington Road, Hewlett, College Gardens Court, Yerba Santa and mesquite on to Montezuma)		Trip distribution modeling based on application of the SANDAG travel demand model shows that approximately one percent (1%) of campus traffic utilizes the Remington Road route through the College View Estates. (See DAA, Figures AA3.14-7A-1 through 7A-3.) As noted in response to comment O-1-3, recent (2017) traffic counts conducted at the Montezuma Road/Yerba Santa Drive intersection, which reflect travel through the College View Estates neighborhood, do not indicate that SDSU traffic is using the College View Estates route (Remington Road through the neighborhood) to reach Montezuma Road. Additionally, based on the SANDAG model, the Master Plan is forecasted

	to add less than 50 peak hour trips to these roads and, therefore, it was not necessary to include these roads within the detailed analysis. Please see responses to comments O-1-3 and O-1-5 for additional information responsive to this comment.

Comment I-6-3	**Ann Cottrell 2/25/18 (E-Mail)**	**Response**
This was an oversight at the time. It is even more critical now and into the future. The DAA to the 2007 Master Plan specifies that analysis be reassessed and re-evaluated, not just repeated. This route to and from campus is used increasingly and may possibly become gridlocked in the future for a number of reasons: 1) The increased gridlock on 55th north from Montezuma causes drivers to seek alternative routes. When that traffic is heavy, our experience and that of others, is that map aps direct drivers to the quickest route going West and that route is through College View Estates.		Please see response to comment I-6-2 for information responsive to the comment regarding travel route through College View Estates. As to the comment regarding 55th Street north of Montezuma Road, please see response to comment O-1-9 for responsive information.

Comment I-6-4	**Ann Cottrell 2/25/18 (E-Mail)**	**Response**
2) The campus population is projected to grow significantly in the future causing more gridlock on Montezuma and 55th, thus encouraging the alternate route through CVE. Campus facilities on the West side are increasing this year with the new dorm and probably expanding ARC both likely to create more traffic. The DAA Analysis MUST consider the impact on this route of campus and find ways to mitigate it.		Please see response to comment I-6-2 for information responsive to this comment.

AA3.14.12.4 TOPICAL RESPONSE: PROJECT MODIFICATION

TOPICAL RESPONSE: PROJECT MODIFICATION

The Draft Additional Analysis discusses feasible on-campus measures that could reduce or avoid the need for off-site mitigation. These measures include implementation of a TDM program with a TDM coordinator charged with implementing the program, and includes strategies to increase rideshare opportunities, and facilitate bicycle and pedestrian travel, and transit ridership. While the TDM mitigation measure would not eliminate any of the identified significant impacts, by facilitating the use of transportation modes alternative to single rider vehicle trips, the measure would contribute to a potential reduction in vehicle miles traveled (VMT) by SDSU students, faculty, and staff.

Additionally, as noted above, since the 2007 prior approval of the Campus Master Plan, SDSU has taken other actions on campus to reduce or avoid vehicle trips and, thereby, reduce the need for off-site mitigation. These actions include adoption of student residency policies requiring students to live on campus, and the construction of a substantial number of student housing units and amenities, both on and adjacent to or within walking distance of campus. These actions have, and will continue to, reduce vehicle trips and related VMT.

In response to a comment by the City of San Diego, this Topical Response provides additional information regarding other on-campus measures, including modifications to the proposed project that would further reduce the project's traffic impacts.

Preliminarily, the analysis of traffic impacts presented in the DAA was conducted under two scenarios -- a Near-Term direct impact scenario approximating year 2022, and a long-term cumulative Horizon Year scenario approximating 2035. Under the Near-Term scenario, mitigation was proposed in the DAA that would reduce the identified significant impacts to less than significant at all locations. However, the recommended mitigation for three of those impacted locations would require City of San Diego approval to remove existing on-street parking in order to implement the recommended improvements. Because removal of the on-street parking is uncertain, impacts at these three locations were identified in the DAA as significant and unavoidable (Alvarado Road: East Campus Drive to Reservoir Drive, and Reservoir Drive to 70th Street; and, College Avenue: Montezuma Road to Cresita Drive.)

As to the long-term Horizon Year scenario, significant cumulative impacts are identified at 11 intersections, 9 segments, 2 ramp meters, and 6 freeway mainline segments. Mitigation identified in the DAA under the Near-Term scenario would also mitigate the significant cumulative impacts

under the Horizon Year scenario at 5 intersections and 3 segments. In addition, CSU/SDSU has agreed to fully fund and construct the necessary improvements at 5 of the remaining significantly impacted intersections and one segment even though its impacts are cumulative only and, therefore, its mitigation requirement is the payment of a proportionate "fair-share" amount towards the necessary improvements. As to the remaining locations, SDSU has agreed to implement Adaptive Signal Controls at three of the locations, which would partially mitigate the impacts. As to these three locations and two other locations, it is either physically infeasible to implement the necessary improvements due to right-of-way limitations, or there is no plan or program presently in place to provide the remainder funds coupled with the project's proportionate payment and, therefore, impacts at these locations are considered significant and unavoidable.

It is as to these significant and unavoidable impacted locations that additional measures are considered.

In response to the City's comment, SDSU reviewed the trip generating components of the 2007 Campus Master Plan to determine if feasible project modifications could be made that would further reduce the number of vehicle trips generated by the project and the corresponding need for off-site mitigation. Following that review, SDSU has determined to remove the Alvarado Hotel component from the 2007 Campus Master Plan. The hotel component, which would provide housing for university guests, was proposed to include up to 120 rooms and studio suites. Based on this number, the Alvarado Hotel component would generate a total of 1,200 average daily trips (ADT). (Draft EIR, Table 3.14-15A, Horizon Year Project Trip Generation.)

To determine the reduction in impacts that would occur with elimination of the hotel component of the project, an analysis was conducted by the project's traffic engineer, LLG. The analysis addressed the changes in traffic operations and related impacts that would result from elimination of the 120-room Alvarado Hotel from the proposed 2007 Master Plan project. All other project components, which include an increase of 10,000 Full-Time Equivalent students (FTE) and the development of various other campus-related facilities, are unchanged from those originally proposed.

METHODOLOGY

Because the removal of the Alvarado Hotel from the project would reduce vehicle traffic (i.e., vehicle trips) generated by the project, the removal potentially would result in the elimination of previously identified significant impacts. As a result, the focus of the analysis are the intersections and segments identified in the Draft Additional Analysis and corresponding Traffic

Impact Analysis (January 2018) as significantly impacted in order to determine whether the project modification would result in changes to those previously identified impacts.

MODIFIED PROJECT TRIP GENERATION

Table 1 shows the Near-Term (Year 2022) project trip generation with elimination of the hotel. As shown in *Table 1*, the elimination of the hotel would remove 1,200 ADT from the project trip generation, with 72 of these trips removed during the AM peak hour and 96 trips removed during the PM peak hour. The net Near-Term (Year 2022) project trip generation is 1,331 ADT, with 78 trips during the AM peak hour and 104 trips during the PM peak hour.

Table 2A shows the Horizon Year (Year 2035) trip generation with elimination of the Hotel. As shown in *Table 2*, with the elimination of the hotel and its 1,200 ADT, the net Horizon Year (Year 2035) project traffic trip generation is 9,910 ADT with 606 trips during the AM peak hour and 827 trips during the PM peak hour.

NEAR-TERM (YEAR 2022) ANALYSIS

The following section presents the Near-Term (Year 2022) analysis under the modified project scenario.

INTERSECTIONS

Table 3 reports the results of the intersection analysis. Based on the City of San Diego's significance criteria, under the modified project scenario the following significant intersection impact would be eliminated:

- I-8 WB Ramps / Parkway Drive

However, the following significant impacts would remain at the following intersections even with elimination of the Hotel:

- College Avenue / I-8 EB Ramps (LOS E during the PM peak hour)
- College Avenue / Canyon Crest Drive (LOS E during the PM peak hour)
- College Avenue / Zura Way (LOS F during the PM peak hour)
- College Avenue / Montezuma Road (LOS E during the AM peak hour, LOS F during the PM peak hour)

Appendix A contains the intersection analysis worksheets for the Near-Term (Year 2022) + Project scenario.

STREET SEGMENTS

Table 4 reports the results of the street segment analysis. Based on the City's significance criteria, under the modified project scenario the following two significant street segment impacts would be eliminated:

- Alvarado Road: Reservoir Drive to 70th Street
- College Avenue: Montezuma Road to Cresita Drive

However, the following significant impacts would remain even with elimination of the Hotel:

- Alvarado Road: E. Campus Drive to Reservoir Drive (LOS F)
- College Avenue: I-8 EB Ramps to Zura Way (LOS F)

RAMP METERS AND FREEWAY SEGMENTS

No significant impacts were identified on the ramp meters and freeway segments in the Near-Term (Year 2022) scenario under the Proposed Project. Therefore, based on the reduced traffic that would be generated by the project, it is reasonable to expect that under the modified project scenario, no significant ramp meter or freeway segment impacts would be identified.

HORIZON YEAR (YEAR 2035) ANALYSIS

The following section presents the Horizon Year (Year 2035) analysis under the modified project scenario.

INTERSECTIONS

Table 5 reports the results of the intersection analysis. Based on the City of San Diego's significance criteria, under the modified project scenario no significant impacts would be eliminated. Therefore, significant impacts would remain at the following intersections even with elimination of the 120-room Hotel:

- Fairmount Avenue / I-8 WB Off Ramp / Camino Del Rio N. (LOS F during the PM peak hour)
- 55th Street / Montezuma Road (LOS E during the AM peak hour, LOS F during the PM peak hour)
- Campanile Drive / Montezuma Road (LOS F during the AM peak hour)
- College Avenue / I-8 EB Ramps (LOS F during the PM peak hour)
- College Avenue / Canyon Crest Drive (LOS F during the AM and PM peak hours)
- College Avenue / Zura Way (LOS F during the AM and PM peak hours)
- College Avenue / Montezuma Road (LOS F during the AM and PM peak hours)
- Alvarado Court / Alvarado Road (LOS F during the PM peak hour)
- 70th Street / Alvarado Road (LOS F during the PM peak hour)

- I-8 WB Ramps / Parkway Drive (LOS F during the AM and PM peak hours)
- Montezuma Road / Collwood Boulevard (LOS E during the PM peak hour)

Appendix B contains the intersection analysis worksheets for the Horizon Year (Year 2035) + Project scenario.

STREET SEGMENTS

Table 6 reports the results of the street segment analysis. Based on the City of San Diego's significance criteria, under the modified project no significant impacts would be eliminated. Therefore, significant impacts would remain on the following street segments even with elimination of the Hotel:

- Alvarado Road: E. Campus Drive to Reservoir Drive (LOS F)
- Alvarado Road: Reservoir Drive to 70th Street (LOS F)
- College Avenue: Del Cerro Boulevard to I-8 WB off-ramp (LOS E)
- College Avenue: I-8 EB Ramps to Zura Way (LOS F)
- College Avenue: Zura Way to Montezuma Road (LOS E)
- College Avenue: Montezuma Road to Cresita Drive (LOS F)
- Montezuma Road: Fairmount Avenue to Collwood Boulevard (LOS F)
- Montezuma Road: Collwood Boulevard to 55th Street (LOS F)
- Montezuma Road: 55th Street to College Avenue (LOS F)

RAMP METERS

Table 7 reports the results of the ramp meter analysis. Based on the City of San Diego's significance criteria, under the modified project scenario no significant impacts would be eliminated. Therefore, significant impacts would remain at the following ramp meters even with elimination of the Hotel:

- NB College Avenue to WB I-8 (AM peak hour)
- SB College Avenue to WB I-8 (AM peak hour)

FREEWAY SEGMENTS

Tables 8a and ***8b*** report the results of the freeway segment analysis. Based on the City of San Diego's significance criteria, under the modified project scenario no significant impacts would be eliminated. Therefore, significant impacts would remain on the following freeway segments even with elimination of the Hotel:

- I-8 between Fairmount Avenue and Waring Road, *LOS F(1)–PM (EB)*
- I-8 between Waring Road and College Avenue, *LOS F(0)–PM (EB)*

- I-8 between College Avenue and Lake Murray boulevard, *LOS F(0)–AM (WB) and LOS F(1)–PM (EB)*
- I-8 between Lake Murray Boulevard and Fletcher Parkway, *LOS F(3)–AM (WB) and LOS F(0)–PM (EB)*

OVERALL IMPACT SUMMARY

Table 9 summarizes and compares the significant impacts under both the project and modified project scenarios. As shown, elimination of the Alvarado Hotel would reduce the number of significant impacts under the Near-Term (2022) scenario, but would not change the number of significant impacts under the Horizon Year (2035) scenario.

POST-MITIGATION ANALYSIS

Tables 10 through *13* show the post-mitigation analyses for the Near-Term and Horizon Year scenarios for intersections and segments under the modified project scenario. As shown, while elimination of the Hotel would result in reductions in intersection delays and segment volumes, the resulting levels of service are generally unchanged.

Relatedly, ***Table 14*** shows the project's fair share percentages for the Horizon Year (Year 2035) under the modified project scenario. As shown, elimination of the Hotel would result in reduced percentage shares. ***Table 15*** shows the mitigation triggers analyses for the Near-Term (Year 2022) and Horizon Year (Year 2035) scenarios under the modified project scenario.

TABLE 1A
NEAR-TERM PROJECT TRIP GENERATION (YEAR 2022)

Trip Generation Project Components	Size		Daily Trip Ends (ADT[a])		AM Peak Hour				PM Peak Hour			
			Rate	Volume	% of ADT	In:Out Split	Volume In	Volume Out	% of ADT	In:Out Split	Volume In	Volume Out
SDSU Student Headcount Increase												
Non-Resident Student Headcount Increase [b]	1,466	Students	2.47 /Student [c]	3,621	5%	90:10	163	18	7%	30:70	76	177
Resident Student Headcount Increase	628	Students	0.64 /Student [d]	402	5%	90:10	18	2	7%	30:70	8	20
Subtotal	*2,094*	*Students*	–	*4,023*			*181*	*20*			*84*	*197*
Adobe Falls Faculty/Staff Housing												
Upper Village Town homes	48	DU	8 /DU [e]	384	8%	20:80	6	25	10%	70:30	27	11
Alvarado Hotel	~~120~~ 0	Room	10 /Room [e]	~~1,200~~ 0	6%	60:40	~~43~~ 0	~~29~~ 0	8%	60:40	~~58~~ 0	~~38~~ 0
Total			—	~~**5,607**~~ **4,407**	—	—	~~**230**~~ **187**	~~**74**~~ **45**	—	—	~~**169**~~ **111**	~~**246**~~ **208**

Footnotes:

a. Average Daily Traffic

b. Near-Term (Year 2022) student headcount increase calculated as 2,094 students (35,535 minus 33,441 equals 2,094 students). It should be noted that 70% of the student headcount increase are assumed to consist of non-resident students, and 30% of the student headcount increase will consist of resident students.

c. SDSU rates are based on actual counts taken in November 2006. This rate includes SDSU faculty, staff, vendors, visitors, and students.

d. The resident student rate is based on the Community College Redevelopment EIR that assumed 4.4 trips per student dwelling unit (with a reduction of 2.8 trips per DU based on students with new commute but would instead relocate and occupy the on-campus housing).

e. Rates were taken from the City of San Diego Trip Generation Manual, May 2003.

General Notes:

1. DU = Dwelling Units

TABLE 1B
SHIFT FROM DRIVING TO TROLLEY (NEAR-TERM)

SDSU boardings Increase (Near-Term)	2,460 students [a]
79% boardings are not transfers	1,943 students [b]
Vehicle Occupancy Rate	1,620 students [c]
95 % of shift to trolley is from private vehicle	1,538 students [d]
Total ADT diverted from private vehicle to trolley	3,076 (5 % during AM peak = 154 trips and 7 % during PM peak = 215 trips)

Footnotes:

a. Source: SANDAG Trolley Boarding Data

b. Source: SANDAG

c. Accounts for fact that not all drivers that shift from trolley were driving alone, some carpool (5% assumed).

d. Accounts for fact that some future users of trolley would shift from other transit opportunities, and not from personal vehicles

TABLE 1C
NET INCREASE IN TRAFFIC (NEAR-TERM)

1. Proposed project trips (without any increased trolley usage) = ~~5,607~~4,407 ADT
2. Future Shift from driving to trolley = 3,076 ADT
3. Net increase in traffic = ~~2,531~~1,331 ADT (~~150~~78 AM peak hour trips and ~~200~~104 PM peak hour trips)

TABLE 2A
HORIZON YEAR PROJECT TRIP GENERATION (YEAR 2035)

Trip Generation Project Components	Size		Daily Trip Ends (ADT[a])		AM Peak Hour				PM Peak Hour			
			Rate	Volume	% of ADT	In:Out Split	Volume In	Volume Out	% of ADT	In:Out Split	Volume In	Volume Out
SDSU Student Headcount Increase												
Non-Resident Student Headcount Increase [b]	7,401	Students	2.47 /Student [c]	18,280	5%	90:10	823	91	7%	30:70	384	896
Resident Student Headcount Increase	3,984	Students	0.64 /Student [d]	2,550	5%	90:10	115	13	7%	30:70	54	125
Subtotal	*11,385*	*Students*	–	*20,830*			*938*	*104*			*438*	*1,021*
Adobe Falls Faculty/Staff Housing												
Upper Village Town homes	48	DU	8 /DU [e]	384	8%	20:80	6	25	10%	70:30	27	11
Lower Village Townhomes	124	DU	8 /DU [e]	992	8%	20:80	16	63	10%	70:30	66	28
Alvarado Hotel	~~120~~ 0	Rooms	10 /Room [e]	~~1,200~~ 0	6%	60:40	~~43~~ 0	~~29~~ 0	8%	60:40	~~58~~ 0	~~38~~ 0
Total			–	**~~23,406~~ 22,206**	–	–	**~~1,003~~ 960**	**~~221~~ 192**	–	–	**~~589~~ 531**	**~~1,098~~ 1,060**

Footnotes:

a. Average Daily Traffic

b. Horizon Year (Year 2035) student headcount increase calculated as 11,385 students (44,826 minus 33,441 equals 11,385 students). It should be noted that 65% of the student headcount increase are assumed to consist of non-resident students, and 35% of the student headcount increase will consist of resident students.

c. SDSU rates are based on actual counts taken in November 2006. This rate includes SDSU faculty, staff, vendors, visitors, and students.

d. The resident student rate is based on the Community College Redevelopment EIR that assumed 4.4 trips per student dwelling unit (with a reduction of 2.8 trips per DU based on students with new commute but would instead relocate and occupy the on-campus housing).

e. Rates were taken from the City of San Diego Trip Generation Manual, May 2003.

General Notes:

1. DU = Dwelling Units

TABLE 2B
SHIFT FROM DRIVING TO TROLLEY (HORIZON YEAR)

SDSU boardings Increase (Horizon Year)	8,732 students [a]
79% boardings are not transfers	6,898 students [b]
Vehicle Occupancy Rate	5,748 students [c]
95 % of shift to trolley is from private vehicle	5,460 students [d]
Total ADT diverted from private vehicle to trolley	10,920 (5 % during AM peak = 546 trips and 7 % during PM peak = 764 trips)

Footnotes:

a. Source: SANDAG Trolley Boarding Data

b. Source: SANDAG

c. Accounts for fact that not all drivers that shift from trolley were driving alone, some carpool (5% assumed).

d. Accounts for fact that some future users of trolley would shift from other transit opportunities, and not from personal vehicles

TABLE 2C
NET INCREASE IN TRAFFIC (HORIZON YEAR)

1. Proposed project trips (without any increased trolley usage) = ~~23,404~~22,206 ADT
2. Future Shift from driving to trolley = 10,920 ADT
3. Net increase in traffic = ~~12,484~~9,910 ADT (~~678~~606 AM peak hour trips and ~~923~~827 PM peak hour trips)

TABLE 3
NEAR-TERM (YEAR 2022) INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Near-Term (Year 2022)		Near-Term (Year 2022)+ Project		Δ[c]	Significant Impact?
			Delay[a]	LOS[b]	Delay	LOS		
8. College Avenue / I-8 EB Ramps	Signal	PM	**74.3**	**E**	~~**79.3**~~ **76.6**	**E**	~~**5.0**~~ **2.3**	**Yes**
9. College Avenue / Canyon Crest Drive	Signal	PM	**56.1**	**E**	~~**70.2**~~ **58.9**	**E**	~~**14.1**~~ **2.8**	**Yes**
10. College Avenue / Zura Way	MSSC[d]	PM	**178.9**	**F**	~~**199.5**~~ **189.7**	**F**	~~**20.6**~~ **10.8**	**Yes**
11. College Avenue / Montezuma Road	Signal	AM	**65.4**	**E**	~~**71.1**~~ **70.1**	**E**	~~**5.7**~~ **4.7**	**Yes**
		PM	**91.0**	**F**	~~**109.2**~~ **107.7**	**F**	~~**18.2**~~ **16.7**	**Yes**
16. I-8 WB Ramps / Parkway Drive	AWSC[f]	PM	**59.2**	**F**	~~**62.1**~~ **60.2**	**F**	~~**2.9**~~ **1.0**	~~**Yes**~~ **No**

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. "Δ" denotes the project-induced increase in delay.
d. MSSC – Minor Street Stop Controlled intersection. The highest (worst) of the minor street right-turn delay (westbound right-turn) or major street (northbound left-turn) is reported. Left-turns from Zura Way to College Avenue are not allowed.
e. MSSC – Minor Street Stop Controlled intersection. Minor street approach delay is reported.
f. AWSC – All-Way Stop Controlled intersection.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 < 10.0	A	0.0 < 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
> 80.1	F	> 50.1	F

General Notes:

1. **Bold** typeface indicates intersections operating at LOS E or F.
2. Only impacted facilities analyzed.

TABLE 4
NEAR-TERM (YEAR 2022) + PROJECT SEGMENT OPERATIONS

Segment	Functional Classification	LOS E Capacity [a]	Near-Term (Year 2022)			Near-Term (Year 2022) + Total Project			V/C Increase	Sig?
			Volume	LOS [b]	V/C [c]	Volume	LOS	V/C		
Alvarado Road										
E. Campus Dr to Reservoir Dr	2-lane Collector *(fronting property)*	8,000	**9,340**	**F**	**1.168**	~~**9,610**~~ **9,490**	**F**	~~**1.201**~~ **1.186**	~~**0.033**~~ **0.018**	**Yes**
Reservoir Dr to 70th St	2-lane Collector *(fronting property)*	8,000	**7,490**	**E**	**0.936**	~~**7,760**~~ **7,640**	**E**	~~**0.970**~~ **0.955**	~~**0.034**~~ **0.019**	~~**Yes**~~ **No**
College Avenue										
I-8 EB Ramps to Zura Way	4-lane Major Arterial	40,000	**40,470**	**F**	**1.012**	~~**41,930**~~ **41,210**	**F**	~~**1.048**~~ **1.030**	~~**0.036**~~ **0.018**	**Yes**
Montezuma Rd to Cresita Drive	4-lane Collector	30,000	**30,670**	**F**	**1.022**	~~**31,000**~~ **30,820**	**F**	~~**1.033**~~ **1.027**	~~**0.011**~~ **0.005**	~~**Yes**~~ **No**

Footnotes:

a. Capacities based on City of San Diego's Roadway Classification & LOS table.
b. Level of Service.
c. Volume to Capacity ratio.

General Notes:

1. **Bold** typeface indicates intersections operating at LOS E or F.
~~1.~~2. Only impacted facilities analyzed.

TABLE 5
HORIZON YEAR (YEAR 2035) INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Horizon Year (Year 2035)		Horizon Year (Year 2035)+ Project		Δ[c]	Significant Impact?
			Delay[a]	LOS[b]	Delay	LOS		
1. Fairmount Avenue / I-8 WB Off Ramp / Camino Del Rio N.	Signal	PM	**241.7**[g]	**F**	**243.8**[g,h]	**F**	**2.1**	**Yes**
4. 55th Street / Montezuma Road	Signal	AM	**59.0**	**E**	~~**66.0**~~ **65.5**	**E**	~~**7.0**~~ **6.5**	**Yes**
		PM	**107.8**	**F**	~~**110.7**~~ **110.4**	**F**	~~**2.9**~~ **2.6**	**Yes**
5. Campanile Drive / Montezuma Road	Signal	AM	**93.4**	**F**	~~**105.9**~~ **99.8**	**F**	~~**12.5**~~ **6.4**	**Yes**
8. College Avenue / I-8 EB Ramps	Signal	AM	45.3	D	~~**55.1**~~ 53.0	~~**E**~~ D	~~**9.8**~~ 7.7	~~**Yes**~~ No
		PM	**140.0**	**F**	~~**182.4**~~ **178.0**	**F**	~~**42.4**~~ **38.0**	**Yes**
9. College Avenue / Canyon Crest Drive	Signal	AM	**81.6**	**F**	~~**91.4**~~ **89.1**	**F**	~~**9.8**~~ **7.5**	**Yes**
		PM	**102.9**	**F**	~~**193.6**~~ **177.4**[g]	**F**	~~**90.7**~~ **74.5**	**Yes**
10. College Avenue / Zura Way	MSSC[d]	AM	**50.9**	**F**	~~**114.8**~~ **108.4**	**F**	~~**63.9**~~ **57.5**	**Yes**
		PM	**393.8**[g]	**F**	~~**528.3**~~ **514.5**[g]	**F**	~~**134.5**~~ **120.7**	**Yes**
11. College Avenue / Montezuma Road	Signal	AM	**107.3**	**F**	~~**121.9**~~ **120.5**	**F**	~~**14.6**~~ **13.2**	**Yes**
		PM	**135.6**	**F**	~~**155.0**~~ **153.1**	**F**	~~**19.4**~~ **17.5**	**Yes**
12. Alvarado Court / Alvarado Road	MSSC[e]	PM	18.3	C	~~**72.2**~~ **69.7**	**F**	~~**53.9**~~ **51.4**	**Yes**
15. 70th Street / Alvarado Road	Signal	PM	**94.9**	**F**	~~**98.2**~~ **98.1**	**F**	~~**3.3**~~ **3.2**	**Yes**
16. I-8 WB Ramps / Parkway Drive	AWSC[f]	AM	**65.6**	**F**	~~**94.7**~~ **92.3**	**F**	~~**29.1**~~ **26.7**	**Yes**
		PM	**128.6**	**F**	~~**147.6**~~ **144.3**	**F**	~~**19.0**~~ **15.7**	**Yes**

TABLE 5
HORIZON YEAR (YEAR 2035) INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Horizon Year (Year 2035)		Horizon Year (Year 2035)+ Project		Δ[c]	Significant Impact?
			Delay[a]	LOS[b]	Delay	LOS		
18. Montezuma Road / Collwood Boulevard	Signal	PM	**55.0**	**E**	~~**59.4**~~ **59.2**	**E**	~~**4.4**~~ **4.2**	**Yes**

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. "Δ" denotes the project-induced increase in delay.
d. MSSC – Minor Street Stop Controlled intersection. The highest (worst) of the minor street right-turn delay (westbound right-turn) or major street (northbound left-turn) is reported. No outbound left-turn from Zura Way are allowed.
e. MSSC – Minor Street Stop Controlled intersection. Minor street approach delay is reported.
f. AWSC – All-Way Stop Controlled intersection.
g. Delays over 180 seconds shown as exceeding calculable delay.
~~g.~~h. No changes in delay as there are no trips from the Alvarado Hotel at this location.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 < 10.0	A	0.0 < 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
> 80.1	F	> 50.1	F

General Notes:

1. **Bold** typeface indicates intersections operating at LOS E or F.
~~1.~~2. Only impacted facilities analyzed.

TABLE 6
HORIZON YEAR (YEAR 2035) + PROJECT SEGMENT OPERATIONS

Segment	Functional Classification	LOS E Capacity [a]	Horizon Year (Year 2035)			Horizon Year (Year 2035) + Total Project			V/C Increase	Sig?
			Volume	LOS [b]	V/C [c]	Volume	LOS	V/C		
Alvarado Road										
E. Campus Dr to Reservoir Dr	2-lane Collector *(fronting property)*	8,000	**11,340**	**F**	**1.418**	~~**14,900**~~ **14,780**	**F**	~~**1.863**~~ **1.848**	~~**0.445**~~ **0.430**	**Yes**
Reservoir Dr to 70th St	2-lane Collector *(fronting property)*	8,000	**14,830**	**F**	**1.854**	~~**16,900**~~ **16,780**	**F**	~~**2.113**~~ **2,098**	~~**0.259**~~ **0.244**	**Yes**
College Avenue										
Del Cerro Blvd to I-8 WB off-ramp	4-lane Major Arterial	40,000	**35,930**	**E**	**0.898**	~~**38,100**~~ **37,980**	**E**	~~**0.953**~~ **0.950**	~~**0.055**~~ **0.052**	**Yes**
I-8 EB Ramps to Zura Way	4-lane Major Arterial	40,000	**61,100**	**F**	**1.528**	~~**67,670**~~ **66,950**	**F**	~~**1.692**~~ **1.674**	~~**0.164**~~ **0.146**	**Yes**
Zura Way to Montezuma Rd	4-lane Major Arterial	40,000	**35,180**	**E**	**0.880**	~~**38,020**~~ **37,660**	**E**	~~**0.951**~~ **0.942**	~~**0.071**~~ **0.062**	**Yes**
Montezuma Rd to Cresita Drive	4-lane Collector	30,000	**32,130**	**F**	**1.071**	~~**33,840**~~ **33,660**	**F**	~~**1.128**~~ **1.122**	~~**0.057**~~ **0.051**	**Yes**
Montezuma Road										
Fairmount Ave to Collwood Blvd	4-lane Major Arterial	40,000	**66,740**	**F**	**1.669**	~~**68,020**~~ **67,960**	**F**	~~**1.701**~~ **1.699**	~~**0.032**~~ **0.030**	**Yes**
Collwood Blvd to 55th St	4-lane Major Arterial	40,000	**41,810**	**F**	**1.045**	~~**43,090**~~ **43,030**	**F**	~~**1.077**~~ **1.076**	~~**0.032**~~ **0.031**	**Yes**
55th St to College Ave	4-lane Collector	30,000	**38,210**	**F**	**1.274**	~~**39,790**~~ **39,730**	**F**	~~**1.326**~~ **1.324**	~~**0.052**~~ **0.050**	**Yes**

TABLE 6
HORIZON YEAR (YEAR 2035) + PROJECT SEGMENT OPERATIONS

Segment	Functional Classification	LOS E Capacity [a]	Horizon Year (Year 2035)			Horizon Year (Year 2035) + Total Project			V/C Increase	Sig?
			Volume	LOS [b]	V/C [c]	Volume	LOS	V/C		

Footnotes:

a. Capacities based on City of San Diego's Roadway Classification & LOS table.
b. Level of Service.
c. Volume to Capacity ratio.

General Notes:

1. **Bold** typeface indicates intersections operating at LOS E or F.
~~1.~~2. Only impacted facilities analyzed.

TABLE 7
HORIZON YEAR (YEAR 2035) + PROJECT RAMP METER OPERATIONS

Location/Condition	Peak Hour	Peak Hour Demand	Ramp Meter Rate (Flow)[a]	Excess Demand	Delay per Lane [b]	Queue per Lane [c]
NB College Avenue to WB I-8						
Horizon Year (Year 2035)	AM	419	318	101	19	2525
Horizon Year (Year 2035) + Project	AM	~~440~~ 430	318	~~122~~ 112	~~23~~ 21	~~3050~~ 2800
Project Increase	AM	~~21~~ 11	NA	~~21~~ 11	~~**4**~~ **2**	~~525~~ 275
SB College Avenue to WB I-8[d]						
Horizon Year (Year 2035)	AM	428	336	92	16	2288
Horizon Year (Year 2035) + Project	AM	434	336	98	18	2450
Project Increase	AM	6	NA	6	**2**	162

Footnotes:

a. Meter Rates were obtained from Caltrans.
b. Delay expressed in minutes per lane.
c. Queue expressed in feet per lane.
~~c.~~d. No changes in delay as there are no trips from the Alvarado Hotel.

General Notes:

1. Bold & shading represents a potential significant impact.
2. NA = Not Applicable.
~~2.~~3. Only impacted facilities analyzed.

TABLE 8A
HORIZON YEAR (YEAR 2035) + PROJECT FREEWAY SEGMENT OPERATIONS—AM PEAK HOUR

Freeway and Segment	Horizon Year (Year 2035) + Project ADT	Direction &Number of Lanes	Capacity[a]	Horizon Year (Year 2035)		Horizon Year (Year 2035) + Project		V/C Delta	Significant
				V/C[b]	LOS[c]	V/C	LOS		
I-8									
College Avenue to Lake Murray Boulevard	232,000	WB Mainlines 5M	10,000	**1.207**	**F(0)**	~~**1.214**~~ **1.213**	**F(0)**	~~**0.007**~~ **0.006**	**Yes**
Lake Murray Boulevard to Fletcher Parkway	224,030	WB Mainlines 4M	8,000	**1.449**	**F(2)**	~~**1.465**~~ **1.464**	**F(3)**	~~**0.016**~~ **0.015**	**Yes**

TABLE 8B
HORIZON YEAR (YEAR 2035) + PROJECT FREEWAY SEGMENT OPERATIONS—PM PEAK HOUR

Freeway and Segment	Horizon Year (Year 2035) + Project ADT	Direction &Number of Lanes	Capacity[a]	Horizon Year (Year 2035)		Horizon Year (Year 2035) + Project		V/C Delta	Significant
				V/C[b]	LOS[c]	V/C	LOS		
I-8									
Fairmount Avenue to Waring Road	268,300	EB Mainlines 5M	10,000	**1.255**	**F(1)**	~~**1.263**~~ **1.261**	**F(1)**	~~**0.008**~~ **0.006**	**Yes**
Waring Road to College Avenue	252,970	EB Mainlines 5M	10,000	**1.183**	**F(0)**	~~**1.191**~~ **1.189**	**F(0)**	~~**0.008**~~ **0.006**	**Yes**
College Avenue to Lake Murray Boulevard	232,000	EB Mainlines 4M+ 1A	9,200	**1.272**	**F(1)**	~~**1.280**~~ **1.279**	**F(1)**	~~**0.008**~~ **0.007**	**Yes**
Lake Murray Boulevard to Fletcher Parkway	224,030	EB Mainlines 4M+ 1A	9,200	**1.221**	**F(0)**	~~**1.236**~~ **1.235**	**F(0)**	~~**0.015**~~ **0.014**	**Yes**

Footnotes:

a. Capacity calculated at 2,000 vehicles / hour per mainline lane, 1,200 vehicles / hour per HOV lane and 1,200 vehicles / hour per aux lane (M: Mainline, HOV: High Occupancy Vehicle, A: Auxiliary Lane). *Example:* 4M+2A=4 Mainlines + 2 Auxiliary Lanes).

b. Volume to Capacity.

c. Level of Service.

LOS	V/C	LOS	V/C
A	<0.41	F(0)	1.25
B	0.62	F(1)	1.35
C	0.80	F(2)	1.45
D	0.92	F(3)	>1.46
E	1.00		

General Notes:

1. **Bold** typeface indicates segments operating at LOS E or F.

~~1.~~2. Only impacted facilities analyzed.

TABLE 9
SIGNIFICANT IMPACTS COMPARISON

Facility	Proposed Project	Modified Project	Location
Near-Term (Year 2022)			
Intersections	5	4	▪ I-8 WB Ramps / Parkway Drive
Street Segments	4	2	▪ Alvarado Road: Reservoir Drive to 70th Street ▪ College Avenue: Montezuma Road to Cresita Drive
Ramp Meter	None	None	None
Freeway Segment	None	None	None
Horizon Year (Year 2035)			
Intersections	11	11	No Change
Street Segments	9	9	No Change
Ramp Meter	2	2	No Change
Freeway Segment	6	6	No Change

FAIR-SHARE

Table 10 illustrates the percentage of project traffic under the Horizon Year scenario that would result under the modified project scenario. ***Appendix C*** includes the fair share calculations.

TABLE 10
NEAR-TERM (YEAR 2022) INTERSECTION MITIGATION ANALYSIS

Intersection	Control Type	Peak Hour	Near-Term (Year 2022) without Project		Near-Term (Year 2022) + Project			Near-Term (Year 2022) + Project With Mitigation		Mitigation
			Delay [a]	LOS [b]	Delay	LOS	Δ[c]	Delay	LOS	
8. College Avenue / I-8 EB Ramps	Signal	PM	74.3	E	~~79.3~~ 76.6	E	~~**5.0**~~ **2.3**	~~37.0~~ 35.7	D	Construct an additional (third) northbound lane on College Avenue between the I-8 EB on-ramp and Canyon Crest Drive (feasible).
9. College Avenue / Canyon Crest Drive	Signal	PM	56.1	E	~~70.2~~ 58.9	E	~~**14.1**~~ **2.8**	~~43.5~~ 39.5	D	Construct an additional (third) northbound through lane (feasible).
10. College Avenue / Zura Way	MSSC[d]	PM	178.9	F	~~199.5~~ 189.7	F	~~**20.6**~~ **10.8**	~~31.4~~ 30.8	C	Install a traffic signal (feasible).
11. College Avenue / Montezuma Rd	Signal	AM	65.4	E	~~71.1~~ 70.1	E	~~**5.7**~~ **4.7**	~~51.7~~ 51.4	D	Restripe to provide a second eastbound left-turn lane on Montezuma Road to northbound College Avenue; and install an overlap phase on the eastbound right-turn to southbound College Avenue (feasible).
		PM	91.0	F	~~109.2~~ 107.7	F	~~**18.2**~~ **16.7**	~~63.4~~ 62.9	E	
~~I-8 WB Ramps / Parkway Dr~~	~~AWSC[e]~~	~~PM~~	~~59.2~~	~~F~~	~~62.1~~	~~F~~	~~**2.9**~~	~~13.8~~	~~B~~	~~Install a traffic signal (feasible).~~

Footnotes:

a. Average delay expressed in seconds per vehicle.

b. Level of Service.

c. Δ denotes the project-induced delay increase.

d. MSSC – Minor Street Stop Controlled intersection. The highest (worst) of the minor street right-turn delay (westbound right-turn) or major street (northbound left-turn) is reported. Left-turns from Zura Way to College Avenue are not allowed.

~~e. AWSC – All-Way Stop Controlled intersection.~~

General Notes:

1. Bold represents a significant impact

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 < 10.0	A	0.0 < 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
> 80.1	F	> 50.1	F

TABLE 11
NEAR-TERM (YEAR 2022) SEGMENT MITIGATION ANALYSIS

Segment	LOS E Capacity [a]	Near-Term (Year 2022) without Project			Near-Term (Year 2022) with Project				Mitigated LOS E Capacity [a]	Near-Term (Year 2022) + Project With Mitigation			Mitigation
		Volume	LOS [b]	V/C [c]	Volume	LOS [b]	V/C [c]	V/C Δ		Volume	LOS	V/C	
Alvarado Road													
E. Campus Dr to Reservoir Dr	8,000	9,340	F	1.168	~~9,610~~ 9,490	F	~~1.201~~ 1.186	**~~0.033~~ 0.018**	15,000	~~9,610~~ 9,490	C	~~0.641~~ 0.633	Restripe Alvarado Road to include a two-way left-turn lane or left turn pockets at the Alvarado Rd intersections at Alvarado Court and the Villa Alvarado Apartments driveway (feasible).
~~Reservoir Dr to 70th Street~~	~~8,000~~	~~7,490~~	~~E~~	~~0.936~~	~~7,760~~	~~E~~	~~0.970~~	**~~0.034~~**	~~15,000~~	~~7,760~~	~~C~~	~~0.517~~	~~Restripe Alvarado Road to include a two-way left-turn lane or left turn pockets at the major apartment and retail driveways along Alvarado Rd (feasible).~~
College Avenue													
I-8 EB Ramps to Zura Way	40,000	40,470	F	1.012	~~41,930~~ 41,210	F	~~1.048~~ 1.030	**~~0.036~~ 0.018**	45,000	~~41,930~~ 41,210	E	~~0.932~~ 0.916	Widen to provide an additional (third) northbound lane (feasible).
~~Montezuma Rd to Cresita Drive~~	~~30,000~~	~~30,670~~	~~F~~	~~1.022~~	~~31,000~~	~~F~~	~~1.033~~	~~0.011~~	~~40,000~~	~~31,000~~	~~D~~	~~0.775~~	~~Construct a raised median, which would require removal of the existing curbside parking (feasible). Alternatively, widen the sidewalks and/or restripe the segment to provide bike lanes. The alternative improvements would not reduce the identified LOS impact to less than significant.~~

Footnotes

a. Capacities based on City of San Diego's Roadway Classification & LOS table.
b. Average Daily Traffic
c. Volume to Capacity ratio

General Notes:

1. Bold and shading represents a potential significant impact

TABLE 12
HORIZON YEAR (YEAR 2035) INTERSECTION MITIGATION ANALYSIS

Intersection	Control Type	Peak Hour	Horizon Year (Year 2035) without Project		Horizon Year (Year 2035) with Project			With Mitigation		Mitigation[g] (fair-share)
			Delay	LOS	Delay	LOS	Δ[f]	Delay	LOS	
1. Fairmount Avenue / I-8 WB Off Ramp / Camino Del Rio N.	Signal	PM	241.7	F	243.8	F	**2.1**	178.6	F	Widen to provide an additional (second) eastbound exclusive right-turn lane on Camino Del Rio N. to southbound Fairmount Avenue (infeasible). Pay fair-share towards identified Navajo Community Plan Public Facilities Financing Plan improvements. (feasible).
4. 55th Street / Montezuma Road	Signal	AM	59.0	E	~~66.0~~ 65.5	E	~~**7.0**~~ **6.5**	~~56.7~~ 56.2	E	Restripe the southbound approach on the 55th Street/Montezuma Road intersection to provide: one (1) dedicated southbound right-turn lane; one (1) shared southbound right/thru/left-turn lane; and one (1) dedicated southbound left-turn lane (feasible).
		PM	107.8	F	~~110.7~~ 110.4	F	~~**2.9**~~ **2.6**	~~103.2~~ 103.0	F	
5. Campanile Dr / Montezuma Rd	Signal	AM	93.4	F	~~105.9~~ 99.8	F	~~**12.5**~~ **6.4**	~~47.4~~ 39.6	D	Restripe to provide an exclusive westbound right-turn lane on Montezuma Road to northbound Campanile Drive (feasible).
8. College Ave / I-8 EB Ramps	Signal	AM	45.3	D	~~55.1~~ 53.0	~~E~~ D	~~**9.8**~~ 7.7	~~54.3~~ 52.2	D	Provide an additional (third) northbound lane between I-8 EB off-ramp and Canyon Crest Drive (feasible).
		PM	140.0	F	~~182.4~~ 178.0	F	~~**42.4**~~ **38.0**	~~44.3~~ 42.3	D	
9. College Ave / Canyon Crest Dr	Signal	AM	81.6	F	~~91.4~~ 89.1	F	~~**9.8**~~ **7.5**	~~76.5~~ 72.7	E	Provide an additional (third) northbound through lane (feasible).
		PM	102.9	F	~~193.6~~ 177.4	F	~~**90.7**~~ **74.5**	~~92.4~~ 86.3	F	
10. College Ave / Zura Way	MSSC[c]	PM	393.8	F	~~528.3~~ 514.5	F	~~**134.5**~~ **120.7**	~~38.3~~ 37.7	D	Provide a traffic signal (feasible).
11. College Ave / Montezuma Rd	Signal	AM	107.3	F	~~121.9~~ 120.5	F	~~**14.6**~~ **13.2**	~~80.3~~ 79.6	~~F~~ E	Restripe to provide an additional (second) exclusive eastbound left-turn lane on Montezuma Road to northbound College Avenue; and an overlap phase on the eastbound right-turn to southbound College

TABLE 12
HORIZON YEAR (YEAR 2035) INTERSECTION MITIGATION ANALYSIS

Intersection	Control Type	Peak Hour	Horizon Year (Year 2035) without Project		Horizon Year (Year 2035) with Project			With Mitigation		Mitigation[g] (fair-share)
			Delay	LOS	Delay	LOS	Δ[f]	Delay	LOS	
		PM	135.6	F	~~155.0~~ 153.1	F	~~**19.4**~~ **17.5**	~~106.1~~ 105.4	F	Avenue (feasible).
12. Alvarado Ct / Alvarado Rd	MSSC[d]	PM	18.3	C	~~72.2~~ 69.7	F	~~**53.9**~~ **51.4**	~~9.6~~ 9.5	A	Install a traffic signal and provide a dedicated left-turn lane on the westbound approach (feasible).
15. 70th St / Alvarado Rd	Signal	PM	94.9	F	~~98.2~~ 98.1	F	~~**3.3**~~ **3.2**	~~86.8~~ 86.7	F	Provide an overlap phase on northbound 70th Street to eastbound Alvarado Road (feasible).
16. I-8 WB Ramps / Parkway Dr	AWSC[e]	AM	65.6	F	~~94.7~~ 92.3	F	~~**29.1**~~ **26.7**	~~18.9~~ 18.8	B	Provide a traffic signal (feasible).
		PM	128.6	F	~~147.6~~ 144.3	F	~~**19.0**~~ **15.7**	~~22.6~~ 22.2	C	
18. Montezuma Road / Collwood Road	Signal	PM	55.0	E	~~59.6~~ 59.2	E	~~**4.6**~~ **4.2**	~~53.8~~ 53.6	D	Modify the traffic signal to provide a right-turn overlap phase on the northbound approach (feasible).

Footnotes:

a. Average delay expressed in seconds per vehicle.

b. Level of Service.

c. MSSC – Minor Street Stop Controlled intersection. The highest (worst) of the minor street right-turn delay (westbound right-turn) or major street (northbound left-turn) is reported. Left-turns from Zura Way to College Avenue are not allowed.

d. MSSC – Minor Street Stop Controlled intersection. Minor street approach delay is reported.

e. AWSC – All-Way Stop Controlled intersection.

f. Δ denotes project induced delay increase.

g. SDSU to implement feasible mitigation measures as described herein.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 < 10.0	A	0.0 < 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
> 80.1	F	> 50.1	F

General Notes:

1. Bold and shading represents a potential significant impact

TABLE 13
HORIZON YEAR (YEAR 2035) SEGMENT MITIGATION ANALYSIS

Segment	LOS E Capacity [a]	Horizon Year (Year 2035) without Project			Horizon Year (Year 2035) with Project				Mitigated LOS E Capacity [a]	With Mitigation			Mitigation[d] (fair-share)
		Volume	LOS [b]	V/C [c]	Volume	LOS [b]	V/C [c]	V/C Δ		Volume	LOS	V/C	
Alvarado Road													
E. Campus Dr to Reservoir Dr	8,000	11,340	F	1.418	~~14,900~~ 14,780	F	~~1.863~~ 1.848	**~~0.445~~ 0.430**	15,000 [d]	~~14,900~~ 14,780	E	~~0.993~~ 0.985	Restripe to include a two-way left-turn lane or left-turn pockets (feasible).
Reservoir Dr to 70th St	8,000	14,830	F	1.854	~~16,900~~ 16,780	F	~~2.113~~ 2.098	**~~0.259~~ 0.244**	15,000 [d]	~~16,900~~ 16,780	F	~~1.127~~ 1.119	Restripe Alvarado Road to include a two-way left-turn lane or left-turn pockets (feasible).
College Avenue													
Del Cerro Blvd to I-8 WB off-ramp	40,000	35,930	E	0.898	~~38,100~~ 37,980	E	~~0.953~~ 0.950	**~~0.055~~ 0.052**	45,000	~~38,100~~ 37,980	D	~~0.847~~ 0.844	Widen to provide an additional (third) northbound through lane (infeasible).
I-8 EB Ramps to Zura Way	40,000	61,100	F	1.528	~~67,670~~ 66,950	F	~~1.692~~ 1.674	**~~0.164~~ 0.146**	45,000	~~67,670~~ 66,950	F	~~1.504~~ 1.488	Provide an additional (third) northbound through lane (feasible).
Zura Way to Montezuma Rd	40,000	35,180	E	0.880	~~38,020~~ 37,660	E	~~0.951~~ 0.942	**~~0.071~~ 0.062**	45,000	~~38,020~~ 37,660	D	~~0.845~~ 0.837	Widen to provide an additional lane (infeasible).
Montezuma Rd to Cresita Drive	30,000	32,130	F	1.071	~~33,840~~ 33,660	F	~~1.128~~ 1.122	**~~0.057~~ 0.051**	40,000	~~33,840~~ 33,660	D	~~0.846~~ 0.842	Provide a raised median (feasible).
Montezuma Road													
Fairmount Ave to Collwood Blvd	40,000	66,740	F	1.669	~~68,020~~ 67,960	F	~~1.701~~ 1.699	**~~0.032~~ 0.030**	45,000	**~~68,020~~** 67,960	F	**~~1.512~~** 1.510	Widen to provide an additional lane (infeasible); provide Adaptive Signal Control (feasible).
Collwood Blvd to 55th St	40,000	41,810	F	1.045	~~43,090~~ 43,030	F	~~1.077~~ 1.076	**~~0.032~~ 0.031**	45,000	**~~43,090~~** 43,030	E	**~~0.958~~** 0.956	Widen to provide an additional lane (infeasible); provide Adaptive Signal Control (feasible).
55th St to College Ave	30,000	38,210	F	1.274	~~39,790~~ 39,730	F	~~1.326~~ 1.324	**~~0.052~~ 0.050**	40,000	~~39,790~~ 39,730	E	~~0.995~~ 0.993	Provide a raised median (feasible).

Footnotes:

a. Capacities based on City of San Diego's Roadway Classification & LOS table.
b. Average Daily Traffic
c. Volume to Capacity ratio
d. SDSU to implement feasible mitigation measures as described herein.

General Notes:

1. Bold and shading represents a potential significant impact

TABLE 14
HORIZON YEAR (YEAR 2035) FAIR SHARE CONTRIBUTION

Mitigation Measure Number	Impacted Locations	Fair Share Percentage
AATCP-24	Fairmount Avenue / I-8 WB Off Ramp / Camino Del Rio N. intersection	0.9%
AATCP-9	55th Street / Montezuma Road intersection	~~10.9%~~ 10.6%
AATCP-10	Campanile Drive / Montezuma Road intersection	~~12.1%~~ 10.3%
AATCP-1	College Avenue / I-8 EB Ramps intersection	*
AATCP-2	College Avenue / Canyon Crest Drive intersection	*
AATCP-3	College Avenue / Zura Way intersection	*
AATCP-4	College Avenue / Montezuma Road intersection	*
AATCP-25	Alvarado Court / Alvarado Road intersection	~~59.8%~~ 59.1%
AATCP-11	70th Street / Alvarado Road intersection	~~10.2%~~ 9.6%
AATCP-5	I-8 WB Ramps / Parkway Drive intersection	14.2%
AATCP-12	Montezuma Road / Collwood Boulevard intersection	~~9.7%~~ 9.3%
AATCP-6	Alvarado Road: E. Campus Drive to Reservoir Drive	*
AATCP-7	Alvarado Road: Reservoir Drive to 70th Street	20.0%
	College Avenue: Del Cerro Boulevard to I-8 WB off-ramp	~~32.1%~~ 30.8%
AATCP-8	College Avenue: I-8 EB Ramps to Zura Way	*
	College Avenue: Zura Way to Montezuma Road	~~34.5%~~ 31.5%
AATCP-23	College Avenue: Montezuma Road to Cresita Drive	24.8%
AATCP-26	Montezuma Road: Fairmount Avenue to Collwood Boulevard	~~8.2%~~ 7.8%
AATCP-27	Montezuma Road: Collwood Boulevard to 55th Street	~~9.1%~~ 8.7%
AATCP-28	Montezuma Road: 55th Street to College Avenue	~~21.9%~~ 21.2%

TABLE 14
HORIZON YEAR (YEAR 2035) FAIR SHARE CONTRIBUTION

Mitigation Measure Number	Impacted Locations	Fair Share Percentage
AATCP-30	College Avenue: Del Cerro Boulevard to I-8 Westbound Ramps	~~32.1%~~ 30.8%
AATCP-13	Northbound College Avenue to westbound I-8	~~15.7%~~ 8.9%
AATCP-14	Southbound College Avenue to westbound I-8	6.6%
AATCP-15	I-8: Fairmount Avenue to Waring Road (EB)	~~5.4%~~ 4.1%
AATCP-16	I-8: Waring Road to College Avenue (EB)	~~6.2%~~ 4.8%
AATCP-17	I-8: College Avenue to Lake Murray Boulevard (EB)	~~4.1%~~ 3.8%
AATCP-17	I-8: College Avenue to Lake Murray Boulevard (WB)	~~3.7%~~ 3.3%
AATCP-18	I-8: Lake Murray Boulevard to Fletcher Parkway (EB)	~~10.4%~~ 9.8%
AATCP-18	I-8: Lake Murray Boulevard to Fletcher Parkway (WB)	~~9.4%~~ 8.7%

General Notes:

* indicates Near-Term (Year 2022) direct impact location.

1. Highlighted row shows only a fair-share contribution as a direct impact is no longer identified at this location with the elimination of the Alvarado Hotel

TABLE 15
MITIGATION TRIGGER ANALYSIS

Mitigation Measure Number	Impacted Locations	Adobe Falls Faculty/ Staff Housing FTE[a]	Student FTE[b]	FTE Trigger Increase[c]
Near-Term (Year 2022)				
AATCP-1	College Avenue / I-8 EB Ramps	501	–	501
AATCP-2	College Avenue / Canyon Crest Drive	661	49	710
AATCP-3	College Avenue / Zura Way	31	–	31
AATCP-4	College Avenue / Montezuma Road	661	782	1,443
AATCP-6	Alvarado Road: E. Campus Drive to Reservoir Drive	661	70	731
AATCP-8	College Avenue: I-8 EB Ramps to Zura Way	249	–	249
Horizon Year (Year 2035)				
AATCP-24	Fairmount Avenue / I-8 WB Off Ramp / Camino Del Rio N.	661	2,590	3,251
AATCP-9	55th Street / Montezuma Road	661	3,130	3,791
AATCP-10	Campanile Drive / Montezuma Road	661	3,058	3,719
	College Avenue / I-8 EB Ramps	*See AATCP–1*		
	College Avenue / Canyon Crest Drive	*See AATCP–2*		
	College Avenue / Zura Way	*See AATCP–3*		
	College Avenue / Montezuma Road	*See AATCP–4*		
AATCP-25	Alvarado Court / Alvarado Road	661	2,069	2,730
AATCP-11	70th Street / Alvarado Road	661	3,870	4,531
AATCP-5	I-8 WB Ramps / Parkway Drive	661	1,455	2,116
AATCP-12	Montezuma Road / Collwood Boulevard	661	4,834	5,495
	Alvarado Road: E. Campus Drive to Reservoir Drive	*See AATCP–6*		
AATCP-7	Alvarado Road: Reservoir Drive to 70th Street	661	1,318	1,979
	College Avenue: I-8 EB Ramps to Zura Way	*See AATCP–8*		
AATCP-23	College Avenue: Montezuma Road to Cresita Drive	661	1,454	2,115
AATCP-26	Montezuma Road: Fairmount Avenue to Collwood Boulevard	661	3,067	3,728

TABLE 15
MITIGATION TRIGGER ANALYSIS

Mitigation Measure Number	Impacted Locations	Adobe Falls Faculty/ Staff Housing FTE[a]	Student FTE[b]	FTE Trigger Increase[c]
AATCP-27	Montezuma Road: Collwood Boulevard to 55th Street	661	2,816	3,477
AATCP-28	Montezuma Road: 55th Street to College Avenue	661	1,782	2,443
AATCP-30	College Avenue: Del Cerro Blvd. to I-8 WB Ramps	661	1,455	2,116

Footnotes:

a. 172 DU of Adobe Falls is calculated to generate 1,376 ADT's. Based on Horizon Year (Year 2035) student headcount (11,385 students) to student trips (20,830 ADT) relationship and 1.1385 FTE conversion factor (see *footnote c*), the total FTE's for Adobe Falls housing was calculated as 661 FTE's [(11,385/20,830) x (1,376/1.1385)].

b. 11,385 student headcount = 10,000 FTE's. Therefore, 1 student headcount = 1.1385 FTE.

c. FTE Trigger Increase = Adobe Falls FTE + Student FTE

General Notes:

1. FTE – Full Time Enrollment

AA3.14.12.5 TOPICAL RESPONSE: AGENCY MEETINGS

TOPICAL RESPONSE: AGENCY MEETINGS

Beginning in October 2017, representatives of SDSU began coordinating and meeting with representatives of the City of San Diego, the San Diego Association of Governments (SANDAG), the Metropolitan Transit System (MTS), and the California Department of Transportation (Caltrans) regarding the analysis to be presented in the January 2018 Draft Additional Analysis. At meetings held with each agency, SDSU provided copies of the Linscott Law & Greenspan, Engineers (LLG) draft traffic technical report, which serves as the basis for the analysis, to the appropriate technical personnel seeking review and comment.

All comments provided by the agencies, verbal and written, were considered by SDSU and responsive revisions to the report and corresponding analysis were made and incorporated into the Draft Additional Analysis released for public review. In the case of the City of San Diego, SDSU representatives met on two occasions with City representatives and, in response to the City's comments, SDSU made two rounds of revisions to the report, which were provided to the City in December 2017 and January 2018, respectively, prior to public release of the Draft Additional Analysis. A table summarizing the agency meetings that took place prior to release of the Draft Additional Analysis is provided in Appendix Y to the Draft Additional Analysis.[1]

As part of this pre-release process, in response to the City of San Diego comments, SDSU revised several mitigation measures that address significant cumulative impacts. Specifically, for several cumulatively impacted locations at which SDSU's share of the impact is proportional only (i.e., a fair-share based on the project's share of projected traffic), prior to release of the Draft Additional Analysis, SDSU revised the mitigation measures for the following impacted locations such that the university will *fully fund and implement* the recommended mitigation improvements:

[1] Neither SANDAG nor MTS provided written comments on the draft traffic technical report. Caltrans did provide written comments, which are summarized below and addressed in detail in this Final Additional Analysis, Responses to Comment Letters S-1, S-2, and S-3.

- 55th Street / Montezuma Road (Mitigation Measure AATCP-9 [re-stripe road and modify traffic signal]);
- Campanile Drive / Montezuma Road (AATCP-10 [re-stripe road]);
- 70th Street / Alvarado Road (AATCP-11 [modify traffic signal]);
- Montezuma Road / Collwood Boulevard (AATCP-12 [modify traffic signal]); and
- Montezuma Road: 55th to College Avenue (AATCP-28 [install raised median]).

Following the January 2018 release of the Draft Additional Analysis, SDSU met and coordinated with Caltrans to resolve several issues related to analysis methodology. Please see this Final Additional Analysis, Responses to Comments, Letters S-1, S-2, and S-3. Additionally, SDSU representatives met with representatives of the City of La Mesa in response to comments submitted by that city. The focus of the meeting was the project's impacts at the Parkway Drive / Interstate-8 Westbound Ramp intersection, which is located within La Mesa, and the proposed mitigation for the intersection. A summary of the City's comments at the meeting, and SDSU's responses, is included in this Final Additional Analysis, Responses to Comments, Letter L-6.

Additionally, on April 4, 2018, SDSU met with representatives of the City of San Diego to discuss the City's comments on the Draft Additional Analysis as contained in the City's comment letter dated February 26, 2018. Written responses to each of the City's comments are included in this Final Additional Analysis, Responses to Comments, Letter L-5.

Prior to the meeting, SDSU provided the City with the then-current version of the mitigation measures, which had previously been revised in response to the City's written comments. At the meeting, the primary focus of the discussion was the mitigation measures and, following the meeting, the City provided additional written comments on the measures. A copy of the City's comments is attached as Attachment A.

SDSU has considered the City's latest comments, along with the City's written comments on the Draft Additional Analysis, with applicable revisions incorporated into the Final Additional

Analysis. These revisions include the following additional mitigation revisions, which will result in additional traffic flow improvements to further reduce the project's impacts on the surrounding roadway network:

- Fairmount Avenue / I-8 Westbound Off Ramp / Camino Del Rio No. (AATCP-24): revised to require SDSU to fully fund the installation of adaptive signal controls at three affected intersections (adaptive signal controls adjust traffic signals every few minutes based on current traffic conditions; traditional signal timing might only adjust signals every 3 to 5 years);
- Alvarado Court / Alvarado Road (AATCP-25): revised to require SDSU to fully fund and install a traffic signal at the intersection;
- Montezuma Road: Fairmount Avenue to Collwood Boulevard (AATCP-26): revised to require SDSU to fully fund the installation of adaptive signal controls at the affected intersection;
- Montezuma Road: Collwood Boulevard to 55th Street (AATCP-27): revised to require SDSU to fully fund the installation of adaptive signal controls at three affected intersections; and,
- Montezuma Road: 55th Street to College Avenue (AATCP-28): revised to require SDSU to fully fund and install a raised median at the impacted segment.[2]

Additionally, based on the meetings with the City and its written comments, SDSU proposes to mitigate the project's significant cumulative impacts on the segment of College Avenue between Del Cerro Boulevard and the I-8 Westbound Ramps by adding an additional travel lane to northbound College Avenue via road re-striping; SDSU would fully fund and implement the re-striping improvements. SDSU's traffic engineer has reviewed the site and related information and determined that adding a lane can be accomplished within the available right-of-way by re-striping. However, the City may not approve the re-striping on the basis that the additional travel

[2] SANDAG submitted written comments on the Draft Additional Analysis, and SDSU prepared written responses to the comments. See this Final Additional Analysis, Responses to Comments, Letter R-2. MTS did not submit written comments on the Draft Additional Analysis.

lane can only be added by road widening, which would require the acquisition of additional right-of-way that is owned by multiple individual third parties. For CEQA purposes, due to the uncertainty of City approval, the mitigation is considered infeasible and the impact significant and unavoidable. See Mitigation Measure AATCP-30.

Relatedly, SDSU proposes to mitigate the project's significant impacts on two segments of Alvarado Road and one segment of College Avenue by implementing improvements that would require removal of the existing on-street parking, which may or may not be approved by the City. Specifically, the project's significant impacts on Alvarado Road between E. Campus Drive and Reservoir Drive, and Reservoir Drive and 70th Street could be mitigated by adding center turn lanes or turn pockets if the existing on-street parking is removed; removal would be consistent with the College Area Community Plan. However, it is uncertain whether the City would approve the removal, in which case the road would need to be widened, which would require the acquisition of additional right-of-way that is owned by multiple individual third parties. Therefore, for CEQA purposes, due to the uncertainty of City approval, the mitigation is considered infeasible and the impacts significant and unavoidable. See Mitigation Measures AATCP-6 and AATCP-7.

Similarly, SDSU proposes to mitigate the project's significant impacts on College Avenue between Montezuma Road and Cresita Drive with the construction of a raised median. However, this improvement also would require the removal of a certain number of existing on-street parking spaces, which the City has indicated may be possible as to portions only. If removal of a sufficient number of spaces is not approved, construction of the median would require road widening, which, in turn, would require the acquisition of additional right-of-way that is owned by multiple individual third parties. Therefore, for CEQA purposes, due to the uncertainty of City approval, the mitigation is considered infeasible and the impacts significant and unavoidable. See Mitigation Measure AATCP-23.

ATTACHMENT A

SDSU DAA MITIGATION MEASURES – DRAFT REVISIONS (3-29-18)

NEAR-TERM SCENARIO

Intersections

AATCP-1 College Avenue / I-8 Eastbound Ramps (Intersection #8). The improvement necessary to mitigate the Project's significant impact at the College Avenue / I-8 Eastbound Ramp is to widen the northbound College Avenue approach to the on-ramp to provide an additional lane on College Avenue between Canyon Crest Drive and the I-8 EB on-ramp.

Prior to SDSU Full-Time Equivalent (FTE) enrollment reaching 25,211[1] or its equivalent, SDSU shall ~~commence and to the extent feasible complete construction by the identified trigger of the~~ widen~~ing of~~ the northbound College Avenue approach to the College Avenue / I-8 Eastbound Ramp to provide an additional (third) northbound lane between Canyon Crest Drive and the I-8 EB on-ramp, to the ~~reasonable~~ satisfaction of the City of San Diego City Engineer and Caltrans. To implement the improvements, SDSU shall prepare design plans and submit such plans to the City of San Diego and Caltrans for review and approval. Following City and Caltrans approval, SDSU shall obtain any necessary construction permits and provide bond assurances to the ~~reasonable~~ satisfaction of Caltrans and the City Engineer prior to constructing the subject improvements consistent with the approved City and Caltrans plans. In the event the proposed improvements are not approved in a timely manner, the impact would remain temporarily significant and unavoidable until approval and construction of the improvements. (Note: The phrase "or its equivalent" as used in this and other mitigation measures refers to the fact that the near-term construction of the Alvarado Hotel, in combination with construction of a portion of the Adobe Falls Faculty/Staff Housing, could trigger the identified significant impact prior to FTE enrollment actually reaching the designated number, in this case, 25,211. Accordingly, Table

[1]For 2017/2018, the FTE for capacity and master planning purposes is projected to be 24,555. (See LLG TIA Appendix T.) This number serves as the baseline FTE. The total FTE trigger is then calculated as follows: baseline FTE (i.e. 24,555) + FTE trigger shown in Table AA3.14-34, Mitigation Trigger Analysis. *For e.g.: Impact A-1*: 24,555 baseline FTE + 656 FTE increase = 25,211 total FTE. Similar methodology was followed for all other significantly impacted locations. See Table AA3.14-34 and related text (immediately following Table AA3.14-33) for additional information.

AA3.14-34, Mitigation Trigger Analysis, of this Draft Additional Analysis, identifies the number of FTE equivalent hotel rooms and faculty/staff housing that would trigger the identified impact requiring mitigation.)

AATCP-2 College Avenue / Canyon Crest Drive (Intersection #9). The improvement necessary to mitigate the Project's significant impact at the College Avenue / Canyon Crest Drive intersection is to widen the northbound College Avenue approach to the intersection to provide an additional lane.

Prior to SDSU Full-Time Equivalent (FTE) enrollment reaching 25,251 or its equivalent, SDSU shall ~~commence and to the extent feasible complete construction by the identified trigger of the~~ widen~~ing of~~ the northbound College Avenue approach to the College Avenue / Canyon Crest Drive intersection to provide an additional (third) northbound through lane, to the ~~reasonable~~ satisfaction of the City of San Diego City Engineer. To implement the improvements, SDSU shall prepare design plans and submit such plans to the City of San Diego for review and approval, and prior to commencing construction, SDSU shall obtain any necessary construction permits and provide bond assurances to the ~~reasonable~~ satisfaction of the City Engineer. The improvements shall be completed prior to impact occurring.

AATCP-3 College Avenue / Zura Way (Intersection #10). The improvement necessary to mitigate the Project's significant impact at the College Avenue / Zura Way intersection is to install a traffic signal at the intersection. A signal warrant analysis is included in LLG TIA Appendix P, which concludes that a signal is warranted at the College Avenue / Zura Way intersection.

Prior to SDSU Full-Time Equivalent (FTE) enrollment reaching 24,608 or its equivalent, SDSU shall ~~commence and to the extent feasible complete construction by the identified trigger of the~~ install~~ation of~~ a traffic signal at the College Avenue / Zura Way intersection, to the ~~reasonable~~ satisfaction of the City of San Diego City Engineer. To implement the improvements, SDSU shall prepare design plans and submit such plans to the City of San Diego for review and approval, and prior to commencing construction, SDSU shall obtain any necessary construction permits and provide bond assurances to the ~~reasonable~~ satisfaction of the City Engineer. The improvements shall be completed prior to the impact occurring.

AATCP-4 College Avenue / Montezuma Road (Intersection #11). The improvement necessary to mitigate the Project's significant impact at the College Avenue / Montezuma Road intersection is to re-stripe the eastbound Montezuma Road approach to the intersection to provide an additional (second) eastbound left-turn lane on Montezuma Road to northbound College Avenue, and also to install an overlap phase for the eastbound right-turn to southbound College Avenue at the intersection traffic signal.

Commented [AL1]: Provide conceptual design to demonstrate feasibility.

Prior to SDSU Full-Time Equivalent (FTE) enrollment reaching 25,912 or its equivalent, SDSU shall ~~commence and to the extent feasible complete construction by the identified trigger of the~~ re-stripe~~ing of~~ the eastbound Montezuma Road approach to the College Avenue / Montezuma Road intersection to provide an additional (second) eastbound left-turn lane on Montezuma Road to northbound College Avenue and also shall install an overlap phase for the eastbound right-turn to southbound College Avenue at the intersection traffic signal, to the reasonable satisfaction of the City of San Diego City Engineer. To implement the improvements, SDSU shall prepare design plans and submit such plans to the City of San Diego for review and approval, and prior to commencing construction, SDSU shall obtain any necessary construction permits and provide bond assurances to the ~~reasonable~~ satisfaction of the City Engineer. The improvement shall be completed prior to the impact occurring.

Commented [AL2]: Provide conceptual design to demonstrate feasibility.

AATCP-5 I-8 Westbound Ramp / Parkway Drive (Intersection #16). The improvement necessary to mitigate the Project's significant impacts at the I-8 Westbound Ramp / Parkway Drive intersection is to install either a traffic signal or a roundabout at the intersection, dependent upon the results of an Intersection Control Evaluation (ICE) analysis. The improvement ultimately decided upon shall be determined based on input provided by Caltrans and the City of La Mesa (the local jurisdiction), and also shall account for any queuing that could affect adjacent intersections, including the 70th Street/Parkway Drive intersection.

Prior to SDSU Full-Time Equivalent (FTE) enrollment reaching 24,795 or its equivalent, SDSU shall ~~commence and to the extent feasible complete construction by the identified trigger of the~~ install~~ation of~~ either a traffic signal or a roundabout at the I-8 Westbound Ramp / Parkway Drive intersection, dependent upon the results of an ICE analysis. To implement the improvements, SDSU shall prepare design plans and submit such plans to Caltrans and the City of La Mesa for review

and approval. Following Caltrans and La Mesa approval, SDSU shall install the traffic signal or roundabout consistent with the approved plans. In the event the proposed improvements are not approved in a timely manner, the impact would remain temporarily significant and unavoidable until approval and construction of the improvements.

Street Segments

AATCP-6 Alvarado Road: E. Campus Drive to Reservoir Drive. The improvement necessary to mitigate the Project's significant impact on the segment of Alvarado Road from East Campus Drive to Reservoir Drive is to re-stripe Alvarado Road to add a two-way center left-turn lane or add left turn pockets at the Alvarado Road intersections at Alvarado Court and the Villa Alvarado Apartments driveway. This improvement would require the removal of on-street parking on a portion of the segment, which is noted in the College Area Community Plan. SDSU would be able to retain the on-street parking on a portion of Alvarado Road by widening the segment that fronts SDSU property between Alvarado Court and approximately 250 feet west of the Alvarado Medical Center driveway.

Prior to Full-Time Equivalent (FTE) enrollment reaching 24,910 or its equivalent, SDSU shall, to the ~~reasonable~~ satisfaction of the City of San Diego City Engineer and provided the City approves removal of the existing on-street parking on the section not adjacent to SDSU property, ~~commence and to the extent feasible~~ complete construction by the identified trigger of the re-striping of and widen Alvarado Road between E. Campus Drive and Reservoir Drive to add a two-way center left-turn lane or add left turn pockets at the Alvarado Road intersections at Alvarado Court and the Villa Alvarado Apartments driveway, to the ~~reasonable~~ satisfaction of the City of San Diego City Engineer. To implement the improvements, SDSU shall prepare design plans and submit such plans to the City of San Diego for review and approval, and prior to commencing construction, SDSU shall obtain any necessary construction permits and provide bond assurances to the ~~reasonable~~ satisfaction of the City Engineer. In the event the proposed improvements are not approved in a timely manner, the impact would remain temporarily significant and unavoidable until approval and construction of the improvements. The improvements shall be completed prior to impact occurring.

AATCP-7 Alvarado Road: Reservoir Drive to 70th Street. The improvement necessary to mitigate the Project's significant impact on the segment of Alvarado Road from Reservoir Drive to 70th Street is to restripe this segment of Alvarado Road to add a two-way center left-turn lane or add left turn pockets at the major apartment and retail driveways along Alvarado Road. This improvement would require the removal of on-street parking, which is noted in the College Area Community Plan.

Prior to Full-Time Equivalent (FTE) enrollment reaching 25,465 or its equivalent, SDSU shall, to the ~~reasonable~~ satisfaction of the City of San Diego City Engineer and provided the City approves removal of the existing on-street parking, ~~commence and to the extent feasible~~ complete construction by the identified trigger of the re-striping of Alvarado Road between Reservoir Drive and 70th Street to add a two-way center left-turn lane or add left turn pockets at the major apartments and retail driveways along Alvarado Road. To implement the improvements, SDSU shall prepare design plans and submit such plans to the City of San Diego for review and approval, and prior to commencing construction, SDSU shall obtain any necessary construction permits and provide bond assurances to the reasonable satisfaction of the City Engineer. In the event the proposed improvements are not approved in a timely manner, the impact would remain temporarily significant and unavoidable until approval and construction of the improvements.

AATCP-8 College Avenue: I-8 Eastbound Ramp to Zura Way. The improvement necessary to mitigate the Project's significant impact on the segment of College Avenue from Zura Way to the I-8 Eastbound Ramp is to widen this segment of College Avenue to provide an additional (third) northbound travel lane.

Prior to SDSU Full-Time Equivalent (FTE) enrollment reaching 24,862 or its equivalent, SDSU shall ~~commence and to the extent feasible complete construction by the identified trigger of the~~ widen~~ing of~~ northbound College Avenue from Zura Way to the I-8 Eastbound Ramp to provide an additional (third) northbound travel lane. To implement the improvements, SDSU shall prepare design plans and submit such plans to the City of San Diego and Caltrans for review and approval. Following City and Caltrans approval, SDSU shall obtain any necessary construction permits and provide bond assurances satisfactory to Caltrans and the City Engineer prior to constructing the subject improvements consistent with the approved City and Caltrans plans. In the event the proposed improvements are

not approved in a timely manner, the impact would remain temporarily significant and unavoidable until approval and construction of the improvements. The improvements shall be constructed prior to impact occurring.

AATCP-23 College Avenue: Montezuma Road to Cresita Drive. The improvement necessary to mitigate the Project's significant impact on the segment of College Avenue from Montezuma Road to Cresita Drive is to construct a raised median. ~~With removal of the existing on-street parking, which the City indicates is feasible, there is adequate right-of-way and widening is not necessary.~~

~~Prior to SDSU Full-Time Equivalent (FTE) enrollment reaching 26,539 or its equivalent, SDSU shall, to the reasonable satisfaction of the City of San Diego City Engineer and provided the City approves removal of the existing on-street parking, commence and to the extent feasible complete construction by the identified trigger of a raised median on the segment of College Avenue between Montezuma Road and Cresita Drive. To implement the improvements, SDSU shall prepare design plans and submit such plans to the City of San Diego for review and approval, and prior to commencing construction, SDSU shall obtain any necessary construction permits and provide bond assurances to the reasonable satisfaction of the City Engineer. In the event the proposed improvements are not approved in a timely manner, the impact would remain temporarily significant and unavoidable until approval and construction of the improvements.~~

Commented [AL3]: No, City indicated portions could potentially be achieved via elimination of on-street parking. [See our comment 10(L)] Maybe an SDSU shuttle?

Horizon Year Scenario

Intersections

AATCP-24 Fairmount Avenue / I-8 Westbound Off Ramp / Camino Del Rio N (Intersection #1). The improvement necessary to mitigate the Project's significant cumulative impact at the Fairmount Avenue / I-8 Westbound Off Ramp / Camino Del Rio North intersection is to widen the eastbound approach to provide an additional (second) eastbound exclusive right-turn lane on Camino Del Rio N. to southbound Fairmount Avenue at this intersection.

Improvements to the interchange are included in the FY 2015 Navajo Public Facilities Financing Plan, Project T-12B (see City of San Diego Comment L-5-26). However, there is no plan or program in place to provide the necessary funding in combination with the Project's fair-share (0.9%). Therefore, the identified improvements are infeasible as they are not capable of being accomplished in a successful manner within a reasonable period of time and, as a result, this impact is considered significant and unavoidable.

Notwithstanding, prior to SDSU Full-Time Equivalent (FTE) enrollment reaching 27,818 or its equivalent, SDSU shall provide funding to the City of San Diego, in an amount to be jointly agreed upon by SDSU and the City based upon professional cost estimates, for the installation of Adaptive Signal Controls at the traffic signals located at the following intersections: Fairmount Avenue / I-8 Eastbound Off Ramp; Fairmount Avenue / Camino Del Rio North / I- Westbound Off Ramp; and Fairmount Avenue / Mission Gorge Road. Implementation of this feasible mitigation, however, will not reduce the identified impacts to less than significant.

Commented [AL4]: Demonstrate this is the appropriate trigger.

AATCP-9 55th Street / Montezuma Road (Intersection #4). The improvements necessary to mitigate the Project's significant cumulative impact at the 55th Street / Montezuma Road intersection are to modify the traffic signal and restripe the 55th Street southbound approach to include: one (1) dedicated southbound right-turn lane; one (1) shared southbound right/thru/left-turn lane; and one (1) dedicated southbound left-turn lane.

Since there is no plan or program in place to provide the necessary funding in combination with the Project's fair-share (10.9%), nor is there a plan or program in place to construct the necessary improvements at this intersection, SDSU has determined it is feasible and, therefore, agreed to fully fund and implement the necessary improvements in light of the substantial benefits that would accrue to the SDSU community and for the limited purpose of this project only. To that end, prior to SDSU Full-Time Equivalent (FTE) enrollment reaching 28,762 or its equivalent, SDSU shall restripe the 55th Street southbound approach to the 55th Street / Montezuma Road intersection to include: one (1) dedicated southbound right-turn lane; one (1) shared southbound right/thru/left-turn lane; and one (1) dedicated southbound left-turn lane, and also shall implement the associated signal modification to the ~~reasonable~~ satisfaction of the San Diego City Engineer.

To implement the improvements, SDSU shall prepare design plans and submit such plans to the City of San Diego for review and approval. Following City approval, and prior to commencing construction, SDSU shall obtain any necessary construction permits and provide bond assurances satisfactory to the City Engineer. The improvements shall be completed prior to impact occurring.

AATCP-10 Campanile Drive / Montezuma Road (Intersection #5). The improvement necessary to mitigate the Project's significant cumulative impact at the Campanile Drive / Montezuma Road intersection is to restripe the Montezuma Road westbound approach to the intersection to provide an exclusive westbound right-turn lane on Montezuma Road to northbound Campanile Drive.

Commented [AL5]: Provide conceptual design to demonstrate this is feasible via restriping only (4th request)

Since there is no plan or program in place to provide the necessary funding in combination with the Project's fair-share (12.1%), nor is there a plan or program in place to construct the necessary improvements at this intersection, SDSU has determined it is feasible and, therefore, agreed to fully fund and implement the necessary improvements in light of the substantial benefits that would accrue to the SDSU community and for the limited purpose of this project only. To that end, prior to SDSU Full-Time Equivalent (FTE) enrollment reaching 28,670 or its equivalent, SDSU shall restripe the Montezuma Road westbound approach to the Campanile Drive / Montezuma Road intersection to provide an exclusive westbound right-turn lane on Montezuma Road to northbound Campanile Drive, and implement the associated signal modifications to the ~~reasonable~~ satisfaction of the San Diego City Engineer. To implement the improvements, SDSU shall prepare design plans and submit such plans to the City of San Diego for review and approval. Following City approval, and prior to commencing construction, SDSU shall obtain any necessary construction permits and provide bond assurances satisfactory to the City Engineer. The improvements shall be completed prior to impact occurring.

College Avenue / I-8 Eastbound Ramp (Intersection #8). The improvements to be implemented as mitigation for the Project's direct impact to the College Avenue / I-8 Eastbound Ramp intersection (provide a third northbound lane on College Avenue between Canyon Crest Drive and I-8 [AATCP-1]) would also mitigate the Project's significant cumulative impact and no further mitigation is necessary.

College Avenue / Canyon Crest Drive (Intersection #9). The improvements to be implemented as mitigation for the Project's direct impact to the College Avenue / Canyon Crest Drive intersection (widen the intersection to provide an additional (third) northbound lane [AATCP-2]) would also mitigate the Project's significant cumulative impact at this location and no further mitigation is necessary.

College Avenue / Zura Way (Intersection #10). The improvements to be implemented as mitigation for the Project's direct impact to the College Avenue / Zura Way intersection (install a traffic signal [AATCP-3]) would also mitigate the Project's significant cumulative impact at this location and no further mitigation is necessary.

College Avenue / Montezuma Road (Intersection #11). The improvements to be implemented as mitigation for the Project's direct impact to the College Avenue / Montezuma Road intersection (restripe the eastbound approach to include an additional (second) eastbound left-turn lane on Montezuma Road to northbound College Avenue and install a right-turn overlap phase [AATCP-4]) would also mitigate the Project's significant cumulative impact at this location and no further mitigation is necessary.

Commented [AL6]: Provide conceptual design to demonstrate this is feasible via restriping only (4th request)

AATCP-25 Alvarado Court / Alvarado Road (Intersection #12). The improvement necessary to mitigate the Project's significant cumulative impact at the Alvarado Court / Alvarado Road intersection is to install a traffic signal at the intersection. A signal warrant analysis is included in LLG TIA Appendix P, which concludes that a signal is warranted at the Alvarado Court / Alvarado Road intersection.

Since there is no plan or program in place to provide the necessary funding in combination with the Project's fair-share (59.8%), nor is there a plan or program in place to construct the necessary improvements at this intersection, SDSU has determined it is feasible and, therefore, agreed to fully fund and implement the necessary improvements in light of the substantial benefits that would accrue to the SDSU community and for the limited purpose of this project only. To that end, prior to SDSU Full-Time Equivalent (FTE) enrollment reaching 27,752 or its equivalent, SDSU shall install a traffic signal at the Alvarado Court/Alvarado Road intersection. To implement the improvements, SDSU shall prepare design plans and submit such plans to the City of San Diego for review and approval. Following City approval, and prior to commencing construction, SDSU shall obtain any necessary construction permits and provide bond assurances satisfactory to the City Engineer. The improvements shall be completed prior to impact occurring.

AATCP-11 70th Street / Alvarado Road (Intersection #15). The improvement necessary to mitigate the Project's significant cumulative impact at the 70th Street / Alvarado Road intersection is to install an overlap phase on the northbound right-turn to eastbound Alvarado Road at the intersection traffic signal.

Since there is no plan or program in place to provide the necessary funding in combination with the Project's fair-share (10.2%), nor is there a plan or program in place to construct the necessary improvements at this intersection, SDSU has determined it is feasible and, therefore, agreed to fully fund and implement the necessary improvements in light of the substantial benefits that would accrue to the SDSU community and for the limited purpose of this project only. To that end, prior to SDSU Full-Time Equivalent (FTE) enrollment reaching 29,359, SDSU shall install an overlap phase on the northbound right-turn to eastbound Alvarado Road at the 70th Street/Alvarado Road intersection traffic signal to the ~~reasonable~~ satisfaction of the San Diego City Engineer. To implement the improvements, SDSU shall prepare design plans and submit such plans to the City of San Diego for review and approval. Following City approval, SDSU shall obtain any necessary construction permits and provide bond assurances satisfactory to the City Engineer. <u>The improvements shall be completed prior to impact occurring.</u>

Interstate 8 Westbound Ramps / Parkway Drive (Intersection #16). The improvements to be implemented as mitigation for the Project's direct impact at the I-8 Westbound Ramps / Parkway Drive intersection (install a traffic signal [AATCP-5]) would also mitigate the Project's significant cumulative impact at this location and no further mitigation is necessary.

AATCP-12 Montezuma Road / Collwood Boulevard (Intersection #18). The improvement necessary to mitigate the Project's significant cumulative impact at the Montezuma Road / Collwood Boulevard intersection is to modify the traffic signal at the intersection to provide a right-turn overlap phase on the northbound approach.

Since there is no plan or program in place to provide the necessary funding in combination with the Project's fair-share (9.7%), nor is there a plan or program in place to construct the necessary improvements at this intersection, SDSU has determined it is feasible and, therefore, agreed to fully fund and implement the necessary improvements in light of the substantial benefits that would accrue to the SDSU community and for the limited purpose of this project only. To that end,

prior to SDSU Full-Time Equivalent (FTE) enrollment reaching 30,386 or its equivalent, SDSU shall modify the traffic signal at the Montezuma Road / Collwood Boulevard intersection to provide a right-turn overlap phase on the northbound approach to the ~~reasonable~~ satisfaction of the San Diego City Engineer. To implement the improvement, SDSU shall prepare design plans and submit such plans to the City of San Diego for review and approval, and prior to commencing construction, SDSU shall obtain any necessary construction permits and provide bond assurances to the reasonable satisfaction of the City Engineer. The improvements shall be completed prior to impact occurring.

Street Segments

Alvarado Road: E. Campus Drive to Reservoir Drive. The improvements identified to mitigate the Project's direct impact to the segment of Alvarado Road from E. Campus Drive to Reservoir Drive (widen and restripe Alvarado Road to construct a two-way center left-turn lane or add left turn pockets) would~~, if implemented,~~ also mitigate the Project's significant cumulative impact at this location.

Alvarado Road: Reservoir Drive to 70th Street. The improvements identified to mitigate the Project's direct impact to the segment of Alvarado Road from Reservoir Drive to 70th Street (restripe Alvarado Road to construct a two-way center left-turn lane or add left turn pockets) would also mitigate the Project's significant cumulative impact at this location.

College Avenue: Del Cerro Boulevard to I-8 WB off-Ramp. The improvement necessary to mitigate the Project's significant cumulative impact to the segment of College Avenue from Del Cerro Boulevard to Interstate-8 WB off-ramp is to ~~restripe~~ widen northbound College Avenue to provide an additional lane.

However, there is no plan or program in place to provide the necessary funding in combination with the Project's fair-share (32.1%), nor is there a plan or program in place to construct the necessary improvements at this segment. Furthermore, ~~the addition of a lane to this segment of College Avenue would conflict with the Navajo Community Plan designation, and the~~ City has informed SDSU that a development project has recently been approved by the City at the northeast corner of this interchange that will use the striped out northbound area to become a

Commented [AL7]: Delete. (2nd request)

right turn lane into the project. Therefore, adding a lane would require widening such that the identified improvements are infeasible and, as a result, this impact is considered significant and unavoidable.

College Avenue: I-8 Eastbound Ramps to Zura Way. The improvements to be implemented as mitigation for the Project's direct impact to the segment of College Avenue from the I-8 Eastbound Ramps to Zura Way (widen College Avenue to provide an additional (third) northbound lane [AATCP-6]) would also mitigate the Project's significant cumulative impact at this location and no further mitigation is necessary.

College Avenue: Zura Way to Montezuma Road. The improvement necessary to mitigate the Project's significant cumulative impact to the segment of College Avenue from Zura Way to Montezuma Road is to widen the four-lane portion of College Avenue to provide an additional travel lane.

However, implementation of this improvement is infeasible due to the proximity of buildings fronting College Avenue along this segment. While the College Area Community Plan depicts College Avenue as six lanes between Zura Way and Montezuma Road, the recent construction of South Campus Plaza precludes the addition of a southbound lane via widening on the west side. ~~Moreover, even if widening were feasible~~Also, there is no plan or program in place to provide the necessary funding in combination with the Project's fair-share (34.5%), nor is there a plan or program in place to construct the necessary improvements at this segment. ~~Therefore, the addition of a fifth lane is infeasible and, as a result, this impact is considered significant and unavoidable.~~

College Avenue: Montezuma Road to Cresita Drive. The improvements identified to mitigate the Project's direct impact to the segment of College Avenue from Montezuma Road to Cresita Drive (widen College Avenue to construct a raised median) would also mitigate the Project's significant cumulative impact at this location. ~~.~~

AATCP-26 Montezuma Road: Fairmount Avenue to Collwood Boulevard. The improvement necessary to mitigate the Project's significant cumulative impact to the segment of Montezuma Road from Fairmount Avenue to Collwood Boulevard is to widen this segment of Montezuma Road to provide an additional (third) eastbound travel lane.

However, implementation of ~~the necessary~~this improvement is infeasible because: (i) the right-of-way necessary to add a lane is not available due to the existing topography; and (ii) there is no plan or program in place to provide the necessary

Commented [AL8]: Need to show why widening is infeasible.

Commented [AL9]: Discuss potential for adding a NB lane on east side with future redevelopment (2nd request)

Commented [AL10]: Still in College Area CP PFFP, so this may not be a true statement.

Commented [AL11]: Same comments as before; SDSU shuttle to reduce SOV trips?

funding in combination with the Project's fair-share (8.2%), nor is there a plan or program in place to construct the necessary improvements at this location. Therefore, the identified improvements are infeasible and, as a result, this impact is considered significant and unavoidable.

Commented [AL12]: Adaptive signal control? Neighborhood shuttle and/or partially subsidized transit passes?

Notwithstanding, prior to SDSU Full-Time Equivalent (FTE) enrollment reaching 28,355 or its equivalent, SDSU shall provide funding to the City of San Diego, in an amount to be jointly agreed upon by SDSU and the City based upon professional cost estimates, for the installation of Adaptive Signal Controls at the traffic signal located at the Montezuma Road / Collwood Boulevard intersection. Implementation of this feasible mitigation, however, will not reduce the identified impacts to less than significant.

Commented [AL13]: Along the corridor east to College? Neighborhood shuttle.

AATCP-27 Montezuma Road: Collwood Boulevard to 55th Street. The improvement necessary to mitigate the Project's significant cumulative impact to the segment of Montezuma Road from Collwood Boulevard to 55th Street is to widen this segment of Montezuma Road to provide an additional eastbound travel lane.

However, implementation of ~~the necessary~~this improvement~~s~~ is infeasible because: (i) the right-of-way necessary to add a lane is not available due to the existing topography; and (ii) there is no plan or program in place to provide the necessary funding in combination with the Project's fair-share (9.1%), nor is there a plan or program in place to construct the necessary improvements at this location. Therefore, the identified improvements are infeasible and, as a result, this impact is considered significant and unavoidable.

Notwithstanding, prior to SDSU Full-Time Equivalent (FTE) enrollment reaching 28,103 or its equivalent, SDSU shall provide funding to the City of San Diego, in an amount to be jointly agreed upon by SDSU and the City based upon professional cost estimates, for the installation of Adaptive Signal Controls at the traffic signals located at the intersections of Montezuma Road and Yerba Santa Drive, 54th Street, and 55th Street. Implementation of this feasible mitigation, however, will not reduce the identified impacts to less than significant.

AATCP-28 Montezuma Road: 55th Street to College Avenue. The improvement necessary to mitigate the Project's significant cumulative impact to the segment of Montezuma

Road from 55th Street to College Avenue is to install a raised median along this segment of Montezuma Road.

Since there is no plan or program in place to provide the necessary funding in combination with the Project's fair-share (21.9%), nor is there a plan or program in place to construct the necessary improvements at this location, SDSU has determined it is feasible and, therefore, agreed to fully fund and implement the necessary improvements in light of the substantial benefits that would accrue to the SDSU community and for the limited purpose of this project only. To that end, prior to SDSU Full-Time Equivalent (FTE) enrollment reaching 27,724 or its equivalent, SDSU shall install a raised median on the segment of Montezuma Road between 55th Street and College Avenue, to the ~~reasonable~~ satisfaction of the City of San Diego City Engineer. To implement the improvement, SDSU shall prepare design plans and submit such plans to the City of San Diego for review and approval, and prior to commencing construction, SDSU shall obtain any necessary construction permits and provide bond assurances to the reasonable satisfaction of the City Engineer. The improvements shall be completed prior to impact occurring.

Transportation Demand Management

As part of the 2007 Campus Master Plan, The Board of Trustees of the California State University adopted a mitigation measure requiring SDSU to develop a campus transportation demand management (TDM) program that facilitates a balanced approach to mobility, with the ultimate goal of reducing single occupant vehicle trips to and from campus in favor of alternative modes of travel. The adequacy of the mitigation measure was challenged in court, and while the litigation was pending, SDSU retained a transportation consulting firm to prepare a study evaluating potential TDM measures that would reduce the number of single-rider vehicle trips generated by SDSU students, faculty, and staff in favor of alternative forms of transportation. Following review and input by SANDAG and the Metropolitan Transit System, the study was made final.[2]

The TDM Study included a transportation and parking existing conditions analysis, a screening process for potential TDM strategies, and the development of a multi-phase implementation plan.

[2] *Transportation Demand Management Program Final Report* (June 2013), Nelson Nygaard (TDM Study). A copy of the TDM Study is provided in Appendix V to the LLG TIA.

The Study was intended "to assist and guide SDSU in its efforts to maximize its transportation resources and provide specific strategies to enable the university to invest in a transportation system that supports all modes of travel." (TDM Study, page 1-1.)

Included within the TDM Study is a series of strategies to be considered and further evaluated for implementation by SDSU. The strategies include: identifying a TDM coordinator; increasing ride-sharing and car-sharing opportunities; enhancing the existing bicycle and pedestrian network; facilitating transit ridership through various means, including financial incentives; and, prioritizing investments in on-campus housing and amenities. (TDM Study, pages 1-2 to 1-3.)

Following its review and consideration of the TDM Study strategies, and in direct response to Paragraph 3.(c) of the Writ of Mandate, SDSU recommends the Board of Trustees adopt the following mitigation measure to reduce to the extent possible the number of single-rider vehicle trips generated by the SDSU campus:

AATCP-19 Immediately following re-approval of the 2007 Campus Master Plan by The Board of Trustees of the California State University, and no later than commencement of the Fall ~~2019~~ 2018 semester [unless otherwise noted], SDSU shall take the following actions to implement or, as applicable, continue to implement, the following transportation demand management (TDM) strategies designed to reduce the number of vehicle trips generated by SDSU students, faculty, and staff:

1. **TDM Coordinator.** Immediately following Master Plan approval, SDSU shall identify the SDSU employment position with primary responsibility for overseeing implementation of the following TDM ~~strategies~~ measures on campus including, but not limited to, the TDM measures listed in this mitifation measure, ~~–~~and task such position with conducting the appropriate implementation, outreach, marketing, and monitoring activities.

2. **Increase RideShare Opportunities.** SDSU, or the TDM Coordinator as applicable, shall:

    a. Provide a central digital platform location for information relating to available alternative transportation opportunities (to be implemented by Fall 2018);

    b. Provide preferential vanpool/carpool parking spaces in each parking lot commensurate with demand (to be implemented by Fall 2018);

c. Allow use of shared parking passes for carpools and vanpools (shared parking passes authorize the use of one parking pass that is shared amongst all of the drivers of a designated carpool or vanpool) (to be implemented by Fall 2018);

d. Connect the existing Enterprise Rent-A-Car VanPool system to the SDSU Human Resources (HR) staff/faculty database for more efficient ride-matching (the HR database includes information regarding home address and employment department, thereby facilitating carpool matches based on location and work schedule) (to be implemented by Fall 2019);

e. Provide dedicated parking spaces and subsidies, funded through ~~SANDAG and~~ SDSU, towards leasing and fuel costs associated with vanpools operated through the Enterprise Rent-A-Car VanPool system (to be implemented by Fall 2018);

f. Promote ZimRide (a rideshare platform) and SANDAG's iCommute program by all appropriate means including, but not limited to, providing informational packets to all resident students during student orientation (~~to be implemented by~~starting with the Fall 2018 semester);

g. Expand hours of operation, increase frequency, and expand the service area of the currently on-campus only SDSU Red & Black shuttle to include off-campus locations (to be implemented by Fall 2019);

h. Facilitate continued operation of private shuttles operating between off-campus apartments and campus by identifying off-campus pick-up/drop-off locations (to be implemented by Fall 2018); and,

i. Designate on campus locations for ride-hailing services, including, but not limited to, Uber and Lyft (see Figure AA3.14-13, On Campus Student Housing and Amenities, for location of existing and planned future rideshare locations) (to be implemented by Fall 2018).

Commented [AL14]: Locations to be served should be identified now.

3. **Facilitate Bicycle and Pedestrian Travel.** SDSU, or the TDM Coordinator as applicable, shall:

    a. Establish a Bike-Share pilot program on campus to be expanded if successful. Program features will include: dockless program; 100 bicycles initially; students to receive a discount for subscription; incentives/disincentives relating to placement of bicycles following use; and, bicycles may be taken off-campus (to be implemented by Fall 2018);

    b. Upgrade existing Class III bicycle facilities to Class II facilities along 54th Street from Collwood Boulevard to El Cajon Boulevard, and upgrade the existing Class III bicycle facilities to Class II facilities along Collwood Boulevard from Monroe Avenue to 54th Street (to be implemented by Fall 2019);

    c. Install a Class II bike lane within the existing __ feet curb-to-curb width ~~curb lines~~ on Canyon Crest Drive between Lot 16 (former A Lot) and Lot 15 (former X lot) in order to improve bicycle access to/from and within campus (to be implemented by Fall 2019);

    d. Provide shared lane markings (sharrows) on Aztec Circle Drive to alert motorists that bicyclists may be using the full travel lane (implemented 2018);

    e. Provide on-campus Class I bike paths between Hardy Road and Hilltop Way, and between Union Street and Viejas Arena (Aztec Walk)(installed ~~since 2007,~~ in 2010);

    f. Provide Class II bike lanes on College Avenue between Montezuma Road and Zura Way (installed ~~since 2007,~~ in 2017);

    g. Maintain the existing on-campus bike racks (with capacity for approximately 1,070 bikes) and four bike maintenance stations (tools and air, unstaffed), and continue to monitor need for additional racks as necessary (to be implemented by Fall 2018); and

Commented [AL15]: Why not 2018?

Commented [AL16]: Provide curb to curb width (2nd request)

Commented [AL17]: Why not 2018?

Commented [AL18]: Provide bike lockers for staff/faculty?

h. Provide pedestrian improvements, including pedestrian signals, widened sidewalks, and bulb-outs at South Campus Plaza (east side of College Avenue), and Montezuma Road and Campanile Drive (installed ~~since 2007,~~ in 2017).

4. **Facilitate Transit Ridership.** SDSU, or the TDM Coordinator as applicable, shall:

   a. Maintain existing transit pass program for students (discounted by Metropolitan Transit System (MTS) and subsidized by SDSU) and enable purchases by credit card (credit card purchases to be implemented by Fall 2018);

   b. Establish a pre-tax payroll deduction program for faculty and staff purchase of MTS transit passes, provided SDSU meets the state/CSU required minimum participation level (to be implemented by Fall 2019);

   c. Provide reduced cost transit passes for faculty and staff, provided SDSU meets the MTS required minimum participation level. Cost reduction will be between 10% and 25%, depending on participation level (to be implemented by Fall 2019); and,

   d. Increase on-campus vehicle parking ~~rates~~ fees (?) for single-rider student vehicles by 2025.

In light of the ongoing evolution of transportation technology and advancements, the strategies set forth above may be modified or replaced, as necessary, with alternative strategies of equal or enhanced effectiveness. Therefore, the TDM Coordinator shall annually evaluate the above strategies to ensure that the strategies are ~~meeting the needs and priorities of the SDSU students, faculty, and staff~~reducing single rider vehicle trips to and from campus, and shall provide a report documenting the results to the SDSU (President?) and to the City of San Diego Environmental Analysis Section. As new technologies and strategies become available, the strategies included in this mitigation measure can be modified in order to implement alternative technologies and/or strategies of equal or enhanced effectiveness.

Commented [AL19]: West?

Commented [AL20]: Clarify intent and what has already been completed.

Commented [AL21]: Why not 2018?

Commented [AL22]: Why not 2018?

Commented [AL23]: As opposed to participation rates

2007 FEIR Mitigation Measures

In addition to the mitigation measures listed above, the following mitigation measures were included as part of the 2007 Final EIR and, for that reason, the measures are carried forward here, with revised numbering:

AATCP-20[3] Del Cerro Residential Streets. Following occupancy of the Adobe Falls Faculty/Staff Housing Lower Village, SDSU, or its designee, shall prepare a Traffic Calming Study to determine the methods available to control and/or reduce vehicle speeds on residential roadways in the Del Cerro community. The Traffic Calming Study shall focus on the vicinity of the two elementary schools located near the intersection of Del Cerro Boulevard and College Avenue – Phoebe Hearst Elementary School and the Temple Emanuel school, and shall consider all appropriate traffic calming strategies, including those identified in the City of San Diego Street Design Manual (~~November 2002~~March 2017). Following completion of the study, SDSU shall ~~contribute its fair share of the costs to~~ implement feasible traffic calming measures identified in the study based on the percentage of Adobe Falls / Faulty Staff Housing generated average daily trips ("ADT") relative to the ~~community~~ street segment or intersection location total ADT.

Commented [AL24]: Would be difficult to quantify fair share.

AATCP-29[4] Following occupancy of the Adobe Falls Faculty / Staff Housing Lower Village, and every six months thereafter, SDSU, or its designee, shall conduct traffic counts on Adobe Falls Road, Mill Peak Road, Capri Drive, Arno Drive, and Genoa Drive, to determine existing roadway average daily trips ("ADT"). At such time as the ADT generated by the Adobe Falls Faculty/Staff Housing Upper and Lower Villages reaches 80% of the total ADT forecast in this EIR for the Adobe Falls Housing, SDSU shall institute ~~regular~~ frequent weekday shuttle service ~~to the community~~between campus and the Adobe Falls Housing to ensure project-generated ADT do not exceed the levels forecast in this EIR. The TDM Coordinator shall monitor this annually and report the results to the City of San Diego Environmental Analysis Section.

[3] See 2007 Campus Master Plan FEIR, mitigation measure TCP-23. Revisions reflect complete text of mitigation measure.

[4] See 2007 Campus Master Plan FEIR, mitigation measure TCP-24.

AATCP-21[5] Construction-Related Impacts. Prior to the commencement of construction activities associated with the proposed project, SDSU shall prepare a Traffic Control Plan ("TCP") to minimize the impacts to the surrounding City roadways, including those roads located within the Del Cerro/Adobe Falls community, that may result during project construction activities, satisfactory to the City Engineer. Special attention shall be paid to Alvarado Road and the potential effect of construction related traffic on Alvarado Hospital emergency access. The TCP shall require that a minimum of one lane of travel on Alvarado Road remain open at all times during project construction; that flaggers be utilized to assist in the direction of traffic when necessary; that area emergency response providers be given notice of road closures by SDSU's contractors; and that construction activities, including road closures, which shall be subject to the City of San Diego's permitting process, and the movement of heavy equipment, occur during off-peak periods to the maximum extent feasible, satisfactory to the City Engineer.

AATCP-22[6] During project-specific review of the Adobe Falls Faculty/Staff Housing Lower Village, SDSU, or its designee, shall conduct a peak-hour intersection analysis of the project's impacts on the Adobe Falls Road/Waring Road intersection, and SDSU shall mitigate _____.

Commented [AL25]: Deferral of analysis?

[5] See 2007 Campus Master Plan FEIR, mitigation measure TCP-25
[6] See 2007 Campus Master Plan FEIR, mitigation measure TCP-26