Project: I-15/I-215 Interchange Improvements EA: 08-OK7100 Reviewer: Karina OConnor, U.S. EPA
Project Limits: I-15 PM 14.0—R16.4 and I-215 PM 16.0—17.8 Realign I-15 and Reconfigure Connectors with I-215
Report/Document: $PM_{2.5}$ and $PM_{10}$ Analysis Report Date: November 2009 Date of Review: 12/01/2009

Note: The "No." column in the table below refers to the number of the comment addressed; "Section" refers to the section of the document to which the comment refers, as does "Page."

| No. | Comments | Responses | Verified by |
|---|---|---|---|
| 1 | It would be useful to have more explanation why there is no increase in traffic between the no-build and the many different build alternatives. The Study assumes no change in daily traffic volumes under the future build versus no build alternatives because "there are few alternative routes to the Cajon Pass within the project vicinity". (Page 13). If congestion is improved, one might expect that some additional trips may occur on the route that would have been deferred to avoid the congestion. Also, additional growth may occur in the area since the area would become more appealing without the congestion. | The traffic engineer (Iteris) and SANBAG provided the following description of the effect that the proposed project would have on vehicle trips:<br><br>"The addition of the truck lanes and the elimination of the existing weaves are considered operational enhancements that do not add capacity to the freeway. The results of the simulation analysis for peak hours reflect the changes in VMT and VHT that will result from the decrease in congestion. Daily traffic volumes will not change because deferred trips are generally shifted to another time period within the same day. SCAG land-use forecasts are based on regional demographic characteristics, and are determined prior to the roadway network, so even if changes were made to the roadway network in the model, the land-use forecasts as determined by SCAG are fixed. In addition, a travel demand model such as the SCAG model is not generally sensitive to point-oriented bottleneck improvements, such as those proposed for the Devore interchange, and it would not be possible to accurately quantify a change in volume based on those improvements."<br><br>This discussion has been incorporated into the revised analysis on page 13. | |