

8.0 FINDINGS AND CONCLUSIONS

The following section provides a summary of the key findings and study recommendations and includes a summary table that compares the results from the different scenarios.

Summary of Traffic Generation

Table 8-1 presents a comparison between the land uses alternatives included in this study. As shown in the table, the 2003 Base Year scenario is estimated to generate a total of 103,777 average daily trips. The build out of the Adopted Community Plan Land Uses could generate a total of 180,666 average daily trips, which would represent a 74 percent increase over the 2003 Base Year scenario.

The build out of the proposed Alternative 1 land use scenario would generate a total 137,267 average daily trips which would represent a 32 percent increase from the 2003 Base Year scenario. Compared to the Adopted Community Plan, Alternative 1 would represent a 24 percent decrease of the total trip generation.

The build out of the proposed Alternative 2 land use scenario would generate a total 152,430 average daily trips which would represent a 47 percent increase from the 2003 Base Year scenario. Compared to the Adopted Community Plan, Alternative 2 would represent a 16 percent decrease of the total trip generation. Alternative 2 would generate 11 percent more vehicle trips than Alternative 1.

It should be noted that both proposed land use alternatives would generate 16-24 percent less total traffic than the Adopted Community Plan, and this document identifies transportation-related improvements beyond what is included in the current facility finance plan.

Summary of Intersection Analyses

Table 8-2 shows the summary of the peak-hour intersection analysis for Alternative 1 Land Use scenario. As shown in the table, Alternative 1 would have significant impact at 14 of the 41 intersections analyzed.

Table 8-3 shows the summary of the peak-hour intersection analysis for Alternative 2 Land Use scenario. As shown in the table, Alternative 2 would have significant impact at 16 of the 41 intersections analyzed. In addition to the intersections identified for Alternative 1, Alternative 2 would also have a significant impact at the Main Street and Cesar Chavez Parkway and Boston Avenue and 28th Street intersections.

As shown in the table, the recommended improvements associated with Alternative 1 and Alternative 2 would mitigate all the peak-hour delay based significant impacts at intersections with the exception of the following locations:

- Harbor Drive and 28th Street (will continue to operate at LOS E during the afternoon peak-hour period);
- 32nd Street and Wabash Street (will continue to operate at LOS F and LOS E during the morning and afternoon peak-hour periods, respectively); and
- Harbor Drive and 32nd Street (will continue to operate at LOS F during both peak-hour periods).

The Harbor Drive/32nd Street and 32nd Street/Wabash Street intersections are being studied further in an on-going Caltrans study. The latest report includes the installation of a unidirectional connector ramp from eastbound Harbor Drive to northbound State Route 15. Another improvement under study is the

**TABLE 8-1
SUMMARY OF TRIP GENERATIONS FOR EACH HORIZON YEAR ALTERNATIVE**

	2003 BASE YEAR SCENARIO	ADOPTED COMMUNITY PLAN	ALTERNATIVE 1	ALTERNATIVE 2
Total Daily Trip Generation	103,777	180,666	137,267	152,430
Comparison to Existing		76,889	33,490	48,653
		74%	32%	47%
Comparison to Adopted Community Plan			-43,399	-28,236
			-24%	-16%
Alternative 2 vs Alternative 1				15,163
				11%

**TABLE 8-2
SUMMARY OF INTERSECTION ANALYSIS FOR ALTERNATIVE 1**

INTERSECTION		PEAK HOUR	BEFORE IMPROVEMENTS LOS (a)	DOES THE PROJECT CAUSE A SIGNIFICANT IMPACT?	RECOMMENDED IMPROVEMENT	AFTER IMPROVEMENTS LOS (a)	IS THE IMPACT MITIGATED ?
1	Commercial St & 16th St	AM	B	NO	N/a	B	N/a
		PM	C	NO		C	
2	National Ave & 16th St	AM	F	YES	Install Traffic Signal.	B	YES
		PM	F	YES		A	
3	National Ave & Sigsbee St	AM	A	NO	N/a	A	N/a
		PM	A	NO		A	
4	Newton Ave & Sigsbee St	AM	A	NO	N/a	A	N/a
		PM	A	NO		A	
5	Main St & Sigsbee St	AM	A	NO	N/a	A	N/a
		PM	A	NO		A	
6	Harbor Dr & Sigsbee St	AM	F	YES	Install Traffic Signal.	B	YES
		PM	F	YES		A	
7	Logan Ave & Beardsley St- I-5 SB ramp	AM	D	NO	Install Traffic Signal. (This improvement requires Caltrans approval)	C	YES
		PM	F	YES		D	
8	National Ave & Beardsley St	AM	E	YES	Install Traffic Signal.	B	YES
		PM	F	YES		B	
9	Newton Ave & Beardsley St	AM	A	NO	N/a	A	N/a
		PM	A	NO		A	
10	Main St & Beardsley St	AM	C	NO	N/a	C	N/a
		PM	A	NO		A	
11	Harbor Dr & Beardsley St	AM	F	YES	Modify raised median along Harbor Drive and restrict the eastbound left-turn movements and southbound left-turn movements.	C	YES
		PM	F	YES		B	
12	Kearney St & Cesar E. Chavez Pkwy	AM	D	NO	N/a	D	N/a
		PM	C	NO		C	
13	Logan Ave & Cesar E. Chavez Pkwy	AM	C	NO	Add exclusive eastbound right-turn lane. Add northbound overlap phase. (This improvement requires Caltrans approval)	C	YES
		PM	E	YES		D	
14	National Ave & Cesar E. Chavez Pkwy	AM	C	NO	Add exclusive eastbound and westbound right-turn lanes. This improvement is recommended to mitigate a potential queuing impact.	B	YES
		PM	D	NO		C	
15	Newton Ave & Cesar E. Chavez Pkwy	AM	A	NO	N/a	A	N/a
		PM	B	NO		B	
16	Main St & Cesar E. Chavez Pkwy	AM	D	NO	Add exclusive westbound right-turn lane. This improvement is recommended to mitigate a potential queuing impact.	C	YES
		PM	D	NO		B	
17	Harbor Dr & Cesar E. Chavez Pkwy	AM	E	YES	Add second eastbound left-turn lane, a southbound right-turn overlap phase and a northbound exclusive right-turn lane. In addition, extend the westbound left-turn pocket (to be done by Caltrans).	D	YES
		PM	F	YES		D	
18	Logan Ave & I-5 SB On-ramp	AM	A	NO	N/a	A	N/a
		PM	C	NO		C	
19	National Ave & SR-75 Off-ramp	AM	B	NO	N/a	B	N/a
		PM	B	NO		B	
20	National Ave & Evans St	AM	B	NO	N/a	B	N/a
		PM	C	NO		C	

Notes:
Bold values indicate intersections operating at LOS E or F
(a) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 6.0

TABLE 8-2
SUMMARY OF INTERSECTION ANALYSIS FOR ALTERNATIVE 1 (cont.)

INTERSECTION		PEAK HOUR	BEFORE IMPROVEMENTS LOS (a)	DOES THE PROJECT CAUSE A SIGNIFICANT IMPACT?	RECOMMENDED IMPROVEMENT	AFTER IMPROVEMENTS LOS (a)	IS THE IMPACT MITIGATED ?
21	Newton Ave & Evans St	AM	B	NO	N/a	B	N/a
		PM	B	NO		B	
22	Main St & Evans St	AM	B	NO	N/a	B	N/a
		PM	B	NO		B	
23	Logan Ave & Sampson St	AM	F	YES	Install Traffic Signal. Add northbound and southbound left-turn lanes.	B	YES
		PM	F	YES		C	
24	National Ave & Sampson St	AM	A	NO	N/a	A	N/a
		PM	A	NO		A	
25	Newton Ave & Sampson St	AM	A	NO	N/a	A	N/a
		PM	A	NO		A	
26	Main St & Sampson St	AM	B	NO	N/a	B	N/a
		PM	B	NO		B	
27	Harbor Dr & Sampson St	AM	C	NO	N/a	C	N/a
		PM	D	NO		D	
28	National Ave & Sicard St	AM	B	NO	N/a	B	N/a
		PM	B	NO		B	
29	National Ave & 26th St	AM	A	NO	N/a	A	N/a
		PM	B	NO		B	
30	National Ave & I-5 SB Off-ramp	AM	B	NO	N/a	B	N/a
		PM	C	NO		C	
31	Main St & 26th St-Schley St	AM	A	NO	Eliminate northbound through movement. This improvement is not needed based on a delay impact. It is part of a truck route improvement.	A	YES
		PM	A	NO		A	
32	Harbor Dr & Schley St	AM	E	YES	Eliminate southbound left/through movement. Add southbound right-turn overlap phase.	C	YES
		PM	C	NO		B	
33	National Ave & 28th St	AM	F	YES	Add exclusive southbound right-turn lane.	D	YES
		PM	E	YES		D	
34	Boston Ave & 28th St (b)	AM	D	NO	Add southbound through lane and remove exclusive northbound right-turn lane.	C	YES
		PM	D	NO		D	
35	Main St & 28th St (b)	AM	C	NO	N/a	C	N/a
		PM	D	NO		D	
36	Harbor Dr & 28th St (c)	AM	D	NO	Add second eastbound and southbound left-turn lanes.	D	NO
		PM	F	YES		E	
37	Boston Ave & I-5 SB On-ramp-29th St	AM	C	NO	Install Traffic Signal. (This improvement requires Caltrans approval)	C	YES
		PM	F	YES		C	
38	Main St & 32nd St	AM	C	NO	N/a	C	N/a
		PM	C	NO		C	
39	32nd St & Wabash St	AM	F	YES	Construct a direct connector from Harbor Dr. to Wabash St. (under study by Caltrans)	F	NO
		PM	F	YES		E	
40	Harbor Dr & 32nd St (c)	AM	F	YES		F	NO
		PM	F	YES		F	
41	Main St & I-15 Ramps	AM	B	NO	N/a	B	N/a
		PM	B	NO		B	

Notes:

Bold values indicate intersections operating at LOS E or F

(a) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 6.0

(b) The intersection may not operate as well as indicated due to potential queuing. See text of the report for additional explanation.

(c) As part of Sandag's Draft 2050 RTP, a grade separation for the trolley lines at this intersection is being proposed under the hybrid network which is the preferred revenue constrained network. With the grade separation, the intersection would operate at LOS D or better. See appendix L for synchro results.

Shaded cells indicates that the intersection is not fully mitigated.

TABLE 8-3
SUMMARY OF INTERSECTION ANALYSIS FOR ALTERNATIVE 2

INTERSECTION		PEAK HOUR	BEFORE IMPROVEMENTS LOS (a)	DOES THE PROJECT CAUSE A SIGNIFICANT IMPACT?	RECOMMENDED IMPROVEMENT	AFTER IMPROVEMENTS LOS (a)	IS THE IMPACT MITIGATED ?
1	Commercial St & 16th St	AM	B	NO	N/a	B	N/a
		PM	C	NO		C	
2	National Ave & 16th St	AM	F	YES	Install Traffic Signal.	B	YES
		PM	F	YES		A	
3	National Ave & Sigsbee St	AM	A	NO	N/a	A	N/a
		PM	A	NO		A	
4	Newton Ave & Sigsbee St	AM	A	NO	N/a	A	N/a
		PM	A	NO		A	
5	Main St & Sigsbee St	AM	A	NO	N/a	A	N/a
		PM	A	NO		A	
6	Harbor Dr & Sigsbee St	AM	F	YES	Install Traffic Signal.	B	YES
		PM	F	YES		A	
7	Logan Ave & Beardsley St- I-5 SB ramp	AM	D	NO	Install Traffic Signal. (This improvement requires Caltrans approval)	C	YES
		PM	F	YES		D	
8	National Ave & Beardsley St	AM	E	YES	Install Traffic Signal.	B	YES
		PM	F	YES		B	
9	Newton Ave & Beardsley St	AM	A	NO	N/a	A	N/a
		PM	A	NO		A	
10	Main St & Beardsley St	AM	C	NO	N/a	C	N/a
		PM	A	NO		A	
11	Harbor Dr & Beardsley St	AM	F	YES	Modify raised median along Harbor Drive and restrict the eastbound left-turn movements and southbound left-turn movements.	C	YES
		PM	F	YES		B	
12	Kearney St & Cesar E. Chavez Pkwy	AM	D	NO	N/a	D	N/a
		PM	D	NO		D	
13	Logan Ave & Cesar E. Chavez Pkwy	AM	C	NO	Add exclusive eastbound right-turn lane. Add northbound right-turn overlap phase. (This improvement requires Caltrans approval)	C	YES
		PM	E	YES		D	
14	National Ave & Cesar E. Chavez Pkwy	AM	C	NO	Add exclusive eastbound and westbound right-turn lanes. This improvement is recommended to mitigate a potential queuing impact.	C	YES
		PM	D	NO		C	
15	Newton Ave & Cesar E. Chavez Pkwy	AM	A	NO	N/a	B	N/a
		PM	B	NO		B	
16	Main St & Cesar E. Chavez Pkwy	AM	D	NO	Add exclusive westbound right-turn lane. This improvement is recommended to mitigate a potential queuing impact.	C	YES
		PM	D	NO		B	
17	Harbor Dr & Cesar E. Chavez Pkwy	AM	F	YES	Add second eastbound left-turn lane. Add a southbound right-turn overlap phase. Add exclusive westbound right-turn lane. Add exclusive northbound right-turn lane. In addition, extend the westbound left-turn pocket (to be done by Caltrans).	D	YES
		PM	F	YES		D	
18	Logan Ave & I-5 SB On-ramp	AM	A	NO	N/a	A	N/a
		PM	B	NO		B	
19	National Ave & SR-75 Off-ramp	AM	B	NO	N/a	B	N/a
		PM	B	NO		B	
20	National Ave & Evans St	AM	B	NO	N/a	B	N/a
		PM	C	NO		C	

Notes:
Bold values indicate intersections operating at LOS E or F
(a) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 6.0

TABLE 8-3
SUMMARY OF INTERSECTION ANALYSIS FOR ALTERNATIVE 2 (cont.)

INTERSECTION		PEAK HOUR	BEFORE IMPROVEMENTS LOS (a)	DOES THE PROJECT CAUSE A SIGNIFICANT IMPACT?	RECOMMENDED IMPROVEMENT	AFTER IMPROVEMENTS LOS (a)	IS THE IMPACT MITIGATED ?
21	Newton Ave & Evans St	AM	B	NO	N/a	B	N/a
		PM	B	NO		B	
22	Main St & Evans St	AM	C	NO	N/a	C	N/a
		PM	C	NO		C	
23	Logan Ave & Sampson St	AM	F	YES	Install Traffic Signal. Add northbound and southbound left-turn lanes.	B	YES
		PM	F	YES		C	
24	National Ave & Sampson St	AM	A	NO	N/a	A	N/a
		PM	A	NO		A	
25	Newton Ave & Sampson St	AM	A	NO	N/a	A	N/a
		PM	A	NO		A	
26	Main St & Sampson St	AM	B	NO	N/a	B	N/a
		PM	B	NO		B	
27	Harbor Dr & Sampson St	AM	C	NO	N/a	C	N/a
		PM	D	NO		D	
28	National Ave & Sicard St	AM	B	NO	N/a	B	N/a
		PM	B	NO		B	
29	National Ave & 26th St	AM	A	NO	N/a	A	N/a
		PM	B	NO		B	
30	National Ave & I-5 SB Off-ramp	AM	B	NO	N/a	B	N/a
		PM	C	NO		C	
31	Main St & 26th St-Schley St	AM	A	NO	Eliminate northbound through movement. This improvement is not needed based on a delay impact. It is part of a truck route improvement.	A	YES
		PM	A	NO		A	
32	Harbor Dr & Schley St	AM	F	YES	Eliminate southbound left/through movement. Add southbound right-turn overlap phase.	D	YES
		PM	C	NO		B	
33	National Ave & 28th St	AM	E	YES	Add exclusive southbound right-turn lane.	D	YES
		PM	E	YES		D	
34	Boston Ave & 28th St (b)	AM	C	NO	Add southbound through lane and remove exclusive northbound right-turn lane (part of 28th St improvements).Add exclusive eastbound right-turn lane.	C	YES
		PM	E	YES		D	
35	Main St & 28th St (b)	AM	D	NO	N/a	D	N/a
		PM	D	NO		D	
36	Harbor Dr & 28th St (c)	AM	D	NO	Add second eastbound and southbound left-turn lanes.	D	NO
		PM	F	YES		F	
37	Boston Ave & I-5 SB On-ramp-29th St	AM	D	NO	Install Traffic Signal. (This improvement requires Caltrans approval)	C	YES
		PM	F	YES		D	
38	Main St & 32nd St	AM	C	NO	N/a	C	N/a
		PM	C	NO		C	
39	32nd St & Wabash St	AM	F	YES	Construct a direct connector from Harbor Dr. to Wabash St. (under study by Caltrans)	F	NO
		PM	F	YES		E	
40	Harbor Dr & 32nd St (c)	AM	F	YES		F	NO
		PM	F	YES		F	
41	Main St & I-15 Ramps	AM	B	NO	N/a	B	N/a
		PM	B	NO		B	

Notes:

Bold values indicate intersections operating at LOS E or F

(a) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 6.0

(b) The intersection may not operate as well as indicated due to potential queuing. See text of the report for additional explanation.

(c) As part of Sandag's Draft 2050 RTP, a grade separation for the trolley lines at this intersection is being proposed under the hybrid network which is the preferred revenue constrained network. With the grade separation, the intersection would operate at LOS D or better. See appendix L for synchro results.

Shaded cells indicates that the intersection is not fully mitigated.

Vesta Street Overcrossing at Harbor Drive connecting the wet and dry sides of the Naval Base San Diego. On November 1, 2010 the Navy temporarily closed the eastern leg (Norman Scott Road) of the 32nd Street/Norman Street-Wabash Street intersection to improve safety. The Navy is monitoring traffic to determine if this closure should remain. A preliminary analysis indicates that the mentioned projects would improve the intersection to acceptable levels and decrease the potential queuing problems.

Harbor Drive/28th Street is projected to operate at LOS E, even with improvements. There is the potential that improvements to be made between Harbor Drive and State Route 15 (Caltrans study) could divert some traffic off of 28th Street, improving this intersection.

A review of Synchro's queuing reports indicated that the following four intersections would have a "queuing delay" that could affect the level of service and capacity of the intersections:

- Logan Avenue and Cesar Chavez Parkway (Northbound right-turn movement during the afternoon peak-hour period);
- Main Street and Cesar Chavez Parkway (Southbound through movement during both peak-hour periods);
- **Boston Avenue and 28th Street** (Northbound through movement during the afternoon peak-hour period); and
- **Main Street and 28th Street** (Eastbound left-turn movement during the afternoon peak-hour period)

When comparing the average intersection delay reported by both the HCM and Synchro 6.0 methodologies for the above listed intersections, it was found that the LOS results at the Boston Avenue/28th Street and Main Street/28th Street intersection would decrease from LOS D to LOS E due to potential queue interaction. These intersections are shown in bold. The level of service results for the other two intersections would not worsen by considering queue interaction.

To mitigate the potential capacity decrease at these intersections along 28th Street due to queue interaction, it is recommended that the signal timing along the 28th Street corridor between Harbor Drive and National Avenue be synchronized in a way to maximize vehicular progression through the closely spaced intersections, while providing queue clearance.

Along Cesar Chavez Parkway, an additional southbound lane could be provided between Logan Avenue and Main Street to increase the southbound storage capacity. The additional southbound lane could be added by the removal of on-street parking spaces along the west side of the roadway during peak-hour periods only.

SANDAGs 2050 Regional Transportation Plan (RTP) unconstrained network recommends the grade separation of the trolley lines at 28th Street and at 32nd Street. A peak-hour intersection analysis was conducted for the intersections of 28th Street and 32nd Street with Harbor Drive assuming these proposed grade separations. The results of the analysis indicated that the proposed grade separation would improve both intersections to LOS D or better during both peak-hour periods under the Horizon Year scenario with either alternative. The proposed grade separations are included in the "revenue constrained scenario". Due to the benefits to adjacent intersections, these grade separation projects are recommended.

Summary of Roadway Segment Analyses

Table 8-4 presents a summary of the roadway segment analysis results included in the study. As shown in the table, the increase of traffic volumes related to the Adopted Community Plan land use scenario would be considered to have a significant traffic related impact along 24 of the 42 roadway segments analyzed.

The traffic related to the Alternative 1 land use scenario for the Community Plan Update would have a traffic related impact along 22 of the 42 roadway segments analyzed. The two roadway segments significantly impacted by the Adopted Community Plan but not impacted by the Alternative 1 land use plan are:

- National Avenue between 16th Street and Sigsbee Street; and
- National Avenue between Sigsbee Street and Beardsley Street.

The Alternative 2 land use scenario was found to have the same traffic related roadway segment significant impacts as the Adopted Community Plan.

Table 8-4 also shows the comparison between the number of roadway segments operating at LOS E and F for each land use alternative. As shown in the table, Alternative 1 would have a total of eight (8) and fourteen (14) roadway segments operating at LOS E and LOS F, respectively. Alternative 2 in contrast would have six (6) and eighteen (18) roadway segments operating at LOS E and LOS F, respectively. The Adopted Community Plan would have four (4) segments operating at LOS E and twenty (20) segments operating at LOS F. Alternative 1 is shown to have the lowest number of failing roadway segments with 22 and the lowest number of segments operating at LOS F with fourteen (14).

Table 8-5 illustrates the proposed roadway classifications recommended to accommodate the future traffic growth anticipated based on the Alternative 1 and Alternative 2 land use scenarios. **Figure 8-6** shows the recommended ultimate classification for the community of Barrio Logan.

The summary of the roadway segment level of service results after the incorporation of the roadway classification changes is included in Table 8-4. As shown in the table, the following roadway segment impacts would not be mitigated with the recommended roadway segment classification changes:

- Sampson Street between National Avenue and Harbor Drive (Both Alternatives);
- 26th Street between National Avenue and Main Street (Both Alternatives);
- 28th Street between National Avenue and I-5 Ramps (Alternative 2 only);
- 29th Street between Boston Avenue and Main Street (Alternative 2 only);
- 32nd Street between Main Street and Wabash Street (Both Alternatives);
- Vesta Street between Main Street and I-5 Ramps (Both Alternatives);
- Logan Avenue between Sigsbee Street and Cesar Chavez Parkway (Both Alternatives);
- National Avenue between 16th Street and Sigsbee Street (Alternative 2 only);
- National Avenue between Sigsbee Street and Beardsley Street (Alternative 2 only);
- National Avenue between Beardsley Street and Cesar Chavez Parkway (Both Alternatives);
- Boston Avenue between 28th Street and 29th Street (Both Alternatives);
- Boston Avenue between 29th Street and 32nd Street (Both Alternatives);
- Main Street between Cesar Chavez Parkway and Evans Street (Both Alternatives);
- Main Street between Evans Street and 26th Street (Alternative 2 only);
- Main Street between 26th Street and 28th Street (Both Alternatives);
- Main Street between 28th Street and 29th Street (Both Alternatives);
- Main Street between 29th Street and 32nd Street (Both Alternatives);

- Main Street between 32nd Street and Rigel Street (Both Alternatives);
- Main Street between Rigel Street and Una Street (Both Alternatives); and
- Main Street between Una Street and I-5 SB Off-ramp (Both Alternatives).

After the incorporation of the proposed roadway segment improvements, both Alternatives 1 and 2 would have a total of six (6) segments operating at LOS E. In addition, Alternative 1 would have nine (9) segments operating at LOS F, while Alternative 2 would have thirteen (13).

Boston Avenue, National Avenue and 26th Street are desired by the community of Barrio Logan to be more pedestrian and bicycle friendly corridors. The widening of these roadways to improve vehicular circulation was not desired by the community. The vehicular operations along these three facilities could be congested during peak periods and vehicular speeds would be low. Additional widening is not recommended. Traffic calming measures should be evaluated along National Avenue to further enhance the pedestrian and bicycle circulation.

Additional improvements to the failing roadway segments of Sampson Street, 28th Street, 32nd Street, Vesta Street, Logan Avenue and Main Street are not recommended since the roadway segment analysis used in this study is based on theoretical capacities based on the number of travel lanes. The analysis does not take into account other physical features that can affect the capacity of a roadway segment like grades, number of traffic signals, number of driveways, parking availability, etc. In addition, the analysis does not take into account the different traffic peak periods experienced on these roadways due to the surrounding land uses. As an example, the Barrio Logan traffic patterns are unique in that they are heavily influenced by the Port of San Diego and the Navy Base traffic generators whose peak-hour of use do not correspond to typical peak-hour commuter traffic. To better represent the conditions of a roadway segment within the Barrio Logan community, the operations of the upstream and downstream intersections of each respective segment during the peak periods would indicate whether the roadway segment would have adequate capacity. As shown in the intersection analysis tables, all intersections along the failing roadway segments would operate at acceptable LOS.

In addition to the roadway segment improvements listed above, it is recommended that 28th Street between Harbor Drive and the I-5 Ramps be classified as a four-lane major arterial. For the segment between Harbor Drive and Main Street, a raised median should be installed with an entrance to the Navy Commissary. The proposed configuration would allow two lanes in each direction with an auxiliary lane for the heavy southbound right-turn movements at Harbor Drive. Parking would need to be removed along both sides of the roadway, with a total loss of approximately 20 parking spaces. The removed parking spaces are likely utilized by NASCO employees or Naval Base San Diego employees or visitors. Additional diagonal parking is recommended to be evaluated for installation along Boston Avenue between 28th Street and 29th Street to replace the loss of parking along 28th Street. The west side of the roadway could be widened by 4 feet to accommodate the proposed interim cross-sections. The east sidewalk will widen to 10 feet to enhance pedestrian circulation. This improvement is not part of mitigation for a roadway segment impact. The improvement is recommended to encourage heavy truck traffic to use 28th Street instead of Main Street and to provide for pedestrians. The ultimate recommended cross-section of 28th Street will include a designated bike lane along both sides of the roadway and a fourteen foot parkway. The ultimate configuration along 28th Street will require additional roadway widening and right-of-way acquisition. An alignment study is required to further define the extent of additional right-way needed and future widening

Conceptual roadway segment improvement figures, including the proposed cross-sections are included in **Appendix K. Figure 8-1** shows the Recommended Roadway Classification for the community. **Figure 8-2** shows a summary of all recommended improvements within the community.

**TABLE 8-4
SUMMARY OF ROADWAY SEGMENT ANALYSIS RESULTS**

ROADWAY SEGMENT	EXISTING FUNCTIONAL ROADWAY CLASSIFICATION	HORIZON YEAR LOS WITH EXISTING STREET CAPACITY			WOULD THE PROJECT HAVE A SIGNIFICANT IMPACT?			RECOMMENDED ROADWAY CLASSIFICATION	HORIZON YEAR WITH NEW CLASSIFICATION LOS		WOULD THE SIGNIFICANT IMPACT BE MITIGATED?	
		ACP (a)	ALT 1	ALT 2	ACP	ALT 1	ALT 2		ALT 1	ALT 2	ALT 1	ALT 2
Cesar Chavez Pkwy												
north of Logan Ave	3 Lane Collector (with TWLT)	D	C	D	NO	NO	NO	3 Lane Collector (with TWLT)	C	D	N/A	N/A
between Logan Ave and National Ave	4 Lane Collector (with TWLT)	E	E	E	YES	YES	YES	3 Lane Urban Major	D	D	YES	YES
between National Ave and Newton Ave	3 Lane Collector (with TWLT)	F	F	F	YES	YES	YES	3 Lane Urban Major	D	D	YES	YES
between Newton Ave and Main St	3 Lane Collector (with TWLT)	F	E	E	YES	YES	YES	3 Lane Urban Major	C	C	YES	YES
between Main St and Harbor Dr	4 Lane Collector (with TWLT)	B	B	B	NO	NO	NO	3 Lane Major	B	B	N/A	N/A
Sampson St												
between I-5 and National Ave	2 Lane Collector (No TWLT)	D	D	D	NO	NO	NO	2 Lane Collector (No TWLT)	D	D	N/A	N/A
between National Ave and Harbor Dr	2 Lane Collector (No TWLT)	F	E	F	YES	YES	YES	2 Lane Collector (No TWLT)	E	F	NO	NO
26th St												
between National Ave and Main St	2 Lane Collector (No TWLT)	F	E	F	YES	YES	YES	2 Lane Collector (No TWLT)	E	F	NO	NO
28th St												
between I-5 and Boston Ave	3 Lane Collector (with TWLT)	F	F	F	YES	YES	YES	4 Lane Major Arterial	D	E	YES	NO
between Boston Ave and Main St	4 Lane Collector (with TWLT)	D	D	D	NO	NO	NO	4 Lane Major Arterial	C	C	N/A	N/A
between Main St and Harbor Dr	4 Lane Major Arterial	B	C	C	NO	NO	NO	4 Lane Major Arterial	C	C	N/A	N/A
29th St												
between Boston Ave and Main St	2 Lane Collector (No TWLT)	D	D	D	NO	NO	NO	2 Lane Collector (No TWLT)	D	E	N/A	NO
32nd St												
between Main St and Wabash Blvd	2 Lane Collector (with TWLT)	F	E	E	YES	YES	YES	2 Lane Collector (with TWLT)	E	E	NO	NO
between Wabash Blvd and Harbor Drive	4 Lane Major Arterial	C	C	C	NO	NO	NO	4 Lane Major Arterial	C	C	N/A	N/A
Rigel St												
between Main St and I-5	2 Lane Collector (No TWLT)	A	A	A	NO	NO	NO	2 Lane Collector (No TWLT)	A	A	N/A	N/A
Vesta St												
between Main St and I-5	2 Lane Collector (No TWLT)	E	E	E	YES	YES	YES	2 Lane Collector (No TWLT)	E	E	NO	NO
Logan Ave												
between 17th St and Sigsbee St	2 Lane Collector (with TWLT)	D	D	D	NO	NO	NO	2 Lane Collector (with TWLT)	D	D	N/A	N/A
between Sigsbee St and Cesar Chavez Pkwy	2 Lane Collector (with TWLT)	F	F	F	YES	YES	YES	2 Lane Collector (with TWLT)	F	F	NO	NO
between Cesar Chavez Pkwy and 26th St	2 Lane Collector (with TWLT)	B	B	B	NO	NO	NO	2 Lane Collector (with TWLT)	B	B	N/A	N/A
National Ave												
between 16th St and Sigsbee St	2 Lane Collector (with TWLT)	E	D	E	YES	NO	YES	2 Lane Collector (with TWLT)	D	E	N/A	NO
between Sigsbee St and Beardsley St	2 Lane Collector (with TWLT)	E	D	E	YES	NO	YES	2 Lane Collector (with TWLT)	D	E	N/A	NO
between Beardsley St and Cesar Chavez Pkwy	2 Lane Collector (No TWLT)	F	F	F	YES	YES	YES	2 Lane Collector (with TWLT)	F	F	NO	NO
between Cesar Chavez Pkwy and Evans St	2 Lane Collector (No TWLT)	F	F	F	YES	YES	YES	2 Lane Collector (with TWLT)	C	C	YES	YES
between Evans St and Sicard St	2 Lane Collector (with TWLT)	C	C	C	NO	NO	NO	2 Lane Collector (with TWLT)	C	C	N/A	N/A
between Sicard St and 27th St	2 Lane Collector (No TWLT)	F	F	F	YES	YES	YES	2 Lane Collector (with TWLT)	D	D	YES	YES
Boston Ave												
between 28th and 29th St	2 Lane Collector (No TWLT)	F	F	F	YES	YES	YES	2 Lane Collector (No TWLT)	F	F	NO	NO
between 29th St and 32nd St	2 Lane Collector (No TWLT)	F	F	F	YES	YES	YES	2 Lane Collector (No TWLT)	F	F	NO	NO
Main St												
between Beardsley St and Cesar Chavez Pkwy	2 Lane Collector (No TWLT)	D	C	D	NO	NO	NO	2 Lane Collector (No TWLT)	C	D	N/A	N/A
between Cesar Chavez Pkwy and Evans St	2 Lane Collector (No TWLT)	F	E	F	YES	YES	YES	2 Lane Collector (No TWLT)	E	F	NO	NO
between Evans St and 26th St	2 Lane Collector (No TWLT)	F	E	F	YES	YES	YES	2 Lane Collector (with TWLT)	D	F	YES	NO
between 26th St and 28th St	3 Lane Collector (No TWLT)	F	F	F	YES	YES	YES	3 Lane Collector (No TWLT)	F	F	NO	NO
between 28th and 29th St	4 Lane Collector (No TWLT)	F	F	F	YES	YES	YES	4 Lane Collector (No TWLT)	E	E	NO	NO
between 29th St and 32nd St	3 Lane Collector (No TWLT)	F	F	F	YES	YES	YES	3 Lane Collector (No TWLT)	F	F	NO	NO
between 32nd St and Rigel St	4 Lane Collector (No TWLT)	F	F	F	YES	YES	YES	4 Lane Collector (No TWLT)	F	F	NO	NO
between Rigel St and Una St	2 Lane Collector (with TWLT)	F	F	F	YES	YES	YES	2 Lane Collector (with TWLT)	F	F	NO	NO
between Una St and I-5 SB Off Ramp	2 Lane Collector (with TWLT)	F	F	F	YES	YES	YES	2 Lane Collector (with TWLT)	F	F	NO	NO
Harbor Dr												
between Beardsley St and Cesar Chavez Pkwy	4 Lane Major Arterial	D	D	D	NO	NO	NO	4 Lane Major Arterial	D	D	N/A	N/A
between Cesar Chavez Pkwy and Sampson St	4 Lane Major Arterial	C	C	C	NO	NO	NO	4 Lane Major Arterial	C	C	N/A	N/A
between Sampson St and Schley St	4 Lane Major Arterial	C	C	C	NO	NO	NO	4 Lane Major Arterial	C	C	N/A	N/A
between Schley St and 28th St	4 Lane Major Arterial	B	B	B	NO	NO	NO	4 Lane Major Arterial	B	B	N/A	N/A
between 28th St and 32nd St	4 Lane Major Arterial	C	C	C	NO	NO	NO	4 Lane Major Arterial	C	C	N/A	N/A
between 32nd St and Vesta St	4 Lane Major Arterial	D	D	D	NO	NO	NO	4 Lane Major Arterial	D	D	N/A	N/A
Total Number of Roadway Segments with LOS E		4	8	6					6	7		
Total Number of Roadway Segments with LOS F		20	14	18					9	13		
Total Number of Roadway Segments with Failing LOS		24	22	24					15	20		

Notes:
Bold values indicate roadway segments operating at LOS E or F.
 Shaded cell indicates that the significant impact was not mitigated by the recommended improvements.
 (a) ACP = Adopted Community Plan

**TABLE 8-5
RECOMMENDED ROADWAY CLASSIFICATION CHANGES**

ROADWAY SEGMENT	EXISTING CONDITIONS			HORIZON YEAR (ALT 1 AND ALT 2)			
	FUNCTIONAL CLASSIFICATION	CURB TO CURB WIDTH	ROW	RECOMMENDED CLASSIFICATION	CURB TO CURB WIDTH	ROW	REMARKS
Cesar Chavez Pkwy							
north of Logan Ave	3 Lane Collector (with TWLT)	76 feet	96 feet	3 Lane Collector (with TWLT)	76 feet	96 feet	Changes are not recommended
between Logan Ave and National Ave	4 Lane Collector (with TWLT)	76 feet	96 feet	3 Lane Urban Major	76 feet	104 feet	2 NB lanes and 1 SB lane
between National Ave and Newton Ave	3 Lane Collector (with TWLT)	64 feet	84 feet	3 Lane Urban Major	72 feet	96 feet	2 NB lanes and 1 SB lane
between Newton Ave and Main St	3 Lane Collector (with TWLT)	64 feet	84 feet	3 Lane Urban Major	72 feet	96 feet	2 NB lanes and 1 SB lane
between Main St and Harbor Dr	4 Lane Collector (with TWLT)	64 feet	84 feet	3 Lane Major	64 feet	92 feet	2 NB lanes, 1 SB lane and 1 Aux SB lane
Sampson St							
between I-5 and National Ave	2 Lane Collector (No TWLT)	40 feet	60 feet	2 Lane Collector (No TWLT)	40 feet	60 feet	Changes are not recommended
between National Ave and Harbor Dr	2 Lane Collector (No TWLT)	40 feet	60 feet	2 Lane Collector (No TWLT)	40 feet	60 feet	Changes are not recommended
26th St							
between National Ave and Main St	2 Lane Collector (No TWLT)	40 feet	60 feet	2 Lane Collector (No TWLT)	40 feet	60 feet	Part of the Green Street
28th St							
between I-5 and Boston Ave	3 Lane Collector (with TWLT)	68 feet	85 feet	4 Lane Major Arterial	74 feet	108 feet	3 SB lanes and 2 NB lanes
between Boston Ave and Main St	4 Lane Collector (with TWLT)	74 feet	100 feet	4 Lane Major Arterial	74 feet	114 feet	3 SB lanes and 2 NB lanes
between Main St and Harbor Dr	4 Lane Major Arterial	80 feet	100 feet	4 Lane Major Arterial	84 feet	124 feet	2 SB lanes (with 1 Aux lane) and 2 NB lanes
32nd St							
between Main St and Wabash Blvd	2 Lane Collector (with TWLT)	40 feet	60 feet	2 Lane Collector (with TWLT)			Changes are not recommended
between Wabash Blvd and Harbor Drive	4 Lane Major Arterial			4 Lane Major Arterial			Changes are not recommended
Rigel St							
between Main St and I-5	2 Lane Collector (No TWLT)	40 feet	60 feet	2 Lane Collector (No TWLT)	40 feet	60 feet	Changes are not recommended
Vesta St							
between Main St and I-5	2 Lane Collector (No TWLT)	40 feet	60 feet	2 Lane Collector (No TWLT)	40 feet	60 feet	Changes are not recommended
Logan Ave							
between 17th St and Sigsbee St	2 Lane Collector (with TWLT)	52 feet	80 feet	2 Lane Collector (with TWLT)	52 feet	80 feet	Changes are not recommended
between Sigsbee St and Cesar Chavez Pkwy	2 Lane Collector (with TWLT)	52 feet	80 feet	2 Lane Collector (with TWLT)	52 feet	80 feet	Changes are not recommended
between Cesar Chavez Pkwy and 26th St	2 Lane Collector (with TWLT)	52 feet	80 feet	2 Lane Collector (with TWLT)	52 feet	80 feet	Changes are not recommended
National Ave							
between 16th St and Sigsbee St	2 Lane Collector (with TWLT)	52 feet	80 feet	2 Lane Collector (with TWLT)	52 feet	80 feet	Part of the Green Street
between Sigsbee St and Beardsley St	2 Lane Collector (with TWLT)	52 feet	80 feet	2 Lane Collector (with TWLT)	52 feet	80 feet	Part of the Green Street
between Beardsley St and Cesar Chavez Pkwy	2 Lane Collector (No TWLT)	52 feet	80 feet	2 Lane Collector (with TWLT)	52 feet	80 feet	Part of the Green Street
between Cesar Chavez Pkwy and Evans St	2 Lane Collector (No TWLT)	52 feet	80 feet	2 Lane Collector (with TWLT)	52 feet	80 feet	Part of the Green Street
between Evans St and Sicard St	2 Lane Collector (with TWLT)	52 feet	80 feet	2 Lane Collector (with TWLT)	52 feet	80 feet	Part of the Green Street
between Sicard St and 27th St	2 Lane Collector (No TWLT)	52 feet	80 feet	2 Lane Collector (with TWLT)	52 feet	80 feet	Part of the Green Street
Boston Ave							
between 28th and 29th St	2 Lane Collector (No TWLT)	52 feet	80 feet	2 Lane Collector (No TWLT)	52 feet	80 feet	Part of the Green Street
between 29th St and 32nd St	2 Lane Collector (No TWLT)	52 feet	80 feet	2 Lane Collector (No TWLT)	52 feet	80 feet	Part of the Green Street
Main St							
between Beardsley St and Cesar Chavez Pkwy	2 Lane Collector (No TWLT)	52 feet	80 feet	2 Lane Collector (No TWLT)	52 feet	80 feet	Changes are not recommended
between Cesar Chavez Pkwy and Evans St	2 Lane Collector (No TWLT)	52 feet	80 feet	2 Lane Collector (No TWLT)	52 feet	80 feet	Changes are not recommended
between Evans St and 26th St	2 Lane Collector (No TWLT)	52 feet	80 feet	2 Lane Collector (with TWLT)	52 feet	80 feet	Changes within the existing ROW
between 26th St and 28th St	3 Lane Collector (No TWLT)	52 feet	80 feet	3 Lane Collector (No TWLT)	52 feet	80 feet	2 EB lanes and 1 WB lane
between 28th and 29th St	4 Lane Collector (No TWLT)	52 feet	80 feet	4 Lane Collector (No TWLT)	52 feet	80 feet	Changes are not recommended
between 29th St and 32nd St	3 Lane Collector (No TWLT)	52 feet	80 feet	3 Lane Collector (No TWLT)	52 feet	80 feet	2 WB lanes and 1 EB lane
between 32nd St and Rigel St	4 Lane Collector (No TWLT)	52 feet	80 feet	4 Lane Collector (No TWLT)	52 feet	80 feet	Changes are not recommended
between Rigel St and Una St	2 Lane Collector (with TWLT)	52 feet	80 feet	2 Lane Collector (with TWLT)	52 feet	80 feet	Changes are not recommended
between Una St and I-5 SB Off Ramp	2 Lane Collector (with TWLT)	52 feet	80 feet	2 Lane Collector (with TWLT)	52 feet	80 feet	Changes are not recommended

Notes:
Bold indicates roadway segments where the classification is proposed to be changed.
 NB= Northbound; SB= Southbound; EB= Eastbound; WB= Westbound; Aux= Auxiliary lane

K:\SND_TPT0\095707000\Excel\1707000\RS01.xlsm\Change



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LEGEND

Barrio Logan Community Plan Area
 City Boundary

Freeway/Ramp
 SDMTS Trolley and Station

Park/Open Space
 School

Port District
 Naval Station San Diego

- 2 - Lane Collector (without TWLT)-(Existing ROW)
- 2 - Lane Collector (with TWLT)-(80' ROW)
- 3 - Lane Collector (without TWLT)-(80' ROW -see notes)
- 3 - Lane Collector (with TWLT)-(2 NB and 1 SB - 104' ROW)
- 4 - Lane Collector (without TWLT)(Existing ROW)
- 4 - Lane Collector (with TWLT)(122' ROW)
- 3-Lane Major (2 NB and 1 SB - 92' ROW)
- 3-Lane Urban Major (2 NB and 1 SB - 96' ROW)

- 4-Lane Major (see notes below)
- Notes:
- 1 3 SB lanes and 2 NB lanes (108' ROW)
- 2 3 SB lanes and 2 NB lanes (114' ROW)
- 3 2 SB lanes, 2 NB Lanes, 1 auxiliary lane in southbound direction (114' ROW)
- 4 2 EB lanes and 1 WB lane (80' ROW)
- 5 1 EB lanes and 2 WB lanes (80' ROW)

0 500 1000 2000 feet
 N
 # + #H Freeway lanes in each direction:
 # = number of freeway main lanes
 H = number of high occupancy lanes

Figure 8-1: Horizon Year (2030) Recommended Roadway Classification



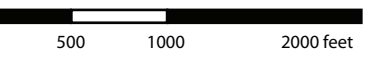
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LEGEND

- Barrio Logan Community Plan Area
- City Boundary
- Freeway/Ramp
- SDMTS Trolley and Station
- Park/Open Space
- School
- Port District
- Naval Station San Diego
- "Green Street" Corridor

- Roadway Segments:**
- A** See Figures K-1 and K-2
 - B** See Figures K-5 and K-6
 - C** See Figures K-5 and K-7
 - D** See Figures K-9 and K-11
 - E** See Figures K-10 and K-12
 - F** See Figures K-6 and K-13
 - G** See Figures K-6 and K-14
 - H** See Figure K-14
 - I** See Figures K-15 and K-16

- Intersections:**
- 2** See Figures 5.1 and 6.1
 - 6** See Figures 5.1 and 6.1
 - 7** See Figures 5.1 and 6.1
 - 8** See Figures 5.1 and 6.1
 - 11** See Figures 5.1 and 6.1
 - 13** See Figures 5.2 and 6.2
 - 14** See Figures 5.2 and 6.2
 - 17** See Figures 5.2 and 6.2
 - 23** See Figures 5.2 and 6.2
 - 31** See Figures 5.2 and 6.2
 - 33** See Figures 5.3 and 6.3
 - 35** See Figures 5.3 and 6.3
 - 36** See Figures 5.3 and 6.3
 - 37** See Figures 5.4 and 6.4
 - 39** See Figures 5.4 and 6.4
 - 40** See Figures 5.4 and 6.4



Note: Figures K-1 thru K-16 are included in Appendix K.

Figure 8-2: Recommended Transportation Improvements



Summary of Freeway Segment Analysis

Table 8-6 shows the summary of the freeway analysis for each of the Horizon Year land use alternatives. As shown in the table, all Horizon Year land use alternatives would have a significant traffic related impact at all freeway segments analyzed with the exception of SR-75. The LOS results along the freeway segments would be the same for the two alternatives.

Based on the freeway segment capacity analysis included in this study, Barrio Logan Community Plan Update is considered to have a cumulative traffic related impact along the following freeway segments:

- I-5 from J Street to SR-75 Junction;
- I-5 from SR-75 Junction to 28th Street;
- I-5 from 28th Street to I-15 Interchange;
- I-5 from I-15 Interchange to Division Street; and
- I-15 from I-5 Interchange to Ocean View Boulevard

SANDAG's Draft 2050 Regional Transportation Plan (RTP) hybrid network includes the following freeway improvements:

- Operational freeway improvements along Interstate 5 between Interstate 15 and Interstate 8; and
- Addition of one (1) main lane and one (1) managed lane in each direction between Interstate 15 and State Route 54;

Both improvements listed above were included in the hybrid network's revenue constrained scenario, approved by SANDAG's board for further study on December 17th, 2010. The improvements included in the RTP are recommended to enhance the regional connectivity and accommodate the forecasted growth of the San Diego region. It should be noted that both land use alternatives presented on this plan would generate less traffic than the current adopted Community Plan land use alternative. Either proposed alternative would lessen, but not eliminate cumulative freeway traffic impacts.

In addition to the proposed freeway improvements listed in the SANDAG's Draft 2050 RTP, the following freeway access improvements are recommended within the Barrio Logan Community:

- Signalization of the intersection of Logan Avenue and Beardsley Street/ Interstate 5 SB off-ramp;
- Traffic signal modification at the intersection of Logan Avenue and Cesar Chavez Parkway (State Route 75 on-ramp);
- Signalization of the intersection of Boston Avenue and Interstate 5 SB on-ramp- 29th Street;
- Roadway improvements along 28th Street to accommodate an additional southbound lane, including the potential for widening the Interstate 5 overcrossing;
- Signalization of the intersection of 28th Street and Interstate 5 southbound off-ramp;
- Changes to the roadway striping along Main Street between 28th Street and 29th Street to facilitate freeway access to the Interstate 5 southbound on-ramp at Boston Avenue;
- Installation of a unidirectional connector ramp from eastbound Harbor Drive to northbound State Route 15 (under study by the Port of San Diego, and Caltrans);
- Construction of the Vesta Street Overcrossing at Harbor Drive (under study by the Navy);
- Coordination of City of San Diego and Navy related to the closure of the east leg of the 32nd Street and Norman Street-Wabash Street intersection (recently completed on a trial basis by the Navy); and

- Grade separation of the trolley tracks at the 28th Street and Harbor Drive and 32nd Street and Harbor Drive intersections (to be completed by SANDAG and part of the 2050 draft RTP).

The improvements listed above would decrease congestion along the major freeway access locations within the community.

TABLE 8-6
SUMMARY OF FREEWAY SEGMENT ANALYSIS

FREEWAY SEGMENT	DIRECTION	ADOPTED COMMUNITY PLAN		ALTERNATIVE 1		ALTERNATIVE 2	
		LOS	SIGNIFICANT?	LOS	SIGNIFICANT?	LOS	SIGNIFICANT?
AM PEAK							
I-5							
J Street to SR-75 Junction	NB	F0	YES	F0	YES	F0	YES
	SB						
SR-75 Junction to 28th Street	NB	F0	YES	F0	YES	F0	YES
	SB						
28th Street to I-15 Interchange	NB	E	YES	E	YES	E	YES
	SB						
I-15 Interchange to Division St	NB	F0	YES	F0	YES	F0	YES
	SB						
I-15							
I-5 Interchange to Ocean View Blvd	NB						
	SB	E	YES	D	--	D	--
SR-75							
I-5 Interchange to Glorietta Blvd	WB						
	EB	D	--	D	--	D	--
PM PEAK							
I-5							
J Street to SR-75 Junction	NB						
	SB	E	YES	E	YES	E	YES
SR-75 Junction to 28th Street	NB						
	SB	E	YES	E	YES	E	YES
28th Street to I-15 Interchange	NB						
	SB	D	--	D	--	D	--
I-15 Interchange to Division St	NB						
	SB	F0	YES	F0	YES	F0	YES
I-15							
I-5 Interchange to Ocean View Blvd	NB	F0	YES	F0	YES	F0	YES
	SB						
SR-75							
I-5 Interchange to Glorietta Blvd	WB	D	--	D	--	D	--
	EB						

Notes:

Bold values indicate freeway segments operating at LOS E or F.

K:\SND_TPTO\095707000\Excel\707000FR01.xls]Summary Impacts