Barrio Logan Community Plan Update

Transportation Impact Study Addendum

September 2021

Prepared for
The City of
SAN DIEGO

Prepared by
C R
3900 Fifth Avenue, Suite 310
San Diego, CA 92103

Table of Contents

List of Figures

List of Tables

Appendices

1.0 Introduction

1.1 Background and Purpose of the Report

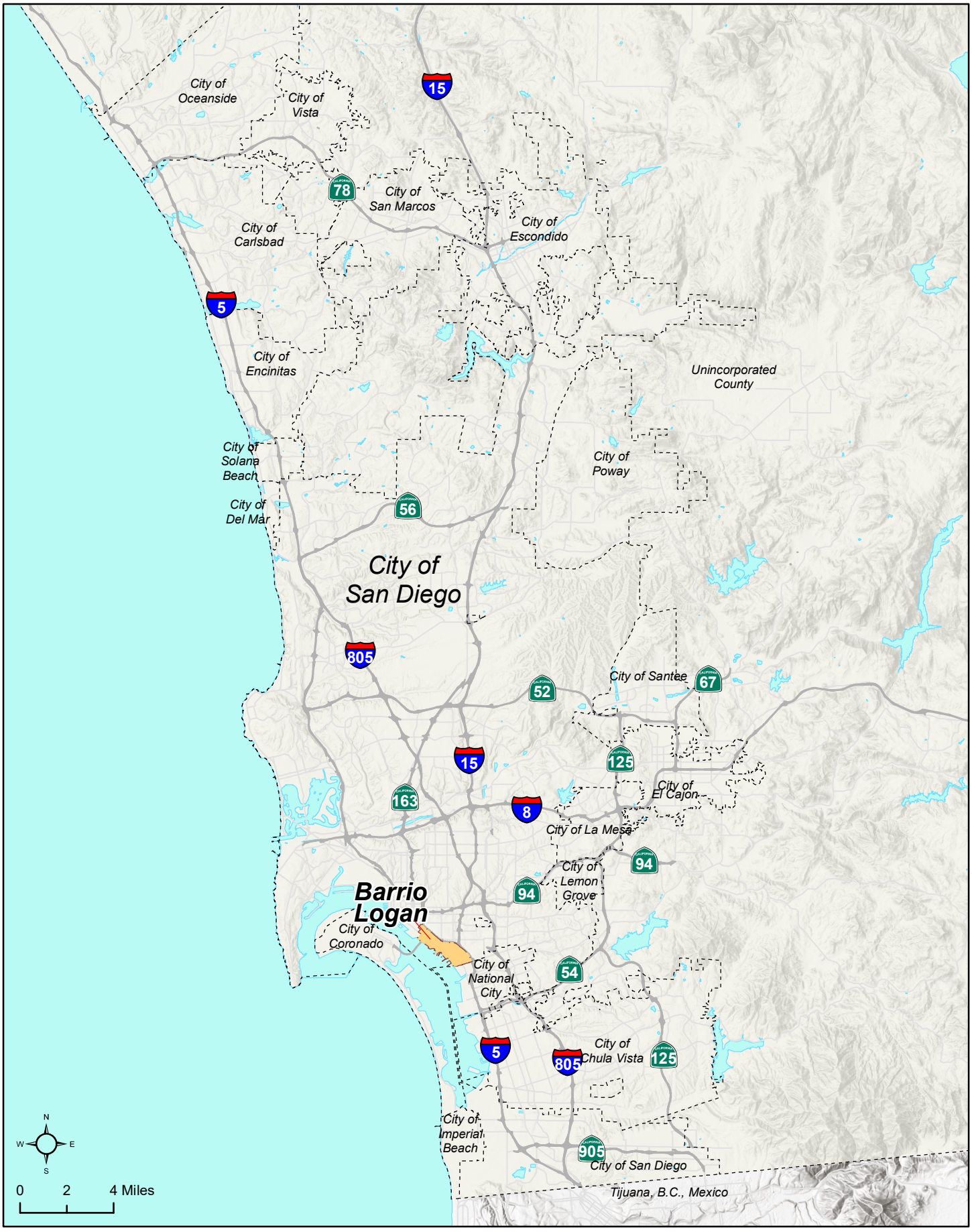
This Transportation Impact Study (TIS) Addendum serves to identify and document potential transportation-related California Environmental Quality Act (CEQA) impacts under buildout of the Barrio Logan Community Plan Update's proposed land uses and mobility networks (the "Proposed Project"), and to recommend mitigation measures for identified impacts, as necessary.

Kimley-Horn Associates (KHA) previously prepared a TIS in March 2011 for the rescinded 2013 Barrio Logan Community Plan Update (2013 Draft Plan). Due to the changes in the Proposed Project's description, the new available SANDAG transportation forecasting model, and the adoption of Senate Bill 743 (SB 743), this TIS Addendum has been prepared to analyze the proposed land use and mobility network changes using the new travel forecast and transportation impact metric.

The 2011 TIS utilized SANDAG's Series 11 Transportation Demand Forecasting Model, which was a four-step, trip-based model reflecting the 2030 San Diego Regional Transportation Plan (2030 RTP) adopted in 2007. Since the completion of the 2011 TIS, SANDAG released the Series 13 Activity Based Model (referred to as ABM1), which is an activity-based model (ABM) that uses a completely different methodology for synthesizing population and forecasting vehicle trips under a 2050 horizon year. The ABM1 model is much more sensitive to travel behavior patterns and broader planning strategies, as well as better replicates non-auto travel modes. As such, vehicular volumes in the Series 13 model are typically forecasted to be less and trending more closely to observed traffic counts than vehicle volumes forecasted in the Series 11 model. **Appendix A** compares the future roadway volumes for the Barrio Logan Mobility Element roadways analyzed in the 2011 TIS (Series 11 model) and for this update effort utilizing the Series 13 model. Consequently, the future year traffic volumes analyzed in the operations analysis of the 2011 TIS are considered to be more conservative and representative of worst-case transportation operations conditions for the Barrio Logan Community Plan Update.

Furthermore, on September 27, 2013, Governor Edmund G. Brown, Jr. signed SB 743 into law, starting a process that fundamentally changes the way transportation impact analysis is conducted under CEQA. Related revisions to the State's CEQA Guidelines include elimination of auto delay, level of service (LOS), and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant impacts. In December 2018, the California Resources Agency certified and adopted revised CEQA Guidelines, including the new section 15064.3. Under Section 15064.3, vehicle miles traveled (VMT), which includes the amount and distance of automobile traffic attributable to a project, is identified as the "most appropriate measure of transportation impacts". To provide additional information on transportation benefits and impacts associated with the Proposed Project, this report evaluates VMT consistent with goals of SB 743 and the City's updated Transportation Study Manual (September 2020).

Figure 1-1 displays Barrio Logan's location in the San Diego Region.



Barrio Logan Community Plan Update
Transportation Impact Study Addendum

C+R

Figure 1.1
Regional Location Map

Study Scenarios

Two (2) mobility scenarios were evaluated including a scenario based on the Barrio Logan Community Plan Update (CPU) land uses. The two scenarios consist of the following:

- **Base Year (2012)** – establishes the existing baseline VMT within the project study area based on the SANDAG Series 13 Activity Based Model Base Year (2012).

- **Proposed Community Plan Update (Proposed Project)** – represents buildout of the Proposed Project land uses and mobility networks, which were developed in collaboration with community members, City staff, and the project consultant team. A summary of the proposed land uses is provided in Chapter 2 of this report, while the detailed network recommendations are provided in Chapter 2 of the *Barrio Logan CPU Mobility Assessment* (2021).

The scenarios were modeled using the SANDAG Series 13 Activity Based Model as a starting point. The Base Year model was the SANDAG shelf model (Scenario ID 720), which is the model used for SANDAG's SB 743 VMT regional map[1]. The Proposed Project model was customized to reflect buildout of the proposed Barrio Logan land uses and the respective mobility networks, as well as the Horizon Year 2050 land uses and transportation improvements for the Port Master Plan Update, Southeastern San Diego Community Plan, and the rest of the San Diego region.

1.2 Report Organization

Following this introductory chapter, the report is organized into the following chapters:

2.0 *Project Description* – This chapter summarizes the land uses for the Barrio Logan Community Plan Update (Proposed Project).

3.0 *Analysis Methodology* – This chapter describes the methodologies and standards utilized to analyze the VMT conditions for all scenarios.

4.0 *Project Impacts* – This chapter discusses the VMT analysis and potential transportation-related CEQA impacts of the Proposed Project. Mitigation measures for significant transportation impacts are identified, as necessary.

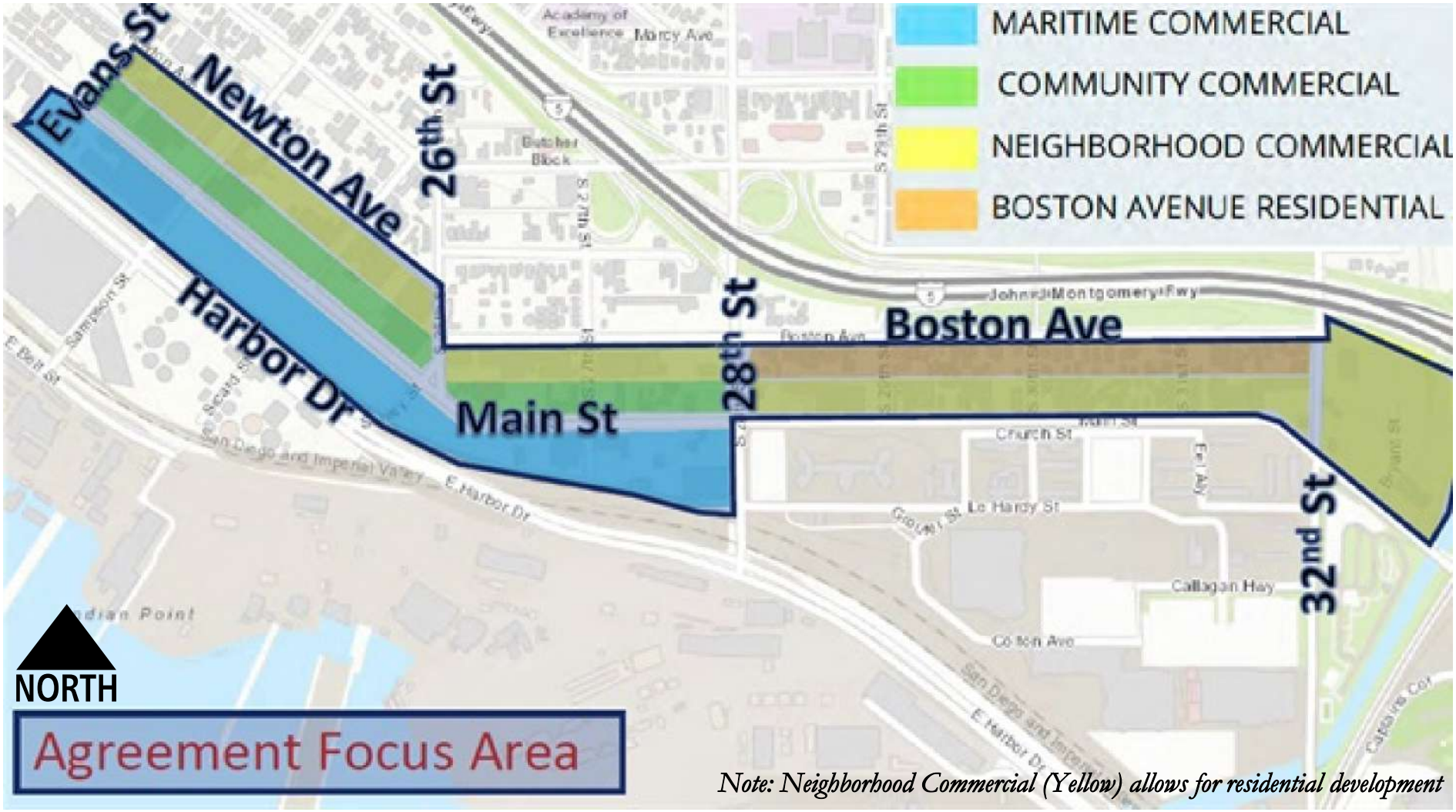
[1] https://www.arcgis.com/apps/webappviewer/index.html?id=5b4af92bc0dd4b7babbce21a7423402a

2.0 Project Description

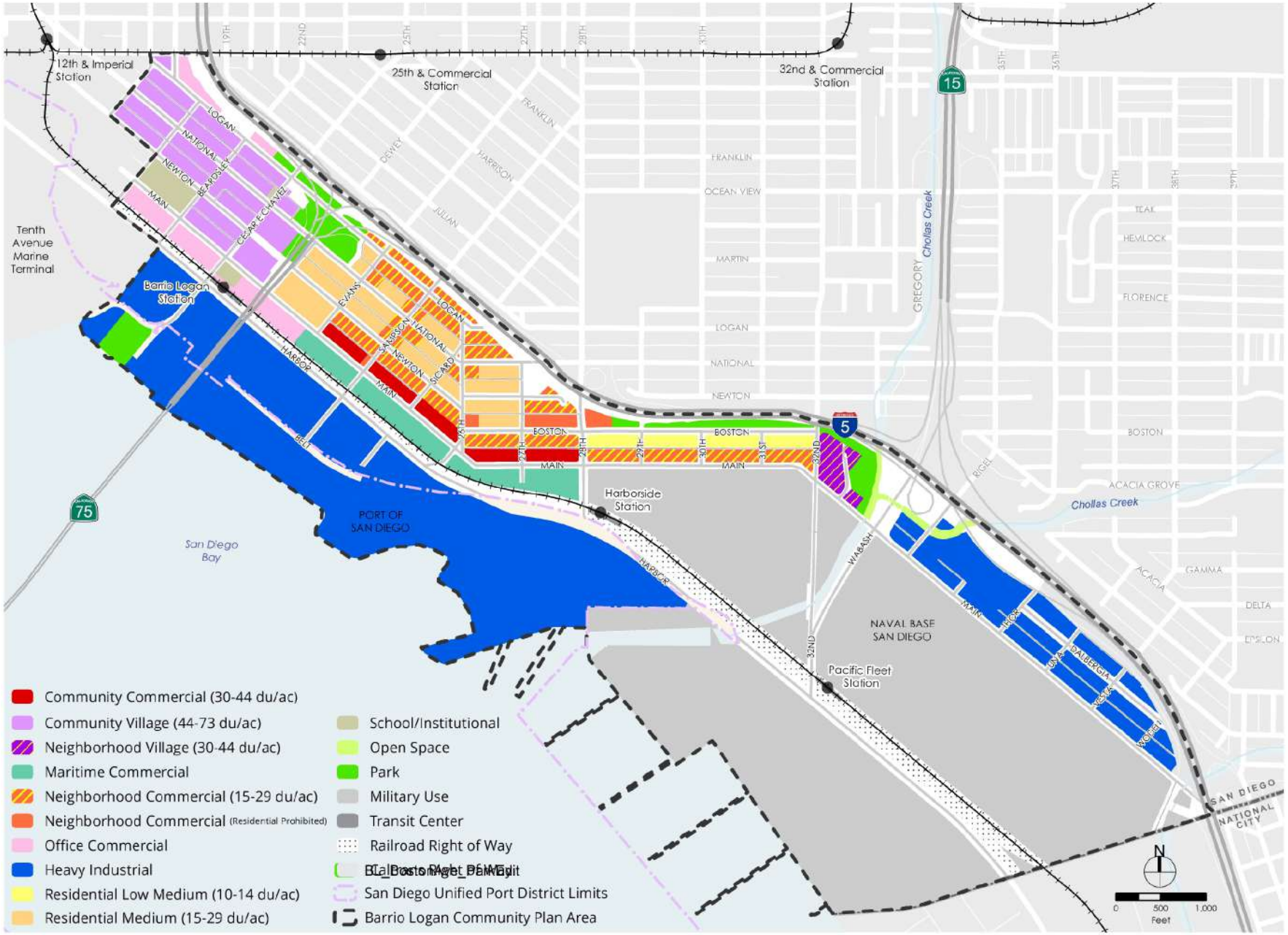
The Proposed Project includes an update of the currently approved 1978 Barrio Logan Community Plan to address future growth and developments in the Barrio Logan community. This 2021 update builds on the 2013 Draft Plan's following land use goals:

- Eliminate future residential/industrial conflict through land use and zoning;
- Establish a village area and increase housing opportunities;
- Incorporate a "Transition Zone" to buffer industry and residences; and
- Retain the waterfront's employment role.

The primary land use changes in the Proposed Project compared to the 2013 Draft Plan includes allowing residential in previously identified commercial only zones within a certain area in the community. That focus area of change is bounded by Evans Street on the west, Newton Avenue and Boston Avenue on the north, Chollas Creek on the east, and Main Street and Harbor Drive on the south. The land uses within the focus area include maritime commercial, community commercial, neighborhood commercial, and multi-family residential. **Figure 2.1** displays the focus area of change and the proposed lands uses, and **Figure 2.2** displays the Proposed Project's land use for the Barrio Logan community.



Source: City of San Diego



Source: City of San Diego

Figure 2.2
Barrio Logan Proposed Land Use

3.0 Analysis Methodology

This report has been prepared in accordance with the City of San Diego's Transportation Study Manual (TSM, September 2020) and in compliance with the SB 743 legislation specified by the Governor's Office of Planning (OPR). SB 743 removes traffic Level of Service (LOS) as a metric for determining significant environmental impacts for transportation and replaces it with Vehicle Miles Traveled (VMT) as the primary measure of transportation impacts.

For the purpose of this TIS Addendum, Plan-to-Ground analysis was conducted by comparing the Proposed Project to Base Year (2012), which is representative of baseline conditions.

3.1 Data Sources and Methods

The following data and metrics were obtained from the San Diego Association of Governments' (SANDAG) Series 13 Activity Based Model (ABM1), which was customized for the Barrio Logan Community Plan Update. The ABM1 is a travel demand forecasting model that incorporates census data and travel surveys to inform the algorithms of the model's projections. It uses a simulated population based on existing and projected demographics to match residents to employment and forecasts the daily travel on the regional transportation network. In addition, the model is able to track the daily travel of individuals in the simulated population, including origins, destinations, travel distances and mode choices. The Series 13 ABM1 was applied in the 2015 Regional Plan and has four (4) forecast scenarios: 2012 (Base Year), 2020, 2035, and 2050. The regional forecast for the listed years can be found at SANDAG's Transportation Forecast Information Center (http://tfic.sandag.org/).

SANDAG's shelf Base Year Model (Scenario ID 720) that was used to create the San Diego Region's SB 743 map, was also used to represent base year conditions in this analysis. The SANDAG Series 13 Activity Based Model Year 2050 model recently customized for the Port Master Plan Update (PMPU), which includes the PMPU land use and transportation infrastructure improvements for the Port District, was used as a starting point to develop the model for the Proposed Project. Additionally, as the PMPU model did not include the Southeastern San Diego Community Plan (updated in 2015), the future buildout land uses, and proposed transportation network of that community were also included in the Proposed Project model run.

Activity Based Model (ABM1) Background

The ABM1 is a complex travel demand model that can track the characteristics of each person and can analyze the travel patterns of a wide area throughout a whole day. When simulating a person's travel patterns, the ABM1 takes into consideration a multitude of personal and household attributes to ensure that people move from one place to another in a plausible manner. Each model run represents a specific year, land use type, or transportation network type and is considered a "scenario". After a scenario is conducted using the ABM1, it produces a loaded roadway network that has the projected daily vehicle traffic (travel) on each link in the network. In addition, the region is geometrically divided into Traffic Analysis Zones (TAZs), and the land uses in these zones generate the traffic that is projected on the roadway network through zone-connectors.

3.2 Determination of CEQA Significant Impacts

Project-specific significance thresholds for the Barrio Logan Community Plan Update have been revised and developed to guide a programmatic analysis for the Proposed Project, a significant transportation impact could occur if the Proposed Project would:

1. Result in a conflict with an adopted program, plan, ordinance, or policy addressing the transportation system, including transit, roadways, bicycle and pedestrian facilities;

2. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or

3. Result in vehicle miles traveled (VMT) exceeding thresholds for City of San Diego's compliance with SB 743 legislation, as identified in **Table 3.1**, Significance Thresholds for Transportation VMT Impacts by Land Use Type.

Table 3.1 - Significance Thresholds for Transportation VMT Impacts by Land Use[1]

Land Use Type	Threshold for Determination of a Significant Transportation VMT Impact
Residential	15% below regional average[2] Resident VMT/Capita
Employment	15% below regional average[2] Employee VMT/Employee
Retail	Zero net increase in VMT generated by retail uses

Source: City of San Diego Transportation Study Manual (2020)

Notes:
1 The thresholds included in this table are for the pertinent land use types of the Proposed Project. Other land use thresholds (e.g., institutional, mixed-use, etc.) have been excluded as those thresholds are more land use specific and for project-level analyses.
2 The regional average is determined using the Base Year (2012) of the Series 13 Activity Based Model (ID 720).

These VMT thresholds provided in Table 3.1 were developed based on SB 743 legislation and the OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA* published in December 2018 and the City of San Diego's Transportation Study Manual (TSM) (September 2020), which is in compliance with the SB 743 legislation specified by OPR. The TSM provides guidance with the City's CEQA significance thresholds, screening criteria, and methodology for conducting the transportation VMT analysis.

The following definitions describe how VMT is referred to, calculated, and accounted for in this CEQA impact analysis:

- Resident VMT/Capita includes, for all San Diego County residents, all vehicle-based resident travel grouped and summed to the home location of the individual. It includes all resident vehicle travel: home-based and non-home based. The VMT for each individual is then summed for all individuals residing in a particular area (e.g., community planning area, City, census tract, etc.) and divided by the population of that area (e.g., community planning area, City, census tract, etc.) to arrive at Resident VMT/Capita.

- Employee VMT/Employee includes, for all San Diego County residents, all vehicle-based employee travel grouped and summed to the work location of the individual. This includes all employee travel, not just work-related trips. The VMT for each work location is then summed for all work locations in a particular area (e.g., community planning area, City, census tract, etc.) and divided by the number of employees of that to arrive at Employee VMT/Employee.

- Barrio Logan Total Retail VMT is a sum of all vehicle trips generated by retail uses in the community multiplied by their associated trip lengths.

4.0 Impact Analysis

This chapter presents the assessment of transportation impacts resulting from the Proposed Project.

4.1 Issue 1: Conflicts with Current Plans/Policies

Would the Proposed Project conflict with an adopted program, plan, ordinance, or policy addressing the transportation system, including transit, roadways, bicycle and pedestrian facilities?

This issue focuses on whether the Proposed Project conflicts with an adopted program, plan, ordinance, or policy related to the transportation system. For the purposes of this analysis, a significant transportation impact could occur if the Proposed Project would conflict with the General Plan Mobility Element or other adopted transportation programs, plans, ordinances, or policies such as the City's Bicycle Master Plan.

The Proposed Project is considered to be consistent with the Mobility Element of the General Plan and other adopted policies, plans, or programs supporting the transportation system, as it strives to improve mobility through a balanced, multi-modal transportation network with planned improvements to pedestrian, bicycle, transit, and roadway facilities. The general improvements for each of the transportation modes are briefly described below (more detailed descriptions are provided in Chapter 2 of the *Barrio Logan CPU Mobility Assessment)*:

Pedestrian Facilities
Pedestrian-focused policies contained in the Proposed Project's Mobility Element include enhancements to pedestrian travel within Barrio Logan, such as implementing multi-use pathways, constructing sidewalk upgrades and intersection improvements, and installing missing sidewalks and curb ramps.

Figure 4.1 displays the Proposed Project's pedestrian network and route typologies. Based on the defined pedestrian route types, improvements are included in the Proposed Project to help create a safer, connected, and accessible pedestrian environment that would make walking a more attractive transportation choice. Implementation of the Proposed Project would not restrict or impede pedestrian connectivity and would not conflict with any adopted policies or plans addressing pedestrian facilities. Thus, impacts would be less than significant.

Bicycle Facilities
The proposed CPU includes bikeways that build on those identified in the Regional Bike Plan and City of San Diego Bicycle Master Plan, while also identifying new recommendations and improving upon existing and planned facilities through an emphasis on separated bikeways such as multi-use paths and cycle tracks. **Figure 4.2** displays the Proposed Project's bicycle network. Implementation of the Proposed Project would not conflict with any adopted policies or plans addressing bicycle facilities. Thus, impacts would be less than significant.

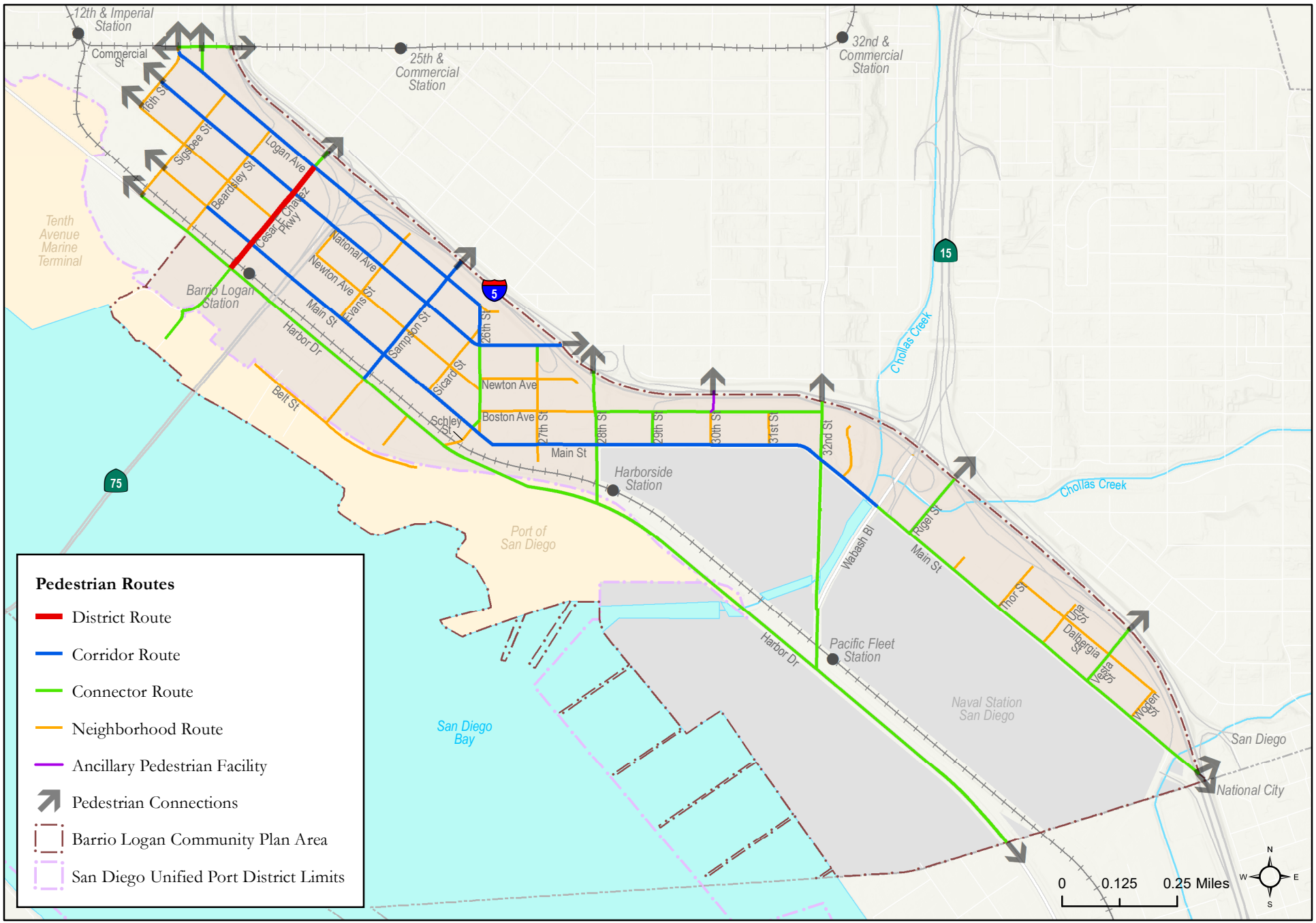
Transit Facilities
The Proposed Project includes implementation of mobility hubs to support future planned transit infrastructure, which is consistent with SANDAG's Regional Plan (2015 and 2021). Key planned transit improvements included in the Proposed Project and SANDAG's Regional plan are the roadway-rail grade separations at 28th Street and 32nd Street. Additionally, it plans for a complete bicycle and pedestrian network connecting with and improving access to transit. **Figure 4.3** displays the Proposed Project's transit network. Implementation of the Proposed Project would not interfere

with implementation of planned transit improvements and would provide policy support for their implementation. Thus, impacts would be less than significant.

Roadway Facilities

Roadway improvements include, but are not limited to, repurposing vehicle travel lanes to provide dedicated bicycle facilities, signal operational improvements, reserving right-of-way to implement multi-use paths, and providing bicycle and pedestrian signal enhancements to improve safety. **Figure 4.4** displays the Proposed Project's roadway network. Implementation of the Proposed Project would not conflict with any adopted policies or plans addressing roadway facilities. Thus, impacts would be less than significant.

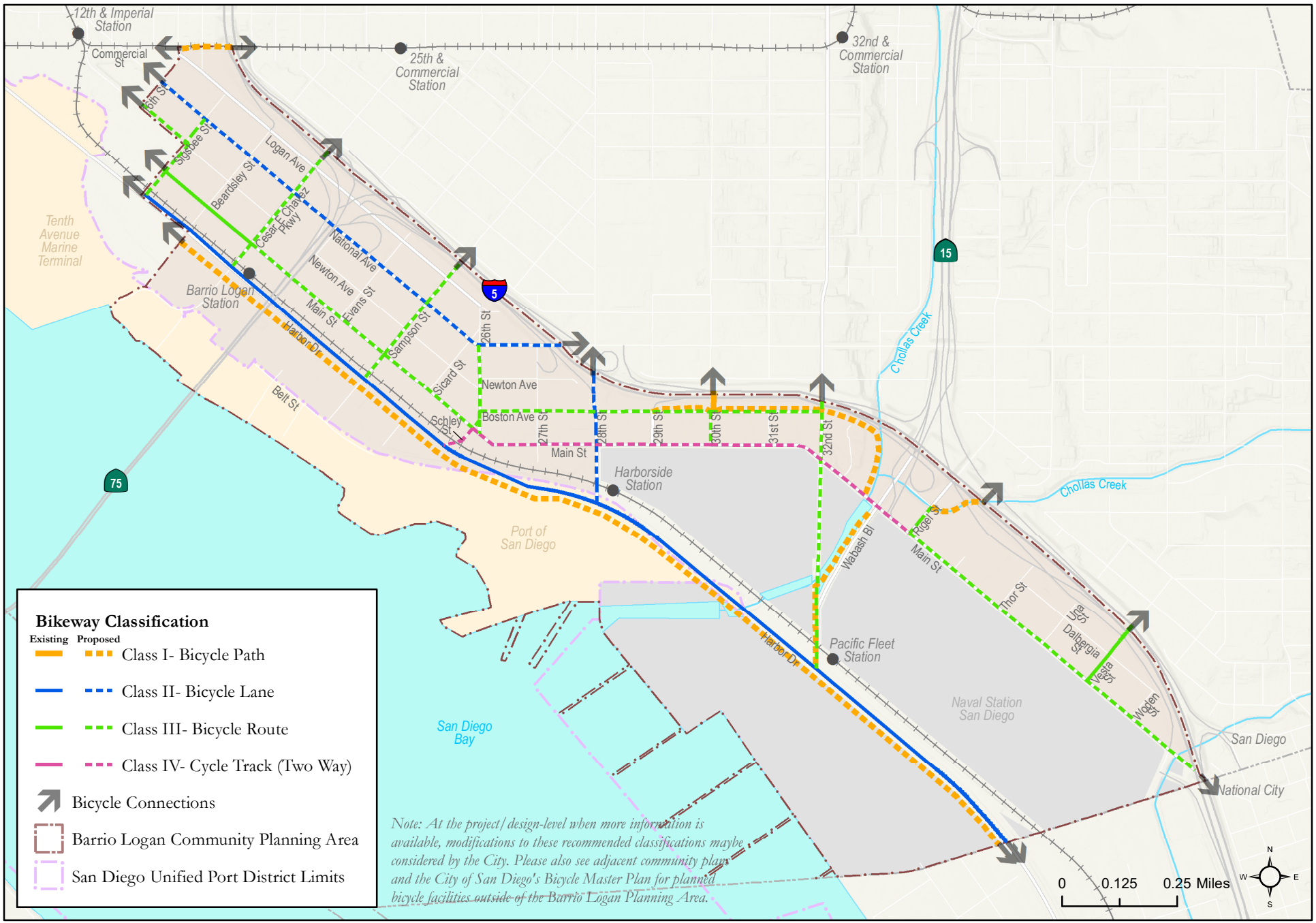
Additionally, the Proposed Project would provide policies that support multi-modal improvements. Thus, the Proposed Project would not conflict with adopted policies, plans, or programs related to the transportation system.



Barrio Logan Community Plan Update
Transportation Impact Study Addendum

C+R

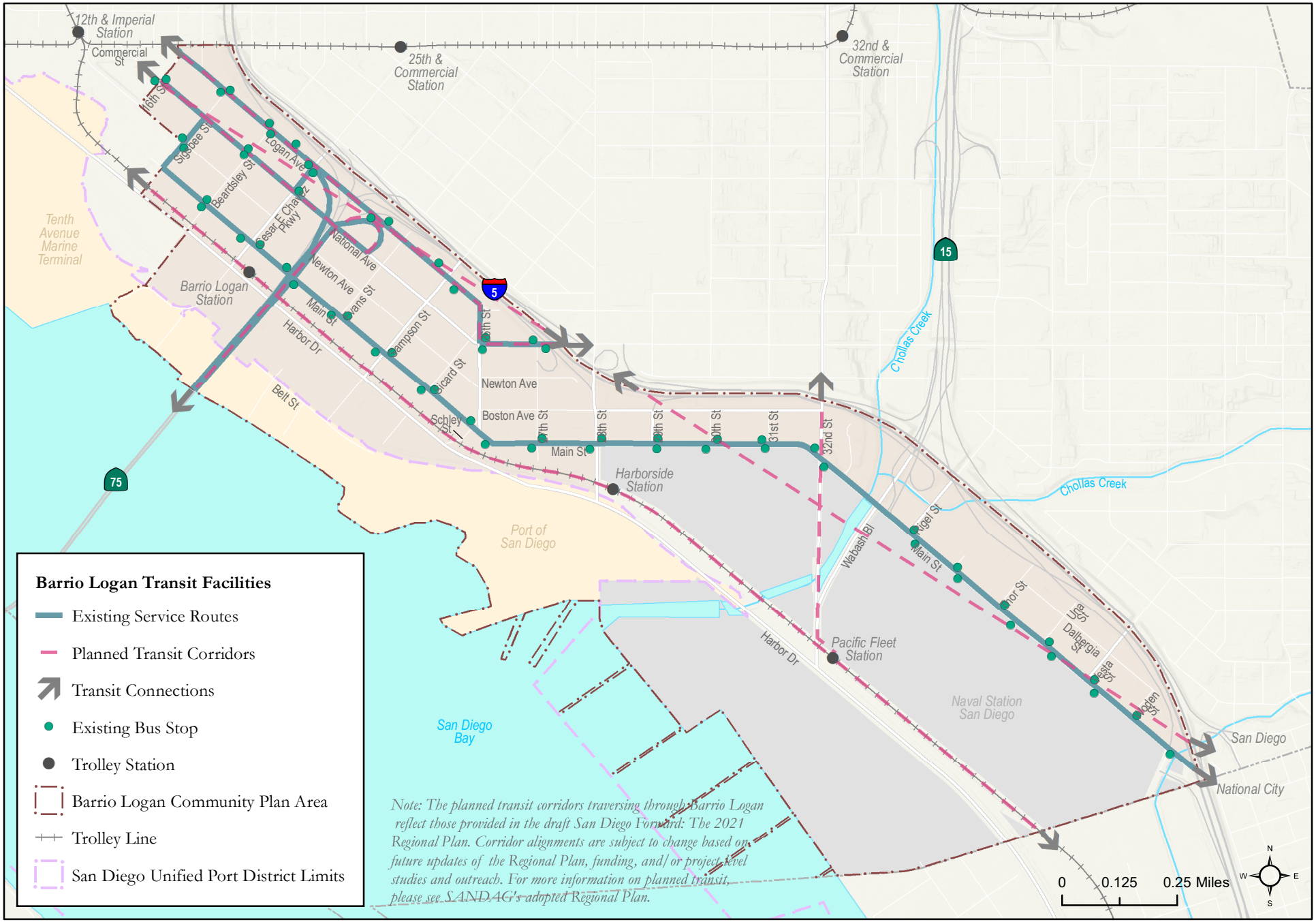
Figure 4.1
Proposed Project's Pedestrian Network



Barrio Logan Community Plan Update
Transportation Impact Study Addendum

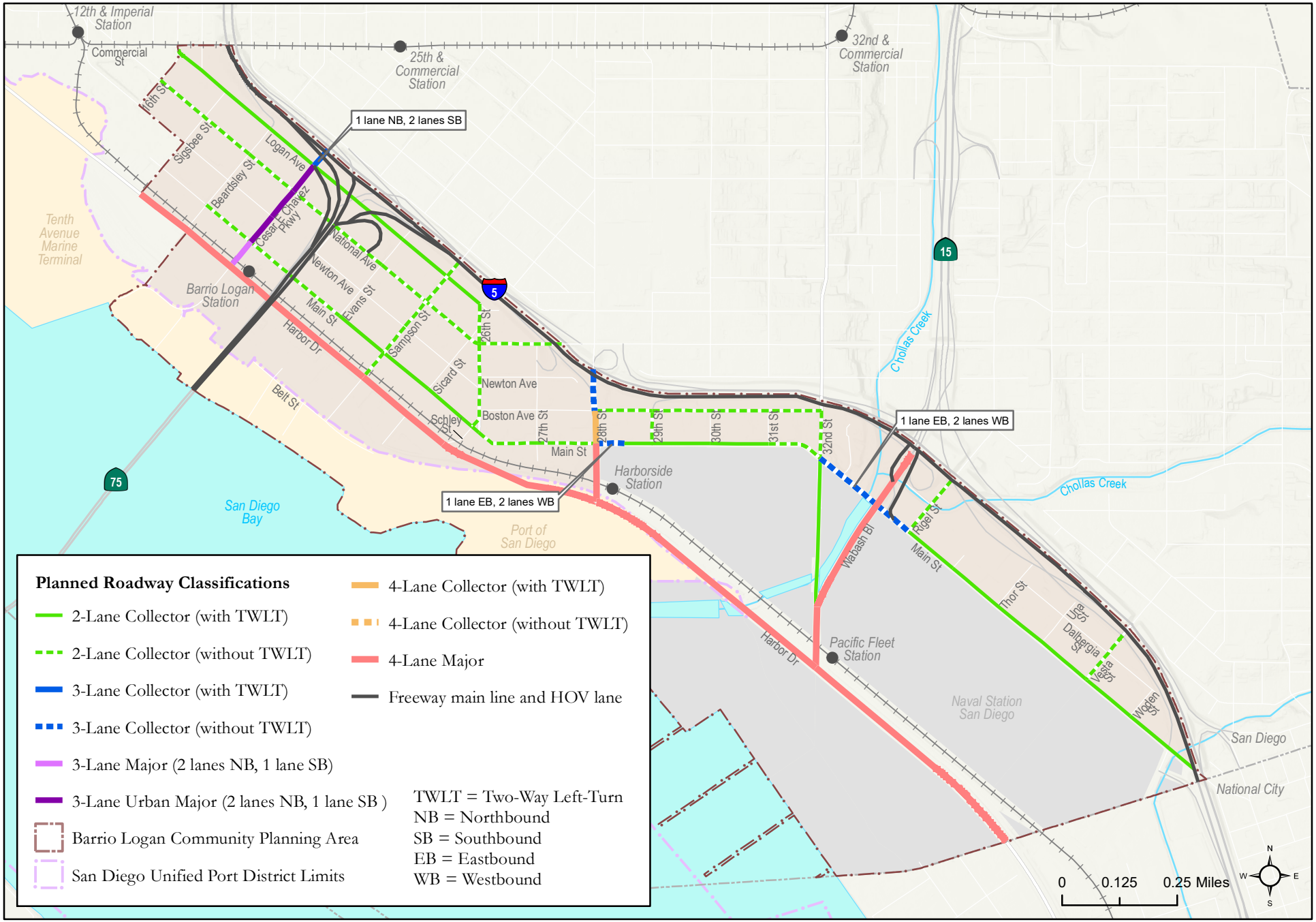
C+R

Figure 4.2
Proposed Project's Bicycle Network



Barrio Logan Community Plan Update
Transportation Impact Study Addendum

Figure 4.3
Proposed Project's Transit Network



Barrio Logan Community Plan Update
Transportation Impact Study Addendum

Figure 4.4
Proposed Project's Roadway Network

4.2 Issue 2: Hazardous Design Features

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

This issue relates to whether transportation infrastructure meets design standards as identified in the City's Street Design Manual or other transportation infrastructure-related codes and regulations enforced by the City Engineer.

The Proposed Project proposes repurposing the roadways to accommodate all modes of transportation, which would alter the existing street geometry of some roadways in Barrio Logan. The design of roadways in the community, however, would be required to conform with applicable Federal, State, and City of San Diego's design criteria which contain provisions to minimize roadway hazards. Compliance with these standards and designed to the satisfaction of the City of San Diego's City Engineer would avoid impacts related to roadway hazards due to a design feature or incompatible uses. Furthermore, the Proposed Project would improve existing transportation deficiencies by providing higher quality bicycle facilities and improving pedestrian connectivity by repairing inadequate pedestrian infrastructure to include complete street design elements. These multi-modal enhancements are intended to improve safety for cyclists and pedestrians on the roadway. Therefore, impacts related to hazardous design features would be less than significant.

4.3 Issue 3: Vehicle Miles Traveled – SB 743 Analysis

Would the Proposed Project result in vehicle miles traveled (VMT) exceeding thresholds for City of San Diego's compliance with SB 743 legislation?

This issue focuses on whether the Proposed Project would have a significant impact if proposed new residential, office, or retail land uses would in aggregate exceed the respective VMT by land use thresholds in Table 3.1.

Background

On September 27, 2013, Governor Edmund G. Brown, Jr. signed SB 743 into law, starting a process that fundamentally changes the way transportation impact analysis is conducted under CEQA. Related revisions to the State's CEQA Guidelines include elimination of auto delay, level of service (LOS), and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant impacts. In December 2018, the California Resources Agency certified and adopted revised CEQA Guidelines, including the new section 15064.3. Under Section 15064.3, vehicle miles traveled (VMT), which includes the amount and distance of automobile traffic attributable to a project, is identified as the "most appropriate measure of transportation impacts". VMT is positively correlated with growth and as the region is expected to grow, VMT is also expected to increase. However, where the growth occurs plays a significant role to determine how much the VMT will increase. Growth in areas with access to high quality transit such as Transit Priority Areas (TPAs) with a complete active transportation network and complementary land use mixes are projected to be more VMT efficient.

As a result of SB 743, the City developed a new Transportation Study Manual (TSM) that provides guidance with the City's CEQA significance thresholds, screening criteria, and methodology for conducting the transportation VMT analysis, which are described in Section 3.2. Per OPR's Technical Advisory and the City's TSM, use of VMT metrics is recommended when analyzing land use projects and plans. For residential uses, the recommended efficiency metric is Resident VMT per Capita; and for employment uses, the recommended efficiency metric is Employee VMT per Employee. However,

for retail uses, the recommended metric is a net change of total area VMT due to the nature of retail trips typically redistributing shopping trips rather than creating new trips. The City's significance thresholds are shown in Table 3.1.

Proposed Project VMT Results

Table 4.1 presents the Barrio Logan average resident and employee VMT for the Proposed Project. As shown, Barrio Logan is projected to have an average Resident VMT per Capita at 4.8 and an average Employee VMT per Employee at 15.6, which are 27.3 percent and 60.2 percent, respectively, of the Base Year regional averages for these efficiency metrics. These reductions are also attributed to the assumed implementation of the SANDAG 2015 Regional Plan and Sustainable Communities Strategy. VMT associated with residential and employment land uses would not exceed the 85 percent thresholds at buildout of the Proposed Project. Therefore, impacts related to VMT for residential and employment land uses would be less than significant.

Table 4.1 - Barrio Logan Proposed Project

VMT Efficiency Metrics for Transportation Impact Analysis of Residential and Employment Uses

VMT Metric	Base Year (2012)[1]	Proposed Project[2]		% of Regional Base Year	Significant Impact?
	Region	Region	Barrio Logan[3]	Region	Barrio Logan
Resident VMT/Capita	17.6	14.2	4.8	27.3%	No
Employee VMT/Employee	25.9	21.0	15.6	60.2%	No

Source: SANDAG, Fehr & Peers, and Chen Ryan Associates (2021)

Notes:
[1] Base Year VMT efficiency metrics were obtained from the SANDAG's SB 743 VMT Map for the region.
[2] Proposed Project's VMT efficiency metrics were obtained from Fehr & Peer's SB 743 VMT report specific to the Barrio Logan modeling scenario.
[3] Proposed Project's VMT data excludes those associated with Naval Base San Diego, since the City does not have land use authority over this military facility. Additionally, vehicles accessing the navy base typically need special credentials or clearance to enter.

Between the Base Year and buildout of the Proposed Project, Barrio Logan's commercial retail square footage would increase. The increase in commercial development disaggregated is anticipated to be less than 100,000 ksf per parcel and are all planned to be locally serving commercial, which have been generally grouped into these two categories:

- Maritime/industrial retail – serving the Port District and maritime industry, and
- Neighborhood retail – serving residents and community.

Therefore, per OPR and the City of San Diego's guidelines, locally serving retail is presumed to have a less-than-significant VMT impact as those uses are intended to serve the local community and help reduce overall VMT.

4.4 Significance of Impacts

The Proposed Project would not result in a new significant transportation impact nor a substantial increase in severity of transportation impacts from that described in the Barrio Logan Community Plan Update Final Program Environmental Impact Report (PEIR) (2013). The transportation impact for conflicts with current plans/policies, hazardous design features, and VMT analysis are described in the following subsections.

Conflicts with Current Plans/Policies

As discussed in a previous section, the Proposed Project would be consistent with the Mobility Element of the General Plan and other adopted policies, plans, or programs supporting the transportation system, including pedestrian, bicycle, transit, and roadway facilities. The Proposed Project provides a full, equitable range of choices for the movement of people and goods to, within, and from the Port District tidelands and adjacent communities as well as facilitating movement within the community. The proposed Community Plan Update supports and helps to implement the General Plan at the community plan level by including specific goals, policies, and recommendations that will improve mobility through the development of a balanced, multi-modal transportation network. It should be noted that implementation of some of these transportation infrastructure improvements, such as multi-use paths and higher quality bicycle facilities, may necessitate on-street parking removal, additional right-of-way, and/or require the redevelopment of adjacent properties. All transportation facilities would be designed in accordance with applicable City standards. Thus, the Proposed Project would not conflict with adopted policies, plans, or programs related to the transportation system. Impacts would be less than significant.

Hazardous Design Features

The design of roadways in the CPU area would be required to conform with applicable federal, State and City of San Diego's design criteria which contain provisions to minimize roadway hazards. Compliance with these standards and designed to the satisfaction of the City of San Diego's City Engineer would avoid roadway hazards. Impacts would be less than significant.

Vehicle Miles Traveled – SB 743 Analysis

Residential Uses

The Proposed Project would not create a significant impact for residential land uses as the VMT would be under the 85 percent threshold (i.e. 15 percent below the Base Year regional average) for this efficiency metric. Barrio Logan's Resident VMT per Capita for the Proposed Project is 27.3 percent of the Base Year regional average, and therefore, the transportation impacts related to residential uses are considered less than significant.

Employment Uses

The Proposed Project would not create a significant impact for employment land uses as the VMT would be under the 85 percent threshold (i.e. 15 percent below the Base Year regional average) for this efficiency metric. Barrio Logan's Employee VMT per Employee for the Proposed Project is 60.2 percent of the Base Year regional average, and therefore, the transportation impacts related to employment uses are considered less than significant.

Overall, the Proposed Project's lower residential and employment related VMT compared to the Base Year regional averages are largely because the Proposed Project was designed to further increase the transportation efficiency in the community guided by the General Plan and Climate Action Plan, which also align with Statewide goals. The Proposed Project is also consistent with the City of San Diego's Complete Communities initiative, which includes planning strategies that work together to create incentives to build homes near transit, provide more mobility choices, enhance opportunities for places to walk, bike, relax and play, and more quickly bring neighborhood benefits where needed the most.

Retail Land Uses

Per the City's TSM, a retail impact is considered significant when there is a net increase in total VMT related to the new retail and commercial uses that could be developed with the adoption of the

Proposed Project. However, the City's TSM and OPR also states that local-serving retail is anticipated to have less than significant VMT impacts as they could decrease vehicle trip lengths. The Proposed Project's retail component is planned to be all locally serving. As such, the new retail would shorten Barrio Logan vehicle trips and reduce VMT by diverting existing trips from the existing retail outside of the community to the new local retail in the community planning area without increasing trips outside of the local area. Therefore, the retail uses within the Proposed Project would have a less than significant transportation impact.

.

Appendix A - Mobility Element 2050 Roadway ADT Comparison

Barrio Logan Future Year Roadway Volume Comparison

		2013 EIR 2030	2021 Plan 2050	
Roadway	Segment	ADT	2050 ADT[1]	Compare to 2030
Cesar Chavez Pkwy	north of Logan Ave	14,900	18,900	4,000
Cesar Chavez Pkwy	between Logan Ave and National Ave	25,200	14,900	-10,300
Cesar Chavez Pkwy	between National Ave and Newton Ave	24,300	19,200	-5,100
Cesar Chavez Pkwy	between Newton Ave and Main St	20,000	15,200	-4,800
Cesar Chavez Pkwy	between Main St and Harbor Dr	12,900	11,700	-1,200
Sampson St	between I-5 and National Ave	5,800	3,700	-2,100
Sampson St	between National Ave and Harbor Dr	7,800	5,200	-2,600
26th St	between National Ave and Main St	7,000	2,800	-4,200
28th St	between I-5 and Boston Ave	34,500	16,500	-18,000
28th St	between Boston Ave and Main St	24,200	20,400	-3,800
28th St	between Main St and Harbor Dr	23,300	17,000	-6,300
29th St	between Boston Ave and Main St	5,300	2,000	-3,300
32nd St	between Main St and Wabash Blvd	14,500	12,000	-2,500
32nd St	between Wabash Blvd and Harbor Drive	25,800	21,600	-4,200
Rigel St	between Main St and I-5	1,400	1,700	300
Vesta St	between Main St and I-5	6,700	6,200	-500
Logan Ave	between 17th St and Sigsbee St	10,500	5,500	-5,000
Logan Ave	between Sigsbee St and Cesar Chavez Pkwy	16,500	10,000	-6,500
Logan Ave	between Cesar Chavez Pkwy and 26th St	5,700	6,400	700
National Ave	between 16th St and Sigsbee St	12,600	2,700	-9,900
National Ave	between Sigsbee St and Beardsley St	12,600	4,800	-7,800
National Ave	between Beardsley St and Cesar Chavez Pkwy	17,000	8,800	-8,200

Barrio Logan Future Year Roadway Volume Comparison

		2013 EIR 2030	2021 Plan 2050	
Roadway	Segment	ADT	2050 ADT[1]	Compare to 2030
National Ave	between Cesar Chavez Pkwy and Evans St	9,300	4,400	-4,900
National Ave	between Evans St and Sicard St	8,700	5,200	-3,500
National Ave	between Sicard St and 27th St	10,200	8,300	-1,900
Boston Ave	between 28th and 29th St	15,000	4,000	-11,000
Boston Ave	between 29th St and 32nd St	8,300	3,900	-4,400
Main St	between Beardsley St and Cesar Chavez Pkwy	4,200	3,800	-400
Main St	between Cesar Chavez Pkwy and Evans St	7,900	1,700	-6,200
Main St	between Evans St and 26th St	12,000	4,000	-8,000
Main St	between 26th St and 28th St	12,700	7,500	-5,200
Main St	between 28th and 29th St	12,400	11,900	-500
Main St	between 29th St and 32nd St	18,700	11,600	-7,100
Main St	between 32nd St and Rigel St	26,100	22,500	-3,600
Main St	between Rigel St and Una St	20,600	15,700	-4,900
Main St	between Una St and I-5 SB Off Ramp	18,100	13,000	-5,100
Harbor Dr	between Beardsley St and Cesar Chavez Pkwy	30,400	12,100	-18,300
Harbor Dr	between Cesar Chavez Pkwy and Sampson St	25,500	15,200	-10,300
Harbor Dr	between Sampson St and Schley St	23,400	8,800	-14,600
Harbor Dr	between Schley St and 28th St	18,800	12,800	-6,000
Harbor Dr	between 28th St and 32nd St	26,900	21,500	-5,400
Harbor Dr	between 32nd St and Vesta St	31,500	25,300	-6,200

Note:
[1]Some of the employment land use components have been updated since running of the customized Future Year model that projected these 2050 ADT of the Proposed Project. The difference in land use inputs includes increased employment in parcels along Main Street east of the I-15 freeway. A second model run reflecting the latest Proposed Project was conducted and its VMT data was used for the impact analysis presented in this TIS Addendum. However, a comparison of the two model runs' forecast ADT volumes predominately showcased negligible volume differences, and so these projected volumes from the first customized Future Year model run is still considered to be representative of the 2050 ADT for the Proposed Project.