



San Vicente

**Comprehensive
Multimodal
Corridor Plan**



Appendices

APPENDIX A.

LITERATURE REVIEW

Memorandum

To: San Diego Association of Governments & Caltrans District 11

From: Daryl dePencier, AICP, GISP
Kimley-Horn and Associates, Inc.

Date: February 22nd, 2021

Subject: Independent Planning Review and Quality Analysis of Work Completed

OVERVIEW

This memorandum provides an assessment of existing documentation and performance data related to the State Route (SR) 67 Comprehensive Multimodal Corridor Plan (CMCP) study area. A review of existing literature on SR 67, surrounding communities, and the San Diego region was conducted to identify strengths, challenges, gaps, and risks along the corridor. In addition, a review of existing and forecasted data, analyses, and planned developments was used to summarize proposed transportation projects, issues, and strategies related to the development of SR 67.

LITERATURE REVIEW DOCUMENTS

The matrix shown in Attachment 1 identifies the foundational plans, studies, and projects pertinent to the SR 67 CMCP study. High-level key points regarding transportation improvements and corridor needs are included in the review. The intent of this matrix is to provide an idea of the types of strategies in place or encouraged by San Diego County, SANDAG, and Caltrans and to reveal projects that may impact the CMCP study. A review of these existing documents indicate the following strengths, weaknesses, challenges, and risks associated with the corridor.



1. Strengths

- Maintaining rural and equestrian-centered community characteristic, for communities such as Lakeside.
- Local bus connections intersect the cities of Santee, Poway, and El Cajon and the unincorporated communities of Lakeside and Ramona.
- Level of Service from Maplevue Rd to Poway anticipates an improvement in LOS, from LOS F to LOS E. The segment between Poway Rd to Archie Moore Rd. improves from a LOS F to a LOS A-D

2. Weaknesses

- Future transit routes planned for the Santee, Lakeside and El Cajon areas near SR 67 is anticipated to serve mostly as the terminus for commuter rail, LRT, express LRT, peak period BRT, and select local bus routes. These same areas are highlighted as future mobility hubs. However, current data indicates that transit performance in the region is fairly low. Existing and no-build scenarios have found that transit provides access to less than 10% of work and higher education trips within 30 minutes in peak periods, and less than 5% of non-work related trips accessible within 15 minutes
- In Ramona, the use of SR 67 is that of a state highway Main Street. Not only does it create a potential issue of safety and access management (note that the TCR identified areas potentially requiring access management improvements to be between Scripps Poway and Mino de Oro Rd; as well as between Quail Rock Rd and Mussey Grade Rd), but there have been recent zoning and design criteria as part of the Ramona FBC that may impact SR 67 (as identified in the SD RTP, adopted in 2007 – 2050 RTP does not identify corridor LOS) .

3. Challenges

- Accommodating anticipated population and employment growth near the El Cajon/I-8, Santee/SR 52, and Lakeside community connections. Major projects along or near SR 67 has been primarily focused on GP roadway widening (from Maplevue St. northwards), the addition of truck passing lanes, and connecting SR 125 to SR 67.
- These anticipated growth clusters and the development of the corridor itself could significantly further impede/degrade wildlife connectivity (in terms of direct mortality/wildlife-vehicle collisions, and the “barrier effect” where species’ movements across the landscape are blocked). Currently, species connectivity flow is fairly poor in El Cajon/Santee/Lakeside and at certain crossing locations than in other locations along the remainder of the corridor.



- Safety concerns have been expressed by Lakeside and Ramona communities due to rolling terrain, numerous ingress/egress points near high speed areas
- Current and anticipated congestion impacts and declining LOS along various segments along SR 67. In 2030, segment between Poway Rd and Iron Mountain Dr declines from LOS A-D, to an LOS of E. The segment between Fletcher Pkwy and Mapleview St. drops from LOS A-D to LOS F (I-8 goes from an E to F as well). Archie Moore Rd to Highland Valley Road goes from a LOS F of 2-4 hours to a LOS F>4 hours, while north of Highland Valley Road goes from a LOS E to a LOS F

4. Gaps

4.1. Unexplored Data:

- Potential increase in traffic volumes due to nearby gaming facilities (such as Barona) is unexplored but would impact the corridor
- Current measures of safety and crash analyses along the corridor
- Intersection level LOS along the corridor
- Travel time and travel time reliability along the corridor
- Environmental justice and equity along the corridor

4.2. Missing Documents:

- Hazard mitigation planning documents for the unincorporated communities of Lakeside and Ramona

4.3. Outdated Documents:

- SR 67/125 Corridor Study (2002)
- Ramona Community Plan (2011)
- Ramona Community Trails and Pathways Plan (2005)
- Lakeside Community Plan (2011)
- Lakeside Community Trails and Pathways Plan (2005)
- Elements of the City of Santee General Plan (2003)
- City of Santee Bicycle Master Plan (2009)
- City of Poway General Plan (1991)
- City of El Cajon General Plan (2000)
- City of El Cajon Bicycle Master Plan (2011)
- SR 67 PSR (2009)

5. Risks

- Ramona only has two major accessways, through Routes 67 and 78, and no identified hazard mitigation plan. Anticipated climate change impacts can exacerbate local hazards and threats, such as increased forest fires or mudslides,



and will require a developed plan for mitigation, evacuation, and emergency operations.

- Some areas along SR 67 by Santee and El Cajon are indicated as “Marginally Susceptible” with steep slopes, while one area just north/near Vigilante Rd rated “Most Susceptible.” Significant landslides have occurred in western Santee and Fletcher Hills are of western El Cajon. While this might not have taken place on SR 67, rerouting traffic and any emergency operations will likely impact SR 67.
- The 100-yr and 500-yr floodplain encroaches over part of SR 67 and is identified as a “highly likely” threat for Poway, Santee, and El Cajon.
- Wildfires remain a top threat to the area. Note that in El Cajon, wildfire/urban interface exists in significant amounts in canyon rims with high-value residential sites.
- Other top-ranking identified hazards include the release of hazardous materials – since SR 67 connects cities that house several facilities with significant amounts of hazardous materials. In addition, Santee cited a risk of dam failure which may need to be accounted for when identifying new/adjusted evacuation transportation routes and capacities, transportation collection points, managing evacuation traffic.

6. Planned and Proposed Projects

Figure 1 shows the planned and proposed projects that have been outlined in the documents reviewed. **Table 1** includes the list of the projects based on facility and improvement type.



Table 1 – Proposed Projects

Facility	Improvement Type	Project Name	Project Description	Source Document	Funded and Programmed?	Cost
Intersection	Local Streets and Roads	Riverford Road. Intersection Improvements	Intersection Improvements/Roundabout	2020 Exec Staff List For Potential 2020 Stimulus PIDs		N/A
Intersection	Local Streets and Roads	Maple View. Construct Intersection	Construct Intersection	2020 Exec Staff List For Potential 2020 Stimulus PIDs		N/A
Interchange	State Highway System	Bradley Ave Interchange	Add Interchange Improvements at Bradley Avenue	D11 Planning Project Sponsor List D11 Planning Project Sponsor List		N/A
Intersection	Local Streets and Roads	Archie Moore Road Intersection	Add signals and widen Archie Moore Road	2013 10 Yr. SHOPP 2013 10 Yr. SHOPP		\$4,000
Intersection	Local Streets and Roads	Dye Road and Highland Valley Road	Widen and channelize Dye Road / Highland Valley Road intersection	2013 10 Yr. SHOPP 06/30/2015 (Actual) 2013 10 Yr. SHOPP		\$9,000
Intersection	Local Streets and Roads	Wildcat Canyon Rd & Willow Road Intersection	Barona Tribal Government's goal is to create a sager passage onto Wildcat Canyon Road by implementing an electronic traffic signal, dedicated turn lanes with configuration/ reconfiguration of curves on the ingress and egress on Wildcat Canyon Road and Willow Road Intersection	Barona Tribal Transportation Safety Plan		\$25,000,000
Roadway	State Highway System	Add 2 General Purpose Lanes	Add 2 General Purpose Lanes From I-8 to Maplevue St	CFMP Update		\$141,000
Roadway	State Highway System	Add North Bound auxiliary Lane	Add North Bound auxiliary Lane Broadway Ave to Bradley Ave	SANDAG 2050 RTP Revenue		N/A



Table 1 – Proposed Projects

Facility	Improvement Type	Project Name	Project Description	Source Document	Funded and Programmed?	Cost
				Constrained Operational & auxiliary Lane Projects TBD		
Roadway	State Highway System	Add 2 Conventional Highway Lanes (4C)	Add 2 Conventional Highway Lanes (4C) Mapleview Street to Dye Road	SANDAG 2050 RTPTBDBTD		\$1,418,000
Roadway	Mitigation or Restoration	Culvert Rehab; ADA Compliance, Safety.	Culvert Rehab; ADA Compliance, Safety. This project is located in SD County on route 67	SB1 Allocation - K Phase Circulation for final signatures in process.		\$14,000
Roadway	Mitigation or Restoration	Median Barrier	Add median barrier In and near Poway, from Willow Road to Shady Oaks Drive.	06/08/2016 (Actual)2013 10 Yr. SHOPP		\$49,183
Roadway	Local Streets and Roads	Dye Road Extension	Dye Road to San Vicente Road from 500 ft west of Ramona Street to Intersection of Warnock Dr and San Vicente Rd (1.15 miles) - in Ramona - study, design and construct a 2-lane community collector road with intermittent turn lanes, bike lanes, curb, gutter, and pathway/walkway	2021 Regional Transportation Improvement Plan		\$13,950
Roadway	Combination of Improvements	Bradley Avenue Overpass at SR 67 - Magnolia Avenue to Mollison Avenue	Widen Bradley Avenue including the SR 67 overpass from 2 to 4 lanes plus sidewalks	2050 Regional Transportation Plan		N/A
Bike Lane	Cycling	Class II Bike Lane at Fletcher Pkwy	At Fletcher Parkway, between Navajo Road and SR-67. Provides a separation from high speed vehicles and a route to Westfield	City of El Cajon Bicycle Master Plan		\$74,500



Table 1 – Proposed Projects

Facility	Improvement Type	Project Name	Project Description	Source Document	Funded and Programmed?	Cost
			Parkway Mall. Right-of-way already available between Hacienda Drive and Marshall Avenue. Challenge is it requires the removal of existing on-street parking on the north side of Fletcher Parkway between Magnolia Avenue and Marshall Avenue. May require median reconstruction and lane diet (pg. 80).			
Bike Lane	Cycling	Class II Bike Lane at Broadway	At Broadway, between SR-67 and I-8. Creates a bike facility along this busy road which has multi-family and commercial land use, as well as high public transit use. Challenge is that lane diets are needed to accommodate bike	City of El Cajon Bicycle Master Plan		\$79,600
Roadway	Local Streets and Roads	Poway Road Corridor Specific Plan	Improvements include median reductions, curb/sidewalk expansion, tree planting/landscaping, and undergrounding of utilities. In addition, Complete Streets approach to improvements include implementing a Class IV bikeway along the entire extent, shortening distances between pedestrian crossings, signal timing optimization and synchronization, and streetscape/landscape changes to improve safety, walkability, and character. Specific plans to	Poway Road Specific Plan		N/A

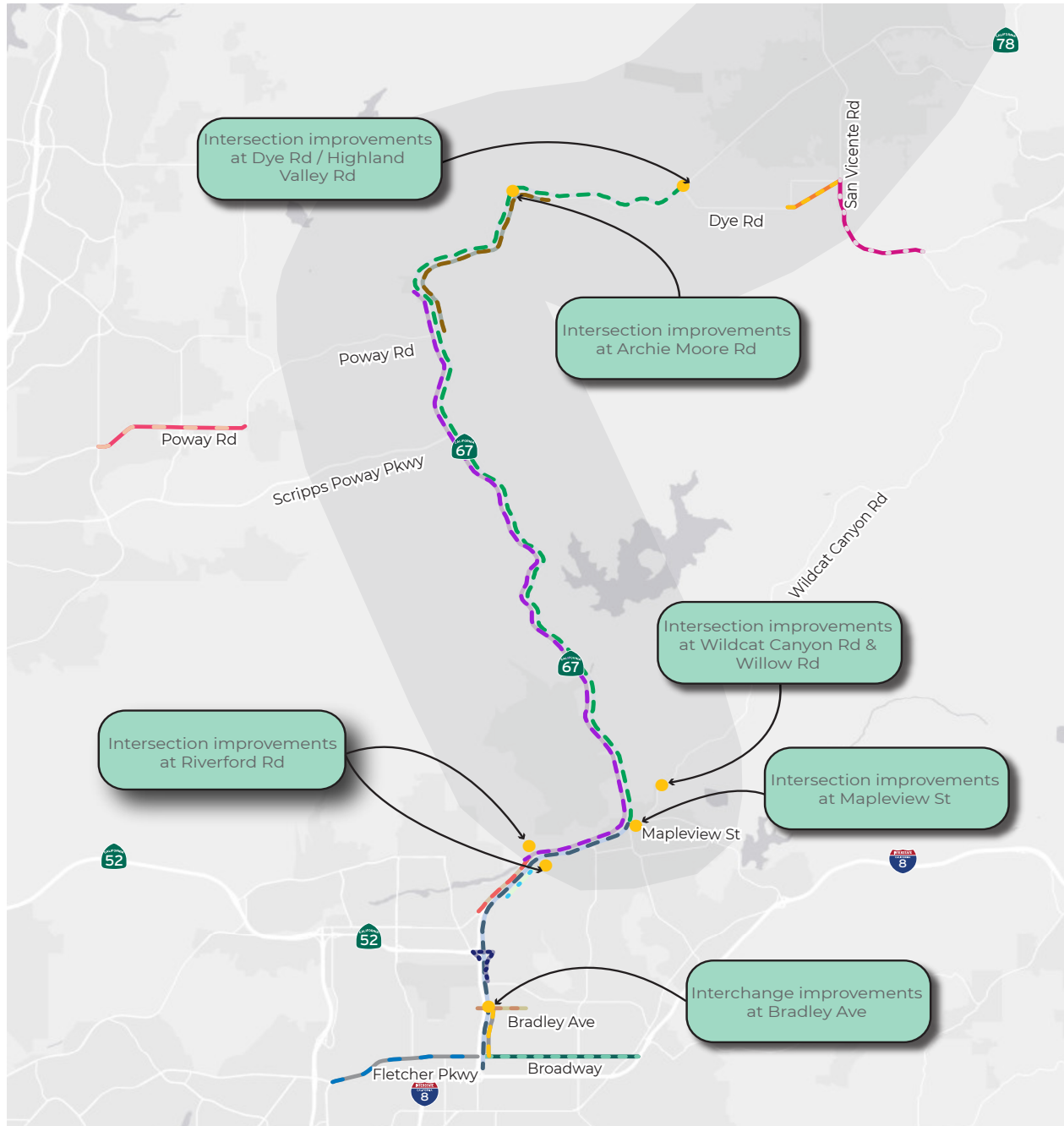


Table 1 – Proposed Projects


Facility	Improvement Type	Project Name	Project Description	Source Document	Funded and Programmed?	Cost
			improve safety, reduce vehicular conflicts with pedestrians and cyclists, and access, such as installing ADA compliant ramps and crosswalks along the corridor, removing NB right-turn lane at Poway Road and Community Road, etc.			
Bike Lane	Cycling	Woodside Class II Bike Lane	Planned Class 2 bike lanes along stretch of SR 67 on Woodside, which will likely include a connection under SR 67	City of Santee Bicycle Master Plan		N/A
Bike Lane	Cycling	Class II Bike Lane	Construct Class II Bike Lane on: - Magnolia Ave from Prospect Ave to South City Boundary - Graves Ave from Prospect Ave to Pepper Dr - Prospect Ave from Magnolia Ave to Graves Ave	City of Santee Active Transportation Plan		\$127,582
Sidewalk	Pedestrian	Sidewalk Prioritization - Woodside Ave	Northside of Woodside Ave between Wheatlands Ave and North City Boundary. Construct 3,230 linear feet of sidewalk including curb and gutter	City of Santee Active Transportation Plan		\$840,735
Roadway Improvements	Local Streets and Roads	San Vicente Road Improvements - Warnock Drive to Wildcat Canyon Road	In Ramona, design and reconstruct road improvements, including 2-lane community collector road with intermittent turn lanes, bike lanes, asphalt concrete dike, and pathway/walkway	SANDAG 2050 RTP Revenue Constrained Operational & auxiliary Lane Projects TBD		N/A



Proposed Projects along State Route 67



LEGEND	
	Study Area
	Add northbound auxiliary lanes
	Widen from Mapleview St to Dye Rd
	Add median barrier
	Widen from I-8 to Mapleview St
	Class II Bike Lane at Woodside Ave
	Class II Bike Lane at Magnolia Ave
	Culvert rehab, ADA compliance
	Class II Bike Lane at Fletcher Pkwy
	Poway Rd Corridor Specific Plan
	Dye Road Extension
	Widen Bradley Ave
	Class II Bike Lane at Broadway
	Road Improvements
	Sidewalk Improvements on Woodside Ave



NOT TO SCALE

* Placement of roadway projects does not reflect direction of improvement unless otherwise noted



Attachment 1. Matrix of Documents Reviewed

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Title	Document Type	Agency	Date
SR-67 Culvert SHOPP	PA&ED	Asset Mgmt	Beg Const in 2023/24
SR-67 PSR	PID	Caltrans	2009
Caltrans SR 67 Transportation Concept Report	TCR	Caltrans	2017
City of El Cajon Bicycle Master Plan	Bicycle Plan	City of El Cajon	2011
City of El Cajon General Plan	General Plan	City of El Cajon	2000
Poway Road DEIR Volume 2 Technical Appendices	Appendices	City of Poway	2017
Poway Road Specific Plan	Corridor Plan	City of Poway	2017
City of Poway General Plan	General Plan	City of Poway	1991
Poway Commons Traffic Analysis	Memo	City of Poway	2019
Annual Poway Grade Closure Details	Memo	City of Poway	2020
Vantage Point Traffic Study-TIPP	TIPP	City of Poway	2018
The Farm Traffic Analysis	Transportation Impact Analysis	City of Poway	2020
City of Santee Bicycle Master Plan	Bicycle Plan	City of Santee	2009
City of Santee General Plan	General Plan	City of Santee	2003 (Mobility element updated and adopted in 2017)
Lakeside Community Trails and Pathways Plan	Active Transportation Plan	County of San Diego	2005
Ramona Community Trails and Pathways Plan	Active Transportation Plan	County of San Diego	2005
Active Transportation Plan	Active Transportation Plan	County of San Diego	2014
Ramona Community Plan	General Plan	County of San Diego	2011
Lakeside Community Plan	General Plan	County of San Diego	2011
SR-67 Pav't Rehab	PS&E Package	CT Maintenance	Beg Const in 2020/21
San Diego County	RHNA	Department of Housing and Community Development	2018
Regional ITS Architecture	Strategic ITS Document	SANDAG	Draft efforts completed - Final expected end of 2020
SB32	Legislation	State of California	2006
AB32	Legislation	State of California	2006
SB391	Legislation	State of California	2009
SB743	Legislation	State of California	2018
Bradley Avenue	Oversight		
Riverford	Oversight		
Woodside	Oversight		
SR-67 PR	Project Report		Being Developed
Regional TSMO	Corridor Study		Being Developed
SR-67 Mt Woodson			
Mobility 2030: The Transportation Plan for the San Diego Region	Transportation component of the Regional Comprehensive Plan.	SANDAG	2005
2030 San Diego Regional Transportation Plan	RTP	SANDAG	2007
2050 Regional Transportation Plan	RTP	SANDAG	2011
San Diego Forward: 2015 Regional Plan Sustainable Communities Strategy	Regional transportation planning document	SANDAG	2015
SANDAG Congestion Management Process	Regulatory requirements	SANDAG	2019

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Title	Document Type	Agency	Date
2021 Regional Transportation Improvement Plan	RTIP	SANDAG	2020 Draft, final will be adopted in 2021
San Diego Forward: The 2021 Regional Plan Network Development Summary Report	Regional Plan	SANDAG	2020 Draft, final will be adopted in 2021
San Diego Forward: The 2019 Federal Regional Transportation Plan	RTP	SANDAG	2019
FY 2021 Program Budget (Capital Improvement Program)	FY 2021 Transportaton Budget	SANDAG	2020
SR 67/125 Corridor Study	Corridor Study	SANDAG	2002
Mobility Element Network Appendix	General Plan, Appendix	SD County	2011
Caltrans Climate Change Vulnerability Assessment	Climate Change Impact Assessment	Caltrans	2019
Caltrans Climate Change Vulnerability Assessment Summary Report	Climate Change Impact Assessment	Caltrans	2019
Planning for Connectivity Under Climate Change: Using Bobcat Movement to Assess Landscape Connectivity Across San Diego County's Open Spaces	Conservation Planning	San Diego State University (Prepared for San Diego Foundation)	2013

APPENDIX B.

DRAFT CMCP PUBLIC COMMENTS

SANDAG released the draft San Vicente CMCP for public review and comment on May 31, 2022 and presented the draft plan to the Transportation Committee on June 3, 2022. The initial review period of 30 days was extended to 60 days to allow for a more comprehensive review by the public and community partners. Over 100 comments were received and are documented in this appendix.

The majority of comments received were focused on highway lane expansion for evacuation and traffic congestion purposes, intersection safety, and the proposed active transportation projects.

TITLE VI STATEMENT

The California Department of Transportation (Caltrans) and San Diego Association of Governments (SANDAG) assure that no person shall, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance, as required by Title VI of the Civil Rights Act of 1964, as amended, the Civil Rights Restoration Act of 1987, Federal Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations), and Federal Executive Order 13166 (Improving Access to Services for Persons with Limited English Proficiency).

Caltrans and SANDAG will make every effort to ensure nondiscrimination in all of their programs and activities, whether they are federally funded or not, and to ensure that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans and SANDAG will facilitate meaningful participation in the transportation planning and decision-making process in a nondiscriminatory manner, including providing meaningful access for persons with limited English proficiency (LEP).

For more information on Title VI of the Civil Rights Act of 1964 at Caltrans please visit:

<https://dot.ca.gov/programs/civil-rights/title-vi>

For more information on SANDAG's Title VI Program and Language Assistance Plan, please visit:

<https://www.sandag.org/index.asp?fuseaction=about.civilrights>

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No.	Date	Name	Agency	Comment	Comment
1	2022-06-24 14:10:57 UTC	Brian Pepin	Poway Bicycle Coalition	San Vicente Online Public Comment Form (Draft Report)	The Poway Bicycle Coalition supports improved bicycle infrastructure along the San Vicente Corridor. We believe that this route should include safe and separated bike routes to encourage bicycle commuting and recreational cycling along SR-67.
2	2022-06-23 02:19:33 UTC	Clarke Stillwagen		San Vicente Online Public Comment Form	SANDAG should be disbanded and the corrupt CEO prosecuted.
3	2022-06-07 18:56:00 UTC	Clayton Howe	Fire Division Chief (Retired).	San Vicente Online Public Comment Form (Draft Report)	It is time. The traffic safety need for a signal light at Mussey Grade and Highway 67 is overdue. Ever increasing traffic and high speed jeopardize the public at this location. Left bound turns from Mussey Grade are often risky especially for new drivers, elderly as well as Recreational Vehicles from the parks and large service trucks and delivery vehicles. SANDAG and CAL TRANS must move rapidly and make for a safer intersection.

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No.	Date	Name	Agency	Comment	Comment
4	2022-06-22 20:46:59 UTC	Dave Fowler		San Vicente Online Public Comment Form (Draft Report)	<p>The trolley has few riders going to and from Santee now. I can't imagine it is a profitable entity. Why would they be allowed to expand when they cannot turn a profit now? This is not what most residents of the rural areas want. They, also, are not interested in being taxed for driving to support a system they don't want, nor does it serve them. Wouldn't that be near taxation without representation? We've been taxed beyond enough for these systems, road taxes that don't get the roads repaired but are used in ways not originally intended and the state taxing gas even more to fund pet projects of officials that drain the funds that we're to go to the projects that were not taken care of as intended. I am against these expansions until the current system supports itself and can pay for the expansions. Drop the idea of free ridership subsidized by additional taxes to people that are already overtaxed and not served either. Let the riders pay for their ride and force the MTS to operate profitability and only then consider expansion and/or free ridership.</p> <p>I work around the area of the trolley expansion all the way to Santee and at each location the crime rate and homeless situation was made even worse. Quit subsidizing these drains on the overtaxed put it squarely where it belongs on the MTS and its management, force them to run a profitable business instead of draining the public coffers.</p>
5	2022-06-09 00:52:51 UTC	Gary Hurst		San Vicente Online Public Comment Form (Draft Report)	Projects to slow traffic and reduce tailgating 0 - the primary cause of vehicle crashes identified - are grossly inadequate.

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6	2022-06-22 20:46:06 UTC	Gary Hurst		San Vicente Online Public Comment Form (Draft Report)	Ramona is a "bedroom" community. The community is too far from and too elevated above the communities in which residents shop and work for cycling to be a practical method of transportation - besides frequent 100 degree weather for three months of the year. The most urgent need is for additional vehicle lanes on Hwy 67 for everyday congestion relief and safety - not bike lanes.
7	2022-06-07 14:26:20 UTC	Jeff Moneda	County of San Diego	San Vicente Online Public Comment Form (Draft Report)	<p>The County of San Diego Department of Public Works has completed our review of the CMCP study. Here are our comments:</p> <ul style="list-style-type: none"> • Based on what we are hearing from the community relating to our public roads, the recommendations in the CMCP study are comprehensive to help improve traffic backups onto local roads and addresses many safety issues. The issue is how will the majority of these projects will get funded and completed. • Zoubir Ouadah, County Traffic Engineer, was a key technical participant in the preparation of the report. For approximately a year participating in the draft of this document, he reviewed the development of the document to ensure the elements in the document are to the benefit of the County, such as incorporating trails into the corridor to access county hiking areas and meeting the east county/Ramona evacuation plans. • The Riverford Road Roundabouts project should be included in the plan so that if funding becomes available, the project had been identified in the San Vicente CMCP study. This is important if SHOPP funding, or any other Caltrans funding, becomes available. Caltrans is aware of this project and the importance of the associated improvements that benefit the community, including economic benefits.

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No.	Date	Name	Agency	Comment	Comment
8	2022-06-07 21:51:48 UTC	Jessica Komasa		San Vicente Online Public Comment Form (Draft Report)	<p>As a resident on hwy 67 (near mussey grade in Ramona), safety is my top priority to any improvements on this highway. Safe passage for residents is important not only for the residents but for a wider range of San Diego as rural communities provide more trade professionals (plumbers, mechanics, builders, techs, etc) than urban areas and rural communities provide food resources (livestock meats, produce, etc). Subjects of safety should be priority over public transport and emission limitations, which are also important but not as important as people's lives. We recently had ANOTHER fatality on the highway due to excessive speed limits, limited visibility and poor turning access from side streets.</p> <p>The speed limit from Mt. Woodson to Dye Rd is too high! It should reduce to 45mph at Mt. Woodson. Additional traffic lights should be present on that same stretch, at least 1-2. And of course additional lanes or wider road on the single lanes stretches would help too. It is also noteworthy that there is never a highway patrol presence in that area, even though there is always speeding cars. It is particularly bad on weekends when the nonresident weekend adventurers pass through. They are not familiar with the hwy and take the 55mph speed limit to mean it's a freeway. Again, please REDUCE SPEED STARTING AT MT WOODSON FROM 55 to 45 and add some stop lights! The traffic backs up during rush hours anyway, so additional stop lights could help with flow and safety!</p>
9	2022-06-27 23:13:08 UTC	Francis A Kalinowski	San Diego	San Vicente Online Public Comment Form (Draft Report)	<p>I recently travelled SR 67 to/from El Cajon & Poway. After reading the latest update on this project I came away with these thoughts. The most important aspect of this project is SAFETY. To that end these are the most IMPORTANT improvements that need to be made: 4 lanes end to end; concrete center dividers to the greatest extent possible; center turn lanes for safer access to residential side streets; electronic speed monitors to alert drivers of their speeding [38% accidents due to speed].</p>

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No.	Date	Name	Agency	Comment	Comment
10	2022-06-08 20:57:33 UTC	Mary	Resident	San Vicente Online Public Comment Form (Draft Report)	Reduce speeds to 35-45 miles per hour on hwy 67 between Cloudy Moon and Highland Valley/Dye intersection. Place occupied sheriffs vehicles at gravel at Cloudy Moon and Highland Valley/Dye intersection Otherwise put in a traffic light to slow speeds. Place signage indicating "Yield to Merge" to raise awareness that those merging onto the 67 from Mussey Grade, have the right of way. It seems that this is NOT universal knowledge and creating an issue. Those in motion, going west on 67, do not seem to understand this traffic law. I have a direct aerial view of the Mussey Grade Merge onto 67, from my yard. It is appalling how fast and inconsiderate hwy 67 travelers are driving. I witness accident near-misses, much faster drivers dangerously passing in order to get one or two cars ahead, and also travelers not pulling over or making way for emergency vehicles to pass. It has been noted by Ramona Residents in public forums, that nothing comes of reporting these dangerous drivers. Something needs to be done immediately. Maybe putting up a DUI checkpoint would keep travels more aware of their surroundings and the rules of the road.
11	2022-06-08 21:21:19 UTC	Mary	Mussey Grade Resident	San Vicente Online Public Comment Form (Draft Report)	Put in roundabouts/rotaries to casually, yet directly reduce speeds between Cloudymoon and Highland Valley/Dye intersection.
12	2022-06-03 03:12:30 UTC	Michael Cassidy	Resident	San Vicente Online Public Comment Form (Draft Report)	I really like this plan and appreciate all the effort and thought that went into this project, including the consideration of adding 16 wildlife corridors!!! While I like the plan, I am concerned that the improved pedestrian and bike access to, near and around sensitive habitats will increase the transient population. We have unsheltered individuals living in the river and storm drains surrounding the 67. With this increased network and new wildlife corridor locations, what measures or design features will be implemented to ensure these areas do not become new transient or illegal activity hotspots?

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No.	Date	Name	Agency	Comment	Comment
13	2022-06-02 21:56:16 UTC	Michael Ohnysty		San Vicente Online Public Comment Form (Draft Report)	<p>Several years ago a road project was completed on San Vicente Rd which included realignment as well as adding bike lanes and a multi-use path on the south side of the road. This project extended from Warnock Dr. to several hundred feet east of Wildcat Canyon Rd where the bike lanes and path just end but the road continues to the San Diego Country Estates. This section is shown in the CMCP document on page 29. This section of bike lanes is rarely used because it cannot be accessed safely from the east end.</p> <p>This design has created a very dangerous situation on the section of San Vicente Rd from the end of the bike lanes and path to San Diego Country Estates as this section of road is a heavily trafficked, high speed, narrow, winding, two lane road with no shoulders. It is only a matter of time before a cyclist going to or from the San Diego Country Estates is killed on this section of road trying to access the “bike lanes/path to nowhere”.</p> <p>Please include in this plan to extend the existing San Vicente Rd bike lanes and paths from Wildcat Canyon Rd the short distance to the beginning of the large community of San Diego Country Estates. This will provide safe bike access from San Diego Country Estates to Ramona schools and down town as well as Dye Road and on to Highway 67.</p> <p>Thank you, Mike Ohnysty</p>
14	2022-06-07 22:30:29 UTC	Jennifer DeSimone		San Vicente Online Public Comment Form (Draft Report)	<p>There should be a stoplight installed at the intersection of Hwy 67 and Mussey Grade to prevent any further accidents.</p>
15	2022-06-08 00:36:34 UTC	Michelle Rains	RCPG member	San Vicente Online Public Comment Form (Draft Report)	<p>Highway 67 is a very dangerous road. It needs to be made safer. In the last two days we had two wrecks. In the last six months I think we have had at least 3.</p> <p>Please add stop lights and safety measures. Our community is sick of watching people die on this road. Also do not add bike lanes instead of adding additional driving lanes first</p>

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16	2022-06-24 14:11:08 UTC	Nathan Otto	None	San Vicente Online Public Comment Form (Draft Report)	<p>Thanks for the efforts. The most important things are to improve evacuation capability and widen the route for how it is actually used - pragmatic daily driving. The other stuff is fine but is way subordinate to those priorities. Tackle the real stuff before the nice-to-haves and just be real; this corridor is not Amsterdam and it is way obsolete. Widening it has been promised for years and if it does not happen it undermines trust for the 101 other fancy things SANDAG wants to do. I have personally resolved to vote no on everything SANDAG proposes until this long-known issue is addressed, and know others have too.</p>
17	2022-06-19 15:40:37 UTC	Paul Alvarez	None	San Vicente Online Public Comment Form (Draft Report)	<p>This is a very dangerous intersection. The condition of the road, the overgrown trees blocking view of cars speeding around the corner, and no traffic lights all add up to a very tough, stressful and dangerous situation - every day!</p> <p>People needlessly die here, as recently as 2 weeks ago.</p> <p>The amount of traffic on Mussey Grade AND being the only way in and out of that area should warrant a traffic light. Please consider this an urgent matter and do the right thing before someone else dies.</p>

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No.	Date	Name	Agency	Comment	Comment
18	2022-06-07 22:50:44 UTC	Sheri Pfautz		San Vicente Online Public Comment Form (Draft Report)	For your Wine Country segment, location SR 67 & Mussey Grade Road, Project Subtype intersection control and evaluation including signal warrant analysis: As a resident living off of Mussey Grade Road, I would strongly urge serious consideration to a traffic light at this intersection. It often takes a very long time to either pull out onto the 67 from Mussey Grade Rd or to turn left from 67 onto Mussey Grade Rd. In rush hours, there is often a long line waiting to turn left onto Mussey Grade Rd. This is so dangerous because the traffic is always going very fast on the 67 coming from the south around that curve without much visibility. The time a driver has to effectively pull out onto 67 from Mussey Grade Rd. or turn onto Mussey Grade Rd. is always minimal given the steady rate of traffic and the speed at which cars are traveling. It is stress inducing in heavy traffic. I imagine it is highly risky for the Dos Picos Park visitors pulling travel trailers behind them to accomplish this during peak traffic hours. Thanks for considering my resident input.
19	2022-06-08 21:52:08 UTC	Torry Brean		San Vicente Online Public Comment Form (Draft Report)	My next door neighbor was killed on Monday in a traffic accident on highway 67. I have known several others who have also perished on this highway. I believe everyone in the town of Ramona knows someone who has died on this road. Highway 67 is far too dangerous for the amount of people that travel on every day. It is also insufficient to handle evacuations from the inevitable wildfires that plague our region. Ramona and the surrounding communities were allowed to develop without putting the proper transportation infrastructure in place. Highway 67 is inadequate to serve its role as a regional connector highway. Please widen it to make it safer, and had an additional lane to facilitate evacuations before the next disaster.
20	2022-06-09 12:28:35 UTC	Tylor		San Vicente Online Public Comment Form (Draft Report)	Please fix Highway 67 before anything else it's absolutely absurd you would consider micro paving a fix. Please stop wasting tax payers money and actually do your job.

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No.	Date	Name	Agency	Comment	Comment
21	2022-06-07 21:47:41 UTC	Brianna Lynn	Mussey Grade resident	San Vicente Online Public Comment Form (Draft Report)	Please add a light at the end of Mussey Grade rd and the corner of the 67. I'm scared for our children that have to learn to drive on the part of the road. It's so dangerous!
22	2022-06-15 23:30:13 UTC	Will Rhatigan	San Diego County Bicycle Coalition	San Vicente Online Public Comment Form (Draft Report)	<p>On behalf of the San Diego County Bicycle Coalition, I am writing to support the implementation of this CMCP in its current form. I reviewed the active transportation section in detail, and am very impressed and pleased with the bike and pedestrian facilities that have been included in this CMCP. Overall, this plan follows SANDAG's bikeway selection matrix unwaveringly, which is the exact set of criteria we use to judge the appropriate context for bike facilities at the San Diego County Bicycle Coalition.</p> <p>We agree with the bike facility type selected for every roadway in this plan. During implementation, we believe that the greatest safety improvements could be made by rapidly implementing the planned Class I bikeways on high-speed, high-volume roads like SR-67 and Scripps-Poway Parkway. These Class I facilities should be prioritized during implementation.</p> <p>The only concern I found was the proposal for Class IV bikeways on high-speed roads with steep downhill grades such as Poway Road. When cyclists reach high speeds on downhills, flex posts, curbs or other vertical separation methods can pose collision risks if the bikeway is not sufficiently wide.</p> <p>There are two options the county could take to provide safe bike facilities Poway Road with steep downhill grades. One would be providing a physically separated Class IV bikeway in the uphill direction, while installing a buffered Class II bikeway in the downhill direction. This would allow slow-moving climbing cyclists separation from cars, while allowing descending cyclists plenty of room to maneuver as they move at car speeds on the descent. The other option would be to install a wide Class I multi-use path instead, which would allow descending cyclists room to maneuver while maintaining a fully separated facility for cyclists traveling in both directions. We would be supportive of either of these options.</p> <p>Overall, we strongly support the active transportation facilities proposed in this plan, and would be happy to sign any letters of support that would help in obtaining funding for its implementation.</p> <p>Thank you for the opportunity to provide input.</p>

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No.	Date	Name	Agency	Comment	Comment
23	2022-06-08 01:39:00 UTC	Lisa T		San Vicente Online Public Comment Form (Draft Report)	<p>The intersection of 67 and Mussey grade is extremely dangerous. I've barely missed being hit by someone pulling out as I turned left onto Mussey. It's nearly impossible to pull out of their with a trailer. Some people speed up when they are you trying to turn, taking up the only opening there was to turn.</p> <p>Idk if you have to reroute people down further or put a light there.</p> <p>There are also people who race Mussey Grade and on Friday Saturday nights after dark you will see high speeds beyond 65 or more mph.</p> <p>Also a fenced walkway along mussey much lie along twin peaks in Poway makes sense as there are a lot of walkers and families who ride bikes.</p> <p>Thank you!</p> <p>Please take action.</p>
24	2022-06-02 03:44:31 UTC	Leah		San Vicente Online Public Comment Form (Draft Report)	<p>It's important to prioritize the safety of pedestrians bikes, and scooters. Streets should have space for young kids, elderly, and disabled to use the space without worry of being killed or maimed. Protected bike lanes should be in a connected network so that people can get to work, to school, or to a restaurant or party. More transit is important as well, we need fast, reliable buses/trolleys. Too much space has been given to cars and they are really dangerous to anyone who is not in the car at the time.</p>
25	2022-06-02 21:02:26 UTC	Gail Ramer		San Vicente Online Public Comment Form (Draft Report)	<p>If you are proposing to add areas for people to bike and walk along the 67, that is by far the least important issue along that roadway. The 67 needs to be widened, bottom line. There are not a plethora of people either walking or biking along that corridor. The goods and services and vehicles carrying residents in and out of the community are the priority!! I agree with adding crosswalks, etc when you are in town for safety purposes. Again, the highest priority is the vehicles that are coming and going from Ramona!!!!</p>

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No.	Date	Name	Agency	Comment	Comment
26	2022-06-03 00:33:11 UTC	Concerned citizen	Resident of the State of California, County of San Diego	San Vicente Online Public Comment Form (Draft Report)	<p>This documents demonstrates how out of touch SANDAG and CalTrans are with the true needs of the east and north county residents. Millions of dollars for pet projects to apiece very small but vocal groups of equestrian, bicycle and environmental special interest groups. The proposed improvements do little to achieve real safety improvements, alleviate traffic accidents and loss of life, improve the impacts to thousands of daily travelers in the corridor, improve commerce or provide meaningful improvements that benefit actual users along the corridor. How about just adding 2 lanes in each direction as was originally envisioned, improve traffic signal timing and only put bike and pedestrian facilities directly where they were needed and where they will be used.</p> <p>Note: there are no terms and conditions defined below when clicking the hyperlink, therefore I assume I am not taken to have accepted the terms and conditions which were not available or provided in the link or available on the socialpinpoint website.</p>
27	2022-06-08 01:11:25 UTC	Tracy Talavera Mazula	Resident	San Vicente Online Public Comment Form (Draft Report)	<p>Please do something about the intersection of Mussey Grade and 67. People are driving in excess of 65-70 down into Ramona. Its not enough time to see who is coming down the hill when you are turning left onto Mussey Grade from the westbound 67. Likewise, drivers coming from Mussey Grade onto the 67 should only be able to turn right. For the same reason above and also traffic coming from Ramona is traveling 60+ mph. Turning left here is deadly from two sides. As a parent, teaching my teenagers to drive in these conditions is very scary. Also, in general due to social media- I can tell there are many immature drivers in Ramona ..(adults) who harass and intimidate the driving of their neighbors. Zero cares about anyone else and they will admit it. I have lived in Ramona for 2.5 years, before that in La Mesa/Santee/El Cajon/Clairemont/Temecula/Chula Vista/North Park/ OB for 45 years. Never have I seen a place with drivers like this. We have also had several teenage deaths due to driving in SDCE in a very short time. Please help!!!!!!</p>

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No.	Date	Name	Agency	Comment	Comment
28	2022-06-11 00:49:20 UTC	Angela Watkins		San Vicente Online Public Comment Form (Draft Report)	I've lived in Ramona my entire life. There are very few roads to enter and leave the city. Highway 67 is probably the most dangerous road in San Diego, with many fatalities. The intersection of 67 and Mussey Grade is very dangerous, especially during peak traffic times. There definitely needs to be a stop light at this intersection. Highway 67 itself also needs a concrete barrier to prevent more deaths.
29	2022-06-14 00:56:37 UTC	Susan Olinger		San Vicente Online Public Comment Form (Draft Report)	I would like to see a light at Hwy 67 and Mussey Grade Road. This is a difficult road to make a left from (Mussey Grade to Hwy 67 as well as left from Mussey Grade to 67. As an older driver (70) with a soon to be 16 year old grandchild, this is a safety issue. There was a recent death at this intersection. Please take action.
30	2022-06-22 22:18:35 UTC	Russell Crist		San Vicente Online Public Comment Form (Draft Report)	179 more pages of double speak and B. S. from SANDAG that only expands upon their insane 2021 Regional Transportation plan. The report says that only 3.3% of the people walk or bike and only 2% don't have access to a car, and there is no doubt overlap of the two figures but yet I'm sure that SANDAG intends to spend more for walkers, bikers and public transportation than on road improvements, expansions and repairs which would benefit more than 95% of the public using HWY 67. Not to mention that it is the motorists who are paying the gas taxes and not the walkers, bikers and people who use public transportation. Get off of your high (green) fantasy horses and start spending San Diego County's transportation dollars proportionally, based on the percentage of use and taxes paid (95% to roads and 5% total for walkers, bikers and public transportation! That's what the San Diego County public wants so start doing what the public wants instead of doing what you only want us to want.
31	2022-06-23 02:19:33 UTC	Clarke Stillwagen		San Vicente Online Public Comment Form (Draft Report)	SANDAG should be disbanded and the corrupt CEO prosecuted.
32	2022-06-24 14:10:57 UTC	Brian Pepin	Poway Bicycle Coalition	San Vicente Online Public Comment Form (Draft Report)	The Poway Bicycle Coalition supports improved bicycle infrastructure along the San Vicente Corridor. We believe that this route should include safe and separated bike routes to encourage bicycle commuting and recreational cycling along SR-67.

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No.	Date	Name	Agency	Comment	Comment
33	2022-06-24 14:11:08 UTC	Nathan Otto	None	San Vicente Online Public Comment Form (Draft Report)	Thanks for the efforts. The most important things are to improve evacuation capability and widen the route for how it is actually used - pragmatic daily driving. The other stuff is fine but is way subordinate to those priorities. Tackle the real stuff before the nice-to-haves and just be real; this corridor is not Amsterdam and it is way obsolete. Widening it has been promised for years and if it does not happen it undermines trust for the 101 other fancy things SANDAG wants to do. I have personally resolved to vote no on everything SANDAG proposes until this long-known issue is addressed, and know others have too.
34	2022-06-27 23:13:08 UTC	Francis A Kalinowski	San Diego	San Vicente Online Public Comment Form (Draft Report)	I recently travelled SR 67 to/from El Cajon & Poway. After reading the latest update on this project I came away with these thoughts. The most important aspect of this project is SAFETY. To that end these are the most IMPORTANT improvements that need to be made: 4 lanes end to end; concrete center dividers to the greatest extent possible; center turn lanes for safer access to residential side streets; electronic speed monitors to alert drivers of their speeding [38% accidents due to speed].
35	2022-06-28 14:23:13 UTC	Hannah Strobel		San Vicente Online Public Comment Form (Draft Report)	The plan is very sparse on details, so I can't provide very specific comments. But please consider not just expanding freeways and making it easier for people to commute via car. We desperately need to reduce our reliance on fossil fuels. We need to think of our children, grandchildren, and many generations into the future. Please make decisions with them in mind.
36	2022-06-28 14:59:25 UTC	Jim Dominique	Host Vending	San Vicente Online Public Comment Form (Draft Report)	I didn't read any where in the information provided about the Increased traffic from Alpine through Lakeside (Lake Jennings/Mapleview) to SR67 north bound or south bound. This traffic flow from Alpine greatly impacts the intersection of SR 67 and Mapleview. What will be done to improve this condition with the signal light?
37	2022-06-30 01:06:05 UTC	Bernie Guzman	Poway Bicycle Coalition	San Vicente Online Public Comment Form (Draft Report)	Please, please widen the bike lane alongside Highway 67!!

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No.	Date	Name	Agency	Comment	Comment
38	2022-07-01 02:41:49 UTC	County of San Diego	Department of Parks and Recreation	San Vicente Online Public Comment Form (Draft Report)	<ul style="list-style-type: none"> • Coordinate with County DPR and DPR community stakeholders to incorporate safe multi-use crossings associated with County trail and/or park access such as crossings, bridges or overpasses for recreational use for areas nearby existing or potential future trail connections/trailheads. • Coordinate with County DPR and DPR community stakeholders to ensure wildlife connectivity is maintained from adjacent lands to preserved County lands, including wildlife-only crossings. • Coordinate with County DPR and DPR community stakeholders to ensure regional trail connectivity and connections to County DPR facilities for San Diego River Park Trail, Trans County Trail and the Coast to Crest Trail. • Use the County Trails Master Plan as a planning and reference document, specifically for the Coast, Canyons and Trails CMCP. • Coordinate with DPR on any DPR managed facilities and associated land impacts, including stormwater runoff, transportation, road closures or delays, vegetation plans and public access. <p>o This includes, but is not limited to the following parks and preserves:</p> <ul style="list-style-type: none"> § Mount Woodson Staging Area Project § Sycamore Canyon / Goodan Ranch County Preserve § Lindo Lake County Park § Louis A. Stelzer County Park § La Chappa Field § Kumeyaay Valley County Park § Lakeside Equestrian Facility § SR67 County Preserve § Collier County Park § Mission Trails Regional Park § Sweetwater Regional Park § Otay Valley Regional Park § Furby North County Preserve § Tijuana River Valley Regional Park <ul style="list-style-type: none"> • Consider installation of traffic measures to provide safer access into Sycamore Canyon County Preserve for north and southbound traffic on SR67. The current entrance into this preserve from SR67 is located approximately 1 mile south of Scripps Poway Parkway.

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No.	Date	Name	Agency	Comment	Comment
39	2022-07-02 00:13:40 UTC	Susan Wancewicz		Online Public Comment Form (Draft Report)	Include bicycle lanes along Hwy 67. I do ride from Poway to Ramona and find the road narrow for both high speed auto traffic and bicycles.
40	2022-07-05 16:56:03 UTC	Dan Krall		San Vicente Online Public Comment Form (Draft Report)	<p>1. As noted in the draft, the Barona Casino will benefit from improvements on Highway 67. The casino should be required to fund a significant portion of any improvements on Highway 67, regardless of whether they specifically benefit Barona or are more general in nature.</p> <p>2. The improvements on Highway 67 have the potential of further increasing traffic on Poway Road and Espola Road, as commuters travel between Ramona, East County, Escondido and beyond. The impacts on Poway Road and Espola Road must be assessed in the Environmental Impact Statement which should be prepared for the proposed Highway 67 improvements.</p> <p>3. Improved bicycle access and safety in the residential areas of Highway 67 (Lakeside, Santee, Ramona) as part of this project is important, but not in the more separated, rural areas. I realize much of the more rural areas of Highway 67 will be improved for motorized vehicle traffic safety and disaster egress, but spending additional funds to specifically provide bicycle lanes of any sort on the rural areas of Highway 67 is a very poor use of our tax dollars. I am a long-time, avid bicyclist who rides throughout the county, including on Highway 67. This route will never warrant major bicycle specific improvements due to the long distances between the areas the route connects and the degree of riding difficulty due to the altitude change. The individuals using the route will likely rarely be the casual rider, but rather the experienced cyclists who do not need, require, or often even want, segregated bike lanes. Spend our tax dollars wisely. Don't waste them on creating solutions to problems that do not exist.</p>

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No.	Date	Name	Agency	Comment	Comment
41	2022-07-06 15:49:50 UTC	Tim Griggs		San Vicente Online Public Comment Form (Draft Report)	<p>Any improvements to reduce traffic congestion and improve safety on the 67 is welcomed; however, adding bike lanes is not a solution and will only add to the problem. I would suggest adding a second lane to the entirety of the 67 in addition to center barriers in order to reduce head on collisions and improve traffic flow.</p> <p>Adding bike lanes are a waste of money and will rarely, if at all, be used. A great example of this are the added bike lanes on the 52 which are rarely used as witnessed by myself. Lets use common sense and utilize the allocated funds where most needed; traffic safety and congestion reduction. Thank You!</p>

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No.	Date	Name	Agency	Comment	Comment
42	2022-07-13 13:41:13 UTC	Pete Reinagel		San Vicente Online Public Comment Form (Draft Report)	<p>Overall, this is a very informative presentation that reflects considerable effort in future planning. It presents significant data gathering and displays it clearly, not an easy task. My concern is 2 aspects of the plan do not prioritize public safety adequately. If this is one of CMCP's Primary Goals, "Prioritize wildfire evacuation and emergency preparedness needs, demands, and routes." then the plan misses the mark!</p> <p>Referring to the Public Meeting #2 presentation, my specific comments are related to these slides on the CMCP.</p> <p>Slide 33 - None of these 5 steps will make an appreciable difference in getting more people out of Ramona and the back country when there's the next major wildfire! We need SR-67 widened because as your data shows, 80% of the residents use that road. Previous fires in 2003 & 2007 revealed life threatening congestion that signs & load speakers won't help.</p> <p>Slide 35, Had I known of this Public Meeting, my answer to how responsive is the plan to the Evacuation Needs here, #1 (worst) on the scale of 1 to 5.</p> <p>Slide 54, Utilities and feedback solicited on which projects are most needed in this area. I believe that Power Backup is needed most, especially when SDGE has a Public Safety Power Shutdown. This is because the traffic signals will be off and people with wells can't wet down their buildings or feed their animals! EV charging is nice but there are high speed charging stations in Scripps Ranch & Santa Ysabel. Besides, industry will put those in if/when there's a business case. Most EV drivers I know have or plan to install solar PV panels to recharge at home. Additionally, Broadband and Fiber Optic connectivity are nice to have but less important than Backup Power.</p> <p>Get the Evacuation right and lives will be saved! Widen SR-67 sooner than 2040 or whatever the latest SANDAG plans calls for and don't waste tax dollars on "bandaids".</p>
43	2022-07-17 04:11:48 UTC	John Ketenjian		San Vicente Online Public Comment Form (Draft Report)	<p>I think the 67 is very dangerous on its own but could be catastrophic in the event of an evacuation due to a wildfire. I believe the 67 should be widened to 4 lanes with a concrete median barrier.</p>

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No.	Date	Name	Agency	Comment	Comment
44	2022-07-19 04:15:23 UTC	Maya Phillips		San Vicente Online Public Comment Form (Draft Report)	<p>Ramona residents need Highway 67 to have FOUR lanes all the way from Ramona to Lakeside (two lanes in each direction). We are a car-bound community because we are rural and spread out. That is a single the most important transportation need of people living in the communities along Highway 67. All other features of the San Vicente Corridor are not nearly as important as having four lanes. Please build the much-needed and life-saving car lanes without delay, at the expense of bike, walk, scooter, horse features if necessary.</p> <p>Respectfully, Maya Phillips Ramona Resident of 19 years Ramona Unified School Board Member</p>

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No.	Date	Name	Agency	Comment	Comment
45	2022-07-22 18:11:39 UTC	Lynn Hopewell	Ramona Community Planning Group and State Route 67 Subcommittee	San Vicente Online Public Comment Form (Draft Report)	<p>I appreciate all the work that has been done on the document. You mentioned one alternative was putting in a 4-lane road. As much as I'd like to see the road remain more rural believe that the lives of Ramona residents are more important. For this reason, I believe one of the most important projects is the widening of Hwy 67 from Dye/Highland Valley to Scripps Poway Parkway. The area would need additional law enforcement patrols as the speeds are typically 60+ mph and with additional lanes has the potential to be faster. Which then creates a hazard for residents living on the corridor when leaving their homes. You mention the evacuations that happened during the Witch Fire in 2007. Many residents were stuck on Hwy 67 going nowhere for hours. Had the fire been like the Paradise Fire Ramona resident's lives would have been lost. As noted in the study many residents have livestock that would need to be evacuated as well and was done during the 2007 fire, stuck in traffic.</p> <p>I believe designated bike lanes are important as the area has many recreational riders going up and down Hwy 67 with only a small lane or no lane to ride in.</p> <p>I also would like to see tunnels built under the road, similar to what was done on Scripps Poway Parkway so that wildlife has a safe path to follow in the areas they live. They are important to the environment.</p> <p>Thank you for your time. Lynn Hopewell</p>

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No.	Date	Name	Agency	Comment	Comment
46	2022-07-25 19:54:33 UTC			San Vicente Online Public Comment Form (Draft Report)	<p>I really appreciate being able to review the plan draft and comment. I love all the multi-modal improvement proposed, and hope that you will get the ridership needed for the new bus lines to become more frequent and permanent.</p> <p>Please make sure that the width of the class 1 multi-use path is wide enough to accommodate speed differential on the hilly sections, and to accommodate street sweepers to maintain the path (hopefully it won't collect too much debris, since it'll be separated from the main road).</p> <p>Would also love for some shaded structures and restrooms or port-a-toilets to be added to the major trailheads (Mt Woodson, Fry Fogel, Iron Mtn, the bike fix-it/rest areas) and bus stops. With climate change going on it's getting more hazardous to be out in the sun for extended periods especially during the summer months, and somehow most of our bus stops in town don't provide any shade or bench.</p> <p>Thank you very much for all your efforts to make San Diego a better and safer place for everyone!</p>
47	2022-07-26 01:10:42 UTC	Loris		San Vicente Online Public Comment Form (Draft Report)	It's really really about time!
48	2022-07-26 01:12:25 UTC	Kimberly Lobera	Resident	San Vicente Online Public Comment Form (Draft Report)	I think a plan to increase the number of bicyclist on the road rather than possibly widening the road and increasing the speed limit is a misappropriation of funds. shouldn't this project serve the many rather than the few? Thank you kindly for considering my input on this project.

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No.	Date	Name	Agency	Comment	Comment
49	2022-07-26 01:19:10 UTC	Eileen Cummings		San Vicente Online Public Comment Form (Draft Report)	For over two decades we have been paying taxes to improve Highway 67 into Ramona and the money was diverted. Enough is enough! We need to widen Highway 67 from to Lane to at the very least, two lanes with a center turn lane. The population increases and we still have only two lanes and it is very dangerous trying to turn onto the side roads. Stop messing around with our taxes that were dedicated to this job and have now been frivolously diverted to other areas. The priority should be Highway 67 widening to prevent more accidents.
50	2022-07-26 01:20:40 UTC	Robin Joy Maxson	Ramona Community Planning	San Vicente Online Public Comment Form	Letter Attached.
51	2022-07-26 01:34:53 UTC	brian ouellette	resident	San Vicente Online Public Comment Form (Draft Report)	Please expand the 67. Fire Safety - Driving safety - the growth that's already occurring. Please prioritize this expansion. It's important for everyone that this happens sooner rather than later. Thank you for reading
52	2022-07-26 01:35:35 UTC	George Kneeshaw	Homeowner, San Diego Native	San Vicente Online Public Comment Form (Draft Report)	We were promised that Hwy 67 would be widened when we voted a half cent tax years ago. Daily, traffic is horrible and if there is an accident, untenable. Lost man hours and fuel is waisted with the daily traffic congestion. I did not vote for fiber optic, animal bridges, bike lanes or busses no one rides, i voted for four lanes! CalTrans, do your job! Widen the highway and make it safe for me, my family and the general public who use this arterial to move about the county. And you know the collision stats, make them part of my comments.
53	2022-07-26 01:39:34 UTC	Bruce Carter	Self	San Vicente Online Public Comment Form (Draft Report)	A lot of money to spend for very little public benefit. Round about A are trendy but will not improve safety or traffic flow. Bike and horse lanes the no one will use. How about safety improvements and traffic relief?
54	2022-07-26 01:41:07 UTC	Ed	NA	San Vicente Online Public Comment Form (Draft Report)	A big bottle neck problem is the bridge over the San Diego river. It backups hwy 67 both ways. Hopefully something will be done about that.

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No.	Date	Name	Agency	Comment	Comment
55	2022-07-26 02:05:14 UTC	Barbara Casara		San Vicente Online Public Comment Form (Draft Report)	Tax payer money should be spent on widening the 67. I would say the majority of people that use this road are driving on it. Millions of tax dollars should not go to a portion of the project to accommodate a tiny portion of the population.
56	2022-07-26 02:13:57 UTC	Jessica Gage		San Vicente Online Public Comment Form (Draft Report)	I have lived in Eucalyptus Hills in Lakeside, just off Johnson Lake Rd and the 67 freeway for 15 years. Traffic has increased over the years, especially with the addition fo the Amazon facility in Poway. I commute to and from Poway daily and often behind a dozen or more Amazon delivery trucks. Also when there are accidents or fires there is not an alternate route. There have been few times we were unable to get home from Poway. I have 2 teens who will be driving this year on the 67 and have concerns for their safety. Based on the years I have lived in Lakeside and my daily commute on the 67 I think these improvements are necessary to make it safer for all drivers. Installing a light or stop sign on the 67 where Johnson Lake Rd is(currently there is only a stopping on Johnson Lake but not on the 67). It's not safe for drivers to pull out and make a left turn onto the the freeway where cars are going over 60 MPH. Widening the road to offer more lanes or an emergency lane rather than shutting the whole freeway down, and allowing a safe place for broken down vehicles. Create a place for animals to get water, they often cross at the S in the curve of the 67 freeway. They dart out in front of cars. If they had an alternate place to get water there would likely be less animals crsossingt he freeway.

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No.	Date	Name	Agency	Comment	Comment
57	2022-07-26 02:34:47 UTC	Steve Maze	None	San Vicente Online Public Comment Form (Draft Report)	<p>When I reviewed the plan, I saw a significant amount of near-term investment in "nice to have" improvements such as for bicycles and EVs at the expense of safety improvements. There are several safety items in Ramona that did not make the list. These include:</p> <ol style="list-style-type: none"> 1. Installation of a traffic signal at Mussey Grade Road and SR-67 to address a safety issue created by the widening and improvement of the intersection of Highland Valley/Dye Road and SR-67. There has been one recent fatality at this intersection, and I frequently see near misses. Installation of a traffic signal at this intersection is critical for the safety of commuters in this area. 2. Elimination of on-road parking near Mt. Woodson. Cars frequently park on both sides of SR-67 in this area, cross the road unsafely, open car doors into traffic, and pull out into traffic without looking. I have even seen vehicles back up on SR-67 to get to a parking spot, 3. Elimination of on-road parking near Iron Mountain. The parking lot at Iron Mountain is often full resulting in on-road parking and the issues I mentioned for Mr. Woodson apply to Iron Mountain as well. <p>While I understand and support the desire to improve conditions for bicycle riders and to support the move to EVs, the reality is that most of the traffic on SR-67 are petroleum powered cars and trucks and the safety of these vehicles must come before "nice to have" improvements.</p> <p>Thank you.</p>

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No.	Date	Name	Agency	Comment	Comment
58	2022-07-26 02:53:55 UTC	Beth Prinz		San Vicente Online Public Comment Form (Draft Report)	<p>1. Fire evacuation is critical. Ramona is growing in population</p> <p>2. Mixing bicycle lanes on 67 with traffic lanes is asking for fatalities and accidents. The driving corridor needs to be separate from other activities</p> <p>3. The funds that were designated to widen and make 67 safe have been promised, and promised and promised to be used as specified- we are still waiting.</p> <p>4. Though I walk and bike as much as possible, it is locally, in town. Bikers on 67 often don't move over, and it is a hazard</p> <p>5. Time to stop talking and get it done.</p>
59	2022-07-26 02:57:39 UTC	Jeanne Beauchamp		San Vicente Online Public Comment Form (Draft Report)	The best solution is to have at least two lanes going each direction and to lower the speed limit to 50 MPH maximum for all vehicles. Then to have more law enforcement regularly patrol and also run speed checks, giving tickets to offenders who drive drunk, reckless, too fast, or too close behind.
60	2022-07-26 03:08:10 UTC	Paul Alvarez	My family	San Vicente Online Public Comment Form (Draft Report)	<p>Please look into a traffic light at Mussey Grade road! It is dangerous, look at the accident history here. People are dying needlessly.</p> <p>There are hundreds of people who live off Mussey Grade and it is our only evacuation route in the event of a fire. A traffic light is simply a necessity here for us to get out of the area.</p> <p>It's time, please make it happen.</p> <p>Thank you</p>
61	2022-07-26 03:12:43 UTC	James Delozier		San Vicente Online Public Comment Form (Draft Report)	I agree that the 67 corridor is in dire need for improvements but after reading the proposals it appears more emphasis is being put on bicycle paths then actually improving vehicular movements, yet, it clearly states only 3.3% actually utilized bicycles in this community. I think I read that you want to decrease vehicle lanes in the Main St. area from 4 to 3.....big mistake!

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No.	Date	Name	Agency	Comment	Comment
62	2022-07-26 03:14:07 UTC	Christie Carlson	Ramona Rotary	San Vicente Online Public Comment Form (Draft Report)	Plan all looks good - however, 67 needs repaired immediately into Ramona. The road is in such bad shape a fatality accident happened not to long ago at the corner of Mussey Grade and 67. The asfalt is so bad at this intersection, I see cars skip around everyday due to the large ruts. It's tragic that we pay a gas tax to fix our roads but nothing is done to fix the large problems. Have someone come observe this intersection and you will realize more deaths will occur due to the bad maintenance and make it a priory. Thank you for your consideration.
63	2022-07-26 03:47:24 UTC	Gregory Isaac		San Vicente Online Public Comment Form (Draft Report)	SR67 badly needs to be upgraded to four lanes along the entire route. The pandemic and related work from home movement has decreased the pressure on the roadway, but it still backs up as people are forced to merge. If there was a way to do five lanes with a moveable center barrier that would be even better so you could do 3 & 2 depending on the time of day, and even 4 & 1 in the event of a wildfire evacuation. Better transit connections would be nice, but there's not the density to support fixed rail and no one wants a bus. Transit improvements would be better spent on adding a rail option up the 15 corridor from downtown to Escondido and then onto Temecula. Yes, that's supposed to be part of CAHSR phase two but who knows when/if that's going to happen.

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No.	Date	Name	Agency	Comment	Comment
64	2022-07-26 03:49:17 UTC	Lynn aliment		San Vicente Online Public Comment Form (Draft Report)	I have read through the entirety of this draft plan and unfortunately though not unexpected, this plan is very light on actual highway improvements for safety and capacity. There is a reference to a bridge modification that runs over the San Diego River that is all well and good. For this cord or plan within the first five years the highway 67 and Winter Gardens intersection Has to be rebuilt. Traffic is near gridlock with the stoplight at this intersection cars are spewing additional greenhouse gases sitting waiting for multiple light cycles to get onto the freeway. the freeway must be rebuilt to flyover Winter Gardens Boulevard and then install on ramps and offramp's. in a fire people are not going to be able to get out in time because traffic will back up from the rodeo grounds and up the grade. this intersection is the Achilles' heel of this entire Corridor plan. it must be redone and it must be redone in the next five years and you can always throw bike lanes on the shoulders if you want. This group must accept the inconvenient truth that 95% of the people passing through this Corredor will be in vehicles. this will never be a heavy corridor of bikes or people walking.
65	2022-07-26 03:57:16 UTC			San Vicente Online Public Comment Form (Draft Report)	I live on D st in Ramona and have some concerns and questions regarding the planned designated bikeway/walkway along D st. Will the county be taking land from homeowners and businesses to expand the road to include a walkway/bike lane? Has any consideration been given to the fact that many residents do not have driveways or have large households and therefore have to park along the roadside?
66	2022-07-26 04:10:10 UTC	Sean		San Vicente Online Public Comment Form (Draft Report)	You need to make the 67 2 lanes going north and south. East bound Scripps Poway Pky & 67 there should be 2 turn lanes for North and Southbound.
67	2022-07-26 04:12:13 UTC	Michael Minor		San Vicente Online Public Comment Form (Draft Report)	Please consider a multi-lane solution to the 67 traffic/evacuation plan. Anything less would be an invitation to disaster.

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No.	Date	Name	Agency	Comment	Comment
68	2022-07-26 04:46:28 UTC	Michelle Mann		San Vicente Online Public Comment Form (Draft Report)	I am particularly interested in safe and high volume evacuation routes along the 67 leaving Ramona. Also, I would love to see a wonderful bike/hiking/equestrian lane that is offset and parallel along the length of 67 from Lakeside to Ramona. On page 167 - Alternative 1 - The design looks like something that would greatly improve: (1) the safety and car volume during evacuation, (2) the recreation & bike mobility potential with the bike/hike path that is offset from 67 and parallel to 67, and (3) the 'normal' traffic getting into and out of Ramona. I would love to see Alternate 1 on Page 167 implemented. Thank you!
69	2022-07-26 04:52:10 UTC	Bill Ray	Mesa Pacific Mortgage	San Vicente Online Public Comment Form (Draft Report)	The real improvement to 67 Highway would be to change the design from a midwestern town intersection of the 1900s, with stops along the highway, to one with looped intersections that run above or below the highway. Get rid of all the other add ons and focus on the traffic gridlock that is daily from these unnecessary stops to El Cajon.
70	2022-07-26 05:02:02 UTC	David		San Vicente Online Public Comment Form (Draft Report)	Get the bicyclists of 67, sharrows are going to get someone killed. Stop with the "progressive " bull. People drive cars they do not want to bike or walk to work
71	2022-07-26 07:17:48 UTC	Bob Prath		San Vicente Online Public Comment Form (Draft Report)	These changes should be incredibly effective and helpful on a very dangerous route that I use frequently ... usually Lakeside to Poway ..often Lakeside to Borrego Springs. I am surprised at the lack of mention of the very large volume of recreational through traffic around weekends from East County and Poway to the desert recreational areas. Projects to meet the needs of commercials users may address the needs of these weekend recreational caravans since commercial use is down on weekends. Just surprised that this huge throughput of recreational vehicles Sept- April is not noted in the evaluation.

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No.	Date	Name	Agency	Comment	Comment
72	2022-07-26 08:05:07 UTC	Erich Benndorff	Private resident	San Vicente Online Public Comment Form (Draft Report)	<p>It would seem that the members of the panel that developed this plan have never lived in the 67 corridor. I have been a resident of the San Diego Country Estates area of Ramona for 22 years and have experienced the 2 major fires as well as numerous smaller fires in the area. Over 20 years ago it was acknowledged that Highway 67 was outdated and not adequate for the then current population. Since that time the population has increased and instead of immediately updating the highway to 4 lanes and adding a center barrier, the most that is being done is to resurface part of the road and to discuss unnecessary bicycle lanes and hiking paths. When the next evacuation order is issued due to a brush fire/wild fire, I doubt that many families will be biking or hiking out of town. It is only by the grace of God that no people were incinerated in their cars or homes during the gridlock that occurred during the last 2 huge fires, and dry conditions are at least as bad, if not worse, than they were prior to those disasters. Members of my family and neighbors had to turn back to Ramona as they were unable to evacuate due to the traffic and fire. As you probably know, there are only 3 routes out of this area--via 67 south, Highway 78 (also insufficient and extremely dangerous in the Escondido direction due to the sheer drop, and 67/78 North in the Julian direction, which would very likely be inaccessible due to fire likelihood, Use common sense and drop the bicycle paths and hiking trails (we have more than enough of both) and concentrate on the potential life saving widening of highway 67 south.</p>

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No.	Date	Name	Agency	Comment	Comment
73	2022-07-26 13:14:04 UTC	Verna Silvia	resident of Ramona	San Vicente Online Public Comment Form (Draft Report)	I appreciate the efforts of research, plans to include all to provide equity to all persons, include alternative modes of transportation to gasoline driven cars. I appreciate that there is an interest and desire to look to the future and to understand there is a need to do things differently for the benefit to all and to the environment. I have one car and most of the time I am driving by myself. Because of this, I limit myself to shopping in Ramona and only go "down the hill" when I have at least 3 errands/appointments that are located outside Ramona. It would be wonderful to use other modes of transportation to get "down the hill". And of course better evacuation during fires or other emergencies are important. You have my support!
74	2022-07-26 13:57:51 UTC	John Schultz		San Vicente Online Public Comment Form (Draft Report)	Thank you for the opportunity to comment on the CMCP. I briefly reviewed the document, which of course means I did not dive into all the details, but regardless, I will leave two simple comments. First, the parking situation at Mt. Wilson is quite simply dangerous. I have had so many near-miss accidents due to people slowing down to attempt to find parking that I refuse to drive in the right lane heading out of Ramona. I was surprised to see that this did not warrant a check mark in the Safety category. This is absolutely without a doubt a safety issue in that segment. Second, as a general comment, SR-67 needs to be 2 lanes in both directions from downtown Ramona to downtown Lakeside. Transitioning from 1 lane to 2 lanes and back a total of 5 times by my informal count creates traffic flow issues during peak times and accident circumstances both on- and off-peak.

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No.	Date	Name	Agency	Comment	Comment
75	2022-07-26 17:23:46 UTC	T. Gould	Senior Center member	San Vicente Online Public Comment Form (Draft Report)	With \$100 billion tax dollars collected from Californians, it would be appropriate to use some of this income to build adequate roads and highways for the citizens. There are very few individuals on bicycles that use Highway 67 to travel, therefore it is vital this road is in excellent shape for vehicles. Our area is known for having experienced serious fires in 2003 & 2007 and none of us know when another might occur. Please use your common sense to make sure this highway is redone to ensure the safety of all that drive on it. That includes residents in Lakeside, Ramona, etc. that depend on this highway to get safely to their destinations. Thank you.
76	2022-07-26 17:32:54 UTC	Robert Lewis		San Vicente Online Public Comment Form (Draft Report)	Continuous freeway traffic on 67 is needed. Get rid of the traffic light. Elevate 67 so Maple View traffic and other streets in the area have less congestion. I have a son going to El Capitan HS. Oh my goodness we have experienced unbelievable traffic wait times in the area especially in the afternoon and morning at school times and people going to and from work. Plus add in the casino traffic and you can understand the problem. Thank you.
77	2022-07-26 18:29:30 UTC	Scot J Adams	Farmers Insurance	San Vicente Online Public Comment Form (Draft Report)	Improvement to the roads are badly needed, however a bike line or walking lane on this corridor is a waste of money that is better used to improve the roads. The percentage of riders and walkers verses vehicle traffic is around 3%. Does the cost of the bike/walking lane really justify the expenditure based on the use? I would say no it is time to stop pandering to the minority with loud voices and take care of the majority which in this case is the vehicular traffic.
78	2022-07-26 18:34:29 UTC	Sandy Cordeau	Resident	San Vicente Online Public Comment Form (Draft Report)	As a family sitting in the car at the END of the line waiting for traffic to move with the fire behind us, yes we were scared. They opened the 78 road for us to get out where a half an hour later the fire went through there! Please fix our access out in an emergency, NOT bike lanes. Add car lanes!

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No.	Date	Name	Agency	Comment	Comment
79	2022-07-26 18:44:15 UTC	Rhonda Norton	HUGHES-NORTON INSURANCE SERVICES INC.	San Vicente Online Public Comment Form (Draft Report)	Whenever there is an accident, all traffic is stopped. Of particular concern is the evacuation efforts during a fire. Even though bicycling is a great way to encourage "greener" habits, the benefit is for a very small portion of our population. I believe we should look at better ways to improve access to accident victims. Procedures of locking down the road both ways should be evaluated. Video documentation could be used, instead of lengthy times for documenting the accident. Fire evacuation is always going to be a concern. Bike lanes will not help that in the least. Evacuation should be our main concern.
80	2022-07-26 19:41:32 UTC			San Vicente Online Public Comment Form (Draft Report)	State route 67 is in need of upgrades for vehicles, not pedestrian usage. We need more lanes for vehicles not people. It has become a very congested highway. More barriers are needed and more lanes are needed for vehicles not people. Most wrecks are fatalities due to high rates of speed. Provide additional lanes for vehicles, widen the road as Scripps parkway has. To allow people and bikes is extremely dangerous and should not happen.
81	2022-07-26 19:57:36 UTC	Matt Miller	Resident	San Vicente Online Public Comment Form (Draft Report)	I have lived in Ramona since 1982. We need safe and separate bike lanes. It is too dangerous to safety ride a road bike down Hwy 67. Please consider the people who would like to use alternative modes of transportation.

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No.	Date	Name	Agency	Comment	Comment
82	2022-07-26 20:20:48 UTC	Dana Gemmingen	Citizen	San Vicente Online Public Comment Form (Draft Report)	SR-67 current workplan incorrectly aligns proposed plans with the past, current and future needs. SR-67 has been documented as being "Dangerous" by Cal Trans and the CHP at a minimum. Most all traffic along the corridor is vehicular, yet most upcoming plans are targeted at bicycle and other traffic. Take away the small downtown of Ramona and the occasional Sunday cyclist, and there are NO CYCLING OR PEDESTRIAN COMMUTERS between Ramona down to Lakeside. I travel this route at least 12 times a week over the last 9 years and have never seen a commuter other than via motorized cycle/vehicle. Due to its nature of connecting rural communities up to Julian and beyond, the concentration of work should be for the ACTUAL NEED. The route needs to be widened to two lanes each direction for safety of travel. The yellow cone project completed a few years ago was a waste of funds. Deaths along the highway still occur, especially between Poway Rd and Cloudy Moon Dr. Stop wasting our hard earned tax dollars and lives on projects with easily foreseen outcomes. Concentrate on making the 99% of users between Highland Valley Rd/Dye (Ramona) and Willow Rd (Lakeside) safe by correctly aligning the projects to make vehicular traffic safe. Put my tax dollars where the need is and where it has been for over 30 years-widen the road for two lanes of vehicular traffic each way. Thank you
83	2022-07-26 20:44:43 UTC	Lary Bertelsion		San Vicente Online Public Comment Form (Draft Report)	they keep doping study after study. The simple fact of the matter is SR67 from Poway Grade to Dye Rd will NECER be safe until there is 2 lanes in each direction & a concrete barrier is in the middle. These cones that are there now are a joke.
84	2022-07-26 21:08:18 UTC	Stanley Scott		San Vicente Online Public Comment Form (Draft Report)	Hwy 67 is one of the most dangerous hwy's. we have in SD County. I use to drive it everyday to Poway and it needs and lot of work. Get to work as soon as possible and save lives!

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No.	Date	Name	Agency	Comment	Comment
85	2022-07-26 21:22:59 UTC	Ronald L Robershaw		San Vicente Online Public Comment Form (Draft Report)	Well, it is obvious that the Plan is just bull___. Everything Sandag has been involved with is a total disaster. We have bike lanes that are never used, empty trolleys most of the time, and buses? San Diego County roads are equal to third-world conditions because they have taken the gas tax & used it on the Trolley!! The best plan would be to dissolve Sandag!!
86	2022-07-27 00:35:00 UTC	Diana Prout		San Vicente Online Public Comment Form (Draft Report)	The best improvement for SR67 is to widen the road because it is a state highway heavily used by commuters, vacationers and shippers, etc. There's no need to do a detailed study about environmental impacts and climate change studies. Yes, there's one environmental impact: Commuter traffic backed up during rush hour because of one lane traffic entering and exiting the town of Ramona. If the lanes are widen, that would certainly accommodate for bicycles and pedestrians.
87	2022-07-27 00:43:14 UTC	Gina Meng		San Vicente Online Public Comment Form (Draft Report)	As a Ramona resident for 30 years, driving 67 to work and with my family, from young children to teen drivers, this road needs to be 4 lanes. No Ramona or back country residents have any interest in riding their horses, (I have 2), biking, or walking on the hwy. There are so many lovely places to do those activities that are not on a road. I live in SDCE, and on San Vicente which I drive daily, I have never seen a horse on the path. That would be very unsafe. I very, very rarely see a bike or someone walking. Is it worth it for 10 people a year? Please make the road safer for vehicles. This road carries everyone in and out to Ramona and beyond. We need signals where needed and to be able to get out in a fire. I have sat on San Vicente in the cedar fire and could not leave due to 67 being backed up. During a fire there is no way to know which way it will go and hundreds of people could perish. Having more lanes through shoulder widening is a joke. Fire evacuations are not orderly and controlled. It needs to be permanent lanes. Please do not go back on the 20 year promise we have been waiting for and paying for. Thank you for your time and consideration.

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No.	Date	Name	Agency	Comment	Comment
88	2022-07-27 05:20:15 UTC			San Vicente Online Public Comment Form (Draft Report)	<p>We are not interested in stakeholders making decisions for members of ramona community.</p> <p>If there are changes that will take place, you must first have meetings with the residents. Have public notices so community members can attend any and all meetings concerning their lives. How dare sandag arbitrarily make decisions for my community without community consent. I oppose any and all pedestrian upgrades on the 67 into ramona. The community needs more lanes for cars. It's long overdue for additional lanes for vehicle use. Not pedestrians. It's a freeway and it's very dangerous for cars, let alone bikes and people.</p>
89	2022-07-27 06:24:22 UTC	Barbara Diederichs	n/a	San Vicente Online Public Comment Form (Draft Report)	<p>Dear SANDAG,</p> <p>Your planning document shows the overwhelming majority of proposed projects and the even more overwhelming majority of proposed expenditures for improvements for motor vehicles. Unfortunately, our communities are designed for motor vehicle traffic. However, every investment sets a course for the future. Continued sole reliance on cars can not be our only option for the future. Please consider ways to make walking, bicycling and public transportation more attractive and of course safer. We need separate bike paths throughout the San Diego region, and most definitely along this corridor. We can also significantly improve equity in transportation by investing in frequent, reliable, affordable, Hub-connected and safe busses.</p> <p>As to the intersection improvements, having spent the summer in Europe, I have experienced how much faster and safer traffic flows with roundabouts than traffic lights. It is absolutely amazing. Please consider replacing all those old-fashioned traffic lights with roundabouts.</p> <p>Thank you! B. Diederichs</p>

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No.	Date	Name	Agency	Comment	Comment
90	2022-07-27 16:35:48 UTC	Jessica Frost		San Vicente Online Public Comment Form (Draft Report)	Let's face it, pedestrian and bicycle pathways would be a nice addition and maybe would increase traffic up the 67. But nothing, and I repeat NOTHING, is more important than the value of human life. In Ramona we are sitting ducks of a wildfire happens nearby. The 67 needs to be widened for the safety of residents, first and foremost. We pay our taxes every year not to enhance the scenery for bicyclists, but to provide for necessary safety on our roads. Please please consider the needs of the residents first and foremost, we are the ones who will be impacted the most by any decisions you make.
91	2022-07-27 20:50:38 UTC	Rex A Schildhouse	Ramona Citizen	San Vicente Online Public Comment Form (Draft Report)	Today is Wednesday, July 27, 2022, at 1:45 pm. Just east of us the Casner Fire is burning and evacuations in its immediate vicinity have been ordered. The improvement of SR-67 to AT LEAST 2 lanes out of Ramona to I-8 and SR-78 to AT LEAST two lanes out of Ramona into the downtown Escondido area is an absolute priority. To appease high value residents with little and under utilized mass transit does not add to the personal safety of residents in Julian, Santa Isabelle, and Ramona. This is not the first fire to threaten our lives and property. 2025. It 40 years past when a solution was initially promised. 2023 is too late for those that are at risk today as the Casner Fire burns. Each and every voting member on these solutions represents each and every citizen affected by the lack of action over the past 40+ years.
92	2022-07-27 23:25:21 UTC			San Vicente Online Public Comment Form (Draft Report)	The problem with SANDAG's and Caltran's plan is the lack of a cost/benefit analysis. The cost is enormous, while the benefit is immeasurable and subjective. SANDAG and Caltran assume that individuals will embrace trading vehicle transportation for a bike travel or walking. How impractical is this benefit especially when one considers the terrain in the San Vicente corridor.

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No.	Date	Name	Agency	Comment	Comment
93	2022-07-28 16:42:29 UTC	Matt Marquez	MTS	San Vicente Online Public Comment Form (Draft Report)	<p>1. Was there any information or discussion of how well taxi and TNC options meet the current demand? My intuition is that the demand would be extremely low and in a study area that is only 3% low-income (Page 35), a subsidized service may not be the most effective use of limited transit funds, especially if the private market is already meeting the demand.</p> <p>2. CMCP cost estimates only include construction/installation. This is a huge limitation for the transit proposals, since the on-going operation costs greatly exceed implementation costs. While there will be capital needs for vehicles and bus stops, the annual operating costs will be significantly more over time. This is unique to the transit projects– other projects will have minimal on-going maintenance (repairs, power, cleaning, etc.) – so I’d recommend a way to incorporate estimated annual transit operating costs for a more accurate picture of the overall project cost.</p>
94	2022-07-28 19:12:25 UTC	Senator Brian W. Jones	California State Senate	San Vicente Online Public Comment Form (Draft Report)	Letter Attached.
95	2022-07-28 19:56:54 UTC	Guy L Talbert	Taxpayer	San Vicente Online Public Comment Form (Draft Report)	I reviewed the draft plan documents and the YouTube presentation. The 67 needs to be widened allowing for a minimum of two lanes in each direction. After the additional lanes have been added the minor improvements included in the draft could be implemented under the long-term plan.

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No.	Date	Name	Agency	Comment	Comment
96	2022-07-28 21:38:42 UTC	Fred T. Sproul	California Native Plant Society	San Vicente Online Public Comment Form (Draft Report)	I would like to propose a wildlife corridor be preserved near the peak of Highway 67 in the vicinity of Cloudy Moon Drive. The opportunity to do this as a part of Highway 67 widening project. This area is a known crossing area specifically for Rigngtail (<i>Bassariscus astutus</i>). The source for this crossing is data from the San Diego Plant Atlas edited by Scott Tremor et.al. of the San Diego Natural History Museum. It states that: "Three specimens struck by vehicles on Highway 67 at the base of the mountain have been preserved (18/3/99 SDNHM 24090, 9/11/04 SDNHM 24466, 15/09/05 24189; and a motion detecting camera operated by Megan Jennings 2/7/15" (San Diego Mammal Atlas; Scott Tremor et.al. of the SDNHM).
97	2022-07-28 23:34:21 UTC	Kent Michitsch		San Vicente Online Public Comment Form (Draft Report)	As a resident of Ramona since 1976 Highway 67 has always been a dangerous road. Over the years it has gotten worse with accidents and fatalities. For years we have heard ^& will be made safer by widening the road. instead you spent million placing useless pylons in the center of the roadway. it's time to stop the madness. How many lives need to be lost? The reality is bike lanes and public transportation will not decrease the number of motorists that use this highway. 67 is busy especially during weekends when people in RV's, motorcycles, and trailers come through Ramona as they go to the desert. Bike lanes are nice however the need to make these roadways safe should be your #1 priority. Saving lives matters.

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No.	Date	Name	Agency	Comment	Comment
98	2022-07-29 14:54:03 UTC	Glenn Gossett		San Vicente Online Public Comment Form (Draft Report)	<p>I am in favor of improvements to SR67. We have lived in Ramona, near Archie Moore Road, for 11 years. In that time we have become aware of numerous fatal car crashes which would likely have been prevented if the road was safer. Especially if a proper center median was in place. We have personally witnessed countless near-collisions, especially in the area where pedestrians park to hike Mt. Woodson. Some drivers make U-turns in front of cars traveling in excess of 65-70MPH. Pedestrians underestimate the speed of cars and try to cross the road where it is unsafe to do so, and without any traffic signals to slow traffic or make crossing legal/safe. Hikers park along the roadway, adjacent to cars traveling 65-70MPH and forget they are standing on the side of a highway.</p> <p>The solutions implemented so far are not realistic, nor are they sufficient of a proper plan to make the road safer. Plastic cones were placed through the center median. Many of these cones have already been broken off. Plastic cones might prevent drivers from making an unsafe lane change, but unsafe lane changes are not what makes this road unsafe. And every broken/missing cone should be counted as a piece of evidence that a center median is needed. Another solution I've seen is giving cyclists full access to the roadway, effectively turning the entire lane (where there is only one lane in each direction) into a bike lane. While this might work along Highway 101 in Encinitas, here in Ramona is serves as a glaring reminder that the people responsible for the SR67 safety plan didn't include any cyclists in the discussion, and they have unrealistic expectations of the motorists who are expected to share that single lane. The bottom line is that this roadway is unsafe because of poor engineering, and the stop-gap improvements over the years have done little, if anything, to make the road safer. The only way to make this road safer is to install a proper center median and increased traffic control devices (signals, etc). Pedestrians need safe places to cross the road, cyclists need a safer shoulder to ride on, and motorists need better protection from head-on collisions. The only argument I've heard against a center median is convenience for residents who live off SR67. But the people responsible for improvements to SR67 have a duty to make the road safer, not more convenient.</p>

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No.	Date	Name	Agency	Comment	Comment
99	2022-07-30 20:10:39 UTC	Robin Joy Maxson	Resident living on SR 67	San Vicente Online Public Comment Form (Draft Report)	As a resident of Highway 67 it has been impossible to safely travel this corridor in any consistent manner. The high number of fatalities and serious accidents occurring within a short stretch of the highway combined with the wildfire evacuation failures make living and traveling this highway a continual challenge. The stress on residents who must travel the highway in order to leave/enter the town of Ramona - is unreasonable. The danger the traveling public is exposed to on each trip onto the highway is well-known and correctable. The excess time spent on making real safety changes to this highway is unacceptable. Keep the health and safety of the public in mind when moving forward with this overdue highway project.
100	2022-07-31 05:49:16 UTC	Myles Vandegrift	Home Owner off the 67 and Science Teacher Olive Peirce Middle School	San Vicente Online Public Comment Form (Draft Report)	My wife and I have lived off highway 67 for over 20 years. We love living up here but hate how dangerous the 67 has become. I have been on the numerous fatality accidents right in front of our street Shady Bend. One of the things that is super dangerous is that many of the streets do not have turning pockets when turning left onto your particular street. Archie Moore, Shady Oak and Airmail have turning pockets but the other streets do not. While cars are waiting to turn left they are at a major risk of getting hit from behind from speedy drivers not paying attention. I personally have been on two individual car accidents with cars being hit from behind. The signs on the road say, Do Not Pass Turning Vehicles, but people do anyway. This is extremely dangerous and we desperately need turning pockets to help make this situation safer. Thank you for listening to my concerns. I truly appreciate it. Installing turning pockets will help stop accidents and fatalities on highway 67.

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No.	Date	Name	Agency	Comment	Comment
101	2022-07-31 06:58:50 UTC	Andrew Pavelchek		San Vicente Online Public Comment Form (Draft Report)	<p>I like the good words about "complete corridors" supporting all aspects of transit. Concerns: Safety: turn lanes and entrance lanes for cross traffic visibility around turns I am surprised the "recreation segment" (Elle Lane, Running Deer) did not get flagged in the safety section - the turns cause numerous accidents including single car ones and result in a lot of congestion. The shoulder widening will help but what else is planned is unclear. Wildlife : adequate surveys to measure impacts and model wildlife behavior crossing facilities (bridges/tunnels) for wildlife in appropriate places - not clear what the plans for this are Broadband: will fiber access be available for intermediary residences (Running Dear Trail, Elle Lane, Iron Mountain, etc)</p>
102	2022-07-31 18:19:05 UTC	Barry Basso	Resident	San Vicente Online Public Comment Form (Draft Report)	The portion of Hwy 67 that should be a priority is from Mapleview Street to Slaughterhouse Canyon Road, including the bridge widening. Four lane are needed.

From: [Peter Bryan](#)
To: [Clerk of the Board](#)
Subject: Highway 67 exit for San Vicente Reservoir
Date: Monday, June 13, 2022 3:18:41 PM
Importance: High

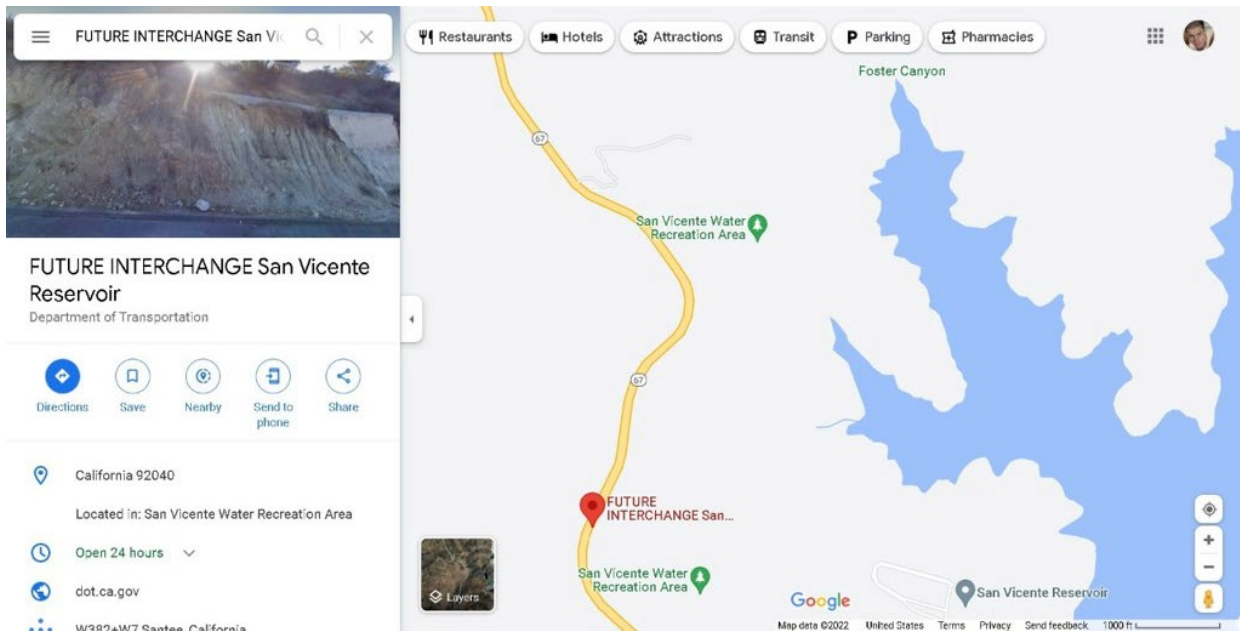
CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

Commissioners,

Please urge Caltrans to construct the proposed interchange on Highway 67 for San Vicente Reservoir that is LONG OVERDUE. The recreation area operated by the City of San Diego is a major regional attraction funded by the California Department of Boating & Waterways. This exit is needed to connect the State highway to boating/ parking facilities at the reservoir that were constructed by the State. This project is needed for public access to San Vicente Reservoir and to improve the safety of motorists towing trailers to and from the boat ramps.

Sincerely,

Peter Bryan
5121 Fontaine Street #210
San Diego, CA 92120
619.278.8081



From: [Dannywiley O'shea](mailto:Dannywiley.O'shea)
To: cblakespear@encinitasca.gov; MayorToddGloria@sandiego.gov; asotelosolis@nationalcityca.gov; Hasan Ikhata; priya.bhat-patel@carlsbadca.gov; keith.blackburn@carlsbadca.gov; spadilla@chulavistaca.gov; jmccann@chulavistaca.gov; bsandke@coronado.ca.us; nathan.fletcher@sdcounty.ca.gov; joel.anderson@sdcounty.ca.gov; Terra.Lawson-Remer@sdcounty.ca.gov; mdonovan@coronado.ca.us; ddruker@delmar.ca.us; dquirk@delmar.ca.us; jmosca@encinitasca.gov; khinze@encinitasca.gov; mmorasco@escondido.org; cmartinez@escondido.org; Edward.Spriggs@imperialbeachca.gov; Paloma.Aguirre@imperialbeachca.gov; marapostathis@cityoflamesa.us; jmendoza@lemongrove.ca.gov; ggastil@lemongrove.ca.gov; monarios@nationalcityca.gov; mbush@nationalcityca.gov; rkeim@oceansideca.org; jmullin@poway.org; cfrank@poway.org; vivianmoreno@sandiego.gov; MarnivonWilpert@sandiego.gov; RaulCampillo@sandiego.gov; JoeLaCava@sandiego.gov; sjenkins@san-marcos.net; EMusgrove@san-marcos.net; clerk@cityofsanteeca.gov; David Zito; jedson@cosb.org; jfranklin@cityofvista.com; jgreen@cityofvista.com; nora.vargas@sdcounty.ca.gov; Gustavo Dallardo; Fox, Ann M@DOT; Clerk of the Board; John.Ainsworth@coastal.ca.gov; Stephen.Padilla@coastal.ca.gov; Donne.Brownsey@coastal.ca.gov; Dayna.Bochco@coastal.ca.gov; Effie.Turnbull-Sanders@coastal.ca.gov; Sara.Aminzadeh@coastal.ca.gov; Caryl.Hart@coastal.ca.gov; mike.wilson@coastal.ca.gov; Katie.Rice@coastal.ca.gov; Linda.Escalante@coastal.ca.gov; Meagan.Harmon@coastal.ca.gov; Roberto.Uranga@coastal.ca.gov; Carole.Groom@coastal.ca.gov; Executivestaff@coastal.ca.gov; SanDiegoCoast@coastal.ca.gov; Karl.Schwing@coastal.ca.gov; environmentaljustice@coastal.ca.gov; Matthew Tucker; tkranz@encinitasca.gov; esanchez@oceansideca.org; Paul McNamara; Desmond, Jim; ccontreras@cityofvista.com; tgaasterland@delmar.ca.us; aflores@nctd.org; diana.Lilly@coastal.ca.gov; Erin Prahler; stephanie.leach@coastal.ca.gov; matt.hall@carlsbadca.gov; lheebner@cosb.org; Richard Bailey; crodriguez@oceansideca.org; Steve Vaus; jennifercampbell@sandiego.gov; Jones, Rebecca; JMinto@cityofsanteeca.gov; teresa.acosta@carlsbadca.gov; kharless@cosb.org; kmelendez@cityofvista.com; dworden@delmar.ca.us; tmartinez@delmar.ca.us; peder.norby@carlsbadca.gov; StephenWhitburn@sandiego.gov; MMontgomerySteppe@sandiego.gov; ChrisCate@sandiego.gov; SeanFloRivera@sandiego.gov; Mary Salas; bwells@cityofelcajon.us; jshu@cityoflamesa.us; rvasquez@lemongrove.ca.gov; jritter@cityofvista.com
Subject: Shame On NCTD
Date: Thursday, June 2, 2022 12:16:17 PM

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On March 5th, NCTD brazenly defied two strongly worded letters from the California Coastal Commission plus a letter from the California Attorney General ordering NCTD to go through the correct channels and follow CEQA and the Coastal Act. In response, NCTD instead filed a motion for fast tracking their petition with the federal Surface Transportation Board to get the permission to completely ignore all of California's environmental protection and public access laws. Shame on them! I am grateful to the California Coastal Commission who responded with filing a Cease and Desist order on NCTD. Don't touch our bluffs without following coastal laws!
Thank you.

Sent from my iPhone

From: [Jason Estudillo](mailto:Jason.Estudillo@encinitasca.gov)
To: cblakespear@encinitasca.gov; MayorToddGloria@sandiego.gov; asotelosolis@nationalcityca.gov; Hasan_Ikhrata_priya.bhat-patel@carlsbadca.gov; keith.blackburn@carlsbadca.gov; spadilla@chulavistaca.gov; jmccann@chulavistaca.gov; bsandke@coronado.ca.us; nathan.fletcher@sdcounty.ca.gov; joel.anderson@sdcounty.ca.gov; Terra.Lawson-Remer@sdcounty.ca.gov; mdonovan@coronado.ca.us; ddruker@delmar.ca.us; dquirk@delmar.ca.us; jmosca@encinitasca.gov; khinze@encinitasca.gov; mmorasco@escondido.org; cmartinez@escondido.org; Edward.Spriggs@imperialbeachca.gov; Paloma.Aguirre@imperialbeachca.gov; marapostathis@cityoflamesa.us; jmendoza@lemongrove.ca.gov; ggastil@lemongrove.ca.gov; monarios@nationalcityca.gov; mbush@nationalcityca.gov; rkeim@oceansideca.org; jmullin@poway.org; cfrank@poway.org; vivianmoreno@sandiego.gov; MarnivonWilpert@sandiego.gov; RaulCampillo@sandiego.gov; JoeLaCava@sandiego.gov; sjenkins@san-marcos.net; EMusgrove@san-marcos.net; clerk@cityofsanteeca.gov; David_Zito; jedson@cosb.org; jfranklin@cityofvista.com; jgreen@cityofvista.com; nora.vargas@sdcounty.ca.gov; Gustavo Dallardo; Fox, Ann M@DOT; Clerk of the Board; John.Ainsworth@coastal.ca.gov; Stephen.Padilla@coastal.ca.gov; Donne.Brownsey@coastal.ca.gov; Dayna.Bochco@coastal.ca.gov; Effie.Turnbull-Sanders@coastal.ca.gov; Sara.Aminzadeh@coastal.ca.gov; Caryl.Hart@coastal.ca.gov; mike.wilson@coastal.ca.gov; Katie.Rice@coastal.ca.gov; Linda.Escalante@coastal.ca.gov; Meagan.Harmon@coastal.ca.gov; Roberto.Uranga@coastal.ca.gov; Carole.Groom@coastal.ca.gov; Executivestaff@coastal.ca.gov; SanDiegoCoast@coastal.ca.gov; Karl.Schwing@coastal.ca.gov; environmentaljustice@coastal.ca.gov; Matthew Tucker; tkranz@encinitasca.gov; esanchez@oceansideca.org; Paul McNamara; Desmond, Jim; ccontreras@cityofvista.com; tgaasterland@delmar.ca.us; aflores@nctd.org; diana.Lilly@coastal.ca.gov; Erin Prahler; stephanie.leach@coastal.ca.gov; matt.hall@carlsbadca.gov; lheebner@cosb.org; Richard Bailey; crodriguez@oceansideca.org; Steve Vaus; jennifercampbell@sandiego.gov; Jones, Rebecca; JMinto@cityofsanteeca.gov; teresa.acosta@carlsbadca.gov; kharless@cosb.org; kmelendez@cityofvista.com; dworden@delmar.ca.us; tmartinez@delmar.ca.us; peder.norby@carlsbadca.gov; StephenWhitburn@sandiego.gov; MMontgomerySteppe@sandiego.gov; ChrisCate@sandiego.gov; SeanFloRivera@sandiego.gov; Mary Salas; bwells@cityofelcajon.us; jshu@cityoflamesa.us; rvasquez@lemongrove.ca.gov; jritter@cityofvista.com
Subject: Shame On NCTD
Date: Thursday, June 2, 2022 12:18:58 PM

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Thank you.

Jason Estudillo

From: [Michael Summers](#)
To: [cblakespear@encinitasca.gov](#); [MayorToddGloria@sandiego.gov](#); [asotelosolis@nationalcityca.gov](#); [Hasan Ikhata; priya.bhat-patel@carlsbadca.gov](#); [keith.blackburn@carlsbadca.gov](#); [spadilla@chulavistaca.gov](#); [jmccann@chulavistaca.gov](#); [bsandke@coronado.ca.us](#); [nathan.fletcher@sdcounty.ca.gov](#); [joel.anderson@sdcounty.ca.gov](#); [Terra.Lawson-Remer@sdcounty.ca.gov](#); [mdonovan@coronado.ca.us](#); [ddruker@delmar.ca.us](#); [dquirk@delmar.ca.us](#); [jmosca@encinitasca.gov](#); [khinze@encinitasca.gov](#); [mmorasco@escondido.org](#); [cmartinez@escondido.org](#); [Edward.Spriggs@imperialbeachca.gov](#); [Paloma.Aguirre@imperialbeachca.gov](#); [marapostathis@cityoflamesa.us](#); [jmendoza@lemongrove.ca.gov](#); [ggastil@lemongrove.ca.gov](#); [monarios@nationalcityca.gov](#); [mbush@nationalcityca.gov](#); [rkeim@oceansideca.org](#); [jmullin@poway.org](#); [cfrank@poway.org](#); [vivianmoreno@sandiego.gov](#); [MarnivonWilpert@sandiego.gov](#); [RaulCampillo@sandiego.gov](#); [JoeLaCava@sandiego.gov](#); [sjenkins@san-marcos.net](#); [EMusgrove@san-marcos.net](#); [clerk@cityofsanteeca.gov](#); [David Zito](#); [jedson@cosb.org](#); [jfranklin@cityofvista.com](#); [jgreen@cityofvista.com](#); [nora.vargas@sdcounty.ca.gov](#); [Gustavo Dallardo](#); [Fox, Ann M@DOT](#); [Clerk of the Board](#); [John.Ainsworth@coastal.ca.gov](#); [Stephen.Padilla@coastal.ca.gov](#); [Donne.Brownsey@coastal.ca.gov](#); [Dayna.Bochco@coastal.ca.gov](#); [Effie.Turnbull-Sanders@coastal.ca.gov](#); [Sara.Aminzadeh@coastal.ca.gov](#); [Caryl.Hart@coastal.ca.gov](#); [mike.wilson@coastal.ca.gov](#); [Katie.Rice@coastal.ca.gov](#); [Linda.Escalante@coastal.ca.gov](#); [Meagan.Harmon@coastal.ca.gov](#); [Roberto.Uranga@coastal.ca.gov](#); [Carole.Groom@coastal.ca.gov](#); [Executivestaff@coastal.ca.gov](#); [SanDiegoCoast@coastal.ca.gov](#); [Karl.Schwing@coastal.ca.gov](#); [environmentaljustice@coastal.ca.gov](#); [Matthew Tucker](#); [tkranz@encinitasca.gov](#); [esanchez@oceansideca.org](#); [Paul McNamara](#); [Desmond, Jim](#); [ccontreras@cityofvista.com](#); [tgaasterland@delmar.ca.us](#); [aflores@nctd.org](#); [diana.Lilly@coastal.ca.gov](#); [Erin Prahler](#); [stephanie.leach@coastal.ca.gov](#); [matt.hall@carlsbadca.gov](#); [lheebner@cosb.org](#); [Richard Bailey](#); [crodriguez@oceansideca.org](#); [Steve Vaus](#); [jennifercampbell@sandiego.gov](#); [Jones, Rebecca](#); [JMinto@cityofsanteeca.gov](#); [teresa.acosta@carlsbadca.gov](#); [kharless@cosb.org](#); [kmelendez@cityofvista.com](#); [dworden@delmar.ca.us](#); [tmartinez@delmar.ca.us](#); [peder.norby@carlsbadca.gov](#); [StephenWhitburn@sandiego.gov](#); [MMontgomerySteppe@sandiego.gov](#); [ChrisCate@sandiego.gov](#); [SeanFloRivera@sandiego.gov](#); [Mary Salas](#); [bwells@cityofelcajon.us](#); [jshu@cityoflamesa.us](#); [rvasquez@lemongrove.ca.gov](#); [jritter@cityofvista.com](#)
Subject: Shame On NCTD
Date: Saturday, June 4, 2022 4:46:01 PM

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On March 5th, NCTD brazenly defied two strongly worded letters from the California Coastal Commission plus a letter from the California Attorney General ordering NCTD to go through the correct channels and follow CEQA and the Coastal Act. In response, NCTD instead filed a motion for fast tracking their petition with the federal Surface Transportation Board to get the permission to completely ignore all of California's environmental protection and public access laws. Shame on them! I am grateful to the California Coastal Commission who responded with filing a Cease and Desist order on NCTD. Don't touch our bluffs without following coastal laws!
Thank you.

Sent from my iPhone

From: [Ohannessian Angele](#)
To: cblakespear@encinitasca.gov; MayorToddGloria@sandiego.gov; asotelosolis@nationalcityca.gov; Hasan Ikhata; priya.bhat-patel@carlsbadca.gov; keith.blackburn@carlsbadca.gov; spadilla@chulavistaca.gov; jmccann@chulavistaca.gov; bsandke@coronado.ca.us; nathan.fletcher@sdcounty.ca.gov; joel.anderson@sdcounty.ca.gov; Terra.Lawson-Remer@sdcounty.ca.gov; mdonovan@coronado.ca.us; ddruker@delmar.ca.us; dquirk@delmar.ca.us; jmosca@encinitasca.gov; khinze@encinitasca.gov; mmorasco@escondido.org; cmartinez@escondido.org; Edward.Spriggs@imperialbeachca.gov; Paloma.Aguirre@imperialbeachca.gov; marapostathis@cityoflamesa.us; jmendoza@lemongrove.ca.gov; ggastil@lemongrove.ca.gov; monarios@nationalcityca.gov; mbush@nationalcityca.gov; rkeim@oceansideca.org; jmullin@poway.org; cfrank@poway.org; vivianmoreno@sandiego.gov; MarnivonWilpert@sandiego.gov; RaulCampillo@sandiego.gov; JoeLaCava@sandiego.gov; sjenkins@san-marcos.net; EMusgrove@san-marcos.net; clerk@cityofsanteeca.gov; David Zito; jedson@cosb.org; jfranklin@cityofvista.com; jgreen@cityofvista.com; nora.vargas@sdcounty.ca.gov; Gustavo Dallardo; Fox, Ann M@DOT; Clerk of the Board; John.Ainsworth@coastal.ca.gov; Stephen.Padilla@coastal.ca.gov; Donne.Brownsey@coastal.ca.gov; Dayna.Bochco@coastal.ca.gov; Effie.Turnbull-Sanders@coastal.ca.gov; Sara.Aminzadeh@coastal.ca.gov; Caryl.Hart@coastal.ca.gov; mike.wilson@coastal.ca.gov; Katie.Rice@coastal.ca.gov; Linda.Escalante@coastal.ca.gov; Meagan.Harmon@coastal.ca.gov; Roberto.Uranga@coastal.ca.gov; Carole.Groom@coastal.ca.gov; Executivestaff@coastal.ca.gov; SanDiegoCoast@coastal.ca.gov; Karl.Schwing@coastal.ca.gov; environmentaljustice@coastal.ca.gov; Matthew Tucker; tkranz@encinitasca.gov; esanchez@oceansideca.org; Paul McNamara; Desmond, Jim; ccontreras@cityofvista.com; tgaasterland@delmar.ca.us; aflores@nctd.org; diana.Lilly@coastal.ca.gov; Erin Prahler; stephanie.leach@coastal.ca.gov; matt.hall@carlsbadca.gov; lheebner@cosb.org; Richard Bailey; crodriguez@oceansideca.org; Steve Vaus; jennifercampbell@sandiego.gov; Jones, Rebecca; JMinto@cityofsanteeca.gov; teresa.acosta@carlsbadca.gov; kharless@cosb.org; kmelendez@cityofvista.com; dworden@delmar.ca.us; tmartinez@delmar.ca.us; peder.norby@carlsbadca.gov; StephenWhitburn@sandiego.gov; MMontgomerySteppe@sandiego.gov; ChrisCate@sandiego.gov; SeanFloRivera@sandiego.gov; Mary Salas; bwells@cityofelcajon.us; jshu@cityoflamesa.us; rvasquez@lemongrove.ca.gov; jritter@cityofvista.com
Subject: Shame On NCTD
Date: Monday, June 20, 2022 7:43:47 PM

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From: [Rachel Kennedy](#)
To: [Mimi Morisaki](#)
Subject: FW: San Vicente CMCP Review due July 30th
Date: Monday, August 1, 2022 8:17:05 AM
Attachments: [SV_CMCP_Draft_Document_Compressed.pdf](#)
[image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Rachel Kennedy, AICP (she/her/hers)
Integrated Transportation Manager

619.699.1929 office
401 B Street, Suite 800, San Diego, CA 92101

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SANDAG [office hours](#) are Tuesday – Friday and every other Monday from 8 a.m. – 5 p.m.

From: David De Vries <DDeVries@poway.org>
Sent: Friday, July 29, 2022 5:00 PM
To: Pereira, Melina T@DOT <melina.pereira@dot.ca.gov>; Mumm, Erik <Erik.Mumm@kimley-horn.com>; Jackson, Amy <Amy.Jackson@kimley-horn.com>; Rachel Kennedy <Rachel.Kennedy@sandag.org>; Marvin Canton <marvin-adolfo.canton.jr@dot.ca.gov>
Cc: Andy Loperena <ALoperena@poway.org>; asilva@poway.org; Melody Rocco <MRocco@poway.org>; Bob Hahn <BHahn@poway.org>
Subject: San Vicente CMCP Review due July 30th

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

Thanks for allowing us the opportunity to comment on the revised San Vicente Draft CMCP project (attached). Please forward this to the appropriate reviewers and approving bodies for consideration.

Specific to the proposed CMCP project attached, the City is supportive of the Class I Bike/Multi-use path along Scripps Poway Parkway and the Class IV bikeway along Poway Road for the segments shown, but wants to ensure that the designations will not obligate the City financially and would like to review future construction proposals to ensure other safety and infrastructure requirements are not compromised. We look forward to further discussions on alignment feasibility and working with you on the potential future improvements. The buffers provided for either scenario should not permit cars to physically go onto the bike lanes or multi-use paths (appropriate buffers).

Please note, that the Mina De Oro access road is currently a private road and does not meet the width, grade, vertical clearance, turning radius and surface improvement requirements for a fire access road and significant improvements in addition to property acquisitions will be required.

p. 28, include that equestrian lifestyle is also very important to also the Poway community.

p. 28, Add the Ellie Lane trailhead in the "Other open spaces..." sentence.

p. 28, discuss status of existing crossings being sufficient or deficient for wildlife and reference sources.

p. 31, include Poway in the Population and Employment section (add new discussion section).

p. 70, include pedestrian, bike, equestrian and micromobility safety.

p. 74 need analysis for potential wildlife crossings at Poway Rd and near ellie lane trailheads across SR-67 as shown on exhibit 4-2; Update INVENTORY OF TRANSPORTATION SOLUTIONS table accordingly.

Figure 4-3 There is a limited amount of parking for the Iron Mountain trailhead. Eliminating on-street parking may create additional safety hazards with pedestrians parking elsewhere and walking/crossing SR-67 unsafely. To the extent that parking is permitted on SR-67, parking should be retained along the SR-67 because of the large demand.

p. 82, add equestrian to: "Planned improvements are designed to create a network on which people who walk, bike, or use micromobility devices can feel safe, comfortable, and dignified."

p. 84, add for scripps Poway parkway that the class IV multi-use path may be better accomplished within the open space areas south of Scripps Poway Parkway or both south and north if appropriate wildlife corridor improvements are provided. Add that the Mina De Oro multi-use path can connect to existing multi-use paths/trails within the City of Poway.

Figure 4-5, add new wayfinding/gateway signing along Poway Rd. and Scripps Poway Parkway. Additional wayfinding/gateway signage is recommended south of Poway Road on the northbound Highway 67 for the Iron Mountain and Ellie Lane trailheads and the proposed viewpoint. Add gateway/wayfinding signage to goals. An additional turnout/viewpoint is recommended on Scripps Poway Parkway.

Lastly, as discussed in the 2050 California Transportation Plan (CTP), Connected and Autonomous Vehicles (CAVs) could become a reality in the very near future. Please consider additional technological improvements within the Highway 67 corridor to ensure the appropriate infrastructure improvements, technology upgrades, and safety mechanisms are completed to meet demands for CAVs for when they become legal on state highways, local roads, etc.

Thanks for your hard work and dedication to this project and for the consideration of the comments above. I am very excited about the project.

Thank you,

David De Vries, AICP

City Planner

Development Services

City of Poway | 13325 Civic Center Drive | Poway, CA 92064

Phone (858) 668-4604 | Fax (858) 668-1211

ddevries@poway.org



RAMONA COMMUNITY PLANNING GROUP

15873 HWY 67, RAMONA, CALIFORNIA 92065

Phone: (760)445-8545

Robin Joy Maxson
Chair

July 7, 2022

Torry Brean
Vice-Chair

Melina Pereira

Kristi Mansolf
Secretary

San Vicente CMCP Project Manager – Caltrans District 11
Multimodal System Planning Branch Chief

Scotty Ensign

Transportation Planning and Local Assistance, MS-240
4050 Taylor Street

Debra Foster

San Diego, CA 92110

Lynn Hopewell

Dear Melina Pereira,

Casey Lynch

Re: Draft San Vicente Comprehensive Multimodal Corridor
Plan

Elio Noyas

Dawn Perfect

Matt Rains

Michelle Rains

Andrew Simmons

Paul Stykel

Dan Summers

Kevin Wallace

The Ramona Community Planning Group (RCPG) began petitioning SANDAG and Caltrans four years ago to expand State Route 67 to four lanes to improve safety and facilitate evacuation. We made our case as our evidence of two failed evacuations and a horrific motor vehicle accident history provided by the CHP, were indisputable. Both Caltrans and SANDAG responded creating the San Vicente Comprehensive Multimodal Corridor Plan. In May of this year the 179 page Draft San Vicente Comprehensive Multimodal Corridor Plan (CMCP) was released for public comment. After review by the RCPG, we are submitting the following comments.

The CMCP staff created an extremely thorough and comprehensive plan. The CMCP structure is comprised of a Framework, a Corridor Context, an extensive Needs Assessment evaluation, Transportation Solutions, and finally, Implementation and Phasing. The Stakeholder

San Vicente CMCP

Working Groups included every organization that could possibly have an interest in SR 67 or the San Vicente Corridor impact area. Consequently, the public perspective received ample opportunity to provide input for the draft document.

The creation of the CMCP was governed by Regional, State, and local laws and initiatives. They include the SANDAG 2021 Regional Plan, the California Transportation Plan, the Caltrans Corridor Planning Guide, and the Climate Action Plan for Transportation Infrastructure. These provided an outline that the CMCP staff was tasked and obligated to work within.

After completing the Needs Assessment criteria, the CMCP proposed 232 projects to address the targeted safety and evacuation needs of the San Vicente Corridor. The projects were separated into completion goals of short term (0-5 years), medium term (5-15 years) and long term (15 years and beyond). Among the projects were 84 bicycle related improvements, 13 wildlife crossings, 8 new equestrian trails, and 5 SR 67 shoulder widenings. The remaining 122 projects included falling rock abatement, enhanced communications for emergency crews, television monitoring of traffic flow, improved emergency warning capabilities, call boxes and electrical vehicle recharging stations, brush management, enhanced shuttle and transit service, pedestrian safety improvements, speeding studies, evacuation staging, parking improvements and street furniture, wayfinding signage and a gateway sign, guardrail improvements, runaway truck ramps, intersection enhancements, fiber optic cable, utility infrastructure enhancements, variable message signs, sidewalk improvements, trailhead parking, turnouts at viewpoints, median barrier on the Mt. Woodson curve, fire access road, passing lanes, intersection control evaluations, and landscaped center medians in downtown Ramona.

The Draft San Vicente CMCP does not support the addition of vehicular travel lanes as a solution to the safety and evacuation issues on SR 67. It must be recognized that the CMCP is working under the constraints imposed by Statewide climate change concerns limiting their options. Instead, they offer all the above improvements as a whole to address the problems the RCPG outlined years ago.

However, there is another study running parallel to the CMCP study that is considering adding lanes as a solution to our safety and evacuation issues. That

San Vicente CMCP

study is the State Route 67 Highway Improvements Project and a segment of that study is the Project Approval Environmental Document (PA&ED) phase. If that study supports additional vehicular travel lanes, then the CMCP will concur.

The current creation of a shoulder on southbound SR 67 between Mina De Oro and Ellie Lane is insufficient to achieve a safe and viable evacuation outflow which is the stated priority of the Draft San Vicente CMCP project. The use of a shoulder as the second outflow travel lane during evacuation is flawed; as the first vehicle to breakdown will not have a pullover area available and the evacuating public will immediately be funneled into one outflow lane.

Solutions given by the CMCP to remedy this scenario depend on too many moving parts that must work in flawless unision during a large-scale public evacuation event. The idea that a tow truck would be standing-by and ready to move the broken down vehicle(s) on what is once again a narrow, one outflow lane highway is not reasonable nor realistic. The resulting traffic back up for those evacuating would be significant and life threatening.

Any Draft San Vicente CMCP solution that does not include a full four lane SR 67 is not acceptable and ignores public safety requirements.

The Ramona Community Planning Group along with all the residents of the San Vicente Corridor from Lakeside to Ramona owe the CMCP staff their recognition and gratitude for an enormous undertaking.

Respectfully,

A handwritten signature in black ink, appearing to read "Robin Joy Maxson". The signature is fluid and cursive, written in a professional style.

ROBIN JOY MAXSON, Chair
Ramona Community Planning Group



JOEL ANDERSON

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Jamul
Johnstown
Julian
Lake Hodges
Lake Morena
Lakeside
Morena Village
Mount Laguna
Pine Hills
Pine Valley
Potrero
Ramona
San Diego Country Estates
San Pasqual
Santa Fe Valley
Tecate
Tierra del Sol
Winter Gardens
Wynola

**Serving the tribal
governments of:**

Barona
Campo
Capitan Grande
Ewiiaapaayp
Inaja-Cosmit
Jamul Indian Village
La Posta
Manzanita
Sycuan
Viejas

July 29, 2022

Melina Pereira
San Vicente Project Manager
Caltrans
4050 Taylor Street
San Diego, CA 92110

Rachel Kennedy
Corridor Planning Manager
SANDAG
401 B Street, #800
San Diego, CA 92101

Dear Ms. Pereira and Ms. Kennedy,

I am writing to formally submit my comments on the Draft San Vicente Comprehensive Multimodal Corridor Plan (CMCP) to the joint Caltrans and SANDAG project team.

I would like to start by thanking you for the extensive work you have undertaken in examining each segment of the State Route 67 corridor and in providing community leaders and other stakeholders the opportunity to provide valuable input into your proposed improvements.

Although the San Vicente CMCP includes 232 separate projects and programs to improve transportation conditions along this important corridor, this study does not adequately address the primary need of ensuring a safe and efficient evacuation route for community members during a widescale emergency. The community of Ramona, for example, has experienced first-hand the inability of residents to quickly and safely evacuate during several wildfire emergencies.

As you are aware from your in-depth analysis and road segment surveys, parts of SR 67 in this community are only three lanes wide and, at times, this roadway narrows to two lanes. Although the San Vicente CMCP includes recommended actions such as shoulder widening, parking restrictions, the use of multi-use paths and communication enhancements to address the issue of evacuations, these efforts will fall far short of what is necessary to ensure a timely and safe evacuation process for all during a widescale emergency. Such an emergency could have occurred just two days ago had the "Casner Fire" east of Ramona not been contained.

For many years, the community of Ramona has requested the widening of SR 67 to a full four-lane roadway and I support this request. It is critical for your agencies to protect human lives first and foremost when implementing improvements along this corridor. As the CMCP references, there is another parallel study, the SR 67 Highway

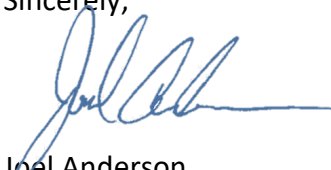
Improvements Project, that considers several alignment options, including a four-lane alternative, that would maximize the community's ability to evacuate while preserving the ability of emergency vehicles to respond during a crisis. I urge you to reconcile these two studies to best protect the citizens of Ramona.

Another transportation improvement option that was not included in the San Vicente CMCP is the consideration of a high-occupancy vehicle (HOV) lane. Although HOV lanes have been added to other freeways in the region to reduce traffic congestion and emissions by assisting those who wish to carpool/vanpool or use green vehicle options, I am unaware that this option has been considered for the SR 67 corridor.

Although the CMCP includes new and more frequent transit service to Poway and Escondido, I would also encourage you to investigate additional transit enhancements to other destinations in the San Diego region that would allow this transportation mode to compete as a realistic option and alternative to other transportation modes, such as passenger vehicles.

Thank you in advance for your consideration of my input and requests to improve the San Vicente CMCP and SR 67 corridor. If you would like to discuss this issue further, please don't hesitate to contact me or Michael Kulis of my staff at (619) 531-5522.

Sincerely,

A handwritten signature in blue ink, appearing to read "Joel Anderson", with a long horizontal flourish extending to the right.

Joel Anderson
Supervisor, Second District

Cc: Mr. Hasan Ikhata, CEO, SANDAG
Mr. Gustavo Dallarda, District 11 Director, Caltrans

mailed 2022-1868

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August 31, 2022

Director Gustavo Dallarda
California Department of Transportation
District 11
4050 Taylor Street
San Diego, CA 92110

Dear Director Dallarda:

I am writing in support of my constituents who have shared their concerns regarding the proposed transportation updates in the Draft San Vicente California Multimodal Corridor Plan (CMCP).

State Route 67 is a rural highway that serves residents of East San Diego County, including Ramona, Lakeside and Poway. Residents of these communities and surrounding areas are grateful for your work on possible improvements to the roadway, but safety is still an overriding concern. There are 232 total proposed improvements to State Route 67 in the San Vicente CMCP. These proposed improvements include stipulations for wildlife crossing, bikes, and weed abatement, but none for permanently expanding the roadway to assist in an active evacuation.

In 1988, both the California Highway Patrol & Cal Trans described SR 67 as a "dangerous and obsolete corridor." Since that time, population growth in the region has been extensive, further aggravating the problem. To improve the route and ease safety concerns, voters approved a 1/2 cent sales tax increase in 1988 to fund the expansion of SR 67, but the highway was not improved and the funding was redirected elsewhere.

Wildfires are a continual concern in this region, one that is heightened by the lack of safe evacuation routes. SR 67 serves as an evacuation route, but with only two lanes, safe and timely evacuations can be almost impossible, putting the lives of residents in danger. I urge you to review the draft San Vicente CMCP and consider expanding SR 67 for the safety of all residents and surrounding areas.

It is my hope that the San Vicente Comprehensive Multimodal Corridor Plan will be modified so that it reflects the safety concerns of commuters in East County who must rely on their automobiles for their family's well-being, their livelihoods, and most importantly, for their safety during emergency situations.

If you have any questions about my support for the expansion of SR 67, please don't hesitate to contact me at (760) 480-7570.

Sincerely,

A handwritten signature in cursive script that reads "Marie Waldron".

Marie Waldron
Assemblymember, 75th District

CC: Supervisor Joel Anderson
Supervisor Jim Desmond
Mayor Steve Vaus

Assembly
California Legislature
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ASSEMBLY REPUBLICAN LEADER
ASSEMBLY MEMBER, SEVENTY-FIFTH DISTRICT
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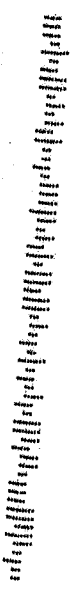
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APPENDIX C.

INTRAREGIONAL TRIBAL TRANSPORTATION STUDY

The Intraregional Tribal Transportation Strategy (ITTS) can be accessed using the following link:

<https://www.sandag.org/index.asp?classid=19&subclassid=105&projectid=241&fuseaction=projects.detail>



Final

Intraregional Tribal Transportation Strategy

JANUARY 2018



in partnership with the



Made possible through a Caltrans Strategic Partnership Grant

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La Posta Band of Mission Indians
Tribal Chair, Gwendolyn Parada

*indicates tribes not within San Diego County borders

Acknowledgments



Acknowledgments

Our thanks to the members and alternates of the Interagency Technical Working Group on Tribal Transportation Issues, particularly those members who served on the Project Development Team.

In memory of Albert 'Boxie' Phoenix, Tribal Elder of the Barona Band of Mission Indians, who dedicated his life to improving the quality of life of his community through his steadfast advocacy. As the founding Chair of the Working Group, his leadership and belief in the value of collaborative planning inspired this project.



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William Micklin – Ewiiapaayp Band of Kumeyaay Indians
Virgil Perez – Iipay Nation of Santa Ysabel
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Reader's guide



Reader's guide

The Intraregional Tribal Transportation Strategy (Strategy) is the result of a collaborative effort between the San Diego Association of Governments (SANDAG) and the Southern California Tribal Chairmen's Association (SCTCA) to address the tribal transportation needs in the San Diego region in an effective and innovative way. The Strategy is the outcome of the assembly of existing conditions information and new data collection, as well as regular conversations among tribal leadership, transportation agencies, and other stakeholders in the region.

To reflect the process and outcomes of this study, this document is split into two major parts: The Process and The Strategy. The Process section includes an overview of the context and goals of the study, as well as details of how the Strategy was developed and the collaboration that took place to produce it. Readers who are interested in existing conditions and context for this project will find this section provides foundational knowledge through which to understand the Strategies and actions discussed in Part II.

The Strategy section of this document is the result of the collaboration and conversations that took place during the study. This section contains a list of strategies with short-term and ongoing actions, as well as tools and resources that support their implementation. The Strategy is intended to serve as a guide for stakeholders to advance the transportation goals of tribal communities now and into the future. For readers already familiar with tribal transportation issues in the region, this section serves as a stand-alone resource that includes the project inventory gathered during the study and steps to advance these or other projects in the transportation planning process.

Part 1 – The process



1. The process

1.1. Introduction

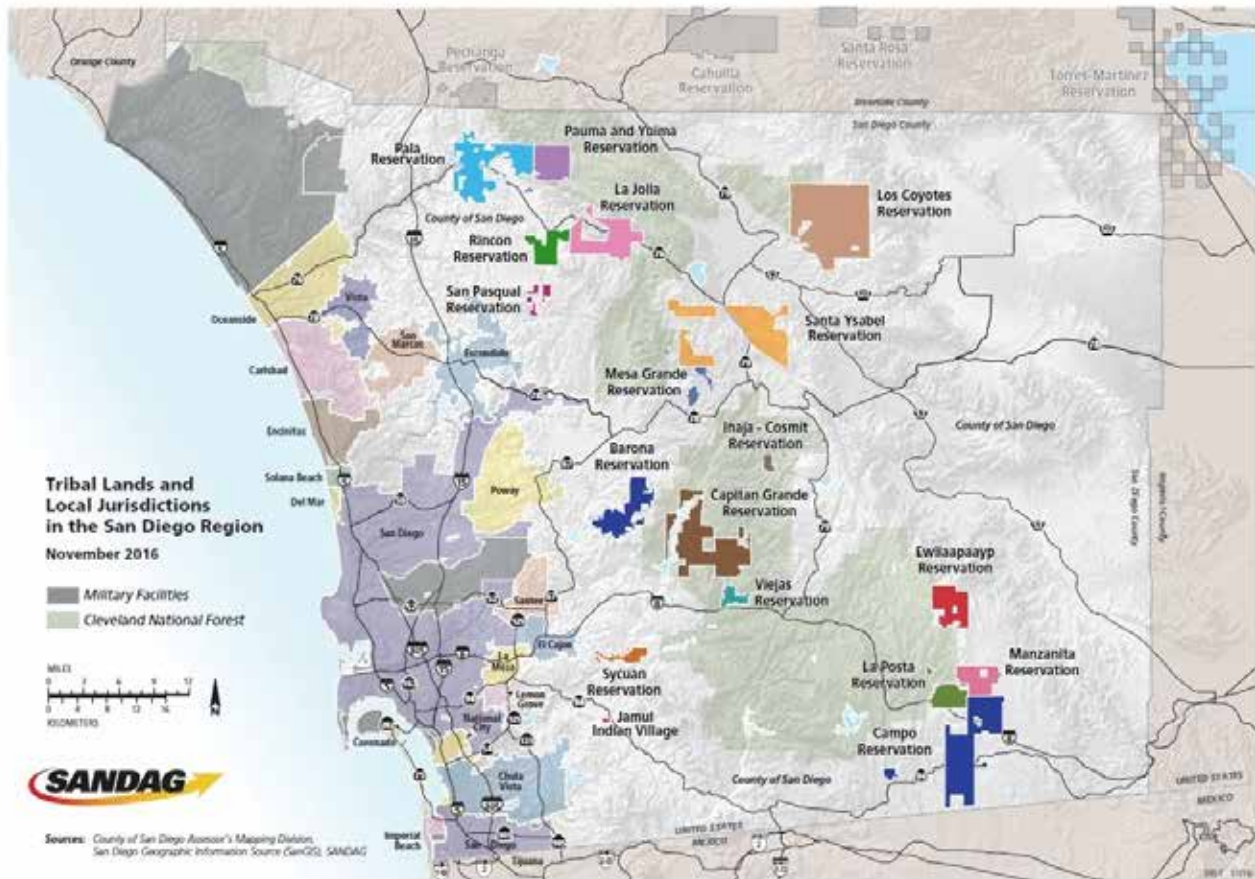
San Diego Forward: The Regional Plan (Regional Plan), adopted in October of 2015, focuses transportation investments in the most densely-populated urbanized areas in the western third of the region, where there is existing and planned development. At the same time, the transportation system must also support the needs of federally-recognized tribal nations whose reservations are in the sparsely-populated eastern rural areas of the region. Under the SANDAG Borders framework focused on binational, interregional, and tribal planning programs, an Intraregional Tribal Transportation Strategy (Strategy) has been developed with the tribal nations and other agencies that influence transportation in the region. SANDAG has partnered with the Southern California Tribal Chairmen's Association (SCTCA), County of San Diego, North County Transit District (NCTD), Metropolitan Transit System (MTS), Caltrans, and Bureau of Indian Affairs (BIA) to develop a strategy to identify key multimodal transportation projects that will improve tribal mobility while meeting regional, state, and federal goals.¹

Tribal nations in the San Diego region

Opinions from the United States Supreme Court recognize federally-recognized Native American tribes as domestic dependent sovereign nations within the territorial boundaries of the United States. In the San Diego region, there are 18 federally-recognized tribes (Table 1.1) with jurisdiction over 19 reservations – the most in any one county in the United States (Figure 1.1).

¹ This project was funded by a Caltrans Strategic Partnership Planning Grant with local match provided equally by SANDAG and the SCTCA.

Figure 1.1 – Tribal lands in San Diego region



Of the 109 federally-recognized Indian tribes in California, 18 are in San Diego County.² The tribal members of today's bands represent four Indian cultural/linguistic groups who have populated this entire region for more than 10,000 years, taking advantage of its abundant natural resources and diverse ecological system for their livelihoods. The four cultural/linguistic groups are (1) the Luiseño, who traditionally inhabited the land along the San Luis Rey River in north and northwestern San Diego County; (2) the Cahuilla, who live in the mountains in the northeastern part of the county and into the Coachella and Imperial Valleys; (3) the Cupeño, who live in the Warner Springs area; and (4) the Kumeyaay (Northern Ipai/Southern Tipai), who live in the southern part of the county from the coast to the mountains and all the way to what is today Baja California, Mexico.

2 There are 566 federally-recognized tribes in the United States. The next highest concentration in a county after San Diego is Riverside County with 16 federally-recognized tribes.

Table 1.1 – American Indian reservations and federally-recognized tribal governments in the San Diego region

Reservation name	Tribal government
Barona*	Barona Band of Mission Indians
Campo*	Campo Band of Kumeyaay Indians
Capitan Grande	Joint Power Authority between Barona and Viejas
Ewiiapaayp	Ewiiapaayp Band of Kumeyaay Indians
Inaja and Cosmit Inaja	Inaja-Cosmit Band of Indians
Jamul Indian Village	Jamul Indian Village of California
La Jolla	La Jolla Band of Luiseño Indians
La Posta**	La Posta Band of Mission Indians
Los Coyotes	Los Coyotes Band of Cahuilla and Cupeño Indians
Manzanita	Manzanita Band of the Kumeyaay Nation
Mesa Grande	Mesa Grande Band of Mission Indians
Pala*	Pala Band of Mission Indians
Pauma and Yuima*	Pauma Band of Luiseño Indians
Pechanga* +	Pechanga Band of Luiseño Indians
Rincon*	Rincon Band of Luiseño Indians
San Pasqual*	San Pasqual Band of Mission Indians
Santa Ysabel**	Iipay Nation of Santa Ysabel
Sycuan*	Sycuan Band of the Kumeyaay Nation
Viejas*	Viejas Band of Kumeyaay Indians

* tribe with gaming facility

** tribe that has closed gaming facility

+ recently-acquired trust land in the San Diego region (2013)

As domestic dependent nations, tribes are subject to federal laws but are not subject to local or state laws, unless the United States Congress delegates implementation of federal law to the state or permits the imposition of state law upon tribal trust lands. From a governance perspective, tribal governments are considered a separate category of government from federal, state, and local governments. In addition to the standard governmental functions of regulating, taxing, and delivering services, tribal governments act to preserve and protect tribal culture and the tribal community, including determining tribal membership. Tribal governments also are responsible for the development, management, and operation of tribal economic enterprises. Most of the land within the boundaries of reservations is owned by the federal government and held in trust for the benefit of tribes and their members. Native American reservations are comprised of more than 127,000 acres in the San Diego region, making up approximately 4 percent of the region's land base.

Purpose of the Strategy

Federally-recognized tribes face a dilemma for transportation planning and funding. Most of their transportation funding comes through BIA through a national competitive process among all tribal nations in the country. The funding formula is based on population, road inventory, and average tribal shares. Small land based tribes with small populations and few on-reservation roads do not compete well against larger tribes with extensive road inventories such as the Navajo Nation, which expands over three states. From 2005 to 2009, under the Safe, Accountable Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Indian Reservation Roads (IRR) program funding formula was revised to allow tribes to include off-reservation transportation facilities critical to reservation ingress and egress as part of their tribal transportation system. This allowed tribes in the San Diego region to compete successfully for funds. With the 2012 passage of the Moving Ahead for Progress in the 21st Century Act (MAP-21), the provision was removed and the Fixing America's Surface Transportation Act (FAST Act), passed in 2015, maintains that change. As such, the region's tribes lack resources needed to plan for their mobility needs and to address problem areas in the region that most hinder their intraregional mobility.

In addition to limited resources, the process to plan for and implement transportation projects is complicated and involves many agencies and jurisdictions. At a federal level, tribes work with the BIA, the Tribal Transportation Program (TTP) of the Federal Highway Administration (FHWA), and in more recent years with the Federal Transit Administration (FTA). In most cases, tribes in the region have worked on an individual basis, not as a group. However, many of the issues that impact their mobility and access to the regional transportation system are shared by several tribes along corridors. The federal government has no mechanism for looking at the regional needs of tribes. Each tribe submits a long-range tribal transportation plan and updates their own road inventory, but there is no forum for looking at their collective concerns. At the state level, the tribes work with Caltrans through the Native American Liaison Branch, which has been highly successful in analyzing the needs of tribes on state transportation facilities. The state receives the Tribal Transportation Improvement Programs (TTIPs) for inclusion in the State Transportation Improvement Program (STIP), but again there is no forum for looking at their collective needs in a regional context.

As with all land use authorities, improvements in transportation infrastructure are a key to improving the ability of each tribal nation to compete in a global economy and provide access to housing, jobs, education, healthcare, and entertainment for its citizens. To most effectively identify and serve the transportation needs of the tribal communities, these small land based tribes in the San Diego region sought out an opportunity to evaluate their mobility issues collectively in a regional context and determine collective priorities for further analysis, as well as create a collaborative strategy for pursuing the implementation of identified projects. As part of this effort, new funding sources to grow the funding pie, and project implementation status was identified.

This effort brings together the region's tribal nations to work collectively with key agencies including Caltrans, the County of San Diego, SANDAG, and the transit agencies to develop this Strategy, which identifies tribal multimodal needs.

Overall project objectives

- Understand the existing conditions for tribal multimodal transportation facilities in a regional context
- Identify areas of need for improving tribal mobility that achieve regional, state, and federal goals
- Identify transportation projects that will improve tribal mobility
- Estimate costs for identified projects
- Develop criteria for clustering viable projects
- Determine responsible parties/jurisdictions
- Develop a strategy for improving tribal multimodal access to the regional transportation system
- Identify projects with early implementation potential.

Project tribal consultation and coordination

This was a collaborative effort between SANDAG and tribal nations from inception. Tribal coordination and consultation were critical elements in the development of the Strategy. Coordination and consultation occurred at multiple levels during the study, including policy-level feedback, Interagency Technical Working Group on Tribal Transportation Issues (Working Group) discussions and input, and individual meetings with tribal representatives when appropriate.

SCTCA – Policy level

The SCTCA Board is comprised of the chairmen of each of the tribes in the San Diego region and served as the policy board for this project, along with two SANDAG Policy Advisory Committees: Borders and Transportation. The SCTCA Board received regular updates from the SANDAG and SCTCA project managers throughout the entire scope of the project and participated in workshops at key decision-making points. Major topics brought to the SCTCA Board included introduction of the project, development of the Tribal Mobility Needs Assessment Survey, an update on the results of the Tribal Mobility Needs Assessment Survey, and a report on the database tool and potential project grouping.

Working Group – Advisory level

The Working Group established in 2006 includes all the key stakeholders needed to prepare the Strategy. The Working Group served as the Project Advisory Group and convened approximately every two months during the course of this study. The Working Group was formed due to a need for a forum for tribal governments in the region to discuss and coordinate transportation issues of mutual concern with the various planning agencies in the region. The Working Group is tasked with monitoring and providing input on the implementation of the strategies and planning activities related to transportation mutually developed between SANDAG and the SCTCA at the San Diego Regional Tribal Summits.



The Working Group receives a project update at its April 2016 meeting

The Working Group consists of all the major stakeholders in tribal transportation in the region, including representatives from 13 tribal governments in San Diego County as well as advisory members from Caltrans, County of San Diego, BIA, MTS, NCTD, and SCTCA.

For the purposes of the Strategy, the Working Group met with increased frequency to provide opportunity for project review and decision-making. The following highlights of Working Group meetings illustrate the depth and breadth of feedback and input collected from this forum that helped shape the ideas, information, and structure that make up the Strategy.

- In April 2016, the Working Group participated in formulation of the Mobility Needs Assessment Survey
- In July 2016, the Working Group held a discussion and review of survey results
- In September 2016, the Working Group participated in a workshop to determine methods of project grouping by identifying project readiness, criteria, and funding opportunities
- In November 2016, the Working Group discussed the project selection tool prepared by the consultant and their preferences for project sorting
- In January 2017, the Working Group examined options for organizing the strategic document through prioritizing different criteria
- In April 2014, the Working Group reviewed/provided feedback on draft strategies

Project development team – Technical level

During the course of the study, a project development team (PDT) was formed to provide additional staff expertise and technical guidance to the consultant team. The PDT generally met monthly and played a key role in the review of all project deliverables. The PDT included representatives from SANDAG, the SCTCA, the Working Group, Caltrans, the County of San Diego, and the consultant team. The PDT worked under the direction of and reported to the Working Group throughout the course of the study.

Meetings with tribal representatives – Individual level



Tribal Mobility Needs Assessment Survey meeting, May 2016

During the development of the Tribal Mobility Needs Assessment Survey, one-on-one meetings were conducted with tribal representatives over several months to discuss the survey questions and responses. The survey was tailored to each tribal nation by including a list and maps of transportation projects that had previously received consideration. Through their survey responses, tribes provided essential project details, feedback on transportation modes and priorities most important to their governments, and information regarding cultural resource awareness considerations.

Additional details about the public outreach process and meeting schedule for the Strategy can be found in Appendix A1.

1.2. Context



2014 Tribal Summit, Barona Resort & Casino

Over the past ten years, SANDAG and the SCTCA have developed a government-to-government framework to engage in planning dialogue and action at the regional level. The success of this model has demonstrated that by working collaboratively, public agencies and tribal governments can create a mechanism for timely, meaningful, and effective involvement of tribal governments in the regional and transportation planning process.

An overarching element of the government-to-government framework is having periodic summits between the Boards of Directors of the two principal intergovernmental agencies – SCTCA and SANDAG. By bringing together these two councils of governments, the summits offer an opportunity for tribal and local elected officials from the region to engage in diplomatic dialogue, identify issues of mutual concern, and develop priority actions that can be carried out through the partnership framework.

For each update of the Regional Transportation Plan since 2007, the issues of mutual concern and priority actions have been revisited, analyzed for progress, and re-prioritized, and these formed a broader strategy that was a foundation for the Strategy in this study. Table 1.2 describes these issues and the actions associated with them. There are four primary transportation-related policy areas that were considered in the 2050 Regional Transportation Plan/Sustainable Communities Strategy (adopted in 2011) because of the consultation process with tribal governments, and these have continued as areas for future collaboration: (1) roadway infrastructure, (2) funding, (3) transit, and (4) information sharing/ data gathering.

Table 1.2 – SCTCA and SANDAG Board of Directors collaborative tribal transportation strategies – Strategic areas and actions

Government-to-government framework
<ul style="list-style-type: none"> • Develop collaborative legislative agenda that benefits the region
Transportation infrastructure
<ul style="list-style-type: none"> • Identify corridors critical to tribal reservations and coordinate the funding and implementation of relevant studies • Identify critical regional arterials serving tribal nations that should be included in the RTP • Coordinate the incorporation of existing Tribal Transportation Plans (TTPs) into the current RTP
Transit
<ul style="list-style-type: none"> • Collaborate on the issue of reverse commuting for tribal enterprise employees and pursuing funding opportunities • Collaborate on the pursuit of funding opportunities to implement the recommendations from the Tribal Transit Feasibility Study • Collaborate on the development of a Tribal Transportation Management Association (TTMA) for increased tribal participation in TDM programs regionwide
Transportation funding
<ul style="list-style-type: none"> • Create opportunities for pooling/leveraging transportation funding for mutually important projects • Collaborate and advocate for new transportation funding in the region, including transit and TDM • Identify mechanisms for providing ongoing funding for new or additional transportation programs, including transit services and TDM
Information sharing/technical assistance
<ul style="list-style-type: none"> • Provide ongoing training to tribal governments on funding processes, transportation, and regional planning • Provide information on technical support for planning and data analysis services to tribal governments parallel to member agencies

From the foundation of on-going coordination efforts, the Strategy developed in this study strongly promotes both state and federal transportation goals. Federal funding must support the mobility of tribal nations; however, the focus on investing transportation funding in highly populated areas limits the region’s ability to meet their needs. SANDAG has an ongoing commitment to the inclusion of tribal transportation issues in the planning process. Through the Tribal Liaison Program, SANDAG dedicates significant resources to ensuring tribal issues are considered in its plans, programs, and projects. The Strategy provides more planning level information for incorporation of more specific tribal concerns in the next cycle of the RTP.

1.3. Existing conditions

Tribal corridors identified

The Regional Plan developed a multimodal plan of improvements for the San Diego County region. Roadways included in the plan are shown in Maps 1.1 and 1.2. Many of the roadways in the RTP are focused in urbanized areas because of congestion concerns and because population is denser in these areas. However, tribal reservations are located in rural areas of the county, and transportation needs focus on issues such as safety, road maintenance, expansion of multimodal facilities, and design issues rather than capacity expansions.

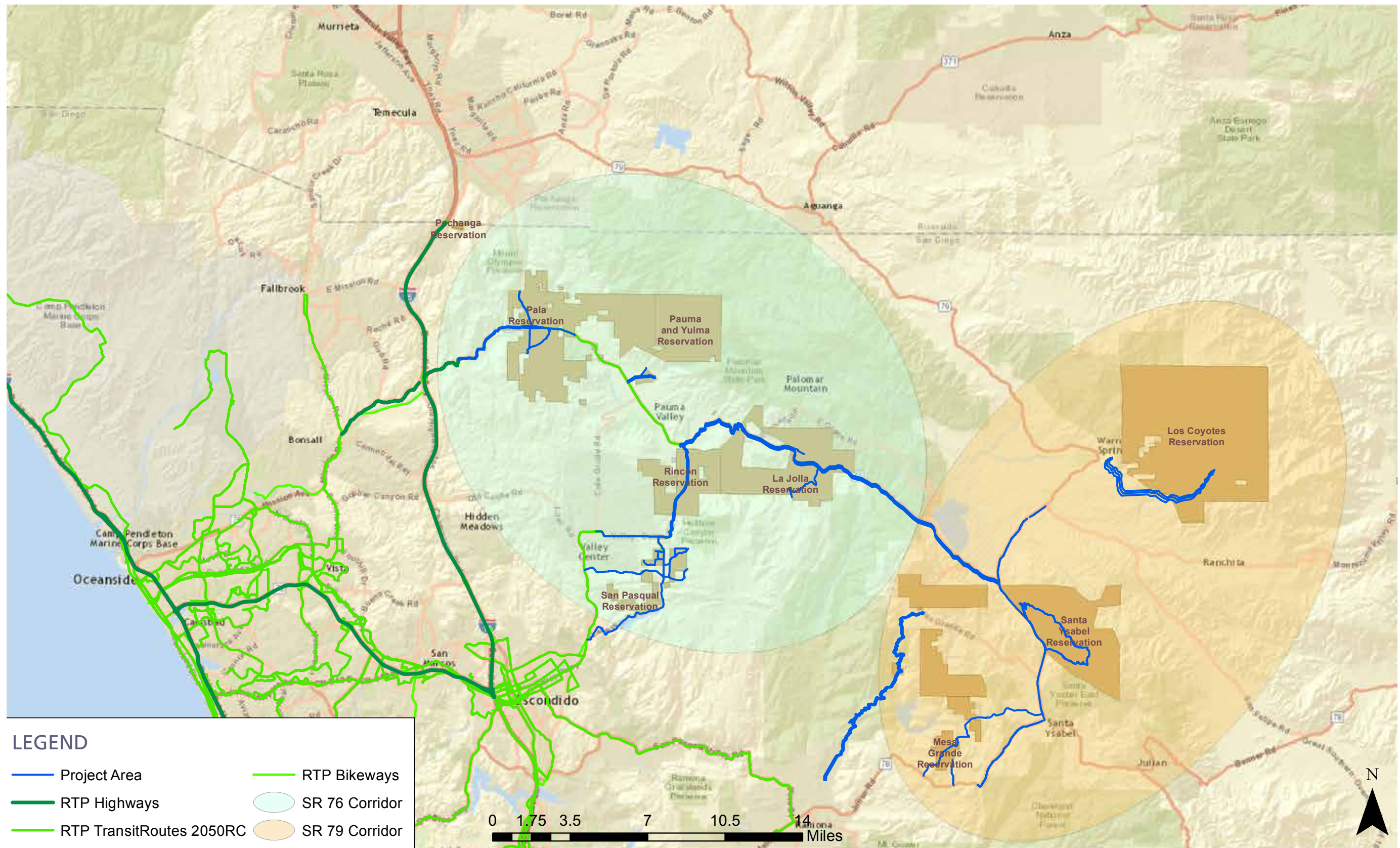
For the purpose of examining long-range transportation issues in this study, key transportation corridors were identified that provide transportation into and out of the reservations and include:

- State Route 76 (SR 76), which generally runs east-west in the northern area of the county.
- State Route 79 (SR 79), which generally runs north-south in the eastern half of the county.
- I-8, which runs east-west in the southern area of the county and is subdivided into the I-8 east and I-8 west corridors. It should be noted that SR 67 projects have been included as part of the I-8 west corridor.
- State Route 94 (SR 94), which generally runs east-west in the southern area of the county.

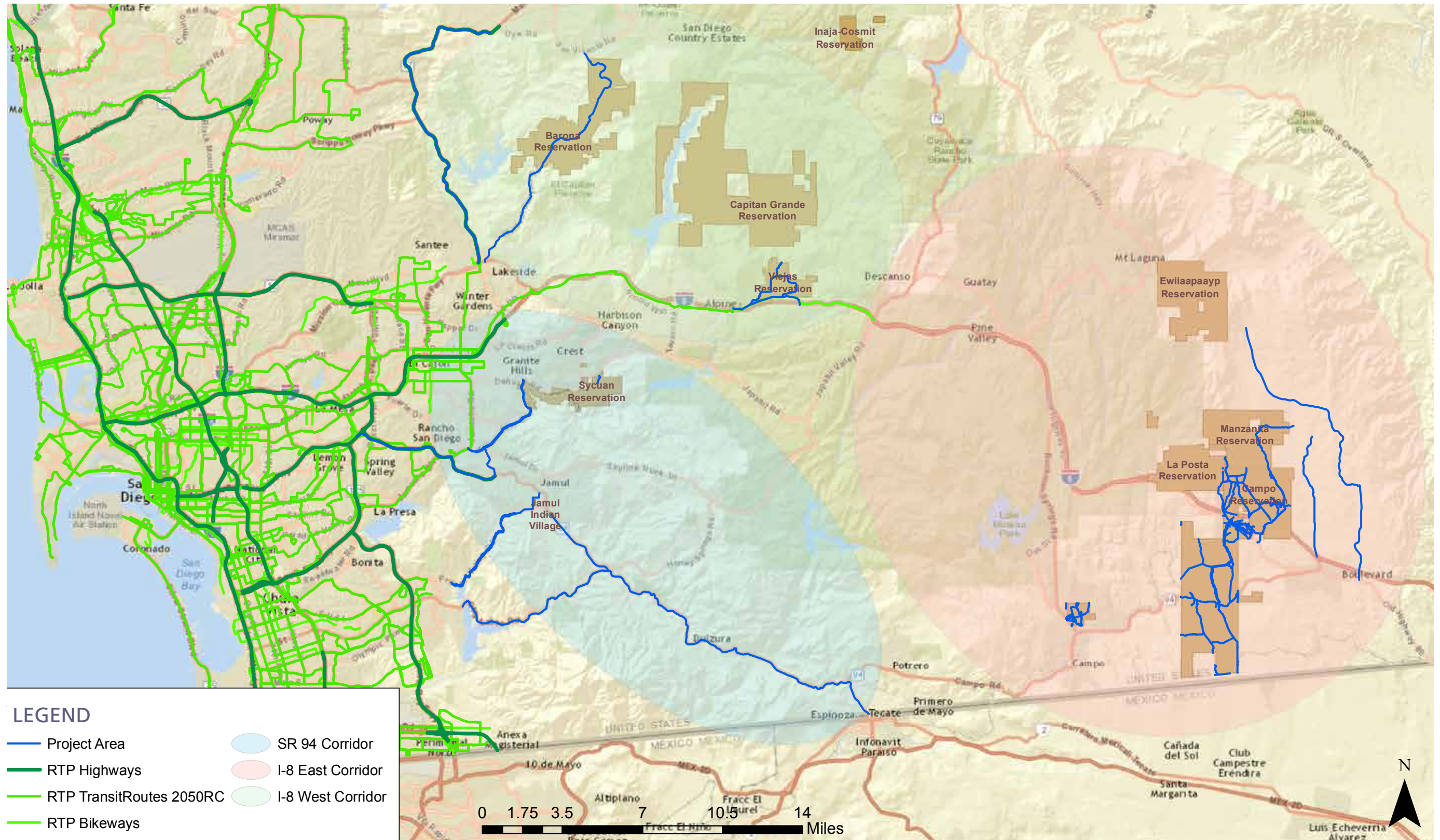
The following sections describe these corridors and tribal transportation issues in these areas in more detail.

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Map 1.1 – Northern tribal corridor



Map 1.2 – Southern tribal corridor



Tribal transportation issues

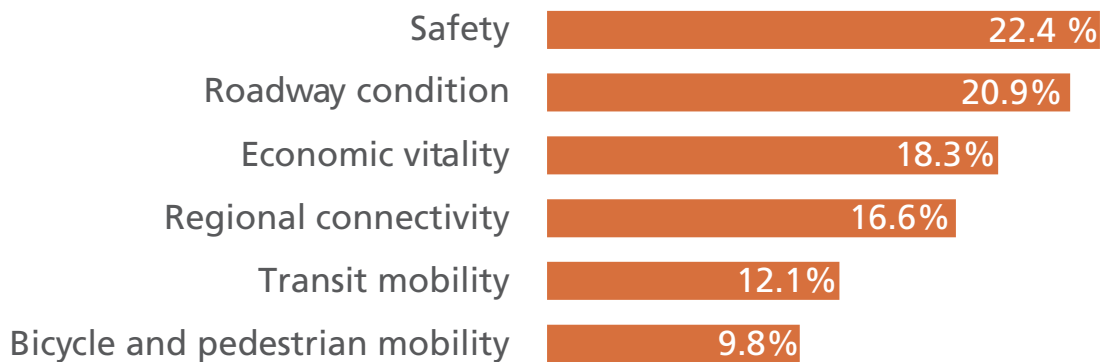
Tribal nations have unique transportation concerns. Many tribes, located in rural areas with a small population base, lack funding resources to maintain existing roads and address new improvements. In some cases, tribal roads are not built to the same standards as surrounding jurisdictions, which can cause transportation safety issues.

Tribal communities need improvements to roads, bridges, and highways to adequately connect their communities to other communities, thereby enhancing the opportunity for economic, social, cultural, and community developments. They also need better transit to and from their communities to take advantage of job and education opportunities in surrounding communities. As new economic and community development ventures expand in tribal communities, transportation is becoming a major planning component for land use, mobility, and accessibility.

As detailed in the Caltrans Transportation Guide for Native Americans (March, 2017), the current level of annual funding to California tribes from the TTP, the successor to the IRR Program, are distributed to tribes via a complex TTP funding formula, which takes only factors such as land base, road inventory, and population into account. Because California tribes are smaller in enrolled population and land base than many tribes, California tribes have not received a proportion of TTP funds commensurate with their number of tribal governments, causing critical infrastructure to deteriorate.

Important considerations for transportation improvements, as indicated by tribal representatives in the San Diego region, are shown in Figure 1.2. During the project, tribal representatives discussed possible goals/issues in transportation and then were surveyed on their relative importance. The most important goal was improving safety, followed closely by improving roadway conditions, enhancing economic vitality, and improving regional connectivity.

Figure 1.2 – Relative importance of goal areas for transportation improvements



Source: Tribal Mobility Needs Assessment Survey

Safety

Safety was the most important issue for tribes in San Diego County. Improving safety for drivers, bicyclists, and pedestrians is important to reduce the number of traffic fatalities and serious injuries on all roads. Because many roads in rural and tribal areas were not built to design standards, non-standard features like tight curves, lack of shoulder, and inadequate signage and striping are common.

Roadway condition

Regular road maintenance is important to protect the investment in roads. Poorly maintained roads can increase vehicle operating costs, increase the potential for accidents, and result in more costly road repairs required sooner. Because of structural deficiencies in funding streams allocated to roadway maintenance, many tribal roads are in poor condition.

Economic vitality and community health

Economic vitality is important because good roads are needed to enhance the movement of goods and freight, particularly agricultural goods. For tribes located in more rural areas, a good transportation system is vital to support employment and job growth. Increased employment and educational opportunities serve as protective factors for community health. Tribes with gaming facilities or other regional attractions rely particularly heavily on adequate transportation infrastructure.

Regional connectivity

Regional connectivity is important because the transportation system connects people to jobs, schools, and shopping and recreational destinations. Regional connectivity between tribes in the region is also important as many resources like health clinics and cultural centers are shared resources. Another aspect of regional connectivity that is important is the need for emergency evacuation routes and connections to regional health facilities. Routes that are regionally significant may present more opportunities for partnerships.

Transit mobility

Transit provides an affordable alternative to driving and provides another important link to connect people to jobs and basic services. There is a lack of transit connections from rural to urban areas, and this may be an area where tribes could lead.

Bicycle and pedestrian mobility

Bicycle and pedestrian transportation options provide an economical and healthy way for people of all ages and abilities to travel. Bicycling and walking also helps the environment and reduces air pollution. Many rural and tribal areas struggle with heart disease and diabetes, and active lifestyles supported by active transportation infrastructure can contribute to the overall well-being of the community.

Tribal corridors

This section presents an overview of the corridors and issues that have been identified through the Tribal Mobility Needs Assessment Survey process, review of Caltrans Transportation concept reports (TCRs), and Tribal long-range transportation documents.

State Route 76 corridor

SR 76 is an east-west highway between I-5 and SR 79. The eastern portion of SR 76 (between I-15 and SR 79) is primarily a two-lane rural undivided roadway and serves five tribal reservation areas, including Pala, Rincon, San Pasqual, Pauma-Yuima, and La Jolla. SR 76 is on the California State Scenic Highway System and is eligible to be designated as an official State Scenic Highway. The posted speed limit varies from 40-55 miles per hour (mph), with warning signs at curves recommending speeds as low as 20 mph. Turn lanes are provided at key intersections. As of 2010, there are two segments of SR 76 where trucks and buses over 40 feet, including public transit and private tour shuttle buses, are restricted: 1) from I-15 to Pala Mission Road, and 2) from Valley Center Road to State Route 79.

Transportation issues

Safety is a major issue for tribal communities in this corridor – In 2014, the La Jolla Band of Luiseño Indians, in consultation with FHWA, Caltrans, BIA, and others conducted a road safety audit/assessment (RSA) on the seven-mile stretch of highway at the eastern end of SR 76. Based on findings from the RSA, the La Jolla Band of Luiseño Indians suggested that SR 76 be designated as a “safety corridor” since there are no passing lanes on this stretch of highway. Members of the tribe discussed the possibility of a gateway treatment to alert motorists that they are entering a residential area with driveways, bus stops, bicyclists, and pedestrians. They recommended better signage for



Segments of roads in this area have alignments with multiple curves

Source: San Pasqual Band of Mission Indians



Roads can better accommodate the mix of pedestrians, bicyclists, and drivers

Source: San Pasqual Band of Mission Indians

school bus stops and better bicycle and pedestrian access. The transportation needs survey also noted safety improvement needs between the Pala Casino and Rice Canyon Road. A 19-mile transportation improvement project is planned by Caltrans on SR 76 between SR 79 and Valley Center Road that will address road straightening, shoulder widening improvements, and lighting and fiber improvements. On tribal roads and roads leading to SR 76 there are some general safety needs related to signing, lighting, and paving.

Improved shoulders and bicycle facilities – The rural sections of SR 76 are popular with bicyclists; however, opportunities exist to improve and enhance bicycle access on this route. The Tribal Mobility Needs Assessment Survey indicated needs for bike lanes and improved shoulders on sections of SR 76, and on roadways connecting to SR 76 including sections of Pala Mission Road, Temecula Road, Valley Center Road, Paradise Mountain Road, and Woods Valley Road.

Intersection improvements – Intersection needs such as new turn lanes were noted at several locations, such as SR 76/Magee Road/Pala Raceway Road and SR 76/Pala Road. Roundabout and traffic calming measures were a need for the SR 76/Palomar Mountain Road and SR 76/Sengme Oaks Road intersections.

Improved transit – Four of the five tribal reservations near the corridor have gaming and resort facilities which operate private tour shuttles for visitors. While these gaming facilities are among the largest employers along SR 76 and in Northern San Diego County, most of the jobs are held by commuters from neighboring communities in Riverside and Imperial Counties. There is a need for ridesharing or shuttle services for casino employees, increased transit service and additional bus stops, and new transit service on SR 76, between Valley Center Road and SR 79.

State Route 79 corridor

SR 79 begins at I-8 (exit 40) and continues to I-10, although for this study the corridor of interest is a rural two-lane undivided highway between I-8 and approximately Chihuahua Valley Road, northwest of the Los Coyotes Reservation. The speed limit on SR 79 is 55 mph.

SR 79 overlaps State Route 78 (SR 78) between Santa Ysabel and Julian for approximately seven miles. North of this area, SR 79 intersects SR 76 at a T-intersection. This corridor serves the Mesa Grande, Los Coyotes, and Santa Ysabel Reservation areas. This corridor is eligible for the State Scenic Highway System; however, there has been no effort from local stakeholders to seek this designation. It traverses Cuyamaca Rancho State Park, Cleveland National Forest, and other scenic areas. Current transit service in this corridor consists of MTS Route 888, which traverses SR 79 between I-8 and old Highway 80.



Bicyclist on SR 76

Source: Google Earth

Route 892 traverses SR 79 between SR 78 and County Route S-22. There is a park-and-ride lot located at the northwest quadrant of the I-8/SR 79/Japatul Valley Road interchange.

Because most of SR 79 has insufficient shoulder width for bicyclists, they must share the road with vehicles. The Caltrans Transportation Concept Summary Report (2008) recommended that future improvement projects include adding more shoulder width. Improved shoulders are a tribal concern, particularly on Black Canyon Road and SR 79/78 between Deer Canyon Drive and San Felipe Road.

Transportation issues

Access, paving, signage, and road improvement needs on roads connecting to the SR 79/SR 78

corridor were tribal concerns, including Rancho Ballena Road, Black Canyon Road, and Camino San Ignacio.

New turn lanes will provide safer access at the SR 79/Schoolhouse Road and SR 78/Deer Canyon Drive intersections.

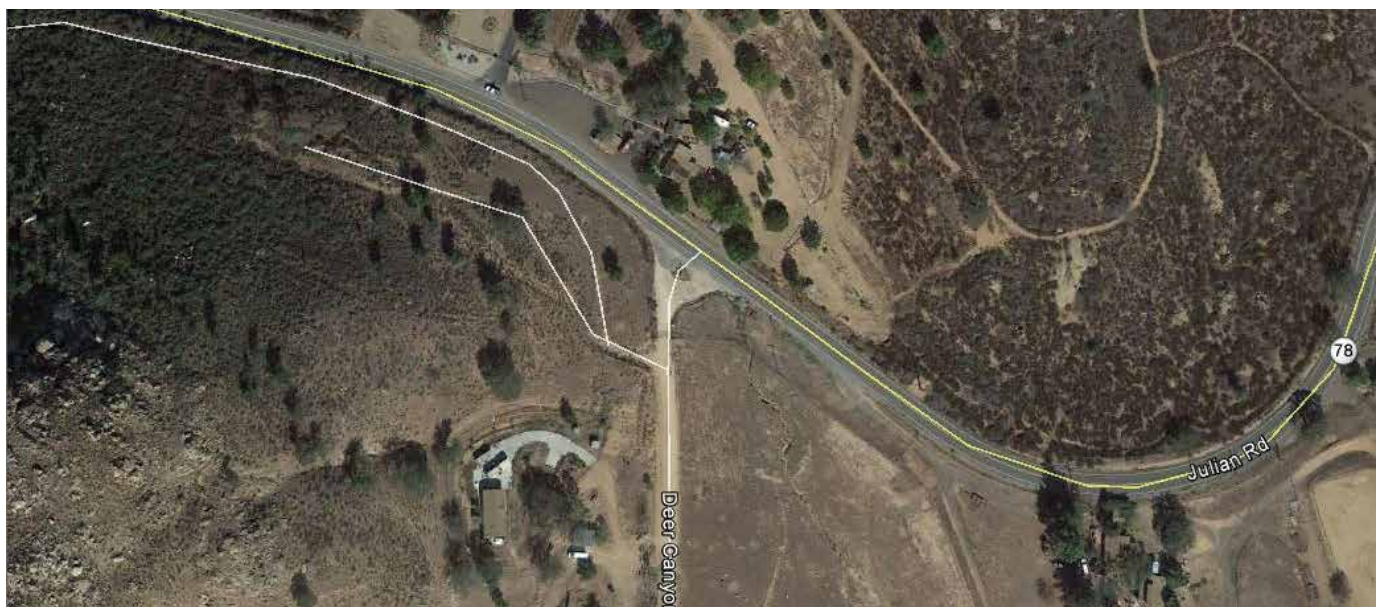
Tribal transit needs to improve access to employment centers and local destinations include new bus stops as well as shuttle and rideshare services.

SR 79 safety spot improvements, curve realignments, passing lanes, left turn lanes, and access control improvements were identified in the Caltrans Transportation Concept Summary Report (2011).



SR 79, south of Santa Ysabel

Source: Google Earth



SR 79/SR 78 and Deer Canyon Road intersection

Source: Google Earth

Interstate 8 corridor

Interstate 8 (I-8) is a critical east-west route for goods movement, access to tribal lands, agricultural centers, and recreational areas. It is part of the Strategic Highway Network (STRAHNET), which is a designation given to roads that provide defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war. I-8 in San Diego County is signed as the Kumeyaay Highway, after the Kumeyaay Nation and in recognition of the traditional trade routes the interstate follows. This route serves five tribal reservation areas including Campo, Ewiiapaayp, La Posta, Manzanita, and Viejas.

This study defined two transportation corridors, the I-8 west and I-8 east corridors. The I-8 west corridor was generally defined from State Route 67 (SR 67) (exit 17B) to SR 79 (exit 40), which has six through-lanes in the El Cajon area between SR 67 and 2nd Street and four lanes east of 2nd Street. Auxiliary lanes also exist between SR 67 and Greenfield Drive. The freeway shoulders of I-8 are open to bicycle traffic between East Willows Road and SR 79 (3.5 miles). The Caltrans long-term concept (2025-2035) is to add two through-lanes and one eastbound auxiliary lane from Greenfield Drive to Lake Jennings Park Road, and two through-lanes between Lake Jennings Park Road and Tavern Road. Midterm plans (2015-2025) are to expand the four-lane segment between SR 67 and Greenfield Drive to six through-lanes.

The I-8 east corridor was generally defined from SR 79 to the San Diego County/Imperial County border. I-8 has two through-lanes in each direction in this area. There is a rest area at the Buckman Springs Road exit (exit 51). This corridor has four freeway lanes, and the Caltrans future concept for this section of I-8 is to remain as a four-lane freeway facility.

The posted speed limit on I-8 is 70 mph. A parallel bus route on I-8 from SR 79 to SR 94 is MTS Route 888 – Jacumba to El Cajon. MTS Route 864 – El Cajon Transit Center to Viejas parallels I-8 between El Cajon to Alpine.

Transportation issues – I-8 west corridor

Interchange improvement near tribal development areas – Tribal transportation improvement needs were identified at the I-8 east and West Willow Road and Crestwood Road interchanges. A new I-8 interchange at Casa De Roca Way would support development in the area.

Road improvements to support mobility – In the corridor vicinity, lane widening needs were identified through the Tribal Mobility Needs Assessment Survey on segments of SR 67, Willows Road, and Ashwood Road. Widening of SR 67, from Mapleview Road to Gold Bar Lane, and Gold Bar Lane to Dye Road, is a planned improvement in The Regional Plan. Traffic control, intersection improvements, and bridge repairs were also recommended at several locations.



I-8 East Willows Road EB off-road signage

Source: Google Earth

Improved transit – Improved rideshare, vanpool, and transit services, particularly on MTS transit route 864, (which provides service to El Cajon and Viejas) are needed to support employment to tribal enterprises.

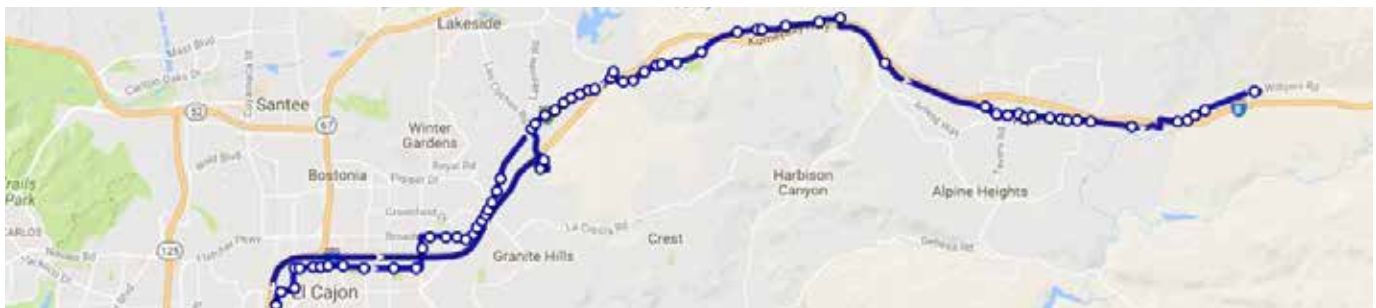
Bicycle and shoulder improvements

– To support improved safety and facilitate bicycle transportation, shoulder improvements were recommended on segments of Browns Road and Wildcat Canyon Road.



SR 67

Source: Kimley-Horn



MTS Route 864 – El Cajon to Viejas

Source: MTS

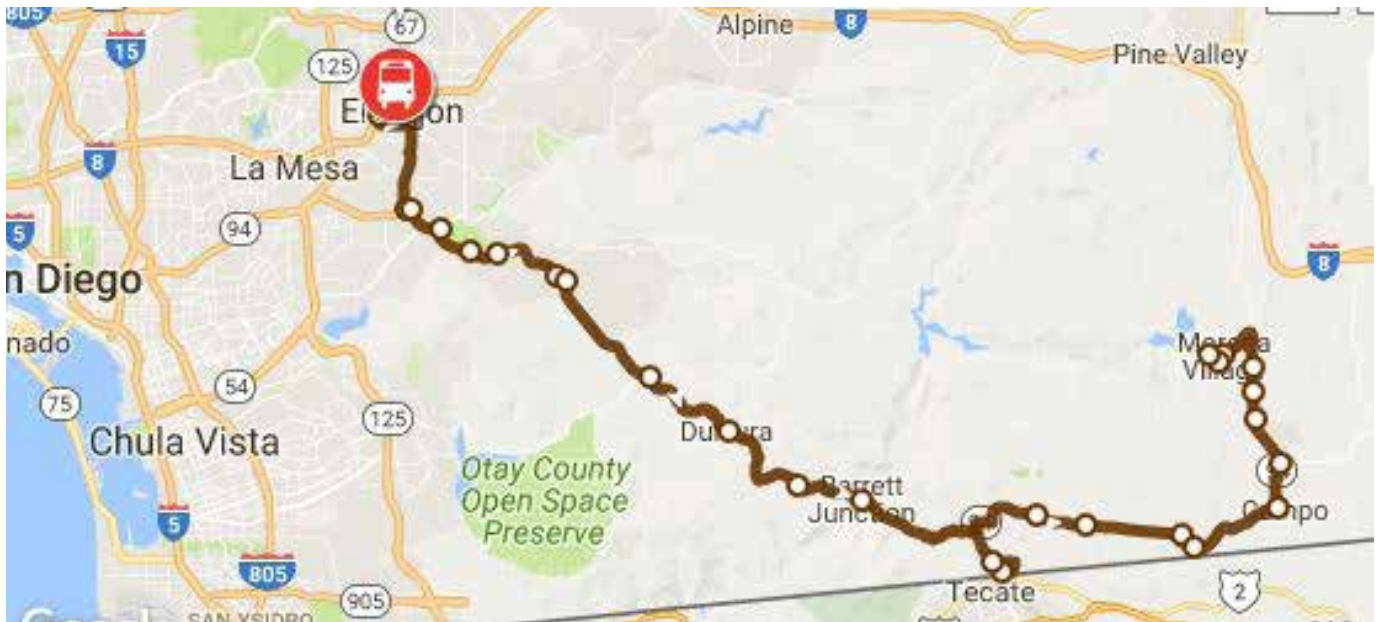
Transportation issues – I-8 east corridor

Drainage improvement needs were noted on sections of I-8, SR 94, and tribal roads, particularly on or near the Campo Reservation. Drainage projects are proposed through the Caltrans SHOPP program in this area.

Enhancing emergency evacuation was a concern with respect to providing safety and shoulder improvements on Crestwood Road, near I-8. Other safety related intersection needs were identified at two intersections with SR 80 at Golden Acre Way and Church Road.

State Route 94 corridor

SR 94 is one of the early San Diego area highways. The western portion, known as the Martin Luther King Jr. Freeway, begins at I-5 and continues to the end of the freeway portion at Avocado Boulevard in Spring Valley. The non-freeway, rural segment of SR 94 that continues east through the mountains to I-8 is known as Campo Road. The rural segment of SR 94, between Avocado Boulevard and SR 188, is the focus of this study, as it most directly serves the Jamul Indian Village and Sycuan Reservation areas. SR 94 is a four-lane and six-lane facility through Spring Valley, but narrows to a two-lane facility south of Jamacha Road. Much of the highway passes through scenic and undeveloped lands and is eligible for the State Scenic Highway System but it is not officially designated. SR 94 provides access to SR 188, which provides access to the international border at Tecate, Mexico. SR 94 is part of the Caltrans designated International Border Trade Corridor System (dot.ca.gov/hq/tpp/offices/ogm/factsheets/districts/factsheets_2016/D11_Factsheet_Border_070716.pdf).



MTS Route 864

Source: MTS

The main transit route in this corridor is MTS Route 894 – Morena/Campo/El Cajon. SR 94, between Avocado Boulevard and Jamacha Road, is served by MTS Route 856 – SDSU/ Rancho San Diego.

Bicyclists are permitted on the outside shoulders of SR 94 between Mercado and SR 54. Bicycle travel is permitted between Jamacha Road and the end of SR 94 at I-8, although it is not advised due to very narrow or non-existent shoulders.

Transportation issues

Congestion is an issue on SR 94 between Avocado Blvd and Steele Canyon Road, which serves as a major commuter route – Reducing congestion on SR 94 is important to tribal communities, particularly the Jamul Indian Village of California, which is working with the Caltrans and San Diego County traffic engineers to improve SR 94 and key intersections via direct funding by the Jamul Indian Village, fair share contributions, and/or transportation impact fees.

Jamul Indian Village funded and participated in an Environmental Impact Report for improvements to SR 94, adjacent to the Jamul Indian Village. Improvements include realigning and widening SR 94 from north of Melody Road to south of Reservation Road along with five intersection improvements located at Jamacha Boulevard, Jamacha Road, Steele Canyon, Lyons Valley, and Maxfield Roads. Work is currently nearing completion relating to intersection improvements at SR 94/Daisy Drive, including a traffic signal, turn lanes, and alignment improvements.



Steele Canyon Road/SR 94 intersection

Source: Google Earth



SR 94/Daisy Drive Improvements

Source: Kimley-Horn

Improved cross-border trade connections – Campo Road dips south and intersects State Route 188 (SR 188), which leads to the Tecate border crossing. Improvements to support cross-border trade were a tribal need.

Wider shoulders and bicycle lanes to provide increased options for bicyclists are needs on sections of SR 94 (Jamacha Road to Steele Canyon Road), Proctor Valley Road, Willow Glen Road, Otay Lakes Road, Tecate Road, and Steele Canyon Road.

Paving needs on several tribal roads were suggested to provide safer traveling conditions for tribal members and others.

Rideshare, transit stops, and express transit service to downtown San Diego will support employment and recreational travel.

1.4. Survey and results

Tribal Mobility Needs Assessment Survey

An important part of the project was the Tribal Mobility Needs Assessment Survey. This survey was conducted to determine the specific transportation needs for each tribal community and then to use this information to identify opportunities for partnerships and further coordination on funding opportunities. Approximately 126 transportation improvement projects were identified through the survey process. One-on-one meetings and conversations were held to administer the survey. Projects identified include roadway and intersection improvements, safety improvements, and travel demand management, transit, bicycle, and pedestrian improvements. In order to identify opportunities for potential coordination, projects were summarized by region, corridor, tribal nation, and project type. The northern and southern San Diego County regions included the following corridors for the purposes of this study:

Northern San Diego County region

- SR 76 corridor
- SR 79 corridor

Southern San Diego County region

- I-8 east corridor
- I-8 west corridor
- SR 94

Transportation projects that were identified in the survey in the northern San Diego County region are shown graphically in Map 1.3. Transportation projects that were identified in the southern San Diego County region are shown in Map 1.4. Each transportation project was given a unique identifier number. The total cost of transportation improvements identified is estimated at \$3.5 billion. Table 1.3 indicates the project costs by tribal corridor, noting that the total estimated planning level costs and the number of projects for that corridor.

Table 1.3 – Summary of transportation projects by mode and corridor

Corridor	Mode						
	Roadway		Active transportation		Transit		
	Capital cost (2016)	Number	Capital cost (2016)	Number	Capital cost (2016)	O & M cost*	Number
I-8 east	\$64.1 mil	8	\$42.8 mil	3	\$300 k	\$1.1 mil	3
I-8 west	\$1.1 bil	19	\$100 k	4	\$300 k	\$2.1 mil	5
SR 76	\$907.7 mil	36	\$210.3 mil	12	\$800 k	\$3.9 mil	7
SR 79	\$66.1 mil	9	\$314.5 mil	5	\$150 k	\$130 k	3
SR 94	\$650.8 mil	17	\$116 mil	3	\$150 k	\$43 k	2
Total	\$2.8 bil	89	\$682.6 mil	27	\$1.7 mil	\$7.3 mil	20

Capital cost grand total	\$3.45 bil
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O & M cost grand total (annual)	\$7.3 mil
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Number of projects grand total	126
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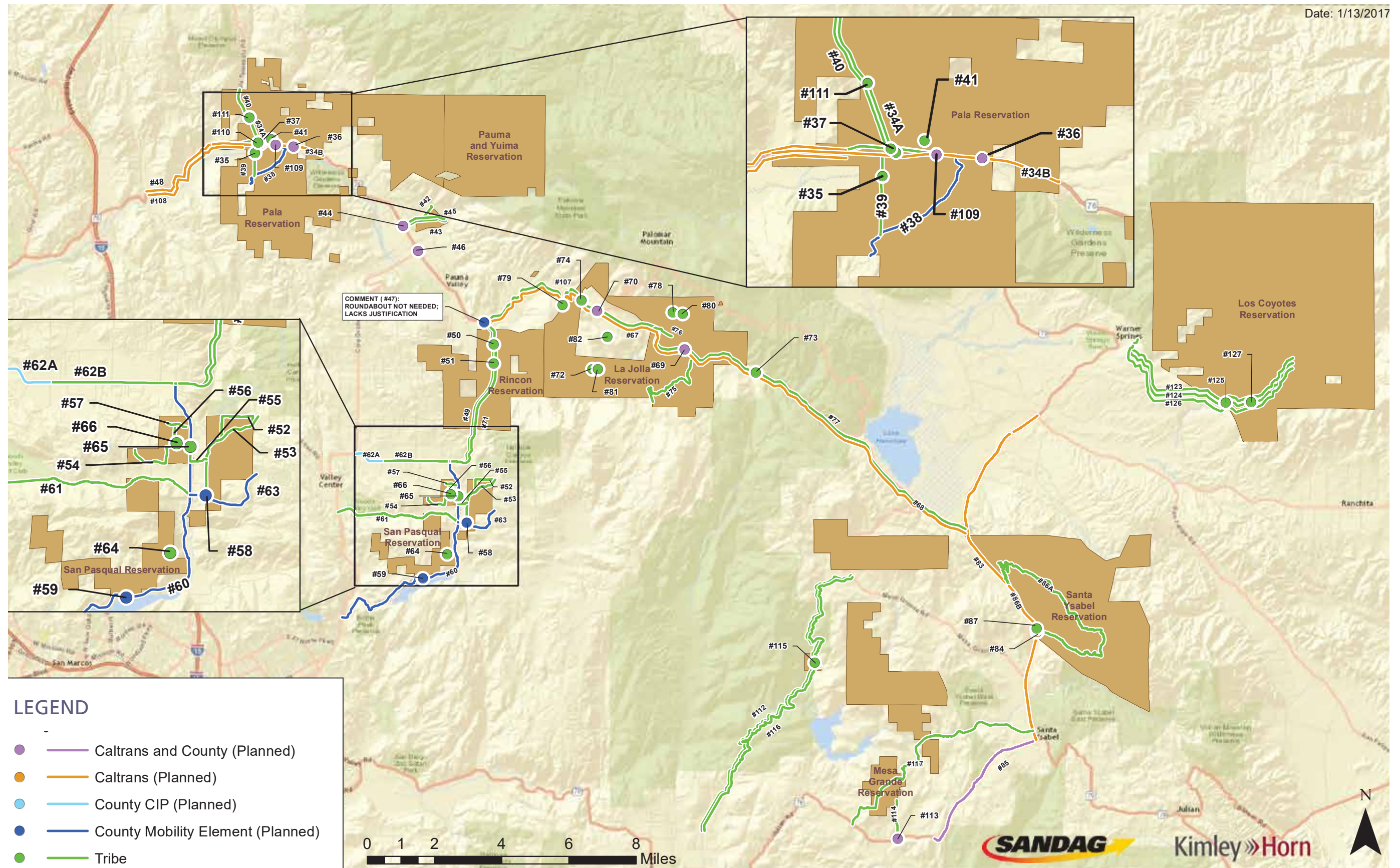
*This is an estimated annual operations and maintenance cost estimate for one year.

Note: k = thousand, mil = million, bil = billion

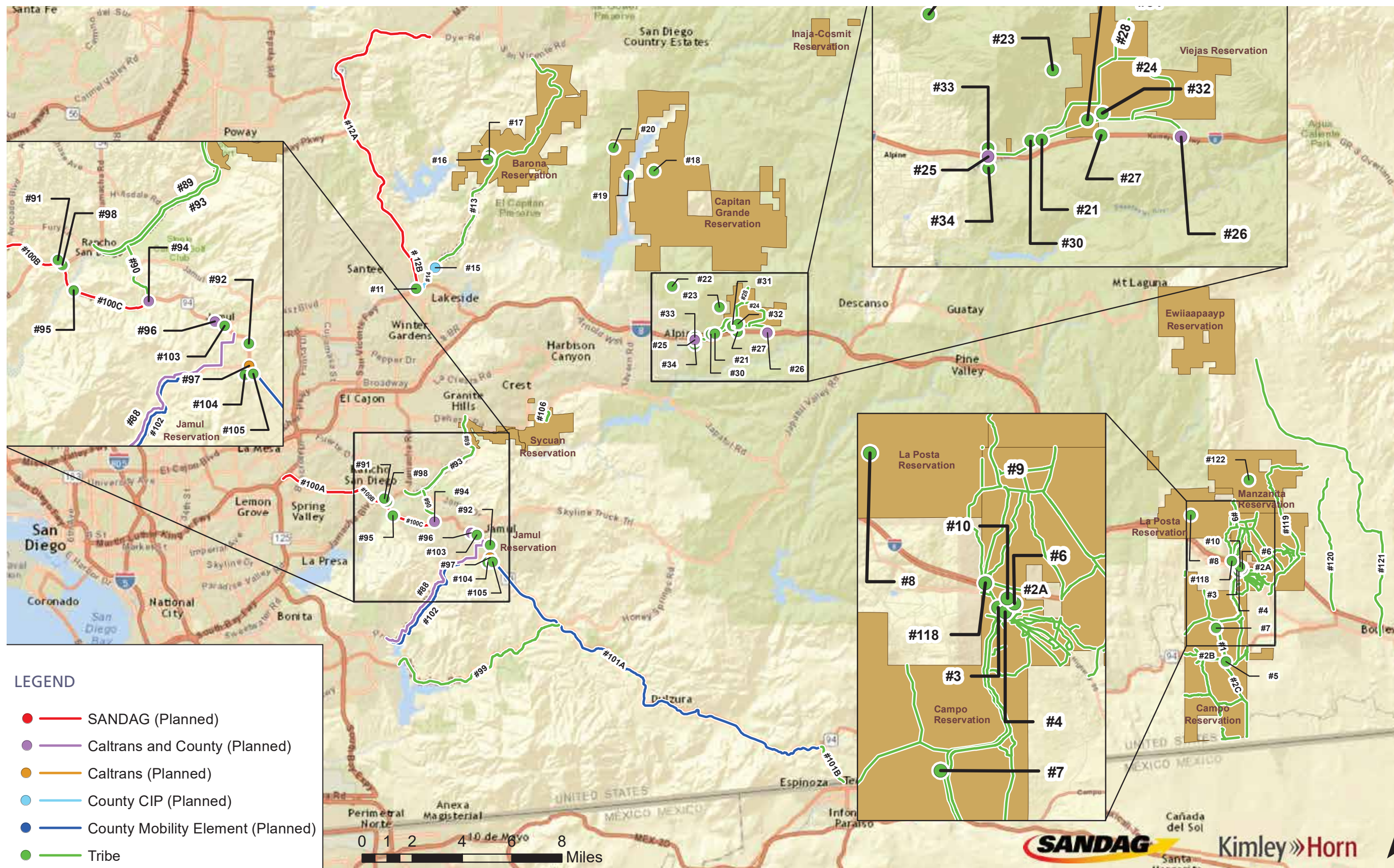
Transportation projects that were identified through the Tribal Mobility Needs Assessment Survey were organized by tribal corridor and transportation mode (roadway projects, active transportation projects, and transit projects). The tribal corridors were defined along state routes. A list of projects detailed by mode and by corridor are provided in Section 2.2.

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Map 1.3 – Transportation projects identified in northern San Diego region



Map 1.4 – Transportation projects identified in southern San Diego region

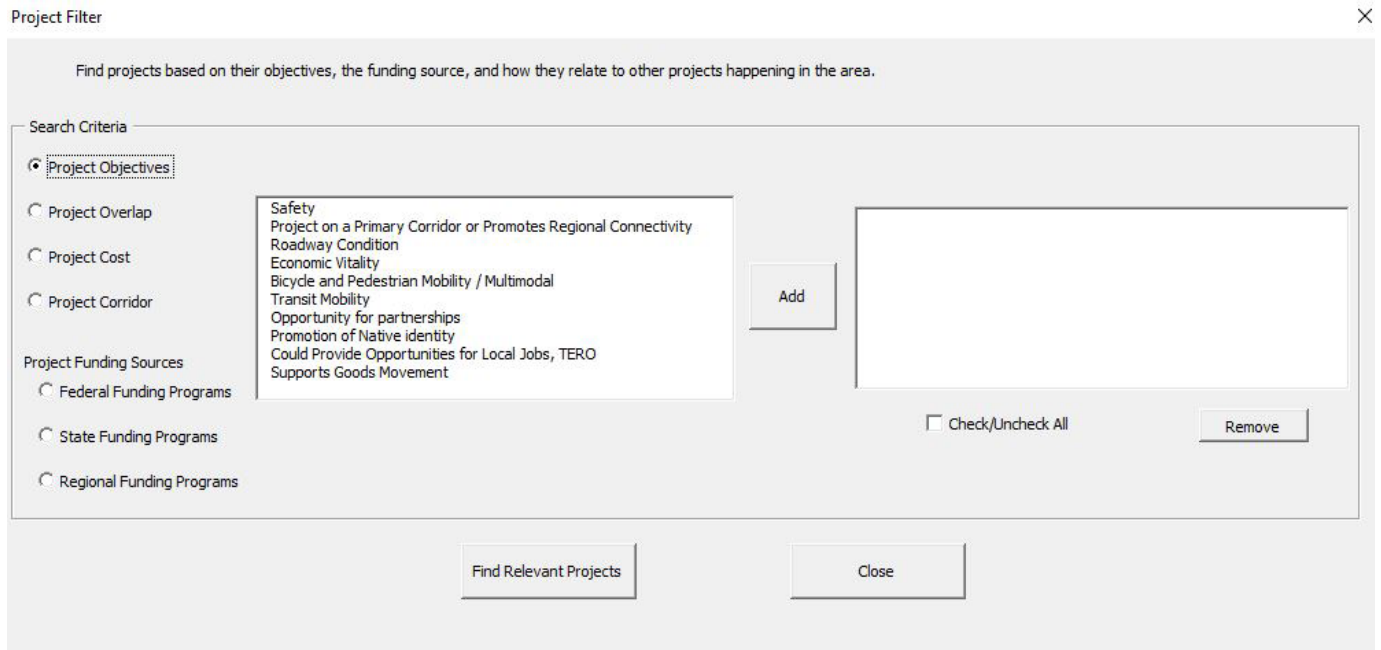


Project screening tool

To assist in the development of this Strategy, a project screening tool was developed to facilitate sorting projects. This was useful in the development of the Strategy because projects could be grouped by common features such as:

- **Project objectives** – Objectives were developed through the survey and outreach process. During a workshop that was held in September 2016, the discussion identified a number of additional objectives. Objectives included:
 - Safety
 - Projects on a primary corridor or that promote regional connectivity
 - Roadway condition
 - Economic vitality
 - Bicycle and pedestrian mobility/multimodal
 - Transit mobility
 - Opportunity for partnerships
 - Promotion of native identity
 - Opportunity for local jobs, tribal employment rights ordinance (TERO)
 - Goods movement support
- **Project overlap** – Project overlaps were identified to see if projects were planned in more than one jurisdiction or tribal nation to see if partnership opportunities might be identified. Project staff conducted a literature review of planning and programming documents to determine if the identified projects in the Mobility Needs Assessment Surveys were reflected (either partially or fully) in planning or programming documents (SANDAG, Caltrans, County of San Diego, or tribal).
- **Project cost** – This search criterion categorizes transportation improvement projects into the cost categories (such as less than 100k, \$100k-\$1m, \$1m-\$10m, \$10m-\$100m, and more than \$100m)
- **Project corridor** – This search criterion was used to identify projects in similar geographic areas and categorizes projects into the SR 76, SR 79, I-8 east, I-8 west, and SR 94 tribal corridors.
- **Project funding sources** – Potential funding sources were identified to determine if there might be opportunities to apply for joint funding. This search criterion included federal, state and regional funding sources.

The interactive project screening tool allows for easy sorting of the 126 identified transportation improvement projects



Excerpt of project screening tool search criteria

New funding opportunities and potential partnerships often emerge rapidly. With governments increasingly budget-conscious, competition for external dollars is increasingly high. The project screening tool will allow users to quickly identify projects that could be eligible for these emerging opportunities and focus more time on the application process and less on the project identification. The tool will continue to be updated and utilized by the Working Group. Additional information about potential funding sources for transportation projects is provided in Section 2.4.

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Part 2 - The strategy



2. The strategy

2.1. Strategies and actions

This project has brought together the region's tribal nations to work collectively with key agencies including Caltrans, the County of San Diego, SANDAG, and the transit agencies to develop this Strategy, which will serve as a guide to help the region better address the transportation needs of tribal communities. Four key strategies were identified to guide future processes aimed at addressing these needs:

- Support partnerships/collaboration
- Coordinate collaborative planning
- Share data supporting tribal transportation
- Create opportunities to fund priority tribal transportation projects and programs

The strategies and associated actions described in this section provide a structure to continue the process of collaboration focusing on tribal multimodal access to the transportation system, and create a logical framework for near-term and future efforts. These strategies and actions are intended to be flexible enough to allow the Working Group to define how to implement each strategy. The following section provides short term and on-going actions for the Working Group to consider in identifying next steps in the planning process.

Strategy #1: Support partnerships/collaboration

Align and coordinate efforts of tribes, federal agencies, the state, SANDAG, County of San Diego, and others to implement priority tribal issues/projects through the Working Group.

Focuses:

1. Serve as an interagency forum for collaboration on tribal transportation issues
2. Facilitate dialogue with agencies external to the region to ensure that tribal transportation issues are considered in a timely/meaningful manner
3. Collaborate with jurisdictional decision makers to evaluate project opportunities and priorities
4. Pursue and monitor legislation that supports tribal transportation in the region
5. Annually review the Working Group’s charter and update as needed to facilitate implementation of the Strategy
6. Periodically review progress made toward implementation of the strategies and actions

Short term and on-going actions	Lead agency	Responsible party	Other agencies	Action timeline
Maintain regular meetings of the Working Group – Regular meetings will help the spread of actionable information to tribal leaders, such as funding opportunities and lessons learned from the project delivery process, and allow for coordination of partnering efforts.	SANDAG individual tribal governments	Individual tribal governments	Caltrans, BIA, County, MTS, NCTD	Quarterly
Pursue periodic meetings with jurisdictional decision makers – The Working Group should request periodic meetings with decision makers of potential jurisdictional partners. These meetings would allow the tribes to communicate tribal priorities, identify overlapping regional goals, and build trust and understanding with decision makers.	Working Group	Working Group	SANDAG, SCTCA, Caltrans, County of San Diego, BIA, FHWA	Varies
Highlight information in the Biannual Monitoring Report – Successes, priorities, action items, and discussion of projects that are of importance to the tribes can be highlighted in the Biannual Monitoring Report.	SANDAG	Working Group, corridor task forces, SCTCA	Caltrans, County of San Diego, BIA, FHWA	Every two years

Strategy #2: Coordinate collaborative planning

Coordinate information on transportation plans/programs that affect tribal nations to ensure compatibility and identify synergies.

Focuses:

1. Annually review federal, state, regional, and county plans to ensure consideration of tribal concerns
2. Liaison with other agencies to identify collaborative opportunities
3. Share/coordinate information on transportation projects in the project screening tool with other agencies
4. Form corridor coalitions to prioritize projects and programs for implementation
5. Cooperatively identify tribal transportation projects with best opportunities for funding from the unconstrained list of projects in the Tribal Mobility Needs Assessment Survey

Short term and on-going actions	Lead agency	Responsible party	Other agencies	Action timeline
<p>Develop corridor task forces of the Working Group – Many of the tribes and tribal transportation needs are concentrated around specific regional arterials throughout the county. Because these arterials represent the cornerstones of the local transportation networks, it is recommended that task forces specific to each corridor are created to focus planning efforts on the unique needs of each corridor. As new funding and partnership opportunities arise, the task forces should use the project screening tool to identify projects that could be worth advancing. The corridor task forces can cooperatively annually review federal, state, regional and county plans</p>	Volunteers from the Working Group	Working Group	Caltrans, County of San Diego, BIA, FHWA	Report out quarterly to the Tribal TWG
<p>Develop near-term actions – The corridor task forces should discuss and identify projects that have a higher likelihood of finding funding and jurisdictional partners to focus on as “near-term action” projects. Longer-term priorities should also be identified and considered for “early action” status as funding and partnership opportunities change.</p>	Volunteers from the Working Group	Working Group, corridor task forces	SANDAG, SCTCA, Caltrans, County of San Diego, BIA, FHWA	Annually

Strategy #3: Share data supporting tribal transportation (data = dollars)

Collect and disseminate data to support priority issues and implement projects.

Focuses:

1. Identify transportation-related data pertinent to implementation tribal transportation projects and programs
2. Share data with other agencies to determine areas of mutual benefit
3. Modify the SANDAG tribal webpage to facilitate use of the project screening tool and links to relevant transportation data sources
4. Update the Tribal Mobility Needs Inventory and relevant data sources as transportation needs change over time

Short term and on-going actions	Lead agency	Responsible party	Other agencies	Action timeline
Maintain the project screening tool – As LRTPs are updated and other transportation needs identified, the project screening tool should be updated to facilitate continual effectiveness and ensure the existence of a clearinghouse of tribal transportation need information.	SANDAG	Working Group	Caltrans, County of San Diego	Every two years
Make strategy updates – Periodic updates of the Strategy will keep it current and effective.	SANDAG	SANDAG/SCTCA	Working Group	Coincide with the update of the RTP
Incorporate completed Tribal Long-Range Transportation Plans (LRTPs) into the project screening tool – Each tribe should complete a current LRTP to formally document the needs of their communities. This is a requirement of the BIA to obtain federal funds and provides a starting point for future planning efforts.	SANDAG	Individual tribal governments will update LRTPs	BIA, FHWA	Incorporate LRTP into the screening tool every two years (note: LRTP are updated typically every five years)

Strategy #4: Create opportunities to fund priority tribal transportation projects and programs

Create opportunities for pooling/leveraging transportation funding for mutually beneficial projects.

Focuses:

1. Pool resources to expand funding opportunities available to the San Diego region for tribal transportation projects and programs
2. Maintain and update funding opportunities on the SANDAG tribal webpage
3. Seek funding to provide technical assistance to tribes in order to support the development of tribal transportation plans and projects
4. Modify SANDAG tribal webpage, sandag.org/?subclassid=105&fuseaction=home.subclasshome, to include links to relevant funding sources

Short term and on-going actions	Lead agency	Responsible party	Other agencies	Action timeline
Implement partnership strategies – Once an early action project aligns with a funding and/or partnership opportunity, the agency processes in Section 2.4 should be followed.	Working Group corridor task forces	Working Group corridor task forces	Caltrans, County of San Diego, BIA, FHWA	Annually
Regularly attend SANDAG Policy Advisory Committees – The tribes should have regular attendance at SANDAG Policy Advisory Committees to advocate for issues that are meaningful to their communities and learn about efforts across the region.	Tribal representatives	Tribal representatives	SANDAG	Monthly
Update SANDAG webpage to provide information on funding opportunities – Maintain and update funding opportunities on the SANDAG tribal webpage	SANDAG	SANDAG	Caltrans, BIA, FHWA	Quarterly

2.2. Tribal mobility needs project inventory

Projects reported on the Mobility Needs Assessment Survey were organized into the following categories:

- Roadway projects (Table 2.1)
- Transit projects (Table 2.2)
- Active transportation projects (Table 2.3)

Within the mode tables on the following pages, projects are further clustered by corridors to demonstrate proximity and potential areas of overlap or mutual concern. The tables also provide the name of the tribe that reported the project, a brief project description, project size by mileage (where applicable), and total planning level cost. The planning level cost estimates are intended to provide an initial “order of magnitude” cost. Finally, project overlap with existing Caltrans, County of San Diego, or SANDAG plans are noted as an additional area of consideration.

Four of the projects identified through the survey were requests for removal of projects from existing plans. These projects are identified in separate tables, and do not have costs associated with them.

Tribal Mobility Needs Assessment Survey – Project summaries by mode

Table 2.1 – Roadway projects

Project number	Corridor	Tribe	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
3	I-8 East	Campo	Realignment at Golden Acre Way / SR 80	0	\$1 mil						◆
5	I-8 East	Campo	Signage and lighting at Church Rd / SR 80	0	\$75 k						◆
2a	I-8 East	Campo	Improve drainage at I-8 along reservation boundary	3	\$3 mil	◆					
2b	I-8 East	Campo	Improve drainage at SR 94 from reservation boundary to reservation boundary	3	\$3 mil	◆					
2c	I-8 East	Campo	Improve drainage at all roads	54	\$54 mil						◆
33	I-8 East	Ewiiapaayp	Signage at I-8 / Willows Rd WB off-ramp	0	\$5 k		◆				
34	I-8 East	Ewiiapaayp	Signage at I-8 / Willows Rd EB off-ramp	0	\$5 k		◆				
9	I-8 East	La Posta	Shoulder widening; safety improvements; evacuation at Crestwood Rd from Tusil Rd to Blackwood Rd	3	\$3 mil						◆
11	I-8 West	Barona	Intersection improvements at SR 67 / Mapleview Rd	0	\$30 mil						◆
13	I-8 West	Barona	Shoulder widening; repairs at Wildcat Canyon Rd from Willow Rd to San Vicente Rd	12	\$18 mil						◆
14	I-8 West	Barona	Lane widening; straightening at Ashwood Rd from Mapleview Rd to Willow Rd	1	\$19 mil				◆		
15	I-8 West	Barona	Signal at Willow Rd / Ashwood Rd	0	\$770 k				◆		
12a	I-8 West	Barona	Lane widening at SR 67 from Mapleview Rd to Gold Bar Ln	1	\$43.7 mil			◆			
12b	I-8 West	Barona	Lane widening at SR 67 from Gold Bar Ln to Dye Rd	14	\$611.8 mil			◆			

Project number	Corridor	Tribe	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
18	I-8 West	Capitan Grande	Closure: reduce and restrict access to reservation roads	0	\$5 k						◆
118	I-8 West	Manzanita	Interchange improvements at Crestwood Rd / I-8 interchange	0	\$8.5 mil						◆
119	I-8 West	Manzanita	Grading; signage at Manzanita Rd / Live Oak Trail from Old Hwy 80 to Manzanita Cottonwood Rd	8	\$34 mil						◆
120	I-8 West	Manzanita	Grading; signage at Ribbonwood Rd from Old Hwy 80 to Lost Valley Rd	6	\$25 mil						◆
121	I-8 West	Manzanita	Grading; signage at McCain Valley Rd from Old Hwy 80 to end of McCain Valley Rd	15	\$65 mil						◆
21	I-8 West	Viejas	Bridge repair at Willows Rd	0	\$11 mil						◆
24	I-8 West	Viejas	Add shoulders at Browns Rd from Viejas Grade Rd to Willows Rd	4	\$38 mil						◆
25	I-8 West	Viejas	Interchange improvements at I-8 / West Willows Rd interchange	0	\$8.5 mil		◆				
26	I-8 West	Viejas	Interchange improvements at I-8 / East Willows Rd interchange	0	\$8.5 mil		◆				
27	I-8 West	Viejas	New interchange at I-8 / Casa De Roca Way	0	\$15 mil						◆
28	I-8 West	Viejas	Reconstruction at Viejas Grande Rd from Willows Rd to Conejos Valley Rd	3	\$92 mil						◆
29	I-8 West	Viejas	Lane widening at Willows Rd from West Willow Rd interchange to East Willow Rd interchange	3	\$50 mil						◆
30	I-8 West	Viejas	Realign intersection at Willows Rd / Viejas Grande Rd	0	\$300 k						◆

Project number	Corridor	Tribe	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
68	SR 76	La Jolla	Straighten, widen, shoulders, lighting, fiber at SR 76 from SR 79 to Valley Center Rd	19	\$520 mil		◆				
69	SR 76	La Jolla	Roundabout / traffic calming at Senge Oaks Rd / SR 76	0	\$2.3 mil						◆
70	SR 76	La Jolla	Roundabout/traffic calming at Palomar Mountain Rd / SR 76	0	\$4 mil						◆
71	SR 76	La Jolla	Widen shoulders at Valley Center Rd from Lake Wohlford to SR 76	5	\$17.5 mil						◆
72	SR 76	La Jolla	Signage, lighting at all intersections	0	\$2 mil						◆
73	SR 76	La Jolla	Gateway feature at Mesa Truck Trail / SR 76	0	\$25 k						◆
74	SR 76	La Jolla	Gateway feature at Harolds Rd / SR 76	0	\$25 k						◆
75	SR 76	La Jolla	Paving at Campground Rd from SR 76 to zip-line tower	2	\$8.5 mil						◆
76	SR 76	La Jolla	Paving at Church Rd from BIA Rd 40 to SR 76	1	\$8.5 mil						◆
77	SR 76	La Jolla	Planning: trucking / freight study, speed and traffic study at SR 76 from SR 79 to Valley Center Rd	0	\$75 k						◆
78	SR 76	La Jolla	Planning: develop address system	0	\$75 k						◆
107	SR 76	La Jolla	Straightening at SR 76 from Harolds Rd to Pauma Ranch Rd	1	\$16 mil						◆
35	SR 76	Pala	Bridge construction at San Luis Rey River Bridge	0	\$11.5 mil						◆
36	SR 76	Pala	Add turn lanes at SR 76 / Magee Rd / Pala Raceway	0	\$1.5 mil				◆		
37	SR 76	Pala	Paving at various roads	1	\$8.5 mil						◆

Project number	Corridor	Tribe	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
38	SR 76	Pala	Paving at Lilac Rd / Lilac Rd extension from SR 76 to reservation boundary	2	\$8.5 mil					◆	
39	SR 76	Pala	Paving at various roads	1	\$8.5 mil						◆
108	SR 76	Pala	Straighten curves at SR 76 from Rice Canyon Rd to Pala Reservation	4	\$45 mil						◆
109	SR 76	Pala	Intersection improvements at SR 76 / Pala Mission Rd	0	\$400 k			◆			
110	SR 76	Pala	Intersection improvements at Pala Mission Rd / Pala Temecula Rd	0	\$500 k						◆
111	SR 76	Pala	Safety at Pala Temecula Rd	0	\$40 k						◆
42	SR 76	Pauma	General roadway improvements at Adams Dr from Adams Dr to Reservation Rd	1	\$380 k						◆
43	SR 76	Pauma	General roadway improvements at Reservation Rd from Reservation Rd to Pala Rd	1	\$8.5 mil						◆
44	SR 76	Pauma	Add turn lane at SR 76 / Pauma Reservation Rd	0	\$1 mil						◆
45	SR 76	Pauma	Street lights at Reservation Rd from Pala Rd to Reservation Rd	1	\$460 k						◆
46	SR 76	Pauma	Traffic signal at Cole Grade Rd / SR 76	0	\$600 k						◆
48	SR 76	Rincon	Safety at SR 76 from Pala Casino to just west of Rice Canyon Rd	4	\$1 mil					◆	
50	SR 76	Rincon	Safety at Charter School near school zone	0	\$25 k						◆
58	SR 76	San Pasqual	Realignment at Canal Rd / Paradise Mountain Rd	0	\$1.8 mil					◆	
59	SR 76	San Pasqual	Turn lanes at Duro Rd / Lake Wohlford Rd	0	\$2.3 mil					◆	

Project number	Corridor	Tribe	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
60	SR 76	San Pasqual	Turn lanes at Lake Wohlford Rd from Valley Center Road to Valley Center Road / S 6	8	\$150 mil					◆	
61	SR 76	San Pasqual	Shoulder widening at Woods Valley Rd from Valley Center Rd to Lake Wohlford Rd	4	\$38 mil						◆
63	SR 76	San Pasqual	Shoulder widening at Paradise Mountain Rd from Canal Rd to Paradise Meadow Lane	2	\$17 mil					◆	
64	SR 76	San Pasqual	Signage and lighting at various locations	0	\$180 k						◆
62a	SR 76	San Pasqual	Shoulder widening at Valley Center Rd from Cole Grade Rd to 3/4 mi east of Cole Grade Rd	1	\$7.6 mil						◆
62b	SR 76	San Pasqual	Shoulder widening at Valley Center Rd from Cole Grade Rd to Lake Wohlford Rd	2	\$15.3 mil						◆
123	SR 79	Los Coyotes	Fill cracks; re-stripe at Camino San Ignacio from Camino Ortega to Sukat Rd	7	\$40 mil						◆
124	SR 79	Los Coyotes	Drainage improvements at Camino San Ignacio from Camino Ortega to Sukat Rd	7	\$4 mil						◆
125	SR 79	Los Coyotes	Signage improvements at Camino San Ignacio from Camino Ortega to Sukat Rd	0	\$75 k						◆
126	SR 79	Los Coyotes	Shoulder reconstruction at Camino San Ignacio from Camino Ortega to Sukat Rd	7	\$7 mil						◆
113	SR 79	Mesa Grande	Add traffic signal at Rancho Ballena Rd / SR 78	0	\$500 k		◆				
114	SR 79	Mesa Grande	Paving at Rancho Ballena Rd from SR 78 to Tribe	1	\$8.5 mil						◆
116	SR 79	Mesa Grande	Signage; safety at Black Canyon Road from Pile St to Mesa Grande Rd	13	\$2.5 mil						◆

Project number	Corridor	Tribe	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
84	SR 79	Santa Ysabel	Turn lanes at SR 79 / Schoolhouse Canyon Rd	0	\$770 k						◆
85	SR 79	Santa Ysabel	Turn lanes at SR 78 / Deer Canyon Dr	4	\$2.8 mil						◆
91	SR 94	Jamul Indian Village	Intersection widening at SR 94 / Jamacha Rd	0	\$1.5 mil		◆				
92	SR 94	Jamul Indian Village	Add acceleration lane at SR 94 / Maxfield Rd	0	\$1.5 mil		◆				
93	SR 94	Jamul Indian Village	Add lane at Willow Glen Dr from Dehesa Rd to Jamacha Blvd	5	\$85 mil						◆
94	SR 94	Jamul Indian Village	Add turn lanes at SR 94 / Steele Canyon Rd	0	\$3 mil		◆				
95	SR 94	Jamul Indian Village	Add turn lanes at SR 94 / Millar Ranch Rd	0	\$1 mil		◆				
96	SR 94	Jamul Indian Village	Intersection improvements at SR 94 / Vista Diego Dr	0	\$500 k		◆		◆	◆	
97	SR 94	Jamul Indian Village	Intersection improvements at SR 94 / Melody Rd / Daisy Dr	0	\$6 mil		◆				
98	SR 94	Jamul Indian Village	Re-stripe at SR 94 /Jamacha Rd	0	\$38 k		◆				
99	SR 94	Jamul Indian Village	Shoulders at Otay Lakes Rd from SR 94 to Wuseste Rd	9	\$85 mil						◆
102	SR 94	Jamul Indian Village	Paving; straightening at Proctor Valley Rd from Echo Valley Rd to Northwoods Dr	5	\$100 mil					◆	

Project number	Corridor	Tribe	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
103	SR 94	Jamul Indian Village	Install traffic signal at SR 94 / Lyons Valley Rd	0	\$500 k						◆
100a	SR 94	Jamul Indian Village	Lane widening at SR 94 from SR 125 to Avocado Blvd	2.5	\$57.5 mil			◆			
100b	SR 94	Jamul Indian Village	Lane widening at SR 94 from Avocado Blvd to Jamacha Rd	1	\$34.5 mil			◆			
100c	SR 94	Jamul Indian Village	Lane widening at SR 94 from Jamacha Rd to Steele Canyon Rd	3	\$69 mil			◆			
106	SR 94	Sycuan	Paving at Sycuan Rd from Dehesa Rd to Guard Gate on Sycuan Rd	0	\$5.8 mil						◆
101a	SR 95	Jamul Indian Village	Shoulder widening; straightening at SR 94 from reservation to Tecate Rd	18	\$189.5 mil						◆
101b	SR 96	Jamul Indian Village	Shoulder widening; straightening at Tecate Rd from SR 94 to Tecate Border Crossing	1	\$10.5 mil						◆

Total roadway projects cost: \$2.8 billion

Table 2.2 – Transit projects

Project number	Corridor	Tribe	Project description	Capital cost	Operations and maintenance cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
6	I-8 East	Campo	Service: continuous stop at Golden Acre Casino	\$100 k	\$390 k						◆
7	I-8 East	Campo	Service: continuous stops	\$100 k	\$390 k						◆
10	I-8 East	La Posta	Service: 7-day transit service	\$100 k	\$364 k						◆
16	I-8 West	Barona	Rideshare service: add rideshare service	\$0	\$43.2 k						◆
17	I-8 West	Barona	Vanpool program: vanpool program at casino	\$0	\$46.2 k						◆
122	I-8 West	Manzanita	Rideshare service: improve access to employment centers and local destinations	\$0	\$43.2 k						◆
31	I-8 West	Viejas	Vanpool program: vanpool program at casino	\$0	\$46.2 k						◆
32	I-8 West	Viejas	Service: enhanced Route 864	\$300 k	\$1.9 mil						◆
79	SR 76	La Jolla	New transit service: fixed route on SR 76 connecting service between Valley Center Rd and SR 79	\$100 k	\$546 k						◆
80	SR 76	La Jolla	Connection to high speed rail station location to be determined	\$100 k	\$546 k						◆
82	SR 76	La Jolla	Vanpool / shuttle	\$0	\$86.7 k						◆
41	SR 76	Pala	Rideshare: ridesharing or shuttles for casino employees	\$100 k	\$364 k						◆
51	SR 76	Rincon	Increased transit service on Route 388	\$200 k	\$1.7 mil						◆
65	SR 76	San Pasqual	New bus stop at Wohlford Rd and Kumeyaay Way	\$150 k	\$364 k						◆

Project number	Corridor	Tribe	Project description	Capital cost	Operations and maintenance cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
66	SR 76	San Pasqual	New bus stop at government center	\$150 k	\$249.6 k						◆
127	SR 79	Los Coyotes	Shuttle / rideshare service from Warner Springs Ranch Resort to Los Coyotes Tribal Hall	\$0	\$86.7 k						◆
115	SR 79	Mesa Grande	Rideshare service on Black Canyon Road	\$0	\$43.2 k						◆
87	SR 79	Santa Ysabel	New bus stop at tribal government facility	\$150 k	\$150 k						◆
104	SR 94	Jamul Indian Village	Rideshare program: rideshare program at casino	\$0	\$43.2 k						◆
105	SR 94	Jamul Indian Village	New bus stop: bus stop at gaming facility; express service to downtown	\$150 k	\$150 k						◆
Total transit projects capital cost: \$1.7 million											
Total transit projects O&M cost: \$7.3 million											

Table 2.3 – Active transportation projects

Project number	Corridor	Tribe	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
1	I-8 East	Campo	Add bike lane at Church Rd from SR 80 to SR 94	4	\$42.6 mil						◆
4	I-8 East	Campo	Add sidewalk at Church Rd from SR 80 to SR 94	4	\$75 k						◆
8	I-8 East	La Posta	ATV trails: construct for safe movement through reservation	0	\$75 k						◆
67	SR 76	La Jolla	Shoulder widening; add bike lane at SR 76 from SR 79 to Valley Center Rd	19	\$85 mil					◆	
81	SR 76	La Jolla	Electric vehicle plug-ins	0	\$100 k						◆
40	SR 76	Pala	Add sidewalk at Pala Mission Rd / Temecula Rd from reservation boundary to SR 76	3	\$3.8 mil						◆
34a	SR 76	Pala	Add bike lane at Pala Mission Rd / Temecula Rd from Arouba to SR 76	3	\$30 mil						◆
34b	SR 76	Pala	Add bike lane at SR 76 from west reservation boundary to east reservation boundary	3	\$30 mil					◆	
49	SR 76	Rincon	Traffic calming; add bike lane at Valley Center Rd from SR 76 to North Lake Wohlford Rd	5	\$50 mil						◆
52	SR 76	San Pasqual	Construct trail at Oos Rd from East Canal Rd to East Canal Rd	1	\$380 k						◆
53	SR 76	San Pasqual	Construct trail at Canal Rd from east of water tank to Paradise Mountain Rd	2	\$250 k						◆
54	SR 76	San Pasqual	Construct trail at Kunyaaw Path from Kunyaaw Path to Cool Water Ranch Rd	1	\$380 k						◆
55	SR 76	San Pasqual	Construct trail at Kunyaaw Path / Kumeyaay Way / Lake Wohlford Rd along Kunyaaw Path	1	\$380 k						◆
56	SR 76	San Pasqual	Construct trail at San Pasqual Rd from Nyemii Pass to Kumeyaay Way	13	\$5 mil						◆

Project number	Corridor	Tribe	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
57	SR 76	San Pasqual	Construct trail at Nyemii Pass Place from west end to casino	13	\$5 mil						◆
112	SR 79	Mesa Grande	Bike lane; shoulder widening; paving at Black Canyon Rd from Pile St to Mesa Grande Rd	13	\$130 mil						◆
117	SR 79	Mesa Grande	Trail improvements from Casner Rd to Santa Ysabel Creek	8	\$3.5 mil						◆
83	SR 79	Santa Ysabel	Add bike lane at SR 78 / SR 79 from Deer Canyon Dr to San Felipe Rd	16	\$170 mil					◆	
86a	SR 79	Santa Ysabel	Add sidewalk at Schoolhouse Canyon Rd / BIA 52 from SR 79 to SR 79	9	\$9 mil						◆
86b	SR 79	Santa Ysabel	Add sidewalk at SR 79 from BIA 52 to BIA 52	2	\$2 mil						◆
88	SR 94	Jamul Indian Village	Add bike lane at Proctor Valley Rd / Melody Rd from SR 94 to Northwoods Dr	7	\$60 mil		◆			◆	
89	SR 94	Jamul Indian Village	Add bike lane at Willow Glen Dr from Dehesa Rd to Jamacha Rd	5	\$46 mil						◆
90	SR 94	Jamul Indian Village	Add bike lane and sidewalks at Steele Canyon Rd from SR 94 to Willow Glen Dr	1	\$10 mil						◆

Total active transportation projects cost: \$683.5 million

Amendments and changes to currently planned active transportation projects

19	I-8 West	Capitan Grande	Opposed planned trail development on tribal territory north of the reservoir	0	\$0 k						◆
20	I-8 West	Capitan Grande	Remove trail plan - opposed to facility planned on tribal lands	0	\$0 k						◆
22	I-8 West	Viejas	Remove trail plan - opposed to facility planned on tribal lands	0	\$0 k						◆
23	I-8 West	Viejas	Remove trail plan - opposed to facility planned on tribal lands	0	\$0 k						◆

Total active transportation projects amendment cost: \$0 million

Tribal Mobility Needs Assessment Survey – Project summaries by corridor

Projects that were reported on the Mobility Needs Assessment Survey were organized by corridor in the following tables:

- SR 79 corridor (Table 2.4)
- SR 76 corridor (Table 2.5)
- I-8 east corridor (Table 2.6)
- I-8 west corridor (Table 2.7)
- SR 94 corridor (Table 2.8)

Table 2.4 – SR 79 corridor projects

Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
123	Los Coyotes	Roadway	Fill cracks; re-stripe at Camino San Ignacio from Camino Ortega to Sukat Rd	7	\$40 mil						◆
124	Los Coyotes	Roadway	Drainage improvements at Camino San Ignacio from Camino Ortega to Sukat Rd	7	\$4 mil						◆
125	Los Coyotes	Roadway	Signage improvements at Camino San Ignacio from Camino Ortega to Sukat Rd	0	\$75 k						◆
126	Los Coyotes	Roadway	Shoulder reconstruction at Camino San Ignacio from Camino Ortega to Sukat Rd	7	\$7 mil						◆
127	Los Coyotes	Transit	Shuttle / rideshare service from Warner Springs Ranch Resort to Los Coyotes Tribal Hall	0	\$86.7 k						◆
112	Mesa Grande	Active Transportation	Bike lane; shoulder widening; paving at Black Canyon Rd from Pile St to Mesa Grande Rd	13	\$130 mil						◆
117	Mesa Grande	Active Transportation	Trail improvements from Casner Rd to Santa Ysabel Creek	8	\$3.5 mil						◆
113	Mesa Grande	Roadway	Add traffic signal at Rancho Ballena Rd / SR 78	0	\$500 k		◆				

Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
114	Mesa Grande	Roadway	Paving at Rancho Ballena Rd from SR 78 to tribe	1	\$8.5 mil						◆
116	Mesa Grande	Roadway	Signage; safety at Black Canyon Road from Pile St to Mesa Grande Rd	13	\$2.5 mil						◆
115	Mesa Grande	Transit	Rideshare service at Black Canyon Rd	0	\$43.2 k						◆
83	Santa Ysabel	Active Transportation	Add bike lane at SR 78 / SR 79 from Deer Canyon Dr to San Felipe Rd	16	\$170 mil					◆	
86a	Santa Ysabel	Active Transportation	Add sidewalk at Schoolhouse Canyon Rd / BIA 52 from SR 79 to SR 79	9	\$9 mil						◆
86b	Santa Ysabel	Active Transportation	Add sidewalk at SR 79 along BIA 52	2	\$2 mil						◆
84	Santa Ysabel	Roadway	Turn lanes at SR 79 / Schoolhouse Canyon Rd	0	\$770 k						◆
85	Santa Ysabel	Roadway	Turn lanes at SR 78 / Deer Canyon Dr	4	\$2.8 mil						◆
87	Santa Ysabel	Transit	New bus stop at tribal government facility	0	\$150 k						◆

Table 2.5 – SR 76 corridor projects

Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
67	La Jolla	Active Transportation	Shoulder widening; add bike lane at SR 76 from SR 79 to Valley Center Rd	19	\$85 mil					◆	
81	La Jolla	Active Transportation	Electric vehicle plug-ins	0	\$100 k						◆
68	La Jolla	Roadway	Straighten, widen, shoulders, lighting, fiber at SR 76 from SR 79 to Valley Center Rd	19	\$520 mil		◆				
69	La Jolla	Roadway	Roundabout / traffic calming at Senge Oaks Rd / SR 76	0	\$2.3 mil						◆
70	La Jolla	Roadway	Roundabout / traffic calming at Palomar Mountain Rd / SR 76	0	\$4 mil						◆
107	La Jolla	Roadway	Straightening at SR 76 from Harolds Rd to Pauma Ranch Rd	1	\$16 mil						◆
71	La Jolla	Roadway	Widen shoulders at Valley Center Rd from Lake Wohlford to SR 76	5	\$17.5 mil						◆
72	La Jolla	Roadway	Signage, lighting at all intersections	0	\$2 mil						◆
73	La Jolla	Roadway	Gateway feature at Mesa Truck Trail / SR 76	0	\$25 k						◆
74	La Jolla	Roadway	Gateway feature at Harolds Rd / SR 76	0	\$25 k						◆
75	La Jolla	Roadway	Paving at Campground Road from SR 76 to zip-line tower	2	\$8.5 mil						◆
76	La Jolla	Roadway	Paving at Church Road from BIA Rd 40 to SR 76	1	\$8.5 mil						◆
77	La Jolla	Roadway	Planning at SR 76 from SR 79 to Valley Center Rd	0	\$75 k						◆
78	La Jolla	Roadway	Planning: develop address system	0	\$75 k						◆
79	La Jolla	Transit	New transit service: fixed route on SR 76 connecting service between Valley Center Rd and SR 79	0	\$646 k						◆
80	La Jolla	Transit	Connection to high speed rail station at location to be determined	0	\$646 k						◆

Project number	Tribes	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
82	La Jolla	Transit	Vanpool / shuttle	0	\$86.7 k						◆
34a	Pala	Active Transportation	Add bike lane at Pala Mission Rd / Temecula Rd from Arouba to SR 76	3	\$30 mil						◆
34b	Pala	Active Transportation	Add bike lane at SR 76 from west reservation boundary to east reservation boundary	3	\$30 mil					◆	
40	Pala	Active Transportation	Add sidewalk at Pala Mission Rd / Temecula Rd from reservation boundary to SR 76	3	\$3.8 mil						◆
35	Pala	Roadway	Bridge construction at San Luis Rey River Bridge	0	\$11.5 mil						◆
36	Pala	Roadway	Add turn lanes at SR 76 / Magee Rd / Pala Raceway	0	\$1.5 mil				◆		
37	Pala	Roadway	Paving at various roads	0	\$8.5 mil						◆
38	Pala	Roadway	Paving at Lilac Rd / Lilac Rd extension from SR 76 to reservation boundary	2	\$8.5 mil					◆	
39	Pala	Roadway	Paving at various roads	1	\$8.5 mil						◆
108	Pala	Roadway	Straighten curves at SR 76 from Rice Canyon Rd to Pala Reservation	4	\$45 mil						◆
109	Pala	Roadway	Intersection improvements at SR 76 / Pala Mission Rd	0	\$400 k			◆			
110	Pala	Roadway	Intersection improvements at Pala Mission Rd / Pala Temecula Rd	0	\$500 k						◆
111	Pala	Roadway	Safety at Pala Temecula Rd	0	\$40 k						◆
41	Pala	Transit	Rideshare: ridesharing or shuttles for casino employees	0	\$464 k						◆
42	Pauma	Roadway	General roadway improvements at Adams Dr from Adams Dr to Reservation Rd	1	\$380 k						◆
43	Pauma	Roadway	General roadway improvements at Reservation Rd from Reservation Rd to Pala Rd	1	\$8.5 mil						◆
44	Pauma	Roadway	Add turn lane at SR 76 / Pauma Reservation Rd	0	\$1 mil						◆

Project number	Tribes	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
45	Pauma	Roadway	Street lights at Reservation Rd from Pala Rd to Reservation Rd	1	\$460 k						◆
46	Pauma	Roadway	Traffic signal at Cole Grade Rd / SR 76	0	\$600 k						◆
49	Rincon	Active Transportation	Traffic calming; add bike lane at Valley Center Rd from SR 76 to North Lake Wohlford Rd	5	\$50 mil						◆
48	Pauma	Roadway	Safety at SR 76 from Pala Casino to just west of Rice Canyon Rd	4	\$1 mil					◆	
50	Rincon	Roadway	Safety at Charter School around school zone	0	\$25 k						◆
51	Rincon	Transit	Increased transit service on Route 388	0	\$1.9 mil						◆
52	San Pasqual	Active Transportation	Construct trail at Oos Rd from East Canal Rd to East Canal Rd	1	\$380 k						◆
53	San Pasqual	Active Transportation	Construct trail at Canal Rd from east of water tank to Paradise Mountain Rd	2	\$250 k						◆
54	San Pasqual	Active Transportation	Construct trail at Kunyaaw Path from Kunyaaw Path to Cool Water Ranch Rd	1	\$380 k						◆
55	San Pasqual	Active Transportation	Construct trail at Kunyaaw Path / Kumeyaay Way / Lake Wohlford Rd along Kunyaaw Path	1	\$380 k						◆
56	San Pasqual	Active Transportation	Construct trail at San Pasqual Rd from Nyemii Pass to Kumeyaay Way	13	\$5 mil						◆
57	San Pasqual	Active Transportation	Construct trail at Nyemii Pass Place from west end to casino	13	\$5 mil						◆
58	San Pasqual	Roadway	Realignment at Canal Rd / Paradise Mountain Rd	0	\$1.8 mil					◆	
59	San Pasqual	Roadway	Turn lanes at Duro Rd / Lake Wohlford Rd	0	\$2.3 mil					◆	
60	San Pasqual	Roadway	Turn lanes at Lake Wohlford Rd from Valley Center Rd to Valley Center Rd / S6	8	\$150 mil					◆	

Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
61	San Pasqual	Roadway	Shoulder widening at Woods Valley Rd from Valley Center Rd to Lake Wohlford Rd	4	\$38 mil						◆
62a	San Pasqual	Roadway	Shoulder widening at Valley Center Rd from Cole Grade Rd to 3/4 mi east of Cole Grade Rd	1	\$7.6 mil						◆
62b	San Pasqual	Roadway	Shoulder widening at Valley Center Rd from Cole Grade Rd to Lake Wohlford Rd	2	\$15.3 mil						◆
63	San Pasqual	Roadway	Shoulder widening at Paradise Mountain Rd from Canal Rd to Paradise Meadow Lane	2	\$17 mil					◆	
64	San Pasqual	Roadway	Signage and lighting at various locations	0	\$180 k						◆
65	San Pasqual	Transit	New bus stop at Wohlford Rd and Kumeyaay Way	0	\$514 k						◆
66	San Pasqual	Transit	New bus stop at government center	0	\$399.6 k						◆

Table 2.6 – I-8 east corridor projects

Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
1	Campo	Active Transportation	Add bike lane at Church Rd from SR 80 to SR 94	4	\$42.6 mil						◆
4	Campo	Active Transportation	Add sidewalk at Church Rd from SR 80 to SR 94	4	\$75 k						◆
2a	Campo	Roadway	Improve drainage at I-8 along reservation boundary	3	\$3 mil	◆					
2b	Campo	Roadway	Improve drainage at SR 94 along reservation boundary	3	\$3 mil	◆					
2c	Campo	Roadway	Improve drainage at all roads	54	\$54 mil						◆
3	Campo	Roadway	Realignment at Golden Acre Way / SR 80	0	\$1 mil						◆
5	Campo	Roadway	Signage and lighting at Church Rd / SR 80	0	\$75 k						◆
6	Campo	Transit	Service: continuous stop at Golden Acre Casino	0	\$490 k						◆
7	Campo	Transit	Service: continuous stops	0	\$490 k						◆
33	Ewiiapaayp	Roadway	Signage at I-8 / Willows Rd WB off-ramp	0	\$5 k		◆				
34	Ewiiapaayp	Roadway	Signage at I-8 / Willows Rd EB off-ramp	0	\$5 k		◆				
8	La Posta	Active Transportation	ATV trails: construct for safe movement through reservation	0	\$75 k						◆
9	La Posta	Roadway	Shoulder widening; safety improvements; evacuation at Crestwood Rd from Tusil Rd to Blackwood Rd	3	\$3 mil						◆
10	La Posta	Transit	Service: 7-day transit service	0	\$464 k						◆

Table 2.7 – I-8 west corridor projects

Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
11	Barona	Roadway	Intersection improvements at SR 67 / Mapleview Rd	0	\$30 mil						◆
12a	Barona	Roadway	Lane widening at SR 67 from Mapleview Rd to Gold Bar Ln	1	\$43.7 mil			◆			
12b	Barona	Roadway	Lane widening at SR 67 from Gold Bar Ln to Dye Rd	14	\$611.8 mil			◆			
13	Barona	Roadway	Shoulder widening; repairs at Wildcat Canyon Rd from Willow Rd to San Vicente Rd	12	\$18 mil						◆
14	Barona	Roadway	Lane widening; straightening at Ashwood Rd from Mapleview Rd to Willow Rd	1	\$19 mil				◆		
15	Barona	Roadway	Signal at Willow Rd / Ashwood Rd	0	\$770 k				◆		
16	Barona	Transit	Rideshare service: add rideshare service	0	\$43.2 k						◆
17	Barona	Transit	Vanpool program: vanpool program at casino	0	\$46.2 k						◆
18	Capitan Grande	Roadway	Closure: reduce and restrict access to reservation roads	0	\$5 k						◆
118	Manzanita	Roadway	Interchange improvements at Crestwood Rd / I-8 interchange	0	\$8.5 mil						◆
119	Manzanita	Roadway	Grading; signage at Manzanita Rd / Live Oak Trail from Old Hwy 80 to Manzanita Cottonwood Rd	8	\$34 mil						◆
120	Manzanita	Roadway	Grading; signage at Ribbonwood Rd from Old Hwy 80 to Lost Valley Rd	6	\$25 mil						◆
121	Manzanita	Roadway	Grading; signage at McCain Valley Rd from Old Hwy 80 to end of McCain Valley Rd	15	\$65 mil						◆
122	Manzanita	Transit	Rideshare service: improve access to employment centers and local destinations	0	\$43.2 k						◆

Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
21	Viejas	Roadway	Bridge repair on Willows Rd	0	\$11 mil						◆
24	Viejas	Roadway	Add shoulders at Browns Rd from Viejas Grade Rd to Willows Rd	4	\$38 mil						◆
25	Viejas	Roadway	Interchange improvements at I-8 / West Willows Rd interchange	0	\$8.5 mil		◆				
26	Viejas	Roadway	Interchange improvements at I-8 / East Willows Rd interchange	0	\$8.5 mil		◆				
27	Viejas	Roadway	New interchange at I-8 / Casa De Roca Way	0	\$15 mil						◆
28	Viejas	Roadway	Reconstruction at Viejas Grande Rd from Willows Rd to Conejos Valley Rd	3	\$92 mil						◆
29	Viejas	Roadway	Lane widening at Willows Rd from West Willow Rd interchange to East Willow Rd interchange	3	\$50 mil						◆
30	Viejas	Roadway	Realign intersection at Willows Rd / Viejas Grande Rd	0	\$300 k						◆
31	Viejas	Transit	Vanpool program: vanpool program at casino	0	\$46.2 k						◆
32	Viejas	Transit	Service: enhanced Route 864	0	\$2.2 mil						◆

I-8 west corridor - amendments and changes to currently planned projects

19	Capitan Grande	Active Transportation	Oppose planned trail development on tribal territory north of the reservoir	0	\$0 k						◆
20	Capitan Grande	Active Transportation	Remove trail plan - opposed to facility planned on tribal lands	0	\$0 k						◆
22	Viejas	Active Transportation	Remove trail plan - opposed to facility planned on tribal lands	0	\$0 k						◆
23	Viejas	Active Transportation	Remove trail plan - opposed to facility planned on tribal lands	0	\$0 k						◆

Table 2.8 – SR 94 corridor projects

Project number	Tribes	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
88	Jamul Indian Village	Active Transportation	Add bike lane at Proctor Valley Rd / Melody Rd from SR 94 to Northwoods Dr	7	\$60 mil		◆			◆	
89	Jamul Indian Village	Active Transportation	Add bike lane at Willow Glen Dr from Dehesa Rd to Jamacha Rd	5	\$46 mil						◆
90	Jamul Indian Village	Active Transportation	Add bike lane and sidewalks at Steele Canyon Rd from SR 94 to Willow Glen Dr	1	\$10 mil						◆
91	Jamul Indian Village	Roadway	Intersection widening at SR 94 / Jamacha Rd	0	\$1.5 mil		◆				
92	Jamul Indian Village	Roadway	Add acceleration lane at SR 94 / Maxfield Rd	0	\$1.5 mil		◆				
93	Jamul Indian Village	Roadway	Add lane at Willow Glen Dr from Dehesa Rd to Jamacha Blvd	5	\$85 mil						◆
94	Jamul Indian Village	Roadway	Add turn lanes at SR 94 / Steele Canyon Rd	0	\$3 mil		◆				
95	Jamul Indian Village	Roadway	Add turn lanes at SR 94 / Millar Ranch Rd	0	\$1 mil		◆				
96	Jamul Indian Village	Roadway	Intersection improvements at SR 94 / Vista Diego Dr	0	\$500 k		◆		◆	◆	
97	Jamul Indian Village	Roadway	Intersection improvements at SR 94 / Melody Rd / Daisy Dr	0	\$6 mil		◆				
98	Jamul Indian Village	Roadway	Re-stripe at SR 94 / Jamacha Rd	0	\$38 k		◆				
99	Jamul Indian Village	Roadway	Shoulders at Otoy Lakes Rd from SR 94 to Wuseste Rd	9	\$85 mil						◆

Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
100a	Jamul Indian Village	Roadway	Lane widening at SR 94 from SR 125 to Avocado Blvd	2.5	\$57.5 mil			◆			
100b	Jamul Indian Village	Roadway	Lane widening at SR 94 from Avocado Blvd to Jamacha Rd	1	\$34.5 mil			◆			
100c	Jamul Indian Village	Roadway	Lane widening at SR 94 from Jamacha Rd to Steele Canyon Rd	3	\$69 mil			◆			
102	Jamul Indian Village	Roadway	Paving; straightening at Proctor Valley Rd from Echo Valley Rd to Northwoods Dr	5	\$100 mil					◆	
103	Jamul Indian Village	Roadway	Install traffic signal at SR 94 / Lyons Valley Rd	0	\$500 k						◆
101a	Jamul Indian Village	Roadway	Shoulder widening; straightening at SR 94 from reservation to Tecate Rd	18	\$189.5 mil						◆
101b	Jamul Indian Village	Roadway	Shoulder widening; straightening at Tecate Rd from SR 94 to Tecate Border Crossing	1	\$10.5 mil						◆
104	Jamul Indian Village	Transit	Rideshare program: rideshare program at casino	0	\$43.2 k						◆
105	Jamul Indian Village	Transit	New bus stop: bus stop at gaming facility; express service to downtown	0	\$150 k						◆
106	Jamul Indian Village	Roadway	Paving at Sycuan Rd from Dehesa Rd to guard gate on Sycuan Rd	0	\$5.8 mil						◆

2.3. Mobility Needs Assessment Survey

A mobility needs assessment survey was conducted as part of the study to determine goals and priorities for transportation, transportation improvement needs, and cultural awareness considerations.

Mobility Needs Assessment Survey questions

The Mobility Needs Assessment Survey consisted of 11 questions, which included the following (edited for space):

1. The projects mapped in this survey reflect information in either tribal and/or regional transportation plans that are contained in the Regional Plan. Is the transportation plan listed at right your most current plan?
2. Name and date of the transportation plan.
3. If you have a more recent transportation plan, please list it.
4. **Roadway, safety, and travel demand improvements.** Please review the attached maps, which show all currently planned and programmed roadway improvements in the vicinity of your reservation area. Are there any additional roadway projects that would make access to your community easier or safer? If you respond yes, please provide some information about the project below.
5. **Bicycle improvements.** Please review the attached maps, which show existing, planned, and potential bicycle improvements in the vicinity of your reservation area. Are there any additional bicycle improvement projects that would make access to your community easier or safer? If you respond yes, please provide some information about improvements that your community would like to see below.
6. **Pedestrian improvements.** Please review the attached maps, which show existing, planned, and potential pedestrian improvement projects in the vicinity of your reservation area. Are there any additional pedestrian improvement projects that would make access to your community easier or safer? If you respond yes, please provide some information about improvements that your community would like to see below.
7. **Transit improvements.** Please review the attached maps, which show existing, planned, and potential transit routes and proposed improvements in the vicinity of your reservation area. Are there any additional transit improvements that would make access to your community easier or safer? If you respond yes, please provide some information about improvements that your community would like to see below.
8. **Priorities for transportation.** We want your input to help us prioritize priorities for the Intraregional Tribal Transportation Strategy. For each of the goal pairs shown below, please rate the relative importance of each goal in relation to each other by allocating a total of 20 points.
9. **Cultural resource awareness considerations.** Cultural awareness will be a critical component of the Intraregional Tribal Transportation Strategy and will be a key objective to support project goals. Each goal will be accompanied by relevant objectives (preserve cultural resources, reduce vehicle crashes, provide access to health care). These objectives will be identified in the phase following the survey. Please list the cultural awareness/preservation measures your tribe would like to see implemented in the final.
10. Any additional comments?
11. If we have questions, may we contact you?

Cost estimating process for projects identified in the survey

The first step in the development of the planning level costs estimates was to review each project recommendation and identify cost elements associated with each project, including project lengths, project description, and project type. The basis for the project planning level cost estimates, by mode, is described as follows.

Cost estimating for roadway improvement projects

Local or county routes

Roadway improvement costs were initially developed using the County of San Diego's unit price list for construction projects and when applicable, construction costs assumed in the County of San Diego Transportation Impact Fee (TIF) Transportation Needs Assessment Report (September 2012).

Typical unit costs were developed and used for similar projects based on the length of project, the number of intersections, or the type of study. These typical unit cost were then applied to the applicable projects. Typical unit costs assumed the following expenses:

- Right-of-way acquisition
- Median improvements
- Pavement overlays
- Drainage
- Signing and striping
- Water pollution control
- Mobilization
- Traffic control
- Utility relocations
- Other minor improvements

The 2012 unit costs depend on the current and planned functional classification and geographic location in San Diego County.

Improvements on state routes

Planning level costs on state routes were developed based on methods described above, as well as cost estimate values taken from The Regional Plan (October 2015).

Inflation adjustments

Where applicable, the 2012 unit costs were adjusted for inflation, using the Caltrans Price Index for Selected Highway Construction Items, Second Quarter ending June 30, 2016. The price index is computed using bid opening data by quarter and was calculated between 2012 and 2016. In 2012, the price index was 84 (on a scale of 100, with 2007 prices being 100 on the scale). In the second quarter of 2016, the price index was 130.75, which indicated a difference of 46.75 in the price index between 2012 and 2016. To be conservative, costs were increased by 50 percent to reflect inflation.

Cost estimating for transit projects

Transit costs were developed for rideshare services, vanpool service, transit service, and transit stops. Cost assumptions are discussed as follows.

Rideshare service

Rideshare service costs were estimated by assuming a six-vehicle fleet that would be leased through a fleet management service, such as Enterprise. An average cost per vehicle per month was estimated, and six vehicles were assumed to be used for the rideshare service.

Vanpool service

Vanpool costs were developed by assuming costs for the lease of a 15-passenger van and labor costs for a part-time staff driver.

New transit service

Costs for transit service typically included purchase of one to three cutaway type vehicles (depending on the service frequency) and assumed an hourly service cost, based on an assumed number of service hours per day. The hourly service cost depended on whether the service was an extension of the San Diego MTS or NCTD service, or provided through a private operator.

New transit stop

Costs for a new transit stop include a pad, bench, pole, and shelter. Hourly service costs were increased if the stop added additional operating time to the route.

2.4. Agency processes

Information in this section, which describes federal transportation agencies, funding sources, and administration of TTP funding, was obtained in large part from the Tribal Transportation Program Delivery Guide - 2017. This guide explains terms, roles and responsibilities, and provisions for the tribes, FHWA, and BIA as outlined in the Tribal Transportation Program Agreement (TTPA).

Federal agencies

Federal Highway Administration

Although the majority of highways are owned by state, local, and tribal governments, the FHWA provides financial and technical resources to construct, improve, and maintain the highway system while keeping safety and the latest technologies in mind. Fuel and motor vehicle excise taxes fund the FHWA's budget, which mainly focuses projects into two programs: (1) Federal-aid funding for state and local government projects, and (2) Federal Lands Highway (FLH) funding for the TTP and projects on national park, national forest, tribal, and other federal lands.

Federal Lands Highways

The FHWA TTP's headquarters are based in Washington DC with team members in Sacramento, CA; Lakewood, CO; Santa Fe, NM; Sterling, VA; and Vancouver, WA. Tribal coordinators work with tribes who have a FHWA TTPA and coordinate various functions of the TTP program with BIA TTP personnel such as field visits to tribes.

Bureau of Indian Affairs

As an agency of the U.S. Department of the Interior (DOI), the BIA is responsible for administering and managing approximately 66 million acres of American Indian, Indian tribe, and Alaska native trust land. The BIA is organized into 12 regions and serves approximately 1.9 million American Indians and Alaska natives belonging to 564 federally-recognized tribes. Each region has a TTP component that for roads located on or leading to reservations and tribal lands.

Tribal Transportation Program

The TTP's goal is to provide safe and sufficient access to and within tribal reservations, lands, and communities. The TTP seeks to contribute to tribes' economic development, self-determination, and employment. More information on this funding program is provided at flh.fhwa.dot.gov/programs/ttp/.

Since TTP funds are federal funds, tribes are limited on types and amounts of spending. Tribes can use TTP funds for planning and design activities, and/or construction and maintenance activities.

The following sections discuss the major set-aside funding available for transportation projects from this program, and potential applicable projects.

TTP safety funds

Under the FAST Act, 2 percent of available annual TTP funds are reserved to address transportation safety issues. Federally-recognized tribes may obtain funds through a competitive, discretionary program. Projects that will prevent/reduce death or serious injuries in transportation-related incidents (such as motor vehicle crashes) are given priority. Transportation-related fatalities and injuries are higher and have more severe impacts on quality of life on tribal lands compared with the rest of the country. FHWA encourages tribes to develop strategic transportation safety plans to address safety needs in their communities.

The TTP Safety Fund under the FAST Act provides funding for transportation safety plans, crash data improvement, road safety audits, and other infrastructure improvement projects. More information on this program is provided at flh.fhwa.dot.gov/programs/ttp/safety/.

TTP bridge funds

Under the FAST Act, up to 3 percent of available TTP funds are set aside for improving bridges. Federally-recognized tribes may apply for funds for to plan, design, construct, inspect, replace, rehabilitate, or paint eligible bridges. More information on this program is provided at flh.fhwa.dot.gov/programs/ttp/bridges/.

Tribal transportation planning

Under the FAST Act, up to 2 percent of available TTP funds are set aside for transportation planning which includes long-range transportation plans. These funds can be used to develop project justification.

Tribal transit funds

The Tribal Transit Program is a set-aside from the Formula Grants for Rural Areas program. The \$5 million competitive grant program requires a 10 percent local match, while the \$30 million formula program does not require a local match.

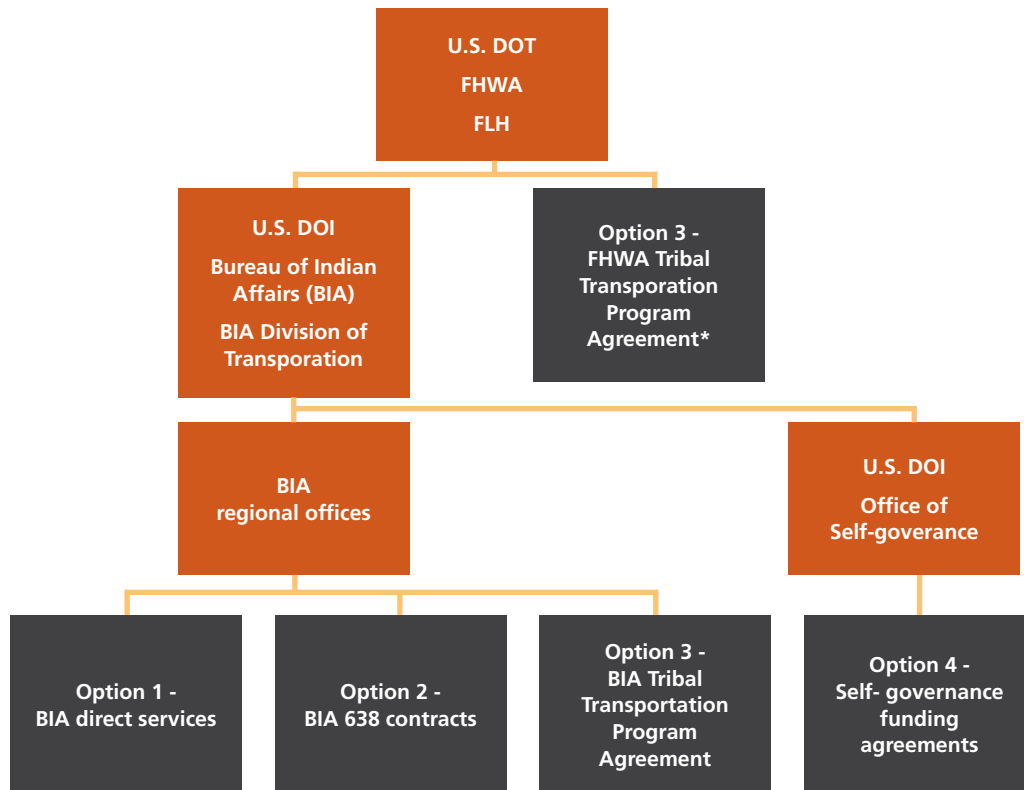
The Tribal Transit Program provides funding to federally-recognized tribes for expenses related to public transit projects in growing rural tribal communities. Eligible projects include capital projects, operating costs for public transportation, and the acquisition of public transportation services. More information on this program can be found at transit.dot.gov/funding/grants/grant-programs/public-transportation-indian-reservations-program-tribal-transit.

Transit projects identified in the Mobility Needs Assessment Survey are summarized in Table 2.3.

Choices in the administration of TTP funding

Tribal governments can choose who will administer their TTP. They can enter a TTPA with either the FHWA or BIA to carry out a road, highway, parkway, bridge, or transit program or projects (see Figure 2.1).

Figure 2.1 – The four TTP delivery options available to tribal governments



*Note: Option 3 - Tribal Transportation Program Agreement; a tribe can enter into a TTPA with either BIA or FHWA.

Source: *Tribal Transportation Program Delivery Guide - 2017, U.S. DOT and FHWA*

The TTPA allows each tribe to administer its own TTP, which facilitates the following:

- Giving the tribe responsibility for the various functions and duties that the Secretary of the Interior would have performed.
- Fulfilling the statutory requirements of the FAST Act.
- Providing the tribe its share of TTP funds.
- TTP activities included under a TTPA may include:
 - Transportation planning
 - Construction management
 - Program administration
 - Design
 - Construction
 - Road maintenance

- Tribal-state maintenance agreements
- Other TTP-eligible activities, such as safety and bridge projects

Subject to funding availability, TTP funding provided through a TTPA is given to the tribe as an annual lump sum payment. The following requirements apply to TTP funds obtained through a TTPA:

- Funds may be reallocated among projects on the FHWA-approved Tribal Transportation Improvement Program (TTIP).
- TTP funds may be used to meet matching requirements for any transit grant or program, whether federal or non-federal.

Other requirements are described in the Tribal Transportation Program Delivery Guide - 2017.

Federal planning process for project development

As defined in the Code of Federal Regulations, the purpose of transportation planning is to “clearly demonstrate a tribe’s transportation needs and to fulfill tribal goals by developing strategies to meet transportation needs. These strategies address current and future land use, economic development, traffic demand, public safety, health, and social needs.” The long-range transportation plan development process allows entities to analyze infrastructure and identify local and regional multimodal transportation projects, often in conjunction with the state, cities, counties, regional planning organizations, and other stakeholders. A long-range transportation plan is a necessary step to develop a comprehensive tribal priority list or TTIP as a planning tool.

Figure 2.2 summarizes how the long-range transportation plan fits into the overall project development process. Table 2.9 provides guidelines for developing a long-range transportation plan.

Figure 2.2 – Project development process



Source: Adapted from ADOT Integrating Statewide and Tribal Transportation Planning Workshop materials

Table 2.9 – Requirements for long-range transportation plans

Code of Federal Regulations section number	Topic	Summary
§170.411	What may a long-range transportation plan include?	<p>A long-range transportation plan may include:</p> <ul style="list-style-type: none"> • An evaluation of a full range of transportation modes and connections between modes such as highway, rail, air, and water, to meet transportation needs; • Trip generation studies, including determination of traffic generators due to land use; • Social and economic development planning to identify transportation improvements or needs to accommodate existing and proposed land use in a safe and economical fashion; • Measures that address health and safety concerns relating to transportation improvements; • A review of the existing and proposed transportation system to identify the relationships between transportation and the environment; • Cultural preservation planning to identify important issues and develop a transportation plan that is sensitive to tribal cultural preservation; • Scenic byway and tourism plans; • Measures that address energy conservation considerations; • A prioritized list of short and long-term transportation needs; and • An analysis of funding alternatives to implement plan recommendations.
§170.412	How is the tribal IRR long-range transportation plan developed and approved?	<p>The tribal IRR long-range transportation plan is developed by:</p> <ul style="list-style-type: none"> • A tribe working through a self-determination contract or self-governance agreement or other funding sources; or • BIA upon request of, and in consultation with, a tribe. <p>During the development of the IRR long-range transportation plan, the tribe and BIA should jointly conduct a midpoint review.</p> <p>The public reviews a draft IRR long-range transportation plan, as required by §170.413. The plan is further refined to address any issues identified during the public review process. The tribe then approves the IRR long-range transportation plan.</p>

Code of Federal Regulations section number	Topic	Summary
§170.413	What is the public's role in developing the long-range transportation plan?	<p>BIA or the tribe must solicit public involvement. If there are no tribal policies regarding public involvement, a tribe must use the procedures shown below. Public involvement begins at the same time long-range transportation planning begins and covers the range of users, from stakeholders and private citizens to major public and private entities. Public involvement may be handled in either of the following two ways:</p> <p>For public meetings, BIA or a tribe must:</p> <ul style="list-style-type: none"> • Advertise each public meeting in local public newspapers at least 15 days before the meeting date. In the absence of local public newspapers, BIA or the tribe may post notices under local acceptable practices; • Provide at the meeting copies of the draft long-range transportation plan; • Provide information on funding and the planning process; and • Provide the public the opportunity to comment, either orally or in writing. <p>For public notices, BIA or a tribe must:</p> <ul style="list-style-type: none"> • Publish a notice in the local and tribal newspapers when the draft long-range transportation plan is complete. In the absence of local public newspapers, BIA or the tribe may post notices under local acceptable practices; and • State in the notice that the long-range transportation plan is available for review, where a copy can be obtained, who to contact for questions, where comments may be submitted, and the deadline for submitting comments (normally 30 days).
§ 170.414	How is the tribal long-range transportation plan used and updated?	<p>The tribal government uses its IRR long-range transportation plan in its development of a tribal priority list or TTIP. To be consistent with state and MPO planning practices, the tribe or BIA (for direct service tribes) should:</p> <ul style="list-style-type: none"> • Review the IRR long-range transportation plan annually; and • Update the plan every five years.
§ 170.415	What is pre-project planning?	<p>Pre-project planning is part of overall transportation planning and includes the activities conducted before final project approval on IRRTIP. These activities include:</p> <ul style="list-style-type: none"> • Preliminary project cost estimates; • Certification of public involvement; • Consultation and coordination with states and/or MPOs for regionally significant projects; • Preliminary needs assessments; and • Preliminary environmental and archeological reviews. <p>The BIA regional office must work cooperatively with tribal, state, regional, and metropolitan transportation planning organizations concerning the leveraging of funds from non-IRR program sources and identification of other funding sources to expedite the planning, design, and construction of projects on the IRRTIP.</p>

Source: Legal Information Institute, law.cornell.edu/cfr/text/25/part-170/subpart-D, referenced 3/14/2017

Federal land management collaborative long-range transportation plan

Transportation funding, particularly for tribal communities located in more rural parts of San Diego County, is difficult to accomplish, particularly with limited TTP funding.

A new opportunity to including tribal transportation needs for roadways and other transportation facilities accessing federal lands is the Collaborative Long-Range Transportation Plan (CLRTP), an integrated plan that will incorporate the transportation needs of federal lands into existing statewide, local, and tribal planning processes.

Through interagency coordination, the plan will establish common goals and objectives for maintaining and improving regional transportation systems (including roads/bridges rehabilitation, trails, and transit connector services) that provide public access to, through, and within federal lands. The CLRTP will also identify dual funding opportunities based on projects or needs that mutually benefit tribal governments, federal land management agencies, and state and local agencies.

The development of the plan is being led by Central Federal Lands Highway Division (CFL) of the FHWA, and extensive outreach is being planned with federal land management agencies, Caltrans, and local transportation agencies. As tribal input is critical, CFL has recently developed an Online Needs Assessment Tool that is being deployed throughout the state in each Caltrans District and regional planning areas and that will be extended for use involving Tribal Lands. The draft CLRTP for federal land management agencies is anticipated to be available in draft form in late 2017, with the plan finalized in 2018.

Contact information

Transportation Planning Team Lead

Central Federal Lands Highway Division

Federal Highway Administration

12300 West Dakota Avenue, Suite 380B

Lakewood, CO 80228

Fax: (720) 963-3573

Morgan Malley: (720) 963-3605, morgan.malley@dot.gov

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State processes

Caltrans is responsible for the operation and maintenance of state highway facilities. This chapter provides a strategy to include a transportation project in Caltrans District Service Management Plan (DSMP), which is a long-range, 20-25 year policy planning document, and the State Highway Operation and Protection Program (SHOPP), which is the state's program that funds the repair and preservation of the state highway system (SHS).

The following sections discuss the mission and operation of Caltrans, and more detailed information about the DSMP and SHOPP planning processes. Later in the chapter, more information is provided about strategy steps to include new projects into the next update of the DSMP and SHOPP, and more detailed information about the DSMP and SHOPP planning processes.

The Caltrans mission and vision are:

Mission: *Provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability.*

Vision: *A performance-driven, transparent, and accountable organization that values its people, resources and partners, and meets new challenges through leadership, innovation, and teamwork.*

Overview of Caltrans planning process for the DSMP

The DSMP is a long-range, 20-25 year policy planning document that describes maintenance, management, and development of the transportation system during the planning horizon. It provides methods to develop multimodal, intermodal, and multijurisdictional system strategies, which are developed in collaboration with Caltrans divisions and districts, MPOs, RTPAs, cities, counties, tribal governments, other partner agencies, and the public. As one of the District's long-range plans, the DSMP guides the development of transportation concept reports (TCRs) and corridor system management plans (CSMPs).

DSMP has three components: District Profile, Management Plan, and Project List.

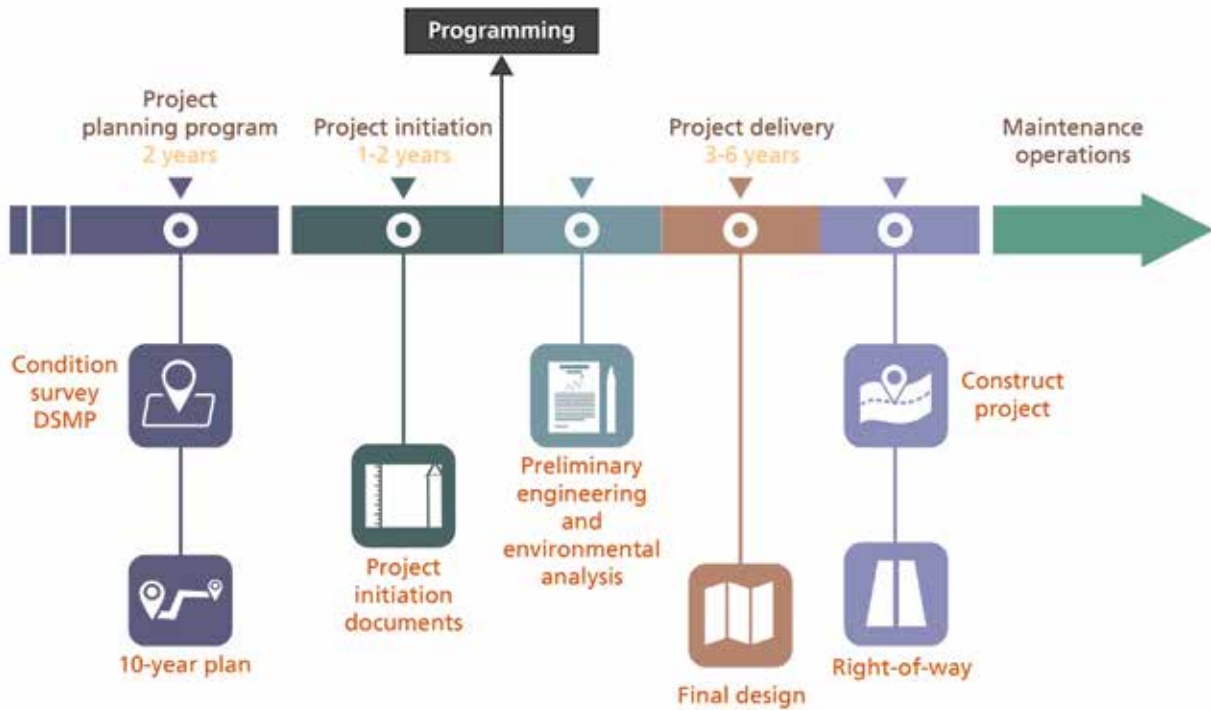
District Profile – The District Profile is a high-level overview of the District's current and future characteristics. It describes SHS routes, the overall transportation system, demographics, land use, transportation partners, planning efforts, and environmental factors.

Management Plan – The Management Plan is guides decision-making within the District. It details each goal and the plan for achieving those goals. It also identifies relevant transportation considerations and strategies to implement.

DSMP Project List – The DSMP Project List presents a District-wide, 20 to 25-year list of multimodal SHS transportation improvements identified in the District CSMPs, TCRs, the Interregional Transportation Strategic Plan (ITSP), RTPs, and local capital improvement programs (CIPs). This provides a current and readily available project list. The DSMP Project List recommends prioritized transportation improvements to include in the Statewide Transportation Improvement Program (STIP) and SHOPP, Project Initiation Document, and other funding documents.

An overview of the project development process is provided in Figure 2.3.

Figure 2.3 – Caltrans project development process



Source: Adapted from Caltrans

Overview of Caltrans planning process for the SHOPP program

The SHOPP funds repair, preservation, safety improvements, and some operational improvements on the approximately 50,000 lane-mile SHS. The SHS includes state-owned roadways, highways, bridges, and associated bicycle and pedestrian facilities, as well as additional infrastructure such as culverts, Intelligent Transportation Systems (ITS), rest areas, and maintenance facilities. The SHOPP also funds mandated project categories such as retrofitting existing SHS facilities to comply with the Americans with Disabilities Act (ADA) and storm water control requirements. The SHOPP reserves funding both for projects whose funding needs cannot be anticipated (such as safety and emergency projects) and projects with a set amount of annual funding. SHOPP funding does not include capital improvements that add capacity (new highway lanes) to the SHS, although auxiliary lanes may be eligible for funding.

Senate Bill 486 requires that Caltrans invest SHOPP funds in an asset management, performance-based manner with a robust implementation. Federal transportation programs are implementing similar performance-based funding criteria and performance targets focused on specific asset classes. The SHOPP is transitioning to this paradigm and will use four asset classes during the first phase of this transition: pavement, bridge, culverts, and traffic system management (TSM).

The SHOPP is the end result of a development cycle that used the DSMP and SHS rehabilitation priorities to prepare the Ten-Year State Highway Operation Protection Program Plan. The new State Highway Management Plan will integrate maintenance, rehabilitation, and operations into a single management plan replacing the ten-year plan, which was an individual silo based approach. The new plan also leads to the Project Initiation phase for programming, which follows the four-year SHOPP cycle. After construction, Caltrans maintenance forces take over the highway and the cycle repeats.

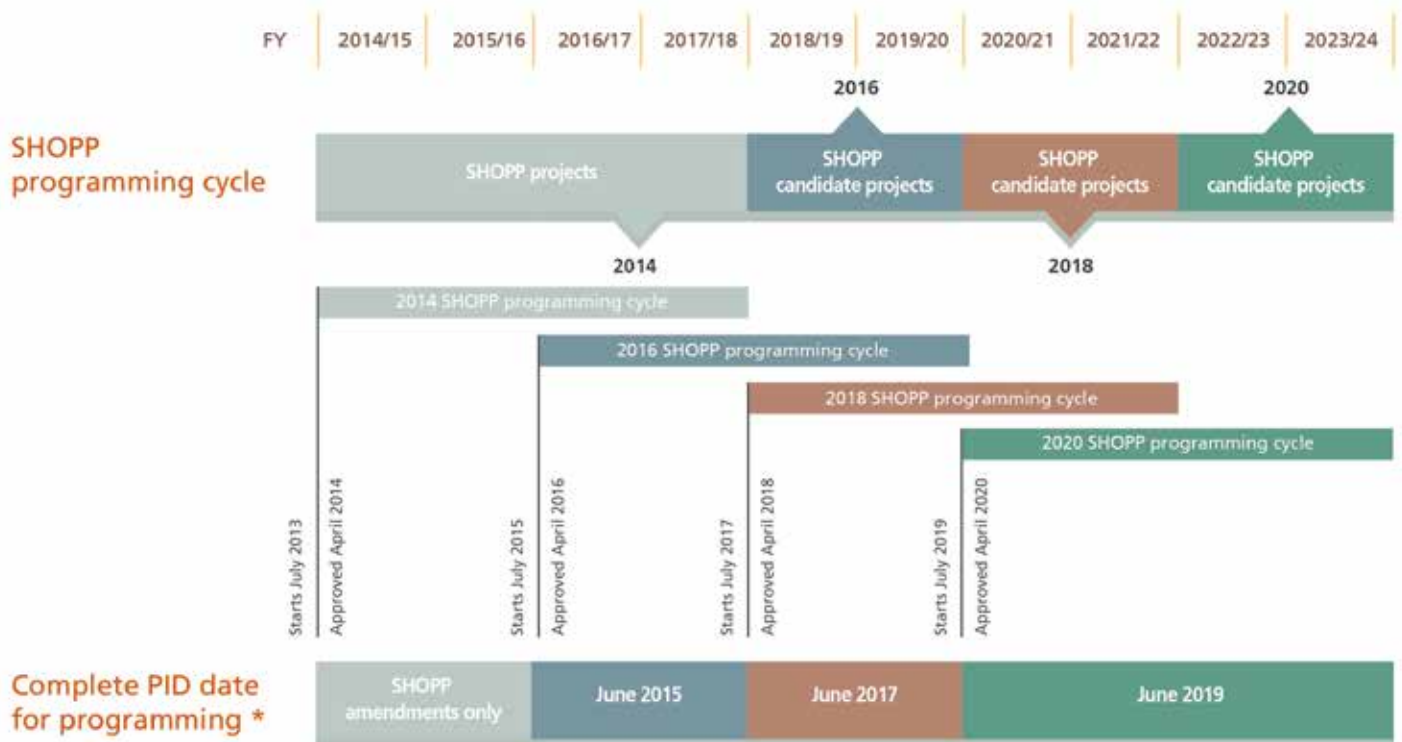
Project categories included in the Proposed 2016 SHOPP program (January 29, 2016) include:

- Major damage restoration
- Collision reduction
- Mandates
- Bridge preservation
- Roadway preservation
- Mobility
- Roadside preservation
- Facilities

SHOPP update process

The SHOPP project list is updated every two years, carrying over projects from the last two years of the previous SHOPP and making them the first two years of projects in the new SHOPP (see the SHOPP cycle in Figure 2.4 below). New projects are programmed in the year the Department estimates the projects can be delivered. Each project has a project initiation document (PID) identifying the project’s scope, performance measures, estimated capital and support costs, and delivery schedule.

Figure 2.4 – SHOPP cycle



* Exception - Projects to be funded from SHOPP reservation via SHOPP amendment process will be handled separately.

Source: Adapted from Caltrans

Process to add a transportation project to the DSMP and SHOPP

To effectively partner with Caltrans to address the transportation needs of tribal communities, the following strategy steps are recommended:

1. Define a project that enhances safety and roadway improvements
2. Document analysis of justification
3. Include project in the DSMP
4. Identify smaller, stand-alone safety components of the larger project
5. Secure additional funding sources
6. Include project in the SHOPP

Define a project that enhances safety and roadway improvements – Caltrans manages California's State Route and National Highway System in the state with a focus on the safety and efficiency of this network. Projects that enhance safety or efficiency of the Caltrans network are likely to have one or more of the following features:

- Collision history on highways or interstates
- Highway widening and realignment
- Freight and goods movements
- Improvement of roadway conditions

Tribal communities should focus on these projects that enhance safety and roadway conditions when engaging Caltrans as a potential partner. Projects that add vehicle capacity may be eligible for Caltrans partnership but are unlikely to find significant funding.

One of the keys to using Caltrans partnership to help address specific tribal transportation needs is the inclusion of the project in the DSMP. Projects in the DSMP have the support of Caltrans district-level management and are eligible for Caltrans funding. Inclusion in the DSMP also provides project eligibility for inclusion in the SHOPP and provides documentation of Caltrans support for a project when pursuing other funding opportunities.

Document analysis of justification – Once tribal communities agree on a project not currently in the DSMP that enhances safety or roadway conditions that could be a strong candidate for inclusion in the DSMP, they should undertake a process of project justification to prove safety or condition need. Project justification should include planning documentation that highlights the key issues that the project addresses and why it is necessary to consider at the state level. For a roadway project, justification may include an analysis of crash data. A roadway condition justification may include a pavement condition index score of segments of the roadway. Justification for a freight project may show existing and future truck traffic.

Include project in the DSMP – This step involves working with Caltrans staff; projects are typically identified through supporting planning or corridor studies.

Identify smaller, stand-alone safety components of the larger project – While it is important to get the larger, more comprehensive project included in the DSMP, identifying smaller, stand-alone components increases the chances of incremental project delivery. Because many funding sources are relatively small, particularly through the SHOPP, stand-alone projects can be more quickly aligned with opportunities than the project as a whole.

Secure additional funding sources – Projects on the state highway system would typically be financed through Caltrans funding sources, or potentially from developer fees or other sources.

Include project in the SHOPP – A brief overview of the steps to add a transportation project to the DSMP and SHOPP and advance the project through construction are summarized in Table 2.10.

An example of this process is described for Project 118, Interchange Improvements at the Crestwood Road / I-8 Interchange.

Table 2.10 – Steps to add a project to the DSMP and SHOPP Program and advance it to construction

Steps	Example project/comments
<p>1. Identify project</p> <ul style="list-style-type: none"> a. Project description b. Type of roadway (arterial, state route or interstate, freight route) c. Benefits/justification for the project d. Is it currently included in any transportation plans? 	<p>Project 118: Interchange improvements at Crestwood Road / I-8 interchange. The improvements requested are signage, safety, and lighting improvements.</p> <ul style="list-style-type: none"> • Project description: Requested in the Manzanita Tribe Mobility Needs Survey, although the project would improve transportation for the La Posta and Campo Tribes. • Type of roadway: Project is on a state route, so Caltrans is the road owner. • Benefits/justification: <ul style="list-style-type: none"> ◦ Project improves safety at interchange ◦ Provides more options for active transportation ◦ I-8 is a key transportation corridor and on the National Highway Freight Network • Currently included in any plans: Assessed as part of the TCR for I-8 (Segment 14), dated February, 2016. Two transportation projects are planned in this segment: <ul style="list-style-type: none"> ◦ Add drainage system restoration (7 miles east of Boulder Oaks from La Posta Creek Bridge to 1.1 miles west of Crestwood Road Undercrossing). This is a near-term improvement. ◦ Roadway rehabilitation (Between Pine Valley and Ocotillo, from east of Crestwood Road to the Imperial County line). This is a near-term improvement.
<p>2. Reach out to partners</p>	<ul style="list-style-type: none"> • Coordinate with Caltrans Native American Liaison, SANDAG Tribal Liaison, SCTCA liaison, and Interagency Working Group on Tribal Transportation Issues (Tribal TWG), to discuss project and desire to add to the DSMP as a SHOPP project, perhaps as an addition to the projects from the TCR noted above.
<p>3. Preliminary planning</p>	<ul style="list-style-type: none"> • Include this project in the next update of the tribe’s transportation plan, as well as plans for the La Posta and Campo Tribes. • Caltrans completed an I-8 TCR in February 2016.

Steps	Example project/comments
<p>4. Identify funding – Identify potential funding source and a timeframe for design and construction, in conjunction with Caltrans.</p>	<p>Main option for funding is Caltrans SHOPP funding.</p>
<p>5. Caltrans project planning process – The project will be evaluated by Caltrans.</p>	<p>Coordinate with Caltrans Native American Liaison on process to incorporate the project into the DSMP.</p>
<p>6. Caltrans project initiation process – Caltrans project initiation process occurs over a one- to two-year period.</p>	<p>Coordinate with Caltrans Native American Liaison on project initiation process status.</p>
<p>7. Caltrans project delivery process – Caltrans will develop preliminary and final design plans and environmental analysis. This occurs over a three- to six-year period.</p>	<p>Caltrans would accomplish this with tribal input as a stakeholder.</p>

Caltrans contact information

The contact for coordination with Caltrans District 11 is:

Native American Liaison

Caltrans, District 11 - Planning Division (MS-240)
 4050 Taylor Street
 San Diego, CA 92110
 Office: (619) 688-6807
 Cell: (619) 208-1104

County processes

The County of San Diego is responsible for the construction and maintenance of county transportation facilities. This chapter provides more information about the mission and operation of the County Planning and Development Services and Public Works Departments, and the General Plan and CIP processes. Later in the chapter, details of strategy steps to include new projects into the next update of the General Plan and CIP are provided.

The County Planning and Development Services Department is responsible for long-range land use planning, including the County General Plan and Zoning Ordinance, which determine how the county will grow. Their mission is:

Through operational excellence and attention to customer service, we strive to balance community, economic, and environmental interests to ensure the highest quality of life for the public of San Diego County.

The County Department of Public Works (DPW) consists of four divisions responsible for a variety of activities. These range from the construction and maintenance of roads and highways in the unincorporated areas of the county to the management of the region's sanitation and flood control districts. Their responsibilities also include construction, operation, and maintenance of regional general aviation airports, such as McClellan-Palomar Airport in Carlsbad and Gillespie Field in El Cajon. Their mission statement is:

- *Preserve and enhance public safety and quality of life through reliable, cost effective infrastructure.*
- *Foster partnerships that strengthen relationships with communities and industry.*
- *Provide quality and responsive service through highly motivated, professional, and knowledgeable staff in a safe and fair work environment.*
- *Continually improve quality of service through optimal resource management.*

Overview of County of San Diego Planning Process for the mobility element of the General Plan

The Mobility Element of the General Plan identifies the general location and extent of existing and proposed major roads, transportation routes, terminals, and other public utilities and facilities. It is correlated with the Land Use Element of the General Plan.

The Mobility Element identifies the county road network, much of which currently exists, to be developed in the unincorporated county during the implementation of this General Plan so that future rights-of-way can be preserved for future motorized and non-motorized roadway purposes.

The March 2016 General Plan Annual Progress Report summarizes the planning activities for the unincorporated portions of San Diego County from January 1 to December 31, 2015. In addition to the required information such as the status of the General Plan and progress in its implementation, and ongoing and completed relevant planning activities, programs, and permits, it also includes information on housing.

Other planning documents include:

- **Active transportation plan** – The County of San Diego has initiated an update to the Bicycle Transportation Plan and Pedestrian Area Plans and will create a combined active transportation plan in support of efforts to promote active transportation options through pedestrian and bicycle improvements in the unincorporated county. Development of the plan includes and analysis of existing pedestrian and bicycle conditions.
- **Community Trails Master Plan** – The County Trails Program will be utilized to develop a system of interconnected regional and community trails and pathways. These trails and pathways are intended to address an established public need for recreation and transportation but will also provide health and quality of life benefits associated with hiking, mountain biking, and horseback riding throughout the county's biologically diverse environments. The County Trails Program involves both trail development and management on public, semi-public, and private lands. The Community Trails Master Plan will be the implementing document for the trails program and contains adopted individual community trails and pathways plans.

County of San Diego Capital Improvement Program

The CIP consists of improvements to roads and bridges; eight county-owned and operated airports and airstrips; flood control facilities in unincorporated developed areas; and wastewater facilities owned and operated by the county. Funds for the CIP are approved by the Board of Supervisors through a yearly Operational Plan in the DPW Detailed Work Program. In a typical fiscal year, approximately 25 projects are in construction with about 70 other projects in various stages of development. The Detailed Work Program budget for fiscal year 2016-2017 is over \$69 million. Funding for transportation improvements in the CIP comes from a variety of sources including:

- **Statewide Highway Users Tax Account** – The "gas tax" is the primary source of funds for the overall county road maintenance and safety improvement program. The state of California collects 27.8 cents for every gallon of gasoline sold. The state distributes money back to California counties based on the number of registered vehicles and miles of roads maintained. This money becomes a special revenue fund called the Road Fund, which must be used for road and transportation purposes.
- **TransNet** – A local, half-cent gasoline sales tax was approved by San Diego County voters in 2004 and became effective in 2008. It provides over \$500 million for projects in unincorporated San Diego County over 40 years and will end in 2048. *TransNet* is dedicated to specific road improvement projects approved by SANDAG, which is designated as the regional planning authority.

- **Transportation Impact Fee** – The TIF program provides funding for construction of transportation facilities needed to support traffic generated by new development and to meet state law requirements. The county will collect TIF as part of the building permit process.
- **FHWA** – FHWA provides funding for specific roads and bridges. FHWA funding is administered through Caltrans and includes several grant programs. The Highway Bridge Program (HBBR and HBP) is used to replace or rehabilitate county bridges.
- **Community Development Block Grants** – Federal funds to small cities and counties are provided for community development and economic development activities such as sidewalks.
- **Developer fees** – Funds are provided to the county directly by private land developers to mitigate impacts within the county.
- **Other grants** – Several other state and federal grants are used to partially fund road improvement projects.
- **Indian Gaming Special Distribution Funds** – Created for local government agencies impacted by tribal gaming, these funds are used to supplement road improvement projects to mitigate traffic impacts near Native American casinos and gaming establishments.

Projects in the Five-Year CIP include the following categories:

- Maintenance
- Road reconstruction
- Bike lanes/pathways
- Traffic signals
- Intersection improvements
- Sidewalks
- Drainage improvements
- Bridges

The county's Five-Year CIP has been developed to provide a sense of which potential CIP projects are contemplated for future budget periods. The plan is not a firm, absolute list of funded projects. Each project sheet shows a potential source of funding. As design requirements, budgets, and priorities change, the planned projects may also move within the plan or perhaps drop out entirely. Likewise, this list is not all-inclusive. Unexpected requirements often cause unforeseen projects to be inserted into the design and execution process. The projects are based on input from a wide variety of sources including community planning groups, county staff, traffic experts, and guidance from regional planning documents and the Board of Supervisors.

Process to add a transportation project to the County of San Diego General Plan mobility element and CIP

To effectively partner with the County of San Diego to address the transportation needs of tribal communities, the following strategy steps are recommended:

1. Define a project that enhances safety
2. Document analysis of justification
3. Include project in General Plan
4. Secure additional funding sources
5. Include project in the CIP

Define a project that enhances safety – The county is an entity that manages critical roadways in unincorporated San Diego County. As such, its focus is on the safety, state-of-good-repair, and efficiency of this network. Projects that enhance safety or the condition of the County network are likely to have one or more of the following features:

- Arterials or collectors
- Major intersections
- Improvement of roadway condition
- High crash rate location
- Interim condition compared to planned build-out

Large-scale and regional projects should investigate other jurisdictional partners.

Document analysis of justification – Once tribal communities agree on a project that is not currently in the General Plan or CIP that enhances safety or roadway conditions that could be a strong candidate for inclusion in the General Plan or CIP, they should undertake a process of project justification to prove safety or condition need. Project justification should include planning documentation that highlights the key issues that the project addresses and why it is necessary to consider at the county level. For a roadway project, justification may include an analysis of crash data. A roadway condition justification may include a pavement condition index score of segments of the roadway. Justification for a widening project may show existing and future truck traffic.

Include project in General Plan – Although the General Plan is updated only periodically, a progress report is issued annually.

Secure additional funding sources – Documentation of justification provides objective evidence to the County of San Diego as to why the project is important while also showing that the tribal stakeholders have “skin in the game.” In some cases, some type of cost sharing may be desirable, depending on the project and what specific need it serves. Finally, the justification planning process will open up more possibilities for external funding sources as the project will be better defined and more competitive in grant processes.

Include project in the CIP – A brief overview of the steps to add a transportation project to the County of San Diego General Plan Mobility Element and CIP and advance the project through construction are summarized in Table 2.11. An example of how a project that was identified in the Mobility Needs Assessment Survey, Project Number 62b, Shoulder Widening at Valley Center Road from Cole Grade Road to Lake Wohlford Road, could be advanced through the planning process is described as an example.

For projects where Caltrans highway intersection improvements would include intersecting County roads, Caltrans would be the lead agency, and the County would be a responsible agency.

Depending on the nature and location of a future project, other areas of compliance with State and County regulations including avoiding impacts to waste water facilities and compliance with storm water regulations and design features may be required.

Table 2.11 – Steps to add a project to the County of San Diego mobility element of the General Plan and CIP

Steps	Example project/comments
<p>1. Identify project</p> <ul style="list-style-type: none"> a. Project description b. Type of roadway (arterial, state route or interstate, freight route) c. Benefits/justification for the project d. Is it currently included in any transportation plans? 	<p>Project 62b: Shoulder Widening on Valley Center Road from Cole Grade Road to Lake Wohlford Road</p> <ul style="list-style-type: none"> • Project description: Requested in the San Pasqual Tribe Mobility Needs Survey, although the project would also improve transportation for the Rincon Tribe. • Type of roadway: Project is on a county road. Part of the road borders the San Pasqual Reservation area. • Benefits/justification: <ul style="list-style-type: none"> ◦ Project improves safety ◦ Provides more options for active transportation • Currently included in any plans: An adjacent segment, Valley Center Road from Cole Grade Road to ¾ mile east of Cole Grade Road, is contained in the County of San Diego CIP.
<p>2. Reach out to partners</p>	<ul style="list-style-type: none"> • Coordinate with County of San Diego, SANDAG tribal liaison, SCTCA liaison, and Tribal TWG to discuss project and desire to add to the next update of the Mobility Element of the General Plan and CIP.
<p>3. Project planning process</p>	<ul style="list-style-type: none"> • Coordinate with County of San Diego Liaison on process to incorporate the project into the DSMP. • Include this project in the next update of the San Pasqual Tribes transportation plan.
<p>4. Identify funding – Identify potential funding source and a timeframe for design and construction, in conjunction with the County of San Diego.</p>	<p>Identify options for funding, possibly through safety grants or active transportation funding sources.</p>
<p>5. Design – The county would develop preliminary and final design plans and environmental analysis.</p>	<p>San Pasqual Tribe would be a stakeholder in the process.</p>
<p>6. Construction – The county will solicit bids for construction.</p>	<p>The County of San Diego would accomplish this with tribal input as a stakeholder.</p>

County of San Diego contact information

Contacts for the Mobility Element of the General Plan and CIP are:

County of San Diego Chief of Advance Planning, Planning & Development Services
 (858) 694-2960 or (800) 411-0017

County of San Diego Public Works CIP Manager
 (858) 694-2822

Regional processes

SANDAG serves as the Metropolitan Planning Organization for the region, joining elected officials from all 18 cities and the County of San Diego as a regional council of governments. One of its primary responsibilities is regional transportation planning. This section provides information about the mission and operation of SANDAG, as well as steps to define the process to propose inclusion of a transportation project in the RTP and to facilitate regional coordination.

SANDAG overview

SANDAG Board of Directors and Policy Advisory Committee meetings provide the public forums and decision points for significant regional issues such as growth, transportation planning and construction, environmental management, housing, open space, air quality, energy, fiscal management, binational topics, economic development, and public safety. The SANDAG Board of Directors establishes policies, adopts plans, allocates transportation funds, and develops programs to address regional issues.

SANDAG's mission statement is:

The 18 cities and county government are SANDAG, the San Diego Association of Governments. This public agency serves as the forum for regional decision-making. SANDAG builds consensus; makes strategic plans; obtains and allocates resources; plans, engineers, and builds public transportation; and provides information on a broad range of topics pertinent to the region's quality of life.

SANDAG is governed by a Board of Directors composed of mayors, councilmembers, and county supervisors from each of the region's 19 local governments. Supplementing these voting members are advisory representatives from Imperial County, the US Department of Defense, Caltrans, San Diego Unified Port District, Metropolitan Transit System, North County Transit District, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico. Policy Advisory Committees assist the Board of Directors in carrying out the agency's work program. A professional staff of planners, engineers, and research specialists assists the Board of Directors.

SANDAG develops a Tribal Consultation Plan for each cycle of the Regional Plan based on feedback from tribal leaders

Jurisdiction and responsibilities

As the regional transportation planning agency, SANDAG adopts the RTP (long-range plan) and Regional Transportation Improvement Program (RTIP), the five-year programming of state, local, and federal transportation funds.

SANDAG is the designated regional transportation commission and administers the local half-percent sales tax, *TransNet*, for transportation purposes (approximately \$287 million in FY 2016).

SANDAG's overall authority also includes roles as a congestion management agency, regional information system, regional transportation demand program administration, Freeway Service Patrol, and more.

Overview of regional transportation planning process

The Regional Planning Committee and the Transportation Committee provide oversight for the preparation and implementation of the Regional Plan. The objective of the Regional Plan is to provide innovative mobility choices and planning to support a sustainable and healthy region, a vibrant economy, and an outstanding quality of life for all.

SANDAG is required by law to update its RTP every four years. In recent years, SANDAG combined its two most important planning documents—the Regional Comprehensive Plan (RCP), and the Regional Transportation Plan and its Sustainable Communities Strategy (RTP/SCS)—into one document within the Regional Plan, which was adopted by the SANDAG Board in 2015.

The Regional Plan is an overarching blueprint for the San Diego region. It combines a big-picture vision for how the region will grow over the next 35 years, with an implementation program to help make that vision a reality.

Transportation projects in the Regional Plan include the following project types:

- Transit facilities
- Managed lanes/toll lane projects
- Highway projects
- Operational improvements
- Managed lane connectors
- Freeway connectors
- Active transportation projects
- Arterial projects—Arterial projects are road widening and improvement projects located on regional arterials in San Diego County. The regional arterial system is shown in Figure 2.5.
- Freight and goods movement process—SANDAG currently has a goods movement strategy.

The next update of the Regional Plan is anticipated to be adopted in 2019, and, under current law, will be followed by updates every four years. Preparation of the updated Regional Plan is a two- to three-year-long process. Early stages of plan development include developing a public involvement plan, establishing goals and objectives, conducting a growth forecast for the region, and preparing cost estimates for projects. Next, alternative transportation network scenarios are developed and analyzed. A preferred scenario is approved. A draft Regional Plan is prepared and goes through a public comment period before it is finalized and approved.

There are opportunities for public involvement in key milestones of Regional Plan development, including engaging in public workshops and presentations, attending working group and committee meetings, and participating in public comment periods. Additionally, through a government-to-government framework with the tribal nations in the region, SANDAG develops a Tribal Consultation Plan for each cycle of the Regional Plan based on feedback from tribal leaders regarding their needs. Past components of the Tribal Consultation Plan have included informational sessions to clarify the planning process; surveys on policy issues; policy workshops and preparation of a policy position paper; and a Regional Tribal Summit between the SANDAG and SCTCA Boards to determine areas of cooperation and concern. This study is a step in identifying transportation needs through the Tribal Mobility Needs Assessment Survey, and the Strategy is a completed near-term action identified in the Regional Plan.

Figure 2.5 – Regional arterial system



Process to add a transportation project to the RTP

To effectively partner with SANDAG to address the transportation needs of tribal communities, the following strategy steps are recommended:

1. Identify and clearly define a project of regional significance
2. Document analysis of justification
3. Secure additional funding sources
4. Propose inclusion of project in the RTP

Identify project of regional significance – SANDAG is an entity that serves the transportation needs of the region. As such, its focus is on projects of regional significance that have impacts on regional connectivity. Projects of regional significance are likely to have one or more of the following features:

- Highways
- Arterial roadways
- Rail grade separations
- Primary freight routes
- Border crossings/connections
- Regional active transportation connections
- Intraregional transit service

Tribal communities should focus on these projects that enhance regional connectivity when engaging SANDAG as a potential partner. SANDAG is also a potential partner on regional active transportation projects and transit/TDM projects. Smaller scale projects, projects with more immediate needs, and safety projects should pursue partnership with other jurisdictions.

One of the keys to using SANDAG partnership to help address specific tribal transportation needs is the inclusion of the project in the RTP. Projects in the RTP have the support of the SANDAG Board for inclusion in the planned transportation network in either the Revenue Constrained Plan or the Unconstrained Transportation Network. Projects in the constrained plan have funding sources identified to deliver the project in-full using *TransNet* regional transportation tax dollars and/or other funding sources. The constrained plan is similar to a CIP with a high level of certainty of the project actually being completed. Projects in the unconstrained plan have the support of the regional government but have yet to identify a funding source to complete the project. While the unconstrained plan is much like a regional transportation “needs list,” these projects will be the focus of future funding efforts and are re-evaluated in each cycle. Some concepts move the constrained network and some times concepts stay in for a time, are later deemed infeasible or too costly or technology or another consideration has made the project not viable or no longer relevant.

Document analysis of justification – Once tribal communities agree on a project not currently in the RTP that enhances regional connectivity that could be a strong candidate for inclusion in the RTP, they should undertake a process of project justification to prove regional significance. Project justification should include planning documentation that highlights the key issues that the project addresses and why it is necessary to consider at the regional level. For a roadway project, justification may include an analysis of congestion at existing and future levels. An active transportation justification may show gaps in the current and planned network along with current usage patterns. Justification for a transit project may show gaps in existing service, ridership on comparable services, and/or documentation of latent demand.

Secure additional funding sources – Documentation of justification provides objective evidence to the SANDAG board as to why the project is important while also showing that the tribal stakeholders have “skin in the game,” or a stake in the process. Finally, the justification in the planning process will open up more possibilities for external funding sources as the project will be better defined and more competitive in grant processes. Having external funding sources identified and secured further enhances the chances of inclusion in the RTP constrained plan and subsequent funding support.

Propose project for inclusion in the RTP – This step involves working with SANDAG, who will evaluate the project with other competing projects.

SANDAG contact information

Ways for tribal communities/working groups/SCTCA to get in contact with SANDAG are summarized in Table 2.12 below.

Table 2.12 – SANDAG coordination methods

Staff level	SANDAG has an assigned tribal liaison within its regional planning staff. The current tribal liaison’s contact information can be obtained by reaching out to the SANDAG office.
Technical level	The Working Group provides a forum for regional tribal governments to discuss and coordinate transportation issues of mutual concern with the various public planning agencies in the region, including SANDAG, Caltrans, the County of San Diego, and the transit operators. Further details including meeting dates, agendas, and locations can be found on the SANDAG website.
Committee and leadership level	<p>The Working Group reports to the Borders Committee, which engages in oversight of planning and programming activities that impact the San Diego region’s borders with Orange, Riverside, and Imperial Counties; Mexico; and tribal nations.</p> <p>The Working Group also reports to the Transportation Committee, which advises the Board on transportation-related policy matters, including <i>TransNet</i> project decisions, consolidated transportation responsibilities, and the development and implementation of the RTP.</p> <p>The Borders Committee and Transportation Committee report to the SANDAG Board of Directors.</p>

SANDAG Tribal Liaison

SANDAG
 401 B Street, Suite 800
 San Diego, CA 92101
 (619) 699-1909

SANDAG Regional Plan Project Manager

SANDAG
 401 B Street, Suite 800
 San Diego, CA, 92101
 (619) 699-1900

2.5. Other potential funding sources for transportation improvement projects

This section summarizes a range of transportation funding sources by mode. Table 2.13 summarizes transportation funding sources for roadway and transportation safety projects, Table 2.14 addresses transit projects, and Table 2.15 focuses on active transportation projects.

Table 2.13 – Funding sources for roadway and safety projects

Program name	Agency	Description	Eligible projects	Website reference
Federal Lands Access Program (FLAP)	FLAP, FHWA	Provides funds for projects on federal lands access transportation facilities that are located on or adjacent to, or that provide access to, federal lands.	<ul style="list-style-type: none"> • Transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction, and reconstruction of federal lands access transportation facilities • Operation and maintenance of transit facilities • Any transportation project eligible under title 23 of the United States Code that is within or adjacent to, or that provides access to, federal lands open to the public 	www.flh.fhwa.dot.gov/programs/flap/ca/
Federal Lands Transportation Program (FLTP)	FHWA	The FLTP funds projects that improve access within the federal estate (national forests, national parks, national wildlife refuges, national recreation areas, and other federal public lands) on transportation facilities in the national federal lands transportation inventory and owned and maintained by the federal government.	<ul style="list-style-type: none"> • Program administration, transportation planning, research, preventive maintenance, engineering, rehabilitation, restoration, construction, and reconstruction of federal lands transportation facilities • Operations and maintenance of transit facilities • Any transportation project eligible under title 23 of the United States Code that is within or adjacent to, or that provides access to, federal lands open to the public 	www.flh.fhwa.dot.gov/programs/fltp/

Program name	Agency	Description	Eligible projects	Website reference
Senate Bill 1, The Road Repair and Accountability Act of 2017	The California Transportation Commission is developing an implementation plan and guidelines	<p>Funds made available by the program for the Local Streets and Roads and SHOPP allocations can be used (1) to satisfy match requirements of a state or federal program or (2) for projects that include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Road maintenance and rehabilitation. • Safety projects. • Railroad grade separations. • Complete street components, including active transportation purposes, pedestrian and bicycle safety projects, transit facilities, and drainage and stormwater capture projects in conjunction with any other allowable project. • Traffic control devices. • If a city's or county's pavement condition index meets or exceeds 80, they may use the funds for other transportation purposes. 	<p>Funding is available for the following programs:</p> <ul style="list-style-type: none"> • Active Transportation Program Augmentation • Local Partnership Program • State Highway Operation and Protection Program (SHOPP) • State Transportation Improvement Program (STIP) • Local Streets & Roads (Approximately \$1.5b per year) • Solutions for Congested Corridors Program • Trade Corridor Enhancement Account • Traffic Congestion Relief Program (TCRP) 	catc.ca.gov/programs/SB1.html
Highway Safety Improvement Program (HSIP)	FHWA	<p>The HSIP is a core federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal lands.</p>	<p>Any project on a public road, trail, or path that is consistent with the state's Strategic Highway Safety Plan and corrects a safety problem is eligible for HSIP funding. Eligible projects include:</p> <ul style="list-style-type: none"> • Intersection improvements • Construction of shoulders • Traffic calming • Improvements for bicyclists, pedestrians, and individuals with disabilities • Minimum standards of retro-reflectivity of traffic signs and pavement markings 	dot.ca.gov/hq/LocalPrograms/hsip.html

Program name	Agency	Description	Eligible projects	Website reference
Indian Community Development Block Grant (ICDBG)	The Office of Native American Programs (ONAP) HUD's Office of Public and Indian Housing	The purpose of the ICDBG program is the development of viable Indian and Alaska Native communities including the creation of decent housing, suitable living environments, and economic opportunities primarily for persons with low- and moderate- incomes as defined in 24 CFR 1003.4. Applicants can use these funds for a multitude of community development purposes.	<p>ICDBG can provide funding for the following categories:</p> <ul style="list-style-type: none"> • Housing • Community features: Infrastructure construction, e.g., roads, water, and sewer facilities, and single or multipurpose community buildings • Economic development • Imminent threat grants: Funds must be used to remove imminent threats to health or safety (i.e., asbestos removal, home repairs due to floods, mold remediation, etc.) • Single purpose grants: Awarded on a competition basis pursuant to the terms published in an annual Notice of Funding Availability 	<p>portal.hud.gov/hudportal/HUD?src=/program_offices/public_indian_housing/ih/grants/icdbg</p>

Program name	Agency	Description	Eligible projects	Website reference
National Highway Performance Program (NHPP)	FHWA	The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.	<ul style="list-style-type: none"> • Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvements of NHS roadways and bridges • Bridge and tunnel inspection and evaluation • A project to reduce the risk of failure of critical NHS infrastructure • Construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of, and operational improvements for a federal-aid highway or bridge not on the NHS, if the project is in the same corridor and in proximity to a fully access-controlled NHS route • Construction of a transit project eligible for assistance • Bicycle transportation and pedestrian walkways • Highway safety improvements • Capital and operating costs for traffic and traveler information, monitoring, management, and control facilities and programs • Infrastructure-based ITS capital improvements • Environmental restoration and pollution abatement • Control of noxious weeds and establishment of native species • Environmental mitigation related to NHPP projects • Construction of publicly owned intracity or intercity bus terminals 	www.fhwa.dot.gov/fastact/factsheets/nhppfs.cfm

Program name	Agency	Description	Eligible projects	Website reference
Nationally Significant Federal Lands and Tribal Projects (NSFLTP)	FHWA	The FAST Act establishes the NSFLTP program to provide funding for the construction, reconstruction, and rehabilitation of nationally-significant projects on federal or tribal lands. Costs associated with project design are not eligible.	<p>Eligible projects must:</p> <ul style="list-style-type: none"> • Be located on federal lands transportation facility, federal lands access transportation facility, or tribal transportation facility • Have completed the National Environmental Policy Act (NEPA) process, as demonstrated by a completed record of decision, finding of no significant impact, or categorical exclusion determination • Have an estimated cost of at least \$25 million (with priority consideration for projects with an estimated cost of at least \$50 million) 	www.fhwa.dot.gov/fastact/factsheets/nsfltpfs.cfm
Surface Transportation Block Grant Program (STBGP)	FHWA/ADOT	The STBGP provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.	<p>States and metropolitan regions may use these funds for highway, bridge, transit (including intercity bus terminals), and pedestrian and bicycle infrastructure projects. Eligible projects include:</p> <ul style="list-style-type: none"> • Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, bridges, and tunnels on any public roadway • Construction of new bridges and tunnels on a federal-aid highway • Inspection and evaluation of bridges, tunnels, and other highway assets as well as training for bridge and tunnel inspectors • Transit capital projects • Bicycle, pedestrian, and recreational trails • Environmental mitigation efforts 	www.fhwa.dot.gov/specialfunding/stp/

Program name	Agency	Description	Eligible projects	Website reference
Transportation Investment Generating Economic Recovery (TIGER) Grants	U.S. DOT	The TIGER Discretionary Grant program provides a unique opportunity for the U.S. DOT to invest in road, rail, transit, and port projects that promise to achieve national objectives.	Funding is eligible for: <ul style="list-style-type: none"> • Highway or bridge projects eligible under title 23, United States Code • Public transportation projects eligible under chapter 53 of title 49, United States Code • Freight rail projects • High speed and intercity passenger rail projects • Port infrastructure investments 	transportation.gov/tiger
USDA Rural Business Development Grants (RBDG)	US Department of Agriculture	RBDG is a competitive grant designed to support targeted technical assistance, training, and other activities leading to the development or expansion of small and emerging private businesses in rural areas that have fewer than 50 employees and less than \$1 million in gross revenues.	<ul style="list-style-type: none"> • Rural transportation improvements • Acquisition or development of land, easements, or rights-of-way • Construction, conversion, or renovation of buildings, plants, machinery, equipment, access streets and roads, parking areas, and utilities 	rd.usda.gov/programs-services/rural-business-development-grants
Road Safety Audits (RSA)	Caltrans	The RSA program conducts road safety audits on state, local, and tribal road facilities. An RSA is defined as a formal examination of user safety of a future or existing roadway by an independent multidisciplinary audit team, which includes qualified and experienced members.	Corridors and intersections that experience significant safety issues	transportation.gov/safer-people-safer-streets/road-safety-assessments
U.S. Department of Health and Human Services, Administration for Native Americans, Social and Economic Development Strategies Programs	U.S. Department of Health and Human Services	Tribes and tribal organizations – calculated with a formula.	Planning, Infrastructure, Non-Infrastructure, Safe Routes to School, Recreational Trails	acf.hhs.gov/ana/grants/funding-opportunities

Program name	Agency	Description	Eligible projects	Website reference
U.S. Department of Health and Human Services, Administration for Native Americans, Sustainable Employment and Economic Development Strategies Programs	U.S. Department of Health and Human Services	Tribes and tribal organizations, calculated with a formula. \$400,000 award ceiling per budget period; \$100,000 award floor per budget period. 20 percent matching funds required.	Planning, Non-Infrastructure, Safe Routes to School, Recreational Trails	acf.hhs.gov/ana/grants/funding-opportunities

Source: Adapted from ADOT Integrating Statewide and Tribal Transportation Planning Funding Sources Database

Table 2.14 – Funding sources for transit projects

Program name	Agency	Description	Eligible projects	Website reference
Bus and Bus Facilities Program (Section 5339)	Federal Transit Administration (FTA)/Caltrans Division of Rail and Mass Transportation	The Grants for Buses and Bus Facilities program makes federal resources available to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. Eligible recipients include direct recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; state or local governmental entities; and federally-recognized Indian tribes that operate fixed route bus service.	Capital projects to replace, rehabilitate, and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities	transit.dot.gov/funding/grants/buses-and-bus-facilities-grants-program-5339
Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)	FTA	The purpose of the program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000).	<ul style="list-style-type: none"> • Buses and vans; wheelchair lifts, ramps, and securement devices; transit-related information technology systems including scheduling/routing/one-call systems; and mobility management programs • Acquisition of transportation services under a contract, lease, or other arrangement • Mobility Management is eligible for 100 percent of 5310 funding 	transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310

Program name	Agency	Description	Eligible projects	Website reference
Federal Lands Access Program (FLAP)	FLAP, FHWA	The FLAP provides funds for projects on federal lands access transportation facilities that are located on or adjacent to, or that provide access to, federal lands. Priority is given to projects accessing high-use federal recreation sites or federal economic generators.	<p>Eligible projects include, but are not limited to:</p> <ul style="list-style-type: none"> • Transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction, and reconstruction of federal lands access transportation facilities • Operation and maintenance of transit facilities • Any transportation project eligible under title 23 of the United States Code that is within or adjacent to, or that provides access to, federal lands open to the public 	www.flh.fhwa.dot.gov/programs/flap/ca/
Federal Lands Transportation Program (FLTP)	FHWA	The FLTP funds projects that improve access within the federal estate (national forests, national parks, national wildlife refuges, national recreation areas, and other federal public lands) on transportation facilities in the national federal lands transportation inventory and owned and maintained by the federal government.	<p>Eligible projects include, but are not limited to:</p> <ul style="list-style-type: none"> • Program administration, transportation planning, research, preventive maintenance, engineering, rehabilitation, restoration, construction, and reconstruction of federal lands transportation facilities • Operations and maintenance of transit facilities • Any transportation project eligible under title 23 of the United States Code that is within or adjacent to, or that provides access to, federal lands open to the public 	www.flh.fhwa.dot.gov/programs/fltp/
Rural Public Transportation Program (Section 5311)	FTA/Caltrans Division of Rail and Mass Transportation	This program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations. Funds may be used for public transit services operating: within small urban and rural communities, among small urban and rural communities, or between small urban and rural communities and urbanized areas (cities of 50,000 or more).	An eligible recipient may use the funding for capital, operating, and administrative expenses for public transportation projects that meet the needs of rural communities. Examples of eligible activities include capital projects; operating costs of equipment and facilities for use in public transportation; and the acquisition of public transportation services, including service agreements with private providers of public transportation services.	transit.dot.gov/funding/grants/rural-transportation-assistance-program-5311b3

Program name	Agency	Description	Eligible projects	Website reference
Rural Transit Assistance Program (RTAP)	FTA/Cal ACT	The RTAP provides a source of funding to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operators in nonurbanized areas. Eligible recipients include states, local governments, and providers of rural transit services.	States may use RTAP funds to support nonurbanized transit activities in four categories: training, technical assistance, research, and related support services. Training opportunities are provided through online and classroom training, national and local conferences, workshops, webinars, audio conferences, and free National RTAP training products. RTAP technical assistance may include operational or management assistance, coordination plans, strategic planning, training materials, transit conference scholarships, workshops, webinars, reports, studies, surveys, planning, programming, and/or funding assistance.	dot.ca.gov/drmt/rtap.html
Surdna Foundation Grants	Surdna Foundation	The Sustainable Environments Program supports transportation systems and transit solutions that give people affordable and reliable options to get to work, school, and home while minimizing impacts on the environment and maximizing equitable economic opportunities.	The foundation funds a wide range of projects through their sustainable environments projects. Project preference is given to efforts that: <ul style="list-style-type: none"> • Improve conditions and opportunities for communities that rely on public transportation • Integrate transportation system improvements with other infrastructure needs (for example, transportation solutions that provide for stormwater management and/or help with regional food supply distribution and delivery) • Build next generation infrastructure capacity and expertise among state and local leaders • Collect and distribute success stories and lessons learned to key leaders 	surdna.org/grants/grants-overview.html

Program name	Agency	Description	Eligible projects	Website reference
Surface Transportation Block Grant Program	FHWA/Caltrans	The STBGP provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.	<p>States and metropolitan regions may use these funds for highway, bridge, transit (including intercity bus terminals), and pedestrian and bicycle infrastructure projects. Eligible projects include:</p> <ul style="list-style-type: none"> • Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, bridges, and tunnels on any public roadway • Construction of new bridges and tunnels on a federal-aid highway • Inspection and evaluation of bridges, tunnels, and other highway assets as well as training for bridge and tunnel inspectors • Transit capital projects • Bicycle, pedestrian, and recreational trails • Environmental mitigation efforts 	www.fhwa.dot.gov/specialfunding/stp/
Transportation Investment Generating Economic Recovery (TIGER) grants	U.S. DOT	The TIGER Discretionary Grant program provides a unique opportunity for the DOT to invest in road, rail, transit, and port projects that promise to achieve national objectives.	<p>Eligible applicants for TIGER Discretionary Grants are state, local, and tribal governments, including US territories, transit agencies, port authorities, MPOs, and other political subdivisions of state or local governments. Funding is eligible for:</p> <ul style="list-style-type: none"> • Highway or bridge projects eligible under title 23, United States Code • Public transportation projects eligible under chapter 53 of title 49, United States Code • Freight rail projects • High speed and intercity passenger rail projects • Port infrastructure investments 	transportation.gov/tiger

Source: Adapted from ADOT Integrating Statewide and Tribal Transportation Planning Funding Sources Database

Table 2.15 – Funding sources for active transportation projects

Program name	Agency	Description	Eligible projects	Website reference
Partnerships to Improve Community Health (PICH)	Centers for Disease Control and Prevention (CDC)	PICH is a three-year initiative that supports implementation of evidence-based strategies to improve the health of communities and reduce the prevalence of chronic disease. Awardees will address, in their communities, chronic conditions in tobacco use and exposure, poor nutrition, physical inactivity, and lack of access to opportunities for chronic disease prevention, risk reduction, and disease management.	Eligible transportation-related improvements include projects that improve community designs to make streets safe for pedestrians, bicyclists, and public transit users (e.g., neighborhood slow zones, community-wide traffic calming)	cdc.gov/nccdphp/dch/programs/partnerships/toimprovecommunityhealth
PeopleForBikes Community Grant Program	FTA	The PeopleForBikes Community Grant Program provides funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the US. PeopleForBikes accepts grant applications from non-profit organizations with a focus on bicycling, active transportation, or community development; from city or county agencies or departments; and from state or federal agencies working locally.	Projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives	peopleforbikes.org/pages/community-grants
Recreational Trails Program (RTP)	FHWA	The RTP provides funds to the states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.	<ul style="list-style-type: none"> • Maintenance and restoration of existing trails • Development and rehabilitation of trailside and trailhead facilities and trail linkages • Purchase and lease of trail construction and maintenance equipment • Construction of new trails (with restrictions for new trails on federal lands) • Acquisition of easements or property for trails • Assessment of trail conditions for accessibility and maintenance 	www.fhwa.dot.gov/environment/recreational_trails/

Program name	Agency	Description	Eligible projects	Website reference
Surface Transportation Block Grant Program (STBGP)	FHWA/ADOT	The STBGP provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.	<p>States and metropolitan regions may use these funds for highway, bridge, transit (including intercity bus terminals), and pedestrian and bicycle infrastructure projects. Eligible projects include:</p> <ul style="list-style-type: none"> • Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, bridges, and tunnels on any public roadway • Construction of new bridges and tunnels on a federal-aid highway • Inspection and evaluation of bridges, tunnels, and other highway assets as well as training for bridge and tunnel inspectors • Transit capital projects • Bicycle, pedestrian, and recreational trails • Environmental mitigation efforts 	www.fhwa.dot.gov/specialfunding/stp/
Transportation Alternatives Program (TAP)	FHWA	FAST Act replaced the TAP program with a set-aside of fund under the STBGP. The TA set-aside encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.	<ul style="list-style-type: none"> • Bicycle and pedestrian facilities • Safe routes projects for non-drivers • Construction of turnouts and overlooks • Community improvement activities including vegetation management and historic preservation • Environmental mitigation activity 	www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm
Active Transportation Program (ATP)	Caltrans	The ATP consolidates various transportation programs - including the federal Transportation Alternatives Program, state Bicycle Transportation Account, and federal and state Safe Routes to School programs - into a single program	Projects that encourage increased use of active modes of transportation such as biking and walking	catc.ca.gov/programs/ATP.htm

Program name	Agency	Description	Eligible projects	Website reference
Caltrans Sustainable Transportation Planning Grant Program	Caltrans	New grant funding through Senate Bill 1	<p>Funds transportation planning studies of interregional and statewide significance, in partnership with Caltrans. Sustainable Communities Project Types:</p> <ul style="list-style-type: none"> • Active transportation plans • Studies that advance a community's effort to reduce transportation related greenhouse gases • Complete Streets Plans • First Mile / Last Mile project development planning • Jobs and affordable housing proximity studies • Studies that evaluate accessibility and connectivity of the multimodal transportation network 	dot.ca.gov/hq/tpp/grants.html
Urban Greening Grant Program	State of California – California Natural Resources Agency	The Urban Greening Grant Program will focus on reducing greenhouse gases while establishing and enhancing parks and open space; using natural solutions to improve air and water quality and reduce energy consumption; and creating more walkable and bikeable trails.	<p>Projects must include at least one of the following project activities:</p> <ul style="list-style-type: none"> • Sequester and store carbon by planting trees • Reduce building energy use from strategically planting trees to shade buildings • Reduce commute, non-recreational, and recreational vehicle miles travelled by constructing bicycle paths, bicycle lanes, or pedestrian facilities 	sgc.ca.gov/Grant-Programs/UGG-Program.html

Source: Adapted from ADOT Integrating Statewide and Tribal Transportation Planning Funding Sources Database

2.6. Resources

Best practices for intraregional tribal transportation strategies

The transportation network does not stop at the reservation boundary.³ Tribes own and maintain transportation systems, and many tribal communities include significant regional employment, commercial, and recreational destinations. As part of this study, research was conducted to review best practices of regional planning agencies in coordinating with tribal communities on long-range and regional transportation concerns and projects. The review included several case studies of tribal coordination and consultation, particularly with respect to long-range transportation planning. Other documents reviewed included the Tribal Consultation Best Practices Guide for Metropolitan and Regional Transportation Planning Organizations in Washington State (2015) and the FHWA publication Tribal Transportation Best Practices Guidebook (2009).

The FHWA provides case studies of tribal consultation and coordination case studies through their website at: www.fhwa.dot.gov/planning/processes/tribal/case_studies/.

Key findings of the review on coordination and consultation practices for regional long-range transportation planning were:

- A designation as “regionally significant” may make a project more competitive for funding.
- A consultation plan/policy is important in government-to-government coordination.
- The TIP development process is an important opportunity for tribal projects to be considered and possibly designated as regionally significant.
- A memorandum of understanding (MOU) or agreement can establish a framework for collaboration.
- Tribal involvement in an MPO can yield tangible results and benefits to the tribe in terms of influence on planning studies and projects that directly address tribal transportation needs.
- Regularly scheduled meetings between state planning officials and tribal leadership build trust and develop working relationships. The presence of decision makers from state, federal, and tribal governments at annual meetings provides a high level of commitment to project planning from all parties.
- A forum to link tribal plans from several smaller tribes is an effective means to streamline the consultation process.

Literature, case studies, and key takeaways from their experiences are summarized in Table 2.16.

3 (2015), Retrieved May 30, 2017, Tribal Consultation Best Practices Guide for Metropolitan and Regional Transportation Planning Organizations in Washington State from wsdot.wa.gov/NR/rdonlyres/AF92A7AE-75B2-4CD9-9D64-C4C5FE78A214/0/Tribal_Consultation_Best_Practices_Guide_for_MPOsRTPOs_in_WA_FINAL.pdf

Table 2.16 – Literature review of state, MPO, and tribal coordination in transportation planning

Study or case study name	Key takeaways
<p>(2015), Washington Indian Transportation Policy Advisory Committee</p> <p>wsdot.wa.gov/sites/default/files/2017/01/17/Tribal_Consultation_Best_Practices_Guide_for_MPOsRTPOs_in_WA_FINAL.PDF</p>	<ul style="list-style-type: none"> • Develop a Consultation Policy/Plan: MPOs and RTPOs should have an adopted policy for consulting with tribes that includes how the tribal governments and agencies will work together on transportation planning concerns, how notification about upcoming planning activities will be given, and the types of outreach activities that will occur. • Long-Range Transportation Plan Collaboration: Tribes should be consulted to ensure their economic development and transportation needs/projects are included resulting in a MPO LRTP plan that accurately reflects the region’s needs. Any advisory committee responsible for developing the plan should include a tribal representative(s), and all member and non-member tribes should have the opportunity to comment on the draft plan. • Collaboration on Transportation Improvement Programs (TIP): The TIP development process is also an important opportunity for tribal projects to be considered and possibly designated as regionally significant. Each MPO/RTPO has criteria and a process for determining which projects are regionally significant. Being designated as “regionally significant” may make the project more competitive for funding.
<p>Case study: Sitka Tribe of Alaska Works with local government to improve roadways for transit Use</p> <p>www.fhwa.dot.gov/planning/processes/tribal/case_studies/sitka.cfm</p>	<ul style="list-style-type: none"> • The Borough of Sitka and the Sitka Tribe signed an MOU in the 1990s that established a framework for collaboration between the local government and the tribe. The MOU guides the decision-making process related to tribal projects and agreements, and identifies tribal and municipal liaisons.
<p>Case study: Tribe, town, county, and state collaborate on Ignacio Area corridor access plan</p> <p>www.fhwa.dot.gov/planning/processes/tribal/case_studies/southern_ute.cfm</p>	<ul style="list-style-type: none"> • In order to address safety and tribal and non-tribal development in the Highway 172 corridor, the Southern Ute Indian Tribe's Tribal Council authorized the development of a corridor access plan, which included many regional stakeholders. The positive relationships that have formed and continue to grow have improved the overall communication between the tribe and its partner governments.

Study or case study name	Key takeaways
<p>Arizona: Building technical capacity for improved tribal consultation and communication</p> <p>www.fhwa.dot.gov/planning/processes/tribal/case_studies/arizona.cfm</p>	<ul style="list-style-type: none"> • Providing a forum to link tribal planners from several smaller tribes is an effective means to streamline the consultation process. Members with access to less funding and fewer opportunities for involvement find a community in which to share ideas. • Coordinating tribal consultation notices and procedures across sections has successfully minimized overlap and confusion. Successful practices and knowledge of tribal concerns are being shared among staff to create procedural continuity in the future. • Assignment of tribal liaison responsibilities to positions within state DOTs can lead to strong working relationships and development of trust between state DOT staff and tribal planners; these in turn can lead to tangible project results. With trust and results, these relationships solidify and support continuing participation in consultation between individual tribes and the state.
<p>Case study: Bangor Area, Maine – Technical assistance and coordination between a tribe and MPO</p> <p>www.fhwa.dot.gov/planning/processes/tribal/case_studies/bangor.cfm</p>	<ul style="list-style-type: none"> • Personal relationships can help initiate and contribute to coordination processes. The role of individuals is often critical in building relationships. • Tribes are often hesitant to participate in an MPO due to concerns about tribal sovereignty. However, a tribe does not diminish its sovereignty by participating in an MPO and can benefit from the relationship. • Knowledge sharing and capacity building can occur formally through planning and policy meetings, and informally through project tours and discussions.
<p>Case study: North Central New Mexico – Development of a regional transit district (RTD)</p> <p>www.fhwa.dot.gov/planning/processes/tribal/case_studies/newmexico.cfm</p>	<ul style="list-style-type: none"> • Emphasizing the link between mobility and economic development throughout the region solidified support for the North Central Regional Transit District (NCRTD) project early on. The NCRTD held public meetings at each member's jurisdiction to explain the benefits of an RTD and obtained written commitments signed by member governments. • Involvement of unbiased facilitators at committee meetings was a successful means to develop trust among members. Structuring the by-laws to require participation of both tribal members and non-tribal members in the governing positions demonstrated the NCRTD's commitment to decision-making.
<p>Case study: New Mexico – Tribal consultation process</p> <p>www.fhwa.dot.gov/planning/processes/tribal/case_studies/new_mexico.cfm</p>	<ul style="list-style-type: none"> • New Mexico DOT established a Tribal Liaison Program, including the Statewide Transportation Improvement Program and Long-Range Transportation Plan. • The tribal liaison makes use of several strategies, including attending monthly or quarterly meetings between NMDOT district staff and tribal planning staff, assisting NMDOT Districts and headquarters staff in communicating with the tribes, providing support to tribes applying for state and federal grant funding, and directly responding to concerns from tribal entities.

Study or case study name	Key takeaways
<p>Case study: South Dakota – State/tribal planning coordination meetings to achieve results</p> <p>www.fhwa.dot.gov/planning/processes/tribal/case_studies/dakota.cfm</p>	<ul style="list-style-type: none"> • Regularly scheduled meetings between state planning officials and tribal leadership have been key to building trust and developing working relationships. • The presence of decision makers from state, federal, and tribal governments at annual meetings provides a high level of commitment to project planning from all parties. • Innovative financing agreements, such as those involving "forward funding," may give tribes more resources to use on substantial projects by using bonds on future BIA funds. Through coordination with state transportation departments, such flexible funding arrangements may allow tribes to identify and support enhancements that might not be realized otherwise. • Interactions outside formal annual meetings can also be important in developing trust and helping to communicate evolving needs and ongoing issues.
<p>Case study: Thurston County, Washington – Partnership between tribes and an MPO</p> <p>www.fhwa.dot.gov/planning/processes/tribal/case_studies/thurston.cfm</p> <p>Case Study: Washington State – Tribal consultation process</p> <p>www.fhwa.dot.gov/planning/processes/tribal/case_studies/washington.cfm</p>	<ul style="list-style-type: none"> • In some cases, one-on-one interviews may provide more complete information than other methods, and face-to-face meetings have generally proved more successful in establishing trust with tribes. Regular communication is essential in maintaining cooperative relationships. • All parties involved in tribal coordination should take an active approach to problem solving. Tribal lands are often located along state highways, some of which are very congested, and engagement is key to successful coordination. • Comprehensive community plans that set forth the tribe's economic development goals are important. • Tribal involvement in a metropolitan planning organization can yield tangible results and benefits to the tribe in terms of influence on planning studies and projects that directly address tribal transportation needs. Additionally, support from the political strata can ensure that tribal needs and concerns are heard.
<p>Case study: Wisconsin – Tribal consultation process</p> <p>www.fhwa.dot.gov/planning/processes/tribal/case_studies/wisconsin.cfm</p>	<ul style="list-style-type: none"> • Wisconsin Department of Transportation’s five regional tribal liaisons ensure that each tribe has a close, personal relationship with their main point of contact for transportation issues.

Study or case study name	Key takeaways
<p>Tribal Transportation Best Practices Guidebook, FHWA Office of Planning, Publication FHWA – HEP-10-005, December 2009</p> <p>www.fhwa.dot.gov/planning/processes/tribal/case_studies/bestpractices_guidebk.cfm#best</p>	<ul style="list-style-type: none"> • Common best practices from case studies were: <ul style="list-style-type: none"> ◦ Leadership – All of the tribal transportation programs were guided by the vision and direction of a working group, a program director, or both. ◦ Problem identification – All of the tribal transportation managers in the case studies focused on solving a clearly and concisely defined problem. ◦ Resource allocation – To achieve the tribal transportation program goal and objectives, the managers allocated an effective mix of staffing, funding and/or technical resources. ◦ Creative problem solving – The tribal managers in the case studies successfully stepped “out of the box” in developing creative solutions to address their program needs and to solve problems. ◦ Collaboration and partnership – The tribal managers in the case studies reached outside of their tribal organizations to external agencies and officials for assistance and support. This enhanced the tribal program, supplied additional program resources, and produced good will among the agencies. The collaboration built lasting and respectful agency relationships. ◦ Communication – The tribal managers effectively communicated the purpose of their program to the audience that it served.

2.7. Toolbox planning and funding

This section describes considerations and approaches in planning transportation projects. Table 2.17 summarizes these considerations, or “toolbox tactics,” with a description of the tactic, advantages of the tactic, a brief description of how the tactic is included in the Strategy database, and reference links.

Table 2.17 – Toolbox tactics

Toolbox tactic	Description	Advantages	How is it covered in the strategy database	Reference for further information
Complete Streets	A “complete street” is defined as a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility	As roads are improved, more transportation users can benefit from a project if a complete streets approach is used. It also supports reduction of greenhouse gas emissions.	--	dot.ca.gov/transplanning/ocp/complete-streets.html (Link includes a complete streets toolbox)
State scenic routes	California's Scenic Highway Program was created to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been officially designated. Official designation requires a local governing body to enact a Corridor Protection Program that protects and enhances scenic resources along the highway.	Helps to enhance and protect scenic resources along the highway.	The database includes routes that are eligible as state scenic highways	dot.ca.gov/design/lap/livability/scenic-highways/index.html
Identification of safety projects and justification	Each year under the FAST Act, 2 percent of the available TTP funds are set aside to address transportation safety issues in Native America. Funds are available to federally-recognized tribes through a competitive, discretionary program.	Eligible projects for the TTP Safety Fund under the FAST Act include development and revision of transportation safety plans, crash data improvement, road safety audits, and infrastructure improvements.	The database includes projects identified as safety projects	flh.fhwa.dot.gov/programs/ttp/safety/ttspf.htm

Toolbox tactic	Description	Advantages	How is it covered in the strategy database	Reference for further information
Climate resiliency	There are several funding grant opportunities for projects that address climate change, or climate change elements. Examples are smart growth projects and clean transportation. These increase fuel efficiency and access to transit, biking, and walking options, while constraining the growth of high-carbon fossil fuels for transportation.	Although grant opportunities vary, projects with these elements can open new funding opportunities.	The spreadsheet tool identifies active transportation projects	tribalclimateguide.uoregon.edu/funding?combine=transportation&field_geography_tid=All&=Apply
Multijurisdictional coordination	This is a general strategy to partner among tribes, local governments, or Caltrans to increase the likelihood of project implementation.	More partners can increase the likelihood of implementation and provide opportunities for cost-sharing.	The ITTS Strategy database identifies road owner, opportunity for partnership, tribal government noting the transportation need, and if it is planned or programmed in jurisdiction plans	N/A
Matching funds/tribal infrastructure bank	Providing matching funds is a requirement for certain grants. This strategy could involve contributions to an infrastructure bank to implement smaller projects that have regional or multijurisdictional benefit.	Third party donations allow states to apply the value of third party-donated funds, land, material, or services toward their nonfederal share of project costs.	The ITTS Strategy database identifies road owner, opportunity for partnership, tribal government noting the transportation need, and if it is planned or programmed in jurisdiction plans	N/A
Intelligent Transportation System Improvements (ITS)	ITS improves transportation safety and mobility and enhances productivity through the integration of advanced communications technologies into the transportation infrastructure and in vehicles. ITS encompasses a broad range of wireless and wired communications-based information and electronics technologies.	ITS projects can have priorities for funding since they upgrade efficiency, functionality, and safety without adding capacity. These types of projects may be more easily funded.	May be covered in project description	dot.ca.gov/hq/LocalPrograms/ITS/ITS.htm

Toolbox tactic	Description	Advantages	How is it covered in the strategy database	Reference for further information
Senate Bill 1, Gas Tax	<p>The money comes from a 12-cent increase in the base gasoline excise tax and a new transportation improvement fee based on vehicle value. Other money will come from paying off past transportation loans, Caltrans savings, and new charges on diesel fuel and zero-emission vehicles.</p> <p>The bulk of the revenue raised will go to various state and local road programs, as well as public transit, goods movement, and traffic congestion.</p> <p>The measure, Senate Bill 1, sets ambitious goals. By the end of 2027, it says least 98 percent of state highway pavement should be in good or fair condition, at least 90 percent of culverts should be in good or fair condition, and at least 500 bridges must be fixed.</p>	New transportation funding source.	Identifies “early action” projects that are contained in jurisdiction plans/programs	<p>leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB1</p> <p>(This link is a text of the Senate bill)</p>
Right-of-way relinquishments	The removal of a state highway, either in whole or in part, from the SHS requires a relinquishment approved by the California Transportation Commission (CTC).	<p>There are several benefits to relinquishing facilities that are no longer required to serve regional and statewide needs:</p> <ul style="list-style-type: none"> • An increase in local agencies’ responsiveness to community interest in the administration, planning, construction, and operation of facilities, resulting in a cost savings to taxpayers by eliminating the need for state encroachment permits • A reduction of on-going maintenance costs for the state • A reduction in tort liability for the state • A decrease in state incident response efforts • A decrease in competition for capital funds for regional and statewide improvements 	N/A	<p>dot.ca.gov/hq/oppd/pdpm/chap_pdf/chapt25.pdf</p> <p>(This links talks about Caltrans relinquishments)</p>

Appendices - Public outreach process



A1. Project public participation process

An ongoing public outreach program was conducted during the course of the study.

Project Development Team

A project development team (PDT) was formed to lead the project. The PDT includes representatives from SANDAG, Southern California Tribal Chairmen's Association (SCTCA), the Interagency Technical Working Group on Tribal Transportation Issues (Tribal TWG), Caltrans, the County of San Diego, and the consultant team. The purpose of the PDT was to provide a regular point of contact with primary stakeholders to guide strategy development and communicate findings. The PDT generally met monthly and played a key role in the review of all project deliverables.

Interagency Technical Working Group on Tribal Transportation Issues

The Tribal TWG includes representatives of each of the tribal governments in San Diego County in addition to the stakeholders represented in the PDT. The Tribal TWG was consulted for policy level decision making and regularly convened every two months.

Southern California Tribal Chairmen's Association / SANDAG Policy Advisory Committees

Periodic updates on the Strategy were presented to the SCTCA, where they were informed of the process and asked to provide input on various elements of the project, including the design of the survey instrument and tribal goals, as well as the method for conducting the survey. The tribal chairs identified a point of contact for each tribe to be the principal intermediary for the projects. Periodic updates were also provided to the SANDAG Transportation and Borders Committees.

Meetings summary

Table A.1 provides a summary of the meetings that occurred during the study.



Introductory presentation at September 7, 2016, workshop

Table A.1 – Project Development Team and Tribal TWG meetings

Meeting date	Time and location	Topics discussed
Project Development Team meetings		
12/21/2015	1 to 2 p.m. SANDAG office	Project overview
2/16/2016	3:30 to 5 p.m. SANDAG office	Data needs
3/3/2016	3:30 to 5 p.m. SANDAG office	Mobility Needs Assessment Survey review and discussion
5/11/2016	10:30 a.m. to 12:30 p.m. SANDAG office	Discuss Mobility Needs Assessment Survey findings and hold workshop
7/20/2016	2 to 3 p.m. SANDAG office	Discuss and review information for July 27, 2016, Working Group meeting
8/22/2016	2:30 to 3:30 p.m. SANDAG office	Survey memorandum
9/14/2016	1 to 2 p.m. SANDAG office	Workshop debrief
11/04/2016	9:30 to 11 a.m. SANDAG office	Project screening tool discussion
1/11/2017	9 to 10:30 a.m. SANDAG office	Strategy format
3/2/2017	1 to 2:30 p.m. SANDAG office	Discuss final report organization
3/30/2017	10:30 am to 12 p.m. SANDAG office	Review draft report and actions
5/10/2017	10 to 11:30 a.m. SANDAG office	Review strategic actions and agency processes
6/29/2017	1 to 2:30 p.m. SANDAG office	Discuss document structure and strategies
Working Group meeting presentations		
1/27/2016	1 to 3 p.m. Pala Casino Spa and Resort	Project introduction
4/4/2016	9 a.m. to 12 p.m. Viejas Tribal Hall	Survey discussion and review
7/27/2016	10 a.m. to 12 p.m. San Pasqual Tribal Hall	Survey results
9/7/2016	10 a.m. to 1 p.m. Barona Valley Ranch Resort and Casino	Workshop to review projects, project status, and project screening tool

Meeting date	Time and location	Topics discussed
11/30/2016	10 a.m. to 12 p.m. Rincon Tribal Hall	Meeting to discuss project screening tool and preferences for project sorting
1/25/2017	10 a.m. to 12 p.m. Jamul Indian Village	Workshop on Intraregional Tribal Transportation Strategy. The Working Group was asked to examine some alternative ways of organizing the strategic document using different criteria. The strategic document will be developed based on direction provided by the Working Group.
4/12/2017	10 a.m. to 12 p.m. San Pasqual Tribal Hall	Review draft outline, agency processes and strategies
SCTCA Board meetings		
8/18/2015	10 a.m. Cocina Del Charro - Escondido	Overview of project and subsequent Working Group agenda
1/19/2016	10 a.m. Cocina Del Charro - Escondido	Project update
3/22/2016	10 a.m. Cocina Del Charro - Escondido	Project update
4/19/2016	10 a.m. Cocina Del Charro - Escondido	Distribution of Mobility Needs Survey
7/19/2016	10 a.m. Cocina Del Charro - Escondido	Update on survey progress
9/20/2016	10 a.m. Cocina Del Charro - Escondido	Project update
SCTCA Executive Board meetings		
8/14/2015	Pala Reservation	Overview of project and work plan presentation

A2. Tribal Mobility Needs Assessment Survey coordination

As part of the Tribal Mobility Needs Assessment Survey process, one-on-one meetings were conducted to provide more detailed explanation of the surveys and to discuss and record transportation needs, when requested. Table A.2 summarizes the meetings that were held.

Table A.2 – Mobility Needs Assessment Survey coordination meetings

Tribe	Tribal meeting representative	Meeting date
Barona	Sheilla Alvarez, Director of Intergovernmental Affairs and Boxie Phoenix, Tribal Elder	June 3, 2016
Campo	Marcus Cuero, Treasurer	June, 2016
Ewiiapaayp	Robert Pinto Sr., Tribal Chair	June, 2016
Iipay Nation	Virgil Perez, Tribal Chair	June, 2016
Jamul	Erica Pinto, Tribal Chair	May 25, 2016
La Jolla	Thomas Rodriguez, Tribal Chair and Mark Lofton, Tribal Vice Chair	June 17, 2016
La Posta	Eric LaChappa, Secretary/Treasurer and Javaughn Miller, Tribal Administrator	May 5, 2016
Los Coyotes	Shane Chapparosa, Spokesperson	June/July, 2016
Manzanita	Angela Elliott Santos, Tribal Chair and Johnny Elliott, Councilmember	June 22, 2016
Mesa Grande	Mark Romero, Former Chair	August, 2016
Pala	Howard Maxcy Jr., Tribal Vice Chair and Shasta Gaughen, Environmental Director and Tribal Historic Preservation Officer	May 24, 2016
Pauma	Dale Brush, Tribal Council Member at Large	June, 2016
Rincon	Bo Mazzetti, Chairman and Alfonso Kolb Sr., Councilmember	June 16, 2016
San Pasqual	Allen Lawson, Tribal Chair, David Toler, Councilman and Andrew Orosco, Jr, Tribal Planning Department Director	June 17, 2016
Sycuan	Sid Morris, Director of Development	June, 2016
Viejas	Ray Teran, Grants Administrator and Darwin Tewanger, Director of Public Works	June 3, 2016

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APPENDIX D.

PUBLIC ENGAGEMENT EVENTS AND EFFORTS MATRIX

Appendix D

Date Completed	Outreach Audience	Type of Outreach	Number of Attendees / Recipients	Open to Public or By Invitation	Meeting Focus / Outcomes
12/1/2020	Stakeholder Working Group	Meeting	8	Invitation	Introduction of project branding, project message, and ways to engage the community
1/7/2021	Stakeholder Working Group	Meeting	22	Invitation	Fire evacuation emphasis declared, other interested parties were discussed, CMPC website demonstrated, and data collection studies including those about Wildcat Canyon Rd, animal crossing statistics, and SB 743 were discussed. Field visits recommended.
2/4/2021	Stakeholder Working Group	Meeting	20	Invitation	Social Pinpoint website launch announced, subject matter experts list was assembled, CMCP schedule was posted for feedback, scope was updated.
3/4/2021	Stakeholder Working Group	Meeting	20 (approximate)	Invitation	Literature review, major themes of project identified, data analysis progress updated, study area was focused, initial findings on existing transit, economic, bike, pedestrian, and traffic conditions were presented.
3/25/2021	Subject Matter Experts (Environmental)	Meeting	10	Invitation	Environmental focus on river crossings, resources, tribes, history, wildfires, evacuation, and the alternatives for materials for the project.
3/26/2021	Subject Matter Experts (Freight)	Meeting	10	Invitation	Importance of SR67 freight system highlighted. Discussed freight hubs impacted, freight traffic, freight limitations, types of freight, and alternative routes for freight.
4/7/2021	Subject Matter Experts (Next OS)	Meeting	10	Invitation	Discussed ITS, operational safety, smart infrastructure, other operations, and Next OS needs in the corridor
4/12/2021	Subject Matter Experts (Active Transportation)	Meeting	28	Invitation	Active Transportation emphasis with discussion about infrastructure gaps, multimodal connectivity opportunities, demands, and costs
4/14/2021	Subject Matter Experts (Emergency Evacuation)	Meeting	22	Invitation	Fire evacuation theme with key vulnerabilities, evacuation routes, evacuation speeds, and constraints discussed.
4/27/2021	Subject Matter Experts (EV / Clean Transportation)	Meeting	10	Invitation	Clean transportation ideas such as EVs, battery stations, costs, funding, and barriers were explored.
4/29/2021	Subject Matter Experts (Transit)	Meeting	14	Invitation	Transit entities such as MTS and NCTD were highlighted with a focus on TDM operations considering the existing and potential infrastructure of the area.
4/30/2021	Subject Matter Experts (ROW/Utilities)	Meeting	16	Invitation	Utilities and broadband were discussed in conjunction with the magnitude of Caltrans ROW in relation to the project and related topics.
5/4/2021	Subject Matter Experts (Performance Measures)	Meeting	13	Invitation	Performance measures and prioritization were focused topics in this discussion.
5/6/2021	Stakeholder Working Group	Meeting	21	Invitation	Evacuation need, equity, active transportation, transit, ROW, freight, Next OS, clean transportation, and tourists were discussion topics.
5/19/2021	Subject Matter Experts (Equity)	Meeting	14	Invitation	Equity concerning the SR-67 stakeholders and how that equity could be ensured with the project was considered.

Appendix C

Date Completed	Outreach Audience	Type of Outreach	Number of Attendees / Recipients	Open to Public or By Invitation	Meeting Focus / Outcomes
6/1/2021	General Public	Meeting	45	Public	Needs assessment presented with examples of strategies that could be used to address needs; feedback on needs received; Q&A session
6/23/2021	Tribal Working Group	Meeting	35 (approximate)	Invitation	Meeting with Tribal group focused on broadband and funding opportunities.
7/1/2021	Stakeholder Working Group	Meeting	18	Invitation	Emergency vehicles, intersection control, bike safety, evacuation, and road design were main topics.
8/5/2021	Stakeholder Working Group	Meeting	20 (approximate)	Invitation	Corridor profiles and project inventory were highlighted.
9/2/2021	Stakeholder Working Group	Meeting	20	Invitation	Active transportation and roadway safety were highlighted.
9/29/2021	Tribal Working Group	Meeting	46 (approximate)	Invitation	Area of influence was outlined with ITTS projects, the needs assessment, and process overview.
1/27/2022	Stakeholder Working Group	Meeting	23	Invitation	Project Inventory, active transportation, evacuation, safety, congestion, utilities, and wildlife crossings were main talking points.
2/9/2022	Agency Coordination (City of Poway, County of San Diego, Active Transportation Subject Matter Experts)	Meeting	13	Invitation	Coordinate and come to a consensus on projects within the City of Poway and County of San Diego jurisdictions related to active transportation and evacuation.
2/23/2022	General Public	Meeting	41	Public	Project inventory presented, feedback on projects received; Q&A session facilitated
3/2/2022	Lakeside Community Planning Group	Meeting	15 (approximate)	Public	CMCP overview and project progress, project inventory presentation; Q&A session facilitated
3/3/2022	Ramona Community Planning Group	Meeting	35 (approximate)	Public	CMCP overview and project progress, project inventory presentation; Q&A session facilitated
3/30/2022	Tribal Working Group	Meeting	TBD	Invitation	Area of influence was outlined with ITTS projects, the needs assessment, and process overview.
4/28/2022	Stakeholder Working Group	Meeting	20 (approximate)	Invitation	Project inventory updates, review of draft report and structure.
6/2/2021	Subject Matter Experts	Survey	39	Invitation	A survey was given to subject matter experts, and their thoughts and ideas on various topics were collected. Their suggestions on safety, efficiency, community engagement, and other corridor considerations were recorded.
3/23/2022	Public Comment Survey	Survey	15	Public	The Social Pinpoint Website was able to collect public opinions and identify public priorities.

APPENDIX E.

PROJECT INVENTORY BY NEED CATEGORY



INVENTORY OF TRANSPORTATION SOLUTIONS: SAFETY

Segment	Location	Project Subtype	Project Description	Primary Alignment (Need Assessment Category)	Secondary Need Alignment					
					EVACUATION	ACTIVE TRANSPORTATION	GOODS MOVEMENT	INFORMATION/ TECHNOLOGY	TRAFFIC CONGESTION	UTILITIES
Entire Corridor	SR 67 Corridor	Callboxes	Install callboxes along corridor including at scenic pull-off areas	Safety	✓	✓			✓	
Entire Corridor	SR 67 Corridor	Curve Visibility Enhancements	Install enhanced roadway delineation, dynamic and/or radar-enforced curve warning signs, and surface friction treatments for horizontal curves	Safety			✓			
Entire Corridor	SR 67 & Maplevue, Scripps Poway Parkway, Poway Road, Archie Moore Road, Highland Valley Road, SR-78	Dynamic message signs	Install variable message signs periodically to communicate alerts during evacuation events, and provide navigation information	Safety	✓		✓	✓	✓	✓
Entire Corridor	SR 67 Corridor	Guardrail improvement	Evaluate entire corridor to identify locations where guardrail is necessary for reducing run-off-road collisions	Safety			✓			
Entire Corridor	SR 67 Corridor	ITS Speed Safety Elements	Add speed safety elements including speed feedback signs, dynamic speed limit signs, and automated speed enforcement (upon Caltrans' approval) to promote safe driving behavior	Safety			✓			
Entire Corridor	SR 67 Corridor	Two-Way Left-Turn Lane Study	Evaluate corridor for locations where a two-way left-turn lane could be beneficial for safety and traffic congestion along the SR 67 corridor	Safety	✓		✓		✓	
Entire Corridor	SR 67 Corridor	Wildlife crossing study	Perform an independent wildlife crossings study of the SR 67 Corridor to gather information on wildlife movement and habitat connectivity. This will help to ensure that opportunities for adding enhanced connectivity elements can be accurately identified and supported with individual projects.	Safety						
Lakeside	Ashwood Street/ Wildcat Canyon Road; Maplevue Street to El Cajon Mountain Trailhead	Falling Rock Protection	Install falling rock protection devices and warning signage along roadway	Safety					✓	



INVENTORY OF TRANSPORTATION SOLUTIONS: SAFETY *(continued)*

Segment	Location	Project Subtype	Project Description	Primary Alignment (Need Assessment Category)	Secondary Need Alignment					
					EVACUATION	ACTIVE TRANSPORTATION	GOODS MOVEMENT	INFORMATION/ TECHNOLOGY	TRAFFIC CONGESTION	UTILITIES
Lakeside	SR 67 & San Vicente Avenue	Gateway Sign	Install gateway sign for users entering Lakeside and to enhance community character	Safety		✓				
Lakeside	Lake Jennings Park Road & El Monte Road	Intersection reconfiguration/safety enhancements	Implement intersection safety strategies to reduce crossing distances and turning speeds; Identify improved geometry for pedestrian and bicycle safety	Safety		✓			✓	
Lakeside	SR 67 & Mapleview Street	Intersection reconfiguration/safety enhancements	Implement intersection safety strategies including straightening alignment of turning movements	Safety		✓			✓	
Lakeside	SR 67 & Willow Road to SR 67 & Lakeside Avenue	Intersection reconfiguration/safety enhancements	Implement intersection safety strategies including straightening alignment of turning movements, and providing a connection across SR 67 between the two intersections	Safety		✓			✓	
Lakeside	Willow Road: SR 67 to Wildcat Canyon Road	Traffic calming	Implement/enhance traffic calming strategies along traffic calming neighborhood for connection to SR 67	Safety		✓				
Lakeside	32°52'07.4"N 116°55'23.0"W	Wildlife Crossings	Based on the SDSU Wildlife Corridor Study, restore/enhance habitat connection via a wildlife crossing facility	Safety					✓	
Lakeside	32°54'13.3"N 116°56'21.4"W	Wildlife Crossings	Based on the SDSU Wildlife Corridor Study, restore/enhance habitat connection via a wildlife crossing facility	Safety					✓	
Lakeside	32°52'46.8"N 116°54'22.6"W	Wildlife Crossings	Based on the SDSU Wildlife Corridor Study, restore/enhance habitat connection via a wildlife crossing facility	Safety					✓	
The Climb	SR 67 Southbound approaching Slaughterhouse Canyon Road (32°55'08.9"N 116°56'54.4"W)	Runaway truck ramps	Runway truck ramps to be placed toward the end of the steepest part of this segment of SR 67 in the case of brake failure on heavy trucks	Safety			✓		✓	
The Climb	32°54'50.0"N 116°56'52.4"W	Wildlife Crossings	Based on the SDSU Wildlife Corridor Study, restore/enhance habitat connection via a wildlife crossing facility	Safety					✓	



INVENTORY OF TRANSPORTATION SOLUTIONS: SAFETY *(continued)*

Segment	Location	Project Subtype	Project Description	Primary Alignment (Need Assessment Category)	Secondary Need Alignment					
					EVACUATION	ACTIVE TRANSPORTATION	GOODS MOVEMENT	INFORMATION/ TECHNOLOGY	TRAFFIC CONGESTION	UTILITIES
The Climb	32°55'23.8"N 116°56'46.5"W	Wildlife Crossings	Based on the SDSU Wildlife Corridor Study, restore/enhance habitat connection via a wildlife crossing facility	Safety					✓	
The Climb	32°55'51.2"N 116°57'07.8"W	Wildlife Crossings	Based on the SDSU Wildlife Corridor Study, restore/enhance habitat connection via a wildlife crossing facility	Safety					✓	
The Climb	32°56'20.5"N 116°57'19.2"W	Wildlife Crossings	Based on the SDSU Wildlife Corridor Study, restore/enhance habitat connection via a wildlife crossing facility	Safety					✓	
The Climb	32°56'28.0"N 116°57'21.2"W	Wildlife Crossings	Based on the SDSU Wildlife Corridor Study, restore/enhance habitat connection via a wildlife crossing facility	Safety					✓	
The Climb	32°56'54.1"N 116°57'51.6"W	Wildlife Crossings	Based on the SDSU Wildlife Corridor Study, restore/enhance habitat connection via a wildlife crossing facility	Safety					✓	
The Climb	32° 57' 12.0"N, 116° 58' 1.0"W	Wildlife Crossings	Based on the SDSU Wildlife Corridor Study, restore/enhance habitat connection via a wildlife crossing facility	Safety					✓	
Poway Segment	SR 67 frontage (proposed): Platinum Place to Rio Maria Road	Frontage Road	Construct frontage road parallel to SR 67 on the east side to allow smaller driveway users to access SR 67 via a signalized intersection at Scripps Poway Parkway	Safety		✓			✓	
Poway Segment	SR 67 & the unnamed street south of and parallel to Platinum Place	Intersection reconfiguration/safety enhancements	Implement intersection safety improvements for the entire segment; note topography and sight distances	Safety		✓			✓	
Poway Segment	SR 67 & Scripps Poway Parkway	Intersection reconfiguration/safety enhancements	Implement intersection safety strategies	Safety		✓			✓	
Poway Segment	SR 67 & Poway Road	Intersection reconfiguration/safety enhancements	Implement intersection safety strategies	Safety		✓			✓	
Poway Segment	Poway Road: Espola Road to SR 67	Speed study	Conduct speed study to potentially reduce speeds on Poway Road to support proposed Class IV bikeway	Safety		✓				



INVENTORY OF TRANSPORTATION SOLUTIONS: SAFETY *(continued)*

Segment	Location	Project Subtype	Project Description	Primary Alignment (Need Assessment Category)	Secondary Need Alignment					
					EVACUATION	ACTIVE TRANSPORTATION	GOODS MOVEMENT	INFORMATION/ TECHNOLOGY	TRAFFIC CONGESTION	UTILITIES
Poway Segment	32°57'30.2"N 116°58'16.7"W	Wildlife Crossings	Based on the SDSU Wildlife Corridor Study, restore/enhance habitat connection via a wildlife crossing facility	Safety					✓	
Poway Segment	32°57'39.6"N 116°58'21.0"W	Wildlife Crossings	Based on the SDSU Wildlife Corridor Study, restore/enhance habitat connection via a wildlife crossing facility	Safety					✓	
Poway Segment	32°58'31.5"N 116°58'20.6"W	Wildlife Crossings	Based on the SDSU Wildlife Corridor Study, restore/enhance habitat connection via a wildlife crossing facility	Safety					✓	
Poway Segment	Scripps Poway Parkway Tunnel	Wildlife Crossings	Based on the SDSU Wildlife Corridor Study, restore/enhance habitat connection via a wildlife crossing facility	Safety					✓	
Recreation Ridge	SR 67: Ellie Lane to Mussey Grade Road	Falling Rock Protection	Install falling rock protection devices and warning signage along roadway	Safety					✓	
Recreation Ridge	SR 67 at Mt. Woodson Curve	Median Barrier	Add barrier between travel directions	Safety			✓		✓	
Recreation Ridge	SR 67 approaching Mina De Oro Road	Runaway truck ramps	Runway truck ramps to be placed toward the end of the steepest part of this segment of SR 67 in the case of brake failure on heavy trucks	Safety			✓		✓	
Recreation Ridge	32°59'21.4"N 116°58'45.2"W	Wildlife Crossings	Based on the SDSU Wildlife Corridor Study, restore/enhance habitat connection via a wildlife crossing facility	Safety					✓	
Recreation Ridge	32°59'56.0"N 116°57'34.8"W	Wildlife Crossings	Based on the SDSU Wildlife Corridor Study, restore/enhance habitat connection via a wildlife crossing facility	Safety					✓	
Wine Country	SR 67 & Highland Valley Road/Dye Road	Intersection reconfiguration/safety enhancements	Implement intersection safety strategies	Safety		✓			✓	
Wine Country	SR 67: Cloudy Moon Drive to Etcheverry Street	Speed study	Conduct speed study to potentially reduce speeds on SR 67	Safety		✓				
Wine Country	33°00'35.4"N 116°55'38.5"W	Wildlife Crossings	Based on the SDSU Wildlife Corridor Study, restore/enhance habitat connection via a wildlife crossing facility	Safety					✓	



INVENTORY OF TRANSPORTATION SOLUTIONS: SAFETY *(continued)*

Segment	Location	Project Subtype	Project Description	Primary Alignment (Need Assessment Category)	Secondary Need Alignment					
					EVACUATION	ACTIVE TRANSPORTATION	GOODS MOVEMENT	INFORMATION/ TECHNOLOGY	TRAFFIC CONGESTION	UTILITIES
Ramona	Main Street & 16th St, and Main Street & 4th Street	Gateway Sign	Create a 'Welcome to Downtown Ramona' archway sign inspired by Barrio Logan and Gaslamp Quarter signage	Safety		✓				
Ramona	SR 67 & Mussey Grade Road	Intersection reconfiguration/safety enhancements	Implement intersection safety strategies	Safety		✓			✓	
Ramona	SR 67 & 10th Street / SR 78	Intersection reconfiguration/safety enhancements	Implement intersection safety strategies	Safety		✓			✓	
Ramona	Main Street: Ramona Street to 3rd Street	Traffic calming	Install traffic calming strategies through downtown Ramona	Safety		✓				
Ramona	Main Street: Highland Valley Road/Dye Road to Etcheverry Street	Traffic calming	Install traffic calming strategies (i.e. rumble/slowdown strips) entering/exiting downtown Ramona	Safety		✓				



INVENTORY OF TRANSPORTATION SOLUTIONS: EVACUATION

Segment	Location	Project Subtype	Project Description	Primary Alignment (Need Assessment Category)	Secondary Need Alignment					
					SAFETY	ACTIVE TRANSPORTATION	GOODS MOVEMENT	INFORMATION/ TECHNOLOGY	TRAFFIC CONGESTION	UTILITIES
Entire Corridor	SR 67 Corridor	Brush management	Implement better vegetation management strategies to restore and enhance habitat connections, reduce roadside fuels, and provide defensible spaces	Evacuation	✓				✓	
Entire Corridor	SR 67 Corridor	CCTV infrastructure	Implement corridor-wide CCTV and traffic flow measurement devices with live data stream to EOC/TMC; include recording capabilities for both cameras and 15-minute traffic data intervals for post-processing in after action report	Evacuation	✓		✓	✓	✓	✓
Entire Corridor	SR 67 Corridor	Emergency signal modification	Implement alternate signal timing for use during emergency evacuations on SR 67 and local arterials	Evacuation	✓		✓	✓	✓	✓
Entire Corridor	SR 67 Corridor	Pavement resilience	Use concrete or asphalt ad-mixtures to increase pavement resilience to fire	Evacuation	✓		✓			
Entire Corridor	SR 67 Corridor	Public Awareness Campaign	Enhanced community education outreach for fire prevention and safety for corridor communities	Evacuation	✓					
Entire Corridor	SR 67: Mapleview to 10th Street	Smart Intersection Systems (SIS)	Provide SIS along the length of corridor for operations, safety, and evacuation	Evacuation	✓	✓	✓	✓	✓	✓
Entire Corridor	SR 67 Corridor	Tow-truck deployment	Implement proactive emergency event tow-truck deployment, using corridor-wide CCTV to identify stranded vehicles	Evacuation	✓		✓	✓	✓	✓
Entire Corridor	SR 67 Corridor	Warning sirens/signals	Add warning sirens & signals for evacuations similar to tsunami, tornado, other natural disaster warnings	Evacuation	✓	✓		✓		✓
Lakeside	SR 67: San Diego River Bridge	Bridge Widening	Widen bridge to accommodate evacuation needs (based on Highway Safety Improvement Plan evacuation study)	Evacuation	✓	✓	✓		✓	
Lakeside	Wildcat Canyon Road	Brush management	Implement better vegetation management strategies to restore and enhance habitat connections, reduce roadside fuels, and provide defensible spaces	Evacuation	✓				✓	



INVENTORY OF TRANSPORTATION SOLUTIONS: EVACUATION (continued)

Segment	Location	Project Subtype	Project Description	Primary Alignment (Need Assessment Category)	Secondary Need Alignment					
					SAFETY	ACTIVE TRANSPORTATION	GOODS MOVEMENT	INFORMATION/ TECHNOLOGY	TRAFFIC CONGESTION	UTILITIES
Lakeside	SR 67: PM R6.05 to PM 9.01	Shoulder Widening	Widen shoulders on both sides of roadway to be used for evacuation (Note: This project is currently being evaluated as a part of the PA&ED Phase of the SR 67 Highway Improvements Project; study projected completion Summer 2025)	Evacuation	✓		✓			
Lakeside	SR 67: PM R5.48 to PM R5.85	Shoulder Widening	Widen shoulders on both sides of roadway to be used for evacuation (Note: This project is currently being evaluated as a part of the PA&ED Phase of the SR 67 Highway Improvements Project; study projected completion Summer 2025)	Evacuation	✓		✓			
The Climb	Foster Truck Trail: SR 67 to Mussey Grade Road	Fire Access Road	Provide a fire access road along Foster Truck Trail and create additional access path for first responders	Evacuation	✓					
The Climb	SR 67: PM 9.01 to PM 10.92	Shoulder Widening	Widen shoulders on both sides of roadway to be used for evacuation (Note: This project is currently being evaluated as a part of the PA&ED Phase of the SR 67 Highway Improvements Project; study projected completion Summer 2025)	Evacuation	✓		✓			
Poway Segment	Iron Mountain Trailhead Parking Lot	Evacuation staging	Designate Iron Mountain Trailhead parking lot as an evacuation meeting point / information center	Evacuation	✓		✓	✓		
Poway Segment	Iron Mountain Trailhead Parking Lot	Remove On-Street Parking	Remove on-street parking near trailhead pending off-street parking capacity expansion	Evacuation						
Recreation Ridge	Mina De Oro Road: North of Poway Road to SR 67	Fire Access Road	Provide a fire access road along Mina De Oro Road connecting Poway Road to SR 67 and creating an additional access path for first responders. Note: the Mina De Oro access road is currently a private road and does not meet the width, grade, vertical clearance, turning radius and surface improvement requirements for a fire access road and significant improvements in addition to property acquisitions will be required	Evacuation	✓					
Recreation Ridge	Mt. Woodson Trailhead Parking	Remove On-Street Parking	Remove on-street parking near trailhead pending off-street parking capacity expansion	Evacuation						









INVENTORY OF TRANSPORTATION SOLUTIONS: EVACUATION (continued)

Segment	Location	Project Subtype	Project Description	Primary Alignment (Need Assessment Category)	Secondary Need Alignment					
					SAFETY	ACTIVE TRANSPORTATION	GOODS MOVEMENT	INFORMATION/ TECHNOLOGY	TRAFFIC CONGESTION	UTILITIES
Recreation Ridge	SR 67: PM 10.92 to PM 17.05	Shoulder Widening	Widen shoulders on both sides of roadway to be used for evacuation (Note: This project is currently being evaluated as a part of the PA&ED Phase of the SR 67 Highway Improvements Project; study projected completion Summer 2025)	Evacuation	✓		✓			
Wine Country	SR 67: Cal Fire Dwy to Highland Valley Road/Dye Road)	Shoulder Widening	Widen shoulders on both sides of roadway to be used for evacuation (Note: This project is currently being evaluated as a part of the PA&ED Phase of the SR 67 Highway Improvements Project; study projected completion Summer 2025)	Evacuation	✓		✓			



INVENTORY OF TRANSPORTATION SOLUTIONS: ACTIVE TRANSPORTATION

Segment	Location	Project Subtype	Project Description	Primary Alignment (Need Assessment Category)	Secondary Need Alignment					
					 SAFETY	 EVACUATION	 GOODS MOVEMENT	 INFORMATION/ TECHNOLOGY	 TRAFFIC CONGESTION	 UTILITIES
Lakeside	Lakeside	Bike parking	Install bike parking areas at schools and other key destinations within the Lakeside Community	Active Transportation						
Lakeside	SR 67: Mapleview Street to Vigilante Road	Class I multi-use path or bike path	Provide a multi-use path with connection to trailheads for walking, biking, equestrian	Active Transportation	✓	✓			✓	
Lakeside	Walker preserve trail in the west, following the San Diego riverbed to the east	Class I multi-use path or bike path	In alignment with the Lakeside Community Trails and Pathways Plan, and the County ATP, provide a multi-use path along the San Diego riverbed	Active Transportation	✓					
Lakeside	Willow Road: Ashwood Street to SR 67	Class II Buffered Bike Lanes	Provide class II bike lanes for connectivity between Wildcat Canyon and SR 67 including access between SR 67 and the county park; This project is identified in the County ATP	Active Transportation	✓					
Lakeside	El Monte Road: Julian Avenue to Historic Flume Trailhead	Class II Buffered Bike Lanes	Provide class II bike lanes for connectivity to trailheads and Lake Jennings; This project is identified in the County ATP	Active Transportation	✓					
Lakeside	El Nopal: Aquila Drive to Riverside Drive	Class II Buffered Bike Lanes	Provide class II bike lanes for east-west neighborhood connectivity in west Lakeside; This project is identified in the County ATP	Active Transportation	✓					
Lakeside	Ashwood Street: Mapleview Street to Willow Road	Class II Buffered Bike Lanes	Provide class II bike lanes to provide connection to Wildcat Canyon Road; This project is identified in the County ATP	Active Transportation	✓				✓	
Lakeside	San Vicente Avenue/ Posthill Road: Valle Vista Road to Rocky Lane	Class II Buffered Bike Lanes	Provide class II bike lanes for access between neighborhoods east and west of SR 67; This project is identified in the County ATP	Active Transportation	✓				✓	
Lakeside	Moreno Avenue/ Vigilante Road: Willow Road to SR 67	Class II Buffered Bike Lanes	Provide class II bike lanes (potentially with vertical separators along stretches with low driveway density); provides a low-stress parallel alternative to SR 67 for a long stretch of the corridor as well as access to the San Vicente Reservoir; intersection improvements for this access road should be considered for bike safety; This project is identified in the County ATP	Active Transportation	✓				✓	



INVENTORY OF TRANSPORTATION SOLUTIONS: ACTIVE TRANSPORTATION (continued)

Segment	Location	Project Subtype	Project Description	Primary Alignment (Need Assessment Category)	Secondary Need Alignment					
					SAFETY	EVACUATION	GOODS MOVEMENT	INFORMATION/ TECHNOLOGY	TRAFFIC CONGESTION	UTILITIES
Lakeside	Muth Valley Road and Muth Valley Road Extended: Moreno Avenue to Wildcat Canyon Road	Class II Buffered Bike Lanes	Provide class II bike lanes for connectivity between Wildcat Canyon Road and SR 67; This project is identified in the County ATP	Active Transportation	✓					
Lakeside	Valle Vista Road / Pinehurst Drive / Manzanita Road / Oak Creek Drive: Riverside Drive to Riverside Drive	Class II Buffered Bike Lanes	Provide class II bike lanes loop to provide access for Eucalyptus Hills neighborhood to SR 67; This project is identified in the County ATP	Active Transportation	✓					
Lakeside	Riverford Road: Woodside Avenue to Riverside Drive	Class IV bikeway	Provide class IV bikeway for north-south connectivity across SR 67 in west Lakeside; This project is identified in the County ATP.	Active Transportation	✓				✓	
Lakeside	Lakeside Avenue: SR 67 to Riverford Road	Class IV bikeway	Provide class IV bikeway; combined with Mapleview Street and Channel Road bike facilities, this provides a solution to the bridge constraint over the San Diego River and provides access to the corridor from the west; This project is identified in the County ATP.	Active Transportation	✓				✓	
Lakeside	Los Coches Road/ Maine Avenue: Meseta Lane to Mapleview Street	Class IV bikeway	Provide class IV bikeway for north-south connectivity to both residential and commercial destinations in Lakeside; This project is identified in the County ATP.	Active Transportation	✓					
Lakeside	Julian Avenue: Maine Avenue/Los Coches to Lake Jennings Park Road	Class IV bikeway	Provide class IV bikeway for east-west neighborhood connectivity in Lakeside; This project is identified in the County ATP.	Active Transportation	✓					
Lakeside	Mapleview Street: Channel Road to El Monte Road	Class IV bikeway	Provide class IV bikeway; important connection to Channel Road for access to SR 67 north of the bridge, and to Ashwood Street for access to Wildcat Canyon Road; This project is identified in the County ATP.	Active Transportation	✓				✓	
Lakeside	Woodside Avenue: Riverford Road to Maine Avenue	Class IV bikeway	Provide class IV bikeway for east-west connectivity and access to commercial destinations in Lakeside; This project is identified in the County ATP.	Active Transportation	✓					









INVENTORY OF TRANSPORTATION SOLUTIONS: ACTIVE TRANSPORTATION (continued)

Segment	Location	Project Subtype	Project Description	Primary Alignment (Need Assessment Category)	Secondary Need Alignment					
					SAFETY	EVACUATION	GOODS MOVEMENT	INFORMATION/ TECHNOLOGY	TRAFFIC CONGESTION	UTILITIES
Lakeside	Channel Road/ Riverside Drive: Riverford Road to Woodside Avenue	Class IV bikeway	Provide class IV bikeway to strengthen connection to Walker Preserve Trail at Channel Road; Lakeside, Channel and Maplevue can be an alternative low-stress route to for peds/bikes to avoid bridge; This project is identified in the County ATP	Active Transportation	✓				✓	
Lakeside	Muth Valley Road and Muth Valley Road Extended: Moreno Avenue to Wildcat Canyon Road	Equestrian Trail	In alignment with the Lakeside Community Trails and Pathways Plan projects 42A and 42D, provide equestrian trails along Muth Valley Road and in Muth Valley	Active Transportation	✓					
Lakeside	Willow Road: SR 67 to edge of study area	Equestrian Trail	In alignment with the Lakeside Community Trails and Pathways plan, provide an equestrian trail, separated but parallel to Willow Road east of SR 67; In the plan, trails 6 and 127 outline a path along Willow Road and a trail extension of Willow Road.	Active Transportation	✓					
Lakeside	Moreno Avenue/ Vigilante Road: Willow Road to SR 67	Equestrian Trail	In alignment with the Lakeside Community Trails and Pathways Plan, provide an equestrian trail, separated but parallel to Moreno Avenue/ Vigilante Road east of SR 67; In the plan, this is outlined by trail number 39, Moreno Avenue Pathway.	Active Transportation	✓					
Lakeside	West of SR 67: Johnson Lake Road to Posthill Road	Equestrian Trail	In alignment with the Lakeside Community Trails and Pathways Plan projects 107 and 107b, provide a trail running parallel to SR 67 on the west side south from Johnson Lake Road to Posthill Road	Active Transportation	✓					
Lakeside	Channel Road & Industry Road	Intersection Enhancements: Bike and Pedestrian	Provide pedestrian and bicycle crossing enhancements	Active Transportation	✓				✓	
Lakeside	SR 67 & Gold Bar Lane	Intersection Enhancements: Bike and Pedestrian	Add crosswalks	Active Transportation	✓				✓	
Lakeside	SR 67 & Willow Road	Intersection Enhancements: Bike and Pedestrian	Add crosswalks	Active Transportation	✓				✓	
Lakeside	SR 67 & Scripps Poway Parkway	Intersection Enhancements: Bike and Pedestrian	Provide pedestrian and bicycle crossing enhancements	Active Transportation	✓				✓	



INVENTORY OF TRANSPORTATION SOLUTIONS: ACTIVE TRANSPORTATION (continued)

Segment	Location	Project Subtype	Project Description	Primary Alignment (Need Assessment Category)	Secondary Need Alignment					
					 SAFETY	 EVACUATION	 GOODS MOVEMENT	 INFORMATION/ TECHNOLOGY	 TRAFFIC CONGESTION	 UTILITIES
Lakeside	SR 67 & Maplevue Street	Intersection Enhancements: Bike and Pedestrian	Provide pedestrian and bicycle crossing enhancements	Active Transportation	✓				✓	
Lakeside	Ashwood Street & Maplevue Street	Intersection Enhancements: Bike and Pedestrian	Redesign intersection to better accommodate active transportation users	Active Transportation	✓				✓	
Lakeside	SR 67 & Lakeside Avenue	Intersection Enhancements: Bike and Pedestrian	Provide pedestrian and bicycle crossing enhancements	Active Transportation	✓				✓	
Lakeside	Community of Lakeside	Pedestrian-Scale Lighting	Provide pedestrian scale lighting on sidewalks and multi-use path facilities in Lakeside	Active Transportation	✓					
Lakeside	Maine Avenue: Maplevue Street to Julian Avenue	Sidewalk Improvements	Add sidewalks	Active Transportation	✓				✓	
Lakeside	Channel Road: Woodside Avenue to Julian Avenue	Sidewalk Improvements	Add sidewalks	Active Transportation	✓				✓	
Lakeside	Los Coches Road: Woodside Avenue to Camino Canada	Sidewalk Improvements	Add sidewalks	Active Transportation	✓				✓	
Lakeside	River Street/Laurel Street/Beechtree Street: Woodside Avenue to Pino Drive	Sidewalk Improvements	Add sidewalks	Active Transportation	✓				✓	
Lakeside	Ashwood Road: Willow Road to Maplevue Street	Sidewalk Improvements	Add sidewalks	Active Transportation	✓				✓	
Lakeside	Woodside Avenue: Marilla Drive to Chestnut Street	Sidewalk Improvements	Add sidewalks	Active Transportation	✓				✓	
Lakeside	Julian Avenue: Prospect Avenue to Maplevue Street	Sidewalk Improvements	Add sidewalks	Active Transportation	✓				✓	
Lakeside	Lakeshore Drive: Channel Road to end	Sidewalk Improvements	Add sidewalks	Active Transportation	✓				✓	
Lakeside	El Monte Road: Lake Jennings Park Road to edge of study area	Sidewalk Improvements	Add sidewalks to provide a pedestrian connection to El Monte Park	Active Transportation	✓				✓	



INVENTORY OF TRANSPORTATION SOLUTIONS: ACTIVE TRANSPORTATION (continued)

Segment	Location	Project Subtype	Project Description	Primary Alignment (Need Assessment Category)	Secondary Need Alignment					
					SAFETY	EVACUATION	GOODS MOVEMENT	INFORMATION/ TECHNOLOGY	TRAFFIC CONGESTION	UTILITIES
Lakeside	Channel Road: Industry to Valle Vista Road	Sidewalk improvements	Add sidewalks to strengthen connection to Walker Preserve Trail at Channel Road; Lakeside, Channel and Maplevue can be an alternative low-stress route to for peds/bikes to avoid bridge.	Active Transportation	✓				✓	
Lakeside	Maplevue Street: Channel Road to El Monte Road	Sidewalk improvements	Add sidewalks to provide an Important connection to Channel Road for access to SR 67 north of the bridge, and to Ashwood Street for access to Wildcat Canyon Road.	Active Transportation	✓				✓	
The Climb	32°55'08.9"N 116°56'54.4"W (SR 67 southbound approaching Slaughterhouse Canyon Road)	Bike refuge area / fix-it station	Add area of refuge for bicyclists, with 'fix-it' station. Potential location for callbox.	Active Transportation	✓					
The Climb	SR 67: Vigilante Road to Scripps Poway Road	Class I multi-use path or bike path	Provide a multi-use path for connectivity between Poway and Lakeside	Active Transportation	✓	✓			✓	
The Climb	West Rim of San Vicente Reservoir	Class I multi-use path or bike path	Provide a multi-use path/recreational trail originating at the San Vicente Reservoir parking lot & boat launch	Active Transportation	✓					
The Climb	Sycamore Canyon Road: Scripps Poway Parkway to SR 67	Class I multi-use path or bike path	Provide a multi-use path as an alternative route to SR 67 and Scripps Poway Parkway along Sycamore Canyon Road and Sycamore Park Drive with connection to trailheads for walking, biking, equestrian	Active Transportation	✓	✓			✓	
Poway Segment	Iron Mountain Trailhead Parking Lot	Bike parking	Install bike parking area near trailhead	Active Transportation						
Poway Segment	SR 67 & Scripps Poway Parkway	Bike refuge area / fix-it station	Provide a bike fix-it station at the intersection	Active Transportation	✓					
Poway Segment	Iron Mountain Trailhead Parking Lot	Bike refuge area / fix-it station	Add area of refuge for bicyclists, with 'fix-it' station. Potential location for callbox.	Active Transportation	✓					
Poway Segment	Scripps Poway Parkway, 0.61 miles west of SR 67 (32.95121 N, -116.97922 W)	Bike refuge area / fix-it station	Provide a bike fix-it station at the proposed viewpoint on Scripps Poway Parkway	Active Transportation	✓					
Poway Segment	Poway Road & Mina De Oro Road	Bike refuge area / fix-it station	Provide a bike fix-it station at the existing viewpoint on Poway Road	Active Transportation	✓					



INVENTORY OF TRANSPORTATION SOLUTIONS: ACTIVE TRANSPORTATION (continued)

Segment	Location	Project Subtype	Project Description	Primary Alignment (Need Assessment Category)	Secondary Need Alignment					
					SAFETY	EVACUATION	GOODS MOVEMENT	INFORMATION/ TECHNOLOGY	TRAFFIC CONGESTION	UTILITIES
Poway Segment	SR 67: Scripps Poway Parkway to Poway Road	Class I multi-use path or bike path	Provide a multi-use path with connection to trailheads for walking, biking, equestrian	Active Transportation	✓	✓			✓	
Poway Segment	Scripps Poway Road: SR 67 to Poway	Class I multi-use path or bike path	Provide a multi-use path for regional connectivity from UTC along Miramar Road and Pomerado Road. Alternative alignments may be evaluated within the open space areas south or north of Scripps Poway Pkwy so long as appropriate wildlife corridor improvements are provided.	Active Transportation	✓					
Poway Segment	Poway Road: SR 67 to Poway	Class IV bikeway	Provide class IV bikeway; major desire line for residents of Poway to access recreation areas along SR 67; speeds are currently too high and there is limited visibility with sharp curves	Active Transportation	✓				✓	
Poway Segment	SR 67 & Poway Road	Equestrian intersection enhancements (high push buttons)	Add high push button for equestrian use	Active Transportation	✓			✓		
Poway Segment	Foster Truck Trail, Sycamore Canyon Road	Equestrian Trail	In alignment with the Lakeside Community Trails and Pathways Plan projects 56, Regional Trail C, and 52, provide a trail running east to west connecting the San Vicente Highlands along Foster Truck Trail, crossing SR 67, and proceeding northwest parallel to Sycamore Canyon Road and crossing Scripps Poway Parkway	Active Transportation	✓					
Poway Segment	SR 67 & Poway Road	Intersection Enhancements: Bike and Pedestrian	Add equestrian-accessible crossings and enhanced pedestrian crosswalks	Active Transportation	✓				✓	
Poway Segment	Iron Mountain Trailhead Parking Lot	Trailhead Parking Improvements (existing lot)	Expand off-street parking capacity, pave lot, add 'clean' parking, add lighting and solar-powered pedestrian canopies	Active Transportation	✓					
Recreation Ridge	CalFire Station by Mt. Woodson	Bike refuge area / fix-it station	Provide a bike fix-it station at the fire station	Active Transportation	✓					



INVENTORY OF TRANSPORTATION SOLUTIONS: ACTIVE TRANSPORTATION (continued)

Segment	Location	Project Subtype	Project Description	Primary Alignment (Need Assessment Category)	Secondary Need Alignment					
					SAFETY	EVACUATION	GOODS MOVEMENT	INFORMATION/ TECHNOLOGY	TRAFFIC CONGESTION	UTILITIES
Recreation Ridge	Mina De Oro Road: South of Poway Road to SR 67	Class I multi-use path or bike path	Provide a multi-use path connecting Poway Road to SR 67 along the existing Mina De Oro Road (roadway width, grade, vertical clearance, turning radius, and surface to be to be evaluated and improved as needed as part of this project). This pathway can provide connections to existing paths/trails within the City of Poway.	Active Transportation	✓	✓				
Recreation Ridge	SR 67: Poway Road to Archie Moore Road	Class I multi-use path or bike path	Provide a multi-use path with connection to trailheads for walking, biking, equestrian to service Mt. Woodson, Ellie Lane, Fry Koegel trailheads	Active Transportation	✓	✓			✓	
Recreation Ridge	Mina De Oro Road: Poway Road to SR 67	Equestrian Trail	Provide a new equestrian trail along Mina De Oro Road (roadway to be improved as part of this project) connecting SR 67 to Poway Road	Active Transportation	✓					
Recreation Ridge	Ellie Lane Trailhead Parking Lot	Trailhead Parking Improvements (existing lot)	Expand off-street parking capacity, pave lot, add 'clean' parking, add lighting and solar-powered pedestrian canopies	Active Transportation						
Recreation Ridge	Mt. Woodson Trailhead Parking	Trailhead Parking Improvements (new lot)	Create off-street parking alternative with 'clean' parking, lighting, and solar-powered pedestrian canopies	Active Transportation	✓					
Wine Country	Mt. Woodson Elementary School	Bike parking	Install bike parking area near school	Active Transportation						
Wine Country	SR 67: Archie Moore Road to Highland Valley Road / Dye Road	Class I multi-use path or bike path	Provide a multi-use path with connection to trailheads for walking, biking, equestrian	Active Transportation	✓	✓			✓	
Wine Country	Wine Country frontage road	Class II Buffered Bike Lanes	Provide class II bike lanes along proposed frontage road as a parallel low-stress alternative to SR 67	Active Transportation	✓				✓	
Wine Country	Highland Valley Road: Archie Moore Road to SR 67	Class II Buffered Bike Lanes	Provide class II bike lanes for access to wineries and Ramona Grasslands Preserve; combined with Archie Moore Road, creates a bypass to SR 67 (5 miles); This project is identified in the County ATP.	Active Transportation	✓				✓	
Wine Country	Archie Moore Road: SR 67 to Highland Valley Road	Class IV bikeway	Provide class IV bikeway for access to elementary school, wineries, and Ramona Grasslands Preserve	Active Transportation	✓				✓	



INVENTORY OF TRANSPORTATION SOLUTIONS: ACTIVE TRANSPORTATION (continued)

Segment	Location	Project Subtype	Project Description	Primary Alignment (Need Assessment Category)	Secondary Need Alignment						
					SAFETY	EVACUATION	GOODS MOVEMENT	INFORMATION/ TECHNOLOGY	TRAFFIC CONGESTION	UTILITIES	
Wine Country	Main Street and Highland Valley Road	Equestrian Trail	In alignment with the Ramona Community Trails and Pathways Plan project 08, provide a trail running from Ramona towards Poway; The trail will run parallel to SR 67, and proceed Northwest through the Ramona Grasslands Open Space Preserve before running parallel to Highland Valley Road and proceeding west, providing a connection to equestrian facilities in Poway.	Active Transportation	✓						
Wine Country	Archie Moore Road: SR 67 to Highland Valley Road	Sidewalk improvements	Add sidewalks	Active Transportation	✓				✓		
Ramona	Main Street	Bike parking	Install bike parking areas along Main Street and at key destinations such as parks and schools	Active Transportation							
Ramona	Proposed path: Cedar Street to Cedar Street	Class I multi-use path or bike path	Provide a multi-use path connection to close the gap for pedestrians and bikes on Cedar Street	Active Transportation	✓						
Ramona	Proposed path: Etcheverry Street to Boundary Avenue	Class I multi-use path or bike path	Provide a multi-use path to connect to Class II bike lanes on Etcheverry Street and Boundary Avenue connectivity across Main Street and access to school	Active Transportation	✓						
Ramona	Ramona Street: Boundary Avenue to Warnock Drive	Class I multi-use path or bike path	Provide a multi-use path connection between Class IV bikeway to the north and Class II bike lanes to the south for full connectivity between Dye Road and high school	Active Transportation	✓						
Ramona	Proposed path: Amigos Road to 3rd Street/Keyes Road	Class I multi-use path or bike path	Provide a multi-use path connecting bike lanes on Amigos Road and Keyes Road	Active Transportation	✓						
Ramona	Proposed path: Penn Street to Thomsen Way	Class I multi-use path or bike path	Provide a multi-use path connection between class II bike lanes on Penn Street and Thomsen Way to create a full low-stress route with access to parks	Active Transportation	✓						
Ramona	Proposed path: Raymond Street to D Street	Class I multi-use path or bike path	Provide a multi-use path connection between Class II bike lanes on Raymond Street and D Street	Active Transportation	✓						
Ramona	Proposed path: La Brea Street and B Street	Class I multi-use path or bike path	Provide a multi-use path connection between Class II bike lanes on La Brea Street and B Street	Active Transportation	✓						



INVENTORY OF TRANSPORTATION SOLUTIONS: ACTIVE TRANSPORTATION (continued)

Segment	Location	Project Subtype	Project Description	Primary Alignment (Need Assessment Category)	Secondary Need Alignment					
					SAFETY	EVACUATION	GOODS MOVEMENT	INFORMATION/ TECHNOLOGY	TRAFFIC CONGESTION	UTILITIES
Ramona	Ashley Road: Hanson Lane to Creelman Lane	Class II Buffered Bike Lanes	Provide class II bike lanes as an alternative route to using SR-78; provides access to many community fields/parks; This project is identified in the County ATP.	Active Transportation	✓					
Ramona	Pamo Road: Haverford Road to Pile Street	Class II Buffered Bike Lanes	Provide class II bike lanes for north-south neighborhood connectivity in north Ramona; This project is identified in the County ATP.	Active Transportation	✓					
Ramona	Thomsen Way: Earlham Street to end of road	Class II Buffered Bike Lanes	Provide class II bike lanes for connectivity to park; includes Class I path between Penn Street and Thomsen Way	Active Transportation	✓					
Ramona	Penn Street: Penn Street to end of road	Class II Buffered Bike Lanes	Provide class II bike lanes for connectivity to park; includes Class I path between Penn Street and Thomsen Way	Active Transportation	✓					
Ramona	Amigos Road: Julian Road to Amigos Lane	Class II Buffered Bike Lane	Provide class II bike lanes for access to neighborhoods from Main Street; This project is identified in the County ATP.	Active Transportation	✓					
Ramona	Cedar Street: West of Maple Street to SR-78/10th Street	Class II Buffered Bike Lanes	Provide class II bike lanes along Cedar Street for neighborhood connectivity in North Ramona. Notably, Cedar Street is disconnected about halfway through this proposed facility; An off-street, multi-use path facility is proposed to close this gap.	Active Transportation	✓					
Ramona	Robertson Street: Sawday Street to Etcheverry Street	Class II Buffered Bike Lanes	Provide class II bike lanes for connectivity across Main Street for neighborhoods north and south of Main Street	Active Transportation	✓					
Ramona	Etcheverry Street: Robertson Street to driveway	Class II Buffered Bike Lanes	Provide class II bike lanes for connectivity across Main Street for neighborhoods north and south of Main Street	Active Transportation	✓					
Ramona	Ramona Street: Warnock Drive to Dye Road	Class II Buffered Bike Lanes	Provide class II bike lanes for connectivity between Dye Road and high school; includes a Class I path connection between Boundary Avenue and Warnock Street for only people walking and biking (prevent cut-through traffic); This project is identified in the County ATP.	Active Transportation	✓					
Ramona	Haverford Road: SR-78 to Pamo Rd	Class II Buffered Bike Lanes	Provide class II bike lanes for E/W neighborhood connectivity in north Ramona; This project is identified in the County ATP.	Active Transportation	✓					



INVENTORY OF TRANSPORTATION SOLUTIONS: ACTIVE TRANSPORTATION (continued)

Segment	Location	Project Subtype	Project Description	Primary Alignment (Need Assessment Category)	Secondary Need Alignment					
					SAFETY	EVACUATION	GOODS MOVEMENT	INFORMATION/ TECHNOLOGY	TRAFFIC CONGESTION	UTILITIES
Ramona	Pile Street: Pamo Road to Black Canyon Road	Class II Buffered Bike Lanes	Provide class II bike lanes for E/W neighborhood connectivity in north Ramona; This project is identified in the County ATP	Active Transportation	✓					
Ramona	Boundary Avenue: Proposed path to Ramona Street	Class II Buffered Bike Lanes	Provide class II bike lanes for connectivity across Main Street for neighborhoods north and south of Main Street	Active Transportation	✓					
Ramona	Hughes Street: Montecito Road to Daley Street	Class II Buffered Bike Lanes	Provide class II bike lanes for connection from residential area to Main Street	Active Transportation	✓					
Ramona	Montecito Way: Montecito Road to Sonora Way	Class II Buffered Bike Lanes	Provide class II bike lanes for north-south neighborhood connectivity in west Ramona; This project is identified in the County ATP.	Active Transportation	✓					
Ramona	Warnock Drive: Ramona Street to San Vicente Road	Class II Buffered Bike Lanes	Provide class II bike lanes for residential connectivity in combination with Dye Road and Ramona Street bike lanes	Active Transportation	✓					
Ramona	Raymond Avenue: Etcheverry Street to Ramona Street	Class II Buffered Bike Lanes	Provide class II bike lanes for a low-stress parallel alternative to Main Street, and create Class I path connection between Raymond Street and D Street for only people walking and biking; potential to incorporate traffic calming to reduce speeds	Active Transportation	✓					
Ramona	D Street: 14th Street to 3rd Street	Class II Buffered Bike Lanes	Provide class II bike lanes for a low-stress parallel alternative to Main Street, and create Class I path connection between Raymond Street and D Street for only people walking and biking; potential to incorporate traffic calming to reduce speeds	Active Transportation	✓					
Ramona	La Brea Street and B Street: Etcheverry Street to 16th Street	Class II Buffered Bike Lanes	Provide class II bike lanes for a low-stress parallel alternative to Main Street, and create Class I path connection between La Brea Street and B Street for only people walking and biking; potential to incorporate traffic calming to reduce speeds	Active Transportation	✓					
Ramona	B Street: 12th Street to 2nd Street	Class II Buffered Bike Lanes	Provide class II bike lanes for a low-stress parallel alternative to Main Street, and create Class I path connection between La Brea Street and B Street for only people walking and biking; potential to incorporate traffic calming to reduce speeds	Active Transportation	✓					
Ramona	Creelman Lane: San Vicente Road to Keyes Road	Class II Buffered Bike Lanes	Provide class II bike lanes for neighborhood connectivity in South Ramona	Active Transportation	✓					



INVENTORY OF TRANSPORTATION SOLUTIONS: ACTIVE TRANSPORTATION (continued)

Segment	Location	Project Subtype	Project Description	Primary Alignment (Need Assessment Category)	Secondary Need Alignment						
					SAFETY	EVACUATION	GOODS MOVEMENT	INFORMATION/ TECHNOLOGY	TRAFFIC CONGESTION	UTILITIES	
Ramona	Cedar Street: Summer Glen Road to west of Maple Street	Class II Buffered Bike Lanes	Provide class II bike lanes for neighborhood connectivity in North Ramona. Notably, Cedar Street is disconnected about halfway through this proposed facility; An off-street, multi-use path facility is proposed to close this gap.	Active Transportation	✓						
Ramona	Sawday Street: Montecito Road to Robertson Street	Class II Buffered Bike Lanes	Provide class II bike lanes for connectivity across Main Street for neighborhoods north and south of Main Street; This project is identified in the County ATP.	Active Transportation	✓						
Ramona	Keyes Road: Creelman Lane to 3rd Street	Class II Buffered Bike Lanes	Provide class II bike lanes for north-south neighborhood connectivity in east Ramona; This project is identified in the County ATP.	Active Transportation	✓						
Ramona	Montecito Road: Montecito Way to Main Street	Class II Buffered Bike Lanes	Provide class II bike lanes for east-west neighborhood connectivity to Main Street; This project is identified in the County ATP.	Active Transportation	✓						
Ramona	Dye Road: Main Street to Ramona Street	Class II Buffered Bike Lanes	Provide class II bike lanes for residential connectivity in combination with Ramona Street and Warnock Drive bike lanes; This project is identified in the County ATP.	Active Transportation	✓				✓		
Ramona	Main Street: Etcheverry Road to 3rd Street	Class II Buffered Bike Lanes	Provide class II bike lanes for access to businesses; This project is identified as a Class IV facility in the County ATP.	Active Transportation	✓				✓		
Ramona	7th Street: Main Street to Elm Street	Class IV bikeway	Provide class IV bikeway as an alternative route to using SR-78; provides access to many community fields/parks	Active Transportation	✓						
Ramona	Main Street: 3rd Street to Amigos Road	Class IV bikeway	Provide class IV bikeway for bike connectivity further east of the study area; This project is identified in the County ATP.	Active Transportation	✓				✓		
Ramona	7th Street: Main Street to Ashley Road	Class IV bikeway	Provide class IV bikeway for access to neighborhoods from Main Street.	Active Transportation	✓						
Ramona	Ashley Road: 7th Street to Hanson Lane	Class IV bikeway	Provide class IV bikeway as an alternative route to using SR-78; provides access to many community fields/parks	Active Transportation	✓				✓		
Ramona	3rd Street: Main Street to Keyes Road	Class IV bikeway	Provide class IV bikeway for access to neighborhoods from Main Street; This project is identified in the County ATP.	Active Transportation	✓						



INVENTORY OF TRANSPORTATION SOLUTIONS: ACTIVE TRANSPORTATION (continued)

Segment	Location	Project Subtype	Project Description	Primary Alignment (Need Assessment Category)	Secondary Need Alignment					
					SAFETY	EVACUATION	GOODS MOVEMENT	INFORMATION/TECHNOLOGY	TRAFFIC CONGESTION	UTILITIES
Ramona	Ramona Street: Main Street to Boundary Avenue	Class IV bikeway	Add buffer and vertical protection to northbound bike lane to create class IV bikeway, provide southbound class IV bikeway for access to and from Montessori school and Ramona High School; This project is identified in the County ATP.	Active Transportation	✓				✓	
Ramona	Main Street: Highland Valley Road to Etcheverry Street	Class IV bikeway	Transition from Class I path on one side of the road to Class IV one-way bikeways at this signalized intersection; This project is identified in the County ATP.	Active Transportation	✓				✓	
Ramona	Elm Street: 7th Street to Haverford Road	Class IV bikeway	Provide class IV bikeway as an alternative route to using SR-78; provides access to many community fields/parks; This project is identified in the County ATP.	Active Transportation	✓					
Ramona	Hanson Lane: Ramona Street to Keyes Road	Class IV bikeway	Provide class IV bikeway for east-west connectivity and access Ramona High School; This project is identified in the County ATP.	Active Transportation	✓					
Ramona	SR-78: Olive Street to Weekend Villa Road	Class IV bikeway	Provide class IV bikeway for major regional north-south bike access; This project is identified in the County ATP.	Active Transportation	✓				✓	
Ramona	10th Street/San Vicente Road: SR 67 to Wildcat Canyon Road	Class IV bikeway	Add buffers and vertical protection to existing bike lanes to create class IV bikeway for Wildcat Canyon connection; major north-south bike connector	Active Transportation	✓				✓	
Ramona	Main Street & 13th Street	Crossing Enhancements: Mid-block	Create mid-block crossing, potentially provide modal diverter	Active Transportation	✓					
Ramona	Main Street & Hunter Street	Crossing Enhancements: Mid-block	Create mid-block crossing (potentially with RRFB); currently no crossing between Ramona and west end of Main Street	Active Transportation	✓					
Ramona	Main Street & 8th Street	Crossing Enhancements: Mid-block	Create mid-block crossing (potentially with RRFB)	Active Transportation	✓					
Ramona	Main Street & 7th Street	Crossing Enhancements: Mid-block	Create protected bicycle, pedestrian, equestrian crossing (potentially with RRFB)	Active Transportation	✓					
Ramona	Main Street & Day Street / Ramona Street	Intersection Enhancements: Bike and Pedestrian	Provide pedestrian and bicycle crossing enhancements	Active Transportation	✓				✓	



INVENTORY OF TRANSPORTATION SOLUTIONS: ACTIVE TRANSPORTATION

Segment	Location	Project Subtype	Project Description	Primary Alignment (Need Assessment Category)	Secondary Need Alignment					
					SAFETY	EVACUATION	GOODS MOVEMENT	INFORMATION/ TECHNOLOGY	TRAFFIC CONGESTION	UTILITIES
Ramona	Main Street & Montecito Road	Intersection Enhancements: Bike and Pedestrian	Provide pedestrian and bicycle crossing enhancements	Active Transportation	✓				✓	
Ramona	Main Street & 14th Street	Intersection Enhancements: Bike and Pedestrian	Provide pedestrian and bicycle crossing enhancements	Active Transportation	✓				✓	
Ramona	Main Street & 10th Street	Intersection Enhancements: Bike and Pedestrian	Provide pedestrian and bicycle crossing enhancements and other intersection safety strategies	Active Transportation	✓				✓	
Ramona	Main Street: 4th Street to 16th Street	Landscaped Center Medians	Create center median with trees to line Main Street in downtown Ramona with trees, or median trees	Active Transportation	✓				✓	
Ramona	Community of Ramona	Pedestrian-Scale Lighting	Provide pedestrian scale lighting on sidewalks and multi-use path facilities in Ramona	Active Transportation	✓					
Ramona	Raymond Avenue and D Street: Etcheverry Street to 3rd Street	Sidewalk improvements	Address sidewalk gaps	Active Transportation	✓				✓	
Ramona	La Brea Street and B Street: Etcheverry Street to 3rd Street	Sidewalk improvements	Address sidewalk gaps	Active Transportation	✓				✓	
Ramona	Ramona Street: Raymond Avenue to Hanson Lane	Sidewalk improvements	Create sidewalk on west side, close sidewalk gaps on east side	Active Transportation	✓				✓	
Ramona	Hanson Lane: Ramona Street to San Vicente Road	Sidewalk improvements	Add sidewalk on south side	Active Transportation	✓				✓	
Ramona	Main Street: Hope Street to 3rd Street	Sidewalk improvements	Widen sidewalks	Active Transportation	✓				✓	
Ramona	Mussey Grade Road: SR 67 to Dos Picos Park Road	Sidewalk improvements	Add sidewalks on Mussey Grade Road. Consider fencing along a landscaped strip between sidewalk and roadway on the west side for enhanced protection for pedestrians along this high-speed roadway.	Active Transportation	✓				✓	
Ramona	Main Street: 7th Street to 9th Street	Street furniture	Add outdoor benches/seating areas for placemaking on Main Street	Active Transportation						



INVENTORY OF TRANSPORTATION SOLUTIONS: TRAFFIC CONGESTION AND GOODS MOVEMENT

Segment	Location	Project Subtype	Project Description	Primary Alignment (Need Assessment Category)	Secondary Need Alignment				
					SAFETY	EVACUATION	ACTIVE TRANSPORTATION	INFORMATION/TECHNOLOGY	UTILITIES
Entire Corridor	SR 67: Maplevue to 10th Street	Smart Intersection Systems (SIS)	Provide SIS along the length of corridor for operations, safety, and evacuation	Traffic Congestion and Goods Movement	✓	✓	✓	✓	✓
Entire Corridor	Poway to Ramona	Transit route	Provide a new transit route connecting the community of Ramona to the Poway Business Park, with stops at the following locations (North to South): <ul style="list-style-type: none"> Main Street and 11th Street Main Street and 14th Street Main Street and Montecito Street Mt Woodson Trail Ellie Lane Trailhead Iron Mountain Trailhead Deviating Fixed-Route Transit on Scripps Poway Parkway Sabre Springs Transit Center 	Traffic Congestion and Goods Movement				✓	
Entire Corridor	Ramona to Escondido	Transit route	Upgrade frequency of route 371 to 30 min in the peak and 60 min in the off-peak.	Traffic Congestion and Goods Movement				✓	
Entire Corridor	SR 67: Maplevue to 10th Street	Active Transportation Demand Management (ATDM)	Provide ATDM along the length of corridor for operations, safety, and evacuation	Traffic Congestion and Goods Movement	✓	✓		✓	
Lakeside	Neighborhood destinations in Lakeside	Local circulator bus/shuttle service	Implement shuttle services to serve Lakeside County Park, library, Rodeo Arena, businesses on Woodside Avenue	Traffic Congestion and Goods Movement	✓				
Lakeside	Julian Avenue & Lemon Crest Drive	Intersection control evaluation	Evaluate intersection traffic control (including signal warrant analysis) and intersection geometry	Traffic Congestion and Goods Movement	✓	✓	✓	✓	
Lakeside	SR 67 & Gold Bar Lane	Intersection control evaluation	Perform intersection control evaluation and evaluate intersection geometry	Traffic Congestion and Goods Movement	✓	✓	✓	✓	
Lakeside	Willow Road & Wildcat Canyon Road/Ashwood Street	Intersection control evaluation	Evaluate intersection traffic control (including signal warrant analysis) and intersection geometry	Traffic Congestion and Goods Movement	✓	✓	✓	✓	
Lakeside	Ashwood Street: Maplevue Street to Cactus Park Road	Passing Lane	Create a passing lane from Maplevue Street to Cactus Park	Traffic Congestion and Goods Movement	✓				
Lakeside	SR 67 & Willow Road	Intersection control evaluation	Perform intersection control evaluation and evaluate intersection geometry	Traffic Congestion and Goods Movement	✓	✓	✓	✓	
Lakeside	SR 67 & Maplevue Street	Intersection control evaluation	Perform intersection control evaluation and evaluate intersection geometry; currently a major point of congestion on the corridor	Traffic Congestion and Goods Movement	✓	✓	✓	✓	



INVENTORY OF TRANSPORTATION SOLUTIONS: TRAFFIC CONGESTION AND GOODS MOVEMENT

(continued)

Segment	Location	Project Subtype	Project Description	Primary Alignment (Need Assessment Category)	Secondary Need Alignment				
					SAFETY	EVACUATION	ACTIVE TRANSPORTATION	INFORMATION/ TECHNOLOGY	UTILITIES
The Climb	SR 67 Southbound approaching Slaughterhouse Canyon Road (32°55'08.9"N 116°56'54.4"W)	Runaway truck ramps	Runway truck ramps to be placed toward the end of the steepest part of this segment of SR 67 in the case of break failure on heavy trucks	Traffic Congestion and Goods Movement	✓				
The Climb	SR 67 & Slaughterhouse Canyon Road	Intersection control evaluation	Evaluate intersection traffic control (including signal warrant analysis) and intersection geometry	Traffic Congestion and Goods Movement	✓	✓	✓	✓	
The Climb	SR 67 & Vigilante Road	Intersection control evaluation	Evaluate intersection traffic control (including signal warrant analysis) and intersection geometry	Traffic Congestion and Goods Movement	✓	✓	✓	✓	
Poway Segment	SR 67 & Scripps Poway Parkway	Intersection control evaluation	Perform intersection control evaluation and evaluate intersection geometry	Traffic Congestion and Goods Movement	✓	✓	✓	✓	
Poway Segment	Scripps Poway Parkway, 0.61 miles west of SR 67 (32.95121 N, -116.97922 W)	Turnout/Viewpoint	Provide a turnout/viewpoint on the EB side of the roadway by enhancing existing dirt turnout	Traffic Congestion and Goods Movement	✓		✓		
Recreation Ridge	Dos Picos Park Road to Rockhouse Road	New roadways/ extensions	Construct new connection road to Dos Picos Park from SR 67 along Recreation Ridge (likely at Rockhouse Road) to provide more direct connection to Dos Picos Park Road; Study impacts of preventing truck access	Traffic Congestion and Goods Movement		✓	✓		
Recreation Ridge	Approaching Mina de Oro Road	Runaway truck ramps	Runway truck ramps to be placed toward the end of the steepest part of this segment of SR 67 in the case of break failure on heavy trucks	Traffic Congestion and Goods Movement	✓				
Recreation Ridge	SR 67 & Mt Woodson Road	Intersection control evaluation	Evaluate intersection control and need for a signal; used by CALFIRE station as well	Traffic Congestion and Goods Movement	✓	✓	✓	✓	
Recreation Ridge	SR 67, 0.35 miles north of Running Deer Trail	Turnout/Viewpoint	Provide a turnout/viewpoint on the SB side of SR 67 and enhance existing dirt turnout with pavement	Traffic Congestion and Goods Movement	✓		✓		
Recreation Ridge	SR 67 corridor to trailheads	Local circulator bus/ shuttle service	Implement shuttle services to serve Mt. Woodson, Ellie Lane, Fry Koegel trailheads; Paired with parking lot expansion, include clean parking and smart parking strategies	Traffic Congestion and Goods Movement	✓				
Wine Country	SR 67 & Mussey Grade Road	Intersection control evaluation	Evaluate intersection traffic control (including signal warrant analysis) and intersection geometry	Traffic Congestion and Goods Movement	✓	✓	✓	✓	



INVENTORY OF TRANSPORTATION SOLUTIONS: TRAFFIC CONGESTION AND GOODS MOVEMENT

(continued)

Segment	Location	Project Subtype	Project Description	Primary Alignment (Need Assessment Category)	Secondary Need Alignment				
					SAFETY	EVACUATION	ACTIVE TRANSPORTATION	INFORMATION/ TECHNOLOGY	UTILITIES
Wine Country	SR 67 & Archie Moore Road	Intersection control evaluation	Evaluate intersection traffic control (including signal warrant analysis) and intersection geometry	Traffic Congestion and Goods Movement	✓	✓	✓	✓	
Wine Country	SR 67 frontage (proposed): Archie Moore Road to Mussey Grade Road	Frontage Road	Construct frontage road parallel to SR 67 on the north side to consolidate number of driveways accessing SR 67	Traffic Congestion and Goods Movement	✓	✓	✓		
Ramona	Main Street: 4th Street to 16th Street	On-street parking improvements	Convert street parking to be back-in angled parking	Traffic Congestion and Goods Movement	✓		✓		
Ramona	Ramona attractions	Local circulator bus/shuttle service	Implement shuttle services to serve downtown Ramona, wineries (such as those on SR 67, Vista Ramona Road, and on SR-78/Julian Road), and trailheads.	Traffic Congestion and Goods Movement	✓				
Ramona	Main Street: 4th Street to 16th Street	Smart parking strategies	Utilize SANDAG Next-OS proposal to create smart curb management strategies and business access to Main Street businesses	Traffic Congestion and Goods Movement			✓	✓	
Ramona	Ramona	Pick/up drop/off space	Create passenger pick/up drop/off space to facilitate rideshare service and future flexible fleet opportunities	Traffic Congestion and Goods Movement	✓				



INVENTORY OF TRANSPORTATION SOLUTIONS: UTILITIES

Segment	Location	Project Subtype	Project Description	Primary Alignment (Need Assessment Category)	Secondary Need Alignment					
					SAFETY	EVACUATION	ACTIVE TRANSPORTATION	GOODS MOVEMENT	INFORMATION/ TECHNOLOGY	TRAFFIC CONGESTION
Entire Corridor	SR 67 Corridor	Fiber optic telecommunication	Install fiber optic infrastructure to serve communities neighboring SR 67	Utilities	✓	✓			✓	
Entire Corridor	SR 67 Corridor	Smart parking strategies	Implement smart parking system features at key parking destinations (trailheads, Lakeside, and Ramona)	Utilities				✓	✓	✓
Entire Corridor	SR 67 Corridor	Utility infrastructure enhancements	Ensure all utilities along SR 67 have redundancy for resiliency to wildfires, earthquakes, and other natural disasters	Utilities	✓	✓		✓	✓	
Lakeside	Park & Ride lot on NE corner of SR 67 & Mapleview Street	EV charging stations	Install EV charging facility and add a battery backup at the planned EV charging location to promote system resiliency and provide emergency power during emergencies	Utilities				✓		
Lakeside	Mapleview Street: SR 67 to Pino Drive	Stormwater quality green infrastructure	Create green infrastructure elements to improve stormwater quality; Goal to treat runoff prior to discharge	Utilities	✓	✓				
The Climb	San Vicente Reservoir Dam	Dam Safety	Ensure dam is safe during earthquakes/seismic events	Utilities	✓	✓				
The Climb	San Vicente Reservoir Parking Lot	EV charging stations	Install EV charging facility and add a battery backup at the planned EV charging location and planned evacuation staging area to promote system resiliency and provide emergency power during emergencies	Utilities				✓		
Poway Segment	Iron Mountain Trailhead Parking Lot	EV charging stations	Install EV charging facility and add a battery backup at the planned EV charging location and planned evacuation staging area to promote system resiliency and provide emergency power during emergencies	Utilities				✓		
Recreation Ridge	Mt. Woodson Trailhead Parking	EV charging stations	Install EV charging facility and add a battery backup at the planned EV charging location to promote system resiliency and provide emergency power during emergencies	Utilities				✓		
Recreation Ridge	Ellie Lane Trailhead Parking Lot	EV charging stations	Install EV charging facility and add a battery backup at the planned EV charging location to promote system resiliency and provide emergency power during emergencies	Utilities				✓		
Ramona	Parking lot of Sun Valley Shopping Center at Main Street & 13th Street, in Ramona	EV charging stations	Expand EV charging facility (existing facility has 2 chargers) and add a battery backup at the EV charging location to promote system resiliency and provide emergency power during emergencies	Utilities				✓		
Ramona	Ramona Library Parking Lot	EV charging stations	Expand EV charging facility (existing facility has 4 chargers) and add a battery backup at the EV charging location to promote system resiliency and provide emergency power during emergencies	Utilities				✓		

APPENDIX F.

FUNDING SOURCES

Funding for transportation improvements and enhancements is available through several federal, state, local, and non-traditional sources and programs. The following tables provide an outline of the various funding sources for the San Vicente CMCP projects, including programs, funding types, and eligible modes and descriptions of applicability.

TABLE F-1: FEDERAL FUNDING SOURCES

Funding Program	Funding Type	Eligible Modes/Description
Charging and Fueling Infrastructure	Discretionary	This program provides funding to build electric vehicle charging infrastructure and other alternative fuel stations.
Congestion Mitigation Air Quality (CMAQ)	Formula	Federally designated air quality containment areas receive funding by formula to program local and regional projects.
Federal Transit Administration Metropolitan & Statewide Planning and Non-Metropolitan Transportation Planning: Sections 5303, 5304, 5305	Discretionary	This funding source provides procedural and funding requirements for multimodal transportation planning in metropolitan areas. Planning must be cooperative, continuous, and comprehensive leading to long-range plans and short-range programs that reflect transportation investment priorities. Funds are available to states and Metropolitan Planning Organizations (MPOs) for planning activities.
Federal Transit Administration Urbanized Area Formula Program: Section 5307	Formula	This source supports capital, planning, engineering, design projects; preventative maintenance is also eligible. For urbanized areas with populations less than 200,000, operating assistance is an eligible expense.
Federal Transit Administration Capital Investment Grants: Section 5309	Discretionary	This source funds light rail, heavy rail, commuter rail, streetcar, and bus rapid transit projects.
Federal Transit Administration: Enhanced Mobility of Seniors & Individuals with Disabilities: Section 5310	Formula	This source provides funding to states for the purpose of assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities.
Federal Transit Administration Formula Grants for Rural Areas: Section 5311	Formula	This funding source provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.
Federal Transit Administration Grants for	Formula	This funding source provides funding for capital projects that maintain a fixed



Funding Program	Funding Type	Eligible Modes/Description
State of Good Repair Formula Program: Section 5337		guideway or a high intensity motorbus system in a state of good repair, including projects to replace and rehabilitate, and implement transit asset management plans.
Federal Transit Administration Grants for Buses and Bus Facilities Formula Program: Section 5339(a)	Formula	This source provides funding to states and transit agencies through a statutory formula to replace, rehabilitate, construct and purchase buses, related equipment, and bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program.
Federal Transit Administration Grants for Buses and Bus Facilities Program	Discretionary	This source provides funding through a competitive allocation process to states and transit agencies to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. The competitive allocation provides funding for major improvements to bus transit systems that would not be achievable through formula allocations.
Federal Transit Administration Areas of Persistent Poverty Program	Discretionary	The Areas of Persistent Poverty program provides grants for planning, engineering, technical studies, or financial plans to improve transit services in areas experiencing long-term economic distress. It also supports coordinated human service transportation planning to improve transit service or provide new services such as paratransit. This program supports President Biden's Build Back Better initiative to mobilize American ingenuity to build modern infrastructure and an equitable, clean energy future.
Federal Transit Administration Tribal Transit Formula Grants: Section 5311(c)(1)(B)	Formula	This source provides funding to federally recognized Indian tribes to implement public transportation services on and around Indian reservations or tribal land in rural areas. Funding is provided as a set-aside within the Formula Grants to Rural Areas program and allocated both by statutory formula and through a competitive discretionary program.
Federal Transit Administration Public Transportation on Indian Reservations Program; Tribal	Discretionary	The Tribal Transit Program is a set-aside from the Formula Grants for Rural Areas program consisting of a \$30 million formula program and a \$5 million



Funding Program	Funding Type	Eligible Modes/Description
Transit Competitive Program		discretionary grant program subject to the availability of appropriations. A 10-percent local match is required under the discretionary program, however there is no local match required under the formula program.
Federal Transit Administration Nationally Significant Federal Lands and Tribal Projects (NSFLTP)	Discretionary	The NSFLTP program provides funding for constructing, reconstructing, and rehabilitating nationally significant projects on federal or tribal lands.
Federal Transit Administration Mobility on Demand (MOD) Sandbox Demonstration & Public Transportation Innovation Program: Section 5312	Discretionary	This program supports research activities that improve the safety, reliability, efficiency, and sustainability of public transportation by investing in the development, testing, and deployment of innovative technologies, business models, materials, and processes.
Federal Transit Administration Transit-Oriented Development Planning Pilot	Discretionary	This source provides funding to advance planning efforts that support transit-oriented development (TOD) associated with new fixed-guideway and core-capacity improvement projects. TOD focuses on growth around transit stations to promote ridership, affordable housing near transit, and revitalized downtown centers and neighborhoods. It further encourages local economic development.
Highway Safety Improvement Program (HSIP)	Discretionary	The HSIP is federally allocated to the state for roadway safety projects through a competitive program administered by Caltrans.
Infrastructure for Rebuilding America (INFRA)	Discretionary	These grants advance the priorities of rebuilding America's infrastructure and create jobs by funding highway, multimodal freight, and rail projects. Projects are focused on improving safety, generating economic benefits, reducing congestion, and enhancing resiliency. The projects hold the greatest promise to eliminate supply chain bottlenecks and improve critical freight movements.
National Infrastructure Project Assistance (MEGA)	Discretionary	This program is available to fund major projects that are too large or complex for traditional funding programs. The program provides grants on a competitive basis to support multijurisdictional or regional projects of significance that may also cut across multiple modes of transportation. Eligible projects could include highway, bridge, freight, port, passenger rail, and public transportation



Funding Program	Funding Type	Eligible Modes/Description
		projects of national and regional significance.
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)	Formula	This program provides funding for evacuation routes, coastal resilience, enhancing the resiliency of existing infrastructure, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Discretionary	This program helps communities fix and modernize their infrastructure and can be used for a wide variety of transportation projects that will have a significant local or regional impact.
Rural Surface Transportation Grant (RURAL)	Discretionary	This program supports projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life. Eligible projects for RURAL grants include highway, bridge, and tunnel projects that help improve freight, safety, and provide or increase access to an agricultural, commercial, energy, or transportation facilities that support the economy of a rural area.
Safe Streets and Roads for All	Discretionary	This program provides funding directly to local and tribal governments for improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
Strengthening Mobility and Revolutionizing Transportation (SMART)	Discretionary	This program provides competitive grants to states, local governments, and tribes for projects that improve transportation safety and efficiency.
Surface Transportation Block Grants	Formula	This program provides funding that may be used by states and local agencies for a wide range of projects to preserve and improve the condition and performance of surface transportation, including highway, transit, intercity bus, bicycle, and pedestrian projects.
Safe Routes to School: Federal	Discretionary	There are two Safe Routes to School Programs, one federally funded, and the other state funded. The federal version of this grant program funds state, local, and regional agencies. Non-profit organizations, school districts, public health departments, and Native American



Funding Program	Funding Type	Eligible Modes/Description
		tribes are eligible in partnership with a city, county, metropolitan planning organization, or a regional transportation planning agency. Targeted beneficiaries are K-8 schools.

TABLE F-2: STATE FUNDING SOURCES

Funding Program	Funding Type	Eligible Modes/Description
Active Transportation Program (ATP)	Discretionary	This program is intended to encourage increased use of active modes of transportation and funds bicycle and pedestrian improvement projects. Eligible projects include bicycle and pedestrian improvements and planning. SB 1 augmented the ATP with an extra \$100 million annually to the program.
Local Partnership Program (LPP)	Formula (60%) Discretionary (40%)	This “self-help” program provides local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. Most transportation improvements are eligible.
Local Streets and Roads	Formula	Cities and counties receive funds for road maintenance, safety projects, railroad grade separations, complete streets, and traffic control.
Recreational Trails Program (RTP)	Discretionary	This program provides funds annually for recreational trails and trails-related projects and is administered at the federal level by the Federal Highway Administration (FHWA) and the state level by the California Department of Parks and Recreation (DPR). Motorized projects are administered by the Department’s Off-Highway Motor Vehicle Recreation Division and non-motorized projects are administered by the Department’s Office of Grants and Local Services.
Safe Routes to School: State	Discretionary	The state version of this program only funds city and county applicants. The target beneficiaries of the state program are students K-12.

Funding Program	Funding Type	Eligible Modes/Description
State Highway Operation and Protection Program (SHOPP)	Formula	Projects are selected by Caltrans and are limited to capital improvements relative to the maintenance, safety, operation, and rehabilitation of the state highway system that do not add capacity to the system.
Solutions for Congested Corridors (SCCP)	Discretionary	Regional transportation authorities and Caltrans may nominate projects for funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion.
State Transportation Improvement Program (STIP)	Formula	This program provides allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. Projects funded under this program are proposed by regional transportation agencies and approved by the California Transportation Commission (CTC) on a biannual basis. Projects included in the program are limited to capital improvements relative to the maintenance, safety, operation, and rehabilitation of the state highway system that do not add new capacity to the system.
Trade Corridor Enhancement Program (TCEP)	Discretionary	Certain segments of the SR 67 Corridor with high volumes of freight movement could qualify for TCEP funds, which are based on 50 percent of the estimated annual revenues generated by the diesel fuel excise tax.
California Energy Commission Clean Transportation Program	Discretionary	This program offers several grant programs for EV charging infrastructure to support passenger vehicles, freight, and buses. Zero-emission vehicle incentives are offered through California Air Resources Board (CARB).
Clean California	Discretionary	This program, administered by Caltrans, provides funds to local communities to beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers to clean and enhance public spaces.

TABLE F-3: LOCAL FUNDING SOURCES



Funding Program	Funding Type	Eligible Modes/Description
City/County Local Gas Taxes	Tax	City/County Local Gas Taxes are subventions local agencies receive directly from the state gas tax and are used for transportation related purposes.
Developer Impact Fees	Exaction	The <i>TransNet</i> Ordinance requires the 18 cities and the County of San Diego to collect an exaction from the private sector for each new housing unit constructed in their jurisdiction to help fund improvements on the regional arterial system.
General Fund Revenues	Local General Revenues	The General Fund and miscellaneous local road funds are general fund revenues dedicated for transportation purposes. These revenues are based on information provided in the State Controller's annual reports for local street and road expenditures and revenues.
SANDAG Active Transportation Grant Program (ATGP)	Discretionary	Eligible projects for this program include those that support pedestrian and bike infrastructure.
SANDAG Smart Growth Incentive Program (SGIP)	Discretionary	Eligible projects for this program include comprehensive public infrastructure projects and planning activities that facilitate compact, mixed-use, transit-oriented development and increase housing and transportation choices.
Transportation Development Act (TDA)	Tax	One-quarter percent of the state and local sales tax collected in the county goes toward transit, bicycle, pedestrian, and other non-motorized projects.
<i>TransNet</i>	Tax	Half-cent sales tax for local transportation projects, such as public transit, highway, and local street and road improvements.
<i>TransNet</i> Local Street and Road Program	Tax	Section C of the <i>TransNet</i> Ordinance (Local Street and Road Program) provides allocation of funds for congestion relief and maintenance of local streets and roadways. Eligible project types include new or expanded facilities (roadways, bridges, bike lanes), major rehabilitation and reconstruction (roadways, bridges, sidewalks), traffic operations (signals and medians), smart growth-related infrastructure (traffic calming, pedestrian crossings), transit facilities, and maintenance (roadway realignment, pavement overlay, landscaping, signage).

TABLE F-4: NON-TRADITIONAL FUNDING SOURCES



Funding Program	Funding Type	Eligible Modes/Description
<p>Rails-to-Trails Conservancy (RTC) Trail Grant Program</p>	<p>Discretionary</p>	<p>The RTC emphasizes strategic investments supporting significant regional and community trail development goals. Most funded projects are small in scope and scale and can be hard to finance within traditional funding streams. These projects are essential to building, maintaining, and managing the trails that communities rely on for recreation, transportation, and economic vitality. Through these relatively small investments, RTC helps to complete and connect trails, improve the trail user experience, and support local organizations dedicated to new and existing trails across the country.</p>
<p>PeopleForBikes Community Grant Program</p>	<p>Discretionary</p>	<p>The PeopleForBikes Community Grant Program supports bicycle infrastructure projects and targeted advocacy initiatives that make it easier and safer for people of all ages and abilities to ride. PeopleForBikes focuses most grant funds on bicycle infrastructure projects, such as: bike paths, lanes, trails and bridges; mountain bike facilities; bike parks and pump tracks; BMX facilities; and end-of-trip facilities such as bike racks, bike parking, bike repair stations and bike storage.</p>
<p>Ramona Community Foundation (RCF) Vibrant Community Grant Program</p>	<p>Discretionary</p>	<p>RCF invites nonprofit organizations to submit project proposals specifically for Ramona that demonstrate the power to build a more vibrant community and recover from the pandemic, with a goal of enhancing the quality of life for those who live, work, and play in Ramona. RCF only considers projects that clearly address Ramona-specific issues and needs. These projects should be practical, achievable within a 12-month timeframe and have prospects for long-term sustainability. Funding may be used to expand existing programs, replicate programs tested in other communities or to launch totally new efforts. RCF will fund programs managed by nonprofit organizations, schools or government agencies.</p>
<p>The San Diego Foundation Opening the Outdoors Grant</p>	<p>Discretionary</p>	<p>The San Diego Foundation Opening the Outdoors program creates safe,</p>



Funding Program	Funding Type	Eligible Modes/Description
		<p>accessible outdoor space for all San Diegans. The Foundation works together with local nonprofit partners to increase community-driven efforts to enhance accessible outdoor space, encourage youth to learn more through hands-on education and create the next generation of environmental stewards in the San Diego region.</p>



APPENDIX G.

PERFORMANCE ASSESSMENT

The San Vicente CMCP analyzed a 2050 San Vicente CMCP Build (SV CMCP Build) condition using the SANDAG Activity Based Model 2+(ABM2+)¹, including the applicable transportation solutions identified in **Chapter 4: Project Inventory**. This model analysis included short-, mid- and long-term projects from the CMCP inventory, as well as the full buildout of the 2021 Regional Plan², including the Sustainable Communities Strategy (SCS)³.

The modeled scenarios are numbered below.

Model Year 2016:

1. 2016 Base Conditions (DS 39)

Model Year 2050:

2. 2021 RP Build Network with SCS (DS 38)
3. SV CMCP Build with SCS (DS 38)

The scenarios included both Demographic Scenario 39 (DS 39), which is based on existing general planned land uses within the County of San Diego, as well as Demographic Scenario 38 (DS 38), which includes anticipated land use intensification based on the 2021 Regional Plan SCS. The second scenario, 2021 RP Build Network with SCS (DS 39), does not include the transportation solutions identified in the San Vicente CMCP. The third scenario, SV CMCP Build with SCS (DS 38), includes the projects in the 2021 Regional Plan and the transportation solutions identified in the San Vicente CMCP.

For the purposes of this analysis, model significance is defined as being above the threshold of “model noise,” (percent variation in results of +/- 0.2%).

The complete list of performance measures include:

- Mode Share (Commute Trips/Short Trips/All Trips)
- Person Trips (Commute Trips/All Trips)
- Bicycle and Pedestrian Miles Travelled
- Percentage of residents that can access tier 1 & 2 employment centers or higher education within 30/45 minutes (Social Equity Focus Communities/All Residents)
- Freight Time Spent in Congestion
- Daily Vehicle Hour Delay (By Vehicle Class/Per Capita)

¹ <https://www.sandag.org/index.asp?subclassid=120&fuseaction=home.subclasshome>

² <https://sdforward.com/mobility-planning/2021-regional-plan>

³ <https://www.sandag.org/index.asp?projectid=360&fuseaction=projects.detail>

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- Corridor Total Person Throughput
- Average Peak Commute Time to Work (Minutes)
- Percentage of Population within ½ Mile of High Frequency Transit (Social Equity Analysis)
- Daily Vehicle Miles Traveled (Total/Per Resident/Per Employee)
- Green House Gas Emissions
- On-road Smog-forming Pollutants (Pounds/Day Per Capita)
- Average PM 2.5 Exposure
- Near-roadway population exposure (Social Equity Focus Communities)

The model analysis showed the most significant results for these performance measures, which are also detailed in **Table E-1** below:

- Change in Drive Alone Mode Share (All Trips/Commute Trips)
- Daily Vehicle Miles Traveled (Total/Per Resident/Per Employee)
- Total Active Transportation Miles Traveled (Bicycle/Pedestrian)
- Percentage of Population within ½ Mile of High Frequency Transit (Social Equity Focus Communities)

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Table E-1: San Vicente CMCP Performance Measure Analysis

Framework Category	Performance Measure	Trip Type	Metric (if applicable)	Base 2016	2021 RP Build Network with SCS (DS 38)	SV CMCP Build with SCS (DS 38)
Multimodal focus	Mode Share (commute trips, all trips)	Commuter Trips	Drive Alone	85.6%	79.5%	78.9%
			Shared Ride 2	9.1%	10.7%	10.7%
			Shared Ride 3+	3.3%	5.2%	5.3%
			Transit	0.9%	3.1%	3.3%
			Bike	0.4%	0.9%	1.1%
			Walk	0.7%	0.5%	0.5%
		All Trips	Drive Alone	46.8%	45.6%	45.5%
			Shared Ride 2	25.9%	27.0%	26.9%
			Shared Ride 3+	21.7%	21.0%	21.1%
			Transit	0.4%	1.1%	1.2%
			Bike	0.3%	0.5%	0.5%
			Walk	3.2%	3.1%	3.1%
	Percent Change in Mode Share (commute trips, all trips)	Commuter Trips	Drive Alone		-6.6%	-0.6%
			Shared Ride 2		1.5%	0.0%
			Shared Ride 3+		2.1%	0.2%
			Transit		2.5%	0.1%
			Bike		0.5%	0.2%
			Walk		0.0%	0.0%
All Trips		Drive Alone		-4.7%	-0.1%	



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Framework Category	Performance Measure	Trip Type	Metric (if applicable)	Base 2016	2021 RP Build Network with SCS (DS 38)	SV CMCP Build with SCS (DS 38)
			Shared Ride 2		1.5%	-0.1%
			Shared Ride 3+		2.0%	0.1%
			Transit		0.7%	0.1%
			Bike		0.2%	0.0%
			Walk		0.2%	0.0%
	Mode share for short trips (3 miles or less for all trip types)	All Trips	Drive Alone	34.5%	36.0%	36.1%
			Shared Ride 2	27.0%	27.9%	27.8%
			Shared Ride 3+	24.6%	22.3%	22.4%
			Transit	0.1%	0.2%	0.2%
			Bike	0.7%	1.0%	0.9%
			Walk	10.5%	10.2%	10.1%
Multimodal focus	Person Trips (commute trips, all trips)	Commuter Trips	Drive Alone	50,195	38,198	37,794
			Shared Ride 2	5,315	5,160	5,139
			Shared Ride 3+	1,909	2,476	2,560
			Transit	508	1,491	1,558
			Bike	211	412	521
			Walk	398	219	230



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Framework Category	Performance Measure	Trip Type	Metric (if applicable)	Base 2016	2021 RP Build Network with SCS (DS 38)	SV CMCP Build with SCS (DS 38)
		All Trips	Total	58,618	48,049	47,894
			Drive Alone	256,899	237,463	236,860
			Shared Ride 2	141,916	140,533	140,085
			Shared Ride 3+	119,095	109,223	109,595
			Transit	2,454	5,735	6,103
			Bike	1,754	2,595	2,789
			Walk	17,424	16,346	16,105
			Total	548,688	520,627	520,331
	Person Trips for short trips (3 miles or less for all trip types)	All Trips	Drive Alone	57,185	57,826	57,688
			Shared Ride 2	44,799	44,837	44,460
			Shared Ride 3+	40,853	35,835	35,812
			Transit	188	268	371
			Bike	1,230	1,584	1,517
			Walk	17,424	16,346	16,105



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Framework Category	Performance Measure	Trip Type	Metric (if applicable)	Base 2016	2021 RP Build Network with SCS (DS 38)	SV CMCP Build with SCS (DS 38)
Economic development and goods movement	Percent of residents that can access tier 1 & 2 employment centers or higher education within 30 and 45 minutes (Social Equity Analysis)	Tier 2 - 30min	Total	165,786	160,464	159,713
			Study Area Total	28.5%	30.7%	30.7%
			Low Income population	34.2%	37.6%	37.6%
			Non-Low Income population	26.9%	29.2%	29.2%
			Minority population	31.4%	33.3%	33.3%
			Non-Minority population	27.4%	27.9%	27.9%
			Senior population	28.1%	29.6%	29.6%
			Non-Senior population	28.5%	30.9%	30.9%
			Study Area Total	6.7%	7.1%	7.1%
		Higher Education - 30min	Low Income population	6.0%	7.3%	7.3%
			Non-Low Income population	6.9%	7.0%	7.0%
			Minority population	8.0%	8.3%	8.3%
			Non-Minority population	6.2%	5.7%	5.7%



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Framework Category	Performance Measure	Trip Type	Metric (if applicable)	Base 2016	2021 RP Build Network with SCS (DS 38)	SV CMCP Build with SCS (DS 38)
		Tier 2 - 45min	Senior population	6.5%	6.6%	6.6%
			Non-Senior population	6.7%	7.2%	7.2%
			Study Area Total	40.7%	41.0%	41.0%
			Low Income population	45.4%	46.1%	46.2%
			Non-Low Income population	39.4%	39.9%	40.0%
			Minority population	41.7%	42.6%	42.7%
			Non-Minority population	40.4%	39.2%	39.3%
			Senior population	41.2%	39.9%	40.0%
			Non-Senior population	40.7%	41.2%	41.3%
		Higher Education - 45min	Study Area Total	26.1%	27.6%	27.7%
			Low Income population	29.3%	33.6%	33.6%
			Non-Low Income population	25.2%	26.3%	26.4%
			Minority population	29.4%	30.0%	30.0%



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Framework Category	Performance Measure	Trip Type	Metric (if applicable)	Base 2016	2021 RP Build Network with SCS (DS 38)	SV CMCP Build with SCS (DS 38)	
			Non-Minority population	24.9%	25.1%	25.2%	
			Senior population	25.1%	26.9%	27.0%	
			Non-Senior population	26.2%	27.8%	27.8%	
	Freight - Average amount of time in congestion		All day - All Heavy Duty (HHD + MHD + LHD)	Highway (SHS)	14	17	19
				Arterial	282	293	280
				Total	295	311	299
			AM and PM peak - All Heavy Duty (HHD + MHD + LHD)	Highway (SHS)	8	13	15
				Arterial	133	133	126
				Total	142	146	141
	System operations and congestion relief	Daily Vehicle hour delay by vehicle class	All Day	SOV	7,747	5,613	5,458
HOV				1,372	1,186	1,166	
Bus				3	5	8	
AM and PM peak			SOV	5,375	3,608	3,529	
			HOV	870	711	707	
			Bus	2	2	5	
			Daily vehicle delay per capita (min)		5.0	3.9	3.8
Low-income and disadvantaged community focus			Percentage of population within 0.5 miles of high	Study Area Total			13.6%



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Framework Category	Performance Measure	Trip Type	Metric (if applicable)	Base 2016	2021 RP Build Network with SCS (DS 38)	SV CMCP Build with SCS (DS 38)
	frequency transit stop (Social Equity Analysis)	Low Income population				18.2%
		Non-Low Income population				12.5%
		Minority population				15.2%
		Non-Minority population				11.7%
		Senior population				12.3%
		Non-Senior population				13.8%
	\$ invested in disadvantaged community (percentage of all \$\$ invested)					7%
Reduce greenhouse gas emissions and Vehicle Miles Traveled (VMT)	Daily VMT ⁴	Study Area Total		2,565,354	2,608,736	2,632,857
		SB743 VMT per resident		26.93	26.07	26.01
		SB743 VMT per employee		35.06	32.72	32.56
		Lane Mile		859	945	952

⁴ Estimating effects on VMT analyzes whether SB2S alternatives would induce vehicular demand along highways and/or local roadways



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Framework Category	Performance Measure	Trip Type	Metric (if applicable)	Base 2016	2021 RP Build Network with SCS (DS 38)	SV CMCP Build with SCS (DS 38)	
Improve air quality and public health	Near-roadway population exposure (social equity analysis)	Study Area Total				2.5%	
		Low Income population				2.8%	
		Non-Low Income population				2.5%	
		Minority population				2.9%	
		Non-Minority population				2.2%	
		Senior population				2.6%	
		Non-Senior population				2.5%	
Active transportation and micromobility	Bicycle and pedestrian miles traveled	Pedestrian		18,868	19,747	20,177	
		Bicycle		4,356	10,577	14,402	
	Percent of the population engaged in 20 minutes or more of transportation related physical activity			6.0%	7.8%	8.1%	
Improve jobs-housing balance	Population in multifamily residences within 0.25 miles of a transit stop	Number				11,700	
		Percent				76.0%	
	Average peak commute time to work (min)	Drive Alone			33.7	32.7	32.8
		Shared Ride 2			28.4	28.6	29.6
		Shared Ride 3+			29.3	30.4	29.5



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Framework Category	Performance Measure	Trip Type	Metric (if applicable)	Base 2016	2021 RP Build Network with SCS (DS 38)	SV CMCP Build with SCS (DS 38)
		Transit		89.7	71.6	73.4
		Bike		26.6	38.0	45.1
		Walk		19.7	22.9	23.5
Increase supply of affordable housing	Multifamily housing within 0.5 miles of high frequency transit	Number				3,503
		Percent				60.5%



APPENDIX H.

PROJECT INVENTORY BY IMPLEMENTATION TIMELINE WITH COSTS

SHORT-TERM PROJECTS AND PROGRAMS (0-5 YEARS)

Segment	Location	Project Subtype	Project Description	Implementation Phasing	Preliminary Cost Estimate
Entire Corridor	SR 67 Corridor	Brush management	Implement better vegetation management strategies to restore and enhance habitat connections, reduce roadside fuels, and provide defensible spaces	Short-Term	\$2,000,000 - \$2,700,000
Entire Corridor	Corridor-wide	Callboxes	Install callboxes along corridor including at scenic pull-off areas	Short-Term	\$70,000
Entire Corridor	SR 67 Corridor	Emergency signal modification	Implement alternate signal timing for use during emergency evacuations on SR 67 and local arterials	Short-Term	\$50,000
Entire Corridor	SR 67 Corridor	Gateway Connector Concepts (Flexible Fleets Implementation Strategic Plan)	Provide connections within the communities of Ramona, Lakeside, and the Barona Resort & Casino via on-demand mobility services. This project is a regional concept for flexible fleets.	Short-Term	\$600,000 - \$1,200,000
Entire Corridor	SR 67 Corridor	Pavement resilience	Use concrete or asphalt ad-mixtures to increase pavement resilience to fire	Short-Term	\$14,000,000 - \$21,000,000
Entire Corridor	SR 67 Corridor	Public Awareness Campaign	Enhanced community education outreach for fire prevention and safety for corridor communities	Short-Term	\$25,000 - \$100,000
Entire Corridor	SR 67: Maplevue to 10th Street	Smart Intersection Systems (SIS)	Provide SIS along the length of corridor for operations, safety, and evacuation	Short-Term	\$26,000,000
Entire Corridor	SR 67 Corridor	Smart parking strategies	Implement smart parking system features at key parking destinations (trailheads, Lakeside, and Ramona)	Short-Term	\$200,000 - \$400,000

SHORT-TERM PROJECTS AND PROGRAMS (0-5 YEARS)

Segment	Location	Project Subtype	Project Description	Implementation Phasing	Preliminary Cost Estimate
Entire Corridor	SR 67 Corridor	Truck Information and Routing Systems	Implement truck information applications that can increase safety between passenger and freight vehicles by providing real-time truck routing information and notifying operators of any incidents or restrictions.	Short-Term	\$6,200,000
Entire Corridor	SR 67 Corridor	Warning sirens/signals	Add warning sirens & signals for evacuations similar to tsunami, tornado, other natural disaster warnings	Short-Term	\$20,000
Entire Corridor	SR 67 Corridor	Wildlife crossing study	Perform an independent wildlife crossings study of the SR 67 Corridor to gather information on wildlife movement and habitat connectivity. This will help to ensure that opportunities for adding enhanced connectivity elements can be accurately identified and supported with individual projects.	Short-Term	\$50,000 - \$1,000,000
Lakeside	Lakeside	Bike parking	Install bike parking areas at schools and other key destinations within the Lakeside Community	Short-Term	\$10,000 - \$25,000
Lakeside	Wildcat Canyon Road	Brush management	Implement better vegetation management strategies to restore and enhance habitat connections, reduce roadside fuels, and provide defensible spaces	Short-Term	\$120,000 - \$170,000
Lakeside	Willow Road: Ashwood Street to SR 67	Class II Buffered Bike Lanes	Provide class II bike lanes for connectivity between Wildcat Canyon and SR 67 including access between SR 67 and the county park; This project is identified in the County ATP	Short-Term	\$240,000

SHORT-TERM PROJECTS AND PROGRAMS (0-5 YEARS)

Segment	Location	Project Subtype	Project Description	Implementation Phasing	Preliminary Cost Estimate
Lakeside	Moreno Avenue/ Vigilante Road: Willow Road to SR 67	Class II Buffered Bike Lanes	Provide class II bike lanes (potentially with vertical separators along stretches with low driveway density); provides a low-stress parallel alternative to SR 67 for a long stretch of the corridor as well as access to the San Vicente Reservoir; intersection improvements for this access road should be considered for bike safety; This project is identified in the County ATP	Short-Term	\$650,000
Lakeside	SR 67 & San Vicente Avenue	Gateway Sign	Install gateway sign for users entering Lakeside and to enhance community character	Short-Term	\$250,000 - \$2,000,000
Lakeside	Channel Road & Industry Road	Intersection Enhancements: Bike and Pedestrian	Provide pedestrian and bicycle crossing enhancements	Short-Term	\$50,000 - \$100,000
Lakeside	SR 67 & Gold Bar Lane	Intersection Enhancements: Bike and Pedestrian	Add crosswalks	Short-Term	\$50,000 - \$100,000
Lakeside	SR 67 & Willow Road	Intersection Enhancements: Bike and Pedestrian	Add crosswalks	Short-Term	\$50,000 - \$100,000
Lakeside	SR 67 & Scripps Poway Parkway	Intersection Enhancements: Bike and Pedestrian	Provide pedestrian and bicycle crossing enhancements	Short-Term	\$50,000 - \$100,000

SHORT-TERM PROJECTS AND PROGRAMS (0-5 YEARS)

Segment	Location	Project Subtype	Project Description	Implementation Phasing	Preliminary Cost Estimate
Lakeside	SR 67 & Maplevue Street	Intersection Enhancements: Bike and Pedestrian	Provide pedestrian and bicycle crossing enhancements	Short-Term	\$50,000 - \$100,000
Lakeside	Ashwood Street & Maplevue Street	Intersection Enhancements: Bike and Pedestrian	Redesign intersection to better accommodate active transportation users	Short-Term	\$50,000 - \$100,000
Lakeside	SR 67 & Lakeside Avenue	Intersection Enhancements: Bike and Pedestrian	Provide pedestrian and bicycle crossing enhancements	Short-Term	\$50,000 - \$100,000
Lakeside	Community of Lakeside	Pedestrian-Scale Lighting	Provide pedestrian scale lighting on sidewalks and multi-use path facilities in Lakeside	Short-Term	\$5,000 - \$12,000
The Climb	SR 67 Southbound approaching Slaughterhouse Canyon Road (32°55'08.9"N 116°56'54.4"W)	Bike refuge area / fix-it station	Add area of refuge for bicyclists, with 'fix-it' station. Potential location for callbox.	Short-Term	\$9,000
Poway Segment	Iron Mountain Trailhead Parking Lot	Bike parking	Install bike parking area near trailhead	Short-Term	\$2,000 - \$5,000
Poway Segment	SR 67 & Scripps Poway Parkway	Bike refuge area / fix-it station	Provide a bike fix-it station at the intersection	Short-Term	\$9,000
Poway Segment	Iron Mountain Trailhead Parking Lot	Bike refuge area / fix-it station	Add area of refuge for bicyclists, with 'fix-it' station. Potential location for callbox.	Short-Term	\$9,000

SHORT-TERM PROJECTS AND PROGRAMS (0-5 YEARS)

Segment	Location	Project Subtype	Project Description	Implementation Phasing	Preliminary Cost Estimate
Poway Segment	Scripps Poway Parkway, 0.61 miles west of SR 67 (32.95121 N, -116.97922 W)	Bike refuge area / fix-it station	Provide a bike fix-it station at the proposed viewpoint on Scripps Poway Parkway	Short-Term	\$9,000
Poway Segment	Poway Road & Mina De Oro Road	Bike refuge area / fix-it station	Provide a bike fix-it station at the existing viewpoint on Poway Road	Short-Term	\$9,000
Poway Segment	SR 67 & Poway Road	Equestrian intersection enhancements (high push buttons)	Add high push button for equestrian use	Short-Term	\$50,000
Poway Segment	Iron Mountain Trailhead Parking Lot	Evacuation staging	Designate Iron Mountain Trailhead parking lot as an evacuation meeting point / information center	Short-Term	\$4,000,000
Poway Segment	SR 67 & Poway Road	Intersection Enhancements: Bike and Pedestrian	Add equestrian-accessible crossings and enhanced pedestrian crosswalks	Short-Term	\$50,000 - \$100,000
Poway Segment	Poway Road: Espola Road to SR 67	Speed study	Conduct speed study to potentially reduce speeds on Poway Road to support proposed Class IV bikeway	Short-Term	\$20,000 - \$50,000
Recreation Ridge	CalFire Station by Mt. Woodson	Bike refuge area / fix-it station	Provide a bike fix-it station at the fire station	Short-Term	\$9,000
Recreation Ridge	Trailhead Parking	Wayfinding signage	Add wayfinding signage in advance of destinations such as Mt. Woodson and Iron Mountain trailhead parking lots	Short-Term	\$50,000 - \$100,000
Wine Country	Mt. Woodson Elementary School	Bike parking	Install bike parking area near school	Short-Term	\$2,000 - \$5,000

SHORT-TERM PROJECTS AND PROGRAMS (0-5 YEARS)

Segment	Location	Project Subtype	Project Description	Implementation Phasing	Preliminary Cost Estimate
Wine Country	SR 67: Cloudy Moon Drive to Etcheverry Street	Speed study	Conduct speed study to potentially reduce speeds on SR 67	Short-Term	\$20,000 - \$50,000
Ramona	Main Street	Bike parking	Install bike parking areas along Main Street and at key destinations such as parks and schools	Short-Term	\$10,000 - \$25,000
Ramona	Ashley Road: Hanson Lane to Creelman Lane	Class II Buffered Bike Lanes	Provide class II bike lanes as an alternative route to using SR-78; provides access to many community fields/parks; This project is identified in the County ATP.	Short-Term	\$130,000
Ramona	Haverford Road: SR-78 to Pamo Rd	Class II Buffered Bike Lanes	Provide class II bike lanes for E/W neighborhood connectivity in north Ramona; This project is identified in the County ATP.	Short-Term	\$210,000
Ramona	Montecito Road: Montecito Way to Main Street	Class II Buffered Bike Lanes	Provide class II bike lanes for east-west neighborhood connectivity to Main Street; This project is identified in the County ATP.	Short-Term	\$450,000
Ramona	Main Street & 13th Street	Crossing Enhancements: Mid-block	Create mid-block crossing, potentially provide modal diverter	Short-Term	\$50,000 - \$100,000
Ramona	Main Street & Hunter Street	Crossing Enhancements: Mid-block	Create mid-block crossing (potentially with RRFB); currently no crossing between Ramona and west end of Main Street	Short-Term	\$50,000 - \$100,000
Ramona	Main Street & 8th Street	Crossing Enhancements: Mid-block	Create mid-block crossing (potentially with RRFB)	Short-Term	\$50,000 - \$100,000
Ramona	Main Street & 7th Street	Crossing Enhancements: Mid-block	Create protected bicycle, pedestrian, equestrian crossing (potentially with RRFB)	Short-Term	\$50,000 - \$100,000

SHORT-TERM PROJECTS AND PROGRAMS (0-5 YEARS)

Segment	Location	Project Subtype	Project Description	Implementation Phasing	Preliminary Cost Estimate
Ramona	Ramona	Curbside Management	Create passenger pick-up / drop-off space to facilitate goods delivery for businesses on Main Street, rideshare services, and future flexible fleet opportunities	Short-Term	\$200,000
Ramona	Parking lot of Sun Valley Shopping Center at Main Street & 13th Street, in Ramona	EV charging stations	Expand EV charging facility (existing facility has 2 chargers) and add a battery backup at the EV charging location to promote system resiliency and provide emergency power during emergencies	Short-Term	\$10,000 - \$75,000
Ramona	Ramona Library Parking Lot	EV charging stations	Expand EV charging facility (existing facility has 4 chargers) and add a battery backup at the EV charging location to promote system resiliency and provide emergency power during emergencies	Short-Term	\$10,000 - \$75,000
Ramona	Main Street & 16th St, and Main Street & 4th Street	Gateway Sign	Create a 'Welcome to Downtown Ramona' archway sign inspired by Barrio Logan and Gaslamp Quarter signage	Short-Term	\$250,000 - \$2,000,000
Ramona	Main Street & Day Street / Ramona Street	Intersection Enhancements: Bike and Pedestrian	Provide pedestrian and bicycle crossing enhancements	Short-Term	\$50,000 - \$100,000
Ramona	Main Street & Montecito Road	Intersection Enhancements: Bike and Pedestrian	Provide pedestrian and bicycle crossing enhancements	Short-Term	\$50,000 - \$100,000
Ramona	Main Street & 14th Street	Intersection Enhancements: Bike and Pedestrian	Provide pedestrian and bicycle crossing enhancements	Short-Term	\$50,000 - \$100,000

SHORT-TERM PROJECTS AND PROGRAMS (0-5 YEARS)

Segment	Location	Project Subtype	Project Description	Implementation Phasing	Preliminary Cost Estimate
Ramona	Main Street & 10th Street	Intersection Enhancements: Bike and Pedestrian	Provide pedestrian and bicycle crossing enhancements and other intersection safety strategies	Short-Term	\$50,000 - \$100,000
Ramona	Ramona attractions	On-Demand Microtransit Shuttles	Implement shuttle services to connect downtown Ramona to wineries (such as those on SR 67, Vista Ramona Road, and on SR-78/Julian Road) and trailheads.	Short-Term	\$600,000 - \$1,200,000
Ramona	Main Street: 4th Street to 16th Street	On-street parking modifications	Convert street parking to back-in angled parking	Short-Term	\$2,000,000
Ramona	Community of Ramona	Pedestrian-Scale Lighting	Provide pedestrian scale lighting on sidewalks and multi-use path facilities in Ramona	Short-Term	\$5,000 - \$12,000
Ramona	Main Street: 7th Street to 9th Street	Street furniture	Add outdoor benches/seating areas for placemaking on Main Street	Short-Term	\$40,000

MID-TERM PROJECTS AND PROGRAMS (5-15 YEARS)

Segment	Location	Project Subtype	Project Description	Implementation Phasing	Preliminary Cost Estimate
Entire Corridor	SR 67: Maplevue to 10th Street	Active Transportation Demand Management (ATDM)	Provide ATDM along the length of corridor for operations, safety, and evacuation	Mid-Term	\$26,000,000
Entire Corridor	SR 67 Corridor	CCTV infrastructure	Implement corridor-wide CCTV and traffic flow measurement devices with live data stream to EOC/TMC; include recording capabilities for both cameras and 15-minute traffic data intervals for post-processing in after action report	Mid-Term	\$600,000 - \$1,200,000
Entire Corridor	SR 67 Corridor	Curve Visibility Enhancements	Install enhanced roadway delineation, dynamic and/or radar-enforced curve warning signs, and surface friction treatments for horizontal curves	Mid-Term	\$110,000 - \$280,000
Entire Corridor	SR 67 & Maplevue, Scripps Poway Parkway, Poway Road, Archie Moore Road, Highland Valley Road, SR-78	Dynamic message signs	Install variable message signs periodically to communicate alerts during evacuation events, and provide navigation information	Mid-Term	\$2,000,000
Entire Corridor	SR 67 Corridor	Fiber optic telecommunication	Install fiber optic infrastructure to serve communities neighboring SR 67	Mid-Term	\$6,400,000
Entire Corridor	SR 67 Corridor	Guardrail improvement	Evaluate entire corridor to identify locations where guardrail is necessary for reducing run-off-road collisions	Mid-Term	\$420,000
Entire Corridor	SR 67 Corridor	ITS Speed Safety Elements	Add speed safety elements including speed feedback signs, dynamic speed limit signs, and automated speed enforcement (upon Caltrans' approval) to promote safe driving behavior	Mid-Term	\$150,000 - \$3,500,000

MID-TERM PROJECTS AND PROGRAMS (5-15 YEARS)

Segment	Location	Project Subtype	Project Description	Implementation Phasing	Preliminary Cost Estimate
Entire Corridor	SR 67 Corridor	Tow-truck deployment	Implement proactive emergency event tow-truck deployment, using corridor-wide CCTV to identify stranded vehicles	Mid-Term	\$1,000,000
Entire Corridor	Poway to Ramona	Transit route	Provide a new transit route connecting the community of Ramona to the Poway Business Park, with stops at the following locations (North to South): <ul style="list-style-type: none"> • Main Street and 11th Street • Main Street and 14th Street • Main Street and Montecito Street • Mt Woodson Trail • Ellie Lane Trailhead • Iron Mountain Trailhead • Deviating Fixed-Route Transit on Scripps Poway Parkway • Sabre Springs Transit Center 	Mid-Term	\$3,000,000 - \$14,000,000
Entire Corridor	Ramona to Escondido	Transit route	Upgrade frequency of route 371 to 30 min in the peak and 60 min in the off-peak.	Mid-Term	\$3,000,000 - \$14,000,000
Entire Corridor	SR 67 Corridor	Two-Way Left-Turn Lane Study	Evaluate corridor for locations where a two-way left-turn lane could be beneficial for safety and traffic congestion along the SR 67 corridor	Mid-Term	\$50,000-\$200,000
Entire Corridor	SR 67 Corridor	Utility infrastructure enhancements	Ensure all utilities along SR 67 have redundancy for resiliency to wildfires, earthquakes, and other natural disasters	Mid-Term	\$62,000,000 - \$100,000,000
Lakeside	El Monte Road: Julian Avenue to Historic Flume Trailhead	Class II Buffered Bike Lanes	Provide class II bike lanes for connectivity to trailheads and Lake Jennings; This project is identified in the County ATP	Mid-Term	\$190,000

*From "2021 Regional Plan – CC SIS ATDM Costing - Technical Memorandum – Support Information for ATDM Cost Estimating" (November 1, 2019)

MID-TERM PROJECTS AND PROGRAMS (5-15 YEARS)

Segment	Location	Project Subtype	Project Description	Implementation Phasing	Preliminary Cost Estimate
Lakeside	El Nopal: Aquila Drive to Riverside Drive	Class II Buffered Bike Lanes	Provide class II bike lanes for east-west neighborhood connectivity in west Lakeside; This project is identified in the County ATP	Mid-Term	\$280,000
Lakeside	Ashwood Street: Mapleview Street to Willow Road	Class II Buffered Bike Lanes	Provide class II bike lanes to provide connection to Wildcat Canyon Road; This project is identified in the County ATP	Mid-Term	\$250,000
Lakeside	Riverford Road: Woodside Avenue to Riverside Drive	Class IV bikeway	Provide class IV bikeway for north-south connectivity across SR 67 in west Lakeside; This project is identified in the County ATP.	Mid-Term	\$1,200,000
Lakeside	Los Coches Road/ Maine Avenue: Meseta Lane to Mapleview Street	Class IV bikeway	Provide class IV bikeway for north-south connectivity to both residential and commercial destinations in Lakeside; This project is identified in the County ATP.	Mid-Term	\$2,900,000
Lakeside	Mapleview Street: Channel Road to El Monte Road	Class IV bikeway	Provide class IV bikeway; important connection to Channel Road for access to SR 67 north of the bridge, and to Ashwood Street for access to Wildcat Canyon Road; This project is identified in the County ATP.	Mid-Term	\$4,400,000
Lakeside	Woodside Avenue: Riverford Road to Maine Avenue	Class IV bikeway	Provide class IV bikeway for east-west connectivity and access to commercial destinations in Lakeside; This project is identified in the County ATP.	Mid-Term	\$4,400,000
Lakeside	Channel Road/ Riverside Drive: Riverford Road to Woodside Avenue	Class IV bikeway	Provide class IV bikeway to strengthen connection to Walker Preserve Trail at Channel Road; Lakeside, Channel and Mapleview can be an alternative low-stress route to for peds/bikes to avoid bridge; This project is identified in the County ATP	Mid-Term	\$2,400,000

MID-TERM PROJECTS AND PROGRAMS (5-15 YEARS)

Segment	Location	Project Subtype	Project Description	Implementation Phasing	Preliminary Cost Estimate
Lakeside	Willow Road: SR 67 to edge of study area	Equestrian Trail	In alignment with the Lakeside Community Trails and Pathways plan, provide an equestrian trail, separated but parallel to Willow Road east of SR 67; In the plan, trails 6 and 127 outline a path along Willow Road and a trail extension of Willow Road.	Mid-Term	\$28,000,000
Lakeside	Moreno Avenue/Vigilante Road: Willow Road to SR 67	Equestrian Trail	In alignment with the Lakeside Community Trails and Pathways Plan, provide an equestrian trail, separated but parallel to Moreno Avenue/Vigilante Road east of SR 67; In the plan, this is outlined by trial number 39, Moreno Avenue Pathway.	Mid-Term	\$12,000,000
Lakeside	Park & Ride lot on NE corner of SR 67 & Mapleview Street	EV charging stations	Install EV charging facility and add a battery backup at the planned EV charging location to promote system resiliency and provide emergency power during emergencies	Mid-Term	\$10,000 - \$75,000
Lakeside	Ashwood Street/Wildcat Canyon Road: Mapleview Street to El Cajon Mountain Trailhead	Falling Rock Protection	Install falling rock protection devices and warning signage along roadway	Mid-Term	\$210,000
Lakeside	Willow Road & Wildcat Canyon Road/Ashwood Street	Intersection control evaluation	Evaluate intersection traffic control (including signal warrant analysis) and intersection geometry	Mid-Term	\$500,000 - \$1,500,000
Lakeside	SR 67 and Lakeside Avenue	Intersection control evaluation	Evaluate intersection traffic control (including signal warrant analysis) and intersection geometry	Mid-Term	\$500,000 - \$800,000

MID-TERM PROJECTS AND PROGRAMS (5-15 YEARS)

Segment	Location	Project Subtype	Project Description	Implementation Phasing	Preliminary Cost Estimate
Lakeside	Julian Avenue & Lemon Crest Drive	Intersection control evaluation	Evaluate intersection traffic control (including signal warrant analysis) and intersection geometry	Mid-Term	\$200,000 - \$800,000
Lakeside	SR 67 & Gold Bar Lane	Intersection control evaluation	Perform intersection control evaluation and evaluate intersection geometry	Mid-Term	\$200,000 - \$800,000
Lakeside	SR 67 & Willow Road	Intersection control evaluation	Perform intersection control evaluation and evaluate intersection geometry	Mid-Term	\$200,000 - \$800,000
Lakeside	Mapleview Street & Pino Drive	Intersection control evaluation	Evaluate intersection traffic control (including signal warrant analysis) and intersection geometry	Mid-Term	\$500,000 - \$800,000
Lakeside	Riverford Road & SR 67 EB Ramps	Intersection control evaluation	Intersection Control Evaluation completed as a part of the Riverford Road Interchange Project. It is anticipated that this intersection will be converted to a roundabout.	Mid-Term	\$500,000 - \$1,500,000
Lakeside	Riverford Road & SR 67 WB Ramps	Intersection control evaluation	Intersection Control Evaluation completed as a part of the Riverford Road Interchange Project. It is anticipated that this intersection will be converted to a roundabout.	Mid-Term	\$500,000 - \$1,500,000
Lakeside	SR 67 & Johnson Lake Road	Intersection control evaluation	Evaluate intersection control for an anticipated result signal or geometry modifications	Mid-Term	\$500,000 - \$800,000
Lakeside	Lake Jennings Park Road & El Monte Road	Intersection reconfiguration/ safety enhancements	Implement intersection safety strategies to reduce crossing distances and turning speeds; Identify improved geometry for pedestrian and bicycle safety	Mid-Term	\$600,000 - \$2,000,000
Lakeside	SR 67 & Mapleview Street	Intersection reconfiguration/ safety enhancements	Implement intersection safety strategies including straightening alignment of turning movements	Mid-Term	\$600,000 - \$2,000,000

MID-TERM PROJECTS AND PROGRAMS (5-15 YEARS)

Segment	Location	Project Subtype	Project Description	Implementation Phasing	Preliminary Cost Estimate
Lakeside	SR 67 & Willow Road to SR 67 & Lakeside Avenue	Intersection reconfiguration/safety enhancements	Implement intersection safety strategies including straightening alignment of turning movements, and providing a connection across SR 67 between the two intersections	Mid-Term	\$600,000 - \$2,000,000
Lakeside	Maine Avenue: Mapleview Street to Julian Avenue	Sidewalk Improvements	Add sidewalks	Mid-Term	\$110,000
Lakeside	Channel Road: Woodside Avenue to Julian Avenue	Sidewalk Improvements	Add sidewalks	Mid-Term	\$180,000
Lakeside	Los Coches Road: Woodside Avenue to Camino Canada	Sidewalk Improvements	Add sidewalks	Mid-Term	\$610,000
Lakeside	River Street/Laurel Street/Beechtree Street: Woodside Avenue to Pino Drive	Sidewalk Improvements	Add sidewalks	Mid-Term	\$920,000
Lakeside	Woodside Avenue: Marilla Drive to Chestnut Street	Sidewalk Improvements	Add sidewalks	Mid-Term	\$1,700,000
Lakeside	Julian Avenue: Prospect Avenue to Mapleview Street	Sidewalk Improvements	Add sidewalks	Mid-Term	\$2,100,000
Lakeside	El Monte Road: Lake Jennings Park Road to edge of study area	Sidewalk Improvements	Add sidewalks to provide a pedestrian connection to El Monte Park	Mid-Term	\$2,300,000

MID-TERM PROJECTS AND PROGRAMS (5-15 YEARS)

Segment	Location	Project Subtype	Project Description	Implementation Phasing	Preliminary Cost Estimate
Lakeside	Channel Road: Industry to Valle Vista Road	Sidewalk improvements	Add sidewalks to strengthen connection to Walker Preserve Trail at Channel Road; Lakeside, Channel and Mapleview can be an alternative low-stress route to for peds/ bikes to avoid bridge.	Mid-Term	\$660,000
Lakeside	Mapleview Street: Channel Road to El Monte Road	Sidewalk improvements	Add sidewalks to provide an Important connection to Channel Road for access to SR 67 north of the bridge, and to Ashwood Street for access to Wildcat Canyon Road.	Mid-Term	\$1,800,000
Lakeside	Mapleview Street: SR 67 to Pino Drive	Stormwater quality green infrastructure	Create green infrastructure elements to improve stormwater quality; Goal to treat runoff prior to discharge	Mid-Term	\$850,000
Lakeside	Willow Road: SR 67 to Wildcat Canyon Road	Traffic calming	Implement/enhance traffic calming strategies along traffic calming neighborhood for connection to SR 67	Mid-Term	\$25,000
The Climb	San Vicente Reservoir Dam	Dam Safety	Ensure dam is safe during earthquakes/ seismic events	Mid-Term	\$50,000,000 - \$100,000,000
The Climb	San Vicente Reservoir Parking Lot	EV charging stations	Install EV charging facility and add a battery backup at the planned EV charging location and planned evacuation staging area to promote system resiliency and provide emergency power during emergencies	Mid-Term	\$10,000 - \$75,000
The Climb	SR 67 & Slaughterhouse Canyon Road	Intersection control evaluation	Evaluate intersection traffic control (including signal warrant analysis) and intersection geometry	Mid-Term	\$500,000 - \$800,000
The Climb	SR 67 & Vigilante Road	Intersection control evaluation	Evaluate intersection traffic control (including signal warrant analysis) and intersection geometry; evaluate the intersection for safety improvements	Mid-Term	\$500,000 - \$800,000

MID-TERM PROJECTS AND PROGRAMS (5-15 YEARS)

Segment	Location	Project Subtype	Project Description	Implementation Phasing	Preliminary Cost Estimate
The Climb	SR 67 Southbound approaching Slaughterhouse Canyon Road (32°55'08.9"N 116°56'54.4"W)	Runaway truck ramps	Runway truck ramps to be placed toward the end of the steepest part of this segment of SR 67 in the case of brake failure on heavy trucks	Mid-Term	\$1,500,000 - \$5,000,000
Poway Segment	Iron Mountain Trailhead Parking Lot	EV charging stations	Install EV charging facility and add a battery backup at the planned EV charging location and planned evacuation staging area to promote system resiliency and provide emergency power during emergencies	Mid-Term	\$10,000 - \$75,000
Poway Segment	SR 67 & Scripps Poway Parkway	Intersection control evaluation	Perform intersection control evaluation and evaluate intersection geometry	Mid-Term	\$200,000 - \$800,000
Poway Segment	SR 67 & the unnamed street south of and parallel to Platinum Place	Intersection reconfiguration/ safety enhancements	Implement intersection safety improvements for the entire segment; note topography and sight distances	Mid-Term	\$600,000 - \$2,000,000
Poway Segment	SR 67 & Scripps Poway Parkway	Intersection reconfiguration/ safety enhancements	Implement intersection safety strategies	Mid-Term	\$600,000 - \$2,000,000
Poway Segment	SR 67 & Poway Road	Intersection reconfiguration/ safety enhancements	Implement intersection safety strategies	Mid-Term	\$600,000 - \$2,000,000
Poway Segment	Iron Mountain Trailhead Parking Lot	Remove On-Street Parking	Remove on-street parking near trailhead pending off-street parking capacity expansion	Mid-Term	\$31,000
Poway Segment	Iron Mountain Trailhead Parking Lot	Trailhead Parking Improvements (existing lot)	Expand off-street parking capacity, pave lot, add 'clean' parking, add lighting and solar-powered pedestrian canopies	Mid-Term	\$100,000 - \$300,000

MID-TERM PROJECTS AND PROGRAMS (5-15 YEARS)

Segment	Location	Project Subtype	Project Description	Implementation Phasing	Preliminary Cost Estimate
Poway Segment	Scripps Poway Parkway, 0.61 miles west of SR 67 (32.95121, -116.97922)	Turnout/Viewpoint	Provide a turnout/viewpoint on the EB side of the roadway by enhancing existing dirt turnout	Mid-Term	\$190,000 - \$570,000
Recreation Ridge	Mina De Oro Road: South of Poway Road to SR 67	Class I multi-use path or bike path	Provide a multi-use path connecting Poway Road to SR 67 along the existing Mina De Oro Road (roadway width, grade, vertical clearance, turning radius, and surface to be to be evaluated and improved as needed as part of this project). This pathway can provide connections to existing paths/trails within the City of Poway.	Mid-Term	\$4,200,000
Recreation Ridge	Mina De Oro Road: Poway Road to SR 67	Equestrian Trail	Provide a new equestrian trail along Mina De Oro Road (roadway to be improved as part of this project) connecting SR 67 to Poway Road	Mid-Term	\$4,100,000
Recreation Ridge	Mt. Woodson Trailhead Parking	EV charging stations	Install EV charging facility and add a battery backup at the planned EV charging location to promote system resiliency and provide emergency power during emergencies	Mid-Term	\$10,000 - \$75,000
Recreation Ridge	Ellie Lane Trailhead Parking Lot	EV charging stations	Install EV charging facility and add a battery backup at the planned EV charging location to promote system resiliency and provide emergency power during emergencies	Mid-Term	\$10,000 - \$75,000
Recreation Ridge	SR 67: Ellie Lane to Mussey Grade Road	Falling Rock Protection	Install falling rock protection devices and warning signage along roadway	Mid-Term	\$270,000

MID-TERM PROJECTS AND PROGRAMS (5-15 YEARS)

Segment	Location	Project Subtype	Project Description	Implementation Phasing	Preliminary Cost Estimate
Recreation Ridge	Mina De Oro Road: North of Poway Road to SR 67	Fire Access Road	Provide a fire access road along Mina De Oro Road connecting Poway Road to SR 67 and creating an additional access path for first responders. Note: the Mina De Oro access road is currently a private road and does not meet the width, grade, vertical clearance, turning radius and surface improvement requirements for a fire access road and significant improvements in addition to property acquisitions will be required	Mid-Term	\$1,300,000 - \$1,500,000
Recreation Ridge	SR 67 & Mt Woodson Road	Intersection control evaluation	Evaluate intersection control and need for a signal; used by CALFIRE station as well	Mid-Term	\$500,000 - \$800,000
Recreation Ridge	SR 67 at Mt. Woodson Curve	Median Barrier	Add barrier between travel directions	Mid-Term	\$390,000
Recreation Ridge	Mt. Woodson Trailhead Parking	Remove On-Street Parking	Remove on-street parking near trailhead pending off-street parking capacity expansion	Mid-Term	\$23,000
Recreation Ridge	SR 67 approaching Mina De Oro Road	Runaway truck ramps	Runway truck ramps to be placed toward the end of the steepest part of this segment of SR 67 in the case of brake failure on heavy trucks	Mid-Term	\$1,500,000 - \$5,000,000
Recreation Ridge	Ellie Lane Trailhead Parking Lot	Trailhead Parking Improvements (existing lot)	Expand off-street parking capacity, pave lot, add 'clean' parking, add lighting and solar-powered pedestrian canopies	Mid-Term	\$100,000 - \$300,000
Recreation Ridge	Mt. Woodson Trailhead Parking	Trailhead Parking Improvements (new lot)	Create off-street parking alternative with 'clean' parking, lighting, and solar-powered pedestrian canopies	Mid-Term	\$1,000,000 - \$2,200,000

MID-TERM PROJECTS AND PROGRAMS (5-15 YEARS)

Segment	Location	Project Subtype	Project Description	Implementation Phasing	Preliminary Cost Estimate
Recreation Ridge	SR 67, 0.35 miles north of Misty Meadow Road (32.99535, -116.97474)	Turnout/Viewpoint	Provide a turnout/viewpoint on the EB side of the roadway by enhancing existing dirt turnout	Mid-Term	\$190,000 - \$570,000
Wine Country	Highland Valley Road: Archie Moore Road to SR 67	Class II Buffered Bike Lanes	Provide class II bike lanes for access to wineries and Ramona Grasslands Preserve; combined with Archie Moore Road, creates a bypass to SR 67 (5 miles); This project is identified in the County ATP.	Mid-Term	\$1,200,000
Wine Country	SR 67 & Mussey Grade Road	Intersection control evaluation	Evaluate intersection traffic control (including signal warrant analysis) and intersection geometry	Mid-Term	\$500,000 - \$800,000
Wine Country	SR 67 & Archie Moore Road	Intersection control evaluation	Evaluate intersection traffic control (including signal warrant analysis) and intersection geometry	Mid-Term	\$500,000 - \$800,000
Wine Country	SR 67 & Highland Valley Road/Dye Road	Intersection reconfiguration/safety enhancements	Implement intersection safety strategies	Mid-Term	\$600,000 - \$2,000,000
Ramona	Proposed path: Cedar Street to Cedar Street	Class I multi-use path or bike path	Provide a multi-use path connection to close the gap for pedestrians and bikes on Cedar Street	Mid-Term	\$350,000
Ramona	Proposed path: Etcheverry Street to Boundary Avenue	Class I multi-use path or bike path	Provide a multi-use path to connect to Class II bike lanes on Etcheverry Street and Boundary Avenue connectivity across Main Street and access to school	Mid-Term	\$630,000
Ramona	Ramona Street: Boundary Avenue to Warnock Drive	Class I multi-use path or bike path	Provide a multi-use path connection between Class IV bikeway to the north and Class II bike lanes to the south for full connectivity between Dye Road and high school	Mid-Term	\$690,000

MID-TERM PROJECTS AND PROGRAMS (5-15 YEARS)

Segment	Location	Project Subtype	Project Description	Implementation Phasing	Preliminary Cost Estimate
Ramona	Proposed path: Amigos Road to 3rd Street/Keyes Road	Class I multi-use path or bike path	Provide a multi-use path connecting bike lanes on Amigos Road and Keyes Road	Mid-Term	\$670,000
Ramona	Proposed path: Penn Street to Thomsen Way	Class I multi-use path or bike path	Provide a multi-use path connection between class II bike lanes on Penn Street and Thomsen Way to create a full low-stress route with access to parks	Mid-Term	\$840,000
Ramona	Proposed path: Raymond Street to D Street	Class I multi-use path or bike path	Provide a multi-use path connection between Class II bike lanes on Raymond Street and D Street	Mid-Term	\$1,200,000
Ramona	Proposed path: La Brea Street and B Street	Class I multi-use path or bike path	Provide a multi-use path connection between Class II bike lanes on La Brea Street and B Street	Mid-Term	\$1,300,000
Ramona	Pamo Road: Haverford Road to Pile Street	Class II Buffered Bike Lanes	Provide class II bike lanes for north-south neighborhood connectivity in north Ramona; This project is identified in the County ATP.	Mid-Term	\$66,000
Ramona	Thomsen Way: Earlham Street to end of road	Class II Buffered Bike Lanes	Provide class II bike lanes for connectivity to park; includes Class I path between Penn Street and Thomsen Way	Mid-Term	\$120,000
Ramona	Penn Street: Penn Street to end of road	Class II Buffered Bike Lanes	Provide class II bike lanes for connectivity to park; includes Class I path between Penn Street and Thomsen Way	Mid-Term	\$130,000
Ramona	Amigos Road: Julian Road to Amigos Lane	Class II Buffered Bike Lanes	Provide class II bike lanes for access to neighborhoods from Main Street; This project is identified in the County ATP.	Mid-Term	\$140,000

MID-TERM PROJECTS AND PROGRAMS (5-15 YEARS)

Segment	Location	Project Subtype	Project Description	Implementation Phasing	Preliminary Cost Estimate
Ramona	Cedar Street: West of Maple Street to SR-78/10th Street	Class II Buffered Bike Lanes	Provide class II bike lanes along Cedar Street for neighborhood connectivity in North Ramona. Notably, Cedar Street is disconnected about halfway through this proposed facility; An off-street, multi-use path facility is proposed to close this gap.	Mid-Term	\$81,000
Ramona	Robertson Street: Sawday Street to Etcheverry Street	Class II Buffered Bike Lanes	Provide class II bike lanes for connectivity across Main Street for neighborhoods north and south of Main Street	Mid-Term	\$70,000
Ramona	Etcheverry Street: Robertson Street to driveway	Class II Buffered Bike Lanes	Provide class II bike lanes for connectivity across Main Street for neighborhoods north and south of Main Street	Mid-Term	\$120,000
Ramona	Ramona Street: Warnock Drive to Dye Road	Class II Buffered Bike Lanes	Provide class II bike lanes for connectivity between Dye Road and high school; includes a Class I path connection between Boundary Avenue and Warnock Street for only people walking and biking (prevent cut-through traffic); This project is identified in the County ATP.	Mid-Term	\$120,000
Ramona	Pile Street: Pamo Road to Black Canyon Road	Class II Buffered Bike Lanes	Provide class II bike lanes for E/W neighborhood connectivity in north Ramona; This project is identified in the County ATP	Mid-Term	\$200,000
Ramona	Boundary Avenue: Proposed path to Ramona Street	Class II Buffered Bike Lanes	Provide class II bike lanes for connectivity across Main Street for neighborhoods north and south of Main Street	Mid-Term	\$200,000
Ramona	Hughes Street: Montecito Road to Daley Street	Class II Buffered Bike Lanes	Provide class II bike lanes for connection from residential area to Main Street	Mid-Term	\$150,000

MID-TERM PROJECTS AND PROGRAMS (5-15 YEARS)

Segment	Location	Project Subtype	Project Description	Implementation Phasing	Preliminary Cost Estimate
Ramona	Montecito Way: Montecito Road to Sonora Way	Class II Buffered Bike Lanes	Provide class II bike lanes for north-south neighborhood connectivity in west Ramona; This project is identified in the County ATP.	Mid-Term	\$200,000
Ramona	Warnock Drive: Ramona Street to San Vicente Road	Class II Buffered Bike Lanes	Provide class II bike lanes for residential connectivity in combination with Dye Road and Ramona Street bike lanes	Mid-Term	\$200,000
Ramona	Raymond Avenue: Etcheverry Street to Ramona Street	Class II Buffered Bike Lanes	Provide class II bike lanes for a low-stress parallel alternative to Main Street, and create Class I path connection between Raymond Street and D Street for only people walking and biking; potential to incorporate traffic calming to reduce speeds	Mid-Term	\$260,000
Ramona	D Street: 14th Street to 3rd Street	Class II Buffered Bike Lanes	Provide class II bike lanes for a low-stress parallel alternative to Main Street, and create Class I path connection between Raymond Street and D Street for only people walking and biking; potential to incorporate traffic calming to reduce speeds	Mid-Term	\$310,000
Ramona	La Brea Street and B Street: Etcheverry Street to 16th Street	Class II Buffered Bike Lanes	Provide class II bike lanes for a low-stress parallel alternative to Main Street, and create Class I path connection between La Brea Street and B Street for only people walking and biking; potential to incorporate traffic calming to reduce speeds	Mid-Term	\$320,000

MID-TERM PROJECTS AND PROGRAMS (5-15 YEARS)

Segment	Location	Project Subtype	Project Description	Implementation Phasing	Preliminary Cost Estimate
Ramona	B Street: 12th Street to 2nd Street	Class II Buffered Bike Lanes	Provide class II bike lanes for a low-stress parallel alternative to Main Street, and create Class I path connection between La Brea Street and B Street for only people walking and biking; potential to incorporate traffic calming to reduce speeds	Mid-Term	\$270,000
Ramona	Creelman Lane: San Vicente Road to Keyes Road	Class II Buffered Bike Lanes	Provide class II bike lanes for neighborhood connectivity in South Ramona	Mid-Term	\$260,000
Ramona	Cedar Street: Summer Glen Road to west of Maple Street	Class II Buffered Bike Lanes	Provide class II bike lanes for neighborhood connectivity in North Ramona. Notably, Cedar Street is disconnected about halfway through this proposed facility; An off-street, multi-use path facility is proposed to close this gap.	Mid-Term	\$280,000
Ramona	Sawday Street: Montecito Road to Robertson Street	Class II Buffered Bike Lanes	Provide class II bike lanes for connectivity across Main Street for neighborhoods north and south of Main Street; This project is identified in the County ATP.	Mid-Term	\$250,000
Ramona	Keyes Road: Creelman Lane to 3rd Street	Class II Buffered Bike Lanes	Provide class II bike lanes for north-south neighborhood connectivity in east Ramona; This project is identified in the County ATP.	Mid-Term	\$390,000
Ramona	Dye Road: Main Street to Ramona Street	Class II Buffered Bike Lanes	Provide class II bike lanes for residential connectivity in combination with Ramona Street and Warnock Drive bike lanes; This project is identified in the County ATP.	Mid-Term	\$470,000
Ramona	Main Street: Etcheverry Road to 3rd Street	Class II Buffered Bike Lanes	Provide class II bike lanes for access to businesses; This project is identified as a Class IV facility in the County ATP.	Mid-Term	\$690,000

MID-TERM PROJECTS AND PROGRAMS (5-15 YEARS)

Segment	Location	Project Subtype	Project Description	Implementation Phasing	Preliminary Cost Estimate
Ramona	7th Street: Main Street to Elm Street	Class IV bikeway	Provide class IV bikeway as an alternative route to using SR-78; provides access to many community fields/parks	Mid-Term	\$670,000
Ramona	Main Street: 3rd Street to Amigos Road	Class IV bikeway	Provide class IV bikeway for bike connectivity further east of the study area; This project is identified in the County ATP.	Mid-Term	\$1,800,000
Ramona	7th Street: Main Street to Ashley Road	Class IV bikeway	Provide class IV bikeway for access to neighborhoods from Main Street.	Mid-Term	\$1,800,000
Ramona	Ashley Road: 7th Street to Hanson Lane	Class IV bikeway	Provide class IV bikeway as an alternative route to using SR-78; provides access to many community fields/parks	Mid-Term	\$2,000,000
Ramona	Ramona Street: Main Street to Boundary Avenue	Class IV bikeway	Add buffer and vertical protection to northbound bike lane to create class IV bikeway, provide southbound class IV bikeway for access to and from Montessori school and Ramona High School; This project is identified in the County ATP.	Mid-Term	\$3,200,000
Ramona	Main Street: Highland Valley Road to Etcheverry Street	Class IV bikeway	Transition from Class I path on one side of the road to Class IV one-way bikeways at this signalized intersection; This project is identified in the County ATP.	Mid-Term	\$3,200,000
Ramona	Elm Street: 7th Street to Haverford Road	Class IV bikeway	Provide class IV bikeway as an alternative route to using SR-78; provides access to many community fields/parks; This project is identified in the County ATP.	Mid-Term	\$3,600,000
Ramona	Hanson Lane: Ramona Street to Keyes Road	Class IV bikeway	Provide class IV bikeway for east-west connectivity and access Ramona High School; This project is identified in the County ATP.	Mid-Term	\$4,700,000

MID-TERM PROJECTS AND PROGRAMS (5-15 YEARS)

Segment	Location	Project Subtype	Project Description	Implementation Phasing	Preliminary Cost Estimate
Ramona	10th Street/San Vicente Road: SR 67 to Wildcat Canyon Road	Class IV bikeway	Add buffers and vertical protection to existing bike lanes to create class IV bikeway for Wildcat Canyon connection; major north-south bike connector	Mid-Term	\$7,600,000
Ramona	SR 67 & Mussey Grade Road	Intersection control evaluation	Evaluate intersection traffic control (including signal warrant analysis) and intersection geometry	Mid-Term	\$500,000 - \$800,000
Ramona	SR 67 & Mussey Grade Road	Intersection reconfiguration/safety enhancements	Implement intersection safety strategies	Mid-Term	\$600,000 - \$2,000,000
Ramona	SR 67 & 10th Street / SR 78	Intersection reconfiguration/safety enhancements	Implement intersection safety strategies	Mid-Term	\$600,000 - \$2,000,000
Ramona	Raymond Avenue and D Street: Etcheverry Street to 3rd Street	Sidewalk improvements	Address sidewalk gaps	Mid-Term	\$2,500,000
Ramona	Ramona Street: Raymond Avenue to Hanson Lane	Sidewalk improvements	Create sidewalk on west side, close sidewalk gaps on east side	Mid-Term	\$510,000
Ramona	Hanson Lane: Ramona Street to San Vicente Road	Sidewalk improvements	Add sidewalk on south side	Mid-Term	\$830,000
Ramona	Main Street: Ramona Street to 3rd Street	Traffic calming	Install traffic calming strategies through downtown Ramona	Mid-Term	\$400,000 - \$1,200,000
Ramona	Main Street: Highland Valley Road/Dye Road to Etcheverry Street	Traffic calming	Install traffic calming strategies (i.e. rumble/slowdown strips) entering/exiting downtown Ramona	Mid-Term	\$400,000 - \$1,200,000

LONG-TERM PROJECTS AND PROGRAMS (15+ YEARS)

Segment	Location	Project Subtype	Project Description	Implementation Phasing	Preliminary Cost Estimate
Lakeside	SR 67: San Diego River Bridge	Bridge Widening	Widen bridge to accommodate evacuation needs (based on Highway Safety Improvement Plan evacuation study)	Long-Term	\$1,000,000 - \$2,000,000
Lakeside	SR 67: Mapleview Street to Vigilante Road	Class I multi-use path or bike path	Provide a multi-use path with connection to trailheads for walking, biking, equestrian	Long-Term	\$8,600,000
Lakeside	Walker preserve trail in the west, following the San Diego riverbed to the east	Class I multi-use path or bike path	In alignment with the Lakeside Community Trails and Pathways Plan, and the County ATP, provide a multi-use path along the San Diego riverbed	Long-Term	\$10,000,000
Lakeside	San Vicente Avenue/ Posthill Road: Valle Vista Road to Rocky Lane	Class II Buffered Bike Lanes	Provide class II bike lanes for access between neighborhoods east and west of SR 67; This project is identified in the County ATP	Long-Term	\$400,000
Lakeside	Muth Valley Road and Muth Valley Road Extended: Moreno Avenue to Wildcat Canyon Road	Class II Buffered Bike Lanes	Provide class II bike lanes for connectivity between Wildcat Canyon Road and SR 67; This project is identified in the County ATP	Long-Term	\$970,000
Lakeside	Valle Vista Road / Pinehurst Drive / Manzanita Road / Oak Creek Drive: Riverside Drive to Riverside Drive	Class II Buffered Bike Lanes	Provide class II bike lanes loop to provide access for Eucalyptus Hills neighborhood to SR 67; This project is identified in the County ATP	Long-Term	\$1,100,000

LONG-TERM PROJECTS AND PROGRAMS (15+ YEARS)

Segment	Location	Project Subtype	Project Description	Implementation Phasing	Preliminary Cost Estimate
Lakeside	Lakeside Avenue: SR 67 to Riverford Road	Class IV bikeway	Provide class IV bikeway; combined with Maplevue Street and Channel Road bike facilities, this provides a solution to the bridge constraint over the San Diego River and provides access to the corridor from the west; This project is identified in the County ATP.	Long-Term	\$1,400,000
Lakeside	Julian Avenue: Maine Avenue/ Los Cochés to Lake Jennings Park Road	Class IV bikeway	Provide class IV bikeway for east-west neighborhood connectivity in Lakeside; This project is identified in the County ATP.	Long-Term	\$3,300,000
Lakeside	Muth Valley Road and Muth Valley Road Extended: Moreno Avenue to Wildcat Canyon Road	Equestrian Trail	In alignment with the Lakeside Community Trails and Pathways Plan projects 42A and 42D, provide equestrian trails along Muth Valley Road and in Muth Valley	Long-Term	\$4,100,000
Lakeside	West of SR 67: Johnson Lake Road to Posthill Road	Equestrian Trail	In alignment with the Lakeside Community Trails and Pathways Plan projects 107 and 107b, provide a trail running parallel to SR 67 on the west side south from Johnson Lake Road to Posthill Road	Long-Term	\$5,700,000
Lakeside	SR 67 & Maplevue Street	Intersection control evaluation	Perform intersection control evaluation and evaluate intersection geometry; currently a major point of congestion on the corridor	Long-Term	\$2,000,000 - \$5,000,000
Lakeside	SR 67: PM R6.05 to PM 9.01	Shoulder Widening	Widen shoulders on both sides of roadway to be used for evacuation (Note: This project is currently being evaluated as a part of the PA&ED Phase of the SR 67 Highway Improvements Project; study projected completion Summer 2025)	Long-Term	\$6,000,000 - \$9,000,000

LONG-TERM PROJECTS AND PROGRAMS (15+ YEARS)

Segment	Location	Project Subtype	Project Description	Implementation Phasing	Preliminary Cost Estimate
Lakeside	SR 67: PM R5.48 to PM R5.85	Shoulder Widening	Widen shoulders on both sides of roadway to be used for evacuation (Note: This project is currently being evaluated as a part of the PA&ED Phase of the SR 67 Highway Improvements Project; study projected completion Summer 2025)	Long-Term	\$800,000 - \$1,200,000
Lakeside	Ashwood Road: Willow Road to Mapleview Street	Sidewalk Improvements	Add sidewalks	Long-Term	\$1,100,000
Lakeside	Lakeshore Drive: Channel Road to end	Sidewalk Improvements	Add sidewalks	Long-Term	\$2,900,000
Lakeside	32°52'07.4"N 116°55'23.0"W	Wildlife Crossings	Based on the SDSU Wildlife Corridor Study, restore/enhance habitat connection via a wildlife crossing facility	Long-Term	\$4,000,000 - \$50,000,000
Lakeside	32°54'13.3"N 116°56'21.4"W	Wildlife Crossings	Based on the SDSU Wildlife Corridor Study, restore/enhance habitat connection via a wildlife crossing facility	Long-Term	\$4,000,000 - \$50,000,000
Lakeside	32°52'46.8"N 116°54'22.6"W	Wildlife Crossings	Based on the SDSU Wildlife Corridor Study, restore/enhance habitat connection via a wildlife crossing facility	Long-Term	\$4,000,000 - \$50,000,000
The Climb	SR 67: Vigilante Road to Scripps Poway Road	Class I multi-use path or bike path	Provide a multi-use path for connectivity between Poway and Lakeside	Long-Term	\$12,000,000
The Climb	West Rim of San Vicente Reservoir	Class I multi-use path or bike path	Provide a multi-use path/recreational trail originating at the San Vicente Reservoir parking lot & boat launch	Long-Term	\$21,000,000

LONG-TERM PROJECTS AND PROGRAMS (15+ YEARS)

Segment	Location	Project Subtype	Project Description	Implementation Phasing	Preliminary Cost Estimate
The Climb	Sycamore Canyon Road: Scripps Poway Parkway to SR 67	Class I multi-use path or bike path	Provide a multi-use path as an alternative route to SR 67 and Scripps Poway Parkway along Sycamore Canyon Road and Sycamore Park Drive with connection to trailheads for walking, biking, equestrian	Long-Term	\$2,200,000
The Climb	Foster Truck Trail: SR 67 to Mussey Grade Road	Fire Access Road	Provide a fire access road along Foster Truck Trail and create additional access path for first responders	Long-Term	\$4,800,000 - \$5,500,000
The Climb	SR 67: PM 9.01 to PM 10.92	Shoulder Widening	Widen shoulders on both sides of roadway to be used for evacuation (Note: This project is currently being evaluated as a part of the PA&ED Phase of the SR 67 Highway Improvements Project; study projected completion Summer 2025)	Long-Term	\$3,800,000 - \$5,700,000
The Climb	32°54'50.0"N 116°56'52.4"W	Wildlife Crossings	Based on the SDSU Wildlife Corridor Study, restore/enhance habitat connection via a wildlife crossing facility	Long-Term	\$4,000,000 - \$50,000,000
The Climb	32°55'23.8"N 116°56'46.5"W	Wildlife Crossings	Based on the SDSU Wildlife Corridor Study, restore/enhance habitat connection via a wildlife crossing facility	Long-Term	\$4,000,000 - \$50,000,000
The Climb	32°55'51.2"N 116°57'07.8"W	Wildlife Crossings	Based on the SDSU Wildlife Corridor Study, restore/enhance habitat connection via a wildlife crossing facility	Long-Term	\$4,000,000 - \$50,000,000
The Climb	32°56'20.5"N 116°57'19.2"W	Wildlife Crossings	Based on the SDSU Wildlife Corridor Study, restore/enhance habitat connection via a wildlife crossing facility	Long-Term	\$4,000,000 - \$50,000,000
The Climb	32°56'28.0"N 116°57'21.2"W	Wildlife Crossings	Based on the SDSU Wildlife Corridor Study, restore/enhance habitat connection via a wildlife crossing facility	Long-Term	\$4,000,000 - \$50,000,000

LONG-TERM PROJECTS AND PROGRAMS (15+ YEARS)

Segment	Location	Project Subtype	Project Description	Implementation Phasing	Preliminary Cost Estimate
The Climb	32°56'54.1"N 116°57'51.6"W	Wildlife Crossings	Based on the SDSU Wildlife Corridor Study, restore/enhance habitat connection via a wildlife crossing facility	Long-Term	\$4,000,000 - \$50,000,000
The Climb	32° 57' 12.0"N, 116° 58' 1.0"W	Wildlife Crossings	Based on the SDSU Wildlife Corridor Study, restore/enhance habitat connection via a wildlife crossing facility	Long-Term	\$4,000,000 - \$50,000,000
Poway Segment	SR 67: Scripps Poway Parkway to Poway Road	Class I multi-use path or bike path	Provide a multi-use path with connection to trailheads for walking, biking, equestrian	Long-Term	\$4,700,000
Poway Segment	Scripps Poway Road: SR 67 to Poway	Class I multi-use path or bike path	Provide a multi-use path for regional connectivity from UTC along Miramar Road and Pomerado Road. Alternative alignments may be evaluated within the open space areas south or north of Scripps Poway Pkwy so long as appropriate wildlife corridor improvements are provided.	Long-Term	\$6,200,000
Poway Segment	Poway Road: SR 67 to Poway	Class IV bikeway	Provide class IV bikeway; major desire line for residents of Poway to access recreation areas along SR 67; speeds are currently too high and there is limited visibility with sharp curves	Long-Term	\$6,800,000
Poway Segment	Foster Truck Trail, Sycamore Canyon Road	Equestrian Trail	In alignment with the Lakeside Community Trails and Pathways Plan projects 56, Regional Trail C, and 52, provide a trail running east to west connecting the San Vicente Highlands along Foster Truck Trail, crossing SR 67, and proceeding northwest parallel to Sycamore Canyon Road and crossing Scripps Poway Parkway	Long-Term	\$120,000,000

LONG-TERM PROJECTS AND PROGRAMS (15+ YEARS)

Segment	Location	Project Subtype	Project Description	Implementation Phasing	Preliminary Cost Estimate
Poway Segment	SR 67 frontage (proposed): Platinum Place to Rio Maria Road	Frontage Road	Construct frontage road parallel to SR 67 on the east side to allow smaller driveway users to access SR 67 via a signalized intersection at Scripps Poway Parkway	Long-Term	\$3,200,000
Poway Segment	32°57'30.2"N 116°58'16.7"W	Wildlife Crossings	Based on the SDSU Wildlife Corridor Study, restore/enhance habitat connection via a wildlife crossing facility	Long-Term	\$4,000,000 - \$50,000,000
Poway Segment	32°57'39.6"N 116°58'21.0"W	Wildlife Crossings	Based on the SDSU Wildlife Corridor Study, restore/enhance habitat connection via a wildlife crossing facility	Long-Term	\$4,000,000 - \$50,000,000
Poway Segment	32°58'31.5"N 116°58'20.6"W	Wildlife Crossings	Based on the SDSU Wildlife Corridor Study, restore/enhance habitat connection via a wildlife crossing facility	Long-Term	\$4,000,000 - \$50,000,000
Poway Segment	Scripps Poway Parkway Tunnel	Wildlife Crossings	Based on the SDSU Wildlife Corridor Study, restore/enhance habitat connection via a wildlife crossing facility	Long-Term	\$4,000,000 - \$50,000,000
Recreation Ridge	SR 67: Poway Road to Archie Moore Road	Class I multi-use path or bike path	Provide a multi-use path with connection to trailheads for walking, biking, equestrian to service Mt. Woodson, Ellie Lane, Fry Koegel trailheads	Long-Term	\$9,000,000
Recreation Ridge	Dos Picos Park Road to Rockhouse Road	New roadways/ extensions	Construct new connection road to Dos Picos Park from SR 67 along Recreation Ridge (likely at Rockhouse Road) to provide more direct connection to Dos Picos Park Road; Study impacts of preventing truck access	Long-Term	\$280,000 - \$8,500,000

LONG-TERM PROJECTS AND PROGRAMS (15+ YEARS)

Segment	Location	Project Subtype	Project Description	Implementation Phasing	Preliminary Cost Estimate
Recreation Ridge	SR 67: PM 10.92 to PM 17.05	Shoulder Widening	Widen shoulders on both sides of roadway to be used for evacuation (Note: This project is currently being evaluated as a part of the PA&ED Phase of the SR 67 Highway Improvements Project; study projected completion Summer 2025)	Long-Term	\$18,000,000 - \$28,000,000
Recreation Ridge	SR 67: Poway Road to Hedy Drive	Truck Climbing Lane	Add truck climbing lane along SR 67	Long-Term	\$2,900,000 - \$8,700,000
Recreation Ridge	32°59'21.4"N 116°58'45.2"W	Wildlife Crossings	Based on the SDSU Wildlife Corridor Study, restore/enhance habitat connection via a wildlife crossing facility	Long-Term	\$4,000,000 - \$50,000,000
Recreation Ridge	32°59'56.0"N 116°57'34.8"W	Wildlife Crossings	Based on the SDSU Wildlife Corridor Study, restore/enhance habitat connection via a wildlife crossing facility	Long-Term	\$4,000,000 - \$50,000,000
Wine Country	SR 67: Archie Moore Road to Highland Valley Road / Dye Road	Class I multi-use path or bike path	Provide a multi-use path with connection to trailheads for walking, biking, equestrian	Long-Term	\$7,400,000
Wine Country	Wine Country frontage road	Class II Buffered Bike Lanes	Provide class II bike lanes along proposed frontage road as a parallel low-stress alternative to SR 67	Long-Term	\$600,000
Wine Country	Archie Moore Road: SR 67 to Highland Valley Road	Class IV bikeway	Provide class IV bikeway for access to elementary school, wineries, and Ramona Grasslands Preserve	Long-Term	\$4,100,000

LONG-TERM PROJECTS AND PROGRAMS (15+ YEARS)

Segment	Location	Project Subtype	Project Description	Implementation Phasing	Preliminary Cost Estimate
Wine Country	Main Street and Highland Valley Road	Equestrian Trail	In alignment with the Ramona Community Trails and Pathways Plan project 08, provide a trail running from Ramona towards Poway; The trail will run parallel to SR 67, and proceed Northwest through the Ramona Grasslands Open Space Preserve before running parallel to Highland Valley Road and proceeding west, providing a connection to equestrian facilities in Poway.	Long-Term	\$46,000,000
Wine Country	SR 67 frontage (proposed): Archie Moore Road to Mussey Grade Road	Frontage Road	Construct frontage road parallel to SR 67 on the north side to consolidate number of driveways accessing SR 67	Long-Term	\$12,000,000
Wine Country	SR 67: Cal Fire Dwy to Highland Valley Road/Dye Road)	Shoulder Widening	Widen shoulders on both sides of roadway to be used for evacuation (Note: This project is currently being evaluated as a part of the PA&ED Phase of the SR 67 Highway Improvements Project; study projected completion Summer 2025)	Long-Term	\$6,300,000 - \$9,400,000
Wine Country	Archie Moore Road: SR 67 to Highland Valley Road	Sidewalk improvements	Add sidewalks	Long-Term	\$1,700,000
Wine Country	33°00'35.4"N 116°55'38.5"W	Wildlife Crossings	Based on the SDSU Wildlife Corridor Study, restore/enhance habitat connection via a wildlife crossing facility	Long-Term	\$4,000,000 - \$50,000,000
Ramona	3rd Street: Main Street to Keyes Road	Class IV bikeway	Provide class IV bikeway for access to neighborhoods from Main Street; This project is identified in the County ATP.	Long-Term	\$2,200,000
Ramona	SR-78: Olive Street to Weekend Villa Road	Class IV bikeway	Provide class IV bikeway for major regional north-south bike access; This project is identified in the County ATP.	Long-Term	\$6,600,000

LONG-TERM PROJECTS AND PROGRAMS (15+ YEARS)

Segment	Location	Project Subtype	Project Description	Implementation Phasing	Preliminary Cost Estimate
Ramona	Main Street: 4th Street to 16th Street	Landscaped center medians	Create center median with trees to line Main Street in downtown Ramona with trees, or median trees	Long-Term	\$1,700,000 - \$2,400,000
Ramona	La Brea Street and B Street: Etcheverry Street to 3rd Street	Sidewalk improvements	Address sidewalk gaps	Long-Term	\$4,200,000
Ramona	Main Street: Hope Street to 3rd Street	Sidewalk improvements	Widen sidewalks	Long-Term	\$3,100,000
Ramona	Mussey Grade Road: SR 67 to Dos Picos Park Road	Sidewalk improvements	Add sidewalks on Mussey Grade Road. Consider fencing along a landscaped strip between sidewalk and roadway on the west side for enhanced protection for pedestrians along this high-speed roadway.	Long-Term	\$1,100,000