

COAST, CANYONS, AND TRAILS COMPREHENSIVE MULTIMODAL CORRIDOR PLAN

Appendix A: Literature Review

Literature Review

The communities within the Study Area have undertaken substantial efforts to develop several transportation and community plan updates that relate to the various mobility components of this project.

The matrix below shows the relevant plans, studies, and projects that were reviewed by the project team and informed the development of the Coast, Canyons, and Trails Comprehensive Multimodal Corridor Plan.

#	DOCUMENT NAME	YEAR	AGENCY
1	University Community Plan	1987	City of San Diego
2	Clairemont Mesa Community Plan	1989	City of San Diego
3	Tierrasanta Community Facilities Financing Program	1993-2002	City of San Diego
4	Tierrasanta Community Plan	2013	City of San Diego
5	City of San Diego Mobility Element	2015	City of San Diego
6	East Elliott Community Plan	2015	City of San Diego
7	Clairemont Community Plan Update Mobility Element	2017	City of San Diego
8	University Community Plan Update Existing Conditions Summary	2018	City of San Diego
9	Clairemont Community Plan Update Draft Land Use Scenario	2019	City of San Diego
10	Kearny Mesa Community Plan Update Mobility Existing Conditions Report	2019	City of San Diego
11	Clairemont Community Plan Update: Community Discussion Draft	2020	City of San Diego
12	Kearny Mesa Community Plan	2020	City of San Diego
13	Kearny Mesa Community Plan Update Mobility Technical Report	2020	City of San Diego
14	Genesee Avenue Corridor Concept Planning Sheet	2020	City of San Diego
15	Regents Road Corridor Concept Planning Sheet	2020	City of San Diego
16	University Community Plan Update Recommended Network Maps	2020	City of San Diego
17	University Community Plan Update Focus Areas	2020	City of San Diego
18	City of Santee General Plan	2003	City of Santee
19	City of Santee Mobility Element	2017	City of Santee
20	City of Santee Zoning Map	2017	City of Santee
21	Item 6 Fanita Attachments	2020	City of Santee

#	DOCUMENT NAME	YEAR	AGENCY
22	Draft EIR Fanita Ranch Project: Section 416 Transportation	2020	City of Santee
23	City of El Cajon Housing Element Rezoning Program Technical Report	2017	City of El Cajon
24	City of El Cajon Transit District Specific Plan	2018	City of El Cajon
25	System Development Strategy	1996	Caltrans
26	SR 52 EB-WB Widening Project Report	2007	Caltrans
27	SR 52 East/West Improvements Fact Sheet	2007	Caltrans
28	Smart Mobility Framework	2010	Caltrans
29	Transportation Concept Report State Route 52	2015	Caltrans
30	Caltrans Corridor Planning Process Guide	2020	Caltrans
31	California Transportation Plan 2050	2021	Caltrans
32	Riverford Road ICE Estimates	2019	San Diego County
33	Riverford SR 67 ICE Study	2019	San Diego County
34	State Route 67 and Riverford Road Intersection Control Evaluation Report	2020	San Diego County
35	SR 67 Riverford Road Interchange Improvement Project	2020	San Diego County
36	Routes 67/125 Corridor Study	2002	SANDAG
37	San Diego Forward: The 2021 Regional Plan	2021	SANDAG
38	San Diego River Trail Carlton Oaks Golf Course Segment Final Study/Mitigated Negative Declaration	2017	SANDAG
39	San Diego River Trail: Carlton Oaks Segment	2018	SANDAG
40	SR 52 Multimodal Corridor Study	2016	City of Santee/SANDAG
41	Climate Action Plan for Transportation Infrastructure (CAPTI)	2021	CalSTA

KEY FINDINGS

The existing Coast, Canyons, and Trails Corridor transportation network mostly supports vehicular access, with several major freeways running through the Study Area, and limited transit and active transportation infrastructure. The documents reviewed indicated a need for traffic demand management, traffic congestion relief, enhanced public transit service, improved safety and access to active transportation infrastructure, and a need for multi-

modal corridors. This section provides an assessment of the existing freeway and roadway, public transit, and active transportation networks within the Study Area.

The key findings from the existing conditions analysis were incorporated into the proposed transportation solution strategies (TSS) for the CCT Corridor. Projects identified in the SANDAG 2021 Regional Plan and other planning documents, such as the University Community Plan Draft Mobility Network and Active Santee Plan, were also evaluated during this CMCP process and were either carried forward as-is or modified to better suit the needs of the corridor.

Freeways and Roadways

Key freeway connections discussed included SR 52, SR 67, Interstate 15 (I-15), State Route 163 (SR 163), Interstate 805 (I-805) and Interstate 5 (I-5) with the primary focus placed on SR 52 and SR 67. The SR 52 corridor provides connections to surrounding major northbound/southbound freeways, from I-5 to the west and SR 67 to the east and facilitates direct access to job centers including those in East County. Currently, this corridor is a four-to-six-lane freeway and has been noted by several plans to operate at a Level of Service (LOS) F at some locations and experience severe traffic congestion, particularly where the freeway only provides four travel lanes. The SR 52 EB-WB Widening Project proposes to introduce one new general-purpose lane in each direction, two reversible managed lanes, and a full freeway interchange at SR 52 and SR 67 to relieve some traffic congestion and accommodate for planned growth within the area.

Similar to SR 52, the SR 67 corridor experiences severe traffic congestion and long queuing lines at some freeway on/off ramps. SR 67 also provides a regional connection between Interstate 8 (I-8) in El Cajon and State Route 78 (SR 78). Documents highlighted heavy queuing at the Riverford Road interchange, as this is a major junction for commuters who live and work in the Santee and Lakeside communities. Improvements, including the addition of a roundabout at the on/off ramps, aim to improve circulation throughout surrounding roadways and access to SR 67. Additional reports noted that corridor-wide improvements, including widening SR 67 by two lanes, will still be needed to relieve the overall traffic congestion experienced along the corridor. SR 67 is the subject of a concurrent CMCP, and the two studies will share information as each study progresses.

Freeway and roadway connections provide vital connections to both travelers and the movement of goods within the Study Area. Existing goods movement in San Diego County is supported by the roadway, railway, maritime, and airport facilities within the region. Optimizing goods movement will minimize the negative impacts experienced by the transportation ecosystem and neighborhoods surrounding the corridor and increase economic vitality within the San Diego region. Corridors identified to be primary connections for the movement of goods in and through the Study Area include the LOSSAN rail corridor, SR 52, I-805, SR 163, and I-5. In addition, some local roadways also facilitate truck access including Clairemont Mesa Boulevard, Genesee Avenue, Morena Boulevard, and Regents Road. Although the primary entry points for maritime and air freight are not located within

the Study Area for this CMCP, connectivity to terminals within the San Diego Bay and the San Diego International Airport (SDIA) should be considered.

Public Transit

Documents reviewed highlight a lack of connectivity between local and regional public transit infrastructure, as well as low transit ridership on existing routes. This was noted to be due in part to a lack of reliable and efficient transit connections to key destinations.

Documents note limited access to transit, with most transit resources being located along the I-8 corridor to the south, I-15, and within the University Community. In an attempt to close the identified gaps in the transit network, several documents highlight improvements such as the SR 52 “bus on shoulder”/transit-only lane, which allows specially-equipped Bus Rapid Transit (BRT) buses to bypass traffic during peak-hour conditions. Moreover, all community plan updates share the idea that multimodal and transit-supportive infrastructure is needed in order to support future travel needs. Proposed “Flex Lanes” are identified in several City of San Diego Community Plans, such as those proposed on Genesee Avenue that will provide an opportunity for street space to be reallocated for transit or carpools. These corridors dedicate street space to all roadway users including motorists, pedestrians, bicyclists, and transit users.

Plans also discussed integrating BRT service through dedicated bus lanes and BRT Lite treatments. These improvements were noted in the proposed e Super Loop service in the University Community, microtransit connections in Kearny Mesa, and mobility hub and micromobility alternatives in the Clairemont Community. Although these independent efforts aim to maximize local connectivity within community planning areas, regional connectivity must also be considered and planned for. As part of the 5 Big Moves in the 2021 Regional Plan, the proposed transit leap services aim to connect travelers not only to surrounding communities within the Study Area, but to neighboring regions.

Active Transportation and Multimodal Connections

A review of existing plans and projects noted an overall lack of connectivity within and between community planning areas in the City of San Diego, City of El Cajon, City of Santee, and County of San Diego. In addition, high vehicular volumes and speeds have been noted to discourage bicycle and pedestrian activity within the Study Area.

New transit priority areas and trail connections including the San Diego River Trail aim to improve safety and connectivity within the active transportation network. The San Diego River Trail is a collaborative effort between SANDAG, the San Diego River Conservancy, and the Cities of San Diego and Santee to complete a regional bikeway that will eventually extend east from the Pacific Ocean through Santee. The master plan for this trail envisions a continuous trail along the river as it passes through the city. The Carlton Oaks Golf Course Segment, located from West Hills Parkway to Mast Park in the City of Santee is currently under development. Once this segment is complete, it will extend for 20 miles along the river and provide a comfortable bike riding environment for people of all ages and abilities. While this will provide a valuable connection for bicyclists within the region, the surrounding

bicycle network must also be built out to ensure that there are efficient and safe connections to the trail itself.

Plans noted a need for a robust build out of the existing bikeway network. Network improvements included implementing a multi-use path along SR 52 and the addition of one-way cycle tracks along high traffic corridors including Balboa Avenue, Kearny Mesa Road, and North Magnolia Ave. Similarly, the University Community Plan Update proposes a build out of its own active transportation infrastructure to include protected bikeways along La Jolla Village Drive, Nobel Drive, Genesee Avenue, and Regents Road. Moreover, this document notes that “pedestrian oriented areas” should be implemented within the Study Area and a linear park can be implemented along Regents Road and Genesee Avenue, in alignment with their vision for establishing multi-modal corridors.

Documents also noted that improved bike and pedestrian infrastructure should also be coupled with improved active transportation amenities. These would include improved lighting, landscaping and shade, and bicycle storage. These amenities were noted by some plans to be implemented at localized mobility hubs, which would offer enhanced multi-modal connections.

Sustainability Assessment

Challenges related to climate change within the larger San Diego area, as noted by the documents reviewed, include sea level rise, increased risk of flooding, and more intense and frequent heat waves, droughts, and wildfires. The greatest threats within the boundaries of this CMCP are intense temperature impacts and wildfires. Portions of SR 52, I-15, and SR 125 are expected to be at moderate risk for exposure to wildfire by 2025. This presents a risk to both existing and future transportation infrastructure, accessibility to roadways for travelers and emergency vehicles, and the need for innovation and evolution.

The Multi-Jurisdictional Hazard Mitigation Plan provides insight into the risks of climate change which are currently affecting communities within the Study Area. The City of San Diego Hazard Mitigation Plan estimates that over 2,000 people will be directly exposed to the impacts of sea level rise and coastal erosion, approximately 130,000 people will be at high-risk for rain induced landslides, and approximately 1.2 million people will be exposed to wildfire. These impacts will directly affect the University, Clairemont, Tierrasanta, and Kearny Mesa Communities within the Study Area. In addition, the City of Santee is at high risk for exposure to wildfires and the City of El Cajon is at high risk for both earthquakes and wildfires.

The impacts from climate change will have a direct effect on the transportation network projects discussed in future deliverables and thus must be continuously reviewed. In addition, transportation solutions which consider these impacts and aim to reduce greenhouse gas emissions and VMT throughout the corridor must be considered.

OPPORTUNITIES AND CHALLENGES

The following table and map provides a summary of the opportunities and challenges along key corridors within the Study Area.

Table A-1 Summary of Plans

DOCUMENT NAME	YEAR	AGENCY	SUMMARY	KEY CORRIDORS	KEY DESTINATIONS	OPPORTUNITIES	CHALLENGES
University Community Plan	1987	City of San Diego	This document provides a vision of the future character of the planning community and makes recommendations regarding transportation linkages and urban design criteria for development in the following communities: Torrey Pines, Central, Miramar, and South University. Plan elements discussed include land use, transportation, and public facilities.	La Jolla Village Drive, I-805, North Torrey Pines Road, Genesee Avenue, Nobel Drive, Governor Drive	UCSD, Voigt Trolley Station, Proposed Sorrento Valley Coaster Station Relocation	Opportunities in the street network include widening North Torrey Pines Road and widening Villa La Jolla Drive to I-5. Expansion of Class I protected bike lanes, increased amenities for pedestrians along major roadways such as Genesee and La Jolla Village Drive.	Car remains dominant transit mode, main streets are not friendly to cyclists or pedestrians.
Clairemont Mesa Community Plan	1989	City of San Diego	This document provides a series of recommendations and proposals designed to guide development in the community through 2004. The document addresses community issues including a desire to preserve the lower density character of the community, the loss of commercial services, the need for revitalization of development along the southern portion of Morena Boulevard, the need to improve public	Morena Blvd, Balbo Avenue, SR-52, Clairemont Boulevard, Genesee Avenue	Rose Creek, Tecolote Creek, Marian bear Memorial Park	Enhanced pedestrian circulation along Balboa and Genesee with improved amenities. Increase bicycle lanes join parks, schools and commercial activity centers. Minimize noise impact on major streets with traffic calming and complete streets treatments. Implement DART and Park-and-ride options to minimize congestion and link to public transit stations.	Shopping centers are not friendly to cyclist connections. Lack of rapid transit to destinations outside of the community, lack of practical transit connectivity within community.

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			transportation, the need to reduce traffic congestion along Balboa Avenue, and the need to provide Clairemont Mesa with a unique character identity.				
Tierrasanta Community Facilities Financing Program	1993-2002	City of San Diego	This collection of documents details the facilities financing program several developments within the Tierrasanta Community. The program describes the financing for including the extension of SR 52, the widening of Tierrasanta Boulevard, the extension of Tierrasanta Boulevard, the widening of Clairemont Mesa Blvd, the widening of Jackson Drive, the extension of Antigua Boulevard, the extension of Portobelo Drive/Via Valarta, the extension of Santo Road, the installation of traffic signals within the Tierrasanta Community, the I-15 light rail transit alignment study, several Tierrasanta median improvements, the design and construction of the Tierrasanta bike path, and	SR 52	Villa Norte Neighborhood Park, Camp Elliot Neighborhood Park Development, Tierrasanta Skate Park, I-15, SR-52	Enhanced bicycle amenities along major roadways, increased public transit connecting to key destinations, potential park-and-ride facility.	Community has historically been dominated by automobile transit. Community is still under development and has fairly low density at present.
				Tierrasanta Blvd			
				Clairemont Mesa Blvd			
				Jackson Drive			
				Portabelo Dr/ Via Valarta			

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			the addition of three community entrance signs.				
Tierrasanta Community Plan	2013	City of San Diego	This document provides a comprehensive guide for future public and private development within the Tierrasanta Community through 2000. The plan details the goals and objectives established by the community related to housing, transportation, recreational space,	SR 52 Tierrasanta Blvd Clairemont Mesa Blvd Jackson Drive		Opportunity to expand transit service to and from this community. Currently the bus trips to and from this community are very long (Route 27) to Serra Mesa, Clairemont, and Pacific Beach. The only express route is the Tierrasanta Express which links Tierrasanta directly to downtown San Diego.	Funding has been a challenge to securing additional transit service from MTS.

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			community services, and the natural environment.	Portabelo Dr/ Via Valarta		Opportunity mentioned for Caltrans to assist the community in establishing a subscription bus service paid for entirely by subscribers. There is only one existing bike route, on Aero Drive, so there is room for expansion of active transportation to, from, and within the community. Opportunity for a Park-and-Ride facility near I-15 and Clairemont Mesa Boulevard interchange also mentioned.	
City of San Diego Mobility Element	2015	City of San Diego	Document emphasizes development of multimodal transportation networks, particularly active transportation and pedestrian improvements to make a safer, healthier, greener, and economically vibrant city center.	Citywide street network		Policies to provide adequate capacity and reduce congestion, improve connectivity of street network, optimize operations and maintenance of streets and sidewalks, install traffic calming measures, and improve existing roadway facilities. Develop a continuous bikeway network, improve the quality and connectivity of the bike network.	N/A

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East Elliott Community Plan	2015	City of San Diego	<p>The East Elliott Community Plan indicates that this planning area is now separate from the Elliott Community Planning area, as it is now incorporated into the Tierrasanta Community Plan. The East Elliott Community Planning area however, remains undeveloped. The plan discusses the rugged topography and lack of utility and road connections to the community. The document also notes that projects proposed by the San Diego River Park Master Plan's efforts directly impact the East Elliott Community, as the San Diego River flows through the eastern portion of the study area.</p> <p>A land use annexation map is also included in the document for reference.</p>	N/A		7 acres of commercial office use is designated in the vicinity of SR-52, with excellent road access and potential.	Natural and open space areas should remain undeveloped with minimal active recreation uses, so development in much of this area should not be expected.
Clairemont Community Plan Update Mobility Element	2017	City of San Diego	The Clairemont Community Plan Update Existing Conditions Report is the initial step towards updating the Mobility Element of the	Balboa Ave		High pedestrian activity surrounding intersections with Clairemont Dr, Genesee Ave, Mt Abernathy Ave/Mt Alifan Dr. High	High stress corridor for bicyclists. Corridor lacks continuous sidewalks. Multiple intersections with high pedestrian, bicycle,

DOCUMENT NAME	YEAR	AGENCY	SUMMARY	KEY CORRIDORS	KEY DESTINATIONS	OPPORTUNITIES	CHALLENGES
			<p>Clairemont Community Plan. This report provides an analysis of the existing physical and operational conditions related to the mobility system within the Clairemont community. The Clairemont mobility system consists of pedestrian and bicycle facilities, transit bus routes and stops, regional freeways, and local roadways. Each mode is discussed throughout the chapter of the Existing Conditions Report. This report also includes a description of the methodologies used to analyze each mode.</p>			<p>bicycle demand west of Genesee Ave. High transit ridership stops near intersections with Clairemont Dr and Genesee Ave. Class II or III bicycle facility currently planned along Balboa Avenue from I-5 to Clairemont Drive, and from Mt. Alifan Drive/Mt. Abernathy Avenue to I-805. Traffic signal modifications and roadway widening planned from 4 lanes to 6 lanes between I-5 and Clairemont Drive. Traffic signal modifications and ADA upgrades at the intersection with Moraga Avenue. Installation of median landscaping at Mt. Alifan/Mt. Abernathy Avenue.</p>	<p>and vehicular collisions. Vehicular congestion approaching I-805 in EB direction during both peaks. Access to I-805 and I-5 result in high vehicular volumes.</p>
				Clairemont Mesa Blvd		<p>High pedestrian and bicycle demand corridor. Class II bike lanes currently planned along Clairemont Mesa Blvd from Genesee Ave to I-805, and from Clairemont Drive (West) to Clairemont Drive/Kleefeld</p>	<p>High stress corridor for bicyclists. Multiple intersections with high pedestrian, bicycle, and vehicular collisions.</p>

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						Avenue. Upgrade curb ramps and install signals at the intersection with Diane Avenue.	Access to I-805 results in high vehicular volumes.
				Genesee Avenue		High pedestrian demand surrounding intersections with Clairemont Mesa Blvd and Genesee Ave. Planned roadway widening from five to six lanes between Derrick Drive and Mt. Alifan Drive as adjacent property develops. Traffic signal modifications at intersection with Clairemont Boulevard.	High stress corridor for bicyclists. Multiple intersections with high pedestrian, bicycle, and vehicular collisions.
				Clairemont Drive		Pockets of high pedestrian and bicycle demand.	High stress corridor for bicyclists. Multiple locations with high pedestrian and bicycle collisions. Intersection with Balboa Ave experienced high vehicular collision frequency.
				Morena Blvd		High bicycle demand corridor. Class II or III bicycle facilities planned along Morena Blvd from Jutland Dr to Avati Dr. A direct ramp from Morena Boulevard to	High stress corridor for bicyclists. Intersection with Jutland Dr LOS F during PM peak. High vehicular collisions at intersection with Balboa Ave.

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						Clairemont Drive should be developed to provide direct access to I-5.	
				Regents Road		N/A	High stress corridor for bicyclists.
University Community Plan Update Existing Conditions Summary	2018	City of San Diego	This document provides an analysis on the existing mobility network within the University Community. An evaluation was provided on pedestrian, bicyclist, public transit, the street network, freeways, and parking facilities. Key findings included a lack of pedestrian connectivity in residential areas to the west, a significantly high mode share for bicyclists within the community, and low access to transit which contributes toward low transit ridership. In addition, the document highlights Genesee Avenue, La Jolla Drive/ Miramar Road, Nobel Drive, Regents Road, North Torrey Pines Road, Gilman Drive, and Governor	Genesee Avenue		N/A	High stress corridor for bicyclists. Multiple intersections with high bicycle and vehicular collisions. Multiple intersections with high vehicular volume during both peaks. Choke points for transit between La Jolla Village Dr and Governor Dr.
				La Jolla Drive/ Miramar Road		Class II bicycle facility planned along La Jolla Village Drive from Villa La Jolla Drive to I-805.	High stress corridor for bicyclists. Multiple intersections with high pedestrian, bicycle and vehicular collisions. High vehicular volumes along multiple segments and intersections during both peaks. Choke points for

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			Drive as key corridors for rehabilitation and traffic management.				transit between I-5 and I-805.
				Nobel Drive		Construct a full interchange on I-805 and widen to six lanes from Genesee Ave to Town Centre Dr.	High stress corridor for bicyclists. Multiple intersections with high vehicle collisions. Vehicle congestion at multiple intersections during both peaks.
				Regents Road		Widen the roadway between Genesee Ave and Executive Dr to a modified 4-lane Major Arterial and relocate the intersection at Genesee Ave to the east to add Class II bike lanes. Class II or III bicycle facility planned along Regents Road from Nobel Drive to Rose Canyon and from Rose Canyon to Governor Drive.	High stress corridor for bicyclists. Corridor lacks continuous sidewalks. High bicycle collisions reported at intersection with La Jolla Village Dr. Vehicle congestion approaching SR-52 in both directions during both peaks.

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				North Torrey Pines Road		N/A	High stress corridor for bicyclists. Vehicle congestion approaching I-5 in both directions.
				Gilman Drive		Class IV bicycle facility planned from La Jolla Village Dr to Rose Creek Bikeway/La Jolla Colony Dr.	High stress corridor for bicyclists. Corridor lacks continuous sidewalks. Vehicle congestion approaching I-5 SB.
				Governor Drive		Class II bicycle facility planned from Kantor Street to I-805. Class II or III bicycle facility planned from Regents Road to Genesee Avenue.	High stress corridor for bicyclists. Vehicle congestion and high vehicle collisions at the intersection with Genesee Ave.
Clairemont Community Plan Update Draft Land Use Scenario	2019	City of San Diego	The draft land use scenario is part of the Clairemont Community Plan Update, adopted in 2019. The proposed land use map reflects transit priority areas, the nine focus areas of the community plan, and the proposed densities for each focus area.	Clairemont Mesa Blvd Genesee Avenue Regents Road Balboa Ave		Transit Priority Areas along Clairemont Mesa Blvd and Genesee Avenue increases need for bicycle and pedestrian connectivity and amenities. More rapid transit to regional destinations could be beneficial.	Clairemont is relatively low density overall, per the goal to retain the single-family household, low-rise community character, which could limit feasibility of increased transit.

DOCUMENT NAME	YEAR	AGENCY	SUMMARY	KEY CORRIDORS	KEY DESTINATIONS	OPPORTUNITIES	CHALLENGES
Kearny Mesa Community Plan Update Mobility Existing Conditions Report	2019	City of San Diego	This document provides the initial step toward updating the Mobility Element within the Kearney Mesa Community Plan. This report provides an assessment of the existing physical and operational conditions related to the transportation network within Kearney Mesa. The document reviews all modes including pedestrian, bicyclist, public transit, and roadway facilities. Information gathered through this assessment will inform the improvements proposed in the future Kearney Mesa Community Plan Update, which will aim to accommodate future travel demand with a robust multimodal transportation network.	Kearney Mesa Rd		See Kearny Mesa CPU Mobility Technical Report	N/A
				Clairemont Mesa Blvd			N/A
				Balboa Ave			N/A
				Convoy Street			N/A
				Ruffin Road/ Kearney Villa Road			N/A
Clairemont Community Plan Update: Community Discussion Draft	2020	City of San Diego	The Discussion Draft is a preliminary draft of the community plan that identifies land and use changes and formulates policy to promote mixed-use	Clairemont Mesa Blvd	Mid-Coast Trolley Station	Pedestrian plazas, pathways, and other amenities can encourage active transportation. A safer and better connected bicycle network can help	The area is characterized by mesas and canyons, making bicycle connectivity difficult for non-athlete riders in many areas. Canyons are
				Genesee Avenue	Clairemont Town Square		

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			development, additional housing opportunities, and public space at existing community and neighborhood commercial centers, supported by a balanced, multi-modal transportation network that connects neighborhoods to commercial centers and to regional transit.	Regents Road Balboa Ave		meet City sustainability goals. Mobility Hubs in Clairemont Town Square, Mid-Coast Trolley stations, and mixed-use villages.	also barriers to pedestrian connectivity.
Kearny Mesa Community Plan	2020	City of San Diego	The March 2020 Draft is the latest version of the Plan and was released at the same time as the Kearny Mesa Community Plan Update DEIR. Kearny Mesa is one of the region's top job centers; however, with limited residential, most people commute to work from outside communities. The vision for Kearny Mesa is a vibrant employment community with new mixed-use village areas, and the transportation network needed to reflect the new vision. The draft plan provides room for businesses to grow and increases housing capacity for an	Aero Drive Convoy Street Clairemont Mesa Blvd	Convoy Street, Kaiser Permanente Medical Center	Increased pedestrian amenities and connectivity with fewer curb-cuts, more signalized crosswalks, and landscape. Implement more Class I- II bike lanes particularly along main streets. Mobility hubs at key destinations, especially in Convoy shopping areas. Implement community circulators.	Topography can limit bicycle/pedestrian connectivity between the mesa and surrounding neighborhoods.

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			additional 20,000 dwelling units within the TPAs, including Aero Drive, Convoy, and Clairemont Mesa Boulevard.				
Kearny Mesa Community Plan Update Mobility Technical Report	2020	City of San Diego	<p>This document builds on the assessment performed in the Kearny Mesa Community Plan Update Mobility Existing Conditions Report. Improvements and analysis are provided through the 2050 horizon year and aim to address existing and forecast deficiencies related to the mobility network within Kearny Mesa. This document aligns with the City of</p> <p>San Diego's General Plan, City of Villages Strategy, and Climate Action Plan (CAP). Key corridors for pedestrian improvements include Clairemont Mesa Boulevard, Ruffin Road/ Kearny Villa Rd, and Convoy Street.</p>	Kearny Villa Road		<p>Class IV bike facility planned from Ruffin Road to Balboa Avenue.</p> <p>Reclassify segment from Ruffin Road to Chesapeake Drive to a 4- Lane Collector without TWLTL. Reclassify segment from Chesapeake Drive to Clairemont Mesa Boulevard to a 4- Lane Major Arterial, repurposing existing Class II Bike Lanes, on-street parking, and two way left-turn lane for additional lanes and one-way Class IV Cycle Track provided in each direction.</p> <p>Kearny Villa Road & SR-52 WB Ramps right-turn overlap added to eastbound right. Add Bicycle Signal Phasing.</p>	High stress corridor for bicyclists. Corridor lacks continuous sidewalks. Multiple locations with high pedestrian and vehicle collisions. Vehicle congestion approaching Clairemont Mesa Blvd during both peaks.

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			<p>Corridors with high bicycle volumes, include Clairemont Mesa Boulevard, Aero Drive, Ruffin Road, and Kearny Villa Road.</p> <p>Primary transit streets identified by the plan include Clairemont Mesa Boulevard, Ruffin Road, Convoy Street, and Balboa Avenue. The plan also notes that several corridors including Kearny</p> <p>Villa Road, SR 52, Balboa Avenue, Convoy Street, I-15, and</p>	Clairemont Mesa Blvd		<p>From I-805 NB On-Ramp to I-15 SB On-Ramp, planned as a SMART Corridor, with two general purpose travel lanes, one flexible lane, and a one-way Class IV Cycle Track in each direction in lieu of on-street parking. Intersection geometry and signal modifications planned, such as lane removed, Bicycle Signal Phasing, and protected phasing at multiple locations. Clairemont Mesa</p> <p>Boulevard & Ruffin Road planned as a protected intersection.</p>	<p>High stress corridor for bicyclists. Corridor lacks sidewalks at the I-805 crossing. Multiple intersections with high bicycle, pedestrian and vehicle collisions. High vehicle volumes at multiple intersections along the corridor during PM peak hour.</p>
			<p>Ruffin Road are identified by SANDAG as “San Diego Forward Transit Corridors”. Roadway modifications proposed in this report include designating SMART corridors and implementing flexible lanes along key corridors including Balboa Avenue and Clairemont Mesa Boulevard.</p>	Convoy Street		<p>Class II buffered bike lanes planned from Copley Park Place to Aero Drive. Removal of on-street parking, roadway curb-to-curb reduction, expand the sidewalk space into an urban pathway or promenade while maintaining vehicular throughput from Clairemont Mesa Boulevard to Balboa Avenue. Signal</p>	<p>High stress corridor for bicyclists. Multiple intersections with high pedestrian and vehicle collisions. Vehicle congestion at multiple locations during both peaks.</p>

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			Other corridors identified for roadway modification include Copley Park Place, Daley Center Drive, Kearny Mesa Road, Kearny Villa Road, Tech Way, Murphy Canyon Road, Ronson Road, and Ruffner Street.			modifications at intersection with Convoy Court.	
		Balboa Avenue		Reclassify segment from I-805 NB On-Ramp to SR-163 SB On-Ramp from a 6-Lane Major Arterial with raised median and intermittent on- street parking to a SMART Corridor, with two general purpose travel lanes, one flexible Lane, and a one- way Class IV Cycle Track provided in each direction in lieu of on-street parking. Class II bike lane from Ruffin Road to eastern community boundary.		High stress corridor for bicyclists. Corridor lacks continuous sidewalks. Multiple locations with high pedestrian, bicycle and vehicle collisions. Vehicle congestion at multiple locations during both peaks.	
		I-15		Two managed lanes will be added to the segment between I-8 and SR- 163, one in each direction.		Vehicle congestion in both directions along the freeway during both peaks.	
		Copley Park Place		Reclassify segment from Copley Drive to Convoy Street to a 2-Lane Collector with two-way left-turn lane (TWLTL), repurposing the additional width as one-way		High stress corridor for bicyclists. Corridor lacks continuous sidewalks.	

DOCUMENT NAME	YEAR	AGENCY	SUMMARY	KEY CORRIDORS	KEY DESTINATIONS	OPPORTUNITIES	CHALLENGES
						Class IV Cycle Track provided in each direction.	
				Ruffin Road/Daley Center Drive		Class IV bike facility planned from Kearny Villa Road to Aero Drive. Intersection geometry and operational modifications planned at Ruffin Road & Chesapeake Drive, Ruffin Road & Farnham Street.	High stress corridor for bicyclists. Corridor lacks continuous sidewalks. Vehicle congestion at multiple intersections during both peaks.
				Kearny Mesa Road		Class I bike path planned from Engineer Road to Clairemont Mesa Boulevard.	High stress corridor for bicyclists approaching Clairemont Mesa Bl. Corridor lacks continuous sidewalks. Vehicle congestion and high vehicle collisions at the intersection with Clairemont Mesa Blvd.
				Tech Way		Reclassify segment from Kearny Villa Road to Overland Avenue to a 2-Lane Collector with two-way left- turn lane (TWLTL), repurposing the additional width for a one-way Class IV	High stress corridor for bicyclists.

DOCUMENT NAME	YEAR	AGENCY	SUMMARY	KEY CORRIDORS	KEY DESTINATIONS	OPPORTUNITIES	CHALLENGES
						Cycle Track in each direction.	
				Murphy Canyon Road		Class II and Class III bike facilities planned along Murphy Canyon Road, from Clairemont Mesa Boulevard to Balboa Avenue.	High stress corridor for bicyclists. High bicycle and vehicle collisions at the intersection with Aero Dr. Corridor lacks continuous sidewalks. Vehicle congestion along multiple segments and intersections during PM peak hour.
				Ronson Road		Class II bike facility planned from Shawline Street to Ruffner Street. Reclassify this segment to 2-Lane collector without TWLTL.	High stress corridor for bicyclists approaching Ruffner St. Corridor lacks continuous sidewalks.
				Ruffner Road		Class IV bike facility planned along east side from Copley Park Place to approximately 200 feet south of Balboa Avenue.	Vehicle congestion during both peaks and high vehicle collisions at the intersection with Balboa Ave.

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Genesee Avenue Corridor Concept Planning Sheet	2020	City of San Diego	The Genesee Avenue Corridor Concept Planning Sheet reviews the existing conditions along the corridor including traffic volumes and the corridor crash summary. In addition, the planning sheet details potential corridor-wide improvements including flexible lanes and a separated bikeway, which are proposed as part of the University Community Plan Update. The cross sections of several roadway segments, roadway modifications, and future redevelopments needed to support the project are also reflected in the document.	Genesee Avenue		Reconfigure existing right-of-way from Centurion Sq to Calgary Dr to include: two general purpose lanes in each direction, raised median, one-way cycle track in each direction. Reduce roadway width and widen sidewalk. Reconfigure segment from Calgary Dr to SR-52 Ramps WB Ramps to include: two general purpose lanes in each direction, raised median, one-way cycle track in each direction.	N/A

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Regents Road Corridor Concept Planning Sheet	2020	City of San Diego	The Regents Road Corridor Concept Planning Sheet reviews the existing conditions along the corridor including traffic volumes and corridor crash summaries. Potential corridor-wide improvements proposed in the planning sheet include flexible lanes, a separated bikeway, and a linear park which will also include a shared use path to accommodate both pedestrians and bicyclists. The total project length will extend for 2.5 miles north-south. Cross-sections for several segments and intersections, roadway modifications, and future development considerations are all listed.	Regents Road		Reconfigure segment from Arriba St to Rose Canyon to include: parking lane on both sides, one shared travel lane in each direction, linear park with shared-use path on the east side. Reconfigure segment from Governor Dr to SR-52 WB Ramps to include: two general purpose travel lanes in each direction, raised median, one-way cycle track in each direction.	N/A
University Community Plan Update Recommended Network Maps	2020	City of San Diego	This document includes five maps which reflect the recommended transit, bikeway, pedestrian, and vehicle networks as part of the University Community	I-5	UCSD, Voigt Trolley Station, Proposed Sorrento Valley Coaster Station Relocation	Managed Lanes, Mobility hubs along corridor, dedicated bus lane, bus on shoulder from Genesee Ave to Vista Sorrento Pkwy, Mid Coast Trolley Extension.	N/A

DOCUMENT NAME	YEAR	AGENCY	SUMMARY	KEY CORRIDORS	KEY DESTINATIONS	OPPORTUNITIES	CHALLENGES
			Plan Update. The study area extends from N Torrey Pines Road in the North, SR 52 in the South, to Carroll Rd in the East, and N Torrey Pines Rd in the West.	La Jolla Village Drive		SMART Corridor, Flexible lanes, Adaptive signal timing, One Way Cycle Track, Pedestrian Oriented Area	N/A
			Proposed improvements include flexible lanes, bus only lanes, bus priority treatments, SMART Corridors, a robust bikeway network expansion, traffic calming enhancements, the creation of pedestrian oriented areas, and a mid-coast trolley extension.	Nobel Drive		Super Loop, SMART Corridor, Flexible lane, Adaptive signal timing/TSP, One Way Cycle Track, widened sidewalks	N/A
		Genesee Avenue			Flexible lanes, Adaptive signal timing/TSP, SMART corridor from I- 5 to SR 52, Queue Jump from Nobel Dr to Governor Dr, Mobility hub/ Trolley Station at La Jolla Village Dr and Nobel Dr, Two way Cycle Track/Multi Use Path, Protected bike intersections (bike box, 2 stage left turn lanes)	High volume of crashes, concern for auto R/W violations, concern for unsafe speeds, concern for improper turning, AT connections at I-5 on/off ramps	
		Gillman Drive			Flexible lanes, Super Loop from Villa La Jolla to UCSD, Adaptive Signal Timing/TSP at Villa La Jolla and I-5, Adaptive Signal Timing at La Jolla Village Dr, One Way Cycle Track	N/A	

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				Regents Road		Two Way Cycle Track adjacent to the multi-use path proposed in the Linear Park in the "Regents Road Corridor Concept Plan", protected bike intersections	Concerns for unsafe traffic speeds, improper turning.
				N Torrey Pines Road		One Way Cycle Track, Enhanced Pedestrian Environment (Improved lighting, widened sidewalk)	N/A
University Community Plan Update Focus Areas	2020	City of San Diego	Map reflecting the five focus areas recommended in the University Community Plan Update	I-5		See University Community Plan Update Recommended Network Maps above	N/A
City of Santee General Plan	2003	City of Santee	The Santee General Plan, adopted in 2003, provides a long- term policy guide for physical, economic, and environmental growth. The document is divided into the land use, housing, mobility, recreation, trails, conservation, noise, safety, and community enhancement elements. Specific challenges addressed in the General Plan include traffic	Mast Blvd	Town Center, SD River Trail, Santee Trolley Square	Protected bikeway, include this corridor as a "multimodal corridor" given its high traffic volume and designation as a major arterial, bus priority treatments for Route 834	No protected bikeways, excessive queuing times at the SR 52 WB On Ramp.
				Mission Gorge Road		Multimodal corridor (consistent with plan)	No protected bikeways, is designated as a truck routes which means AT and other roadway users must compete for safe street space

DOCUMENT NAME	YEAR	AGENCY	SUMMARY	KEY CORRIDORS	KEY DESTINATIONS	OPPORTUNITIES	CHALLENGES
			congestion, protection of natural resources, community appearance and identity, and the provision of a variety of housing accommodations.	Prospect Avenue		Multimodal corridor (consistent with plan)	No protected bikeways, only class II
				Magnolia Avenue		Safe connection for AT users to SD River Trail	No protected bikeways, only class II
				Cuyamaca St		Safe connection for AT users to SD River Trail, multimodal corridor (consistent with plan)	No protected bikeways. Is designated as a truck routes which means AT and other roadway users must compete for safe street space
				SR 52		Widen SR 52 between Mast Blvd and SR 125 from 4 general purpose lanes to 6 by 2035, construct 2 managed lanes between I 15 and SR 125 by 2050 (consistent with plan)	N/A
				Olive Ln/ Town Center Pkwy		Multimodal corridor (consistent with plan)	N/A
City of Santee Mobility Element	2017	City of Santee	The mobility element of the City of Santee General Plan Update provides an update to the 2003 General Plan through the 2035 horizon year. This document	Mission Gorge Road		Road diet from six lanes to four lanes and provide buffered Class II bicycle lanes in each direction between Riverview Parkway and Magnolia Avenue.	High stress corridor for bicyclists. Corridor lacks continuous sidewalks West of Carlton Hills Blvd.

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			<p>assumes the full build out of improvement proposed in the current General Plan and aims to identify policies and programs which maximize the efficiency and safety of transportation facilities. This element provides a robust plan for a multimodal transportation system which serves pedestrians, bicyclists, public transportation, and vehicles. The report identifies the need to better integrate land uses with transportation and economic growth in an effort to create more walkable and transit supportive communities. Improvements to the active transportation network are proposed along Mission Gorge Road, Magnolia Avenue, Cottonwood Avenue, and Graves Avenue. Addendum No.1 (adopted by MTS in 2017), which reflects a service change to the MTS bus route within the City of</p>			<p>Planned multi-use paths. Intersection geometry modification at West Hills Pkwy.</p>	
				Magnolia Avenue		<p>Class II bike Lanes planned between Princess Joan Road and Cuyamaca Street. Class IV Cycle Track planned between Mission Gorge Road and Mast Boulevard. A new roadway will be constructed as a Four-Lane Major between Cuyamaca Street and Woodglen Vista Road.</p>	<p>High stress corridor for bicyclists. High vehicle volumes along multiple locations.</p>
				Cottonwood Avenue		<p>A new roadway constructed as a Two-Lane Collector with a Two-Way Left-Turn Lane between Street "A" and Riverview Parkway. The segment along Cottonwood Ave between Mission Gorge Road and Buena Vista Avenue will be improved to a Two-Lane Collector with a Two-Way Left-Turn Lane.</p>	<p>Corridor lacks continuous sidewalks.</p>

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			Santee, is also included in the report.	Graves Avenue		The segment between Prospect Avenue and Pepper Drive will be improved to a Two-Lane Collector with a Two-Way Left-Turn Lane.	High stress corridor for bicyclists. Corridor lacks continuous sidewalks. High vehicle volumes between Prospect Ave and Pepper Dr.
City of Santee Zoning Map	2017	City of Santee	This document reflects the City of Santee Zoning District Map as part of the City of Santee General Plan adopted in 2017. A significant portion of land has been designated for "planned development" on Rattlesnake Mountain in the north portion of the City. This designation is noted to be an overlay designation on top of the existing Hillside land use and zoning designations.	Cuyamaca St	Town Center	Include transit supportive development along Cuyamaca St, Satellite mobility hubs.	Large portion of the land use map is dedicated to low-medium density homes, which makes transit supportive development/ providing efficient transportation connections more challenging than medium-higher density development
Item 6 Fanita Attachments	2020	City of Santee	This document reviews the EIR for the Fanita Ranch Project submitted by the City of Santee.	Mission Gorge Road	Fanita Ranch residential development to also include a school, parks, open space, agricultural use, and commercial uses	Widen corridor for a dedicated northbound right turn but also to include a protected bike intersection at Cuyamaca St, include an adaptive traffic signal control system along the corridor between Fanita Dr and Town Center Parkway.	N/A

DOCUMENT NAME	YEAR	AGENCY	SUMMARY	KEY CORRIDORS	KEY DESTINATIONS	OPPORTUNITIES	CHALLENGES
				Mast Ave		Widen corridor to include an additional lane to improve through traffic, but also include a protected bikeway.	N/A
Draft EIR Fanita Ranch Project: Section 416 Transportation	2020	City of Santee	This document is derived from the Fanita Ranch Draft Revised EIR and evaluates the potential impact that the Fanita Ranch project might have on the existing transportation network in the City of Santee. The document provides a detailed description of the existing conditions of key corridors, including the roadway classification, LOS analysis, ADT thresholds, on-street parking designations, speed limits, and existing bikeways. The document also provides a review of the four existing transit routes (Route 832, Route 833, Route 834, and Green Line Trolley) that run through the study area and existing active transportation network. In addition, the document reviews the projected transportation demand, LOS,	Mast Boulevard		N/A	N/A
				Mission Gorge Road			
				Carlton Oaks Drive			
				Prospect Avenue			
				West Hills Parkway			
				Fanita Drive			
				Fanita Parkway			

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			and VMT for the year 2035 in response to the baseline conditions which assumes all adopted land uses on the project site.				
City of El Cajon Housing Element Rezoning Program Technical Report	2017	City of El Cajon	The City of El Cajon Housing Element Rezoning Program Technical Report identifies any potential traffic impacts associated with the proposed housing element rezoning program, as well as recommends mitigation measures where necessary. Key corridors for concern include Madison Avenue and Magnolia Avenue, which received a projected F LOS. Projected LOS and ADT data for 2035 is available for major intersections and corridors in the study area.	W Main Street		Bus priority treatments, protected bikeway, bike friendly intersections at Magnolia Ave, Madison Ave, Wisconsin Ave, Park Ave, and Lexington Ave, improve placemaking along entire corridor, satellite mobility hub.	High ADT
				Madison Avenue		Bike friendly intersection at Magnolia Ave, Protected bikeway from Ballantyne St to Mollison Ave.	LOS F on eastern portion of corridor
				Magnolia Avenue		Protected bikeway	N/A
				Broadway		Bus priority treatments, protected bikeway	N/A

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				El Cajon Boulevard		Bus priority treatments, Protected Bikeway, create a "complete corridor"/ "Main Street" consistent with what is proposed in the plan.	N/A
				Fletcher Parkway		Bus priority treatments, protected bikeway, micro-mobility options.	N/A
City of El Cajon Transit District Specific Plan	2018	City of El Cajon	The City of El Cajon Transit District Specific Plan provides a guiding policy framework to support the development of transit-supportive land uses, improve mobility options, and provide and enhanced public realm. The key goals established by the plan include establishing a mix of transit supportive land uses, increasing housing opportunities that enhance transit ridership, improve safety and comfort along the corridors for pedestrians and bicyclists, increasing the number of trips made by an active mode, encouraging revitalization in the area, enhancing the public realm, advancing public health and	Main Street	Transit station on the corner of Palm Avenue & Marshall Ave	Dedicated bus lane, bus signal priority, bicycle friendly intersections, protected bikeway, "complete corridor"	major arterial provides an unsafe environment for bicyclists and pedestrians.
				Washington Avenue		Bike friendly intersection at W Washington Ave & El Cajon Blvd, Protected bikeway bus priority treatments, traffic calming measures.	N/A
				El Cajon Boulevard		Bus priority treatments, Protected Bikeway, create a "complete corridor"/ "Main Street" consistent with what is proposed in the plan.	No protected bike infrastructure on a major arterial.
				Marshall Avenue		Protected bikeway, bus priority treatment near intersection of Palm	Class II bikeway is not sufficient for a major corridor connection to the

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			sustainability, creating a neighborhood identity, and removing barriers to smart growth development.			Avenue, create a "complete corridor" in line with what is recommended by the plan	transit station, bus stop interferes with bikeway and through traffic.
				Palm Avenue		Protected bikeway along Palm Avenue, Improve aesthetic of corridor with vegetative barriers, Traffic calming measures.	Currently there are no dedicated bikeways, streetscape aesthetic is not welcoming to users traveling via an active mode.
SR 52 EB-WB Widening Project Report	2007	Caltrans	The SR 52 EB-WB Widening Project proposes to widen SR 52 from 12 feet to 24 feet into the existing median. This widening will increase capacity, accommodate planned growth within the project area, improve operation and circulation, and maintain bicyclist access. The alternatives provided in this document have been presented to the City of Santee, City of San Diego, and the County of San Diego. The preferred alternative included widening the mainline in both directions from the I-15 interchange to the Mast Blvd interchange and widening/realigning the Santo Rd WB	SR 52	Kearny Mesa, Tierrasanta, and Santee	The proposed widening improvements to SR-52 provide short-term congestion relief in the peak periods between Santo Road and Mast Blvd. Other improvements including managed lanes will be needed to maintain acceptable long-term operations. Oak Canyon and Spring Canyon bridges should be widened to maintain standard lane and shoulder widths.	Oak Canyon and Spring Canyon bridges present widening challenges.
				Santo Road		WB Off-ramp to Santo Road improvement with standard shoulder width.	Widening will need retaining walls before and at the bridge abutment.
				Mast Blvd		N/A	N/A

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			loop off-ramp. This preferred alternative also includes provisions for EB/WB bike travel along SR 52. No ROW acquisition is needed for this project.				
SR 52 East/West Improvements Fact Sheet	2007	Caltrans	The SR 52 East/West Improvements Fact Sheet highlights the corridor wide improvements including the addition of a general-purpose lane in each direction, two reversible managed lanes, and a full freeway interchange at SR 52 and SR 67. This project aims to significantly improve traffic flows on SR 52 from I-15 east to SR 67.	SR 52	Kearny Mesa, Tierrasanta, and Santee	Reversible managed lanes to reduce the peak hour congestion and delay between Santo Road and Mast Blvd. Widening at San Diego River bridge to address the EB bottle neck issue.	Ingress and egress locations are critical for the reversible managed lanes operations. San Diego River bridge widening is costly and also introduce environmental impact.

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Transportation Concept Report State Route 52	2015	Caltrans	The Transportation Concept Report (TCR) provides a vision for SR 52 during a 20-25-year planning horizon. The document aims to improve efficiency, maintain system performance, and create a sustainable and healthy community along the corridor. To achieve this, the document discusses the implementation of several improvements, including expanding the corridor from 4 lanes to 6 lanes, introducing managed lanes, and introducing reversible managed lanes. An expansion from 4 to 6 lanes is proposed along SR 52 from I-5 to I-805 and from SR 125 to SR 67. The addition of 2 managed lanes, in addition to the same freeway expansion, is proposed from I-805 to I-15. The addition of two reversible managed lanes and a lane expansion from 4 to 6 is proposed from I-15 to Mast Boulevard and from Mast Boulevard to SR 125. These improvements aim to relieve some congestion to	SR 52	La Jolla, University, Clairemont Mesa, Kearny Mesa, Tierrasanta, and Santee	Managed lane facilities use moveable barriers in areas where there is a streaming flow of traffic to redistribute unused capacity from the off-peak traffic direction to give more lanes to the peak traffic direction. The morning commute westbound and evening commute eastbound would greatly benefit from this improvement. Other improvements include expanding SR-52 from 4 to 6 lanes at both the western and eastern termini of the SR-52. This lane expansion will occur from I-5 to Interstate 805 (I- 805) and from SR-125 to SR-67. This expansion will improve mobility by increasing roadway capacity.	Due to budget limitations, work on this section of the SR-52 Managed Lanes project was delayed. The widening at both the western and eastern termini will also require costly bridge widenings.



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			<p>SR 52, which is a heavily traveled route for commuters traveling from East County. The TCR also supports the addition of a Class I bike path alongside SR 52, as proposed by the 2011 City of San Diego Bicycle Master Plan Update and by the SANDAG Regional Bicycle Master Plan, Riding to 2050. The addition of this bikeway would provide a vital connection for bicyclists to the surrounding active transportation network. Moreover, this document recommends the implementation of a "bus on shoulder" route along the corridor to allow busses to bypass congested freeway segments.</p>				

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Project Study Report-Project Development Support	2020	Caltrans	<p>The SR 52 Operational Improvements Project aims to reduce heavy congestion and improve the reliability of service on SR 52 by reducing travel times. The project limits are from the Mission Gorge Road undercrossing at SR 52 to SR 52 at the I-15 connector and includes the SR 52/ Mast Boulevard Interchange. The LOS analyses concluded that freeway intersections along the study corridor received a LOS of E or F for both AM and PM peak hours. The first alternative is a no-build scenario, while the second alternative proposes converting the existing westbound freeway shoulder into a Truck Climbing/Auxiliary lane, converting the existing</p>	SR 52	Kearny Mesa, Tierrasanta, and Santee	<p>A Class IV Bikeway (Separated Bikeway) facility will be constructed on the eastbound side of the freeway to replace the existing two-way bike path. Over the existing Oak Canyon and Spring Canyon Bridges, the separated bikeway will be cantilevered from the bridge deck.</p> <p>The existing Bikeway will be converted to a WB shoulder and a WB lane will be added using the existing shoulder. Freeway restriping would include the eastbound San Diego River Bridge where the number of lanes would be increased from two to three lanes.</p>	<p>Oak Canyon and Spring Canyon bridge widening will be costly. The San Diego River bridge is on a sharp curve. Restriping the bridge to reduce shoulder width will raise traffic safety concerns.</p>
				Mission Gorge Road	N/A	N/A	N/A

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			concrete barrier separated two-way bike path to the westbound freeway shoulder, and adding a Class IV bikeway facility on the EB side of SR 52 to replace the existing two-way bike path. The third alternative is a phased project which will include all improvements posed by alternative 2, but will also include restriping the WB SR 52 from just east of the San Diego River Bridge to Mast Boulevard and restriping the merge at the Mast Boulevard WB on-ramp. This alternative might also include the merging of 2 ramp lanes to 1 prior to the on-ramp's connection to SR 52. Other considerations mentioned by the PST PDS include, the BRT route proposed by the 2015 SANDAG Regional Plan, the Class I bicycle facility proposed by the San Diego Regional Bicycle Plan: Riding to 2050, climate change considerations, future implementation of broadband and advanced	Mast Boulevard	N/A	N/A	N/A

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			technologies, fueling opportunities for Zero-Emission Vehicles (ZEV), and environmental justice.				
Riverford Road ICE Estimates	2019	San Diego County	Details the cost estimates for the Intersection Control Evaluation (ICE) Study. The total project cost; at current year cost, is estimated to be \$12,450,000 and \$15,600,000 at an escalated cost. This cost will include the construction of 2 multi-lane roundabouts, pavement structural improvements, drainage	SR 67	SR 67 Off-ramp improvements: SR 67 NB Off- Ramps at Woodside Ave. Riverford Rd at Woodside Ave. SR 67 SB Off-Ramps at Riverford Rd. Riverford Rd. and N. Woodside Ave.	N/A	N/A

DOCUMENT NAME	YEAR	AGENCY	SUMMARY	KEY CORRIDORS	KEY DESTINATIONS	OPPORTUNITIES	CHALLENGES
			improvements, environmental work, traffic items, and right-of-way (ROW) acquisition.	Riverford Road	N/A	N/A	N/A
Riverford SR 67 ICE Study	2019	San Diego County	Site plans for the Riverford SR 67 interchange, as they relate to the ICE study.	SR 67	SR 67 Off-ramp improvements	N/A	N/A
				Riverford Road	N/A	N/A	N/A
State Route 67 and Riverford Road Intersection Control Evaluation Report	2020	San Diego County	This report compares safety and operations associated with the three proposed alternatives at the four study intersections: SR 67 NB Off-ramps at Woodside Ave, Riverford Rd at Woodside Ave, SR 67 SB Off-Ramps at Riverford Rd, Riverford Rd and Woodside Ave. The first alternative proposes two roundabouts and the consolidation of closely spaced intersection on either end of SR 67. The second alternative proposed signalized intersections with stop control be implemented at N Woodside Ave, as a low-cost option, or simply signalized intersections, as an alternative low-cost	SR 67	SR 67 NB and SB Off-ramp improvements at Riverford Rd intersections, directly north and directly south of SR 67. Additionally, 4 intersections were studied: N Woodside Ave/Riverford Rd, n/o the SR 67 SB Ramps SR 67 SB Ramps/Riverford Rd Woodside Ave/Riverford Rd Woodside Ave/SR 67 NB Off-ramp	Intersection improvements to Increase SB Off-ramp storage length, increase traffic capacity, reduce delays and conflict points, decrease mobility costs, better life-cycle costs	Signal alternatives present delay and excessive queues. Overall intersection LOS is D or better; but many movements still experience LOS E or F. Higher construction costs (roundabout alternative), increased right-of-way take. Alt. 3's roadway widening on the north/south ends will require bridge replacements and is a high cost alternative.

DOCUMENT NAME	YEAR	AGENCY	SUMMARY	KEY CORRIDORS	KEY DESTINATIONS	OPPORTUNITIES	CHALLENGES
			option. The third alternative proposed signalized intersections with stop control be implemented at N Woodside Avenue with widened new bridges. The report finds that based on the results of the analysis, the roundabout alternative will be the preferred alternative for SR 67 and Riverford Road study intersections. The report notes that implementing either of the signal alternatives would delay many movements for vehicles waiting in queues. Although the roundabout alternative is the most costly, the report finds that it will have the longest life-cycle, thus making it the most cost efficient option as well.	Riverford Rd	Roundabouts at Woodside Ave and SR 67 SB Ramp intersections. N Woodside Ave intersection (Intersections 1, 2, 3)	Consolidation of closely spaced intersections.	Alternatives 3/3A have queuing issues and receive LOS E and F for some movements, due to the closely spaced intersections north and south of SR 67.
				N. Woodside Ave	Riverford Rd intersection	Eliminates EB movements from stop-controlled intersection and consolidated as the fifth leg of the roundabout at SR 67 ramps/Riverford Rd	N/A
				Woodside Ave	SR 67 NB Off-ramp intersection. Riverford Rd intersection (Intersections 3, 4)	Redesigned roundabout consolidates closely spaced intersections of SR 67 NB Off- ramp/Woodside Ave and Riverford Rd/Woodside Ave	N/A
SR 67 Riverford Road Interchange Improvement Project	2020	San Diego County	This document reviews the cooperative agreement for the SR 67/Riverford Road Interchange Improvement Project. This project proposes operational improvements to traffic circulation along Riverford Road from N	SR 67	SR 67 NB ramps	In addition to the opportunities presented above: Enhanced traffic circulation and vehicular, pedestrian, and bicycle safety within Caltrans right-of-way particularly in the vicinity of	N/A

DOCUMENT NAME	YEAR	AGENCY	SUMMARY	KEY CORRIDORS	KEY DESTINATIONS	OPPORTUNITIES	CHALLENGES
			Woodside Ave to Woodside Ave in the vicinity of the SR 67 interchange. Alternatives discussed in the document include the installation of two roundabouts at the SR 67 on/off ramps. This document is also supported by the Intersection Control Evaluation (ICE) report which was approved by Caltrans District 11 in January 2020.			the SR 67 and Riverford Rd underpass. Accommodating anticipated travel demand through Design Year 2045	
				Riverford Road	Riverford Rd/Woodside Ave intersection Riverford Rd/N Woodside Ave intersection	N/A	N/A
				Woodside Ave	SR 67 NB Off-ramps	N/A	N/A
Routes 67/125 Corridor Study	2002	SANDAG	This document reviews the first phase of the Routes 67/125 Corridor Study, which focuses on the SR 67 corridor between SR 52 in the City of Santee and SR 78 in the Community of Ramona. The document suggests focusing	SR 67	Santee, Lakeside, Ramona	Widen Route 67 between SR 52 and Mapleview Street from a four-lane to a six-lane freeway. This will help emergency evacuation during wildfire seasons.	N/A
				Vigilante Road	N/A	N/A	N/A

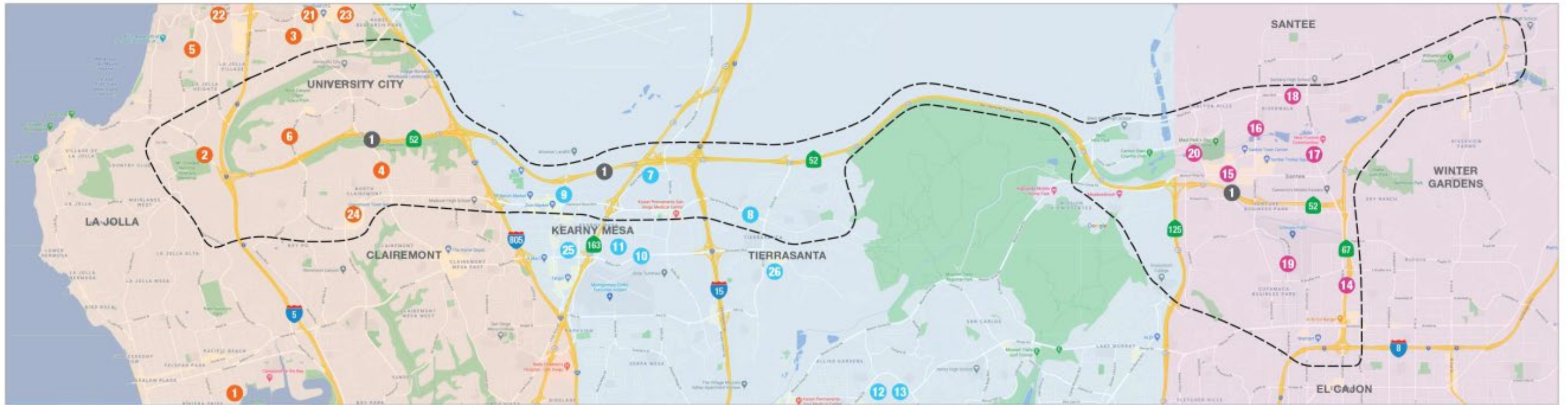
DOCUMENT NAME	YEAR	AGENCY	SUMMARY	KEY CORRIDORS	KEY DESTINATIONS	OPPORTUNITIES	CHALLENGES
			improvements to Route 67 north of Vigilante Road, with a total of six proposed alternatives. The proposed alternatives aim to improve existing and projected transportation issues for north-south travel in the corridor. A level of service (LOS) projection and traffic forecast is provided for each alternative. In addition, insight into how this corridor will impact the regional transit vision is also given in this report and proposes the introduction of two higher frequency “yellow car” regional express routes.	SR 125 North (North of SR 52)	Santee, Poway	Assumed to be 4 lane expressway	Deleted in the City's circulation network
Appendix A 2050 RTP	2011	SANDAG	This document provides a comprehensive list of projects for both the revenue	SR 52		BRT service along entire corridor, dedicated BRT lane during peak hours	Poor LOS

DOCUMENT NAME	YEAR	AGENCY	SUMMARY	KEY CORRIDORS	KEY DESTINATIONS	OPPORTUNITIES	CHALLENGES
Projects, Costs, and Phasing			constrained plan and the unconstrained revenue scenario. The detailed highway and transit listings, cost estimates, and phasing are included for the revenue constrained plan. The project listings, cost estimates, phasing, level of service (LOS), and average daily traffic (ADT) is also included for the unconstrained revenue scenario. Projects proposed in the revenue constrained transit network along SR 52 include peak period BRT along the entire corridor and BRT service along the western portion of SR 52. Projects proposed in the revenue constrained highway network along SR 52 include managed lanes, general purpose lanes, and HOV connectors along segments of the corridor. The document notes that the western-most segment of SR 52 is LOS A to D, the middle segment of SR 52 is LOS E to F, with the eastern-most segment of SR 52 being LOS F. Maps that reflect the	I-15		Connect BRT service on I-15 to SR 52	N/A

DOCUMENT NAME	YEAR	AGENCY	SUMMARY	KEY CORRIDORS	KEY DESTINATIONS	OPPORTUNITIES	CHALLENGES
			proposed project locations and LOS are also provided in this document.				
San Diego River Trail Carlton Oaks Golf Course Segment Final Study/Mitigated Negative Declaration	2017	SANDAG	This document addresses the potential environmental effects of the implementation of the San Diego River Trail – Carlton Oaks Golf Course Segment Project. The document indicates that a mitigated negative declaration will be prepared for this project. In addition, the document reviews the CEQA Initial Study Checklist for potentially significant effects to biological resources, cultural resources, and	West Hills Parkway	Carlton Oaks Golf Course, Mast Park/ Mast Park West Developments	Bike friendly intersection to safely deliver AT users to/from SD River Trail back onto W Hills Pkwy.	Oncoming traffic is a hazard to merging bicyclists. Current plan suggests bikes merge onto the sidewalk, but we need a separated space for bikes and pedestrians to each have allocated street space to avoid collision.
				Carlton Hills Blvd		Class IV Bikeway connection from Mission Gorge Rd, additional bus stop at intersection of Carlton Oaks Dr, bike	Need a safe re-entrance point for bicyclists merging back into traffic on NB travel lanes that avoids pedestrian collision on the sidewalk.

DOCUMENT NAME	YEAR	AGENCY	SUMMARY	KEY CORRIDORS	KEY DESTINATIONS	OPPORTUNITIES	CHALLENGES
			utilities and service systems for the proposed project.			share/parking at Mast Park Parking Lot trail head.	
San Diego River Trail: Carlton Oaks Segment	2018	SANDAG	Reviews the collaborative effort between SANDAG, the San Diego River Conservancy, and the cities of San Diego and Santee to complete a regional bikeway extending from the Pacific Ocean through Santee. The bikeway will extend along a portion of I-8 in the west and SR 52 in the east. Once completed, the trail will extend for 20 miles and will provide a safe and comfortable bikeway connection.	San Diego River Trail		Complete the San Diego River Trail Carlton Oaks Golf Course segment from west Hills Parkway to Mast Park (currently under development), and the easternmost segment from Cuyamaca St to Santee city limit.	N/A

Summary of Ideas, Constraints, Challenges and Opportunities



KEY CORRIDORS

1 SR-52

- Reversible managed lane facilities with moveable barriers in areas where there is a streaming flow of traffic to redistribute unused capacity
- Expand from 4 to 6 lanes at the western and eastern terminals
- Widen at San Diego River bridge to address eastbound bottleneck issues

2 La Jolla Village Drive

- Make a SMART corridor
- Add flexible lanes and adaptive signal timing
- Add one-way cycle track
- Make a pedestrian oriented area

3 Nobel Drive

- Make a SMART corridor
- Add flexible lanes and adaptive signal timing
- Add one-way cycle track
- Widen sidewalks

4 Genesee Avenue

- SMART corridor from I-5 to SR-52
- Add flexible lanes and adaptive signal timing
- Add mobility hub at La Jolla Village and Nobel Drive
- Incorporate a two-way cycle track/multi-use path and protected bike intersections
- Reduce roadway width and widen sidewalk

5 N Torrey Pines Road

- One-way cycle track
- Enhanced pedestrian environment with a widened sidewalk and improved lighting

6 Regents Road

- Add two-way cycle track adjacent to multi-use path proposed in the linear Park
- Incorporate protected bike intersections

- Reconfigure certain segments to include parking lanes on both sides, one shared travel lane, and a linear park with a shared-use path on the East side

7 Kearny Villa Road

- Class IV bike facility planned from Ruffin Road to Balboa Avenue
- Add bicycle signal phasing

8 Clairemont Mesa Blvd

- SMART Corridor from I-805 NB on-ramp to I-15 SB on-ramp with two general purpose travel lanes, one flexible lane, and a one-way Class IV cycle track in each direction in lieu of on-street parking
- Intersection geometry and signal modifications planned, including lane removal, bicycle signal phasing, and protected phasing at multiple locations

9 Convo Street

- Create urban pathway/promenade
- Incorporate mobility hubs
- Class II buffered bike lanes from Copley Park Place to Aero Drive
- Remove on-street parking and implement roadway curb-to-curb reduction to expand the sidewalk space into an urban pathway or promenade

10 Balboa Avenue

- SMART Corridor from I-805 NB on-ramp to SR-163 SB on-ramp with two general purpose travel lanes, one flexible lane, and a one-way Class IV cycle track in each direction in lieu of on-street parking
- Class II bike lane from Ruffin Road to eastern community boundary

11 Tech Way

- Reclassify segment from Kearny Villa Road to Overland Avenue to a 2-lane collector with a two-way left turn lane and repurpose additional width for a one-way Class IV cycle track in each direction

12 El Cajon Boulevard

- Add bus priority treatments and a protected bikeway
- Create a "complete corridor" in line with city recommendations

13 Washington Avenue

- Make a bike friendly intersection at W Washington Avenue and El Cajon Boulevard

- Add protected bikeway and bus priority treatments along with traffic calming

14 SR-67

- Widen between SR-52 and Mapleview Street from four to six lanes to help with emergency evacuation
- Enhance circulation and safety in Caltrans ROW particularly near SR-67 and the Riverford Road underpass
- Intersection improvements to increase SB off-ramp storage length
- Reduce delays and conflict points

15 Mission Gorge Road

- Widen corridor for a dedicated northbound right turn
- Add protected bike intersection at Cuyamaca St.
- Include an adaptive traffic signal control system along the corridor between Fanita Drive and Town Center Parkway

16 Cuyamaca Street

- Include transit supportive development
- Add satellite mobility hubs, including one at Town Center
- Create a safe connection for active transportation users to San Diego River Trail

17 Magnolia Avenue

- Create a safe connection for active transportation users to San Diego River Trail
- Include this corridor as a "multimodal corridor"
- Incorporate protected bikeways and a safe connection to the San Diego River Trail

18 Mast Boulevard

- Add protected bikeway
- Include this corridor as a "multimodal corridor"
- Implement bus priority treatments for Route 834

19 Marshall Avenue

- Protected bikeway and bus priority treatment near intersection of Palm Avenue
- Create a "complete corridor" in line with city recommendations

20 San Diego River Trail

- Complete Oaks Golf Course segment and easternmost segment from Cuyamaca to Santee city limit

KEY DESTINATIONS

21 University Town Center (UTC)

- Enhanced pedestrian and cyclist connectivity to nearby communities
- Enhanced amenities for pedestrians in surrounding area, including lighting, protected crosswalks, landscaping, etc.

22 University of California San Diego (UCSD)

- Enhanced pedestrian and bicycle connectivity in surrounding community
- Establish pedestrian oriented areas
- Enhanced pedestrian and bicycle amenities, including lighting, landscaping, linear parks, etc.

23 Sorrento Valley Employment Center

- Improved bicycle circulation with surrounding communities
- Enhanced pedestrian connectivity and amenities including sidewalk widening, protected crosswalks, lighting and landscaping

24 Clairemont Town Square

- Implement pedestrian pathways, plazas, and other amenities which encourage active transportation

25 Kearny Mesa

- Implement community circulator service in high travel demand areas
- Enhanced pedestrian amenities and connectivity
- Vibrant employment community with new mixed-use village areas

26 Tierrasanta

- Growing residential community with limited transit accessibility
- Increase frequency of service on Tierrasanta Express to better connect travelers to key destinations