APPENDIX F
LIST OF RELATED STUDIES/REPORTS

STUDIES/REPORTS COMPLETED SINCE THE
MOBILITY 2030 REGIONAL TRANSPORTATION PLAN (RTP)

Airport Site Selection Program (ASSP)  (May 2006)

In July 2001 SANDAG initiated what was then referred to as the Air Transportation Action Program (ATAP). The action program explored the initial steps of how best to meet the San Diego region’s long-term air transportation demand, looking at combining or connecting San Diego International Airport (SDIA) with existing airports or replacing Lindbergh Field with an alternative airport site.

The San Diego County Regional Airport Authority (SDCRAA or Airport Authority) was created on January 1, 2003, as an independent agency to manage the day-to-day operations of SDIA and address the region’s long-term air transportation needs. The legislation that created the Airport Authority mandated three main responsibilities: operate SDIA; plan for the future air transportation needs of the region; and serve as the region’s Airport Land Use Commission and ensure the adoption of land use plans that protect public health and safety surrounding all 16 of the county’s airports. SDCRAA assumed responsibility for the ATAP and rechristened the study as the Airport Site Selection Program (ASSP).

Alternative replacement airport sites were evaluated for their feasibility to replace SDIA as the region’s major commercial airport. The SDCRAA recommended Marine Corp Air Station (MCAS) Miramar as the site for the region’s replacement airport and, in accordance with the legislation that formed the Airport Authority, placed a measure on the November 2006 ballot for voter consideration. The voters rejected the measure recommending pursuit of MCAS Miramar as the region’s replacement airport.

More recently, the Airport Authority has been evaluating improvements to SDIA to meet the region’s aviation needs through 2030. In addition, the Airport Authority and SANDAG are considering a regional air/rail network study to evaluate alternatives to meeting aviation demand, including better utilization of SDIA, linking into a network of regional airports, and the use of high-speed rail to allocate demand to underutilized airports and to alleviate the demand for air travel. The Airport Authority also is preparing a draft 2015 Airport Master Plan to address critical short-term improvements to SDIA.

Bayshore Bikeway Plan  (March 2006)

Under guidance of SANDAG’s Bayshore Bikeway Working Group, the Bayshore Bikeway Plan updated the 30-year old plan for the bikeway. The plan identifies an alignment and estimates costs to extend the existing Class 1 portion of the bikeway along the east side of the Bay. SANDAG is also engaged in developing the preliminary engineering and environmental studies for the proposed improvements from Main Street in Chula Vista north to 32nd Street in the City of San Diego.

2006 Congestion Management Program (CMP)  (July 2006)

State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare and regularly update a CMP. The purpose of the CMP is to monitor the performance of our transportation
system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning. SANDAG, as the designated congestion management agency for the San Diego region, must develop, adopt, and update the CMP on a biannual basis.

**Economic Impacts of Border Wait Times at the San Diego-Baja California Border Region** (June 2005)

SANDAG, in cooperation with Caltrans, has completed an extensive study to gauge the economic impacts of border wait times on the binational economy. The study examined the economic effects of congestion on the two primary forms of crossborder movement, including personal trips by auto and foot and crossborder freight operations. The study findings show the effects of border crossing delays on productivity, industry competitiveness, and lost business income at the regional, state, and national level for the United States and Mexico.

**Escondido Rapid Bus Transit Priority Concept Study** (June 2006)

In June 2005, in cooperation with the City of Escondido and the North County Transit District, SANDAG initiated the Escondido Rapid Bus project. The purpose of this project was to identify and implement improvements to facilitate a “rapid bus” connection between the Escondido Transit Center, downtown and south Escondido, and Westfield Shoppingtown North County (North County Fair). This service also would connect to the future SPRINTER passenger rail line and I-15 Bus Rapid Transit services.

This project corridor was identified in MOBILITY 2030 Regional Transportation Plan for improved local and rapid bus services. A number of transit priority measures were reviewed to improve the travel time and reliability of Route 350 without adversely impacting the local transportation system. Transit priority measures recommended include signal priority for the bus and dedicated “queue jumper” lanes at congested intersections.

**Independent Transit Planning Review** (December 2006)

Passage of the TransNet extension included a commitment by the SANDAG Board of Directors to conduct an Independent Transit Planning Review (ITPR) of the public transit system proposed in the RTP. SANDAG’s Transportation Committee endorsed creation of a peer review panel to lead the ITPR. The peer review panel was selected to provide expert guidance to SANDAG so that Smart Growth initiatives emanating from the RCP could be better coordinated with the transit elements of the RTP. The peer review panel selected by SANDAG was composed of six nationally-renowned experts in the integration of public transit and land use. Two were selected from academia, three represent transit agencies and the sixth is a consultant specializing in Bus Rapid Transit (BRT). Recommendations from the ITPR are discussed and evaluated the RTP.


SANDAG in partnership with Metropolitan Transit System, North County Transit District, and Caltrans completed the I-15 Bus Rapid Transit (BRT) Operations Plan in early 2007. Beginning in the year 2012, BRT service is to be provided between Escondido and both Sorrento Mesa and downtown San Diego, using state-of-the-art, purpose-built vehicles operating at a high frequency to attract choice riders. I-15 BRT stations will be located in South Escondido (Del Lago), Rancho Bernardo, Sabre Springs, Mira Mesa, and Mid-City (El Cajon Boulevard and University Avenue).
Issues addressed in the study included patronage forecasts, station and parking requirements, station access planning, operating patterns, annual operating costs, vehicle requirements, maintenance facilities and costs, fare media strategies, marketing and branding, and implementation. The I-15 BRT service and vehicle acquisition are funded in the TransNet reauthorization approved in 2004.

**Interstate 15 Interregional Partnership (I-15 IRP) Phase II**

(March 2007)

The primary goal of the partnership is for the two regions to collaborate on mutually beneficial housing, transportation, and economic planning to improve the quality of life for the region’s residents through the identification and implementation of short-, medium-, and long-range policy strategies. Phase II, funded by a grant from Caltrans, sought to strengthen and expand the scope of the interregional institutional arrangement between SANDAG and the Western Riverside Council of Governments (WRCOG). Interregional projects completed in this Phase included: a two-county employment cluster analysis; a coordinated county-line transportation study; a coordinated transit service plan; and the development of a scope of work for a pilot project on workforce housing in northern San Diego.

**Interstate 5 (I-5)/Genesee Avenue/Sorrento Valley Road**

Project Study Report (PSR), Project Development Support

(January 2005)

In the I-5/Genesee Avenue/Sorrento Valley Road Study, SANDAG assisted Caltrans and the City of San Diego in the development of a PSR. The PSR studied alternatives for improving the I-5 interchanges with Sorrento Valley Road and Genesee Avenue, including the operation of I-5 between La Jolla Village Drive Interchange and I-805. As part of this study, a preliminary environmental analysis of the viable alternatives is being completed for the Genesee Avenue and I-5 and Sorrento Valley Boulevard and I-5 interchanges. The project report/environmental document for I-5/Genesee Avenue is scheduled to be completed in summer 2008. The I-5/Sorrento Valley interchange is anticipated to follow in 2012.

**Interstates 805/5 (I-805/I-5) South Corridor Study**

(June 2005)

This study developed a transportation improvement strategy to enhance the mobility of inter-regional and regional trips for the entire I-805 corridor and the I-5 corridor south of State Route 54. The study involved the development and evaluation of multimodal transportation alternatives, and recommended improvements. Additionally, it serves as part of the Caltrans’ project initiation document to advance the environmental clearance process.

**Los Angeles-San Diego-San Luis Obispo Rail Corridor (LOSSAN)**

Corridor Strategic Plan

(October 2003)

In October 2003 Caltrans completed the strategic business plan for the Los Angeles to San Diego coastal rail corridor. This plan established a program of rail projects including double tracking, track and signal upgrades, bridge replacements, and grade separations that could be completed over the short-, mid-, and long-term time frames, pending funding. The plan was part of the technical studies prepared as part of the LOSSAN Programmatic Environmental Impact Statement/Environmental Impact Report. Other benefits of the plan include additional public outreach, refinement of design options to be considered for further study in select segments of the corridor, and a vision for the corridor.
Maglev Rail Study - Phase I  (March 2006)

The federal transportation bill, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), included a funding earmark to study a Maglev link between the San Diego region and a potential regional international airport in the Imperial Valley. Maglev Study – Phase I presented concepts and facts for decision makers and stakeholders about several east-west alignments. The study concluded that the Maglev system is feasible from an engineering perspective, although there are many challenges and risks associated with an emerging technology. The Imperial Valley site was not pursued as a new regional airport for the San Diego area.

Mid-Coast Strategic Transportation Study  (January 2004)

The transportation needs and potential transportation solutions were evaluated in the Mid-Coast project area. The Mid-Coast corridor is defined generally as the area north of Interstate 8, south of State Route 56, and west of Interstate 805. This consultant-supported study focused on refining MTDB’s Transit First strategic plan to be consistent with SANDAG’s regional transit vision and developed a program of short- and long-term transit projects that will increase mobility in the area.

Regional Comprehensive Plan (RCP)  (July 2004)

The RCP was adopted by the SANDAG Board in July 2004 and serves as the long-term planning framework for the San Diego region. It provides a broad context in which local and regional decisions can be made that move the region toward a sustainable future – a future with more choices and opportunities for all residents of the region.

The RCP better integrates local land use and transportation decisions and focuses attention on where and how the region wants to grow, providing a vital alternative to continuing past development practices. The RCP contains an incentive-based approach to encourage and channel growth into existing and future urban areas and smart growth communities.

Regional Comprehensive Plan Performance Monitoring Report  (November 2006)

Chapter 8 of the RCP describes using performance indicators as a tool to track progress in implementing the plan. Many of the strategies and actions recommended in the RCP will take years to develop and fund. Therefore, it is important to have a consistent and valid set of indicators that can reflect the sometimes subtle changes that occur over the long run. Future performance monitoring reports on these indicators will be used to assess the degree to which RCP implementation is influencing the quality of life in the region.

The RCP Baseline Report for Performance Monitoring was completed in November 2006 and establishes a benchmark for future monitoring. The Baseline Report discusses the significance of each indicator and identifies targets for certain indicators. Initial analysis of the data collected and a discussion of work efforts underway that may influence performance over time also are included in the Baseline Report.
**Regional Rail Grade Separation Study** (October 2006)

SANDAG worked with the transit agencies and local jurisdictions to develop a regional evaluation process and criteria to prioritize regional rail grade separations, such as along the trolley lines and the SPRINTERT. The Regional Transportation Plan includes regional rail grade separation monies which are intended to fund top-priority projects as determined through this regional evaluation process. The regional rail grade separation criteria were accepted for future use by the SANDAG Board in October 2006.

**Smart Growth Concept Map** (June 2006)

The Smart Growth Concept Map contains almost 200 existing, planned, or potential smart growth locations. Transportation and planning professionals from all jurisdictions provided recommendations for these locations. The map was circulated for review and comment at public workshops and city council presentations during April 2006 and accepted by the SANDAG Board of Directors for planning purposes for the Regional Transportation Plan in June 2006. In October 2006 the Board approved minor updates to the map.

**State Routes 75/282 (SR 75/282) Major Investment Study** (July 2003)

The major investment study for the SR 75/282 Transportation Corridor was completed in 2003. The study evaluated a full range of strategies for improving safety, mobility and access and to reduce congestion along the SR 75/SR 282 Transportation Corridor bounded by, and adjacent to, Third Street and Fourth Street from the western approach to the San Diego-Coronado Bridge to the Naval Air Station North Island.

**Tribal Transportation Needs Survey** (February 2006)

Caltrans District 11 and SANDAG designed, developed, and implemented a joint Tribal Transportation Needs Survey directed at the 17 tribal governments in the region as a component of an overall transportation needs assessment. The assessment initiated a process of building better relationships with Tribes in San Diego. The survey established a baseline of awareness of the transportation issues affecting each Tribe in order to facilitate partnerships between Caltrans, tribal governments, and the regional transportation agencies and promoted more efficient identification of mutual transportation concerns and the development of appropriate solutions. The survey was completed in February 2006 and formed the basis for government-to-government dialogue on improving tribal transportation programs.

**Tribal Transit Feasibility Study** (June 2007)

The objective of this study was to determine the feasibility of implementing transit service in one or two key transportation corridors between selected tribal reservations and cities and/or urbanized community planning areas in the unincorporated area of San Diego County. The feasibility study looked at traditional public transit services, as well as the potential for non-traditional services coordinated by the Coordinated Public Transportation and Human Services Transportation Plan (Coordinated Plan), and funded by private sources and/or public-private partnerships. The study was conducted in partnership with the Reservation Transportation Authority (RTA), with the Interagency Technical Working Group on Tribal Transportation Issues serving as the Project Advisory Group. The RTA utilized the recommendations to apply for the FTA’s Tribal Transit Program 5311(c) on behalf of the 17 tribal nations in the region.
CURRENT STUDIES

The Coordinated Public Transit and Human Services Transportation Plan (Summer 2007)

SANDAG Policy 18 (Regional Transit Service Planning and Implementation) requires that a Regional Short-Range Transit Plan (RSRTP) be developed each year. The RSRTP provides a five-year blueprint of how the transit concepts described in the Regional Transportation Plan are to be implemented. The federal government, through Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), introduced a new requirement for each region to prepare a Coordinated Public Transit and Human Services Transportation Plan (Coordinated Plan). The intent of this plan is to improve coordination in transportation planning and operations between public transit and human service transportation. Since the RSRTP and Coordinated Plan requirements include several areas which overlap, it was determined that the two documents would be combined. In addition to including the components of the Coordinated Plan based on the federal requirements, this plan also includes the goals, objectives, and indicators that will be used to evaluate performance improvement for the Transportation Development Act of the State of California.

The federal guidance requires that the Coordinated Plan be updated not less than once every four years, with SANDAG Policy 18 requiring that the RSRTP be updated every year. The combined RSRTP and Coordinated plan each year will be updated every year at least until 2009 when SAFETEA-LU expires or is reauthorized. This year’s combined plan represents the first local effort at coordinated planning and fits well with similar local initiatives to consolidate transit planning and strengthen coordination of human service transportation with a revitalized Consolidated Transit Services Agency. The expansion of the plan to include human services transportation planning, as was the case with consolidating transit planning, will take some years to fully achieve. As such, this plan is a work in progress and will be expended and improved over the next few years.

The approval of the Coordinated Plan will make available approximately $2 million in new federal funding for New Freedom (transportation for people with disabilities) and Job Access and Reverse Commute (commute transportation for individuals with limited means) projects in FY 2008.

Los Angeles-San Diego-San Luis Obispo Rail Corridor (LOSSAN) Preliminary Environmental Impact Report/Statement (PEIR/EIS) (Spring 2008)

In July 2004 Caltrans and the Federal Railroad Administration released the draft PEIR/EIS for the Los Angeles to San Diego coastal rail corridor. This document complies with federal and state environmental laws in terms of reviewing rail improvement alternatives, demonstrating purpose and need for the improvements, and identifying project impacts. In some locations, the document selects a preferred alternative while options are identified in other areas requiring further environmental review. After an extensive public comment period and response to comments, Caltrans expects to finalize the document in early FY 2008.

San Diego & Arizona Eastern Gateway Feasibility and Improvements Study (Winter 2009)

Work began in late FY 2006 to assess the SD&AE Railway’s role in the region’s overall freight strategy and international trade. A near-term task was initiated to assess infrastructure improvements at the San Ysidro Yard. Another task will begin shortly to analyze border and seaport trade related to the potential role of the railway, and conceptual improvements in the Interstate 5 Corridor in South Bay.
State Route 67 Project Study Report (PSR)  
(November 2008)

Caltrans is currently developing a PSR to convert the existing highway from a two-lane conventional facility to a four-lane conventional highway. The PSR includes examination of possible alternatives/locations with median barriers and some operational improvements as they may pertain to future traffic analysis.

Short-Term Transit Parking Enhancement Strategies Study  
(Summer 2008)

This study will assess the overall demand for transit and carpool park-and-ride facilities along existing and future transit routes. The study will identify by station location, the number of spaces that are required to meet existing and latent demand and document existing problems with the current park-and-ride locations including access, size, neighborhood impacts, safety, etc. The study will also identify low-cost solutions to increase capacity at existing and new locations and identify sites for new lots or parking structures.

State Routes 75/282 Project Study Report (PSR), Environmental Impact Statement (EIS), and Environmental Impact Report (EIR)  
(Fall 2007/ Fall 2008)

Following completion of the Major Investment Study (MIS) in 2003, project development efforts have included the initiation and preparation preliminary engineering and PSR documents. The draft PSR is expected to be completed by early Fall 2007 and completion of the EIS and EIR is expected in late 2008. Alternatives under evaluation include TDM/TSM strategies, grade separation, and up to four tunnel variations.

TransNet Environmental Mitigation Program (EMP)  
(ongoing)

The TransNet Extension Ordinance and Expenditure Plan, approved countywide by voters in November 2004, includes an EMP, which is a funding allocation category for the costs to mitigate habitat impacts for regional transportation projects. The EMP is a unique component of the TransNet Extension in that it goes beyond traditional mitigation for transportation projects by including a funding allocation for habitat acquisition, management, and monitoring activities as needed to help implement the Multiple Species Conservation Program and the Multiple Habitat Conservation Program. This funding allocation is tied to mitigation requirements and the environmental clearance approval process for projects outlined in the Regional Transportation Plan.

Tribal Transportation Demand Management Outreach Project  
(February 2009)

The objective of this grant is to partner with the Reservation Transportation Authority (RTA) to strengthen the participation of tribal nations in the San Diego region in the regional Transportation Demand Management (TDM) program. SANDAG, the RTA, and the Southern California Tribal Chairmen’s Association (SCTCA) will collaborate on an assessment of the needs of tribal employers; develop a strategy which meets their needs; and assist the RTA in setting up a tribal Transportation Management Association (TMA) that would collaborate with SANDAG’s TDM program (RideLink). The tribal TMA, a private, non-profit, member-controlled organization would provide the institutional framework for the recommended TDM programs and services that are developed as a result of the study.
FUTURE STUDIES

Central Interstate 5 (I-5) Corridor Alternatives Analysis  (Winter 2008)

The Central I-5 Corridor Study was completed in January 2003. A follow-up study will evaluate the feasibility of the recommended I-5 high occupancy vehicle lanes through the corridor and the impact on the ramp system for Centre City. This will be done in conjunction with the efforts of the Centre City Development Corporation (CCDC) to evaluate the regional transportation impacts of their community plan update and potential fair share contribution toward those improvements.

SANDAG also intends to evaluate the costs and impacts of providing HOV lanes on I-5, given right-of-way constraints, numerous ramps and interchanges, and the need to access major traffic generators in the corridor. This evaluation would especially focus on the Centre City area, where HOV lanes and the ramps serving downtown San Diego and the surrounding communities need close coordination with local planning issues.

Improved access between I-5 and the two marine terminals also was studied in the Central I-5 Corridor Study, included in MOBILITY 2030, enabling local agencies to pursue federal dollars for more extensive analysis of all the alternatives. Routing trucks to an improved connection between 32nd Street and Harbor Drive will alleviate the impacts of heavy trucks passing through the Barrio Logan community as well in National City. The Port of San Diego, the Cities of National City and San Diego, Caltrans, and SANDAG are working closely with the community on preliminary engineering and design of the project.

2008 Congestion Mitigation Program (CMP)  (Summer 2008)

In compliance with State Proposition 111, SANDAG will prepare an updated CMP. The CMP will monitor the performance of the transportation system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning. The 2008 CMP is anticipated to be adopted in summer 2008.

Encinitas Pedestrian Crossings Study  (Summer 2008)

SANDAG will collaborate with the City of Encinitas on the development and analysis of alternatives for grade-separated, pedestrian crossings of the Coastal Rail corridor. Major products of this study will include: alternatives analysis; final plans, specifications, and estimates; and an environmental document that will provide the needed approvals for the construction phase under a separate project. In FY 2008, emphasis will be on initiating and completing final design.

Escondido Rapid Bus/Transit Priority Project Development  (Summer 2008)

The objective of this study is to complete engineering and environmental studies on a preferred set of priority measures to improve speed and reliability for North County Transit District Route 350 operating between downtown Escondido and Westfield Shoppingtown North County.
**Hillcrest Corridor Bus Rapid Transit Planning and Conceptual Design**  
(Spring 2008)

This study will conduct a planning and conceptual design study of pedestrian and transit improvements in the 4th and 5th Avenue corridors in Hillcrest. Work efforts will include the preparation of conceptual design of street improvements, including transit lanes, stations, and pedestrian improvements and an initial operating plan assuming the current level of operating resources. Additionally, SANDAG staff will coordinate with the City of San Diego’s concurrent street design planning effort.

Previous and ongoing work includes a transportation corridor concept (prepared by the Uptown Partnership), including traffic calming, transit improvements, and pedestrian improvements. A joint partnership has been formed between the City of San Diego and SANDAG to combine grant-awarded resources toward this project. In FY 2006, the City of San Diego and SANDAG completed a memorandum of understanding (MOU) to share resources and project oversight, issued a request for proposal for consultant services, selected a consultant, and negotiated a contract.

**Interstate 8 (I-8) Corridor Study**  
(Spring 2009)

This study will coordinate SANDAG’s Regional Comprehensive Plan, Regional Transportation Plan, and the CMP with local land use and transportation planning processes. A subregional study focusing on the western end of Interstate 8 corridor will begin in FY 2008.

**Interstate 15 (I-15) Interregional Partnership – Phase III**  
(Spring 2010)

The primary goal of the I-15 IRP is to foster collaborative strategies in economic development, transportation, and housing that will improve the quality of life of residents in both counties. The two regions are working together to implement major projects affecting both jurisdictions that are compatible with the principles and framework of SANDAG’s Regional Comprehensive Plan (RCP) and WRCOG’s Growth Visioning Plan. Phase III has received additional funding to develop a Strategic Implementation Plan (SIP), using a multimodal approach to reduce congestion in the I-15 corridor at the county line. In addition, the two regions will coordinate efforts in economic development, based on employment clusters and smart growth housing programs.

**Interstate 15 (I-15) Managed Lanes Implementation Study**  
(Summer 2008)

This study will deliver a new Electronic Toll Collection System (ETCS) for the expanding I-15 Managed Lanes facility between State Routes 163 and 78. This project will build upon the recommendations from the I-15 Managed Lanes Value Pricing Study, completed in FY 2003, which evaluated the feasibility of allowing single occupant vehicles to use the excess capacity of the Managed Lanes. In FY 2008 emphasis will be on completing final design and systems engineering of the ETCS and on deploying the toll system. Training for I-15 Managed Lanes incident management and implementation of a Violation Enforcement systems field operational test will also be included.
Interstate 5 (I-5) South Corridor Study  
(Fall 2009)

This study will evaluate multi-modal improvements to accommodate current and future traffic demand in the I-5 South corridor from Main Street through State Route (SR) 54. It will analyze freeway and interchange improvements, including current interchange spacing and operation, impacts of the light rail transit and freight rail services running parallel to I-5, and transit/pedestrian/bicycle circulation adjacent to I-5. This study will propose capital improvements including preliminary engineering and environmental analysis with estimated costs and a conceptual phasing plan for financing and construction.

Mid-City Interstate 15 Transit Station Study  
(Summer 2008)

Due to operational safety issues with the previously proposed centerline stations on Interstate 15 in Mid-City, SANDAG, Caltrans, and the City Heights community will be developing a design for bus rapid transit stations in conjunction with community planning for transit oriented development, with a goal of implementation in coordination with the startup of I-15 BRT service in 2012.

Mid-City Rapid Bus Project Development  
(Summer 2008)

Service and phasing plans for introduction of rapid bus service for Mid-City will be developed through this project. Preliminary engineering (PE), final design, and environmental work for implementation of rapid bus service in the Mid-City communities, and an outline PE/environmental work for the Park Boulevard segment will also be completed. Staff will coordinate with the Federal Transportation Administration on the pursuit of Very Small Starts funding for the project and will develop a phasing plan for the future to upgrade to Bus Rapid Transit.

Mid-City Goods Movement Alternative Corridor Analysis

The Goods Movement Action Plan (GMAP) for the San Diego region had originally indicated all of Interstate 15 as a goods movement corridor. SANDAG will work with the City of San Diego, Caltrans, and the community to further analyze regional truck route alternatives to Interstate 15 through the Mid-City area.

San Diego Regional Bicycle Plan  
(Winter 2009)

The San Diego Regional Bicycle Plan will be a component of the next Regional Transportation Plan (RTP) update in 2011 and will represent the combined efforts of SANDAG staff, SANDAG’s Regional Bicycle and Pedestrian Working Group (BPWG), local jurisdictions, local agencies, advocacy groups, and citizens in the San Diego region. The Plan will be regional in focus and concentrate on broader policies and programs, while providing a framework for local decision-makers to determine specific local routes and facilities. The development of a comprehensive bicycle transportation system will contribute to the success of achieving all seven primary goals and policy objectives of the RTP.
San Diego Station Car Pilot Program Study - Phases I and II (Summer 2008)

This study will establish a pilot project that demonstrates car sharing as an extension of transit service for the COASTER commuter rail and trolley light rail service. Phase I activities include market assessment and public outreach and development of an operations plan for implementing a two-year pilot program. The Phase II project activities are similar, with a focus on expanding the demonstration project service area to include additional COASTER and trolley stations, as well as developing an integrated service package that combines car sharing with transit services. In FY 2008 emphasis will be on initiating the on-street parking demonstration for car sharing vehicles.

Smart Growth Trip Generation and Parking Demand (Summer 2008)

The Smart Growth Trip Generation and Parking Demand study will measure and analyze the household trip generation characteristics and parking needs for higher density mixed use areas that exist around regional transit facilities. The purpose of the study is to determine if smart growth development can be facilitated by requiring less parking supply from developers, and if walkability can play a more controlling role in street design within smart growth areas.

Smart Growth Urban Design Guidelines (Winter 2008)

SANDAG will develop urban design guidelines for smart areas as a resource for SANDAG, local agencies and developers working in smart growth areas. The guidelines will include a discussion of multimodal street design, parking design and supply, and a discussion of how to accommodate public transit in project designs.

State Route (SR) 11 And East Otay Mesa Port Of Entry (POE) Planning (Summer 2008)

SANDAG staff will continue efforts toward the implementation of strategies approved in the Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan related to advancing the future SR 11 and the proposed East Otay Mesa Port of Entry (POE). Work will focus on both environmental and transportation actions, as well as coordination and collaboration with studies and activities being conducted by the County of San Diego, Caltrans, the U.S. General Services Administration, and counterpart agencies in Baja California. The Economic Impacts of Border Wait Times study estimated the significant economic opportunities lost by the California-Baja California due to excessive waits at the San Diego-Tijuana border crossings. The Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan, which was completed in FY 2007, identified several early actions to advance the implementation of the future SR 11 and proposed the East Otay Mesa POE as a strategy to expand needed crossborder transportation facilities.

State Route (SR) 76 East Transportation Alternatives

SANDAG will work with the County, Caltrans, and other North County stakeholders to evaluate alternative transportation options to meet the needs of growing traffic in the eastern SR 76 corridor.

State Route (SR) 78 Corridor Study

SANDAG staff will work with North County jurisdictions to coordinate a subregional study focusing on the SR 78 corridor. The study will assess the planned high occupancy vehicle (HOV) improvements and the ultimate corridor needs that would affect local planning decisions.