

APPENDIX D

LIST OF RELATED STUDIES/REPORTS

STUDIES/REPORTS COMPLETED SINCE THE 2020 RTP

2002 CMP (January 2003)

State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare and regularly update a Congestion Management Program (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 (CMA) for the San Diego region, must develop, adopt and update the CMP on a biannual basis. The major recommendations of the 2002 CMP update include:

- greater focus on low-cost and near-term strategies to better manage congestion
- increased use of deficiency plans to evaluate congestion “hot spots” and recommend remedial actions
- encourage appropriate mitigation of new development project impacts
- increased monitoring of the CMP implementation to ensure compliance with legislative requirements and to better manage congestion

Central I-5 Corridor Study (January 2003)

SANDAG in partnership with Caltrans, the City of San Diego, and the San Diego Unified Port District completed the Central I-5 Corridor Study in December 2002. The corridor extended from Sea World Drive south to SR 54.

The focus of the study was better access to and from I-5, along with improved north-south mobility on the freeway and parallel arterials. This planning-level study provides the blueprint for future access and mainline improvements related to I-5 in the Centre City area. Improved access to San Diego International Airport, the Port of San Diego marine terminals, and the Old Town Transit Center were priorities in the study. Future analysis will evaluate the impact and feasibility of I-5 HOV lanes through the corridor, along with a closer examination of an improved ramp system for Centre City.

Freeway to Freeway Connectors Study (Fall 2002)

The study prioritized freeway to freeway connectors in the San Diego region. The study evaluated the following six interchange locations for new freeway to freeway connectors using 2030 travel data. Study recommendations have been incorporated into the 2030 RTP.

- I-5/SR 94/SR 163 complex
- SR 94/SR 125 Interchange
- SR 78/I-5 Interchange
- I-5/I-8 Interchange
- SR S6/I-5 Interchange
- I-15/SR S6 Interchange

Regional High Occupancy Vehicle/Managed Lanes (HOV/ML) Study (September 2002)

The Regional HOV/ML study evaluated the demand for carpool and managed lanes facilities on the freeways and state highways in the San Diego region. With the assistance of a technical working group, recommendations for HOV/ML facilities were developed. The recommendations, which have been incorporated into the 2030 RTP, include:

- Four managed lanes facilities on I-5, I-15, and I-805 with value pricing
- One HOV lane in each direction on SR 54, SR 56, SR 94, and SR 125
- Two-lane HOV reversible facility on SR 52
- HOV to HOV connectors

Travel Time Analysis on San Diego's Major Transportation Corridors (September 2002)

Commuters who drive and take public transit were recruited to record their commute times during a three-week period in June 2002. The corridors surveyed were El Cajon to Downtown San Diego, Escondido to Downtown San Diego, Oceanside to Downtown San Diego, Chula Vista to Sorrento Mesa, Escondido to Sorrento Mesa, and Oceanside to Sorrento Mesa. This study served as a pilot study for the regular monitoring program, which began in September 2002.

Pedestrian Design Guidelines (June 2002)

The SANDAG Model Pedestrian Guidelines focuses on creating an environment conducive to walking by integrating a wide range of planning and design criteria. The guidelines begin with the "big picture," namely land use and transportation planning that creates a context for safe and efficient pedestrian environment. The guidelines focus attention on the design on the entire street right-of-way balancing the needs of motorized traffic and bicyclists with those of the pedestrian. These model guidelines are intended to assist local governments and other interested entities in the creation and redevelopment of pedestrian areas and corridors throughout the San Diego region.

Routes 67/125 Corridor Study (June 2002)

The Routes 67/125 Corridor Study evaluated transportation improvements in the State Route 67 corridor. Recommendations include widening of Route 67 to a four-lane conventional highway, and extending Dye Road.

2002 Regional Public Opinion Survey (May 2002)

The 2002 Regional Public Opinion Survey was an outreach and citizen participation component designed to include the San Diego region's residents in the regional planning process and keep SANDAG aware of issues that concern the people who live here. The survey was important to specific SANDAG work program activities best accomplished with direct input from the public. These activities include the update of the 2030 RTP, gauging public awareness of SANDAG's *TransNet* and transportation demand management programs, and the development of a Regional Comprehensive Plan.

SANDAG contracted with Godbe Research & Analysis to conduct a telephone survey of 500 randomly selected households throughout the region. Generally speaking, residents are quite satisfied with their quality of life in the San Diego region. When asked about the region as a whole or about their local community, few residents indicated they are unhappy. However, as this study and recent studies conducted for SANDAG indicate, the issues of traffic on local streets and freeways, growth and overcrowding, and availability of affordable housing, are becoming more prevalent in residents' minds. Other issues that surfaced as perceived priorities throughout the region include: protecting the environment (particularly the beaches) from pollution, improving public transportation services, creating more programs for high risk youth, reducing wait times at the border, and keeping agricultural land.

Global Gateways Development Program (GGDP) (Caltrans - January 2002)

This program is a strategy to improve the capacity and efficiency of California's goods movement system. The GGDP focused on high-priority seaports, airports, international border crossings, trade corridors, major railroads, and highways. It identified access and intrastate transportation systems improvements for potential federal, state, and other funding.

Regional Transit Vision (November 2001)

The Regional Transit Vision (RTV) proposes a significant, new role for public transit in the San Diego region for 2030 and beyond. It is a quality of life strategy developed by SANDAG, the San Diego Metropolitan Transit Development Board (MTDB), the North San Diego County Transit Development Board (NCTD), and Caltrans. The RTV includes four key elements: community design; transit integration; customer experience; and funding.

The routes identified in the RTV have been further evaluated and ranked. The relative rankings of individual routes have been used in the development of MOBILITY 2030.

San Diego Region Vehicle Occupancy and Classification Study 2000 (June 2001)

This study summarizes vehicle occupancy and vehicle classification field data collected at 106 different locations during the Fall 2000. Comparisons are made with previous collection efforts made in 1981, 1985, 1990, and 1995.

Rural Highway 94 Study (January 2001)

The Rural Highway 94 Study evaluated several transportation alternatives to accommodate future traffic flows on the rural Highway 94 corridor. The study recommends a strategy that combines improvements for roads, ports of entry, and rail cargo service.

Feasibility of Opening International Crossing at Jacumba and Jacumé (June 2000)

The study evaluated the feasibility of opening a new international border crossing, linking the communities of Jacumba, California, and Jacumé, Baja California, Mexico. The study presents profiles of both communities, preliminary long-range forecasts of vehicle crossings, potential road alignments leading to the future border crossing, possible funding sources, as well as a description of the permit process to open a port of entry.

REGION2020 Smart Growth Strategy (1999 to 2002)

Between 1999 and 2002, SANDAG prepared REGION2020, a smart growth vision for the San Diego region. It was based, in part, on the Regional Growth Management Strategy, which was called for by the voters in 1988 through the passage of Proposition C, and approved by the SANDAG Board in 1993. REGION2020 was an effort to update the original Strategy to reflect and address the significant changes that the region experienced during the 1990s, and to emphasize key areas for action. Toward the end of the program, it also served to transition into the preparation of a more detailed plan, the Regional Comprehensive Plan, which currently is being prepared.

REGION2020 was based on projections that indicated that the San Diego region would grow substantially between 2000 and 2020, and that the local general plans, on a collective basis, resulted in the following disconnects at the regional level: low existing and planned residential densities in the cities; an imbalance between the amount of vacant land planned for employment uses in relation to that planned for residential uses; separation between residential and employment areas; and the consumption of large amounts of undeveloped land.

REGION2020 provided a framework for addressing these issues. It was based on smart growth, and focused on five key areas of emphasis: the economy, transportation, the environment, housing, and fiscal reform. REGION2020 proposed that local jurisdictions, regional agencies, and other key players work together to:

- Provide more transportation choices, and reduce dependency on the automobile by encouraging more compact, mixed-use development in major activity centers and along transportation corridors;
- Provide more housing choices, especially in existing urban areas closer to jobs and transportation systems; and
- Promote environmentally-sensitive development that conserves energy and water; ensure the protection of resources that preserve the biodiversity of the region; and preserve open space, community parks, agricultural lands, watersheds, wetlands, scenic values, and wildlife.

During the timeframe of the program, three jurisdictions in the San Diego region were undertaking major general plan updates: the City of San Diego, the County of San Diego, and the City of Chula Vista. (These efforts are ongoing.) Each of these efforts was consistent with the smart growth principles advocated in REGION2020. A goal of REGION2020 assumed that most jurisdictions were, or would be, amending their general plans or changing their zoning ordinances to incorporate additional smart growth principles as they worked on specific projects.

SANDAG worked with local jurisdictions to identify commitments that could be made to implement smart growth locally. A menu of commitments was developed, and staff met on an individual basis with each jurisdiction to review current plans, identify areas with the potential for redevelopment and/or infill, and evaluate the location of the transit routes and potential transit stops that were being developed, at that time,

as part of SANDAG's Regional Transit Vision. At the conclusion of the program, the following items were achieved:

- SANDAG adopted a definition and principles of smart growth for the San Diego region;
- Local jurisdictions provided SANDAG with potential smart growth focus areas, in addition to redevelopment and infill areas, for inclusion in the 2030 Regional Growth Forecast;
- Sixty-nine agencies and organizations, including all 19 local jurisdictions in the San Diego region, adopted a Resolution of Support for REGION2020 and smart growth;
- Over 600 residents signed individual endorsement cards in support of smart growth;
- Over 700 people attended the Regional Summit;
- Media coverage of smart growth issues and examples in the region increased; and
- Caltrans awarded SANDAG with a planning grant to complete a more comprehensive, regional plan that would better integrate local and regional plans, and land use and transportation plans, and would incorporate the region's surrounding counties and Baja California.

CURRENT STUDIES

Air Transportation Action Program (December 2003)

In July 2001, SANDAG initiated the Air Transportation Action Program. 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 Lindbergh Field with existing airports, or replacing Lindbergh Field with an alternative airport site. As a result of state legislation, in January 2003 the San Diego County Regional Airport Authority (SDCRAA) assumed responsibility for regional airport planning. Under the guidance of the SDCRAA, a new program is expected to replace the action program but continue the evaluation of long-term air transportation solutions.

The state legislation requires the SDCRAA to place any regional airport proposal on the countywide ballot in 2004 or 2006. If an alternative site(s) is/are approved by the voters, the SDCRAA would perform a detailed environmental study for the selected alternative as the first formal step in implementing the long-term planning process.

Mid-Coast Strategic Transportation Study (Summer 2003)

MTDB is evaluating transportation needs and potential transportation solutions in the Mid-Coast project area. The Mid-Coast Corridor is defined generally as the area north of I-8, south of SR 56, and east of I-805.

This consultant-supported study will focus on refining MTDB's *Transit First* strategic plan, (which is consistent with SANDAG's Regional Transit Vision), and will look at short- and long-term transit improvements to increase mobility in the area.

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

The State Routes 75/ 282 Major Investment Study (MIS) is evaluating long range strategies for relieving congestion along the SR 75/ SR 282 corridor between Glorietta Boulevard and Alameda Boulevard in the City

of Coronado. Alternatives under evaluation include TDM/TSM strategies, traffic signals, grade separation, and tunnel variations.

I-5/Genesee Avenue/Sorrento Valley Road Project Study Report, Project Development Support (June 2003)

In the I-5/Genesee Avenue/Sorrento Valley Road Study, SANDAG is assisting Caltrans and the City of San Diego in the development of a Project Study Report (PSR). The PSR will study alternatives for improving the Interstate 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.

Alternatives being developed can be categorized in one of three areas: interchange improvements at Genesee Avenue, Interstate 5 operational improvements, and interchange improvements at Sorrento Valley Road.

- Genesee Avenue interchange improvements include widening of the Genesee bridge to 6 lanes, matching Genesee Avenue east and west of the bridge. It also includes lengthening of the bridge to provide for the ultimate widening of Interstate 5 under the bridge.
- Alternatives that will provide operational improvements on Interstate 5 consist of braided ramps and auxiliary lanes between Genesee Ave and Sorrento Valley Road.
- Improvements at the Sorrento Valley Road interchange include separation of local traffic from regional through traffic at the interchange, possible revisions to the Coaster Station in Sorrento Valley, and possible direct access ramps to Interstate 5.

The PSR is a follow up to the Sorrento Valley Circulation Study, completed in January 2000, which identified specific causes of congestion and recommended options for improving access at the Sorrento Valley/I-5 interchange.

State Routes 75/282 Project Study Report (March 2003)

The SR 75/282 Project Study Report (PSR) evaluates medium range strategies for relieving congestion along the SR 75/282 corridor between Glorietta Boulevard and Alameda Boulevard in the City of Coronado. Alternatives under evaluation include TDM/TSM strategies, traffic signals, and traffic calming.

FUTURE STUDIES

I-5/I-805 Transportation Study (Spring/Summer 2004)

The I-5/I-805 Transportation Study will develop a coordinated improvement program for the entire I-805 corridor and Interstate 5 south of State Route (SR) 54 to the United States/Mexico international border. The study will be conducted to comply with the State's guidelines for a Project Study Report – Project Development Support (PSR-PDS) document serving both Caltrans and SANDAG. The PSR-PDS identifies transportation issues and alternatives that will be considered to select the appropriate solutions. Extensive public involvement will ensure that the plan reflects the interests of the residents and businesses located within the corridor. The study's recommendations will be incorporated into a future RTP update.

North-South Transportation Facility Study (Spring/Summer 2004)

The North-South Transportation Facility Study will evaluate the need for and feasibility of a new or enhanced north-south transportation facility (e.g., a highway, regional arterial, or transit solution) either east or west of Interstate 15. This study is the second phase of the Routes 67/125 Corridor Study that was completed in June 2002. Transportation alternatives will be evaluated in order to select the preferred strategy for improvements in the study area. The study's recommendations will be incorporated into a future RTP update.

Central I-5 Corridor Alternatives Analysis (Spring/Summer 2004)

The Central I-5 Corridor Study was completed in January 2003. Follow-up studies will evaluate the impact and feasibility of the recommended I-5 HOV lanes through the corridor, more closely examine an improved ramp system for Centre City, and evaluate alternatives to provide improved access to the Tenth Avenue Marine Terminal.

Improved access between I-5 and the Tenth Avenue Marine Terminal is included in MOBILITY 2030, enabling local agencies to pursue federal dollars for more extensive analysis of all the alternatives. A new route could alleviate the impacts of heavy trucks passing through the Barrio Logan community as well as provide additional access to the Convention Center and the developing East Village in Centre City San Diego. Additional analysis is necessary to clearly quantify potential community impacts of any alternative to determine if a new access route should remain a viable project, and if so, where it should be located. The Port of San Diego, the City of San Diego, Caltrans, and SANDAG will work closely with the community on this study to improve access to the marine terminal.

SANDAG also intends to evaluate the costs and impacts of providing HOV lanes on I-5, given ROW 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.

Rural Transportation Needs Assessment Study (Spring/Summer 2004)

The Rural Transportation Needs Assessment Study will bring together SANDAG, the County of San Diego, the region's tribal governments, and rural communities in a partnership to assess rural transportation needs, especially areas affected by the growing number of Indian gaming facilities. The project will identify the regional mobility and access needs of the rural communities of the San Diego region and will identify proposed intermodal solutions, including assessing the continuity of public transit systems within and between rural communities and the rest of the region. This future study is included in SANDAG's FY 2004 Overall Work Program as a potential Caltrans grant-funded project.

Route 67 Project Study Report (Spring/Summer 2004)

In cooperation with Caltrans, SANDAG completed a corridor study of Route 67 north of State Route 52 in 2000 (Routes 67/125 Corridor Study). The 2030 RTP estimates the cost of the improvements to Route 67 from Maplevue Street to Dye Road at \$240 million. The Caltrans Project Study Report (PSR) and

environmental document will continue the project development process for this segment of Route 67. Caltrans has included the Route 67 PSR in its list of top PSR priorities for FY 2004.

Regional Rail Grade Separation Study (June 2004)

MOBILITY 2030 recognizes the importance of light rail grade separations (both roadway and pedestrian) at critical intersections throughout the region. For the first time, the Plan includes \$200 million for regional rail grade separations, and calls for SANDAG, working with the transit agencies and local jurisdictions, to develop a regional evaluation process and criteria to prioritize intersections, such as along the Trolley lines and the Oceanside-Escondido Rail. The \$200 million is intended to fund top priority projects as determined through this regional evaluation process. The Regional Rail Grade Separation Study is included in SANDAG's FY 2004 Overall Work Program.

Regional Traffic Bottlenecks Study (June 2004)

Some of the persistent congestion experienced along our region's roadways is the result of "pinch points" where freeway merging and transition moves cause a slowing in traffic. For the first time, MOBILITY 2030 sets aside \$100 million in funding within the first 10 years of the Plan to improve these congested spots along our regional highway network. As part of the Regional Traffic Bottlenecks Study included in the FY 2004 Overall Work Program, SANDAG, working with Caltrans and local agencies, will identify and prioritize cost-effective, short-term improvement projects. This \$100 million regional set-aside should help attract additional state revenues, such as State Highway Operations & Protection Program (SHOPP) funds, to help ease these congested spots.