



401 B Street, Suite 800  
 San Diego, CA 92101-4231  
 (619) 699-1900  
 Fax (619) 699-1905  
 www.sandag.org

# MEETING NOTICE AND AGENDA

## SAN DIEGO REGIONAL TRAFFIC ENGINEERS COUNCIL

The San Diego Regional Traffic Engineers Council may take action on any item appearing on this agenda.

Thursday, June 12, 2008

9 to 11 a.m.

SANDAG, 7<sup>th</sup> Floor Conference Room  
 401 B Street, Suite 800  
 San Diego, CA 92101-4231

CHAIR: Kathy Feilen, City of La Mesa  
 VICE CHAIR: Frank Rivera, City of Chula Vista

Staff Contact: Alex Estrella  
 (619) 699-1928  
[aes@sandag.org](mailto:aes@sandag.org)

### AGENDA HIGHLIGHTS

- **PROPOSITION 1B TRAFFIC LIGHT SYNCHRONIZATION PROGRAM (TLSP) REGIONAL PROJECT SUBMITTALS UPDATE**
- **SMART GROWTH TRIP GENERATION AND PARKING DEMAND STUDY UPDATE**
- **2008 CONGESTION MANAGEMENT PROGRAM UPDATE**

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 Lemon Grove  
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 Oceanside  
 Poway  
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 and  
 County of San Diego

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 Tribal Chairmen's Association  
 Mexico

# SAN DIEGO REGIONAL TRAFFIC ENGINEERS COUNCIL

Thursday, June 12, 2008

ITEM #	RECOMMENDATION
1. INTRODUCTIONS	
+2. MEETING SUMMARIES OF APRIL 10, 2008, AND MAY 8, 2008	APPROVE
<p>SANTEC is asked to review and approve the meeting notes of the April 10 (Item 2a) and May 8 (Item 2b), 2008, meetings.</p>	
3. PUBLIC COMMENTS	
4. PROPOSITION 1B TRAFFIC LIGHT SYNCHRONIZATION PROGRAM (TLSP) REGIONAL PROJECT SUBMITTALS UPDATE (SANDAG Staff)	INFORMATION
<p>SANTEC will be provided with an update on the TLSP and will share any information or news received to date.</p>	
5. SMART GROWTH TRIP GENERATION AND PARKING DEMAND STUDY UPDATE (SANDAG Staff)	DISCUSSION
<p>At the May meeting, SANTEC members were provided with an update and overview of the recently initiated Smart Growth Trip Generation and Parking Demand Study. This effort is a key component of gathering empirical data that would supplement the San Diego Traffic Generators Manual and provide key information for the implementation of the Urban Design Guidelines component of the Regional Comprehensive Plan adopted in 2004. As requested by SANTEC members, staff is planning on bringing this item back to provide an update on planned data collection and other project-related tasks undertaken since May.</p>	
+6. 2008 CONGESTION MANAGEMENT PROGRAM (CMP) UPDATE (SANDAG Staff)	INFORMATION
<p>SANDAG is required by state law to update the Congestion Management Program every two years. Major changes in the 2008 Update include an updated CMP roadway network Level of Service (LOS) analysis based on data and information provided by local agencies and Caltrans. Staff will summarize the draft LOS findings based on 2007 traffic data. A summary report is attached.</p>	
7. TRAFFIC ENGINEERING NEW TECHNOLOGIES (SANTEC Members)	INFORMATION
<p>This item is being presented for discussion and information sharing purposes as requested by SANTEC.</p>	

**ITEM #****RECOMMENDATION**

## 8. CTAC MEETING BRIEFING

INFORMATION

SANTEC will be provided with an overview of the CTAC meeting held on June 5, 2008.

## +9. UPCOMING MEETINGS/AGENDA ITEMS

INFORMATION

Possible agenda items for future SANTEC meetings will be discussed.

## 10. MATTERS FROM MEMBERS

INFORMATION

SANTEC members are encouraged to discuss additional topics of general interest.

+ next to an agenda item indicates an attachment.

**San Diego Association of Governments**  
**SAN DIEGO REGIONAL TRAFFIC ENGINEERS COUNCIL**

June 12, 2008

AGENDA ITEM NO.: **2a**

**Action Requested: APPROVE**

MEETING SUMMARY OF APRIL 10, 2008

File Number 1109101

**1. Introductions**

The attendees of the meeting introduced themselves at the request of the SANTEC Chair.

**2. Comments from the Public**

This item, originally listed as Agenda Item No. 3, was moved forward until a quorum was reached. There were no comments from the public.

**3. Approval of Meeting Summary**

The motion was made and seconded to approve the SANTEC meeting notes for March 13, 2008. The motion passed.

**4. Proposition 1B Traffic Light Synchronization Program (TLSP) Update**

This item was presented by Ellison Alegre (SANDAG). Mr. Alegre provided an update on the draft Proposition 1B TLSP under consideration by the California Transportation Commission. SANDAG staff provided and reviewed two handouts related to the TLSP applications submitted at the March 30 deadline by agencies within San Diego County.

The four-page handout from the Caltrans TLSP Web site summarized the statewide TLSP efforts to date. In summary, a total \$349 million was requested statewide for funding under TLSP per Proposition 1B. Outside the City of Los Angeles, there were 117 TLSP applications submitted, requesting \$199 million in TLSP funding. Total project costs (construction and right-of-way) for these 117 applications were \$386 million. Per Prop. 1B, the City of Los Angeles formally requested its \$150 million set-aside for 21 projects, with project costs totaling \$182 million.

Approximately \$17.9 million of the statewide TLSP requests came from the Central part of the state (9%), \$82 million from the Southern California counties (41%), and \$99 million from Northern California (50%).

Locally, there were 19 applications submitted by San Diego County agencies, the six regional submittals from SANDAG and 13 from local jurisdictions. The TLSP request from San Diego County agencies makes up approximately 8% of the total statewide request. Local funding

match for proposed TLSP projects ranged from 10% to 52%, with composite local match of 29% across all 19 applications. A one-page handout summarized the regional TLSP applications submitted by SANDAG. SANDAG's regional submittals requested \$12.3 million in TLSP funding.

The initial list of funded projects under TLSP is scheduled to be released by Caltrans at the end of April. Subsequent approval of the initial or potentially revised list of projects by the CTC is scheduled for the end of May.

## **5. Traffic Calming Programs Overview/Information Sharing**

Kathy Feilen (City of La Mesa) handed out two attachments and discussed a current traffic calming project in the City of La Mesa. The \$40,000 project will develop a series of chicanes on High Street. This project was influenced by previous projects in Chula Vista and Oceanside. This project will go out to bid shortly, with construction complete at the end of the 2008. Paul Pace, City of Oceanside, mentioned that irrigation of landscaping was a major issue on this type of traffic calming project. The group also discussed the impacts of traffic calming tools on fire-response vehicles.

Duncan Hughes, City of San Diego, discussed the City's Traffic Calming Program, presenting traffic calming tools included in the draft Traffic Calming Handbook and Technical Appendix.

Mr. Pace passed out a one-page handout and discussed the City of Oceanside's speed hump installation guidelines. Mr. Pace noted that these guidelines should be refined for each City's specific circumstances. Community support is a key issue in developing, adopting, and implementing speed humps. Mr. Mei, City of Santee, concurred that community "buy-in" is necessary and that petitions are a good tool for prioritizing projects or reinforcing or verifying community support.

(Note: This agenda item was interrupted by a 25-minute fire drill, which required the evacuation of the entire 401 B Street building.)

General discussion continued concerning stop sign control warrants and other issues with uncontrolled intersections.

## **6. Assembly Bill No. 321**

Kathy Feilen, City of La Mesa, initiated discussion of this bill seeking to revise speed limits within school zones. This item was tabled to the May 2008 meeting to allow SANTEC members sufficient time to review the language of the proposed bill.

## **7. Traffic Engineering Workshop for Public Officials – Planning Update**

Zoubir Ouadah, City of Poway, was absent and therefore this item was tabled to the May 2008 meeting. SANDAG staff mentioned that Mr. Ouadah had notified them via e-mail on April 9 of his inability to attend this month's SANTEC meeting and his intent on rescheduling this workshop for June 2008. Carlton Urban, City of Carlsbad, recommended

that a SANTEC sub-group be developed for future planning and implementation of workshop efforts. The SANTEC Chair noted Mr. Ouadah's efforts in planning and organizing previous workshops and explained the current challenges and setbacks in organizing this year's workshop. Mr. Urban clarified that the proposal reflects his willingness to provide Mr. Ouadah with his assistance in organizing this year's event. Mr. Brown, City of Vista, also volunteered his services.

**8. Cities/County Transportation Advisory Committee (CTAC) Meeting Briefing**

The April 2008 CTAC meeting was cancelled.

**9. Upcoming Meetings/Agenda Items**

Staff reviewed the upcoming SANTEC meeting dates and corresponding proposed agenda items. Staff announced that the next SANTEC meeting is scheduled for May 8, 2008.

SANDAG staff announced that status updates will be given on the TLSP project selection process at the May and June meetings. SANDAG staff will also present initial arterial analysis results for the 2008 Congestion Management Program (CMP) Update at the May meeting.

**10. Matters from Members**

SANDAG staff reminded members that 2007 updates to the Highway Performance Monitoring System (HPMS) were due on March 31. Jurisdictions that have yet to submit their respective HPMS update were asked to do so as soon as possible.

Kathy Feilen, City of La Mesa, initiated a roundtable discussion on how red-light enforcement programs were doing in participating jurisdictions. The Cities of Vista and Escondido are currently operating red-light enforcement programs at a net loss.

Bruce Grafrath, City of Escondido, mentioned that the Coalition Against Bigger Trucks has asked the City to formally oppose the current federal bill expanding NAFTA truck coverage. The City of Escondido has received a similar request.

The meeting adjourned at 11 a.m.

**San Diego Association of Governments**  
**SAN DIEGO REGIONAL TRAFFIC ENGINEERS COUNCIL**

June 12, 2008

AGENDA ITEM NO.: **2b**

**Action Requested: APPROVE**

MEETING SUMMARY OF MAY 8, 2008

File Number 1109101

**1. Introductions**

The attendees of the meeting introduced themselves at the request of the SANTEC Chair.

**2. Approval of Meeting Summary**

Approval of the April 10 meeting notes was postponed due to not having a quorum.

**3. Comments from the Public**

There were no comments from the public.

**4. Proposition 1B Traffic Light Synchronization Program (TLSP) Update**

Alex Estrella (SANDAG) announced that no official notice had been issued by Caltrans HQs staff on the TLSP project evaluation findings. He also indicated that the initial list of funded projects under TLSP was scheduled to be released at the end of April or early May, and that subsequent approval of proposed Caltrans HQs funding recommendation would be presented for approval to the California Transportation Commission (CTC) at the end of May. Staff indicated that notice of the recommended list of TLSP projects will be forwarded to SANTEC once it is received by SANDAG. Staff will also bring this item back for an update during the June SANTEC meeting.

**5. Smart Growth Trip Generation and Parking Demand Study Update**

Christine Eary, SANDAG project manager for the study, gave a brief introduction to the study and then introduced Jerry Walters of Fehr & Peers, the project manager for the consulting team. Other members of the consulting team in attendance included Mike Singleton of KTU+A and Erik Ruehr of VRPA Technologies.

The purpose of the study is gather trip generation and parking generation data to incorporate the effects of Smart Growth projects into the San Diego Traffic Generators Manual and the Urban Design Guidelines component of the Regional Comprehensive Plan.

Mr. Walters organized the discussion of the study into a series of questions for SANTEC members. A summary and key discussion point of these questions and comments from SANTEC members are listed below:

- Question: *Is it appropriate to collect data in the summer?*

SANTEC members had a mixed response to this question. Overall traffic patterns tend to be different on regional facilities when schools are out of session. However, some parts of the region are relatively unaffected by schools, while others have year-round schools that do not follow the traditional pattern of being off in the summer. In addition, some locations, particularly in the beach areas, have peak activity in the summer. It was also noted that traffic analysis is normally conducted for a typical day, while parking analysis is typically based on a time period with peak parking demands. Mr. Walters concluded that the study should tend to avoid summer data collection, but it could be considered on a case-by-case basis.

- Question: *Is data generally collected in one part of the San Diego region applicable to other parts of the region?*

There was general agreement that trip generation and parking generation data is applicable throughout the region.

- Question: *Is it appropriate to survey parking data generally from 7 a.m. to 8 p.m. with emphasis on peak parking times for some uses?*

There was general agreement with this data collection plan and also several comments. Members commented that for some uses, 6 a.m. would be a better start time. Questions were asked about data collection on Fridays and weekends, and members of the consulting team commented that the study will be focused on Tuesdays, Wednesdays, and Thursdays in order to ensure collection of sufficient data for typical weekdays.

- Question: *Is it acceptable to exclude special use facilities?*

Members expressed an interest in collecting data for hospitals and casinos. Members of the consulting team clarified that the study is focused on the collection of data for Smart Growth developments and that the updating of the SANDAG trip generation guide for casinos and other land uses is not within the scope of the study. SANTEC members expressed an interest in working together and with SANDAG staff to supply data and fill in the gaps in the trip generation guidelines.

- Question: *Should the study include surveys of travelers to determine mode of travel and other information even if that means that resources would have to be diverted and the project team could do fewer trip generation/parking generation counts?*

Concern was expressed about collecting enough data to be useful. Mr. Walters indicated that the project team currently has a list of 60 candidate sites, but only 10–15 will be able to be included if surveys are conducted.



- Question: *Assuming that we conduct surveys of travelers, is it acceptable to randomly survey 100–200 people at each site in order to avoid the necessity to talk to each person?*

Concern was expressed about this approach, but members acknowledged the limitations of working on a fixed budget. The question was raised regarding whether 10–15 sites would provide reasonable R-squared values. Mr. Walters thought that this level of data collection would not provide good R-squared values based on local data alone, but in combination with nationwide data, reasonable R-squared values could be achieved.

- Question: *Does anyone feel strongly that we should either not do surveys because of this limitation or make a special effort to conduct significantly more than 100-200 surveys at each site?*

Nobody in attendance expressed a preference for either of these alternatives to the proposed approach.

- Question: *Can the project team get assistance from SANTEC members if needed to get permission from owners to collect data at individual sites?*

There was general agreement that SANTEC members would provide assistance.

- Question: *Do you have any individual sites to suggest?*

No sites were provided at the meeting, but members were encouraged to send potential sites via e-mail to Mr. Walters ([j.walters@fehrandpeers.com](mailto:j.walters@fehrandpeers.com)).

Following the discussion of specific issues, SANTEC members, including Kathy Feilen (SANTEC Chair and City of La Mesa representative), asked whether the project team would report back to this group. It was agreed that SANTEC members would be kept informed of the study through e-mail and, in addition, coordination with staff for future SANTEC meetings as appropriate.

## **6. Assembly Bill No. 321**

Frank Rivera, City of Chula Vista, initiated discussion of this bill seeking to revise speed limits within school zones. In brief, Assembly Bill No. 321 as proposed would allow local agencies to establish 25 mph or 15 mph prima facie speed limits along school zones. The proposed bill would only be applicable within a residential district, on a highway where the current posted speed is 30 mph and within less than 500 feet or be between 500–1,000 feet for establishing a 25 mph or 15 mph prima facie speed limit, respectively. SANTEC members expressed some concerns on the practical implementation of setting the new speed limits along highway locations and indicated that in most instances it is rare where the 85<sup>th</sup> percentile speed findings are less than 25 mph. Members clarified that this bill would only be applicable to roadways where current speeds are 30 mph, and within school zone areas. Members were also informed that the proposed bill would be discussed at the upcoming California Traffic Control Devices Committee (CTCDC) on May 29, 2008. The proposed bill would be presented for possible revisions and amendment to the current California MUTCD.

## **7. Traffic Engineering Workshop for Public Officials – Planning Update**

Zoubir Ouadah, City of Poway, was absent but related to staff and the SANTEC Chair that the workshop would now be scheduled for October. Staff indicated that future information and planning progress for the workshop would be presented to SANTEC in upcoming meetings.

## **8. Cities/County Transportation Advisory Committee (CTAC) Meeting Briefing**

SANTEC members were informed that the original CTAC meeting set for the May was combined with a meeting with the Regional Planning Technical Working Group on May 22, 2008; thus, no CTAC meeting briefing was provided.

## **9. Upcoming Meetings/Agenda Items**

Staff reviewed the upcoming SANTEC meeting dates and corresponding proposed agenda items. Staff announced that the next SANTEC meeting is scheduled for June 12, 2008.

SANDAG staff announced that status updates will be given on the TLSP project selection process at the June meeting, and future July or August meetings might be cancelled subject to summer vacations and/or light agenda items.

## **10. Matters from Members**

Duncan Hughes, City of San Diego, indicated that SANTEC members should be aware that the CTCDC formed a subcommittee to develop guidelines for the bicycle/motorcycle detection system at the signalized intersections for the inclusion into the California MUTCD. Proposed amendments are planned to be discussed at the upcoming (CTCDC) meeting on May 29.

Jason Janis, Caltrans District 11 Division of Local Assistance Staff, reminded and informed members on several items including the Caltrans mandatory Race-Conscious DBE Program changes, update on State and Federal Safe Routes to School Programs, and FHWA's Notice of Proposed Rulemaking for the Highway Safety Improvement Program (HSIP). In brief, members were informed that effective immediately, Caltrans and local agencies receiving federal aid funds must begin transitioning to a Race-Conscious DBE Program. With regards to the State Safe Routes to School Program, members were informed that local agencies may access the approved list of projects via the Caltrans Web site (<http://dot.ca.gov/hq/LocalPrograms/saferoutes/sr2s.htm>). With regards to the Federal Safe Routes, members were informed that program funding applications are due to DLAEs by July 18, 2008.

The meeting adjourned at 11 a.m.

**San Diego Association of Governments**  
**SAN DIEGO REGIONAL TRAFFIC ENGINEERS COUNCIL**

June 12, 2008

AGENDA ITEM NO.: **6**

**Action Requested: INFORMATION**

2008 CONGESTION MANAGEMENT PROGRAM (CMP) UPDATE

File Number 3000402

**Introduction**

SANDAG is required by State law to update the Congestion Management Program (CMP) every two years. The 2008 CMP Update will include a revised Level of Service (LOS) analysis based upon 2007 traffic data for the CMP roadway network. The CMP network, shown in Attachments 1 and 2, consists of state freeways, conventional highways, and select arterials. Although the map used for the 2006 CMP Update is shown, the map for the new 2008 Update will be similar. In fall 2007, local jurisdictions and Caltrans were requested to provide either updated 2007 traffic or LOS data. This report summarizes the draft 2007 LOS data that will be used in the 2008 CMP Update. The LOS calculations represent the highest peak hour (AM or PM) in the heaviest travel direction.

**Discussion**

***State Freeways***

The results of the draft 2007 LOS analysis for the State freeway system in San Diego County are provided in Attachment 3 and summarized below. There has been a decrease in the number of deficient segments.

	2006 CMP	2008 CMP	Difference
Number LOS "F" Segments	29	18	-11
LOS "F" Mileage	116.79	72.21	-44.58

***State Conventional Highways***

The results of the draft 2007 LOS analysis for the State conventional highway system in San Diego County are provided in Attachment 4 and summarized below. The number of deficiencies has decreased by four segments.

	2006 CMP	2008 CMP	Difference
Number LOS "F" Segments	9	5	-4
LOS "F" Mileage	32.05	25.69	-6.36

## ***CMP Arterials***

The results of the draft 2007 LOS analysis for the CMP arterials in San Diego County are provided in Attachment 5 and summarized below. Overall there has been a net decrease in deficient segments and number of miles at LOS F; however, the level of service on a number of segments has declined.

	2006 CMP	2008 CMP	Difference
Number LOS "F" Segments	21	16	-5
LOS "F" Mileage	23.39	14.86	-8.53

## ***Conclusions***

Based upon the results of the draft 2008 CMP Update LOS analysis, the following conclusions can be drawn concerning deficient segments and deficiency plan requirements:

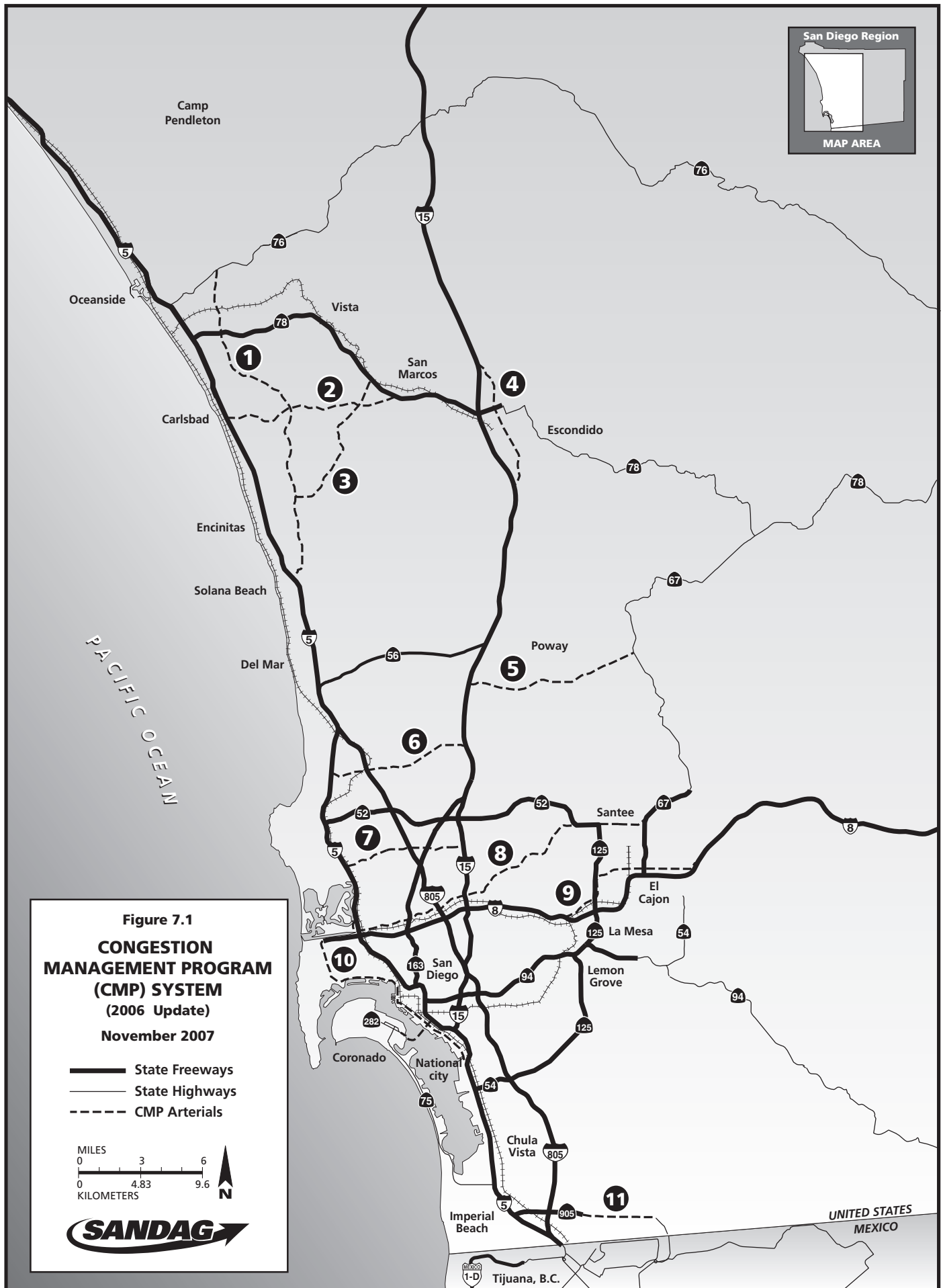
1. Updated State Highway LOS
  - No change in Deficiency Plan requirements from last update
2. Updated Arterial LOS
  - The following Deficiency Plans would no longer be required:
    - San Marcos Boulevard; Rancho Santa Fe Road to SR 78
    - Rancho Santa Fe Road; Olivenhain Road to Melrose Drive
    - La Jolla Village Drive; Lebon Drive to Eastgate Mall
    - Miramar Road; Cabot Drive to Black Mountain Road
    - Balboa Avenue; Ruffin Road to I-15
    - Friars Road; Sea World Drive to Via Las Cumbres
    - Friars Road; River Run Drive to W. Ramp I-15
    - North Harbor Drive; Winship Lane to Laurel Street
    - Harbor Drive; 28<sup>th</sup> Street to I-5
  - New Deficiency Plans would be required for the following arterial segments:
    - El Camino Real; Plaza Drive to SR 76
    - La Jolla Village Drive; I-5 to Lebon Drive
    - Balboa Avenue; Clairemont Drive to Genessee Avenue
    - Balboa Avenue; I-805 to Kearny Villa Road
    - Friars Road; Via Las Cumbres to Fashion Valley Road
    - Friars Road; W. Ramp I-15 to Mission Gorge Road
    - Harbor Drive; 8th Avenue to 28th Street
3. Status report on Deficiency Plans
  - The 2008 CMP Update will contain analysis of 2030 RTP improvements on 2007 deficient segments.

### ***Next Steps***

The draft 2008 CMP Update, including the above LOS data, will be released for public review later this summer. The 2007 LOS analysis, evaluation of proposed new arterials for the CMP arterial network, and the future direction of the CMP will be presented to the Cities/County Transportation Advisory Committee (CTAC) and the Regional Planning Technical Working Group (TWG) at their July meetings.

- Attachments:
1. CMP System
  2. List of CMP System Roadways
  3. Draft 2008 CMP Freeways LOS Analysis
  4. Draft 2008 CMP Conventional Highways LOS Analysis
  5. Draft 2008 CMP Arterials LOS Analysis

Key Staff Contact: Heather Werdick, (619) 699-6967, [hwe@sandag.org](mailto:hwe@sandag.org)



### List of CMP System Roadways

#### CMP Freeways:

Interstate 5: Orange County Line to U.S./Mexico Border  
 Interstate 8: Nimitz Boulevard to Imperial County Line  
 Interstate 15: Riverside County Line to I-5  
 Interstate 805: I-5 (North) to I-5 (South)  
 State Route 52: I-5 to SR 25  
 State Route 54: I-5 to Briarwood Road  
 State Route 56: I-5 to I-15  
 State Route 67: Maplevue Street to I-8  
 State Route 78: I-5 to North Broadway  
 State Route 94: I-5 to Avocado Boulevard  
 State Route 125: SR 54 to SR 52  
 State Route 163: I-15 to I-5  
 State Route 905: Oro Vista Road to Otay Mesa Road

#### CMP Highways:

State Route 54: SR 94 to Grove Road  
 State Route 67: SR 78 to Maplevue Valley  
 State Route 75: I-5 (North) to I-5 (South)  
 State Route 76: Coast Highway to SR 79  
 State Route 78: North Broadway to Imperial County Line  
 State Route 79: Riverside County Line to I-8  
 State Route 94: Avocado Boulevard to Old Highway 80  
 State Route 282: Alameda Boulevard to Orange Avenue

#### CMP Arterials:

- (1) Manchester Avenue/El Camino Real: I-5 to SR 76/Mission Avenue
- (2) Palomar Airport Road/San Marcos Boulevard: I-5 to SR 78 (South)
- (3) Olivenhain Road/Rancho Santa Fe Road: El Camino Real to SR 78
- (4) Centre City Parkway: I-15 (North) to I-15 (South)
- (5) Scripps Poway Parkway: I-15 to SR 67
- (6) La Jolla Village Drive/Miramar Road: I-5 to I-15
- (7) Balboa Avenue: I-5 to I-15
- (8) Sea World Drive/Friars Road/Mission Gorge Road/Woodside Avenue: I-5 to SR 67
- (9) Fletcher Parkway/Broadway/E. Main Street: I-8 (West) to I-8 (East)
- (10) Nimitz Blvd./North Harbor Dr./Grape & Hawthorne Streets/Pacific Highway/Harbor Drive: I-8 to I-5
- (11) Otay Mesa Road-Interim SR 905: SR 905 (West) to SR 905 (East)<sup>1</sup>

<sup>1</sup> The CMP arterial is designated as an interim facility on the CMP network and will be replaced by a state highway following its construction.

**Table A-1**  
**Draft 2008 CMP Freeways Level of Service Analysis**

Location/Limits	Length (miles)	2007 LOS	Exceed Standard?	2005 LOS	Change
<b>FREEWAYS</b>					
<b>Interstate 5</b>					
Mexico Border to SR 75 (S)	4.54	A-C		A-C	No
SR 75 (S) to SR 54	4.79	D		D	No
SR 54 to 1 <sup>st</sup> Ave.	7.18	E/F	Yes	F	No
1 <sup>st</sup> Ave. to Pacific Highway Ramp	0.87	F	Yes	F	No
Pacific Highway Ram to Mission Bay Dr.	6.49	E		E	No
Mission Bay Dr. to Gilman Dr.	2.86	E/F	Yes	F	No
Gilman Dr. to I-805	3.89	D		D	No
I-805 to Manchester Ave.	7.77	E		F	Improve
Manchester Ave. to SR 78	12.73	E		F	Improve
SR 78 to Oceanside Blvd.	1.14	D		F	Improve
Oceanside Blvd. to SR 76	1.63	D		E	Improve
SR 76 to Orange County Line	18.15	A-C		D	Improve
<b>Interstate 8</b>					
Sunset Cliffs Blvd. to Midway Dr.	0.76	A-C		A-C	No
Midway Dr. to I-5	1.19	D		D	No
I-5 to Fletcher Pkwy.	10.48	F	Yes	F	No
Fletcher Pkwy. to El Cajon Blvd.	0.53	F	Yes	F	No
El Cajon Blvd. to SR 125	1.14	E		E	No
SR 125 to Johnson Ave.	3.06	F	Yes	F	No
Johnson Ave. to SR 67	0.50	E		E	No
SR 67 to Lake Jennings	6.02	E		E	No
Lake Jennings to Imperial County Line	55.16	A-C		A-C	No
<b>Interstate 15</b>					
I-5 to Imperial Ave.	0.95	E		F	Improve
Imperial Ave. to SR 94	0.74	D		F	Improve
SR 94 to I-805	1.14	A-C		D	Improve
I-805 to I-8	2.94	D		E	Improve
I-8 to Balboa Ave.	2.97	F	Yes	F	No
Balboa Ave. to SR 163	2.88	D		E	Improve
SR 163 to Miramar Rd.	2.17	F	Yes	F	No
Miramar Rd. to Bernardo Center Dr.	9.29	F	Yes	F	No
Bernardo Center Dr. to Centre City Pkwy.	4.63	F	Yes	F	No
Centre City Pkwy. to SR 78	3.87	E		F	Improve
SR 78 to Riverside County Line	23.70	D		D	No



**Table A-1**  
**Draft 2008 CMP Freeways Level of Service Analysis**

Location/Limits	Length (miles)	2007 LOS	Exceed Standard?	2005 LOS	Change
<b>Interstate 805</b>					
I-5 (South) to Palm Ave.	2.41	A-C		A-C	No
Palm Ave. to Telegraph Canyon Rd.	3.16	D		D	No
Telegraph Canyon Rd. to Bonita Rd.	1.70	E/F	Yes	F	No
Bonita Rd. to SR 54	1.09	F	Yes	F	No
SR 54 to Market St.	4.10	F	Yes	F	No
Market St. to SR 163	7.66	F	Yes	F	No
SR 163 to SR 52	3.03	E		E	No
SR 52 to Mira Mesa Blvd.	3.42	E		F	Improve
Mira Mesa Blvd. to I-5 (North)	1.48	D		D	No
<b>State Route 52</b>					
I-5 to I-805	3.48	F	Yes	F	No
I-805 to I-15	3.55	D		D	No
I-15 to Mast Blvd.	5.96	D		F	Improve
Mast Blvd. to SR 125	1.50	D		E	Improve
<b>State Route 54</b>					
I-5 to Woodman St.	4.40	D		E	Improve
Woodman St. to Briarwood Ave.	0.60	C		D	Improve
<b>State Route 56</b>					
I-5 to Carmel Country	1.81	D		D	No
Carmel Country to Black Mountain Rd.	5.42	A-C		A-C	No
Black Mountain Rd. to I-15	2.51	A-C		A-C	No
<b>State Route 67</b>					
I-8 to Broadway	0.30	E		F	Improve
Broadway to Maplevue	4.61	C		D	Improve
<b>State Route 78</b>					
I-5 to College Ave.	3.29	D		F	Improve
College Ave. to Melrose Dr.	2.62	D		E	Improve
Melrose Dr. to Sycamore Dr.	3.14	D		D	No
Sycamore Dr. to Rancho Santa Fe Rd.	1.53	D		E	Improve
Rancho Santa Fe Rd. to San Marcos Blvd.	1.52	D		E	Improve
San Marcos Blvd. to I-15	4.41	E		F	Improve
I-15 to Broadway	1.14	D		D	No
<b>State Route 94</b>					
I-5 to College Ave.	6.35	F	Yes	F	No
College Ave. to Kenwood Dr.	4.00	D		E	Improve
Kenwood Dr. to Avocado Blvd.	1.50	D		D	No

**Table A-1**  
**Draft 2008 CMP Freeways Level of Service Analysis**

Location/Limits	Length (miles)	2007 LOS	Exceed Standard?	2005 LOS	Change
<b>State Route 125</b>					
SR 54 to SR 94	3.38	A-C		A-C	No
SR 94 to I-8	2.19	<b>D</b>		E	<b>Improve</b>
I-8 to SR 52	3.06	<b>A-C</b>		D	<b>Improve</b>
<b>State Route 163</b>					
Ash St. to I-8	3.16	F	Yes	F	No
I-8 to Friars Rd.	0.63	F	Yes	F	No
Friars Rd. to I-15	7.23	<b>D</b>		E	<b>Improve</b>
<b>State Route 905</b>					
I-5 to I-805	1.97	A-C		A-C	No
I-805 to Otay Mesa Rd.	1.25	<b>A-C</b>		D	<b>Improve</b>

**Table A-2**  
**Draft 2008 CMP Conventional Highways Level of Service Analysis**

Location/Limits	Length (miles)	2007 LOS	Exceed Standard?	2005 LOS	Change
<b>State Route 54</b>					
Campo Rd. to Willow Glen Dr.	0.96	A-C		E	Improve
Willow Glen to Grove Rd.	2.35	A-C		A-C	No
<b>State Route 67</b>					
Mapleview St. to SR 78	18.25	F	Yes	F	No
<b>State Route 75</b>					
I-5 (South) to Saturn Dr.	0.33	D		E	Improve
Saturn Dr. to Delaware St.	1.38	A-C		D	Improve
Delaware St. to Pomona Ave.	7.77	A-C		A-C	No
Pomona Ave. to 3 <sup>rd</sup> St.	1.17	A-C		D	Improve
Orange Ave. to City Limits	0.58	D		D	No
Toll Plaza to I-5 North	2.00	F	Yes	F	No
<b>State Route 76</b>					
I-5 to Douglas Dr.	3.43	E		E	No
Douglas Dr. to Melrose	3.20	D		A-C	Yes
Melrose to E. Vista Way	2.00	F	Yes	F	No
E. Vista Way to South Mission	2.92	F	Yes	F	No
South Mission to I-15	5.03	E		E	No
I-15 to Valley Center Rd.	14.63	D		E	Improve
Valley Center Rd. to SR 79	19.40	A-C		A-C	No
<b>State Route 78</b>					
Lincoln Pkwy. To Washington Ave.	0.45	A-C		A-C	No
Broadway to Ash St.	1.05	A-C		D	Improve
Washington Ave. to Oak Hill Rd.	0.71	D		F	Improve
Oak Hill Rd. to Bear Valley Pkwy.	1.42	D		D	No
Bear Valley Pkwy. to SR 67	14.79	D		E	Improve
SR 67 to 7 <sup>th</sup> St.	0.33	D		F	Improve
7 <sup>th</sup> St. to SR 79	15.26	A-C		D	Improve
SR 79 to Imperial County Line	44.20	A-C		A-C	No
<b>State Route 79</b>					
I-8 to Riverside Dr.	1.26	A-C		A-C	No
Riverside Dr. to Riverside County Line	54.48	A-C		A-C	No
<b>State Route 94</b>					
Avocado Blvd. to Jamacha Blvd.	0.79	E		F	Improve
Jamacha Blvd. to Jamacha Rd.	0.52	F	Yes	F	No
Jamacha Rd. to Lyons Valley Rd.	4.53	E		F	Improve
Lyons Valley Rd. to Otay Lks. Rd.	5.24	A-C		D	Improve
Otay Lks. Rd. to Dulzura	3.57	A-C		A-C	No

**Table A-2**  
**Draft 2008 CMP Conventional Highways Level of Service Analysis**

Location/Limits	Length (miles)	2007 LOS	Exceed Standard?	2005 LOS	Change
<b>State Route 282</b>					
Alameda Blvd. to Orange Ave.	1.27	D		D	No
<b>State Route 905</b>					
U.S./Mex. Border to Otay Mesa Rd.	1.37	D		D	No

**Table A-3  
Draft 2008 CMP Arterials Level of Service Analysis**

<b>CMP Route / Segments</b>	<b>Length (Miles)</b>	<b>2007 LOS</b>	<b>Exceed Standard?</b>	<b>Agency</b>	<b>2005 LOS</b>	<b>Change</b>
<b>Manchester Ave./El Camino Real (I-5 to SR 76/Mission Ave.)</b>						
I-5 to El Camino Real	1.13	<b>D</b>		Encinitas	B	<b>Worse</b>
El Camino Real to Encinitas Boulevard	1.72	B		Encinitas	B	No
Encinitas Boulevard to Garden View Road	0.88	D		Encinitas	D	No
Garden View Road to Olivenhain Road	0.63	D		Encinitas	D	No
<b>Carlsbad South City Limit to Plaza Drive</b>	<b>8.79</b>	<b>E</b>		<b>Carlsbad</b>	<b>E^</b>	<b>No</b>
Plaza Drive to Vista Way	0.26	<b>F</b>	Yes	Oceanside	E	<b>Worse</b>
Vista Way to Oceanside Boulevard	1.35	<b>F</b>	Yes	Oceanside	B	<b>Worse</b>
Oceanside Boulevard to SR 76	1.69	<b>F</b>	Yes	Oceanside	B	<b>Worse</b>
<b>Palomar Airport Rd./San Marcos Blvd. (I-5 to SR 78)</b>						
<b>I-5 to Carlsbad East City Limit</b>	<b>5.96</b>	<b>D</b>		<b>Carlsbad</b>	<b>D^</b>	<b>No</b>
Business Park Dr to Rancho Santa Fe Rd	1.19	D		San Marcos	D	No
Rancho Santa Fe Road to SR 78	1.88	<b>E</b>		San Marcos	F	<b>Improve</b>
<b>Olivenhain Rd./Rancho Santa Fe Rd. (El Camino Real to SR 78)</b>						
El Camino Real to Rancho Santa Fe Road	1.01	<b>D</b>		Encinitas	F	<b>Improve</b>
Olivenhain Road to Melrose Drive	3.06	<b>E</b>		Carlsbad	F	<b>Improve</b>
Melrose Drive to San Marcos Boulevard	2.20	<b>C</b>		San Marcos	A	<b>Worse</b>
San Marcos Boulevard to SR 78	1.46	<b>D</b>		San Marcos	B	<b>Worse</b>
<b>Centre City Parkway (I-15 North to I-15 South)</b>						
Country Club Lane to Mission Avenue	2.21	<b>C</b>		Escondido	D	<b>Improve</b>
Mission Avenue to 2nd Avenue	0.82	<b>E</b>		Escondido	D	<b>Worse</b>
<b>2nd Avenue to Felicita Avenue</b>	<b>1.49</b>	<b>C</b>		<b>Escondido</b>	<b>B^</b>	<b>Worse</b>
<b>Felicita Avenue to Citracado Parkway</b>	<b>0.74</b>	<b>D</b>		<b>Escondido</b>	<b>C^</b>	<b>Worse</b>
<b>Scripps Poway Parkway (I-15 to SR 67)</b>						
<b>I-15 to Springbrook Dr.</b>	<b>2.43</b>	<b>C</b>		<b>San Diego</b>	<b>C^</b>	<b>No</b>
<b>Springbrook Dr to SR 67</b>	<b>6.38</b>	<b>B</b>		<b>Poway</b>	<b>B^</b>	<b>No</b>
<b>La Jolla Village Dr./Miramar Rd. (I-5 to I-15)</b>						
I-5 to Lebon Drive	0.54	<b>F</b>	Yes	San Diego	E	<b>Worse</b>
Lebon Drive to Town Center Drive	0.92	<b>E</b>		San Diego	F	<b>Improve</b>
Town Centre Drive to Eastgate Mall	0.81	<b>C</b>		San Diego	F	<b>Improve</b>
Eastgate Mall to Cabot Drive	2.79	<b>C</b>		San Diego	B	<b>Worse</b>
Cabot Drive to Black Mountain Road	1.51	<b>C</b>		San Diego	F	<b>Improve</b>
Black Mountain Road to I-15	0.70	F	Yes	San Diego	F	No

**Table A-3  
Draft 2008 CMP Arterials Level of Service Analysis**

<b>CMP Route / Segments</b>	<b>Length (Miles)</b>	<b>2007 LOS</b>	<b>Exceed Standard?</b>	<b>Agency</b>	<b>2005 LOS</b>	<b>Change</b>
<b>Balboa Ave. (I-5 to I-15)</b>						
I-5 to Clairemont Drive	0.95	<b>D</b>		San Diego	C	<b>Worse</b>
Clairemont Drive to Genessee Avenue	1.25	<b>F</b>	Yes	San Diego	D	<b>Worse</b>
Genessee Avenue to I-805	1.24	<b>D</b>		San Diego	C	<b>Worse</b>
I-805 to Kearny Villa Road	0.93	<b>F</b>	Yes	San Diego	D	<b>Worse</b>
Kearny Villa Road to Ruffin Road	1.03	<b>C</b>		San Diego	D	<b>Improve</b>
Ruffin Road to I-15	0.54	<b>E</b>		San Diego	F	<b>Improve</b>
<b>Sea World Dr./Friars Rd./Mission Gorge Rd./Woodside Ave.(I-8 to SR 67)</b>						
I-5 to Friars Road	0.88	F	Yes	San Diego	F	No
Sea World Drive to Napa Street	0.91	<b>D</b>		San Diego	F	<b>Improve</b>
Napa Street to Via Las Cumbres	0.73	<b>C</b>		San Diego	F	<b>Improve</b>
Via Las Cumbres to Fashion Valley Road	0.75	<b>F</b>	Yes	San Diego	B	<b>Worse</b>
Fashion Valley Road to Frazee Road	0.92	<b>D</b>		San Diego	E	<b>Improve</b>
Frazee Road to River Run Drive	1.54	<b>E</b>		San Diego	D	<b>Worse</b>
River Run Drive to W. Ramp I-15	1.33	<b>E</b>		San Diego	F	<b>Improve</b>
W. Ramp I-15 to Mission Gorge Road	1.08	<b>F</b>	Yes	San Diego	C	<b>Worse</b>
Friars Road to Jackson Drive	3.09	<b>B</b>		San Diego	C	<b>Improve</b>
Jackson Drive to Santee City Limit	1.82	<b>A</b>		San Diego	C	<b>Improve</b>
West Hills Parkway to Fanita Drive	1.63	<b>B</b>		Santee	A	<b>Worse</b>
Fanita Drive to Cuyamaca Street	0.98	<b>C</b>		Santee	B	<b>Worse</b>
Cuyamaca Street to Magnolia Avenue	0.95	<b>D</b>		Santee	B	<b>Worse</b>
<b>Fletcher Parkway/Broadway/E. Main St./Greenfield Dr. (I-8 West to I-8 East)</b>						
<b><i>I-8 to Dallas Street</i></b>	<b><i>2.10</i></b>	<b><i>D</i></b>		<b><i>La Mesa</i></b>	<b><i>D^</i></b>	<b><i>No</i></b>
Dallas Street to Navajo Road	0.68	C		El Cajon	C	No
Navajo Road to Cuyamaca Street	1.22	C		El Cajon	C	No
Cuyamaca Street to Ballantyne St.	1.24	<b>E</b>		El Cajon	D	<b>Worse</b>
Ballantyne Street to 2nd Street	1.30	<b>E</b>		El Cajon	C	<b>Worse</b>
2nd Street to E. Main Street	0.79	D		El Cajon	D	No
Broadway to Greenfield Drive	0.37	E		El Cajon	E	No
<b>Nimitz Boulevard</b>						
West Point Loma Blvd. to Chatsworth Blvd.	1.02	F	Yes	San Diego	F	No
Chatsworth Boulevard to Rosecrans Street	0.68	F	Yes	San Diego	F	No
Rosecrans Street to N. Harbor Drive	0.41	C		San Diego	C	No
<b>North Harbor Drive</b>						
Nimitz Boulevard to Winship Lane	1.82	D		San Diego	D	No
Winship Lane to Laurel Street	0.85	<b>D</b>		San Diego	F	<b>Improve</b>
Laurel Street to Hawthorne Street	0.36	F	Yes	San Diego	F	No

**Table A-3  
Draft 2008 CMP Arterials Level of Service Analysis**

<b>CMP Route / Segments</b>	<b>Length (Miles)</b>	<b>2007 LOS</b>	<b>Exceed Standard?</b>	<b>Agency</b>	<b>2005 LOS</b>	<b>Change</b>
<b>Pacific Highway</b>						
Hawthorne Street to Harbor Drive	1.04	F	Yes	San Diego	F	No
<b>Harbor Drive</b>						
Pacific Highway to 5th Avenue	0.58	F	Yes	San Diego	F	No
5th Avenue to 8th Avenue	0.27	<b>C</b>		San Diego	B	<b>Worse</b>
8th Avenue to 28th Street	1.75	<b>F</b>	Yes	San Diego	D	<b>Worse</b>
28th Street to 32nd Street	0.61	<b>D</b>		San Diego	F	<b>Improve</b>
32nd Street to I-5	1.42	<b>D</b>		National City	F	<b>Improve</b>
<b>Otay Mesa Road-Interim SR 905 (Corporate Center Drive to La Media Road)</b>						
Caliente Avenue to Heritage Road	1.16	<b>D</b>		San Diego	E	<b>Improve</b>
Heritage Road to Britannia Boulevard	0.50	<b>B</b>		San Diego	D	<b>Improve</b>
Britannia Boulevard to Otay Mesa Center Road	0.76	<b>C</b>		San Diego	B	<b>Worse</b>
Otay Mesa Center Rd to Piper Ranch Road	1.00	D		San Diego	D	No

***Bold italics*** = modified arterial segments

**LOS<sup>^</sup>** = 2006 LOS has been re-evaluated based on the 2008 segmentation

**San Diego Association of Governments**  
**SAN DIEGO REGIONAL TRAFFIC ENGINEERS COUNCIL**

June 12, 2008

AGENDA ITEM NO.: **9**

**Action Requested: INFORMATION**

UPCOMING MEETINGS/AGENDA ITEMS

File Number 1109101

**July/August – TBD**

**Future possible Agenda Items**

- Multimodal PeMS Project
- Adaptive Signal Control Presentation
- CTAC Meeting Update
- TLSP Update
- San Diego Smart Parking Pilot Project - SANDAG
- Operational Coordination – Arterial and Ramp Metering Discussion - SANDAG
- CMP Update