



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, October 9, 2008

9 to 11 a.m.

SANDAG, 7th 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

AGENDA HIGHLIGHTS

- SMART GROWTH VISUAL SIMULATIONS
- DRAFT 2008 CONGESTION MANAGEMENT PROGRAM (CMP)
- MULTI-MODAL PERFORMANCE MANAGEMENT SYSTEM (PeMS)

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SAN DIEGO REGIONAL TRAFFIC ENGINEERS COUNCIL

Thursday, October 9, 2008

ITEM #	RECOMMENDATION
1. INTRODUCTIONS	
+2. MEETING SUMMARY OF SEPTEMBER 11, 2008	APPROVE
<p>The San Diego Regional Traffic Engineers Council (SANTEC) is asked to review and approve the meeting notes of the September 11, 2008, meeting.</p>	
3. PUBLIC COMMENTS	
4. PROPOPOSITION 1B TRAFFIC LIGHT SYNCHRONIZATION PROGRAM (TLSP) UPDATE (SANDAG Staff)	INFORMATION
<p>SANTEC will be provided with an update on the TLSP projects and will share any efforts completed to date.</p>	
+5. SMART GROWTH VISUAL SIMULATIONS (SANDAG Staff)	INFORMATION
<p>As part of the Smart Growth Tool Kit to implement the Regional Comprehensive Plan (RCP), SANDAG and various consultants have been developing "2-D" and "3-D" visual simulations to demonstrate what smart growth and transit oriented development (TOD) could look like in local areas within the San Diego region. SANDAG is considering developing a program to offer member agencies the possibility of "on-call" simulation services for their own projects. To gauge demand, staff will conduct an on-line survey. The completed simulations will be presented at the meeting, and are available on-line at www.sandag.org/rcp. A summary report is attached.</p>	
+6. DRAFT 2008 CONGESTION MANAGEMENT PROGRAM (CMP) (SANDAG Staff)	DISCUSSION
<p>During the June 2008 SANTEC meeting, members were provided with a progress update on the development of the 2008 Congestion Management Program (CMP) Update. During this meeting staff presented level of services (LOS) CMP analysis results and provided an overview of anticipated efforts for completing a Draft 2008 CMP document. SANDAG staff will provide an overview of the Draft 2008 CMP which will be presented to Transportation Committee at its November 7, 2008, meeting to request a public hearing and plan adoption. A summary and Transportation Committee staff report are attached.</p>	

ITEM #

RECOMMENDATION

- 7. MULTI-MODAL PERFORMANCE MEASUREMENT SYSTEM (PeMS) (SANDAG Staff)

INFORMATION

Over the past months, SANDAG in coordination with Caltrans have been working on the development of a multimodal performance measurement system. This effort includes completion of several system enhancements to the existing statewide Freeway Performance Measurement System (PeMS). Such efforts are being achieved by undertaking a pilot project that is focused on assessing the ability of gathering and analyzing real-time arterial and transit data and developing arterial (A-PeMS) and transit (T-PeMS) prototype PeMS applications. Staff will provide a presentation on the development of these efforts.

- 8. CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE (CTAC) MEETING BRIEFING

INFORMATION

The SANTEC will be provided with an overview of the CTAC meeting held on October 2, 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 item indicates an attachment

San Diego Association of Governments

SAN DIEGO REGIONAL TRAFFIC ENGINEERS COUNCIL

October 9, 2008

AGENDA ITEM NO.: **2**

Action Requested: APPROVE

MEETING SUMMARY OF SEPTEMBER 11, 2008

1. Introductions

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

2. Approval of Meeting Summary

SANTEC members reviewed and indicated that the following correction be made under Item #6. The meeting notes should reflect that Item #6 was introduced by SANDAG staff representative Heather Werdick. The correction was noted, and SANTEC members approved the meeting notes of June 12, 2008.

3. Comments from the Public

There were no comments from the public.

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

Alex Estrella (SANDAG staff) provided a progress update on the TLSP projects. SANTEC members were informed that all TLSP project Baseline Agreements were due on August 22, 2008, and that subsequent signatures would follow by Caltrans HQs. Final funding allocation will then be approved by the California Transportation Commission and is anticipated at the time of their September or October CTC meetings. SANDAG staff also reminded other local agency grant recipients that all TLSP projects and related funding expenditures updates will be subject to quarterly reporting through the Local Assistance Online Data Information System (LA-ODIS). SANDAG staff suggested to contact D-11 Local Assistance staff for further information on this process and system.

5. Regional Traffic Count Database System

Mike Calandra (SANDAG staff) provided an overview of SANDAG's proposed efforts for developing a Regional Traffic Count Database System. Staff indicated that the proposed database system at this time is only proposed as a conceptual effort and is being presented to SANTEC for input and most important for further consideration as SANTEC agency

representatives will be the main users of such a system. Accordingly, should the proposed concept be supported by SANTEC members, staff would then proceed with seeking SANDAG management support for development of the system as part of the FY 2010 budget. On this note, the following discussion items were raised by staff and SANTEC members:

- The intent of the Regional Traffic Count Database System is to develop an interactive mapping application that is user friendly and that will serve as a central repository traffic count database for all non-state routes within the County of San Diego.
- A key functionality of such an application will include providing local agency staff access the system to upload or download traffic count data through a secured user interface procedure.
- As reference, staff indicated that the proposed system will provide similar look and feel as SANDAG's existing Traffic Forecast Information Center database (TFIC). This system provides regional transportation forecast modeling data via an on-line interactive map application.
- The development of such an application will also be designed to serve as a historical archive database initially containing and providing traffic count statistics from permanent non-automated data collection stations.
- SANTEC members expressed an overwhelming support for the Regional Traffic Count Database System. SANTEC express support but also suggested that the system be designed/scalable to incorporate non-traffic volume data attributes such as having the ability to differentiate roadway functional classifications, listing of posted speed limits, and pedestrian and bikeway count statistics. Members, however, did agree that focus be placed on traffic volume data attributes as an initial effort.
- Staff also reviewed the estimated level of commitment for moving forward with further evaluating the concept. These efforts include completing a more detailed assessment of possible software and hardware needs, evaluating possible existing applications, and undertaking the development and maintenance of the Traffic Count Database System. The estimated cost for such commitment would range from \$75,000 to \$110,000.

Based on this information, staff highlighted the proposed next steps assuming support from SANTEC. SANTEC members again reiterated overwhelming support and recommended that staff proceed with seeking SANDAG management support for development of the Regional Traffic Count Database. Staff agreed to return to SANTEC to provide progress reports on the development of the system as appropriate.

6. Traffic Count Assessment of Local Arterials – Opening of State Route 125 South Bay Toll Road

Frank Rivera from the City of Chula introduced this item and included an overview of a report that was produced noting the changes in traffic volumes before and after the opening of the State Route (SR) 125 South Bay Toll Road. The report was produced by City staff and was presented to the City Council in June 2008. In brief, the report presented traffic patterns and traffic volume changes along key local roadways east of Interstate 805 (I-805) and within the

vicinity of several SR 125 South Bay Toll Road interchanges. Key points of discussion shared and raised during this item included:

- Staff indicated that approximately 30,000 vehicles are using the SR 125 South Bay Toll Road on a daily basis as informed by South Bay Expressway officials.
- Key findings were based on traffic volume data collected along three I-805 Interchanges including East H. Street, Telegraph Canyon Road, and East Orange Avenue/Olympic Parkway.
- Staff indicated that overall daily traffic volumes within these interchanges experienced a 5.8 percent decrease in volumes since the opening of the SR 125 South Bay Toll Road.
- Specifically during the AM peak period, the greatest decrease in volumes was noted for the westbound approach along the Telegraph Canyon Road/I-805 Interchange (16.3% decrease or approximately 800 vehicles). Eastbound volume data along the three interchanges also noted decreases in AM peak period traffic ranging from -31.6 percent (1,200 vehicles) to 42.9 percent (1,200 vehicles) along the East H Street and Olympic Parkway/I-805 Interchanges, respectively.
- During the PM peak period, the greatest change in peak volumes was noted for the eastbound movement for the East H Street/I-805 Interchange (39.7% or approximately 2,500 vehicles).
- In addition to data collected along the I-805 corridor, staff also collected and presented traffic count volume information along key local roadway segments within the vicinity of the SR 125 South Bay Toll Road. The overall traffic trend along these key local roadways before and after the opening of the SR 125 Toll Road indicated a general increase in volumes. Staff noted that such findings may be the result of a traveling shift/origin and destination trips that were made along the I-805 (Pre opening) and now using the SR 125 South Bay Toll Road.
- Staff indicated that the findings presented in the report only reflected changes in traffic volumes and that further and more detail assessment would be required to truly measure the effects solely associated with the opening of the SR 125 South Bay Toll Road. Such factors for example include changes in travel due to rising fuel costs and changes in the local economy.

Frank Rivera handed out copies of the City Council report as reference and encouraged members to contact him for further information or more detailed findings.

7. Smart Growth Trip Generation and Parking Demand Study Update

This item was introduced by Christine Eary (SANDAG Staff) and included a progress report on the study. In brief, staff announced that the Technical Working Group had proceeded with coming up with a priority listing of proposed project sites for undertaking the Study. The working group identified up to ten priority sites located throughout the County and representative of LRT Transit Oriented Development (TOD), Bus Corridor TOD, and Commuter Rail TOD candidate sites.

Members were also informed that of the ten proposed sites, two sites were currently being considered as initial pilot sites to test the proposed data collection methodology (Del Mar Plaza and Uptown Hillcrest Site). Finally, staff expressed some concerns and challenges in having local business owners agree to allow the data collection efforts to proceed and indicated that any help SANTEC member agencies can provide in this process would be greatly appreciated. Staff indicated that SANTEC members would be kept informed on the progress of the study through e-mails as appropriate and through on-going SANTEC meeting progress updates.

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

Frank Rivera, CTAC Vice-Chair, briefed members on several key items that were presented at the CTAC meeting held on August 7, 2008. Items included a presentation on the 2008 Congestion Management Program Update and SANDAG's Regional Comprehensive Plan's efforts for developing the Smart Growth Design Guidelines.

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 October 9, 2008.

SANDAG staff announced that status updates will be given on the TLSP projects, and an update on the 2008 CMP.

10. Matters from Members

Zoubir Ouadah from the City of Poway, informed SANTEC members that they should be aware of the research findings report published by TRB at the 2007 Annual Meeting regarding safety evaluation of lane widths reduction for arterials. In brief, the safety evaluation suggested no overwhelming safety concerns for narrower lanes, except in limited cases. Mr. Ouadah also informed SANTEC members that the City of Philadelphia will be moving forward with a 3-D traffic calming pilot project implementation.

SANTEC members announced that the ITE Border District Section was soliciting for candidates to serve as the section Secretary. Members were also informed that Edgar Perez was elected as ITE's District 6 Secretary.

The meeting adjourned at 11:00 a.m.

San Diego Association of Governments

SAN DIEGO REGIONAL TRAFFIC ENGINEERS COUNCIL

October 9, 2008

AGENDA ITEM NO.: **5**

Action Requested: INFORMATION

SMART GROWTH VISUAL SIMULATIONS

File Number 3000200

Introduction

As part of the Regional Comprehensive Plan (RCP) implementation program, SANDAG is developing a "Smart Growth Tool Box." One of the programs in the Tool Box focuses on the use of visualization tools to show how areas located on the Smart Growth Concept Map could be transformed by smart growth development and pedestrian/transit-friendly design.

The visual simulations are meant to illustrate conceptual smart growth development alternatives and include elements such as mixed-use buildings, pedestrian-oriented streetscapes, public transit improvements, higher density and compact housing, and multimodal transportation options. The goals of the simulations are to provide ideas for discussion in local communities, showcase different levels of smart growth in the place types identified on the Smart Growth Concept Map, and generate greater support for smart growth in the San Diego region.

The Tool Box includes three types of visualization tools. The first is a series of photo-realistic "2-D" visual simulations. The 2-D simulations start with an image of existing conditions at a particular location, proceed with two to three intervening images showing increasingly modified streetscapes based on smart growth principles, and finish with a final image of the completely altered streetscape. The second tool consists of "3-D" movie clips and animated fly-through scenarios based on smart growth principles for larger areas (approximately four to six blocks). The third tool is the development of a "Smart Growth Photo Library" to showcase existing smart growth projects throughout the region.

The 2-D visual simulations have recently been completed. At the meeting, Steve Price of Urban Advantage, Inc., will showcase the 2-D simulations that he has developed for SANDAG.

Discussion

Last year, SANDAG hired Urban Advantage, Inc., for the development of eight "2-D" visual simulations and Stantec for the development of three "3-D" animated simulations. SANDAG also issued a "call for applications" from local jurisdictions to identify the locations for the visual simulations. The call for applications launched a competitive process to illustrate local smart growth possibilities in the region.

SANDAG received 13 applications for the simulations. Based on selection criteria discussed by the Regional Planning Technical Working Group (TWG) at its December 2007 meeting, the following locations were selected:

2-D Visual Simulations

Location

- Chula Vista Urban Core – E Street Visitor Transit Focus Area
- Escondido Downtown Planning Area
- La Mesa Downtown Village Mixed-Use Redev. Area and Parking Structure
- Barrio Logan Community Planning Area, City of San Diego
- Imperial Beach Commercial Mixed-Use Zones along Palm Avenue/SR-75
- El Cajon Transit and Business District at the El Cajon Trolley Station
- Alpine Town Center, County of San Diego
- Imperial Beach Old Palm Avenue Revitalization Area

Smart Growth Place Type

- Urban Center
- Town Center
- Town Center
- Community Center
- Community Center
- Community Center
- Rural Village
- Mixed-Use Transit Corridor

3-D Visual Simulations

Location

- Chula Vista Urban Core – H Street Transit Corridor
- La Mesa Grossmont Center Redevelopment Area
- Grantville Trolley Station Redevelopment Area, City of San Diego

Smart Growth Place Type

- Urban Center
- Urban Center
- Town Center

As indicated, the 2-D visual simulations have been completed. The 3-D visual simulations and the Photo Library will be completed by the end of this calendar year. Combined, these efforts will result in visual simulations for 11 areas in the region and photos for 70 existing smart growth projects in the region.

Once available, SANDAG will link the simulations and photographs to the Interactive Smart Growth Concept Map found on the SANDAG Web site, and will share them with local jurisdictions for community outreach and education purposes as part of the Smart Growth Tool Box. The simulations and images will also be used in the Smart Growth Design Guidelines currently underway, and in other SANDAG and/or local jurisdiction brochures, publications, and presentations.

Key Staff Contact: Carolina Gregor, (619) 699-1989; cgr@sandag.org

San Diego Association of Governments

SAN DIEGO REGIONAL TRAFFIC ENGINEERS COUNCIL

October 9, 2008

AGENDA ITEM NO.: **6**

Action Requested: DISCUSSION

DRAFT 2008 CONGESTION MANAGEMENT PROGRAM

File Number 3000402

SANDAG is required by state law to prepare and update every two years a Congestion Management Program (CMP). The purpose of the CMP is to monitor the region's transportation system and propose strategies to mitigate congestion. A Draft 2008 CMP has been prepared and released for public comment. Staff will provide an overview of the Draft 2008 CMP. The Transportation Committee will hold a public hearing and be asked to adopt the 2008 CMP Update at its November 7, 2008, meeting.

Attachment: 1. Transportation Committee Report from September 19, 2008, Meeting

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

TRANSPORTATION COMMITTEE

September 19, 2008

AGENDA ITEM NO.: **11****Action Requested: ACCEPT FOR DISTRIBUTION**

DRAFT 2008 CONGESTION MANAGEMENT PROGRAM

File Number 3000402

Introduction

SANDAG is required by state law to prepare and regularly update a Congestion Management Program (CMP) for the San Diego region. The purpose of the CMP is to monitor the performance of the region's transportation system, develop strategies to address near-term and long-term congestion, and better integrate transportation and land use planning. The last CMP update was adopted by SANDAG in 2006.

At its March 21, 2008, meeting, the Transportation Committee confirmed the approach for the 2008 CMP Update and directed staff to evaluate alternative means of meeting the CMP requirements for future updates. The 2008 CMP Update incorporates the results of new 2007 roadway and transit monitoring. In addition, an analysis of the 2030 Regional Transportation Plan (RTP) improvements on future roadway congestion is included.

Recommendation

The Transportation Committee is asked to accept for distribution the Draft 2008 CMP Update for a 30-day public comment period and schedule a public hearing for the November 7, 2008, Transportation Committee meeting. The Transportation Committee will be asked to adopt the 2008 CMP Update at the November 7, 2008, meeting. Additionally, the Transportation Committee is asked to provide direction regarding options to be considered for future CMP updates and discuss potential future additions to the CMP arterial network.

Discussion

In order to meet state legislative requirements, the CMP provides: (1) ongoing monitoring of the region's transportation system; (2) a program to evaluate and mitigate the traffic impacts of new development projects; (3) a number of congestion management strategies to mitigate congestion; and (4) a mechanism to prepare deficiency plans for roadway segments that do not meet the CMP Level of Service standard (LOS E).

The focus of the 2008 CMP Update is to provide:

- An updated CMP roadway network Level of Service (LOS) analysis based on 2007 traffic data;
- An updated CMP transit corridor analysis based on 2007 transit data; and
- An analysis of the effect of 2030 RTP improvements on the deficient segments identified in this CMP update.

Updated CMP Roadway LOS Analysis

Using 2007 traffic data, a CMP LOS analysis was prepared for the CMP roadway system (Chapter 2) consisting of all state freeways, highways, and select principal arterials. LOS is a measure used to

evaluate how well a roadway section or intersection operates. LOS is commonly described in letter form ranging from LOS A (least congested) to LOS F (most congested). Attachment 1 illustrates the results of the LOS analysis.

The CMP standard is LOS E. Roadway segments not meeting this standard will require a deficiency plan analysis (discussed below). Based upon the 2007 data, there is a decrease of 15 deficient freeway and conventional highway segments equaling a decrease in deficient mileage of almost 51 miles compared to the 2006 CMP Update. For CMP arterials, there also has been a decrease of 12 deficient segments with deficient mileage declining by almost 16 miles.

Updated CMP Transit Corridor Analysis

The CMP includes an analysis of existing transit service in 11 CMP transit corridors based on 2007 data (Chapter 3). The corridors were evaluated in terms of miles of service provided, number of trips operated, ridership, and average bus speed. A summary of the transit corridor analysis is included as Attachment 2. Unlike the roadway analysis, there is no adopted CMP performance standard for transit services. Between 2005 and 2007, there has been an overall 12.8 percent increase in the number of trips operated, a 9.2 percent increase in ridership, and a 0.8 percent decrease in average vehicle speed. When compared to the prior CMP analysis, which was based on 2005 data, there has been a general increase in transit ridership in North County north-south and east-west corridors. For example, the I-5 North Corridor has seen a 14.8 percent increase in ridership.

Deficient CMP Segment Analysis and Deficiency Plans

An analysis of CMP-identified roadway deficiencies (segments with LOS F) was conducted to assess the impacts of recommended improvements contained within the 2030 RTP on roadway congestion. The results of this analysis are summarized below. Remaining deficient roadway segments that still require Deficiency Plans are included in Attachment 3.

Impacts of the 2030 RTP Improvements on Future Congestion

	Existing LOS F 2007	Projected LOS F 2030 No Build	Projected LOS F 2010	Projected LOS F 2020	Projected LOS F 2030
Deficient Segments ¹	32	27	19	20	21
Deficient Mileage ¹	105.31	100.75	80.90	79.86	81.86

¹CMP roadway segments operating at LOS "F"
Source: 2030 RTP; Reasonably Expected Revenue Scenario

As this analysis shows, even with the planned 2030 RTP improvements, there will still be congestion in the future in some corridors. Population and employment growth coupled with future changes in land use and additional planned development make tackling congestion a challenge that needs to continue to be addressed.

Under state law, the local jurisdiction or jurisdictions in which the deficiency occurs are responsible for the preparation of Deficiency Plans. The purpose of a Deficiency Plan is to evaluate the cause of

the existing roadway deficiency and to propose remedial actions necessary to address the deficiency. As previously discussed, the initial deficiency plan requirements are met through the RTP deficiency analysis. For those remaining deficient roadway segments, SANDAG and Caltrans are available to assist local agencies in preparing individual deficiency plans.

SANDAG, Caltrans, and local jurisdictions are working on a number of subregional and corridor studies that may lay the groundwork for specific Deficiency Plans. Corridor System Management Plans are underway for the I-5 North and I-805 Corridors. Upcoming planning efforts include the I-5 South and the I-8 Corridors. Additional travel demand modeling to evaluate the cause of the deficiency also may help address the requirements of Deficiency Plans. SANDAG staff in collaboration with local jurisdictions will develop additional implementation strategies for preparing Deficiency Plans that will be proposed as part of the Fiscal Year 2010 budget process.

Options for Future CMP Updates

Streamlined CMP Approach

The basic state legislative requirements of the CMP are to monitor the performance of our transportation system, develop programs to address near- and long-term congestion, and better integrate transportation and land use planning. Since 1991, SANDAG has addressed these requirements through a CMP document that is updated biennially. Since the legislative requirements also are being addressed through other SANDAG monitoring and planning activities, it is no longer necessary to prepare a stand-alone CMP document in the future.

One viable option for streamlining the CMP monitoring and reporting process would be to incorporate it into the Regional Comprehensive Plan (RCP) Annual Performance Monitoring Report. The RCP Annual Monitoring Report already includes CMP deficiency analysis information, and could be expanded to include the other information that is required to be reported for the CMP. There is also an established public review process for the RCP Annual Monitoring Report, which could serve as the public review process for the CMP as well.

Another option would be to continue to produce a separate CMP document every other year, but to reduce the contents of the document. Staff currently incorporates detailed information regarding the overall toolkit for CMP implementation in each report, along with details regarding the applicable legislation and other relevant background information. This material could be made available on the SANDAG website, and the CMP report itself could be shortened to include only the monitoring results and a status report on deficiency plans.

CMP "Opt Out"

The state CMP requirements allow congestion management agencies to "opt out" of the state CMP process. In order to opt out, a majority of the local jurisdictions representing a majority of the population in the county must adopt resolutions electing to be exempt from the state congestion management program. Under this option, SANDAG would still be required to comply with federal congestion management provisions, but would then need to monitor its compliance with Federal law through the RTP, which is produced every four years.

Conclusion

As the results of the Draft 2008 CMP analysis show, congested facilities that fail the CMP standards still remain and additional strategies to address those deficiencies and improve mobility are needed. For SANDAG to “opt out” of the State CMP program at this time could be interpreted by some as an indication that SANDAG is not seriously committed to addressing and resolving congestion problems. At the same time, streamlining the CMP reporting process by folding it into the RCP Performance Monitoring process would have the advantage of eliminating a somewhat redundant reporting process while still ensuring that congestion issues are properly monitored and addressed on a regular basis. Therefore, staff would recommend that this streamlined approach be pursued and that CMP monitoring be fully incorporated into the 2010 RCP performance monitoring report.

Evaluation on Potential Addition of Arterials to CMP Network

At its March 21, 2008, meeting, the Transportation Committee requested that SANDAG staff evaluate whether additional arterials should be added to the CMP network. The following criteria were developed and discussed with the Cities/County Transportation Advisory Committee (CTAC) and the Regional Planning Technical Working Group (TWG) to conduct this evaluation. Currently, there are 11 CMP arterial corridors that are included in the 2008 CMP Update.

- Arterial must be included in the Regional Arterial System
- Arterial must be classified as a principal or prime arterial in the local jurisdiction's circulation element/general plan
- Arterial must carry a high volume of traffic (at least 50,000 average daily traffic)
- Arterial is not near an existing CMP facility (within two miles or within one mile if the arterial has regional transit)
- Arterial provides connectivity and regional coverage to the CMP network

Based on the criteria listed above, staff proposes adding the following arterials to the CMP network:

- Telegraph Canyon Road/Otay Lakes Road: I-805 to SR 125 (City of Chula Vista)
- Mira Mesa Boulevard: I-805 to I-15 (City of San Diego)

City of Chula Vista staff concurs with SANDAG staff on the proposed addition of Telegraph Canyon Road. However, the City of San Diego staff disagrees with SANDAG staff's recommendation and does not support adding Mira Mesa Boulevard to the CMP network. While we acknowledge that adding Mira Mesa Boulevard to the network of CMP arterials will result in additional planning requirements, SANDAG staff believes that it would be valuable to monitor the performance of Mira Mesa Boulevard due to its significance as a major east-west arterial as well as its future significance as a regional “Bus Rapid Transit” corridor. Therefore, we recommend that both Telegraph Canyon Road/Otay Lakes Road and Mira Mesa Boulevard be added to the CMP network and be shown in Table 2.3 in the final 2008 CMP update. New CMP arterials would be required to participate in biennial roadway monitoring and would be subject to the deficiency plan requirements if found deficient.

Next Steps

Pending the Committee's action, a public hearing will be held at the November 7, 2008, Transportation Committee meeting to receive comments on the 2008 CMP Update. The Transportation Committee also will be asked to adopt the 2008 CMP Update at its November 7, 2008 meeting.

BOB LEITER

Director of Land Use and Transportation Planning

Attachments: 1. 2008 CMP Update – 2007 Peak Hour Level of Service
2. CMP Transit Corridors Analysis Summary
3. CMP Roadway Segments Requiring Deficiency Plans

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

Note: Printed copies of the Draft 2008 CMP Update were provided to Transportation Committee Members and Alternates. The Draft 2008 CMP Update may be obtained from the SANDAG Web site at www.sandag.org/cmp or by contacting the SANDAG Public Information Office at (619) 699-1950.



**Figure 2.3
2008 CMP UPDATE**

**2007 Peak Hour
Level of Service**

- LOS A-D
- LOS E
- LOS F

MILES
0 3 6
KILOMETERS
0 3.18 9.6



CMP Transit Corridors Analysis Summary

Route	Year of Data	One-Way Route Miles	Ridership				Average Weekday Bus Speed (mph)
			A.M.		P.M.		
			NB/EB	SB/WB	NB/EB	SB/WB	
Interstate 15 South Transit Corridor	2005	58.5	1,351	719	877	1,019	16.9
	2007	44.1	1,206	686	834	1,141	15.4
	Change:	-14.4	-145	-33	-43	122	-1.5
Interstate 15 North/ State Route 163 Transit Corridor	2005	244.0	1,536	2,229	2,294	1,451	20.5
	2007	215.4	1,272	2,193	2,081	1,326	21.3
	Change:	-28.6	-264	-36	-213	-125	0.8
Interstate 5 North Transit Corridor	2005	225.5	2,972	3,561	3,559	2,659	21.1
	2007	199.3	3,169	4,081	4,196	3,197	18.4
	Change:	-26.2	197	520	637	538	-2.7
Interstate 5 South Transit Corridor	2005	94.3	12,850	5,665	8,640	12,745	16.1
	2007	87.4	12,224	6,091	6,880	13,386	16.6
	Change:	-6.9	-626	426	-1,760	641	0.5
Interstate 8 Transit Corridor	2005	92.0	5,470	6,082	6,555	5,820	14.2
	2007	93.8	7,484	9,000	9,883	8,662	14.7
	Change:	1.8	2,014	2,918	3,328	2,842	0.5
State Route 52 Transit Corridor	2005	55.2	251	275	269	451	19.4
	2007	47.0	243	232	205	300	18.2
	Change:	-8.2	-8	-43	-64	-151	-1.1
State Route 75 Transit Corridor	2005	66.6	1,159	1,200	1,223	1,338	14.2
	2007	55.2	1,275	1,331	1,457	1,421	13.3
	Change:	-11.4	116	131	234	83	-0.9
State Route 76 Transit Corridor	2005	27.2	355	639	497	514	15.3
	2007	25.8	435	754	569	596	15.4
	Change:	-1.4	80	115	72	82	0.1
State Route 78 Transit Corridor	2005	77.8	1,094	1,094	1,057	1,176	16.6
	2007	83.6	1,064	1,202	1,041	1,045	16.5
	Change:	5.8	-30	108	-16	-131	-0.1
State Route 94 Transit Corridor	2005	110.0	6,479	6,338	6,796	7,052	13.6
	2007	88.5	6,119	6,756	7,501	6,796	12.0
	Change:	-21.5	-360	418	705	-256	-1.7
State Route 905 Transit Corridor	2005	14.1	256	288	215	314	16.8
	2007	10.3	181	335	221	142	21.7
	Change:	-3.8	-75	47	6	-172	4.9
All CMP Transit Corridors	2005	1,065.2	33,773	28,090	31,982	34,539	16.8
	2007	950.4	34,672	32,661	34,868	38,012	16.7
	Change:	-114.8	899	4,571	2,886	3,473	-0.1

CMP Roadway Segments Requiring Deficiency Plans

CMP Route	Limits	Affected Local Jurisdiction
Freeways		
Interstate 5	SR 54 to Pacific Highway Ramp	Cities of San Diego and National City
	Mission Bay Drive to Gilman Drive	City of San Diego
Interstate 8	I-5 to El Cajon Boulevard	Cities of San Diego and La Mesa
	SR 125 to Johnson Avenue	Cities of La Mesa and El Cajon
Interstate 15	I-8 to Balboa Avenue	City of San Diego
	SR 163 to Miramar Road	City of San Diego
Interstate 805	Telegraph Canyon Road to SR 54	Cities of Chula Vista and National City and San Diego County
State Route 52	I-5 to I-805	City of San Diego
State Route 94	I-5 to College Avenue	Cities of San Diego and Lemon Grove
State Route 163	Ash Street to Friars Road	City of San Diego
Conventional Highways		
State Route 67	Mapleview Street to SR 78	San Diego County and City of Poway
State Route 75	Toll Plaza to I-5 North	City of Coronado
State Route 76	Melrose Avenue to South Mission Avenue	City of Oceanside and San Diego County
State Route 94	Jamacha Boulevard to Jamacha Road	San Diego County
Arterials		
Miramar Road	Black Mountain Road to I-15	City of San Diego
North Harbor Drive	Laurel Street to Hawthorne Street	City of San Diego

San Diego Association of Governments

SAN DIEGO REGIONAL TRAFFIC ENGINEERS COUNCIL

October 9, 2008

AGENDA ITEM NO.: **9**

Action Requested: INFORMATION

UPCOMING MEETINGS/AGENDA ITEMS

File Number 1109101

November 13, 2008

- Traffic Light Synchronization Program (TLSP) Update
- Cities/County Transportation Advisory Committee (CTAC) Meeting Update
- San Diego Smart Parking Pilot Project
- SANTEC Vice Chair Nominations
- Communications/Interconnect Protocols
- Smart Growth Trip Generation and Parking Demand Study Update

December 11, 2008

- Traffic Light Synchronization Program (TLSP) Update
- Cities/County Transportation Advisory Committee (CTAC) Meeting Update
- SANTEC Chair-Vice Chair Election
- Interstate 15 (I-15) Integrated Corridor Management (ICM) Project

Key Staff Contact: Alex Estrella, (619) 699-0928; aes@sandag.org