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MEETING NOTICE AND AGENDA

SAN DIEGO REGIONAL TRAFFIC ENGINEERS COUNCIL

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

Thursday, December 11, 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
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AGENDA HIGHLIGHT

- **2008 CONGESTION MANAGEMENT PROGRAM (CMP) UPDATE**

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SAN DIEGO REGIONAL TRAFFIC ENGINEERS COUNCIL

Thursday, December 11, 2008

ITEM #		RECOMMENDATION
1.	INTRODUCTIONS	
+2.	MEETING SUMMARY OF NOVEMBER 13, 2008	APPROVE
	SANTEC is asked to review and approve the meeting notes of the November 13, 2008, meeting.	
3.	PUBLIC COMMENTS	
4.	PROPOPOSITION 1B TRAFFIC LIGHT SYNCHRONIZATION PROGRAM UPDATE (Staff)	INFORMATION
	SANTEC will be provided with an update on the Traffic Light Synchronization Program (TLSP) projects and will share any efforts completed to date.	
+5.	2008 CONGESTION MANAGEMENT PROGRAM UPDATE (Staff)	INFORMATION/ DISCUSSION
	During the September 2008 Transportation Committee meeting, Staff presented the Draft 2008 Congestion Management Program (CMP) Update for distribution and 30-day public period approval. Staff will provide a brief overview of comments received during the September Transportation Committee meeting and will review key discussion items included in the attached staff report to the Transportation Committee requesting approval for a public hearing on the 2008 CMP Update.	
+6.	APPROVAL TO USE FLASHING YELLOW ARROW DISPLAY FOR PERMISSIVE LEFT TURNS (SANTEC Members)	INFORMATION
	Attached is a letter from the U.S. Department of Transportation, Federal Highway Administration (FHWA) granting approval to use flashing yellow arrow display for permissive left turns on a blanket statewide basis for California State highways and local jurisdictions' highways. The item is being presented for review and informational purposes.	
7.	SANTEC INFORMATION SHARING COMMUNICATIONS/INTERCONNECT PROTOCOL OR SPECIFICATIONS (SANTEC Members)	INFORMATION
	During the September SANTEC Meeting, SANTEC members discussed the possibility of holding a series of information sharing topics as part of future agenda items including one on communications and interconnect protocols/specifications. On this note, SANTEC members are encouraged to come prepare to discuss and share knowledge and any other related information on applied communications/interconnect protocols/specifications for local projects.	

8 CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE MEETING INFORMATION
BRIEFING

The SANTEC will be provided with an overview of the Cities/County Transportation Advisory Committee (CTAC) meeting held on December 4, 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

December 11, 2008

AGENDA ITEM NO.: **2**

Action Requested: APPROVE

MEETING SUMMARY OF NOVEMBER 13, 2008

File Number 1109101

Prior to initiation of the SANTEC meeting and due to SANTEC Chair and Vice Chair representatives not being present, SANTEC members appointed a temporary Chair to conduct the meeting. SANTEC members nominated and approved the appointment of David Kaplan, City of Chula Vista, as temporary SANTEC Chair. The Chair called the meeting to order.

1. Introductions

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

2. Approval of Meeting Summary

Staff indicated that, under "Matters from Members," a change would be incorporated to note an inquiry from Frank Rivera, City of Chula Vista, requesting information on encroachment permitting or related requirements from member agencies to private firms setting traffic counters or detection equipment within public right-of-way. None of the member agencies stated that such requirements are needed. Upon review and approval of such change, SANTEC members approved the meeting notes from October 9, 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, provided a brief progress update on the SANDAG Regional TLSP projects and indicated that SANDAG was waiting for the execution of the Baseline Agreement. Upon receipt of such agreement, staff will begin the coordination of development of project Task Orders for undertaking the completion of the TLSP projects with the SANDAG on-call consultant teams. Staff will continue to provide on-going updates on the TLSP projects.

5. Smart Growth Trip Generation and Parking Demand Study

Christine Eary, SANDAG, and Erik Ruehr, VRPA Technologies, provided an update on the study. Key items of discussion included:

- Permission to do surveys at existing smart growth developments has been more difficult to achieve than expected.
- So far there are only two sites where full permission to do surveys has been given. In addition, there was one site (Otay Ranch) where permission to do surveys initially was given, then withdrawn. A pilot survey and traffic count was conducted on this site on

October 2. Permission to do the survey was withdrawn on the day of the survey at a point where it was too late to stop the survey process. Other than the withdrawal of permission to do the survey, the data collection process for the pilot study at Otay Ranch went well.

- In addition to the difficulty of gaining permission to do surveys, the project also has been challenged by the slowdown in the economy. This raises questions as to whether it is an appropriate time to do trip generation data collection when trip-making activity may be lower than normal.
- Because of the two problems identified above, the technical working project team is looking into an alternative methodology for conducting the study. A nationwide study currently being conducted for the U.S. Environmental Protection Agency (EPA) and Institute of Transportation Engineers (ITE) by a team of consultants, including Fehr and Peers, has shown very promising results in estimating the trip reduction potential of smart growth developments. The methodology used for this study is based on historical travel surveys conducted for use in regional travel demand models. The proposed use of this study would be to calibrate the nationwide methodology with local historical travel surveys conducted for the SANDAG regional travel demand model as well as the use of trip generation counts. The project team also is looking into the possibility of calibrating any current counts with historical counts conducted during times when economic activity was at more typical historical levels.
- The next step in the process is for the consulting team to develop a detailed methodology for applying the techniques from the nationwide study to San Diego. This methodology would then be presented to local transportation professionals for review and comment. It is likely that a focused meeting will be held at some time in the future to discuss this subject. SANTEC members will be welcome to participate in this review process.
- SANTEC members were given an opportunity to provide questions and comments. The comments generally were supportive of going ahead with the new methodology for the study. Following is a summary of comments provided by SANTEC members:
 - Consider handing out postcards for a mail back survey, instead of face-to-face interviews for sites where it is difficult to gain permission to do surveys. In order to encourage participation, the survey could include a raffle with a gift certificate or other prize for the winning entry.
 - Look at the possibility of using travel behavior survey data from other locations in Southern California (outside San Diego) to supplement the nationwide methodology and the San Diego travel behavior survey data.
 - Local agencies are seeing the effects of the economic slowdown in recent traffic counts. If traffic counts are used to calibrate the data due to the economic slowdown, be careful about changes in traffic patterns that may have changed because of other factors. Local agencies have historical data that can be used to assist with this process.
 - The effects of the economic slowdown are different for different kinds of land uses. For example, a Wal-Mart store could see increased traffic but a retail center that loses a few key establishments could see reductions in traffic.

- The results of this study will be used in the process of determining fees for development projects so care should be used to avoid using data that is suspect and would lead to an unjustified lowering of development fees.

Staff indicated that SANTEC members would be kept informed on the progress of the study through e-mails as appropriate and through ongoing SANTEC meeting progress updates.

6. SANTEC Vice-Chair Nominations and Elections

Mr. Kaplan asked the members if there were any members interested for the Vice-Chair position for 2009. SANTEC members nominated Doug Bilse, City of Carlsbad, for the Vice-Chair position. SANTEC members proceeded with the election process and Mr. Bilse was elected for the 2009 Vice-Chair position. SANTEC members also confirmed Mr. Rivera, currently Vice-Chair, to the 2009 Chair position

7. Regional Arterial Management System Project Update

Peter Thompson, SANDAG, presented the status of the Regional Arterial Management System (RAMS) project. The presentation provided a brief background and general review of project efforts to date. Since the last RAMS project update, key activities to date have included the completion of Build 2 (Shared Viewing and Management Functional Testing) and Build 3 (Full System Functional Testing) system components which focus on extending the system functionality to include the capability to view and monitor the status of traffic signals across jurisdictions and completion of initial deployment security features. Current work efforts have focused on completion of the system confidence testing process, system training, and completion of the full system deployment rollout implementation. In brief, the presentation highlighted the following key focus work efforts and anticipated project schedule:

- Complete Confidence Testing and Correct any Issues Identified in Testing – 2nd Quarter 2009
- Conduct After-Runs and Complete Evaluation – 2nd Quarter 2009
- Complete Regional RAMS Testbed and Load Testing – 3rd Quarter 2009
- Regional RAMS Deployment Roll-Out (consisting of two to three phased rollouts to all agencies in region) – 3rd Quarter 2009
- Ongoing Warranty/Support from McCain – Ongoing

Staff also clarified the estimated level of effort anticipated by the RAMS project as part of the regional project and the level of effort anticipated by the local agencies which included:

- Local agencies will retain responsibilities for: local field devices, RAMS server/network hardware and configuration, and operations and setup for interagency sharing
- Regional support through the RAMS project will include: RAMS software (patches, updates, technical support, etc), IMTMS server tie-ins (data and time synch), and Regional RAMS communications network

Staff agreed to bring the item back to SANTEC for future project updates and discussions.

8. San Diego Smart Parking Pilot and Research Project

Mr. Estrella provided a brief overview on current SANDAG efforts on the San Diego Smart Parking Pilot and Research Project. The project is being funded with state and federal grant funds. The project will include the application of smart parking technologies along five COASTER parking stations and will examine how such technology can: (1) improve parking management operations; and (2) serve as a tool for enhancing COASTER commuter services. Further, findings from this pilot study also will provide information and data for developing a business model for developing pre-reservation/paid parking strategies.

The project involves the installation of small stationary parking sensors and corresponding communications systems at the selected COASTER stations. This smart parking technology will transmit and provide real-time information about parking availability. Such system will provide the ability to dynamically monitoring parking supply by taking real-time traffic count data from entrance and exit points within the parking stations and at selected parking spaces. The concept is to provide this up-to-the-minute parking supply counts and availability and having this information available to COASTER parking users via the internet, cell phone, or other traveler information systems like our 511 program. Completion of the project is anticipated for summer 2010. As the project moves forward, staff agreed to bring this item back for future updates and progress reports.

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

Mr. Kaplan briefed members on several key items that were presented at the CTAC meeting held on November 6, 2008. Items included a similar presentation on the Smart Growth Trip Generation and Parking Demand Study, a brief summary on the upcoming SANDAG FY 2010 Federal Transportation Appropriations process, an overview of the SANDAG *TransNet* Smart Growth Incentive Program, and an announcement made by Gary Gallegos, SANDAG, regarding current discussions at the state and federal levels regarding the development of an infrastructure economic stimulus package. CTAC members also were informed of several Caltrans-related update items including an upcoming South Tehachapi Meeting and a Federal Aid Series training course planned for November 18, 2008.

10. 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 December 11, 2008.

11. Matters from Members

Bruce Grafrath, City of Escondido, inquired about SANTEC members' use of/preference for certain brand names of light-emitting-diode (LED) traffic signals, and if members used/preferred the new ITE specifications over the Caltrans specifications for these signals, and if they had any experience with a certain brand of traffic signal battery back-up. A few agency representatives said that they had no problem with either of the two most popular brands of LED traffic signals.

The meeting adjourned at 11:00 a.m.

San Diego Association of Governments

TRANSPORTATION COMMITTEE

November 7, 2008

AGENDA ITEM NO.: **7**

Action Requested: APPROVE

PUBLIC HEARING: 2008 CONGESTION MANAGEMENT PROGRAM UPDATE

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 transportation system, develop programs 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 the September 19 meeting, the Transportation Committee accepted the Draft 2008 CMP Update for distribution and 30-day public comment period, and scheduled a public hearing for the November 7, 2008, Transportation Committee meeting. Subsequent to the Committee action, copies of the Draft 2008 CMP Update were distributed to SANDAG technical working groups, local jurisdictions, and other interested parties. The Draft CMP also was posted on the SANDAG Web site.

Recommendation

The Transportation Committee is asked to conduct a public hearing on the Draft 2008 CMP Update, and following consideration of public testimony, approve the 2008 CMP Update. The Transportation Committee also is asked to discuss the options outlined in this report for future CMP updates and possible modifications to the CMP arterial network, and to provide direction to staff on these matters for further consideration at a future Transportation Committee meeting.

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.

2008 CMP Update Highlights

Updated CMP Roadway LOS Analysis

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

Eleven CMP transit corridors were evaluated in terms of miles of service provided, number of trips operated, ridership, and average bus speed. 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.

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 or equivalent analysis are included in Attachment 1.

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

¹ CMP 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 still will 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 should 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 eliminate the need for specific Deficiency Plans. Corridor System Management Plans are underway for the Interstate 5 (I-5) North and I-805 Corridors in addition to a corridor study for the I-5 South Corridor. 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 FY 2010 budget process.

Changes to the Draft 2008 CMP

The 30-day public comment period ended on October 22, 2008. SANDAG received comments on the Draft 2008 CMP Update from four agencies. The comments and responses are shown in Attachment 2. The comments focus on minor wording changes, Deficiency Plans, and future additions to the CMP arterial network. Minor corrections and edits will be incorporated into the Final 2008 CMP Update, however, there are no substantive changes proposed for the Final 2008 CMP Update.

Options for Future Direction of the CMP

Staff evaluated two strategies for future CMP analysis to determine whether the state CMP process can be conducted on a more cost effective manner, and whether the efficiencies gained would outweigh the policy considerations. One strategy is to streamline the SANDAG CMP process and the other is to opt out of the state CMP process. A description of these strategies and some of the consequences of each are discussed below.

Streamlined CMP Approach

As previously described, the basic state legislative requirements of the CMP are to monitor the performance of the 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.

Staff evaluated incorporating the CMP requirements and monitoring into other SANDAG ongoing planning and monitoring activities, such as the Regional Comprehensive Plan (RCP) Annual Performance Monitoring Report and Intergovernmental Review Program. To continue to follow the state CMP requirements, the Office of General Counsel and staff believe it is not necessary to prepare a stand-alone CMP document in the future.

In order to implement the streamlined approach for the CMP monitoring and reporting process, the RCP Annual Monitoring Report would continue to include CMP deficiency analysis information, but it would be expanded to include the other information that is required to be reported for the CMP. The current public review process for the RCP Annual Monitoring Report could serve as the public review process for the CMP as well. This streamlined approach for state mandated CMP monitoring would be fully incorporated into the 2010 RCP performance monitoring report.

CMP Opt Out

The CMP legislation allows 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. All six counties in the Sacramento region, as well as Fresno County, have opted out of the state CMP requirement. One major reason to consider opting out of the State CMP process is that under the law, local jurisdictions are responsible for preparing Deficiency Plans for deficient

segments. Additionally, the Congestion Management Agency (SANDAG) is required to report a local jurisdiction's failure to prepare and adopt a sufficient Deficiency Plan within the time allowed by statute, and is obligated to provide notification to the state if the local jurisdiction does not meet the statutory deadlines. The state may then withhold state gas tax funds from a local jurisdiction without an adopted Deficiency Plan.

Under this option, SANDAG would still comply with federal congestion management provisions; however, this could be done through existing SANDAG planning and performance monitoring activities, such as the RTP.

Benefits and limitations of the state CMP are outlined below as well trade-offs of opting out of the state CMP requirement.

Benefits of the State CMP	Limitations of the State CMP	Trade-offs of Opting Out
<ul style="list-style-type: none"> Ensures that monitoring of the region's transportation system is conducted on a regular basis 	<ul style="list-style-type: none"> Mandates use of one measure (peak hour LOS) to determine roadway deficiencies 	<ul style="list-style-type: none"> Local jurisdictions would not be required to prepare and adopt Deficiency Plans or be subject to loss of gas taxes if found noncompliant with state CMP requirements
<ul style="list-style-type: none"> Identifies Deficiency Plans that local jurisdictions must prepare for deficient segments 	<ul style="list-style-type: none"> Requires that Deficiency Plans be prepared and adopted, but not implemented 	<ul style="list-style-type: none"> Resources allocated to prepare, implement, and enforce the CMP could be used on other planning activities
		<ul style="list-style-type: none"> The process of "opting out" would require a one-time investment of staff time from SANDAG and local jurisdictions

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

If SANDAG continues to update the state CMP, 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, City of San Diego staff disagrees with the criteria used to evaluate new arterials. SANDAG staff modified the criteria based on suggestions from CTAC and staff from the City of San Diego. City of San Diego staff requested additional changes to the criteria, such as a higher threshold of average daily trips, developing a new definition for prime arterials, and an exception for arterials that are located adjacent to or within smart growth areas. SANDAG staff feels the additional proposed changes are not appropriate and could result in a majority of the existing CMP arterials not meeting revised indicators. Therefore, SANDAG staff recommends that both Telegraph Canyon Road/Otay Lakes Road and Mira Mesa Boulevard be added to the CMP network and be included in future CMP updates, should they be continued. 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

Based on direction received from the Transportation Committee, staff will bring back further information regarding the options for future CMP updates as outlined above, as well as possible modifications to the CMP arterial network, for action at a future Transportation Committee meeting.

BOB LEITER

Director of Land Use and Transportation Planning

Attachments: 1. CMP Roadway Segments Requiring Deficiency Plans
2. Draft 2008 CMP Update Comments and Responses

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

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	City of San Diego
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

Draft 2008 Congestion Management Program Update Comments and Responses

No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
Comments on Draft 2008 CMP Update						
1	10/16/08	E-mail	California Department of Transportation (Caltrans) District 11	Modify the following paragraph in Chapter 1, page 5 to read: Corridor Level Reports Transportation Concept Reports - The California Department of Transportation (Caltrans) develops a "transportation concept" for each freeway and highway route in California, which is documented in system planning documents called Transportation Concept Reports (TCRs) and Transportation Concept Summaries (TCS). The long-range transportation concept(s) developed for a particular State Highway reflect state, regional, and local considerations, such as funding, environmental, community concerns, etc. TCRs and TCSs typically focus on major capacity-enhancing improvements to State Highway and also include major infrastructure and operational improvements, such as high occupancy vehicle lanes, bypass lanes, auxiliary lanes, and local interchange improvements, as well as regionally significant transit projects. Performance of future corridor improvements is measured to determine the scope of the long-range transportation concept.	This will be corrected in the Final 2008 CMP Update.	Introduction
2	10/16/08	E-mail	Caltrans District 11	Chapter 2, page 9, Table 2.1: 2006 Daily Vehicle Miles Traveled percent does not add up to 62 percent (the total CMP system), it adds up to 61 percent. Probably just a rounding error.	This will be corrected in the Final 2008 CMP Update.	CMP Roadway Monitoring
3	10/16/08	E-mail	Caltrans District 11	Chapter 6, page 55 <i>Introduction and Setting</i> Delete "its (their)" and replace with "the."	This will be corrected in the Final 2008 CMP Update.	Deficiency Plans
4	10/16/08	E-mail	Caltrans District 11	Caltrans Planning strongly supports the SANDAG staff recommendation to streamline the CMP reporting process by folding it into the RCP Performance Monitoring process. This 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. We also encourage SANDAG to continue to investigate all potentially viable options for future CMP updates, which could include reducing the size of the existing CMP document or choosing to "opt-out" of the state CMP process.	Comment noted.	General

No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
5	10/20/08	Letter	City of San Diego	The City of San Diego is in support of the CMP and the monitoring of the Level of Service on our regions network of freeways, highways and prime arterials. Recognizing that CMP's are Prime Arterials, we have concerns that SANDAG's proposed criteria does not reflect the definition of Prime Arterials. We recommend the following modifications to the SANDAG proposed criteria: (1) ensure the roadway is designed and operating as a prime arterial and is planned to operate at this classification in the future; (2) increase the proposed daily traffic volumes from 50,000 ADT to 55,000 ADT. The ADT also should be reflective of the entire arterial, (not just one or two locations along an entire arterial). And, (3) CMP arterials should not travel through smart growth areas.	Comment noted. The SANDAG evaluation criteria on potential addition of arterials to the CMP network maintains that an arterial must be classified as a principal or prime arterial in the local jurisdictions' circulation element or general plan. Based on initial comments from City staff and others, SANDAG staff increased the ADT threshold to 50,000 ADT and re-evaluated the potential arterials with this new threshold. SANDAG staff feels the additional proposed changes are not appropriate and could result in a majority of the existing CMP arterials not meeting revised criteria.	General
6	10/20/08	Letter	City of San Diego	The California Congestion Management Government Code (Chapter 2.6, Appendix F) states that the highway and roadway system of the CMP shall include all state highways and prime arterials. The Prime Arterial is intended to carry through trips to and from a community with minimal access points along its length and a design speed of 55 mph. Direct access to abutting property is not permitted on Prime Arterials. A good example of a prime arterial is Friars Road where there is minimal access along its length with acceleration and deceleration lanes to prevent the interruption of traffic flow. A Prime Arterial reaches LOS D at approximately 55,000 vehicles per day. Prime Arterials carry heavy vehicular movement while providing low pedestrian movement and moderate bicycle and transit movements.	Comment noted. See response to comment #5.	General
7	10/20/08	Letter	City of San Diego	SANDAG proposes to add Mira Mesa Boulevard to the CMP arterial list. The Congestion Management Government Code states "no highway or roadway designated as a part of the system shall be removed from the system," i.e. once a road is on the CMP network, it cannot be removed and always will be expected to operate with prime arterial standards. Mira Mesa Boulevard is a six lane roadway that was originally classified as a prime arterial but as development occurred and will continue to occur and smart growth plans develop, portions of the future operation of the roadway may no longer operate as a prime arterial. A significant portion of Mira Mesa Boulevard on the east consists of designated potential smart growth areas on both sides of the roadway. A prime arterial which focuses on the movement of vehicles should not be traveling through a smart growth area. Miramar road is a parallel roadway designated as a prime arterial on the CMP network. Miramar Road, is less than two miles away (as required in the CMP criteria) from Mira Mesa Boulevard and is sufficient for the creation of a sound CMP network in that area.	Comment noted. SANDAG's evaluation criteria on potential addition of arterials to the CMP network maintains that an arterial is not near an existing CMP facility (within two miles or within one mile if the arterial has regional transit). In the 2030 Regional Transportation Plan (RTP): Pathways for the Future, Mira Mesa Boulevard will facilitate regional Bus Rapid Transit (BRT) service from Riverside County to University Towne Center/University of California, San Diego via Mira Mesa Boulevard. Mira Mesa Boulevard qualifies under the evaluation criteria and is recommended as an addition to the CMP network.	General

No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
8	10/20/08	Letter	City of San Diego	Our goal as a region and local agencies should be to maintain the purpose and intent of the CMP network which is to connect and monitor the heaviest traveled regional arterials carrying primarily through trips throughout our region. We need to ensure that we are not just adding congested major roadways that connect freeways to the CMP arterial system. This is not the intent of the CMP.	Comment noted. See response to comment #5.	General
9	10/20/08	Letter	City of San Diego	In summary, we are not opposed to adding City streets that qualify as a high volume, capacity driven prime arterials. We are, however, concerned with incorrectly designating roadways that do not operate as a prime arterial.	Comment noted. See response to comment #5.	General
10	10/21/08	E-mail	City of Oceanside	Should local jurisdictions require traffic studies apply the 2000 Highway Capacity Manual (HCM) Computation Method to calculate LOS on CMP arterials? In the past, we've required volume to capacity relationship (V/C ratio) and HCS peak hour flow analyses.	The Draft 2008 CMP Update allows two options for LOS CMP roadway analysis utilizing either the HCM Computation Method or Floating Car Method. The method used is up to the local jurisdiction. The traffic impact studies (TIS) guidelines (see Appendix D of the Draft 2008 CMP Update) utilize 2000 HCM operational analysis. The purpose of the CMP relative to project development review of TIS is to provide mitigation strategies for significant project impacts. The CMP methodology associated in its biennial updates is not necessarily a requirement for methodologies within TIS.	CMP Roadway Monitoring
11	10/21/08	E-mail	City of Oceanside	TDM are among the alternative mitigation measures allowed under the CMP. Will local jurisdictions be required to adopt a TDM ordinance and quantify the recommended TDM strategies for CMP facilities?	No, TDM is a suggested congestion mitigation strategy to mitigate significant impacts. Local jurisdictions may incorporate TDM strategies at their discretion.	Land Use Analysis Program
12	10/21/08	E-mail	City of Oceanside	If a study intersection along a CMP facility is projected to be at LOS E without the project, and LOS E with the project (with an increase in delay over two seconds), would the project be required to mitigate the intersection back to pre-project delay values, but still at LOS E? Or would the project be required to mitigate the intersection to LOS D or better?	If a project exceeds the 2-second intersection delay threshold, that is an indication that the project's impact is significant. Mitigation for all identified significant impacts should be provided for any project requiring CEQA analysis. The acceptable LOS for freeways, roadways, and intersections is generally "D" or otherwise noted in the jurisdiction's general plan.	Land Use Analysis Program/Traffic Impact Summary Guidelines
13	10/21/08	E-mail	City of Oceanside	State Route (SR) 76 from Interstate 5 (I-5) to Melrose Drive is shown as a 6-lane expressway in the "unconstrained" scenario of the RTP. Would the City be required to complete a deficiency plan or corridor system management plan in order to get the additional lanes funded in the next RTP update? And would the City need to establish a MOU with Caltrans and possibly SANDAG in order to initiate such studies?	A Deficiency Plan is a state CMP requirement for CMP facilities that are found deficient (LOS F). It is the responsibility of the local jurisdiction(s) to prepare and adopt Deficiency Plans. Corridor System Management Plans (CSMP) are being prepared by Caltrans and SANDAG for the I-5 North and I-805 Corridors. This work may lay the groundwork for individual Deficiency Plans. A MOU is not required to conduct a Deficiency Plan. Transportation projects are evaluated, ranked, and prioritized in the RTP using various evaluation criteria.	Deficiency Plans/General
14	10/21/08	E-mail	City of Oceanside	The deficient roadway segments listed in the Draft CMP and in Appendix A includes SR 76 from Melrose to south Mission Avenue. The deficient segments seem to be based upon 2008 conditions, but shouldn't the basis for determining if a deficiency plan is needed include buildout conditions too?	No, the LOS roadway analysis is mandated by state law to include the evaluation of existing system performance. The initial deficiency analysis that SANDAG performs involves assessing deficiencies through incorporating 2030 RTP improvements as a first step. Remaining deficient segments require Deficiency Plans.	Government Code/Deficiency Plans

No.	Date	Form	Name/Agency	Comment	Response	Chapter(s)
15	10/21/08	E-mail	City of Oceanside	Would SR 76 need to be assumed at only four lanes in 2030 since the six lanes is not funded in the RTP?	Yes. Regional facilities should assumed improvements within the Reasonably Expected Revenue Scenario only, not the Unconstrained.	General
16	10/22/08	Letter	County of San Diego	The CMP Update indicates that one strategy that could be used to address the deficient segments is through the Regional Transportation Plan (RTP). The CMP Update states (page 24) that if the RTP improvements will improve operations on CMP deficient segments to operate at LOS E or better, then no future action is required. For those segments that are not addressed by the RTP improvements, additional analyses and recommendations are required. The CMP Update should clarify if the RTP improvements are based on the RTP's Reasonably Expected scenario or the RTP Revenue Constrained scenario. The Revenue Constrained scenario only includes improvements to I-805 and SR 76. The Reasonably Expected scenario includes widening of SR 67 from Mapleview Street to Dye Road, but the widening does not extend to SR 78. Neither revenue scenario includes improvements to SR 94.	Comment noted. Please reference Table 6.1 on page 57 of the Draft 2008 CMP Update. This table sources the Reasonably Expected Scenario from 2030 RTP as the improvements resulting from deficiency analysis.	Deficiency Plans
17	10/22/08	Letter	County of San Diego	The County requests that the next RTP update consider and include planned improvements and/or strategies that would completely address the deficiencies identified in the current draft CMP update for deficient freeways and highways located within the County's jurisdiction.	Comment noted.	General



U.S. Department
of Transportation
**Federal Highway
Administration**

**This Item Relates to Agenda Item #6
San Diego Regional Traffic Engineers Council
December 11, 2008**

1200 New Jersey Avenue, SE.
Washington, DC 20590

November 3, 2008

In Reply Refer To: HOTO-1

Mr. Wayne Henley
Chief, Office of Signs, Markings, and External Support
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Dear Mr. Henley:

Thank you for your October 28 letter requesting approval to use the flashing yellow arrow display for permissive left turns on a blanket basis statewide in California, including State highways and all local jurisdictions' roadways. Your request is made under the provisions of Section 1A.10 of the 2003 edition of the Manual on Uniform Traffic Control Devices and our Interim Approval memorandum IA-10 dated March 20, 2006.

Your request is approved. Please develop and periodically update a list of all locations where flashing yellow arrows for permissive left turns are installed in California. Local jurisdictions in California who install flashing yellow arrow displays under this Interim Approval should inform your office of such installations so you can maintain a comprehensive list of locations. Your specific approval has been numbered "IA-10-55 Flashing Yellow Arrow – California statewide." Please reference this number in any future correspondence.

Thank you for your interest in improving traffic signal operations. If we can be of further assistance on this matter, please feel free to contact Mr. Scott Wainwright by e-mail at scott.wainwright@dot.gov or by telephone at 202-366-0857.

Sincerely yours,

Hari Kalla
Acting Director, Office of Transportation
Operations

**AMERICAN
ECONOMY**

DEPARTMENT OF TRANSPORTATION

DIVISION OF TRAFFIC OPERATIONS

1120 N STREET, MS 36

P. O. BOX 942873

SACRAMENTO, CA 94273-0001

PHONE (916) 654-6246

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TTY (916) 653-4086



*Flex your power!
Be energy efficient!*

October 28, 2008

Robert Arnold
Director, Office of Transportation Operations
Office of Transportation Operations (HOTO)
Federal Highway Administration, Mail Stop: E84-402
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Dear Mr. Arnold:

As per the provisions of Section 1A.10 of the 2003 edition of the Manual on Uniform Traffic Control Devices and the Interim Approval process, the California Department of Transportation hereby requests approval for Optional Use of Flashing Yellow Arrow for Permissive Left Turns on a blanket basis statewide, including all local jurisdictions within California:

We understand that if approval is granted, in accordance with Section 1A.10, any local jurisdiction using these devices under this statewide interim approval is required to inform (Wayne Henley, Chief, Office of Sign, Markings and External Support) the California Department of Transportation of such use. Also, they must agree to terminate the use if it becomes apparent that there are significant safety concerns.

In addition, California jurisdictions using the FYA under this Interim Approval are encouraged to conduct field observations and surveys to ascertain drivers understanding of the Steady Yellow Arrow indication used in the termination of the permissive Left Turn phase. If field observations and/or surveys indicate confusion in understanding of this signal indication, they should bring it to the attention of the California Traffic Control Devices Committee.

The Department of Transportation will be following up with a research study to validate the safety and operational characteristics of some of the installations of these systems.

If you have any questions, please contact me at (916) 654-6246 or via e-mail wayne_henley@dot.ca.gov.

Sincerely,

A handwritten signature in black ink that reads "Wayne Henley".

WAYNE HENLEY, Chief
Office of Signs, markings and External Support

San Diego Association of Governments
SAN DIEGO REGIONAL TRAFFIC ENGINEER'S COUNCIL

December 11, 2008

AGENDA ITEM NO.: **9**

Action Requested: INFORMATION

UPCOMING MEETINGS/AGENDA ITEMS

File Number 1109101

January 8, 2009

PLEASE NOTE

*****Due to New Year Holiday, CTAC meeting has been scheduled on the same day
and SANTEC January meeting will be limited from 9 to 10 a.m. *****

- Traffic Light Synchronization Program (TLSP) Update
- Cities/County Transportation Advisory Committee (CTAC) Meeting Update
- Smart Growth Trip Generation and Parking Demand Study Update
- Economic Stimulus Proposal

February 12, 2009

- TLSP Update
- CTAC Meeting Update
- Smart Growth Trip Generation and Parking Demand Study Update
- Interstate 15 Integrated Corridor Management (ICM) Project