



STATE ROUTE-163 TRANSPORTATION CONCEPT SUMMARY

This Transportation Concept Summary (TCS) for State Route 163 in District 11 serves as an analysis tool and conceptual long-range guide for future investment decisions in the transportation corridor.

DISCLAIMER

The information and data contained in this document are for planning purposes only and should not be relied upon for final design of any project. Any information in this TCS is subject to modification as conditions change and new information is obtained. Although planning information is dynamic and ever-changing, the District 11 Planning Division makes every effort to ensure the accuracy and timeliness of the information contained in the TCS. The information in the TCS does not constitute a standard, specification, or regulation, nor is it intended to address design policies and procedures. If you encounter information that you deem to be inaccurate or unreliable, please contact Kim.Sturmer@dot.ca.gov or at 619-688-6967.



CALIFORNIA DEPARTMENT OF TRANSPORTATION
PLANNING DIVISION
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Caltrans
DISTRICT 11

SR-163 Transportation Concept Summary May 2011

CORRIDOR PURPOSE AND DESCRIPTION

State Route 163 (SR-163) is one of the principal north/south freeways serving the inland portion of the greater San Diego metropolitan area. SR-163 acts as a direct link from the Central Business District (CBD) to the primarily residential communities of Tierrasanta, Mira Mesa, and Scripps Ranch in the I-15 corridor, as well linking the major employment centers located in Kearny Mesa and the Miramar areas.

Description

The southern terminus of SR-163 is the CBD and Interstate 5 (I-5). The route extends 11.7 miles to its northern terminus at the I-15 junction. Four State Highways intersect SR-163 within District 11. They are I-5, I-8, SR-274, and SR-52. SR-163 also parallels I-15, I-805 and I-5. SR-163 serves intraregional travel by linking the CBD with the adjacent and surrounding communities. The southern terminus of the reversible High Occupancy Vehicle (HOV) lanes on I-15 joins with SR-163, further attracting commuters traveling to and from the CBD.

CORRIDOR NEEDS

Portions of SR-163 already operate at unacceptable levels of service during the morning and afternoon peak periods. Projected population and employment growth in the San Diego region will result in additional travel demand on SR-163 if no improvements are made.

Growth Forecast

The San Diego Association of Government's (SANDAG) Regional Growth Forecast anticipates population growth in the City of San Diego from 1.32 million people in 2007 to 1.66 million people in 2030. This represents a 26 percent increase in population. The growth forecast also projects the housing stock in the City of San Diego will increase from 504,500 units in 2007 to over 610,049 units in 2030, a 20.9 percent change. The total labor force is also expected to grow from 812,000 workers in 2007 to 980,374 workers in 2030, for an increase of 20.7 percent. These growth changes will create a demand for additional public facilities. Complementary land use and transportation improvements will be required to accommodate forecasted growth and to provide the additional public facilities if current conditions are to be improved.

Level of Service

The Level of Service (LOS) labeling system is a general indicator of a road's traffic conditions and road flow, ranging from LOS "A" at the top to LOS "F", whereby a road has exceeded its carrying capacity. Most of SR-163 is currently operating at

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LOS "E" and "F" during peak periods and will continue to do so unless improvements are made to the corridor. As SR-163 is a major commuter route to downtown San Diego HOV lanes connectors should be considered in the SR-163 corridor between I-805 and I-15 to provide connectivity to other proposed HOV lanes on I-805, SR-52, and I-15 and improve LOS.

CORRIDOR ANALYSIS

Improvements are needed in the SR-163 corridor to enhance the mobility of people and freight and to improve accessibility to major employment and other regional activity centers. Proposed land use development changes in Mission Valley may have an impact on traffic flow in the SR-163 corridor. These land use changes are addressed in the I-8 Transportation Concept Summary.

CORRIDOR TRAFFIC

SR-163 will be experiencing an increase in traffic in the future. The following table shows existing and future traffic conditions for SR-163.

Existing and Future Average Weekday Traffic

LOCATION	2009 AWDT ¹	2009 LOS ²	2030 AWDT ³	2030 LOS ²
I-5 to Laurel/El Prado St	116,000	F	137,700	F
Laurel St./El Prado to Richmond St	113,800	F	138,500	F
Richmond St to Robinson Ave	111,700	F	128,800	F
Robinson Ave to Washington St	102,700	E	121,000	F
Washington St to 6 th Ave	135,100	F	168,000	F
6 th Ave to I-8	175,100	F	215,600	F
I-8 to Friars Rd	243,200	F	260,400	F
Friars Rd to Genesee Ave	185,700	E	228,500	F
Genesee Ave. to Mesa College Dr	192,300	E	231,100	F
Mesa College Dr to I-805	176,900	D	216,000	F
I-805 to Balboa Ave	158,300	D	203,200	F
Balboa Ave to Clairemont Mesa Blvd	153,900	D	199,300	F
Clairemont Mesa Blvd to SR-52	150,600	D	197,000	F
SR-52 to Kearny Villa Rd	148,800	D	184,100	E
Kearny Villa Rd to I-15	136,100	D	169,700	D

¹ Average Weekly Daily Traffic count. 2009 AWDTs derived from Caltrans District 11 Traffic Census Branch Average Annual Daily Traffic (AADTs).

² 2009 and 2030 Levels of Service (LOS) are based on Highway Capacity Software 2000 and sketch level planning analysis and are not to be used for design purposes.

³ 2030 AWDTs are from the SANDAG Series 11 Regional Transportation Model.

FREEWAY CORRIDOR PERFORMANCE MEASURES

Freeway Performance Measurement Project

The Freeway Performance Measurement Project is a joint effort by Caltrans, the University of California, Berkeley, and PATH, the Partnership for Advanced Technology on the Highways. The Performance Measurement System (PeMS) is a

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traffic data collection, processing and analysis tool designed to assess the performance of the freeway system. PeMS extracts information from real-time and historical data and presents this information in various forms to assist managers, traffic engineers, planners, freeway users, researchers, and traveler information service providers (value added resellers or VARs). The PeMS software architecture is modular and open and uses commercial off-the-shelf products for communication and computation.

PeMS Use

PeMS is used to measure performance in the I-805 corridor, of which SR-163 is a part of. With PeMS, Caltrans managers can instantaneously obtain a uniform and comprehensive assessment of the performance of their freeways. Traffic engineers can base their operational decisions on knowledge of the current state of the freeway network. Planners can determine whether congestion bottlenecks can be alleviated by improving operations or by minor capital improvements. Traffic control equipment (ramp-metering and changeable message signs) can be optimally placed and evaluated. In short, PeMS can serve to guide and assess the deployment of intelligent transportation systems (ITS).

PeMS obtains 30-second loop detector data in real-time from each Caltrans District Transportation Management Center (TMC). The data are transferred through the Caltrans wide area network (WAN) to which all districts are connected. Users can access PeMS over the Internet through a Web browser. The 30-second data received by PeMS consist of counts (number of vehicles crossing the loop), and occupancy (the average fraction of time a vehicle is present over the loop). The software processes the data in real-time and performs a number of steps, including the computation of performance measures.

Useful performance measures include delay, travel time, and speed. The following charts show these performance measures for the SR-163 corridor.

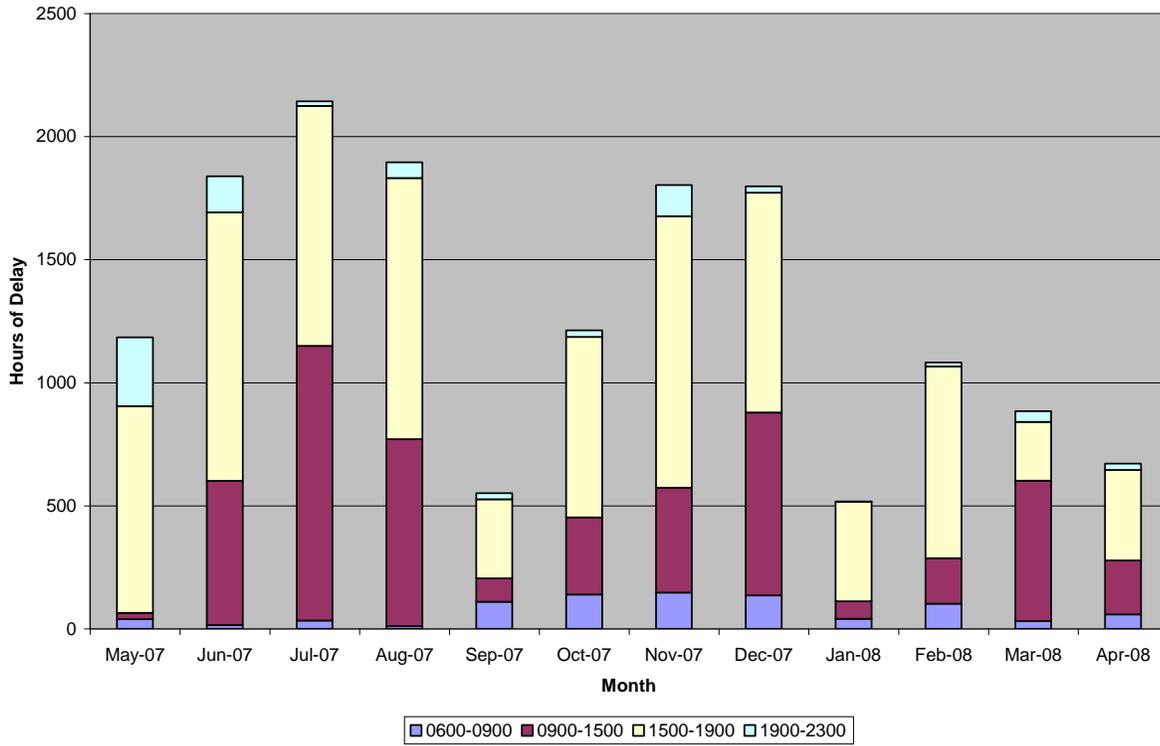
DELAY

Delay is defined as the additional time spent by all vehicles over and above the time it takes to traverse a specific distance at a threshold speed. PeMS analysis includes both 35 mph and 60 mph threshold speeds.

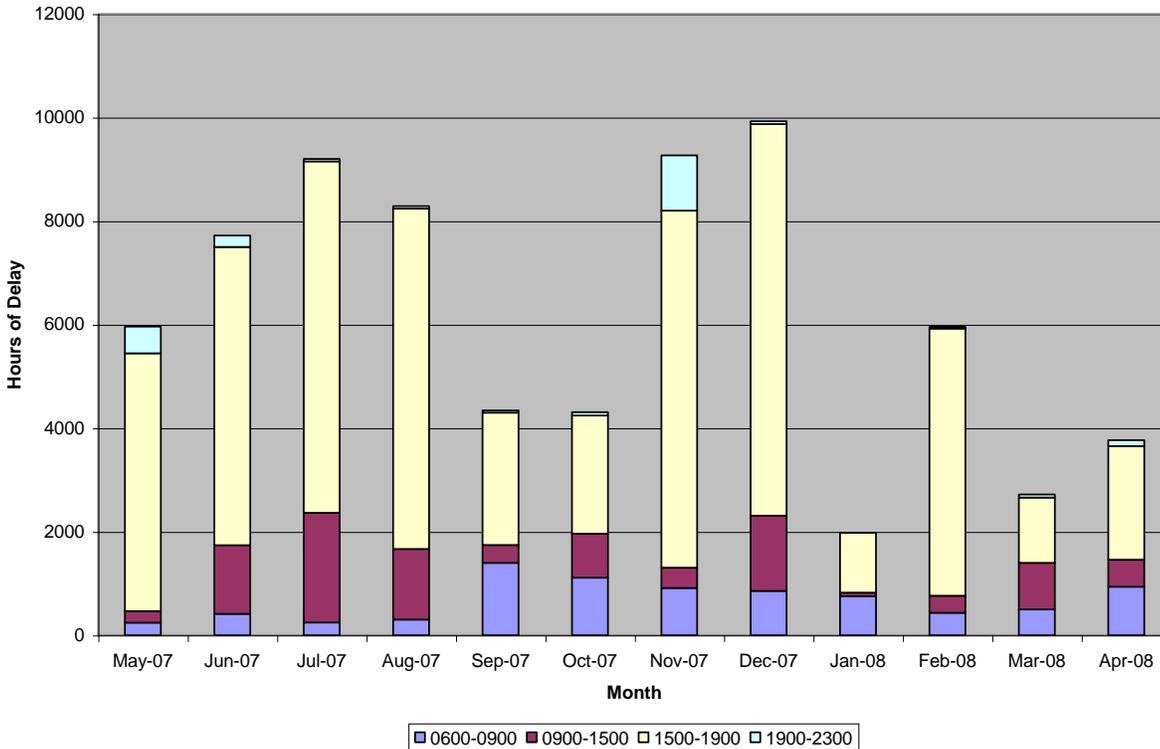
The two charts below depicts the vehicle hours of delay using the 35 mph threshold for SR-163 in the northbound and southbound directions between approximately Richmond St. in Balboa Park to I-15. The selected time frame is from May 2007 to April 2008. (Due to technical problems with the PeMS interface, this data and the additional data in the three Total Delay charts could not be updated to reflect more recent time frames).

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SR-163 NB Delay <35 (Richmond St. to I-15)



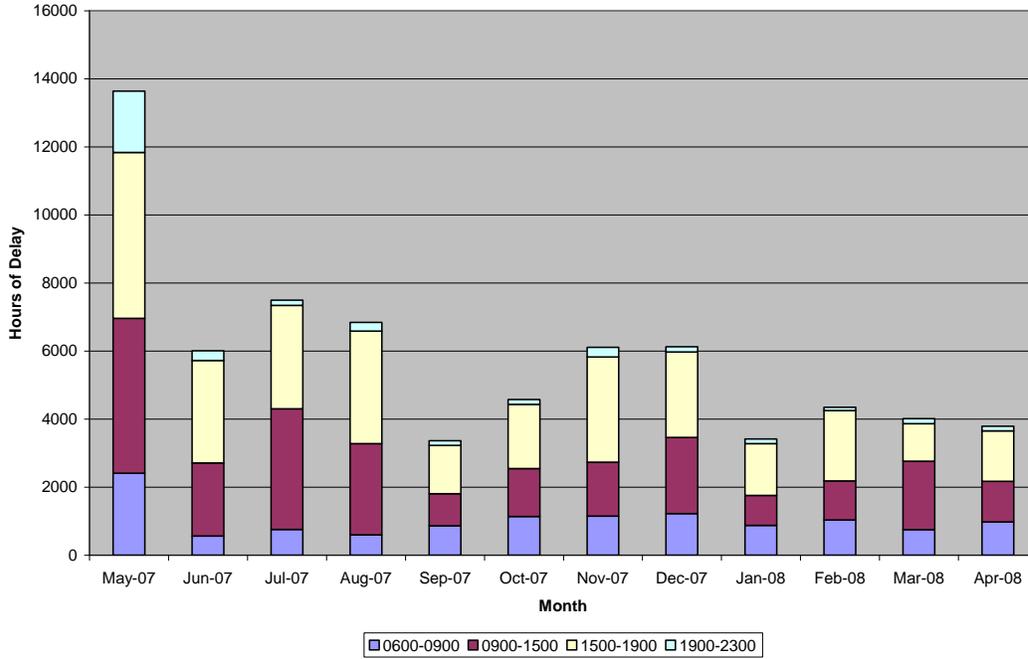
SR-163 SB Delay <35 (Richmond St. to I-15)



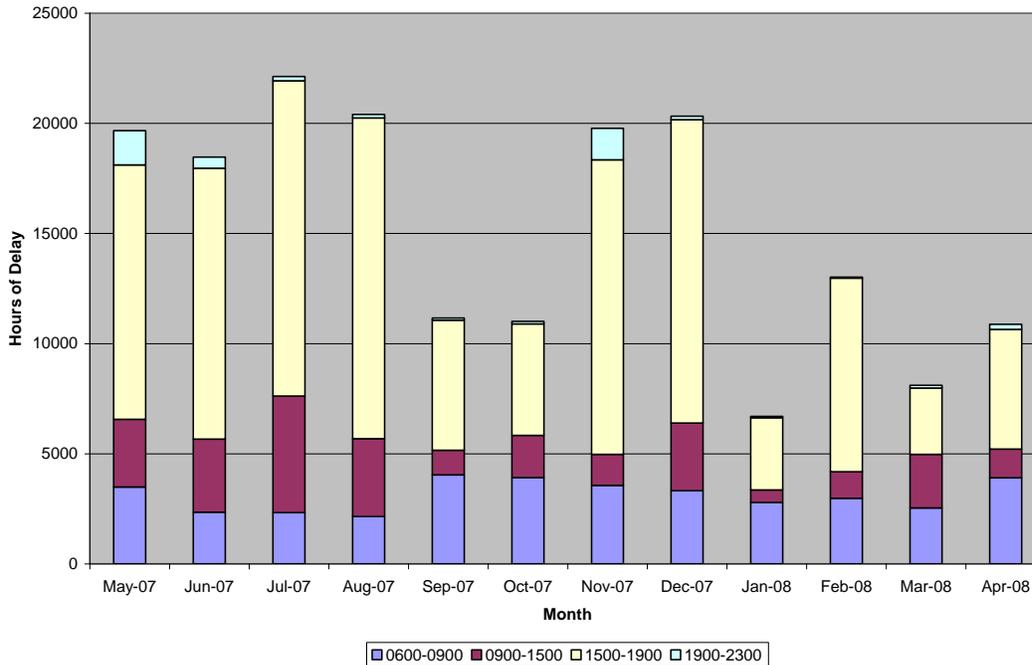
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The two charts below depicts the vehicle hours of delay using the 60 mph threshold for SR-163 in the northbound and southbound direction between Richmond Street and I-15.

SR163 NB Delay <60 (Richmond St. to I-15)

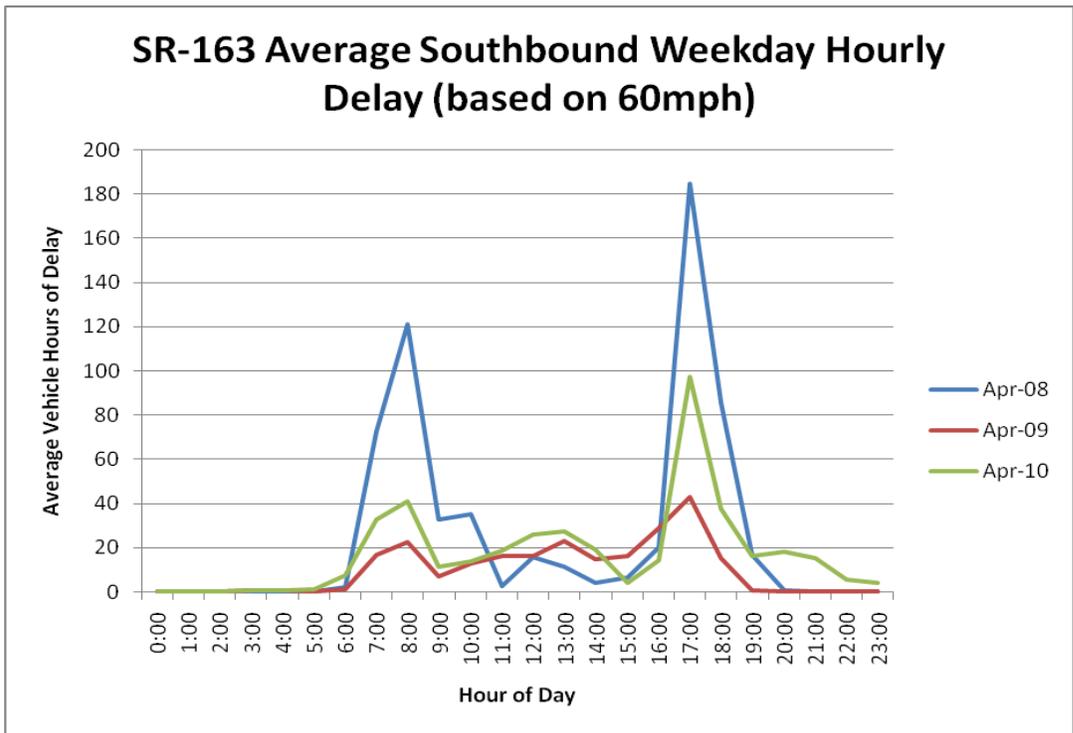
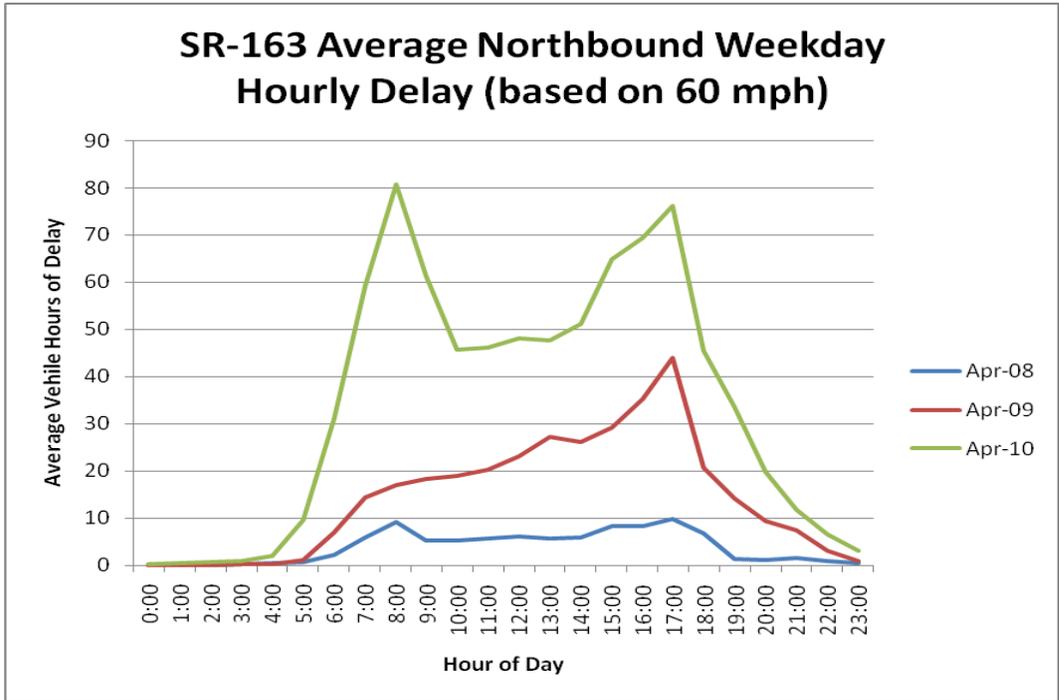


SR163 SB Delay <60 (Richmond St. to I-15)



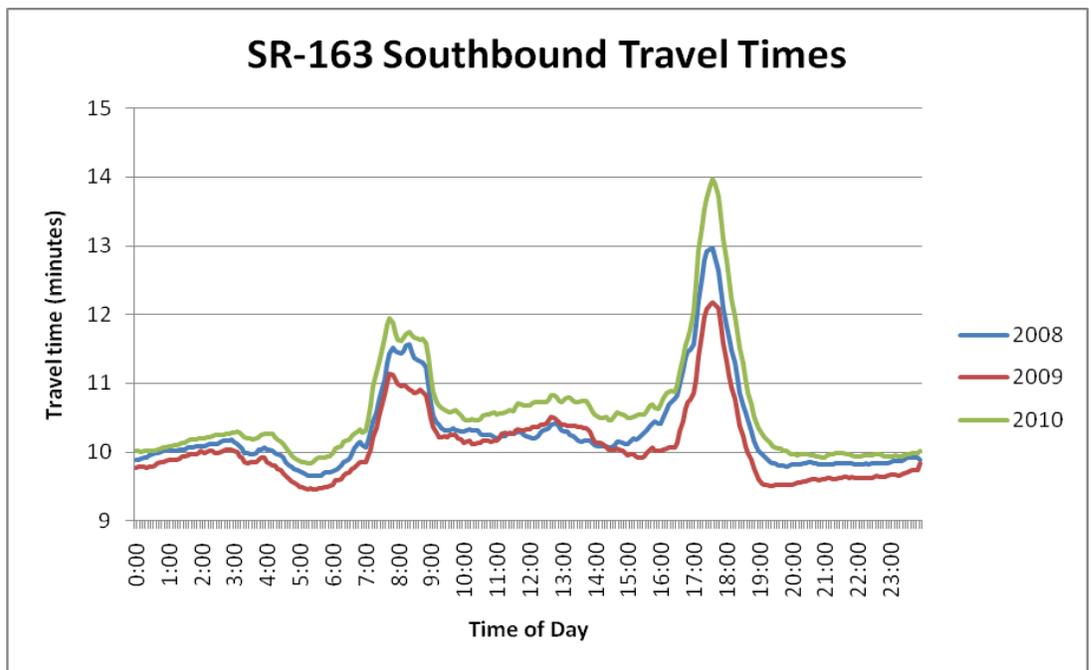
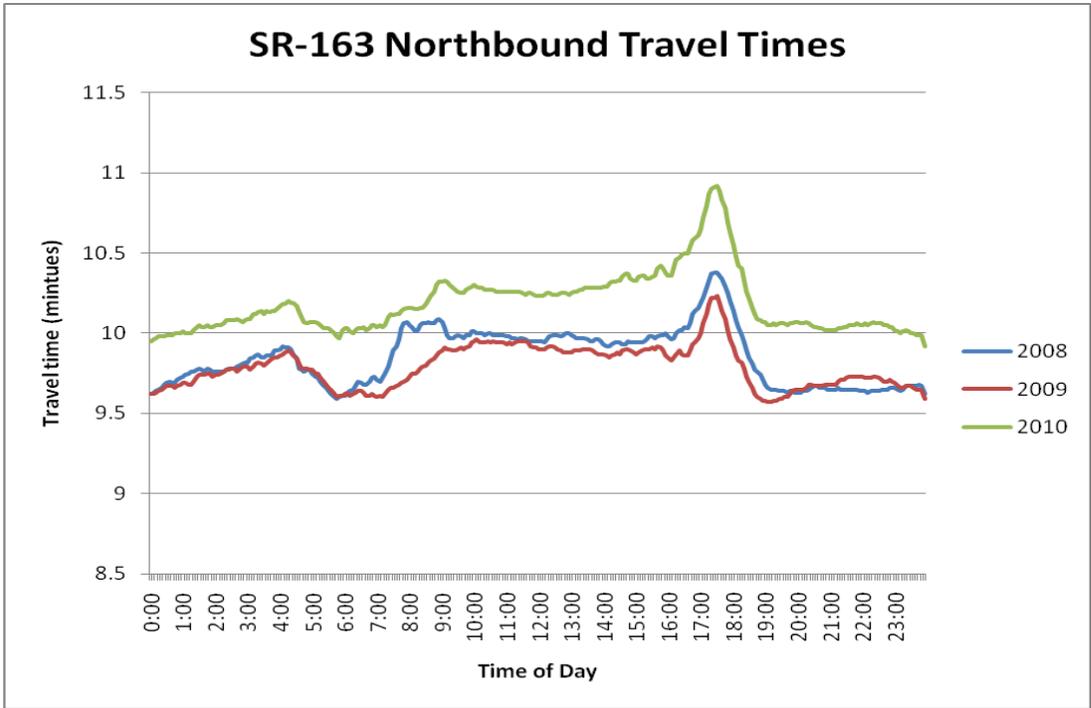
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Another way to understand the characteristics of congestion and related delays is to show average weekday hourly delay. The following two charts show historical average weekday hourly delay in the northbound and southbound directions on SR-163 between Richmond St and I-15 for the representative month of April for calendar years 2008, 2009, and 2010.



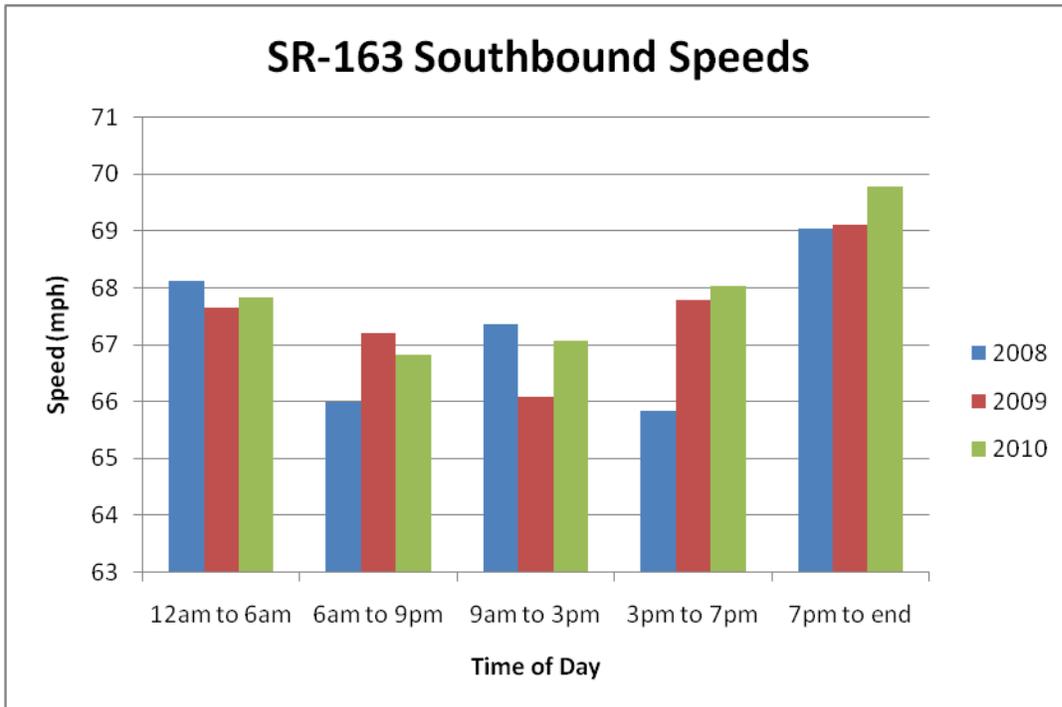
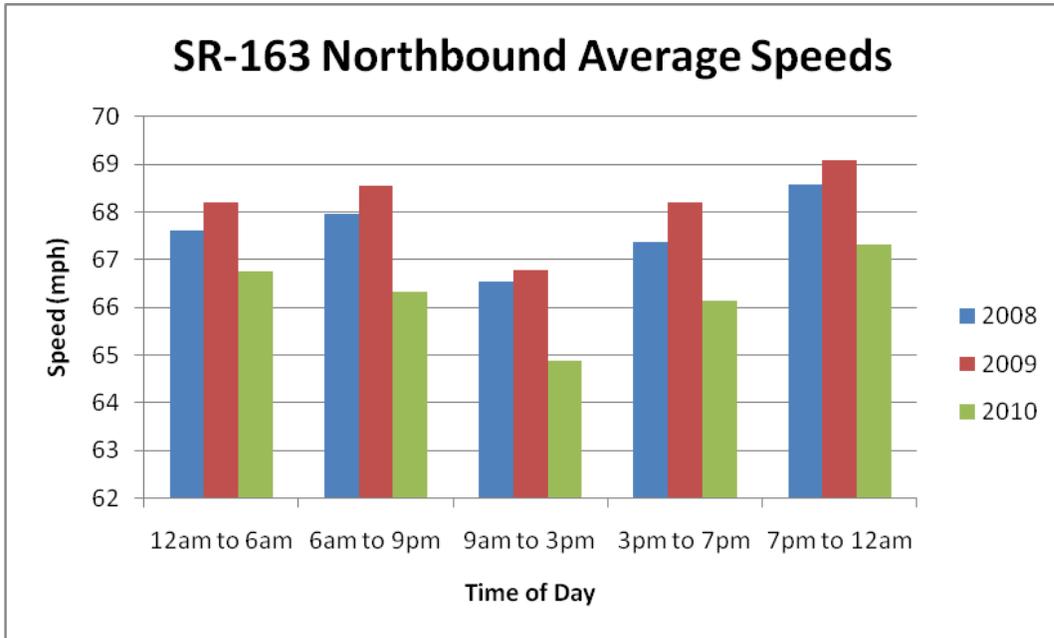
TRAVEL TIME

Travel time is another useful performance measure. PeMS defines travel time as the amount of time it takes for a vehicle to cross a freeway link. PeMS computes the travel time by first calculating the speed for a particular link and then dividing the speed into the length of the link. This assumes that the speed of the vehicle is constant over the entire length of the link, which is almost always not true. The following two charts shows historical average northbound and southbound travel times on SR-163 between I-5 and I-15 for calendar years 2008, 2009, and 2010.



SPEED

In PeMS, speed is either measured directly using radar detectors or by using flow and occupancy data. For the aggregate speed that spans all of the loops, the speed is the flow-weighted mean across the lanes. The following charts shows historical northbound and southbound average speeds on SR-163 between Richmond Street and I-15 for the representative month of April for calendar years 2008, 2009, and 2010.



RECOMMENDED CORRIDOR IMPROVEMENTS

There are many types of highway and transit-related improvements planned for SR-163. Improvements listed below are sourced from the District 11 Division of Planning, the 2008 State Transportation Improvement Program (STIP), the 2010 State Highway Operation and Protection Plan (SHOPP), Minor A and future locally funded projects for SR-163, and the most recent Status of Projects document.

Operational Improvement Projects list, December 2010:

POST MILE	LOCATION	IMPROVEMENT DESCRIPTION
4.4 – 5.8	Friars Road to Genesee Ave	South-bound Auxiliary lane
5.8	Genesee Ave	Re-stripe south-bound offramp to provide right turn lane, shared right/left turn lane, and dedicated left turn lane

Status of Projects:

POST MILE	LOCATION	IMPROVEMENT DESCRIPTION	SOURCE/ PHASE
.5 – 1.8	"A" Street to Richmond Street overcrossing	Scenic/historic highway preservation	PA&ED
.7 – 2.5	Various locations from .2 mile south of I-5/SR-163 separation to Robinson Ave overcrossing	Slope paving and fence replacement	PA&ED
1.2 – 2.4	.3 mile north of I-5/SR-163 separation to .1 mile south of Robinson Ave overcrossing	Prune/replace trees, rehabilitation	PA&ED
1.4 – 0.0	Laurel St. Bridge Overcrossing	Seismic retrofit	PA&ED
3.8 – 5.8	.9 km south to 2.2 km north of Friars Rd overcrossing	Revise interchange/widen overcross and approach	PA&ED
5.8 – 8.8	Genesee Ave in University City to Mesa College Dr Overcrossing. Also from .5 mile north of SR-274/SR-163 separation to the Clairemont Mesa Blvd overcrossing	Install outer separation barrier	PSR
8.2 – 9.4	From .6 mile south to .6 mile north of Clairemont Blvd overcrossing	Interchange reconfiguration for traffic handling improvements	PA&ED

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10-Year SHOPP Plan Projects for SR-163:

POST MILE	LOCATION	IMPROVEMENT DESCRIPTION	CATEGORY/FISCAL YEAR
Various	Various	Bridge rail upgrades	Bridge Preservation. FY 2015/2016
Various	Various	Repair/replace culverts	Drainage System Restoration. FY 2017/2018
Various	Various	Repair/replace culverts	Drainage System Restoration. FY 2012/2013
1.42 – 8.8	Laurel St overcrossing to Clairemont Mesa overcrossing	Bridge rail upgrade & deck rehab	Bridge Preservation. FY 2011/2012
1.4	Laurel Street Bridge Overcrossing 57-215	Bridge rehab	Bridge Preservation. FY 2010/2011
3.7 - 11.7	Various	Upgrade Signs (Materials & Exit #s) and Overhead Lighting to Inductive Tech	Mobility. FY 2014/2015
3.8-11.1	From SR-163/I-8 Separation to Rte 163/15 Separation	Grind PCC pavement, slab replacement, and ramp rehab	Roadway Preservation. FY 2012/2013/2014
8.8	Clairemont Mesa Blvd	Bridge Rail Upgrade	Bridge Preservation. FY 2013/2014
9.0	Clairemont Mesa Blvd	Replace bridges	Bridge Preservation. FY 2017/2018

The following table shows recommended major freeway improvements for SR-163. These projects are not funded, but are included in the 2007 SANDAG Regional Transportation Plan Unconstrained Needs Network. This information will be updated in the future to reflect any changes established in the SANDAG 2050 RTP, which is scheduled to be approved and adopted in Fall 2011.

LOCATION	IMPROVEMENT DESCRIPTION
I-805 to I-15	Add 2 High Occupancy Vehicle Lanes
SR-163/I-805	Add North to North and South to South HOV Connectors
SR-163/I-15	Add North to North and South to South HOV Connectors

SR-163/Friars Road Interchange Project

The City of San Diego (City), in cooperation with the California Department of Transportation (Department) and the San Diego Association of Governments (SANDAG), proposes modifications to improve the SR-163/Friars Road interchange,

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enhance traffic operations on Friars Road including the SR-163 ramp intersections with Friars Road, and improve bicycle and pedestrian operations on Friars Road.

Two separate Project Study Reports (PSRs) were prepared by Caltrans in 1988 to investigate potential improvements to the SR-163/Friars Road interchange. The first PSR, approved in March 1988, proposed the following:

- Widen the Friars Road Overcrossing to the south, including adjacent approaches
- Modify free-right turns at the northbound SR-163 entrance and exit ramp connections to Friars Road
- Widen and realign the northbound SR-163 onramp
- Widen, realign, and signalize the northbound SR-163 offramp to EB Friars Road

The second PSR, approved in November 1988, proposed reconfiguration of the southbound SR-163 offramp to a diamond offramp which would connect to Ulric Street. The primary purpose was to reduce weaving conflicts on the SB SR-163 on/off-ramp collector road and to improve traffic operations for the signalized Friars Road/Ulric Street intersection.

Boyle Engineering completed a Draft Project Report (DPR) for this project in November 1997. The DPR assumed that the project would be fully locally funded. Only California Environmental Quality Act (CEQA) approval was required; National Environmental Policy Act (NEPA) approval was not required. This report proposed Friars Road improvements and proposed ramp improvements. The report did not address freeway weaving problems and the document did not meet current Project Report requirements. Progress on this document was stopped due to lack of funding.

A Final SR-163/Friars Road Interchange Project Report was prepared for the City of San Diego by Dokken Engineering in October 2010. Caltrans provided oversight. A summary of the information in this report is included in the next three paragraphs.

The purpose of the Friars Road interchange modification project is to achieve an acceptable level of service (LOS) of LOS D on the surrounding local street system and interchange through the project design year of 2030, to relieve traffic congestion, traffic delays, and traffic queues caused by population growth and planned land use development, and to provide a safe and efficient interchange facility. Extensive development within the project area has caused over-capacity intersection operations, saturated weaving maneuvers, and excessive queuing. Seasonal activities at Fashion Valley Mall and events at Qualcomm Stadium further exacerbate these conditions. In addition, it has been more than three decades since the freeway was widened to eight lanes. During that period, traffic volumes have more than doubled on SR-163. Without improvements, the excessive traffic demand

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will worsen congestion, increase delays, increase queue lengths, extend peak periods, and increase the likelihood for accidents.

The SR-163/Friars Road Interchange Project Development Team (PDT) studied 17 different configurations for the interchange ramps: 4 configurations for the northbound ramps and 13 configurations for the southbound ramps. The project design alternatives studied consisted of various combinations of the northbound and southbound ramp configurations. For comparison purposes, the PDT also studied a No-Build Alternative. Ramp configuration alternatives were developed from a range of simple, mid-range, and complex interchange configurations. Simple configurations, for example, included designs that closed a ramp, relocated a ramp, and/or created a new ramp. Mid-range configurations included minor rearrangement of the interchange or adding minor bridge structures. Complex configurations included major re-design of the interchange with large-scale bridge structures. Ramp configuration alternatives were first developed in a schematic form and discussed at PDT Meetings. The PDT reviewed the schematic configurations for compliance with project goals and primary criteria, discussed below. The PDT then determined alternatives to be non-viable or candidates for further study. Candidate alternatives were then reviewed and compared using other project criteria such as safety, number of design exceptions, topographic constraints, utility concerns, and constructability.

A preferred project alternative was selected, and specific improvements for this proposed alternative are shown in the following table:

Preferred Project Alternative - Alternative 13

Alternative	Improvements
Northbound (NB4)	<ul style="list-style-type: none">• Widen the existing NB to WB loop off-ramp to accommodate both EB and WB Friars Road traffic and remove existing NB to EB off ramp• Widen the NB on-ramp to two lanes with auxiliary lane• Remove the free-right entrance to the NB on-ramp• Remove the free-right exit from the NB loop off-ramp
Southbound "At-Grade Connector" (SB13)	<ul style="list-style-type: none">• Remove the WB to SB extended loop on ramp• Eliminate the free-right turning movement from the SB loop off-ramp to EB Friars Road• Construct an "at-grade" connector roadway for SB SR-163 traffic accessing I-8 West/Hotel Circle, which passes under the existing Friars Road bridge• Connect a diagonal on-ramp from WB & EB Friars Road to the "at-grade" connector• Construct a "flyover" on-ramp bridge structure from Ulnic Street for WB & EB Friars traffic accessing SB SR-163 and I-8 East• Install SB auxiliary lanes for "at-grade" connector and Friars Road off-ramp south of Genesee Avenue

The SR-163/Friars Road Interchange Final Environmental Impact Report (EIR) was completed in May 2010. One component of this document includes a discussion of development projects near the SR-163 corridor that were evaluated for cumulative impacts. Specifically, there are 19 private projects and 2 public projects that have been recently constructed, are under construction, are in various stages of processing/review by the City or are currently planned for future development. Cumulative development includes residential projects (University High School Site, Fashion Walk, Murray Canyon Apartments, Rio Vista West), mixed-use developments (Morena Vista, Presidio View Apartments, West End, Mission Valley

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Mixed Use, Hazard Center Redevelopment, Quarry Falls, Mission Valley Shopping Center Redevelopment, Mission City, Centrepointe at Grantville, Shawnee, River Park at Mission Gorge), two hotels (Hampton Inn, Jacob Vernon [Spring Hill Suites]), office projects (Mission Valley Heights—Lot 3, Rio Vista East) and a commercial development (Riverwalk Commercial Center), along with extension of Hazard Center Drive and construction of a new fire station. It should be noted that the Project would not preclude the proposed extension of Hazard Center Drive, as the bottom elevation of the San Diego River Bridge has been designed to be as high as possible at this location.

Future development generally will result in substantial delays at intersections and substandard LOS on roadway segments in the Project vicinity. These cumulative transportation/traffic circulation impacts are substantial and are assessed as regionally significant. The proposed improvements to the SR 163/Friars Road interchange would increase the capacity of the facility and eliminate weave operations, and is therefore assessed as beneficial. Although adverse conditions related to roadway capacity and traffic loading would be expected to continue (and be exacerbated) as other planned development is implemented, the proposed road widening would not contribute to this cumulative impact over the long-term as it is designed to ease congestion and associated traffic delays. This is true for both the SR 163 and Friars Road improvements. Accordingly, no adverse contribution to local transportation or circulation cumulative impacts is expected to result from implementation of the Project. Effects associated with the Project would not be cumulatively considerable with regard to traffic and circulation.

The SR-163/Friars Road Interchange project is scheduled to be completed by Summer 2015, although this date is tentative due to the possibility of dynamically changing circumstances.

Transit Improvements

Current transit service on and around SR-163 consists of peak hour Metropolitan Transit System (MTS) service that utilizes either the entire route or portions of SR-163. There are multiple local and express routes that serve commuter trips to local and regional transit stations as well as employment destinations. The following table shows existing MTS bus routes in the SR-163 corridor:

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SERVICE VEHICLE	ROUTE	HOURS OF OPERATION	GEOGRAPHIC SERVICE AREA	LOCAL/ EXPRESS	PEAK PERIOD HEADWAY
Bus	MTS 15	4:40AM-12:55PM	CBD- SDSU Via 163/ Washington and El Cajon Blvd.	Local	15 min.
Bus	MTS 20	4:40AM-11:45PM	CBD- Escondido	Express	30 min.
Bus	MTS 41	5:25AM-11:50PM	Fashion Valley Mall- VA Hospital La Jolla	Local	15 min.
Bus	MTS 120	5:35AM-11:55PM	CBD- Kearny Mesa Transit Center	Local	15 min.
Bus	MTS 810	5:20AM-7:00PM Peak Hours	CBD- Escondido Transit Center	Express	15 min.
Bus	MTS 820	6:10AM-6:30PM Peak Hours	CBD- Poway/ Sabre Springs	Express	25 min.
Bus	MTS 850	6:00AM-6:30PM Peak Hours	CBD- Rancho Penasquitos	Express	30 min.
Bus	MTS 860	5:50AM-6:46PM Peak Hours	CBD- Rancho Bernardo	Express	30 min.

Regional Transit Plan

Future transit service is based on the Regional Transit Plan component of the final November 2007 Regional Transportation Plan (RTP). This long-range transit vision was first developed in 2001 when SANDAG, MTS and the North County Transit District (NCTD) adopted the Regional Transit Vision, setting in place the framework for transit improvements in the MOBILITY 2030 RTP in 2003, and now in the 2007 RTP. The Regional Transit Plan provides a transit network that is fast, flexible, reliable, safe and convenient. It emphasizes the integration of public transportation and local land uses by developing new higher speed routes, spacing transit stations further apart, and providing priority treatments on highways and arterials to attain higher speeds and make transit more competitive with automobile travel.

Urban Area Transit Strategy

As part of the development of the 2050 Regional Transportation Plan, SANDAG is preparing an "Urban Area Transit Strategy" which will serve as the basis of the regional transit network to be included in the 2050 RTP. Through the planning process, SANDAG staff is developing and testing three transit network alternatives with a focus on the urban areas of the San Diego region. Ultimately, one of the networks (or a combination or variation of) will be incorporated into the 2050 RTP and its Sustainable Communities Strategy (SCS). The overarching goal is to create a world-class transit system for the San Diego region in 2050 that significantly increases the use of transit, walking, and biking in the urbanized areas of the

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region, makes transit time competitive with the car, maximizes the use of transit during peak periods, and reduces greenhouse gas emissions and vehicle miles traveled in the region.

The transit alternatives under study are grouped into these three themes:

- "Transit Propensity" (expanding transit in the most urbanized areas);
- "Commuter Point-to-Point" (emphasizing quick access to work); and
- "Many Centers" (connecting local smart growth areas and activity centers).

Expansion of future transit service in the SR-163 corridor consists mostly of improving headways for existing local and express bus services. In addition, a potential transit guideway project between the Kearny Mesa area and downtown San Diego would utilize the 4th/5th/6th/SR-163 corridor. Additional feasibility studies will be needed to assess alignments, stations, environmental/community issues, and capital costs. Further studies are also needed to determine the practicality of allowing limited use of shoulders on SR-163 for transit buses during congested periods until the ultimate completion of the regional Managed/HOV lane system. The current Bus on Shoulders Demonstration Project on portions of SR-52 and I-805 has been operating successfully. Ultimately, Bus on Shoulders projects may not be necessary upon completion of the regional Managed/HOV lane system.

Additional transit information will be provided in the next update of this TCS which will occur sometime after the completion of the SANDAG 2050 RTP.

Complete Streets

Under the guidance of Deputy Directive 64-R1, Caltrans develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian, and transit travel is facilitated by creating "complete streets" beginning early in system planning and continuing through project delivery, maintenance, and operations. Transit options, Park and Ride locations, and safe pedestrian crossings are some examples of efforts to meet these goals. Bicycle riders and pedestrians have a legal right to access most public roads in California as specified in California Vehicle Code (CVC) (Sections 21200-21212), and Streets and Highways Code (Sections 890 – 894.2). Bicyclists, pedestrians, and non-motorized traffic are permitted on all State facilities, unless prohibited (CVC, section 21960). The safety and mobility needs of all who have legal access to the transportation system must be addressed including requirements under the Americans With Disabilities Act of 1990 (ADA).

Other Transportation Improvements

Additional modal option improvements transportation demand management, and transportation system management should also be developed for the SR-163 corridor. Corridor mobility management strategies and Intelligent Transportation

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Systems (ITS) that can reduce daily vehicle hours of recurrent delay on SR-163 include continuing implementation of the Transportation Management System (TMS) and Traffic Operations Strategies (TOPS). TMS is the “wiring” needed to provide real-time corridor performance information, and TOPS includes a variety of near-term corridor improvements such as the provision of intelligent infrastructure and auxiliary lanes. Prioritized construction of new ramp meters and construction of freeway traffic detection devices where there are existing gaps in coverage should also be developed.

PROJECT INITIATION DOCUMENT INFORMATION - CORRIDOR AND SYSTEM COORDINATION

SR-163 was added to the State Highway System in 1931. In 1959, it was added to the Freeway and Expressway System.

The federal functional classification of SR-163 from 'A' Street (PM 0.531) to I-5 (PM 0.89) is a Minor Urban Arterial. From I-5 to the end of the route at junction I-15 (PM 11.662), SR-163 is functionally classified as an Other Urban Freeway or Expressway.

The National Highway System (NHS) Designation Act of 1995 was enacted by Congress in November, 1995. The purpose of the NHS is to provide an integrated national highway system that serves both urban and rural America; to connect major population centers, international border crossings, ports, airports, public transportation facilities, and other major travel destinations; to meet national defense requirements; and to serve interstate and interregional travel. The NHS includes the Interstate System routes. In Caltrans District 11, the NHS totals 490.3 miles. A small portion of SR-163 from 'A' Street (PM 0.531) to I-5 (PM 0.89) is included in the NHS.

California Senate Bill 300, enacted in 1989, created an Interregional Road System. Subsequently, Section 164.3 of the California Streets and Highways Code directed Caltrans to develop and submit to the Legislature an Interregional Road System (IRRS) Plan by February 1, 1990. In accordance with this plan, the IRRS is a series of interregional state highway routes outside the urbanized areas that provides access to, and links between, the state's economic centers, major recreational areas, and urban and rural regions. SR-163 is not included as part of the IRRS.

From 'A' Street (PM 0.531) to I-5 (PM 0.89), 'A' Street (PM 0.531) to I-5 (PM 0.89), the Surface Transportation Assistance Act (STAA) classification for this segment is CL-40 (40-foot Kingpin-to-Rear Axle, 65-foot overall length). From I-5 to I-8, SR-163 is classified as a State Highway Terminal Access route connecting to the National Truck Network. From I-8 to I-15, SR-63 is included as part of the STAA National Network.

SR-163 from the south boundary of Balboa Park (PM 0.95) to the north boundary of Balboa Park (PM 2.18) was officially designated as a State Scenic Highway in April

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1992. The portion of SR-163 from 'A' Street to the south boundary of Balboa Park is eligible to be designated as a Scenic Highway.

SR 163 from 'A' Street and Sixth Avenue is designated as California Historic Parkway.

In 1996, parts of SR-163 and related contributing elements were designated as the Cabrillo Freeway Historic District. The south and north boundaries of the Historic District are roughly 300 feet south of the Cabrillo Bridge to a point just south of the 6th Avenue on-ramp undercrossing. The east and west boundaries are the Caltrans right-of-way limits on each side of the freeway. The Historic District includes:

- The Roadway
- The Landscaping
- Cabrillo (AKA Laurel Street) Bridge, #57-0215, 11-SD-163, P.M. 1.42, built in 1915
- Quince Street Overcrossing (OC), Bridge #57-0216K, 11-SD-163, P.M. 1.62, built in 1947
- Richmond Street OC, Bridge #57-0217Z, 11-SD-163, P.M. 1.8, built in 1947
- Upas Street Pedestrian OC, Bridge #57-0218, 11-SD-163, P.M. 2.07, built in 1947
- Robinson Av. OC, Bridge #57-0219, 11-SD-163, P.M. 2.49, built in 1942
- University Av. OC, Bridge #57-0085, 11-SD-163, P.M. 2.61, built in 1947
- Washington Street OC, Bridge #57-0220, 11-SD-163, P.M. 2.75, built in 1942
- Washington Street/6th Av. Separation, Bridge #57C-0009 (City of San Diego bridge), P.M. 2.75, built in 1940
- Pascoe Street on-ramp OC, Bridge #57-0221, 11-SD-163, P.M. 2.79, built in 1947

The City of San Diego Historical Resources Board listed the Historic District as local landmark #441 in September 2000. In August 2002, Governor Gray Davis signed legislation (AB3025) adding Section 284 to the California Streets and Highways Code that officially designated the portion of Route 163 from PM 0.5/3.0 as the Cabrillo Historic Parkway.

DEVELOPMENT REVIEW

Caltrans District 11 Development Review staff in the Planning Division review federal, state, and local planning or proposed development activity that has the potential to impact state transportation facilities or other resources under Caltrans' jurisdiction, and to recommend conditions of project approval that eliminate those impacts or reduce them to a level of insignificance. Typically, this involves the review of development proposals in which Caltrans is either a responsible (permitting) or commenting (reviewing) agency, but has no discretionary approval power over the project other than permit authority. Development Review staff work cooperatively with local lead agencies and developers in determining the type and level of

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mitigation needed to offset project impacts. They are also responsible for identifying other functional areas within District 11 that are affected by the proposal, and coordinating the circulation of appropriate documents with other functional areas for review and comment.

Based on the Caltrans Traffic Impact Study (TIS) guidelines, a 1,000 Average Daily Traffic (ADT) threshold size triggers the need for developers to prepare a traffic study for their project. The following information generally includes projects for which an Environmental Document, a Specific Plan or a Master Plan has been or will be prepared.

Development Projects

There are five major development projects that may impact the SR-163 corridor. Other potential projects that could have an effect include the Hazard Center Drive Bicycle and Pedestrian Path, Friars Road interchange improvements, and San Diego County's Complete Mobility Strategy Plan. There may be an additional number of smaller development projects that have additional cumulative impacts on traffic in the corridor. Because of uncertainties associated with future demographic, socioeconomic, and political climates, the scale of development may be subject to change. The development application and approval process is also subject to change. Changes in land use prompting rapid housing and commercial development growth will need to be monitored closely by all impacted jurisdictions and agencies. Appropriate traffic studies for proposed developments will need to be conducted and reviewed carefully by Caltrans staff. Land development and local capital improvement projects should also be coordinated with Caltrans projects. Further information regarding specific development projects in the SR-163 corridor can be obtained from the Caltrans District 11 Development Review Branch.

POST MILE	PROJECT NAME	DESCRIPTION	ADT
2.76	Children's Hospital Scripps	Hospital	7,670
3.89	Riverwalk Center Specific Plan	Mixed Use	67,000
4.4	Hazard Center Redevelopment and Expansion	Mixed Use	N/A
4.4	Quarry Falls	Mixed Use	60,000
8.81	LBA Lightware	Redevelopment Office Building	2,814