



## STATE ROUTE-78 SAN DIEGO COUNTY TRANSPORTATION CONCEPT SUMMARY

This Transportation Concept Summary (TCS) for the San Diego County portion of State Route 78 in District 11 serves as an analysis tool and conceptual long-range guide for future investment decisions in the transportation corridor.

### DISCLAIMER

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CALIFORNIA DEPARTMENT OF TRANSPORTATION  
**PLANNING DIVISION**  
*Planning Leads To Superior Solutions*

**Caltrans**  
DISTRICT 11

# **SR-78 San Diego County Transportation Concept Summary April 2011**

## **CORRIDOR PURPOSE**

This document discusses transportation issues related to the San Diego County portion of State Route (SR) 78. A separate document on the Imperial County portion of SR-78 has been developed. To provide continuity, some transportation aspects of the entire corridor are included in this document.

SR-78 is a principal east-west route which serves interregional, intraregional, commuter and recreational travelers as well as interregional goods movement. In San Diego County, SR-78 traverses the cities of Oceanside, Vista, San Marcos, Escondido and a portion of San Diego. SR-78 also serves the communities of Ramona, Julian and provides a northerly extension to Borrego Springs. The western freeway portion of the route between Oceanside and Escondido is a major commuter route. The remainder of the route in San Diego County serves outlying rural communities and recreational areas, including the Cleveland National Forest, Cuyamaca Rancho State Park and Anza-Borrego State Park.

SR-78 serves primarily interregional and recreational traffic in Imperial County. In addition, portions of SR-78 carry international and interregional commercial vehicle traffic. SR-78 traverses the cities of Westmorland and Brawley and passes through the small rural communities of Alamorio, Glamis and Palo Verde before crossing into Riverside County. It provides access to the Salton Sea Recreational Area and the Imperial Sand Dunes Recreation Area. SR-78 intersects a number of State routes, including I-5, I-15, SR-67, SR-79, SR-86, SR-111 and SR-115, prior to passing the District 11 boundary and terminating at I-10. The closest parallel State routes to SR-78 in San Diego County are SR-76, which varies between two and 15 miles to the north, and SR-56, which is 15 miles to the south. In Imperial County, the closest parallel State Route to SR-78 is I-8, which is approximately 36 miles to the south.

## **CORRIDOR NEEDS**

Portions of the SR-78 freeway between I-5 and I-15 currently experience traffic congestion and delay at peak periods. There has been significant growth in population, employment, and housing in the jurisdictions adjacent to the SR-78 corridor. An increased number of traffic generators along the corridor, such as schools, hospitals and both local and regional shopping and recreational activities have further contributed to traffic congestion in the SR-78 corridor. In addition, there is currently a very limited north/south and east/west arterial network that lacks sufficient connectivity with SR-78, particularly in the portion of SR-78 near I-15.

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There is a need to develop a comprehensive and strategically phased approach for the provision of transportation improvements in the SR-78 corridor between I-5 and I-15. In order to achieve this, a consultant team is currently working on the SR-78 Corridor Study in conjunction with Caltrans District 11 and the San Diego Association of Governments. This study will develop infrastructure and operating improvement alternatives based on planned and future projects, future traffic projections and year 2050 land use, population, and employment projections.

East of Escondido, SR-78 is a mostly two lane conventional highway with passing lanes in some locations. Rolling terrain, several curves, restricted site distance, and numerous ingress/egress access points characterize this section of the route.

### **CORRIDOR ANALYSIS**

As indicated, portions of SR-78 are freeway and portions are two or four lane conventional highway. Some specific issues and improvements need to be analyzed separately depending on the facility type and purpose of the route, however, from a corridor perspective, these issues and improvements work together to improve traffic flow throughout the entire corridor. Between I-5 and I-15, future level of service will be impacted as pronounced and sustained congestion is projected for the majority of the central and eastern portion of the SR-78 corridor and for a greater duration for the balance of the corridor. Because of constrained right of way, it is critical to address multiple transportation improvement alternatives to accommodate the anticipated future growth demands.

### **CORRIDOR TRAFFIC**

SR-78 will be experiencing an increase in traffic in the future. This increased traffic will lead to higher levels of congestion unless corridor improvements are developed. The following table shows existing and future traffic conditions for SR-78.

## Existing and Future Average Weekday Traffic

LOCATION	2009 AWDT <sup>1</sup>	2009 LOS <sup>2</sup>	2030 AWDT <sup>3</sup>
I-5 to Melrose Drive	134,300	D	150,200 <sup>4</sup>
Melrose to San Marcos Boulevard	137,500	D	142,800 <sup>4</sup>
San Marcos Boulevard to I-15	165,100	E	190,100 <sup>4</sup>
I-15 to Centre City	84,500	D	93,200
Centre City to Boadway/Lincoln	55,300	C	93,900
Broadway/Lincoln to Oak Hill Drive	24,200	C	31,700
Oak Hill Drive to Via Rancho Parkway	16,100	D	23,600
Via Rancho Parkway to Wild Animal Park	9,800	C	20,600
Wild Animal Park to Haverford Road	8,200	C	16,100
Haverford Road to SR-67	10,800	B	18,900
SR-67 to Magnolia Avenue	17,600	B	18,700
Magnolia Avenue to west junction SR-79	6,900	B	9,700
West junction SR-79 to Imperial County line	3,000	B	3,700

<sup>1</sup> 2009 Average Weekday Daily Traffic (AWDT's) derived from Caltrans District 11 Traffic Census Branch Average Annual Daily Traffic Volumes (AADT's). In some segments, volumes are averaged from smaller subsegments within the primary segment shown.

<sup>2</sup> 2009 Levels of Service are based on sketch level planning analysis and are not to be used for design purposes.

<sup>3</sup> 2030 AWDT's based on the SANDAG Regional Transportation Model. 2030 LOS not shown - future modeling runs will be needed to determine 2030 LOS for proposed general purpose/HOV lane improvements. In addition, the impacts of potential Transportation System Management (TSM) and Transportation Demand Management (TDM) improvements are difficult to quantify and reflect in 2030 LOS.

<sup>4</sup> The AWDTs include the proposed HOV lane traffic volumes.

## **FREEWAY CORRIDOR PERFORMANCE MEASURES**

The Freeway Performance Measurement Project (PeMS) is used to measure performance in the I-805 corridor. It is a joint effort by Caltrans, the University of California, Berkeley, and PATH, the Partnership for Advanced Technology on the Highways. The software that has been developed in conjunction with this project, the Performance Measurement System, PeMS, is a traffic data collection, processing and analysis tool to assist traffic engineers in assessing the performance of the freeway system. PeMS extracts information from real-time and historical data and presents this information in

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various forms to assist managers, traffic engineers, planners, freeway users, researchers, and traveler information service providers (value added resellers or VARs).

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 PeMS software architecture is modular and open. It uses commercial off-the-shelf products for communication and computation. 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 freeway portions of the SR-78 corridor between I-5 and I-15.

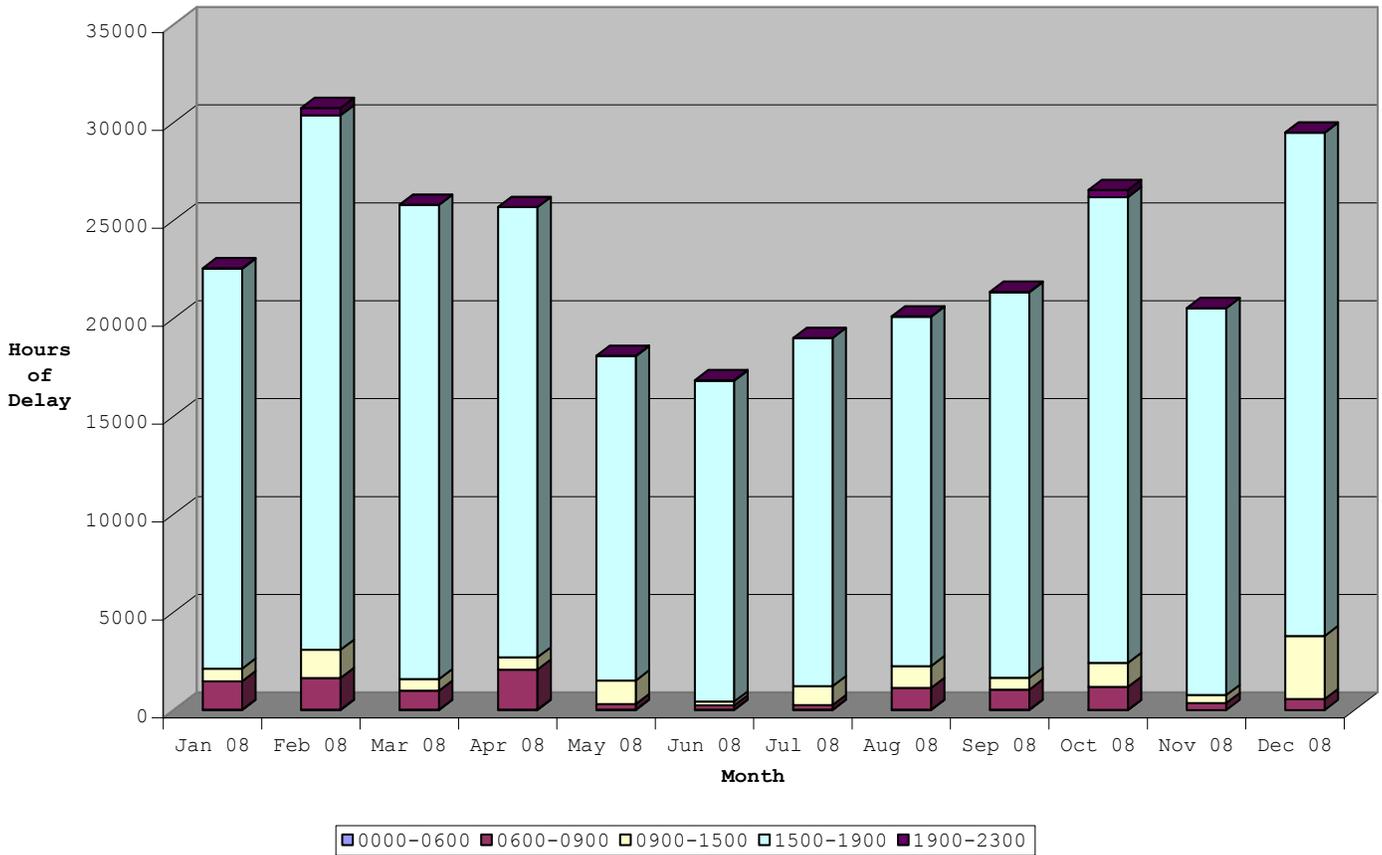
### **DELAY**

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 chart below depicts the vehicle hours of delay using the 35 mph threshold for SR-78 in the eastbound direction between I-5 and I-15. The selected time frame is from January 2008 to December 2008. As is evident by the chart, most of the delay occurs during the afternoon peak period from 3 PM-7 PM. (Due to technical problems with the PeMS interface, the four following Total Delay charts could not be updated to reflect more recent time frames.)

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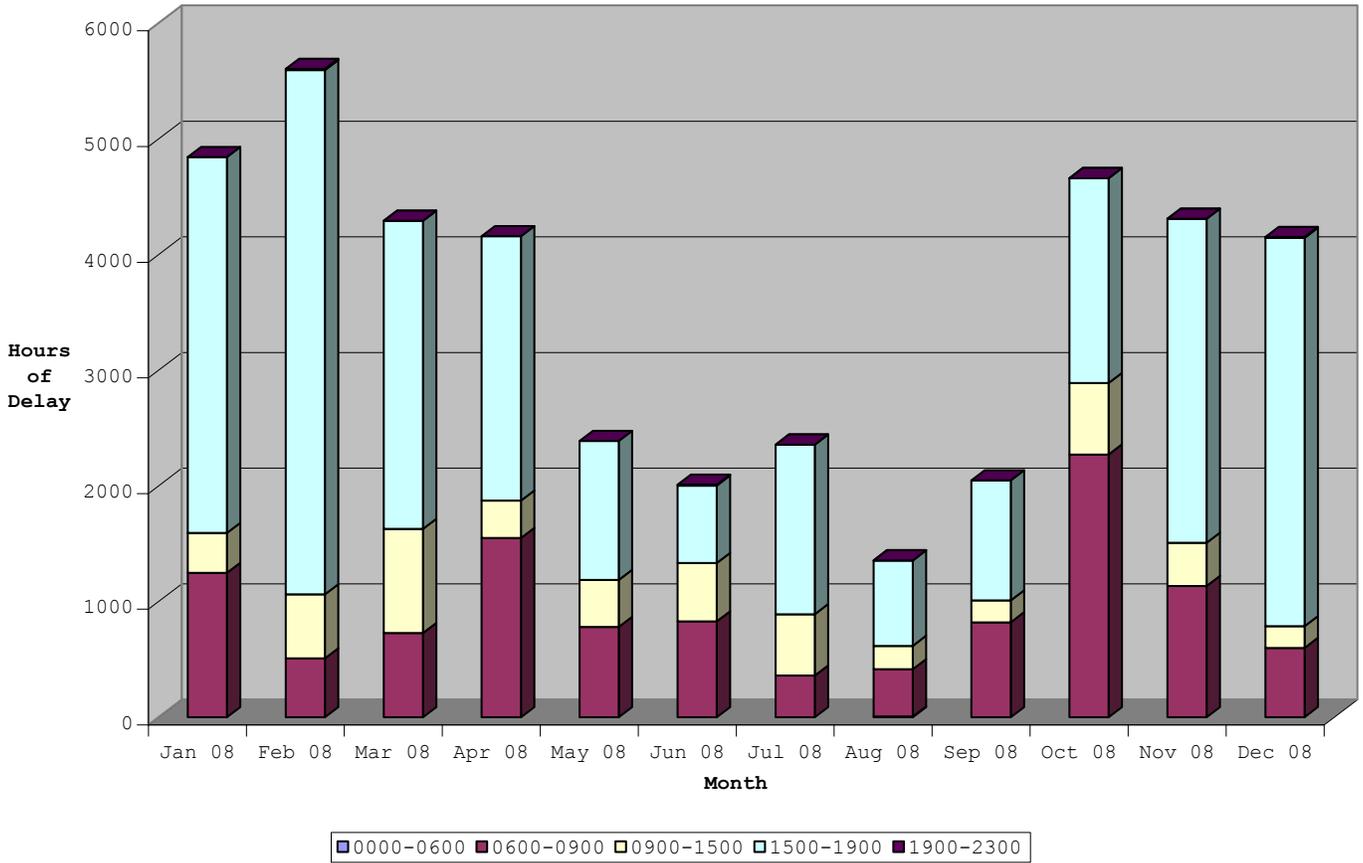
## SR-78 EB Delay <35 (I-5 to I-15)



The chart below shows vehicle hours of delay using the 35 mph threshold for the westbound direction.

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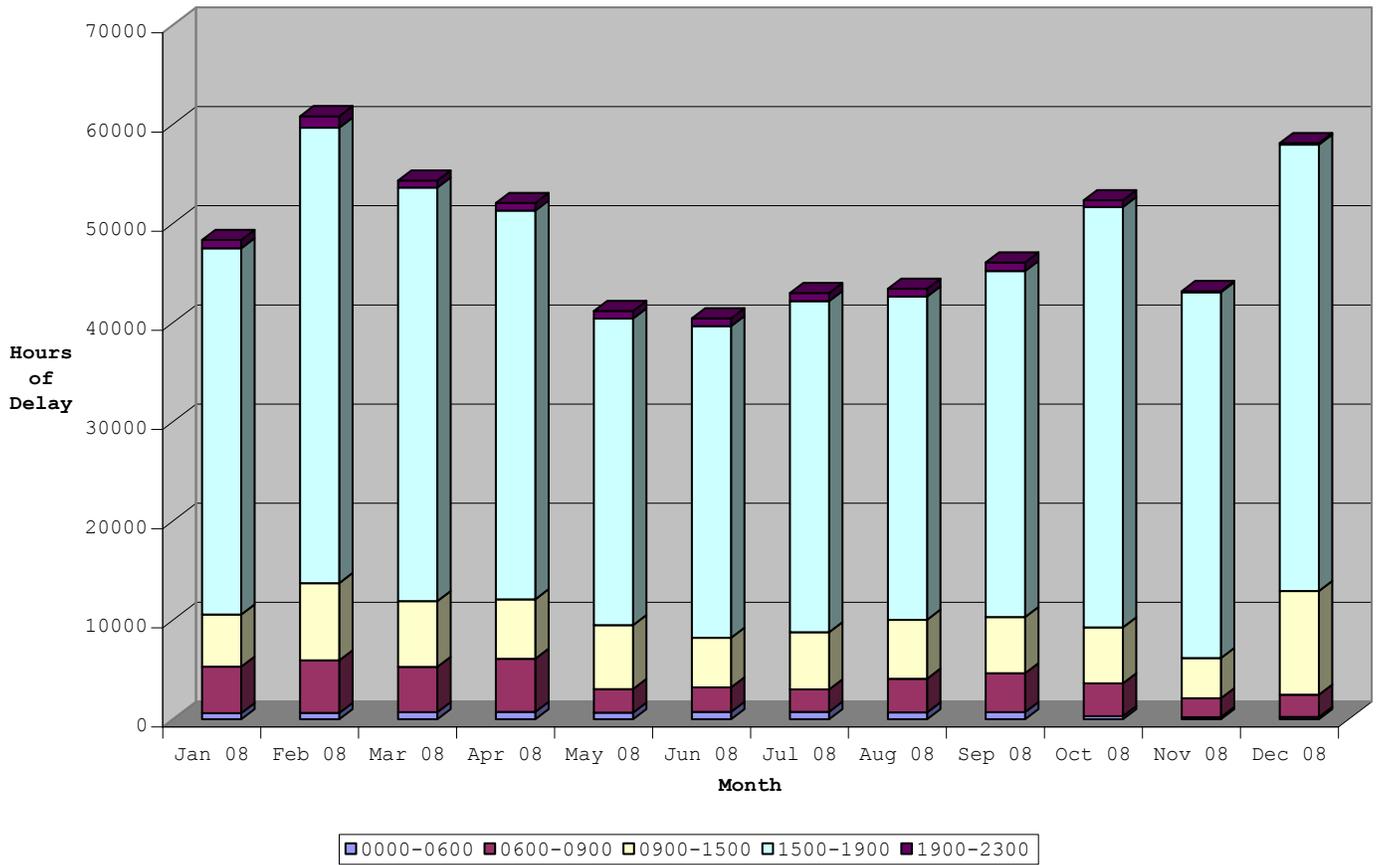
SR-78 WB Delay <35 (I-5 to I-15)



The two charts below depicts the vehicle hours of delay using the 60 mph threshold for SR-78 in the eastbound and westbound direction between I-5 and I-15. As expected, the vehicle hours of delay has increased because of the higher threshold speed.

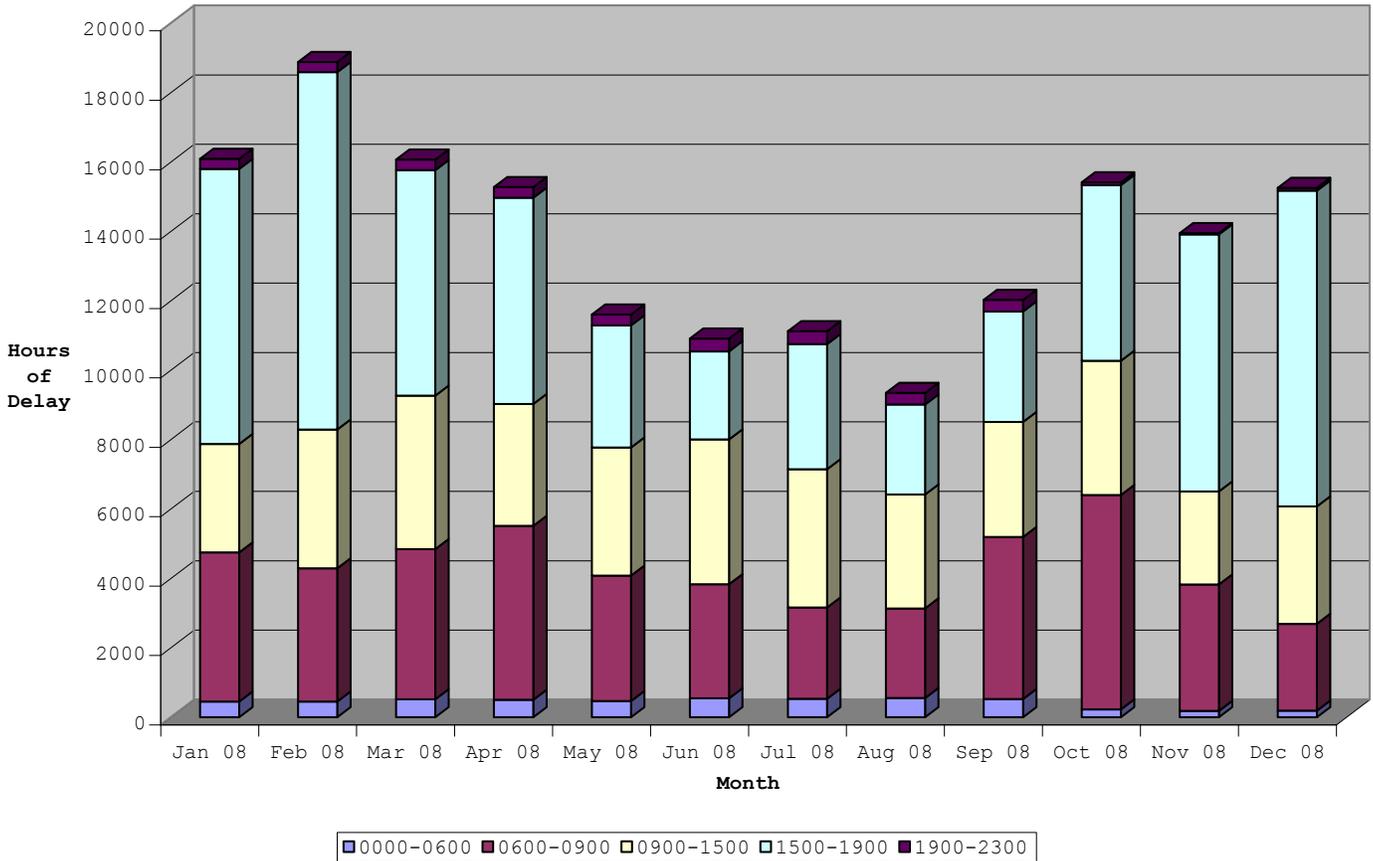
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## SR-78 EB Delay <60 (I-5 to I-15)



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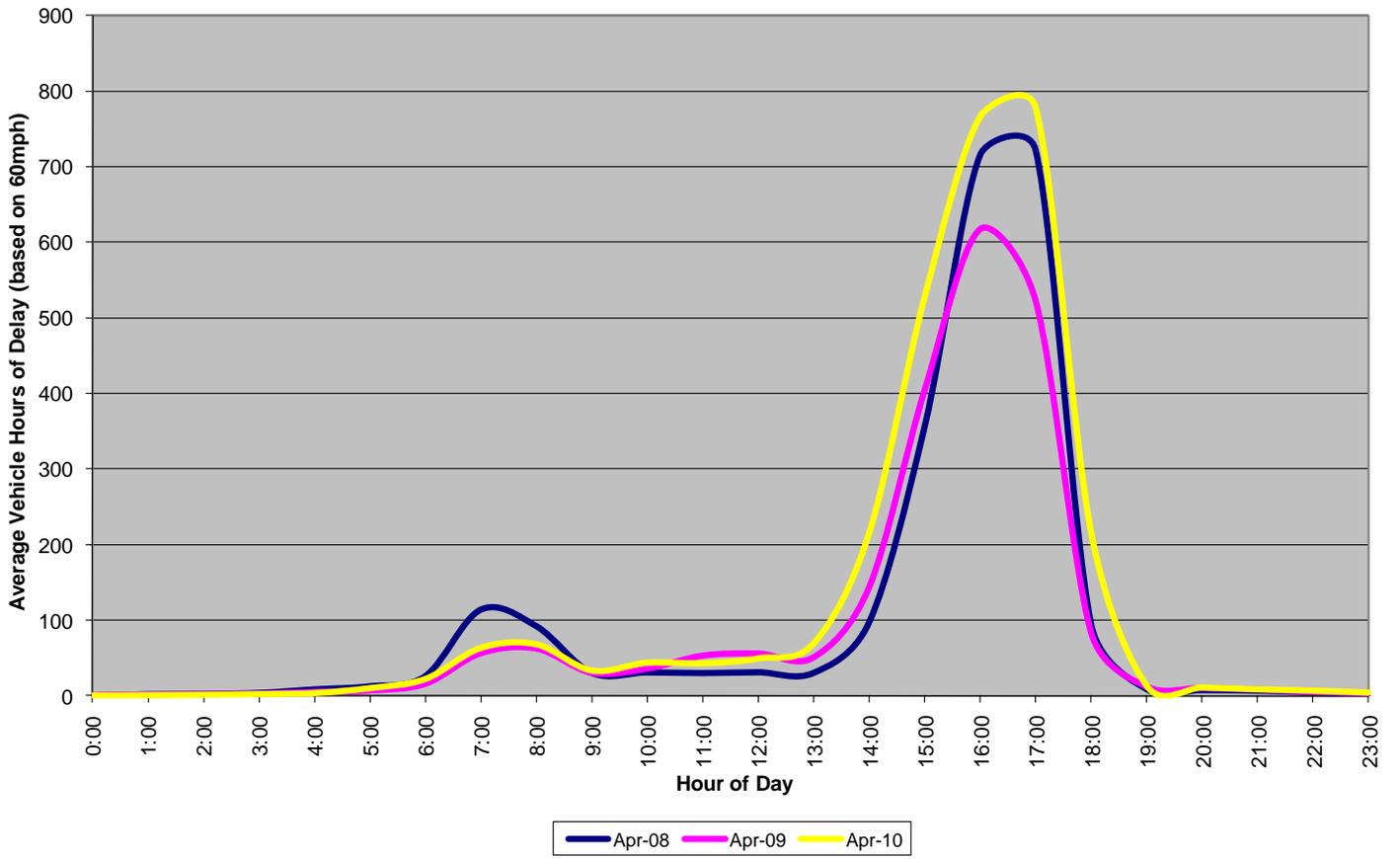
SR-78 WB Delay <60 (I-5 to I-15)



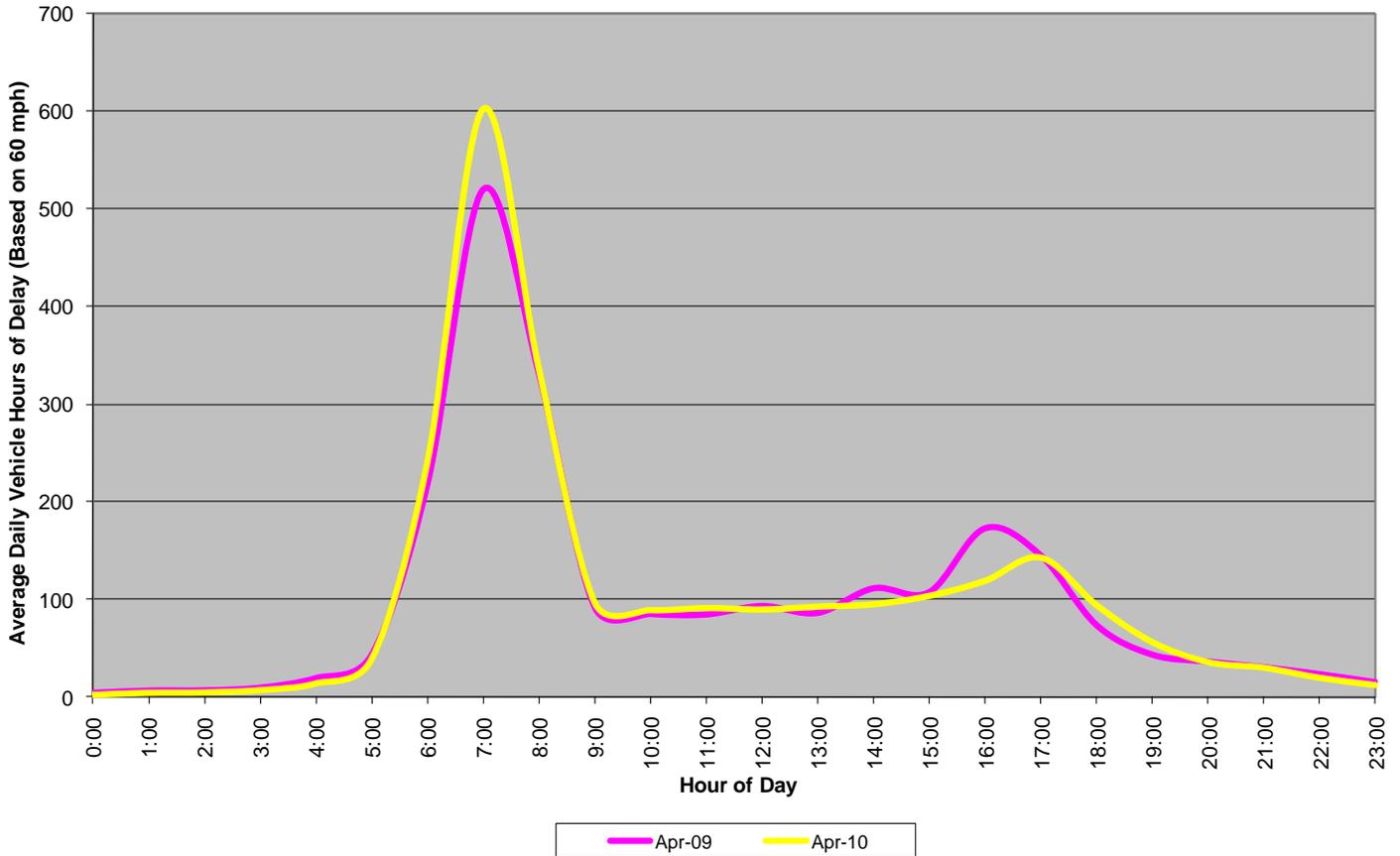
Another way to understand the characteristics of congestion and related delays is to show average weekday hourly delay. The following two charts shows historical average weekday hourly delay in the eastbound and westbound directions on SR-78 between I-5 and I-15 for the representative month of April. Data for calendar years 2008, 2009, and 2010 is included for the eastbound direction. Due to technical problems with the PeMS interface, only data from calendar years 2009 and 2010 is shown for the westbound direction.

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## SR-78 Average Eastbound Weekday Hourly Delay (I-5 to I-15)



SR-78 Average Westbound Weekday Hourly Delay (I-5 to I-15)



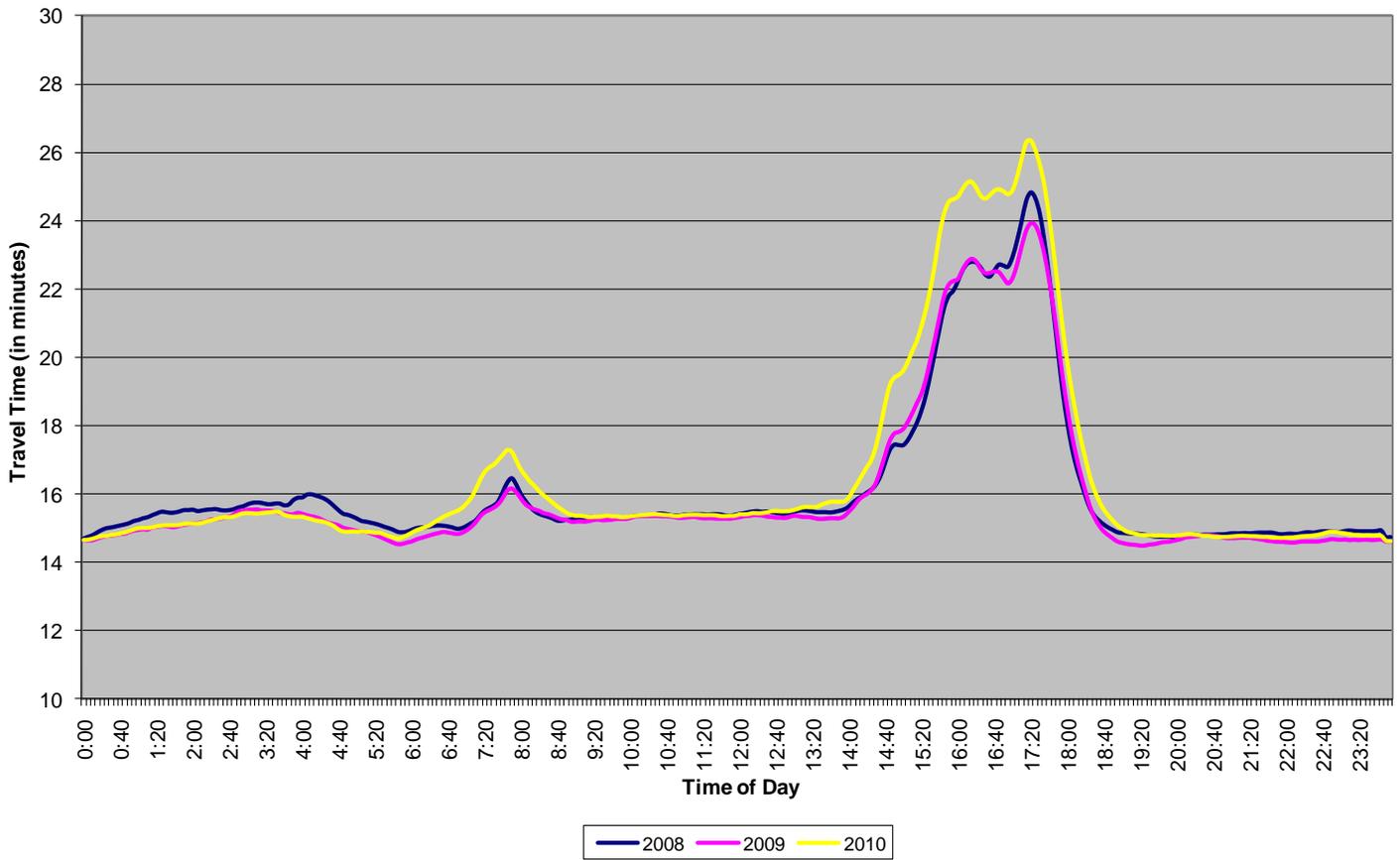
Shorter specific segments of SR-78 between I-5 and I-15 experience even longer delays than shown in the previous charts. For example, based on 2008, 2009, and 2010 PeMS analysis, SR-78 eastbound between Ranch Santa Fe Road and Barham Drive is the number one most congested portion of highway during the afternoon peak period in the San Diego region.

### **TRAVEL TIME**

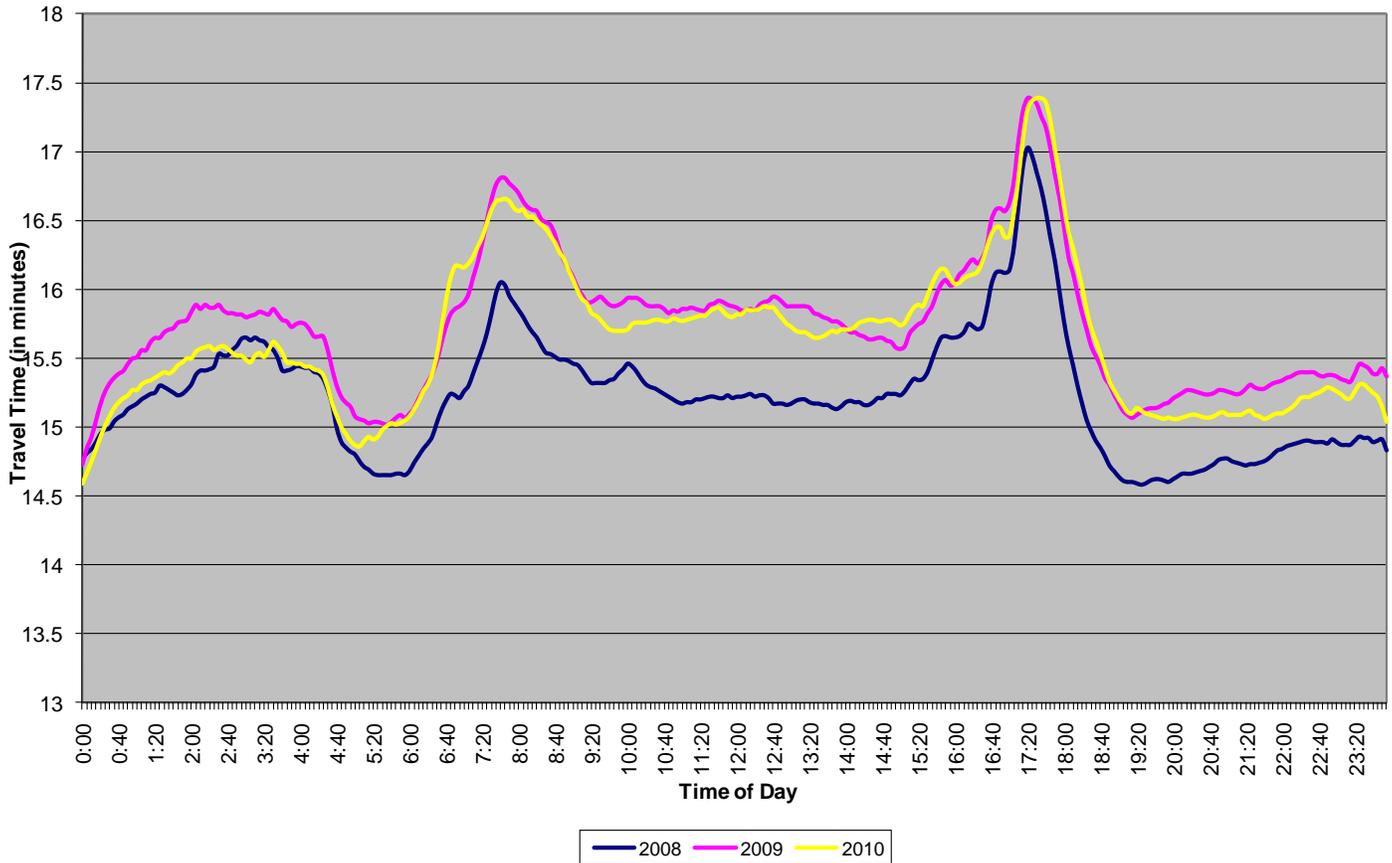
Travel time is another useful performance measure. PeMS defines travel time as the amount of time it takes for a vehicle to cross a freeway link. PeMS computes the travel time by first calculating the speed for a particular link and then dividing the speed into the length of the link. This assumes that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

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## SR-78 Eastbound Travel Times (I-5 to I-15)



SR-78 Westbound Travel Times (I-5 to I-15)

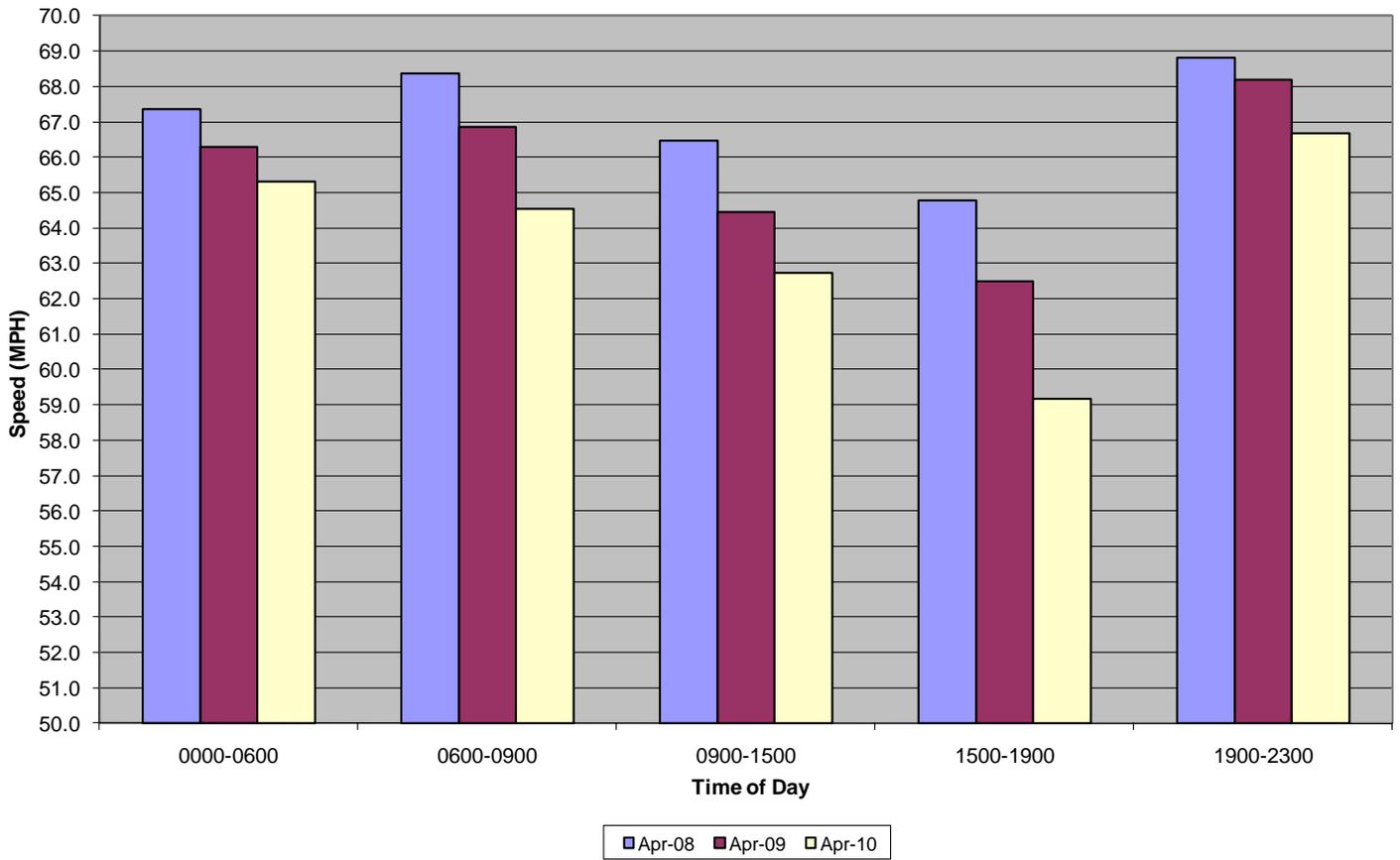


**SPEED**

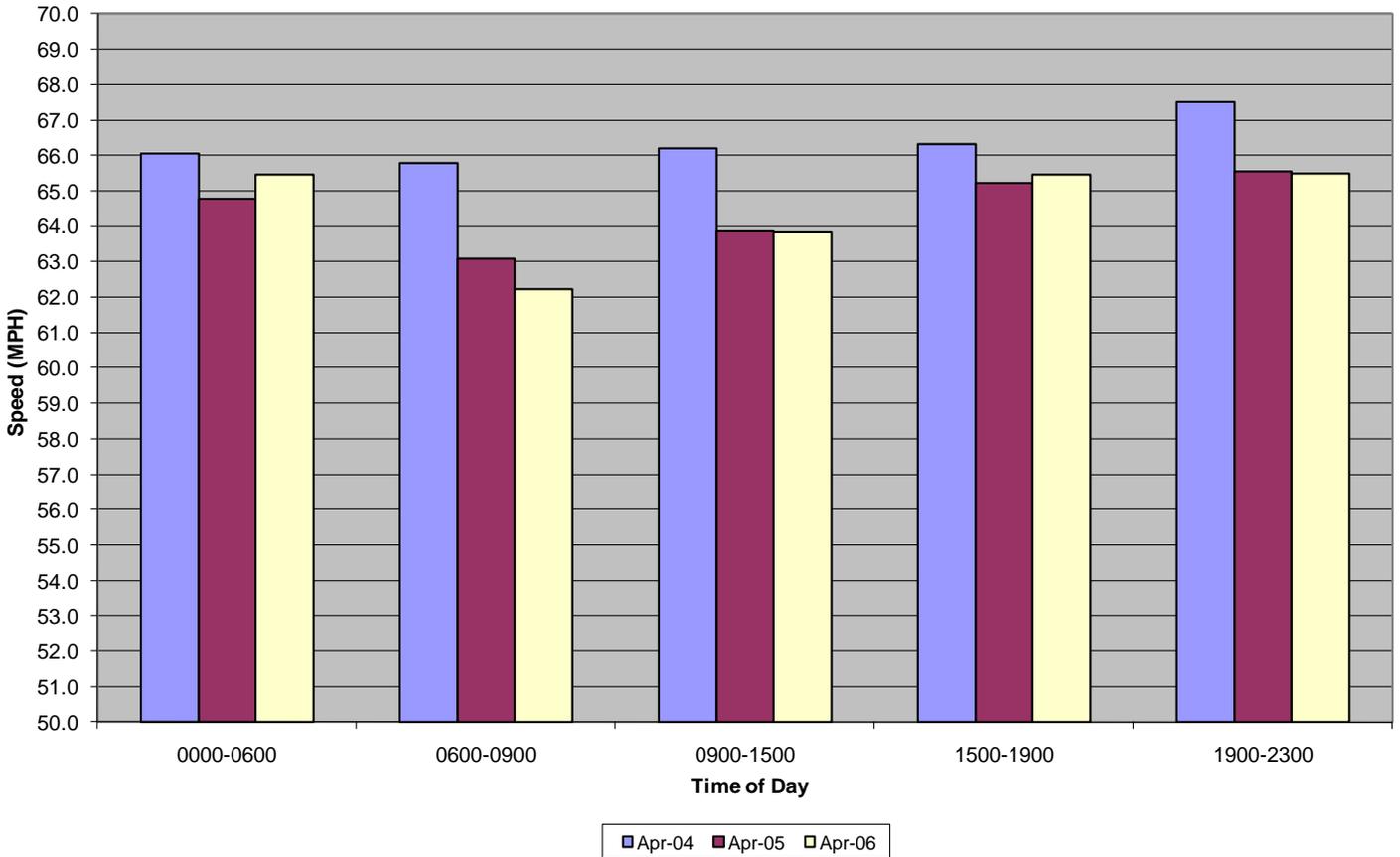
In PeMs, speed is either measured directly using radar detectors or by using flow and occupancy data. For the aggregate speed that spans all of the loops, the speed is the flow-weighted mean across the lanes. The following charts shows historical eastbound and westbound average speeds between I-5 and I-15 for the representative month of April for calendar years 2008, 2009, and 2010. In particular, the eastbound direction continues to experience average speed reductions every year since 2008.

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## SR-78 Eastbound Average Speeds (I-5 to I-15)



SR-78 Westbound Average Speeds (I-5 to I-15)



## PROJECT INITIATION DOCUMENT INFORMATION - CORRIDOR AND SYSTEM COORDINATION

SR-78 was added to the State Highway System in five sections:

1. Former Route 196 from Rte. 5 to Rte. 15 in 1933.
2. Former Route 197 from Rte. 15 to Rte. 67 in 1933.
3. Former Route 198 from Rte. 67 to Rte. 86 (Salton Sea) in 1933.
4. Former Route 146 from Rte. 86 (Brawley) to the Imperial/Riverside County Line in 1959.

SR-78 was added to the Freeway and Expressway System in 1959.

The functional classification for SR-78 from I-5 (P.M. SD 0.0) to Centre City Parkway (P.M. SD R17.3) is classified as Principal Arterial - Other Freeway or Expressway. Centre City Parkway (P.M. SD R17.3) to Via Rancho Parkway (P.M. SD R22.6); and 0.6 mile north of Ash Street (Urban/Rural Limit- P.M. SD 33.74) to 0.1 mile east of Magnolia Avenue (P.M. SD 37.3), are designated as Other Principal Arterial. The remaining portions of SR-78 in San Diego County are designated as Minor Arterial.

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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-78 is part of the Interregional Road System (IRRS) from the San Diego urban/rural limit (P.M. SD 22.8) to the San Diego/Imperial County line (PM SD 95.3).

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 new NHS includes the Interstate System routes. In Caltrans District 11, the NHS totals 789.0 km (490.3 miles). SR-78 in San Diego County is part of the NHS from I-5 (P.M. SD 0.0) to I-15 in Escondido (P.M. SD R16.5).

The portion of SR-78 from I-5 (P.M. SD 0.0) to I-15 (P.M. SD 16.5) is a designated route in the National Network for Surface Transportation Assistance Act (STAA), a route system federally designated for use by larger trucks. The portions of SR-78 designated as a State Highway Terminal Access Route are between SR-67 (P.M. SD 35.5) and Hatfield Creek (P.M. SD 40.4) in Ramona and between Borrego Springs Road (P.M. SD 85.6) and the Imperial County Line (P.M. SD 95.3). In accordance with the "Truck Kingpin-to-Rear Axle Length State Highway System Evaluation," December 1989, the portions of SR-78 from Bandy Canyon Road (P.M. SD 27.3) to Haverford Road (P.M. SD 33.8) west of Ramona has been identified as geometrically inadequate for use by truck tractor-semitrailer combinations having a greater than 38 foot kingpin-to-rear axle length. The portion of SR-78 from Hatfield Creek (P.M. SD 40.4) to Borrego Springs Road (P.M. SD 85.6) has been identified as geometrically inadequate for use by truck tractor-semitrailer combinations having a greater than 30 foot kingpin-to-rear axle length.

SR-78 from the west boundary of the Anza Borrego Desert State Park (P.M. SD 71.9) to the east boundary (P.M. SD 90.1) is an Officially Designated State Scenic Highway and is on the California State Scenic Highway System. The portions of SR-78 from the junction of SR-79 (P.M. SD 58.7) to the west boundary of the Anza Borrego Desert State Park (P.M. SD 71.9), and from east boundary of the Anza Borrego Desert State Park (P.M. SD 90.1) to the Imperial County Line (P.M. SD 95.3) are on the Master Plan of State Highways Eligible for Official Scenic Highway Designation.

SANDAG's 2007 RTP includes the following SR-78 corridor improvements under the Revenue Constrained, Reasonably Expected, and Unconstrained funding scenarios:

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LOCATION	DESCRIPTION	REVENUE CONSTRAINED	REASONABLY EXPECTED	UN-CONSTRAINED
I-5 to I-15	Add 2 HOV Lanes	No	Yes	Yes
I-5/SR-78	Freeway Connectors- West to South and South to East	Yes	Yes	Yes
I-5/SR-78	HOV Connectors - South to East, West to North, North to East, and West to South	No	No	Yes
I-15/SR-78	HOV Connectors - East to South and North to West	No	Yes	Yes

## RECOMMENDED CORRIDOR IMPROVEMENTS

There are many types of improvements planned for SR-78. Some of these are short-term improvements that have been developed in conjunction with the District 11 Traffic Operations division. Many of these projects address spot locations or short distances and can provide some quick congestion relief benefits. Improvements are from the District 11 Project Information Reporting System (PIRS), the March 2011 Status of Projects, the District 11 2007 and 2009 Ten-Year State Highway Operation and Protection Plan (SHOPP), the District 11 Planning Division, and the San Diego Association of Governments November 2007 Regional Transportation Plan (RTP).

The following table shows major transportation improvements in the SR-78 corridor.

POST MILE	LOCATION	DESCRIPTION
0.0	SR-78/I-5	Revise Interchange- provide freeway connectors and HOV connectors
0.0 -5.9	I-5 to Melrose Drive	Add 2 HOV lanes <sup>1</sup>
5.9 - 12.1	Melrose Dr to San Marcos Boulevard	Add 2 HOV lanes <sup>1</sup>
12.1 - R16.5	San Marcos Boulevard to I-15	Add 2 HOV lanes <sup>1</sup>
R16.5	SR-78/I-15	Provide HOV connectors
0.0 – R16.5	Oceanside to Escondido (North County Fair)	Light Rail Double tracking

<sup>1</sup> Additional transportation improvements will be developed and analyzed in the consultant-prepared SR-78 Corridor Study currently in process. The April 2011 Draft RTP description is to Add 2 Managed Lanes and Operational Improvements. This description is included in both the Draft Revenue Constrained Plan and the Unconstrained Network.

The following table shows SR-78 projects included in the March 2011 Caltrans District 11 Status of Projects and the Caltrans District 11 Project Information Reporting System (PIRS) The table does not include projects recently completed, in the Close-Out phase, or currently under construction.

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POST MILE	LOCATION	IMPROVEMENT DESCRIPTION	PHASE
1.3	El Camino Real OC	Upgrade Bridge Rail End Treatments Type 8	PSR
1.3 – 1.7	0.2 miles west to 0.2 miles east of El Camino Real Overcrossing	Widen Existing Bridge	PSR <sup>1</sup>
3.3 – 5.9	0.2 miles east of College Boulevard Undercrossing to 0.1 miles west of Melrose Drive Undercrossing	Install Outer Separation Barrier	PSE
12.1- 13.0	San Marcos Boulevard Undercrossing to Twin Oaks Valley Road Overcrossing	Construct new structure	PSE <sup>1</sup>
13.8 – 14.9	0.4 miles west to 0.7 miles east of Woodland Parkway Undercrossing	Improve the Existing Barnham Drive/Woodland Parkway Interchange	PSE <sup>1</sup>
14.3 -15.5	Barham Dr/Woodland Parkway to Nordahl Road	Construct Eastbound Auxiliary Lanes	PA&ED
20.6 – 35.5	Bear Valley Parkway to Route 67	Install Centerline Rumble Strips and Reconstruct MBGR/Upgrade end treatments	PSE

<sup>1</sup> Locally funded

PSR = Project Study Report

PSE = Plans, Specifications and Estimates

PA&ED = Project Approval and Environmental Document

The following table shows 2007 and 2009 Ten-Year SHOPP Needs Plan Projects for the San Diego County portion of SR-78.

POST MILE	LOCATION	DESCRIPTION	FISCAL YEAR
0.0-3.2	Junction Rte. 78/5 to College Blvd	Rehabilitate roadway.	2014/15
0.7 - 15.5	Jefferson Street to Nordahl Road	Construct Curb Ramps	2015/16
7.5	SR 78 and Mar Vista Drive	Replace Bridge	2011/12
12.9 – 14.3	Twin Oaks Valley Road to Barham Dr/Woodland Parkway	Construct Eastbound and Westbound auxiliary lanes	2013/14
19.2	SR-78 and Oakhill Drive	Construct signal	2018/19
35.5 – 36.2	10 <sup>th</sup> Street to 4 <sup>th</sup> Street	Roadway Rehabilitation	2014/15

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The following table shows additional projects on SR-78 from I-5 to I-15.

POST MILE	LOCATION	DESCRIPTION	SOURCE
1.3 – 2.2	El Camino Real to Rancho Del Oro	Construct Eastbound and Westbound Auxiliary Lanes	Caltrans D-11 Traffic Operations Economic Stimulus Project
4.5 – 5.0	Emerald Drive	Construct Westbound Auxiliary Lane before exit ramp to Emerald	Draft 2011 10 Year SHOPP Needs Plan
8.5 – 9.0	Sycamore Avenue	Construct Eastbound Auxiliary Lane before exit ramp to Sycamore and add 3 <sup>rd</sup> SOV on Westbound Sycamore onramp	Caltrans D-11 Development Review Branch- Developer Sponsored Projects List
11.2 – 12.1	Las Posas Road to San Marcos Blvd	Construct Eastbound and Westbound auxiliary lanes	Caltrans D-11 Development Review Branch- Developer Sponsored Projects List
11.2	Las Posas Road	Widen Westbound offramp to Las Posas to add dedicated right turn lane	Caltrans D-11 Development Review Branch- Developer Sponsored Projects List
11.2	Las Posas Road	Widen Eastbound offramp to Las Posas to add additional right turn lane	Caltrans D-11 Development Review Branch- Developer Sponsored Projects List
11.2	Las Posas Road	Provide dedicated right turn lane on Southbound Las Posas approaching Westbound SR-78 onramp	Caltrans D-11 Development Review Branch- Developer Sponsored Projects List
11.2	Las Posas Road	Provide additional left turn lane on Nothbound Las Posas approaching Westbound SR-78 onramp	Caltrans D-11 Development Review Branch- Developer Sponsored Projects List
12.1	San Marcos Blvd	Widen Eastbound offramp to San Marcos Blvd to provide additional right turn lane	Caltrans D-11 Development Review Branch- Developer Sponsored Projects List
31.8	Horizon View Drive	Construct Southbound left turn lane	Caltrans D-11 Development Review Branch- Developer Sponsored Projects List

### **Transit Improvements**

Current urban transit service utilizing SR-78 consists primarily of North County Transit Route 302 Oceanside to Vista Way, 305 Escondido to Mission Boulevard, 347 Escondido to Cal State San Marcos, and 351/352 Escondido Circulator. In the rural portions of SR-78, North County Transit Route 386 provides service between Escondido and Ramona

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via SR-78. Proposed improvements to the Route 302 include increasing service frequencies during the AM and PM peak periods from 30 minutes to 15 minutes.

Parallel to SR-78, between I-5 and I-15 lies the completion of the light rail line called the Sprinter. Future Sprinter improvements include double-tracking, some grade separations, and a potential North County Fair extension.

Additional 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 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).

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

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through project delivery, maintenance, and operations. Transit options 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).

Bicycles are allowed on the Sprinter and on NCTD buses. The Inland Rail Trail is a planned Class I facility that will accommodate bicycles and pedestrians along the Sprinter right of way from Oceanside to Escondido. Some of this facility is in place, while the planned segments are highly prioritized in SANDAG's Regional Transportation Plan.

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**

Supplementary modal option improvements such as park and ride, transportation demand management, and transportation system management should also be developed for the San Diego County portion of the SR-78 corridor. Additional corridor mobility management strategies and Intelligent Transportation Systems (ITS) that can reduce daily vehicle hours of recurrent delay on SR-78 include continuing implementation of the Transportation Management System (TMS) and Traffic Operations Strategies (TOPS). TMS is the "wiring" needed to provide real-time corridor detection and performance information, and TOPS includes a variety of near-term corridor improvements such as the provision of intelligent infrastructure and auxiliary lanes.

<b>PARK AND RIDE LOTS ALONG SR-78</b>			
<b>County/Route</b>	<b>Postmile</b>	<b>Lot #</b>	<b>Location</b>
SD/78	3.3	39	SR-78@College Blvd south, 2700 Haymar Drive
SD/78	3.3	45	SR-78@College Blvd north, 3710 Vista Way
SD/78	6.9	21	Sunset Drive, 501 Seaview Place
SD/78	14.2	69	Barham Road, 855 E. Barham Road
SD/78	17.7	11	North Broadway, 871 North Broadway

### **DEVELOPMENT REVIEW**

Caltrans District 11 Development Review staff in the Planning Division review federal, state, and local planned or proposed development activities that have the potential to impact state transportation facilities or other resources under Caltrans' jurisdiction, and 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

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determining the type and level of 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. There are currently only a few potential major development projects within or adjacent to the proposed SR-78 corridor in San Diego County that will each generate more than 1,000 ADT. There are an additional number of smaller development projects (<1000 ADT) that may have additional cumulative impacts on traffic in the corridor. Due to uncertainties associated with future demographic, socioeconomic, and political climates, the scale of development may be subject to change. Changes in land use prompting rapid commercial and industrial 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 by developers and reviewed carefully by Caltrans staff. Land development and local capital improvement projects should also be coordinated with Caltrans projects.

The following table shows projects currently within the development review process. Some of these projects may already be completed or nearing completion:

<b>Post Mile</b>	<b>Project Name</b>	<b>Project Description</b>	<b>ADT</b>
11.18	Palomar Station Specific Plan	Residential	6,700
12.91	University District Specific Plan	Residential, Mixed Use, Office Park	60,000
14.24	University Office and Medical Park	Office	2,200