



INTERSTATE-805 TRANSPORTATION CONCEPT SUMMARY

This Transportation Concept Summary (TCS) for Interstate 805 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
Planning Leads To Superior Solutions

Caltrans
DISTRICT 11

I-805 Transportation Concept Summary

August 2012

CORRIDOR PURPOSE

Interstate 805 (I-805) is a major north/south freeway whose primary purposes are to provide north-south movement of traffic through the San Diego urbanized area and to provide an alternative route for I-5 traffic to bypass the congested Central Business District (CBD). I-805 serves the Cities of Chula Vista and National City, and numerous neighborhoods in the City of San Diego, including San Ysidro, Mid-City, North Park, Mission Valley, Serra Mesa, and Clairemont. I-805 is a major commuter route, providing direct access to major employment centers in Otay Mesa, Kearny Mesa, University City, and Sorrento Valley. Along with I-5, I-805 is a major corridor for the movement of people and goods from Baja California and the U.S./Mexico border region to northern destinations. The route interconnects with major District 11 freeways including State Route 905 (SR-905), SR-54, SR-94, I-15, I-8, SR-163, and SR-52.

CORRIDOR NEEDS

Most of the I-805 corridor currently operates at unacceptable levels of service during the morning and afternoon peak periods, and this congestion is expected to increase in the future if no improvements are made. Travel times between Chula Vista and Sorrento Valley via I-805 currently average 47 minutes for solo drivers during the peak periods. This is expected to increase to an average of 69 minutes in the year 2030 if no improvements are made to I-805. In addition, binational trade between the U.S. and Mexico has increased steadily since the passage of the North American Free Trade Act in 1994, and this continued increase in trade will cause an increase in the number of trucks traveling the I-805 corridor.

There are currently very limited travel choices in the I-805 corridor. There are no High Occupancy Vehicle (HOV) lanes, and there is limited or non-existent regional transit service on I-805 to major job centers. Existing transit routes on local streets operate at or near capacity. These local transit trips are very slow and usually require multiple transfers.

Projected population and employment growth in the San Diego region will result in additional travel demand on the I-805 corridor. By the year 2030, population growth and employment growth in the areas surrounding the I-805 corridor is expected to reach 39% and 28%, respectively. In particular, growth in the South Bay subregion is expected to be higher than the San Diego regional average. Even since the completion of the SR-125 toll road between SR-905 and SR-54, traffic forecasts indicate that travel demand on the I-805 corridor will increase up to 50% on the I-805 corridor south of SR-54. Without improvements, some portions of I-805 are projected to operate at deficient Levels of Service (LOS) F in 2030.

CORRIDOR ANALYSIS

Improvements are needed in the I-805 corridor to improve the mobility of people and freight and to improve accessibility to major employment and other regional activity centers. Ongoing analysis of potential I-805 corridor improvements is the primary purpose of the I-805/I-5 Corridor Study (June 2005) currently conducted in partnership with the San Diego Association of Governments (SANDAG), the Cities of Chula Vista, National City, San Diego and Imperial Beach, the County of San Diego, and local business and community groups and transportation agencies. A Technical Working Group was formed in spring 2003. Initially, eight improvement alternatives were considered in SANDAG'S 2003 MOBILITY 2030 Plus Regional Transportation Plan (RTP). Four of these alternatives were further evaluated and analyzed, and Alternative 9 was selected. In January 2007, Caltrans completed a Project Study Report/Project Development Support (PSR/PDS) that complements the I-805/I-5 Corridor Study and specifically addresses Alternative 9 freeway improvements. The development of the Environmental Documents for Alternative 9 on the portions of the I-805 corridor from SR-905 to SR-94 and from SR-52 to I-5 is included as a Tier 2 project in SANDAG's TransNet Early Action Project list.

The recommended corridor improvements presented in this document are consistent with the proposed improvements recommended in the aforementioned corridor studies and reports. The project does not interfere with the timely implementation of Transportation Control Measures (TCMs) of the State Implementation Plan (SIP).

The Interstate 805 Express Lanes Project will create a 28-mile Express Lanes facility in the median of I-805 between SR 905 and I-5. I-805 is one of the main backbones of mobility in the urban core of the San Diego region. It is a key north-south corridor that traverses the most heavily populated portion of the region. Elements of the I-805 Express Lanes project include:

- Four Express Lanes in the median area
- Direct access ramps for buses and other high-occupancy vehicles
- Freeway-to-freeway direct connectors
- Retaining walls to minimize physical impacts to adjacent communities
- Sound walls to reduce noise impacts

The I-805 Express Lanes North Project extends from just south of SR 52 to just north of the Mira Mesa Boulevard Undercrossing. The project covers a distance of approximately 4.4 miles. The I-805 Project Report (PR) was approved in January 2011.

The I-805 North Project proposes:

- Widening the freeway to accommodate four Express Lanes from SR 52 to La Jolla Village Drive and two High Occupancy Vehicle (HOV) lanes from La Jolla Village Drive to just north of Mira Mesa Boulevard.

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- Constructing Direct Access Ramps (DAR) at Nobel Drive and Carroll Canyon Road to permit cars and buses to easily get into the express lanes by avoiding the general purpose lanes.
- Building a Park & Ride lot at the southwest quadrant of the Nobel Drive intersection to permit carpooling and bus transfers from the proposed Bus Rapid Transit facility.
- Reconfiguring the Governor Drive southbound on-ramp to avoid the conflict with vehicles getting onto SR 52. A loop to the north side of Governor Drive will be built to allow more distance to safely merge across lanes.

The I-805 North project will be built in multiple stages, and some of the project descriptions in the previous bullets are subject to change as the project scoping is refined.

The I-805 Middle Project extends from SR-15 to SR-52 and will include the addition of four Express Lanes, and HOV Direct Connectors at SR-15 and SR-52. This project is currently not funded.

The I-805 South Project extends from SR-905 to I-15. Phase 1 of this project commenced in June 2012 and includes building one HOV lane in each direction along an eight-mile segment stretching from East Palomar Street in Chula Vista to SR 94 in San Diego. Carpools, vanpools, motorcycles and permitted clean air vehicles will be able to utilize the HOV lanes, which are scheduled to open in fall 2013. Phase 1 also includes the construction of a Direct Access Ramp (DAR) and a Transit Station and Park & Ride at East Palomar Street in Chula Vista. Additionally, sound walls will be constructed along the route to help reduce freeway noise and enhance the quality of life for neighboring communities. Phase 1 is scheduled to be completed in 2014.

The second phase of the I-805 South Project will further increase transportation choices by expanding the HOV lanes into Express Lanes for a total of four lanes, two in each direction. The Express Lanes will serve the planned South Bay Bus Rapid Transit project, carpools, vanpools, buses, motorcycles, permitted clean air vehicles and solo drivers using FasTrak®. Phase 2 also includes the addition of in-line transit stations built in the freeway center median and freeway-to-freeway direct connectors. Work on the second phase of the project is scheduled to begin in 2015 and be completed in 2020.

Corridor Mobility Improvement Account Program (CMIA)

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, includes a program of funding from \$4.5 billion to be deposited in the Corridor Mobility Improvement Account (CMIA). The funds in the CMIA are to be available to the California Transportation Commission (CTC), upon appropriation in the annual Budget Act by the Legislature, for allocation for performance improvements on the state highway system or major access routes to the state highway system.

To include a project in the CMIA program, the CTC must find that it improves mobility in a high-congestion corridor by improving travel times or reducing the number of daily

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vehicle hours of delay, improves the connectivity of the state highway system between rural, suburban, and urban areas, or improves the operation or safety of a highway or road segment. The project must also improve access to jobs, housing, markets, and commerce. The project can commence construction no later than December 31, 2012. In selecting projects for funding under the CMIA program, the CTC intends also to balance improvements to mobility in highly congested urban corridors and improvements to mobility and connectivity in interregional state highway corridors.

Caltrans and SANDAG nominated two projects in the southern portions of I-805 for CMIA funding. Neither project was included in the adopted CMIA Program of Projects. The first project is the construction of two southbound auxiliary lanes on I-805 from SR-54 to E Street. The second project is the construction of two High Occupancy Vehicle (HOV) lanes from Palomar Street to SR-94. However, State Highway Operation and Protection Plan (SHOPP) augmentation funds were committed for the construction of the two southbound auxiliary lanes, and this project has been completed.

A small portion of I-805 at the northern end of the route from I-5 to Carroll Canyon Road is included as part of the I-5 North Coast Corridor and did receive CMIA funding.

The CTC expects Caltrans and regional agencies to preserve the mobility gains of urban corridor capacity improvements over time and to describe how they intend to do so in project nominations. For urban corridor capacity improvements, the CTC intends to give priority to projects where there is a Corridor System Management Plan (CSMP) in place to preserve corridor mobility or where there is a documented regional and local commitment to the development and effective implementation of a CSMP.

Corridor System Management Plan (CSMP)

The purpose of a corridor system management plan (CSMP) is to provide one unified concept for managing, operating, improving, and preserving a corridor across all modes and jurisdictions for highest productivity, mobility, reliability, accessibility, safety and preservation outcomes. The CSMP also provides the basis for prioritizing improvements and resources. The larger purpose of a corridor management plan is to focus all transportation efforts of all jurisdictions on effective and efficient usage of all facilities in the corridor. The plan is a tool for effective management and a guide for implementation of system management and performance measurement. This plan integrates operational analysis with more traditional system planning based on a foundation of comprehensive performance assessment and evaluation.

CSMPs utilize a multi-disciplinary and multi-function approach. Information in the CSMP synthesizes information from many functional areas within the District including Planning, Traffic Operations, Maintenance and Program Management. In addition, jurisdictional agency coordination includes working closely with the San Diego Association of Governments (SANDAG) and appropriate jurisdictions along the CSMP corridor.

The development of a CSMP is based on Strategic Growth Planning and System Management (SM). This type of planning is performance-based and outcome-driven. The

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key premise of strategic growth planning is that investments in mobility throughout the system yield significant improvements in congestion relief.

System Management is the wave of the future and is being touted at the federal, state, regional and local levels. SM addresses both transportation demand and supply to get the best system performance possible. Ideally, Caltrans and its regional partners would develop a regional system management plan that addresses all components of the SM pyramid for an entire region comprehensively. However, because SM is new to Caltrans and its regional and local partners, it is prudent to practice SM at the corridor level first.

CSMP Milestones

The following eight milestones have been identified by the CTC and Caltrans for monitoring the timely development of CSMPs:

- 1) **CSMP Corridor Definition** - corridor limits defined, data availability assessed, detection coverage needs identified.
- 2) **Corridor Team Assembled** - major stakeholders assembled and MOU or Charter signed.
- 3) **Preliminary Performance Assessment** - corridor performance assessment based on existing detection and other sources. Also includes current control strategies documented such as ramp metering, incident management, and others as appropriate.
- 4) **Detection in Place** - all existing detection is working and additional needed detection is in place.
- 5) **Comprehensive Performance Assessment** - data has been collected, extensive study has occurred to identify the current performance along the corridor, including freeway, arterials and transit performance.
- 6) **Causality Identified** - bottlenecks have been identified, causes of congestion and sub-optimal performance in the corridor are also identified.
- 7) **Develop MicroSim Model and Test Scenarios** - the corridor simulation base model has been coded and calibrated; all programmed, planned and alternative solutions including capital projects and operational strategies and actions have been tested, selected and phased to return the maximum corridor performance.
- 8) **Plan Completed and Accepted** - the CSMP has been developed and accepted by the stakeholder group. All projects have been selected, evaluated and phased. Operational strategies to achieve the desired performance along the corridor have been selected and modeled.

All of these milestones were completed.

I-805 Comprehensive Performance Assessment

Milestone 5, The I-805 Comprehensive Performance Assessment and Causality Report was completed in August 2009. This report presented performance measurement findings, identified bottlenecks that lead to less than optimal performance, and diagnosed the causes for these bottlenecks in detail.

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Specifically, Northbound Bottlenecks identified in the Comprehensive Performance Assessment include:

- 43rd Street On
- El Cajon Blvd On
- Governor Drive Off
- La Jolla Village Drive/Miramar Road On (active during the PM peak period only)

The first three bottlenecks are active in the AM peak period only, while the La Jolla Village Drive bottleneck is active only in the PM peak period. The most significant of these northbound bottlenecks is at Governor Drive, accounting for about 44 percent of all delay on the corridor in 2007.

Secondary northbound bottlenecks exist at Bonita Road/E Street and at SR94/Market Street. The Bonita Road/E Street bottleneck produces little delay compared to the other bottlenecks, while the SR-94/Market Street bottleneck is frequently overwhelmed by the El Cajon bottleneck.

Southbound Bottlenecks include:

- Governor Drive/SR-52
- Mesa College Drive/Kearny Villa Road On
- Palm Ave/47th Street Off
- Bonita Road/E Street Off

All four of these bottlenecks are active during the PM peak period only. Only the Mesa College Drive/Kearny Villa Road on-ramp is not a significant bottleneck in terms of delay in 2007, comprising only around 12 percent of southbound PM period congestion. The remaining three bottlenecks each comprise around 30 percent of total southbound PM period delay in 2007.

The following pages show videos of both the northbound and southbound bottlenecks on I-805. Click once on the video to activate. You must have Adobe Reader version 9 or higher, or Adobe Acrobat version 9 or higher to view videos.

This video shows traffic emerging from the northbound bottleneck at the 43rd Street location. The video was filmed between 6:00 and 9:00 AM on October 23, 2008 during a field visit. The camera was located on the Logan Street overpass facing south while filming the northbound traffic during the peak AM commute period. This video shows the effects of traffic merging on the I-805 from the 43rd Street and 47th Street on ramps.



This video shows the formation of the northbound bottleneck at the El Cajon Boulevard location. The video was filmed on October 24, 2008 starting around 8 AM. The camera was located on the Adams Street overpass facing the southbound direction of the I-805 to film the oncoming northbound traffic.



This video shows the northbound bottleneck formation at the Governor Drive/SR-52 location. The video was filmed during a field visit on October 23, 2008 around 7:00 AM. The video camera was located on a hillside embankment along the I-805 southbound direction. The camera was positioned facing in the I-805 southbound direction while filming northbound traffic across the freeway.



This video shows a southbound bottleneck formation at the Governor Drive/SR-52 location. This video was taken on October 23, 2008 starting at approximately 2:30 PM. The camera was located on the hillside embankment along the I-805 southbound direction, positioned facing the southbound direction of the I-805.



This video shows the southbound bottleneck formation located at Mesa College drive and Kearny Villa Road On Ramp. The video was filmed during a field visit on December 9, 2008 around 4:30 PM. The video camera was located on the northbound side of the I-805 and was facing south while filming the southbound traffic.



This video shows the formation of the southbound bottleneck located near the 43rd Street/47th Street /Palm Street Off Ramp location. The video was filmed on December 8 2009 around 5 PM. The camera was located on the Logan Avenue overpass facing south filming the I-805 southbound traffic.



This video shows the formation of the southbound bottleneck located at the Bonita/E Street and SR-54. The video was filmed on October 24 2009 around 4:00 PM during a field visit. The camera was located along the I-805 southbound embankment facing south.



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I-805 Final CSMP

The Final I-805 CSMP was completed in July 2010. This document was developed on behalf of the San Diego Association of Governments (SANDAG) and the California Department of Transportation (Caltrans) by System Metrics Group, Inc. (SMG). This report contains the results of a two-year study that included several key steps, including:

- Stakeholder Involvement (Section 1)
- Corridor Performance Assessment (Sections 2 and 3)
- Bottleneck Identification and Causality Analysis (Sections 4 and 5)
- Scenario Development and Analysis (Section 6)]
- Conclusions and Recommendations (Section 7)

The short-term scenarios for improvements build on each other and include:

Scenario 1	Fully funded committed operational projects 2006-2014
Scenario 2	Scenario 1 + Transit Lane & commercial vehicle guidance demonstration
Scenario 3	Scenario 1 + I-805 South HOV & BRT
Scenario 3a	Scenario 3 + I-805 North HOV & BRT

The I-805 CSMP concluded that the combination of all four short-term scenarios is expected to reduce congestion by more than 50 percent. This reduction reflects improved mobility on the mainline, ramps, and arterials combined.

The medium-term scenarios build from a year 2020 Base network and include:

Scenario 4	2020 Base + Northern and Southern Managed Lanes + Improved Incident Management
Scenario 5	Scenario 4 + Advanced Ramp Metering
Scenario 6	Scenario 5 + Northbound Auxiliary Lane, El Cajon Boulevard to Northbound onramp from 32 nd Street/Adams Avenue

The I-805 CSMP concluded that these medium-term scenarios will maximize productivity in the I-805 corridor and further reduce congestion.

To access the final I-805 CSMP, please click on the link below:

http://www.dot.ca.gov/hq/tpp/corridor-mobility/CSMPs/d11_CSMPs/I-805/d11_csmpl805.html

CORRIDOR TRAFFIC

I-805 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

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following table shows existing and future traffic conditions for I-805. For traffic analysis purposes, I-805 is examined in smaller segments.

Existing and Future Average Weekday Traffic

LOCATION	2011 AWDT ¹	2011 LOS ²	2050 AWDT ³
I-5 to San Ysidro Blvd	47,300	A	85,500
San Ysidro Blvd to Beyer Blvd	58,100	A	105,000
Beyer Blvd to SR-905	58,200	A	97,100
SR-905 to Palm Ave	106,200	B	182,500
Palm Ave to Main St	154,500	C	211,400
Main St to Orange Ave/Olympic Pkwy	150,800	C	210,600
Orange Ave/Olympic Pkwy to Telegraph Canyon Rd	155,000	C	223,300
Telegraph Canyon Rd to East J St	198,700	D	244,500
East J St to East H St	198,700	D	244,500
East H St to Bonita Rd	217,600	E	258,900
Bonita Rd to SR-54/Sweetwater Rd	233,900	F	291,900
SR-54/Sweetwater Rd to 18 th St	208,800	E	271,700
18 th St to Plaza Blvd	208,800	E	271,700
Plaza Blvd to 4 th St	205,200	E	281,000
4 th St to Division St	205,200	E	281,000
Division St to 43 rd St	205,600	E	266,200
43 rd St to Logan Ave	220,500	F	281,600
Logan Ave to Ocean View Blvd	220,500	F	295,600
Ocean View Blvd to Imperial Ave	220,500	F	295,600
Imperial Ave to Market St	238,400	F	305,100
Market St to SR-94	227,200	F	331,900
SR-94 to Federal Blvd	228,900	F	330,600
Federal Blvd to Home Ave	228,900	F	330,600
Home Ave to Ralene St	231,300	F	328,600
Ralene St to SR-15/Wabash Blvd	231,300	F	328,600
SR-15/Wabash Blvd to Landis St/Swift Ave	179,800	E	261,500
Landis St/Swift Ave to University Ave	184,700	E	261,500
University Ave to Orange Ave	184,700	E	257,000
Orange Ave to El Cajon Blvd	184,700	E	257,000
El Cajon Blvd to Meade Ave	189,400	F	287,000
Meade Ave to Adams Ave	189,400	F	287,700
Adams Ave to I-8	210,400	F	310,900
I-8 to Friars Rd	213,900	F	310,900
Friars Rd to Phyllis Pl/Murray Ridge Rd	213,900	F	284,600
Phyllis Pl/Murray Ridge Rd to Mission Center Rd	208,800	F	287,700
Mission Center Rd to Kearny Villa Rd	208,800	F	287,700
Kearny Villa Rd to SR-163	184,200	D	267,700
SR-163 to Linda Vista Rd/Convoy St	204,900	E	279,700
Linda Vista Rd/Convoy St to Balboa Ave	204,900	E	279,700
Balboa Ave to Clairemont Mesa Blvd	202,700	E	253,800
Clairemont Mesa Blvd to SR-52	195,100	E	246,100
SR-52 to Governor Dr	216,900	E	308,200
Governor Dr to Nobel Dr	214,900	E	297,900
Nobel Dr to Miramar Rd	192,500	E	252,100
Miramar Rd to Mira Mesa Blvd	191,400	E	249,900
Mira Mesa Blvd to I-5	165,200	D	202,300

¹ 2011 AWDTs derived from Caltrans District 11 Traffic Census Branch AADT's

² 2011 Level of Service (LOS) is based on sketch level planning analysis and is not to be used for design purposes

³ 2050 AWDTs are from the SANDAG Regional Transportation Model Series 12 Revenue Constrained scenario. 2050 AWDTs from SR-905 to I-5 include Express Lane 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 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. PeMs performance measures for I-805 are not included in this TCS, but are discussed in detail in the I-805 CSMP.

RECOMMENDED CORRIDOR IMPROVEMENTS

There are many types of improvements planned for I-805, both highway and transit-related. The following tables show improvements from the SANDAG I-805/I-5 South Corridor Study (June 2005), The January 2007 I-805 Project Study Report/Project Development Support (PSR/PDS), the February 2010 I-805 Managed Lanes North Project Report (PR), the 2012 State Transportation Improvement Program (STIP), the 2012 State Highway Operation and Protection Plan (SHOPP), the 10-Year SHOPP Needs Plan, the District 11 Project Information Reporting System (PIRS), the District 11 Developer/Local Projects Funded by Others (FY2011/12/Quarter 3) List, the SANDAG October 2011 RTP, the most recent Status of Projects, and the District 11 Planning Division Potential Operational Improvements list. This table does not include projects that are in the Construction phase or the Close-Out phase.

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Freeway Corridor Improvements

The following table shows long-term recommended major freeway improvements for I-805. Specific project details will be developed in later project phases.

POST MILE	LOCATION	IMPROVEMENT DESCRIPTION ¹
1.8 – 6.1	SR-905 to Telegraph Canyon	Add 4 Managed Lanes
6.1 – 17.6	Telegraph Canyon to I-8	Add 4 Managed Lanes
17.6 – 17.7	Mission Valley Viaduct	Add 4 Managed Lanes ²
17.7 – 19.2	I-8 to Mission Center Rd	Add 4 Managed Lanes
19.2 – 20.6	Mission Center Rd to SR-163	Add 4 Managed Lanes
20.6 – 25.9	SR-163 to La Jolla Village Dr	Add 4 Managed Lanes
25.9 – 28.9	La Jolla Village Dr to I-5	Add 4 Managed Lanes

¹ All improvements included in TransNet2

² Additional analyses needed to determine specific improvements on the viaduct

HOV connectors should be provided at the following locations on I-805:

- SR-54 North to West and East to South
- SR-94 East to North, South to East, West to South, and North to East
- SR-163 North to North and South to South
- SR-52 West to North and South to East

The SANDAG I-805/I-5 Corridor Study (June 2005) recommended an interim strategy and configuration for I-805 between SR-905 and SR-54 through 2030. These improvements include:

- Two new HOV lanes, one in each direction
- Two new transit-only lanes, one in each direction
- Two auxiliary lanes between SR-54 and Telegraph Canyon.

For all I-805 HOV and Managed Lanes projects, proposed construction phasing, detailed stage construction plans, the final number of phases and their contract limits will be determined during later phases of the project.

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The following table shows 2012 STIP (if any), 2012 SHOPP (if any), and PIRS projects for I-805.

POST MILE	LOCATION	IMPROVEMENT DESCRIPTION	SOURCE/ PHASE
0.9 – 1.1	San Ysidro Blvd UC to Beyer Blvd OC	Storm Water Mitigation Slope Erosion Repair	PIRS/PA&ED
2.6 – 3.2	0.3 mile south to 0.3mile north of Palm Ave OC	Revise Interchange	PIRS/PA&ED
3.4 – 4.0	0.3 mile south to 0.3 mile north of Main St OC	Revise Interchange	PIRS/PSR
4.7 – 5.6	0.4 mile south of East Palomar Street OC to 0.1 mile north of Naples Street UC	Direct Access Ramp	PIRS/PSE
5.1 – 13.5	Palomar St to SR-94	Install BRT Lanes on SR-905, SR-125, and I-805. Construct new bridge, ramp realignment, install signal	PIRS/PSE (Caltrans Oversight)
5.4 – 13.8	0.3 mile north of Naples Street UC to Market Street OC (various locations)_	Soundwalls	PIRS/PSE
5.5 – 9.5	Naples St UC to Grove St OC and on SR-54 from 0.1 mile west of National City Blvd to 0.1 mile east of Reo Dr OC	Add Auxiliary Lanes, Improve Ramps, and Improve Interchanges	PIRS/PSR
6.4 – 25.5	Telegraph Canyon Rd to La Jolla Village Dr OC	Transit Only Lanes	PIRS/PSE
10.0 –10.6	0.3mi south to 0.3mi north of Plaza Blvd OC	Revise Interchange	PIRS/PSE
23.3 -24.4	SR-52/I-805 Connector	HOV Connector Ramp to link SR-52 and I-805	PIRS/PSE (TransNet funding Stage 5 of 5) ¹
23.3 -28.5	South of SR-52 to I-5	1 HOV lane in each direction and a south-facing Direct Access Ramp at Carroll Canyon Road	PIRS/ Under Construction (TransNet funding Stage 1 of 5)
23.3 -27.7	South of SR-52 to just north of La Jolla Village Drive (Rose Canyon Bridge)	Interchange Modifications and Outside Widening	PIRS/PSE (TransNet funding Stage 3 of 5) ¹
24.0 -24.7	Southbound offramp SR-52 to Southbound offramp to Governor Drive	Two outside Lanes Widening and Interchange Modifications	PIRS/PSE (TransNet II funding Stage 2 of 5) ¹
25.1 – 25.5	Northbound offramp Nobel Drive to south of La Jolla Village Drive	Interchange Modifications and Direct Access Ramp at Nobel Drive/I-805 with BRT and Park&Ride	PIRS/PSE (TransNet II funding Stage 4 of 5) ¹

¹ Project description and project scope subject to change

PSR = Project Study Report

PSE = Plans, Specifications and Estimates

PA&ED = Project Approval and Environmental Document

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The following table shows 10-Year SHOPP Needs Plan Projects, Developer Sponsored projects, and projects developed by the District 11 Traffic Operations Division.

POST MILE	LOCATION	IMPROVEMENT DESCRIPTION	CATEGORY/FISCAL YEAR
.2 – 8.4	U.S./Mexico Border to SR-54	Rehabilitate Roadway (Ramps)	Roadway Preservation 2014/2015
.2 – 28.9	Entire route	Provide Rumble Strips in 4 locations	Collision Reduction 2014/15
.2 – 28.9	Entire route	Upgrade 168 signs (materials and exit #s)	Mobility 2012/13
.6 – 3.3	San Ysidro Blvd to Otay River Bridge	Replace Planting/Upgrade irrigation	Roadside Preservation 2012/13
6.1 – 28.5	Various locations from Telegraph Canyon to Los Penasquitos Bridge	Seismic restoration (5 bridges) and deck rehabilitation	Bridge Preservation 2012/13
7.9 – 14.0	Bonita Road to SR-94	Install fiber optics, CCTV, and Detector Stations	Mobility 2013/2014
11.0 – 11.4	Northbound 43 rd Street exit to 47 th Street	Construct Northbound Auxiliary Lane	Mobility 2013/14
11.4 - 12.3	47 th St to Imperial Ave	Construct Northbound Auxiliary Lane	Mobility 2013/14
12.3	I-805/Imperial Avenue	Widen SB Ramp intersection	D-11 Development Sponsored Project List (Quarter 3 2011/12)
13.5	NB I-805 to WB SR-94 Direct Connector	Revise Ramp Storage- restripe to provide 2 SOV and 1 HOV lane at west end of bridge	Traffic Operations Division
13.8 –16.3	Home Ave to El Cajon Blvd	Install SB Ramp Meters at 3 locations	Mobility 2016/17
15.7 - 16.1	Landis St OC to Lincoln Ave	Construct Northbound Auxiliary Lane	Mobility 2016/17
16.0 - 16.1	I-805 exit to Lincoln Ave/Pkwy Boundary/33 rd St	Construct Signals	Mobility 2018/2019
16.4 – 16.9	El Cajon Blvd to NB Adams Ave/32 nd St. onramp	Construct Northbound Auxiliary Lane	Mobility 2016/17
17.6 – 23.6	I-8 to SR-52	Grind PC Pavement, slab replacement, and ramp rehabilitation	Roadway Preservation 2013/2015
18.1 – 20.3	North of I-8 to North of Kearny Villa Rd	Replace planting/Upgrade irrigation	Roadway Preservation 2013/14
18.9	I-805/Murray Ridge Rd	Restripe interchange and provide signals at I-805/Phyllis Place ramps	D-11 Development Sponsored Project List (Quarter 3 2011/12)
18.9 – 27.1	Murray Ridge Rd to Mira Mesa Blvd	Construct Curb Ramps	ADA Curb Ramp 2014/15
19.9	SB onramp from Mesa College Dr/Kearny Villa Rd	Signalize the intersection of Mesa College Drive/I-805 southbound onramp and construct right turn lane on EB Mesa College Dr	D-11 Development Sponsored Project List (Quarter 3 2011/12)
20.2	Kearny Villa Rd Overcrossing	Remove raised island and restripe to 2 WB, 2 WB left turn, and 2 EB lanes	Traffic Operations Division
23.3 – 24.4	SR-52 to Governor Dr	Construct Southbound Auxiliary Lane	Mobility 2012/13
23.3 – 25.8	SR-52 to La Jolla Village Dr	Construct Northbound Auxiliary Lane	Mobility 2012/13
23.9 – 24.7	Governor Dr Interchange	Replace Planting/Upgrade irrigation	Roadway Preservation 2013/2014
25.9	La Jolla Village Drive	Extend southbound onramp, re-stripe southbound onramp, add a third southbound to westbound right turn pocket to ramp	D-11 Development Sponsored Project List (Quarter 3 2011/12)
25.4 – 27.1	Nobel Dr to Mira Mesa Blvd	Construct SB Auxiliary Lane	

Transit Corridor Improvements

Existing Transit Service

The Metropolitan Transit System (MTS) operates express bus services along the I-805 corridor. Current transit service operating on I-805 consists of MTS Routes 921/921A (Miramar Rd to Mira Mesa Blvd) and 960 (SR-94 to I-15 and SR-52 to Nobel Dr). Route 960 offers eight morning runs (5:09 AM to 7:08 AM) and six afternoon runs (3:20 PM to 5:50 PM) during the day and serves the following major stops:

- Euclid Avenue Trolley Station (Euclid Avenue/Market Street in Emerald Hills)
- City Heights Transit Plaza (University Avenue/SR-15 in City Heights)
- The Boulevard Transit Plaza (El Cajon Boulevard/SR-15 in Normal Heights)
- Balboa Avenue and Ruffin Road (Kearny Mesa)
- Kearny Mesa Transit Center (Claremont Mesa Boulevard/Complex Drive in Kearny Mesa) ♦ Ruffin Road and Chesapeake Drive (Kearny Mesa)
- University Towne Center (UTC) Transit Center (La Jolla Boulevard/Genesee Avenue in University City).

Additional local bus service is provided on arterial streets parallel to I-805 in many areas.

Future Transit Service

Given increasingly important factors, including the region's long-term growth projections, new statewide legislative requirements to reduce GHG emissions contained in SB 375, the projected aging of our population, an increasing pattern of infill and redevelopment in the western third of the region, and the growing emphasis on active transportation and public health, the need to focus the region's attention on transit has increased.

The San Diego Association of Governments (SANDAG) adopted the new 2050 Regional Transportation Plan (RTP) in October 2011. The RTP includes an "Urban Area Transit Strategy" (UATS, Technical Appendix 7) which serves as the basis of the regional transit network in the metropolitan San Diego region.

The transit themes in the UATS include:

- **Transit Propensity:** Builds on the San Diego region's backbone trolley system and expands transit in the central core and in the region's most urbanized areas, many of which are characterized by pre-World War II street grid patterns. This theme provides very frequent transit services, alleviating riders from having to consult schedules and facilitating easy transfer connections. Major investments include streetcars, grade separations, priority treatments, transit nodes, expanded light rail, and enhanced bike and walk access and improvements to the public realm.
- **Commuter Point-to-Point:** Transit to work is an easy option which leverages new dedicated transit facilities and flexible use of Managed Lanes to serve work

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trips. A system of few transfers provides high speed, reliable commute options during peak periods with a variety of “last-mile” treatments. Major investments include Managed Lanes with in-line stations, park and ride lots, new fixed guideways, and some rail expansion.

- **Many Centers:** Supports the San Diego region’s local commitments to smart growth and consists of a multi-radial transit system serving many of the region’s smart growth areas and major activity centers. Transit services are oriented toward the centers, and supported with frequent connections between the centers. Major investments include a variety of transit priority treatments between centers, expanded light rail, enhanced transit centers, shuttles and streetcars connecting to the transit centers, enhanced bike and walk access, and improvements to the urban realm.

Implementation of the transit projects in the Final 2050 RTP will be critical. Five and ten-year action plans will be developed based on the transit project development process and will provide initial project development timeline assumptions, identification of projects for federal funding, and ultimately a framework to guide planning, environmental, design, and construction efforts.

The South Bay Bus Rapid Transit project will be a 21-mile rapid, reliable and high-frequency transit service between the Otay Mesa border crossing and downtown San Diego via eastern Chula Vista utilizing I-805. The BRT project is expected to be in service in early 2014.

This new BRT will provide access to regional employment centers in downtown San Diego, the Otay Mesa Business Park, and the future Eastern Urban Center, as well as serving residential communities in Chula Vista and National City. In the long-term, the BRT will operate on HOV lanes on SR 94 and along the I-805 Managed Lanes with Direct Access Ramps connecting freeway stations/park and ride lots. As the route exits I-805 at Palomar Street in Chula Vista, it will travel on a dedicated right-of-way with stations in the Otay Ranch transit-oriented villages of Heritage, Lomas Verdes and Santa Venetia. From there, the BRT will continue southbound with stations at the new Otay Ranch Town Center, the Eastern Urban Center and a future university station.

The BRT will use SR 125 to directly serve the Otay Mesa Border crossing. Prior to construction of the Managed Lanes on I-805, the service is planned to operate in converted freeway shoulder lanes dedicated to transit on both SR 94 and I-805.

As part of the *TransNet* program, another Bus Rapid Transit (BRT) service is being planned in the I-805 corridor connecting South Bay with Kearny Mesa, UTC, UCSD, and Sorrento Mesa. The planned BRT services will run on dedicated lanes along I-805, providing fast, high frequency regional bus service on high-quality vehicles. Part of this project will study the connection between the I-805 service and the 47th Street Trolley Station in order to improve the connectivity of the regional transit system providing vital

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connections for the Southeastern San Diego community to major employment areas throughout the region

The Interstate 805 Managed Lane South Project Direct Access Ramp Technical Summary (July 2007), prepared by Caltrans and the URS Corporation for SANDAG, provides documentation of data collected and analyzed for evaluation and selection of I-805 Direct Access Ramp (DAR) locations from Beyer Avenue to State Route 15. DARs are ramps connecting the local street network directly to freeway managed lanes, Bus Rapid Transit (BRT), or High Occupancy Vehicle (HOV) Lanes.

The Study lists several potential DAR/BRT station locations, including:

- Beyer Boulevard
- Palm Avenue (Alternatives North and South of Palm Avenue)
- East Palomar Street
- L Street/Telegraph Canyon Road
- H Street
- Bonita Road/Bonita Glen Drive
- Plaza Bonita Road/Bonita Road
- Plaza Bonita Shopping Center
- Prospect Street
- Euclid Street
- 18th Street
- 16th Street
- Plaza Boulevard
- 8th Street • 4th Street
- 47th Street Trolley Station

After initial analysis, screening and evaluation, a final list of six candidate sites was evaluated in greater detail and will be carried forward for additional planning and preliminary design:

- Beyer Boulevard
- Palm Avenue Alternatives
- East Palomar Street
- H Street
- Plaza Boulevard/8th Street
- 47th Street Trolley Station

Additional candidate locations for DARs on I-805 north of I-15 that will be studied in the future include Lusk Boulevard, El Cajon Boulevard, Balboa Avenue, and Nobel Drive/Eastgate Mall.

Specific mainline, Transit, BRT, and DAR project details, timeframes and connectivity will be analyzed further in later phases of the project.

Other Transportation Improvements

Bicycle riders and pedestrians have a legal right to access most public roads in California. While pedestrians are prohibited from virtually all freeways, bicycles are permitted on the outside shoulders of nearly 25 percent of all freeways located within the state; such is the case between Main Street and Palm Avenue on I-805. The legal authority to prohibit bicycle and pedestrian use from freeways and expressways is specified in the California Vehicle Code section 21960.

The Governor Drive Park and Ride, originally located at the northwest quadrant of the I-805/ Governor Drive interchange, is proposed to be relocated to the southwest quadrant to accommodate the proposed loop ramp from Governor Drive to NB I-805. This new location will accommodate 100 parking spaces and will be approximately 57,000 square feet. A new Park-and-Ride facility with a Bus Rapid Transit (BRT) Station would be located at the southwest quadrant of the I-805/Nobel Drive interchange. This Park-and-Ride facility would be accessed either from the Nobel Drive DAR or from the intersection of Nobel Drive and Judicial Drive. This facility is strategically located to allow access to: a) I-805 managed lanes (carpool and vanpools) users; b) I-805 Transit (BRT) users; c) Transfer through local bus routes using the Super Loop. A conceptual design has been developed and provides 300 parking spaces (for carpool and vanpool demand) and an 8-berth transit station. This facility is funded through SANDAG's SBBRT (South Bay Bus Rapid Transit) program.

There is also a Park and Ride lot located at the intersection of Vista Sorrento Parkway and Mira Mesa Boulevard. This Park-and-Ride facility provides 53 parking spaces.

COMPLETE STREETS

In 2008, updated the 2001 policy entitled "Caltrans Deputy Directive 64-R1; Complete Streets, Integrating the Transportation System". A Complete Street can be defined as a facility that matches the needs of travelers to the uses surrounding a street. It provides for safe travel for people using any legal mode of travel, including bicycling, walking, riding transit, and driving. The complete streets policy leads to a seamless, interconnected transportation system. Continuity in each mode and attention to places where modes connect allows people to take 'complete' trips, such as driving from home to a park-and-ride lot or transit station, catching an express bus or train to downtown, and then walking to work. The system meets the varied modal needs of a traveler. Complete Street considerations include safety, accessibility, mobility, land use, and community needs.

To implement DD-64-R1, appropriate Caltrans personnel participated in contributing ideas and projects that became the 73 action items in the Complete Streets Implementation Action Plan, completed in 2010. The Action Plan contains 7 categories of actions:

1. Highest Focus Areas
2. Guidance, Manuals, and Handbooks

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3. Policy and Plans
4. Funding and Project Selection
5. Raise Awareness
6. Training
7. Research

Caltrans will be evaluating its progress on implementing the 2010 Action Plan and updating the Action plan in 2012. This will include identifying successes and barriers, and where Caltrans needs to go next to further Complete Streets. Future focus will include training and raising awareness of complete streets, continuing to revise Department manuals to be consistent with and supportive of complete streets, and supporting District complete streets plans and needs.

More information on complete Streets can be found at the following link:

http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html

RAMP METERING

Ramp metering is a traffic management strategy that uses a system of traffic signals at freeway entrances and connector ramps to regulate the volume of traffic and spacing of vehicles entering a freeway corridor in order to maximize the efficiency of the freeway, and thereby minimize the total delay in the transportation corridor. Ramp metering attempts to ensure the total traffic volume entering a freeway segment, plus the entering ramp traffic, remains below the capacity of that freeway segment. Ramp metering has the potential to prevent freeway congestion, or delay its onset and reduce its severity, by controlling the rate of vehicle entry onto a freeway, especially by eliminating the entry of large groups of vehicles, known as “platoons”, which arrive at the ramp. The result is increased freeway throughput, increased freeway operating speeds, and improved overall freeway operation. Ramp metering also initiates smoother and safer merging operations which improve safety by reducing rear-end and sideswipe collisions.

According to Caltrans Deputy Directive No. 35 R-1, each Caltrans District that currently operates, or expects to operate ramp meters within the next ten years shall prepare a district Ramp Metering Development Plan (RMDP). Each district works in partnership with its Metropolitan Planning Organizations (MPO’s) and Regional Transportation Planning Agencies (RTPA’s) to program ramp metering projects and implement the district RMDP. This statewide RMDP contains a list of each ramp metering location currently in operation or planned for operation within the next ten years throughout California. Both the statewide and district RMDP shall be updated every two years.

The December 2011 statewide RMDP was prepared by the Division of Traffic Operations in conjunction with the Division of Transportation Planning and Caltrans district staff. The statewide RMDP will be used as a tool in our partnership efforts with regional and local agencies to ensure that ramp metering projects are included in planning and programming documents, and ultimately projects.

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District 11 currently has 290 existing ramp meters and 144 planned ramp meters for a total of 434 projected ramp meters for the ten-year period covered by the RMDP. Several San Diego metropolitan area freeways experience consistent and recurrent congestion during the AM and PM peak-period travel times.

For specific locations of operational and planned ramp meters on I-805, please see the District 11 section of the December 2011 RMDP at the link below:

http://www.dot.ca.gov/hq/traffops/systemops/ramp_meter/RMDP.pdf

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

The transportation community has been developing and operating computer-based transportation management systems since the early 1970s. At that time, many of the core building blocks of today's systems were introduced including closed circuit television (CCTV) cameras for traffic surveillance; changeable message signs (CMS), traffic adaptive signal operation, transit priority treatment, highway advisory radio (HAR) and ramp metering (RM). Since these systems were typically not interconnected or coordinated and were operated with individual computer systems, separate operational guidelines were established, one for each system. While computer technology rapidly changed during the 1980s and more sophisticated control and monitoring capabilities were devised, the systems and technologies remained separated. It wasn't until the 1990s that the transportation community embarked on a journey to integrate systems and to incorporate evolving technologies like the Internet and personal communications devices to leverage the effectiveness of their tools.

Rapid transition toward an ITS architecture occurred during the 1990's with the advances in the field of information technology. More importantly, Caltrans laid the foundation with Director's Policy DP-08 (1992) in which the concept of freeway system management was further encouraged. This concept underlies the policy of managing the freeway as a system to achieve capacity usage. Instead of building more freeways, the goal was to maximize un-used capacity. In quick succession, Deputy Directive DD-70 (1992, revised in 2002) was issued to implement what became known as a Transportation Management System (TMS), which is the document that contains all the definitional concepts of operations and delegation of authority to carry out freeway system management. Typical TMS Field Elements include:

- Ramp Meters (RM):
- Vehicle Detection Stations (VDS)
- Changeable Message Signs (CMS)
- Closed Circuit Television (CCTV)
- Fiber Optic Network (FO)
- Traffic Signals
- Extinguishable Message Signs (EMS)
- Highway Advisory Radio (HAR)
- Speed Feedback Signs (SFS)
- Reversible Lanes and Express Lanes

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- Transportation Management Center (TMC)
- Advanced Transportation Management Systems (ATMS)
- Traffic Census Stations
- Other Regional Systems

District 11 began work on the San Diego's first ITS Strategic Plan in cooperation with SANDAG in early 1995 and completed the plan in 1996. This ITS Strategic Plan was the San Diego region's assessment of its capabilities and the expansion of such capabilities once a freeway management system was developed. In addition, a new Transportation Management Center opened in 1996 in Kearny Mesa, which was constructed to replace an older TMC at the District Office.

Today Caltrans faces a new set of standards contained in the National ITS Architecture, which is a controlling factor for all federal funding. There are new standards for each of the following: ITS strategic planning, logical architecture, physical architecture, theory of operations, and implementation strategy.

Given the changing technological environment, SANDAG and Caltrans District 11 decided to re-evaluate the 1996 ITS strategic plan. So in July 2011, a new District 11 ITS Master Plan was developed. The plan analyzes and provides an assessment of the existing ITS architecture, and provides a cost assessment for maintaining and operating the existing/future ITS architecture in District 11. The plan also provides a vision for the expansion and improvements to the existing District 11 ITS infrastructure including field elements and their corresponding communication and back-office systems.

COMMUNITY PLANNING

The California Government Code gives local governments the authority to create land use policies within their jurisdictional boundaries and the ability to create a citywide land use and policy document called the General Plan. Many cities in California are small enough that their General Plans are single volumes. Larger cities, such as San Diego, often subdivide the city into a number of Community Plans, or "mini" land use policy plans for more specific geographic areas.

In the City of San Diego, there are more than 40 community plans. Within some community plan areas other, more detailed, plans have also been developed. These are called precise plans or specific plans. The community plans, all combined together, constitute the Land Use Element of the General Plan. The community plans must work as part of the General Plan and must not contain policies or recommendations that are contradictory to any element of the General Plan or to other community plans.

Community plans are not created by City of San Diego staff alone. Since the 1960s, when the first community plans in San Diego were established, Community Planning Groups have participated in the development of those plans. Most individuals become involved with land use planning when their attention is drawn to one particular issue, such as traffic congestion, or development on a vacant lot in their community. However, community members have a critical role in developing a long term vision for their community through participating on Community Planning Groups.

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There are 13 Community Planning Groups that include portions of the I-805 corridor within their boundaries. From south to north, these include:

- San Ysidro
- Otay Mesa/Nestor
- Encanto Neighborhoods
- Southeast San Diego
- City Heights
- Greater North Park
- Normal Heights
- Mission Valley
- Serra Mesa
- Kearny Mesa
- University
- Mira Mesa
- Torrey Pines

All of the community plans/precise plans for these planning groups contain a transportation element section. In some cases, there is a discussion of the I-805 corridor within this element. Several of these plans are older and will be updated in the future. Detailed information on community planning is beyond the scope of this report, but for additional information, please click on the link below:

<http://www.sandiego.gov/planning/community/>

PROJECT INITIATION DOCUMENT INFORMATION - CORRIDOR AND SYSTEM COORDINATION

Interstate 805 (I-805) is an eight/ten-lane freeway beginning at the south junction with I-5 near the Mexican Border at San Ysidro and continuing 28.9 miles north, where it again joins with I-5 in the northern area of the City of San Diego. The route runs roughly parallel to I-5, and traverses the central portion of the San Diego urbanized area. All of I-805 lies within San Diego County.

I-805 was added to the California Freeway and Expressway (F&E) System in 1959 as Legislative Route Number 241. The route was approved as a chargeable interstate in 1958, adopted as a freeway in September 1960, and declared a signed state route in 1964. The route was built between 1970 and 1975, and was named after Jacob Dekema, a former director of the California Department of Transportation who helped shape the San Diego freeway system.

All of I-805 is included in the National Highway System (NHS). The National Highway System Designation Act of 1995 was enacted by Congress 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;

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and to serve interstate and interregional travel. The NHS includes the Interstate System routes.

The entire length of I-805 is designated as a Surface Transportation Assistance Act (STAA) State Highway Terminal Access Route. In accordance with the Truck Kingpin-to-Rear-Axle Length State Highway System Evaluation Report of December 1989, routes in this system are identified as geometrically adequate for use by truck tractor-semitrailer combinations having a 40-foot kingpin-to-rear-axle length. In addition, the section of this route from I-15 to the northern junction with I-5 is part of the Subsystem of Highways for the Movement of Extralegal Permit Loads (SHELL), and the Intermodal Corridors of Economic Significance (ICES) system. The ICES system emphasizes corridors that are most essential to the California economy in terms of national and international trade.

The current Federal functional classification of all of I-805 is "Interstate." Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Functional classification is used in planning highway systems, determining jurisdictional responsibility, developing fiscal planning and determining eligibility for Federal-aid funding.

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 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 25 potential major development projects within or adjacent, to the I-805 corridor that will generate over 334,000 ADT. Some projects may be within a mile of either side of the I-805 corridor. There may be an additional number of smaller development projects 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

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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 proposed projects currently within the development review process:

Post Mile	Project Name	ADT	Project Description
25.94	Biomed	1,415	Industrial
25.94	La Jolla Crossroads	2,832	Residential