



STATE ROUTE-125 TRANSPORTATION CONCEPT SUMMARY

This Transportation Concept Summary (TCS) for State Route 125 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

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SR-125 Transportation Concept Summary October 2008

CORRIDOR PURPOSE

SR-125 is a four to eight lane facility from SR-905 to SR-52 that carries international, interregional, commuter, and recreational travel. SR-125 traverses the Cities of San Diego, Chula Vista, La Mesa, El Cajon, Santee, and the unincorporated communities of Bonita and Spring Valley.

With the completion of this southern portion of the route from SR-905 to SR-54 in Spring Valley, SR-125 serves a multitude of purposes including completing a missing link in the regional freeway network, reducing out-of-direction travel, increasing north/south capacity for future travel between the United States and Mexico via the Otay Mesa POE, reducing congestion on Interstate 5 and I-805, and serving existing and future planned and approved development in the eastern Chula Vista and Otay Mesa areas.

CORRIDOR NEEDS

Historically there have been several existing transportation deficiencies in the San Diego central and southern metropolitan region east of I-805 and I-15. Within the last ten years, the completion of SR-125 between SR-54 and SR-52 has alleviated many of these deficiencies. However, future traffic demand in the SR-125 corridor may require the development of additional transportation improvements such as construction of additional main lanes, High Occupancy Vehicle lanes and/or interchange improvements.

CORRIDOR ANALYSIS

The portion of SR-125 between SR-905 and SR-54 in Spring Valley is constructed as a four lane privately operated tollway known as the South Bay Expressway which serves as a major commuter route for the developing Otay Mesa and Eastlake communities. The portion of SR-125 from SR-54 north to SR-52 is a six lane freeway with auxiliary lanes at many locations. The portion of SR-125 north of SR-52 to adopted, unconstructed SR-56 is unconstructed. Since the existing Levels of Service (LOS) on SR-125 is LOS C/D, no Freeway Performance Measurement Project (PeMS) analysis will be included in this report.

Improvements may be needed in the SR-125 corridor to provide for the efficient movement of people and freight and to improve future accessibility between the U.S./Mexico border area and major trade and activity centers in the San Diego region and statewide. SR-125 provides a vital north/south

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connection that provides an alternative in the southern and central San Diego region to other north/south routes such as I-5, I-15 and I-805.

CORRIDOR TRAFFIC

SR-125 will experience an increase in traffic in the future. The following table shows existing and future traffic conditions for SR-125.

Existing and Future Average Weekday Traffic

LOCATION	2007 AWDT ¹	2007 LOS ²	2030 AWDT ³	2030 LOS ³
SR-905 to Otay Mesa Rd	N/A	N/A	35,800	A
Otay Mesa Rd to Birch Rd	N/A	N/A	68,600	B
Birch Rd to Olympic Parkway	N/A	N/A	58,100	B
Olympic Parkway to Otay Lakes Road	N/A	N/A	60,200	A
Otay Lakes Rd to East H St	N/A	N/A	68,200	B
East H St to San Miguel Road	N/A	N/A	88,300	B
SR-54 to San Miguel Ranch Rd	N/A	N/A	88,800	B
SR-54 to SR-94	114,100	D	153,600 ⁴	E
Spring St/SR-94 to Lemon Blvd	171,600	D	210,600 (235,700 ⁵)	E ⁶
Lemon Blvd to I-8	167,400	D	189,900 (229,800 ⁵)	D ⁶
I-8 to Fletcher Pkwy/Amaya Dr	98,200	D	157,100 ⁴	E
Fletcher Pkwy/Amaya Dr to Navajo Rd	93,800	D	139,000	D
Navajo Rd to Grossmont College Dr	86,000	C	132,600	D
Grossmont College Dr to SR-52	72,800	C	110,200	C

¹ 2007 AWDT's derived from Caltrans District 11 Traffic Census Branch AADT's.

² 2007 Level of Service (LOS) is based on sketch level planning analysis and is not to be used for design purposes.

³ 2030 AWDTs are from the SANDAG Regional Transportation Model, March 2006.

⁴ 2030 AWDTs do not include potential future HOV lane volumes and/or diversion of a percentage of mainlane volumes to the HOV lanes.

⁵ These 2030 AWDTs include BOTH mainlanes and HOV lane volumes.

⁶ 2030 LOS reflects two additional mainlanes, but does not include HOV lanes.

RECOMMENDED CORRIDOR IMPROVEMENTS

There are many types of improvements planned for SR-125, both highway and transit-related. Improvements are from the 2008 State Transportation Improvement Program (STIP), the 2008 State Highway Operation and Protection Plan (SHOPP), the District 11 Project Information Reporting System (PIRS), the District 11 2007 Ten-Year SHOPP Needs Plan, the most recent Status of Projects, and the District 11 Planning Division.

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The following table shows recommended longer-term major capital freeway improvements for SR-125. These improvements are also included in the SANDAG November 2007 RTP Unconstrained Highway Network.

POST MILE	LOCATION	IMPROVEMENT DESCRIPTION
0.0-9.5	SR-905 to San Miguel Rd	Ultimate 8 lane toll facility
9.5 -11.2	San Miguel Rd to SR-54	Ultimate 8 lane freeway
11.2 -12.9	SR-54 to SR-94	Add 2 general purpose lanes and 2 HOV lanes
12.9-15.2	SR-94 to I-8	Add 2 general purpose lanes and 2 HOV lanes
15.2-22.1	I-8 to SR-52	Add 2 general purpose lanes and 2 HOV lanes

The following table shows PIRS projects for SR-125. Projects in the Construction or Closeout phase are not included.

POST MILE	LOCATION	IMPROVEMENT DESCRIPTION	SOURCE/ PHASE
9.6 -T 20.8	Elkelton Place overcrossing to 0.4 mile north of Grossmont College Drive Overcrossing	Place PME chip seal	PIRS/PSE
10.6 10.9	Jamacha Road Undercrossing to 0.3 mile north of Jamacha Road Undercrossing.	Widening Off Ramp	PIRS/PA&ED

The following table shows the 2007 10-Year SHOPP Needs Plan Projects for SR-125.

POST MILE	LOCATION	IMPROVEMENT DESCRIPTION	CATEGORY/FISCAL YEAR
0.0 -22.2	SR-905 to SR-52	Upgrade 59 Signs (Materials and Exit #s) and Overhead Lighting to Inductive Technology	Roadway Preservation 2014/2015
	In San Diego County in Spring Valley	Construct new maintenance station	Facilities 2011/2012
Various	Various	Bridge rail upgrade and seismic retrofit	Bridge Preservation 2017/2018

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Transit Improvements

The Metropolitan Transit Service (MTS) coordinates transit service in the Eastern San Diego metro and South Bay areas. Transit providers include the San Diego Transit Corporation (SDTC), MTDB Contract Services, San Diego Trolley Incorporated (SDTI), and Chula Vista Transit (CVT).

Current transit service in the vicinity of the SR-125 corridor includes MTS Routes 1, 7, 14, 115, 709, 834, 851, 854, 855, 856, and 870. Although not directly in the SR-125 corridor, the Orange and Green trolley lines provide service in the I-5 and SR-94 corridors with nine trolley stations. Seven stations offer provisions for public bus services (BUS) and seven provide park and ride lots (P&R): Lemon Grove Depot (BUS), Spring Street (P&R and BUS), La Mesa Boulevard (BUS), Grossmont Transit Center (P&R), Amaya Drive (P&R and BUS), El Cajon Transit Center (P&R and BUS), Arnele Avenue (P&R), Gillespie Field (P&R and BUS) and the Santee Town Center (P&R and BUS).

Future transit services in the SR-125 corridor will include Bus Rapid Transit (BRT) service between Otay Mesa and El Cajon. In addition, light rail service is proposed from the H Street Trolley Station to Otay Mesa via H Street, Palomar Street, and the SR-125 corridor.

Other Transportation Improvements

Supplementary modal option improvements such as non-motorized, park and ride, transportation demand management, and transportation system management should also be developed for the SR-125 corridor. Additional corridor mobility management strategies and Intelligent Transportation Systems (ITS) that can reduce daily vehicle hours of recurrent delay on SR-125 include continuing implementation of the Transportation Management System (TMS) and Traffic Operations Strategies (TOPS). TMS is the “wiring” needed to provide real-time corridor performance information, and TOPS includes a variety of near-term corridor improvements such as the provision of intelligent infrastructure and auxiliary lanes.

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. The legal authority to prohibit bicycle and pedestrian use from freeways and expressways is specified in the California Vehicle Code section 21960.

PROJECT INITIATION DOCUMENT **INFORMATION - CORRIDOR AND SYSTEM** **COORDINATION**

Section 425 of the California Streets and Highways Code states:

Route 125 is from:

- (a) Route 905 near Brown Field to Route 54.
- (b) Route 54 to Route 94 near La Mesa.
- (c) Route 94 near La Mesa to Route 56.

SR-125 was added in its entirety to the State Highway System and the Freeway and Expressway (F&E) System in 1959.

The functional classification for SR-125 from SR-54 to SR-52 is Urban-Other Freeway or Expressway. SR-125 is included in the National Highway System (NHS).

SR-125 is not included as a part of the Interregional Road System (IRRS).

The existing portion of SR-125, from the east junction of SR-94 (P.M. SD L13.2) to I-8 (P.M. SD 15.5), is designated as part of the National Network for Surface Transportation Assistance Act (STAA) Trucks. In accordance with the Truck Kingpin-to-Rear-Axle Length State Highway System Evaluation Report dated December 1989, no portions of SR-125 have been identified as geometrically inadequate for use by truck tractor-semitrailer combinations having a 40 foot kingpin-to-rear-axle length.

SR-125 from the east junction of SR-94 to I-8 is in the California State Scenic Highway System and has been designated as an official State Scenic Highway.

SANDAG's 2030 Regional Transportation Plan (November 2007) includes the following corridor improvements for SR-125 under the Revenue Constrained Plan, the Reasonably Expected Revenue scenario, and the Unconstrained Needs Network:

LOCATION	REVENUE CONSTRAINED	REASONABLY EXPECTED	UN-CONSTRAINED
SR-905 to San Miguel Road	8T(Toll)	8T	8T
San Miguel Road to SR-54	8F	8F	8F
SR-54 to SR-94	6F	6F	8F + 2HOV
SR-94 to I-8	8F	8F + 2HOV	10F + 2HOV
I-8 to SR-52	6F	6F	8F + 2HOV

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State Route 125 north of SR-52 was included in SANDAG's first RTP in 1975 as a freeway extending north and west from Route 52 to Interstate 15. The proposed alignment crossed the San Diego River at what is now the City of Santee and continued north along Fanita Parkway around the east of MCAS Miramar to the then unincorporated community of Poway, where it became SR 56. The route then turned to the northwest and interchanged with I-15 at what is now Camino Del Norte. The primary purpose of SR 125 North was to help relieve forecast congestion on I-15.

One of the early actions taken by the City of Poway following its incorporation in 1980 was the deletion of SR 125 through most of its jurisdiction. Based upon this action, and the lower forecast traffic volumes, subsequent RTPs downgraded SR 125 from a freeway to an expressway connecting to Poway's existing road system at the intersection of Espola and Poway Roads. With the completion of Scripps Poway Parkway, any potential northern terminus of SR 125 would have been Scripps Poway Parkway.

As part of the proposed Fanita Ranch development, the City of Santee deleted SR 125 from its jurisdiction, leaving the route without a southern connection. The development proposal subsequently was overturned by a referendum.

The current November 2007 RTP does not include any SR-125 alignment north of SR-52.

Issues impairing the potential development of Route 125 north of SR-52 include:

- Both the Cities of Santee and Poway incorporated in 1980 and deleted portions of Route 125 North from their respective jurisdiction's circulation elements. The City of Poway deleted the segment north of Scripps Poway Parkway.
- The potential impact of Route 125 north of SR-52 on relieving congestion off I-15 is minimal. As a full freeway connecting to I-15, over 60,000 average daily trips were forecast (SANDAG RTP 1975). More recent studies by SANDAG indicate that only 25,000 average daily trips were projected for SR-125 north of SR-52.
- Potential alignments of Route 125 north of SR-52 would traverse environmentally sensitive lands. Major vegetation types and sensitive species are present in the areas north of Route 52 between I-15 and Route 67. Some of the area has been designated as 'Conserved' by the individual jurisdictions and others have been identified as areas proposed for conservation.

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- The Marine Corps Air Station (MCAS) Miramar is located in an ecologically sensitive area and has prepared the Integrated Natural Resources Management Plan (INRMP) in May 2000 (subject to annual review). The INRMP is a guide to achieve the Marine Corps' natural resources management goals to support military operational requirements of the Station; and complies with federal regulatory and planning processes. The U.S. Marine Corps has stated its opposition to any encroachments into MCAS.

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 five potential major development projects within or adjacent to the proposed SR-125 corridor that will generate over 15,000 ADT. 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 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:

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POST MILE	PROJECT NAME	ADT	PROJECT DESCRIPTION
7.0	Bella Lago	1,700	Residential estates
9.9	Starco food mart and gas station	1,300	Food mart and gas station
18.4	Grossmont trolley court apartments	3,200	Residential
20.4	Grossmont College Master Plan	4,800	New and renovated square footage