



INTERSTATE-8 SAN DIEGO COUNTY TRANSPORTATION CONCEPT SUMMARY

This Transportation Concept Summary (TCS) for Interstate 8 in the San Diego County portion of District 11 serves as an analysis tool and conceptual long-range guide for future investment decisions in the transportation corridor.

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CALIFORNIA DEPARTMENT OF TRANSPORTATION
PLANNING DIVISION
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DISTRICT 11

I-8 San Diego County Transportation Concept Summary May 2009

CORRIDOR PURPOSE

This document discusses transportation issues related to the San Diego County portion of Interstate 8 (I-8). A separate document on Imperial County portion of I-8 has been developed. To provide continuity, some transportation aspects of the entire corridor are included in this document.

The primary purpose of I-8 in the San Diego area is to provide for east-west movement of commuter, regional, and interregional traffic. The western, more urbanized portion of I-8 is a major commuter route serving Ocean Beach, Mission Valley, San Diego State University, La Mesa, El Cajon, the County of San Diego and Alpine. The eastern portion of I-8 beyond the urban area is primarily an interregional route used for goods movement, and for access to mountain and desert recreational areas. However, there is a small, but increasing amount of commuter traffic between San Diego and the rapidly growing Imperial County. I-8 is the primary route used by Imperial County agricultural producers to ship products into the San Diego area. This has been particularly true since the parallel SD&AE railway which ran from San Diego to Plaster City/El Centro was disrupted in 1983. In turn, I-8 provides access to suppliers of the agricultural support industries.

CORRIDOR NEEDS

Most of the I-8 corridor between I-5 and the Lake Jennings area east of El Cajon currently experiences congestion and operates at unacceptable levels of service during the morning and afternoon peak periods. I-8 has experienced a relatively slow rate of traffic growth since 2000, generally between 1% and 5% annually. This growth trend is expected to continue until 2030. Since most of the corridor between I-5 and SR-125 has limited available right of way due to abutting parallel roadways, future lane additions are problematic in this portion of I-8. East of SR-125, right of way is not as limiting and potential capacity improvements may be easier to implement.

Mission Valley

Because of the limited right of way on I-8, especially in the Mission Valley area, other types of transportation improvements instead of capacity improvements will be needed. Both Transportation System Management (TSM) and Transportation Demand Management (TDM) strategies should be developed in an effort to reduce travel demand and improve the efficiency of moving transportation in the I-8 corridor.

Transportation System Management is the consideration of projects, actions, or strategies that result in increasing the efficient movement of people, goods, and services on the existing transportation system without major system expansion by capacity improvements. Typical TSM strategies that either have been developed or could be

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utilized in this portion of the I-8 corridor include improved and/or additional ramp metering, High Occupancy Vehicle (HOV) Bypass lanes, local interchange and freeway interchange improvements, auxiliary lanes, and the construction of park and ride lots. In addition, expansion of Intelligent Transportation System (ITS) type improvements such as Changeable Message Signs (CMS), Closed Circuit Television (CCTV), Highway Advisory Radio (HAR), Traffic Monitoring Stations (TMS), and other traffic operational strategies should also be implemented.

Transportation Demand Management is the implementation of measures that focuses on reducing or changing travel demand rather than increasing transportation supply. TDM strategies are intended to modify travel behavior, using measures which either eliminate trip making, change the time of day trips are made, or accommodate person-trips in fewer vehicles. Typical TDM strategies that can affect travel demand in the I-8 corridor include telecommuting, work rescheduling, alternative work locations; teleconferences; increase ridesharing; increase transit use; walking, bicycling, user charges for congestion and peak period use to shift peak demands; tolls; limit amount and increase cost of parking; fuel taxes and emission fees; and alternative peak-hour routes .

The existing, adopted 1984 Mission Valley Community Plan is expected to be updated by the City of San Diego in 2010 depending on the City budgetary situation. Once the Plan update is approved to move forward, it is anticipated that the updated Plan will take two years to complete. One of the major goals of the Plan is the provision of a surface street system, carefully coordinated with the regional freeway system, which is adequate to meet the total future needs of Mission Valley. A major problem facing the existing Mission Valley city street system is its lack of any uniformity. Many streets are under-designed and transport an excessive number of cars on streets that were never intended for such volumes. In addition, there is an inordinate amount of out of direction travel. The streets in Mission Valley vary in width, sometimes from block to block. The chief reason for this varying design in street standards is due to the manner in which Mission Valley developed rather than any oversight by responsible parties. In the past there has been no overall development plan for the public and private sectors to follow in Mission Valley. Several of the largest parcels are currently in uses such as sand and gravel extraction. These parcels and other major parcels in areas near the San Diego River are expected to be redeveloped in the future. These redevelopments will generate substantial traffic that will impact both the existing city street system and the I-8 corridor through Mission Valley.

The present transportation system in Mission Valley has inadequate capacity. As currently developed, it will be unable to handle future local circulation and regional transportation needs. A significantly upgraded surface street system in Mission Valley is needed to reduce the reliance on I-8 for travel within Mission Valley. Further coordinated studies between Caltrans and the City of San Diego, such as an I-8 Mission Valley Corridor Study, are needed to remedy deficiencies in both the I-8 corridor in Mission Valley and the local Mission Valley street system. Potential improvements that should be studied include constructing new interchanges and/or redesigning existing interchanges, instituting appropriate operational improvements on I-8 such as the provision of auxiliary lanes and ramp meters, completing gaps in the Mission Valley city street

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system, reducing the effects of flooding on the transportation network; and mitigating congestion by providing incentives for the use of modes of transportation other than the automobile, especially the San Diego Trolley system. In addition, any and all TSM and TDM improvements to I-8 in Mission Valley must be coordinated with the City of San Diego to achieve a balanced, integrated transportation system.

East of Mission Valley

East of Mission Valley, a combination of TSM, TDM and some capacity improvements will be needed to maintain good peak period level of service in the San Diego County I-8 corridor.

CORRIDOR ANALYSIS

Improvements are needed in the San Diego County I-8 corridor to improve the mobility of people and freight and to improve accessibility to major employment and other regional activity centers. Further analysis and studies are needed to determine the feasibility of providing capacity improvements in the western portion of I-8 between I-5 and SR-125. Additional studies are needed to analyze potential commute patterns between Imperial County and San Diego County. In particular, the proposed San Diego-Imperial County I-8 Corridor Strategic Plan will identify issues and interregional strategies in the areas of transportation, housing and employment that will ensure adequate level of service in the I-8 corridor between Imperial County and San Diego County.

CORRIDOR TRAFFIC

The following table shows existing and future traffic conditions for I-8.

LOCATION	2008 AWDT ¹	2008 LOS ²	2030 AWDT ³
Sunset Cliffs Blvd to Midway Dr	48,200	C	80,900
Midway Dr to I-5	102,900	F	141,700
I-5 to Morena Blvd	198,800	F	251,000
Morena Blvd to Taylor St	198,800	F	250,200
Taylor St to Hotel Circle South	201,700	F	250,200
Hotel Circle South to SR-163	217,400	F	271,300
SR-163 to Mission Center Rd	219,500	F	273,100
Mission Center Rd to Texas St.	234,100	F	285,100
Texas St to I-805	206,900	F	260,700
I-805 to I-15	255,300	F	299,500
I-15 to Fairmont Ave	321,600 ⁴	F	340,000 ⁴
Fairmont Ave to Waring Rd	264,800	F	290,600
Waring Rd to College Ave	241,200	F	271,000
College Ave to Lake Murray Blvd	213,500	F	234,900
Lake Murray Blvd to Fletcher Pkwy	201,700	F	232,400
Fletcher Pkwy to Spring St	185,600	F	208,600
Spring St to El Cajon Blvd	206,900	F	222,000
El Cajon Blvd to Jackson Dr	206,900	E	222,000
Jackson Dr to La Mesa Blvd	198,300	E	210,600
La Mesa Blvd to SR-125	198,300	E	210,600
SR-125 to Severin/Fuerte Dr	253,600	F	268,100 ⁵
Severin/Fuerte Dr to El Cajon Blvd	261,100	F	278,600 ⁵
El Cajon Blvd to Main St	216,100	F	226,700 ⁵
Main St to Johnson Ave	210,800	F	220,600 ⁵
Johnson Avenue to SR-67	190,500	F	200,700 ⁵
SR-67 to Mollison Ave	141,500	F	161,400 ⁵
Mollison Ave to 2nd St	119,800	E	154,600 ⁵
2nd St to East Main St	86,800	E	123,400
East Main St to Greenfield Dr	95,000	E	131,000
Greenfield Dr to Los Coches Rd	82,000	D	117,300
Los Coches to Lake Jennings Park	71,800	D	98,400
Lake Jennings Park to Alpine Blvd	56,200	C	92,200
Alpine Blvd to Tavern Rd	49,600	B	84,800
Tavern Rd to West Willows Rd	35,100	A	59,700
West Willows Rd to East Willows Rd	25,100	A	38,000
East Willows Rd to SR-79	24,300	A	44,400
SR-79 to Pine Valley Rd	19,300	A	34,400
Pine Valley Rd to Sunrise Hwy	17,600	A	31,800
Sunrise Hwy to Buckman Springs	16,800	A	30,800
Buckman Springs to Cameron Rd	14,900	A	28,500
Cameron Rd to SR-94	13,500	A	27,400
SR-94 to Carrizo Gorge Rd	13,000	A	28,900
Carrizo Gorge Rd to Inkopah Rd	13,100	A	17,400

¹ 2008 AWDTs derived from Caltrans District 11 Traffic Census Branch AADT's

² 2008 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 most recent 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. The impacts of TDM and TSM improvements are hard to quantify, therefore, accurate determination of 2030 LOS is problematic.

⁴ Estimated volumes include adjacent collector lane volumes

⁵ 2030 AWDTs in these segments include both General purpose lane and HOV lane volumes. HOV volumes are approximately 10%-16% of total traffic volume depending on segment location.

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. The following charts show these performance measures for the I-8 corridor between I-5 and 2nd Street in El Cajon.

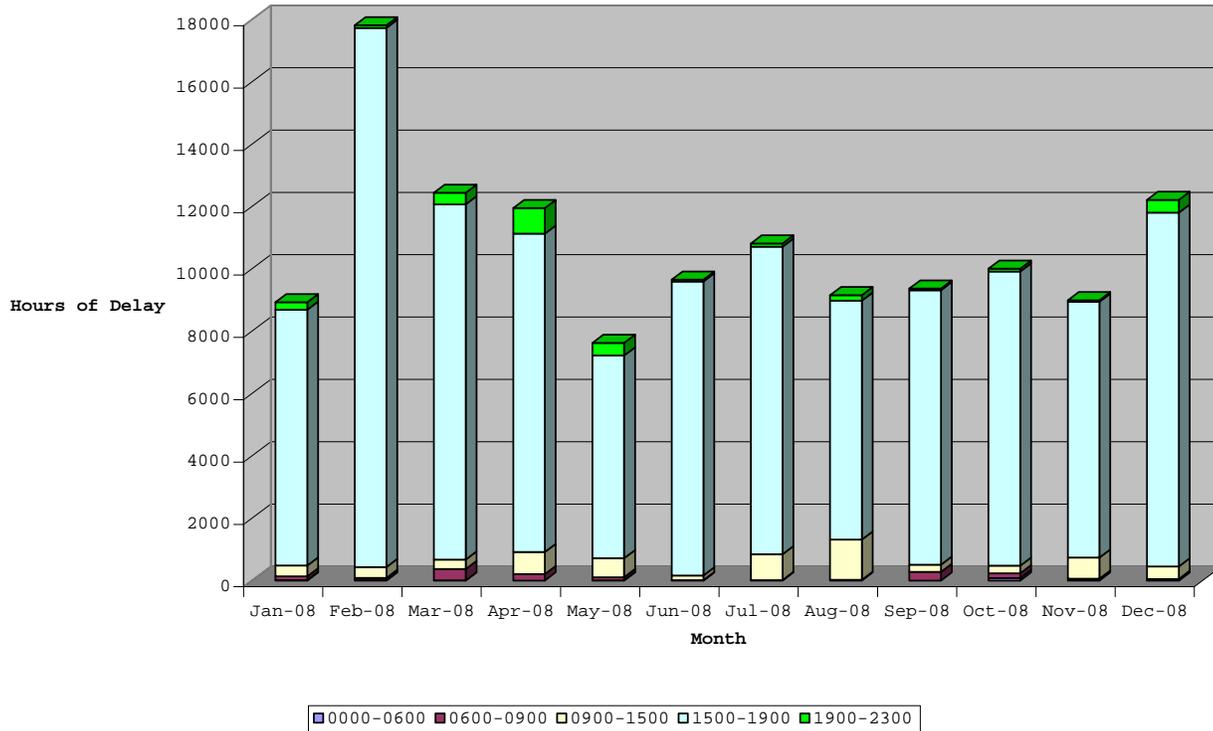
DELAY

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 I-8 in the eastbound direction between I-5 and 2nd Street in El Cajon. The selected time frame is from January 2008 to December 2008. As is evident by the chart, most of the eastbound delay occurs during the afternoon peak period from 3 PM-7 PM.

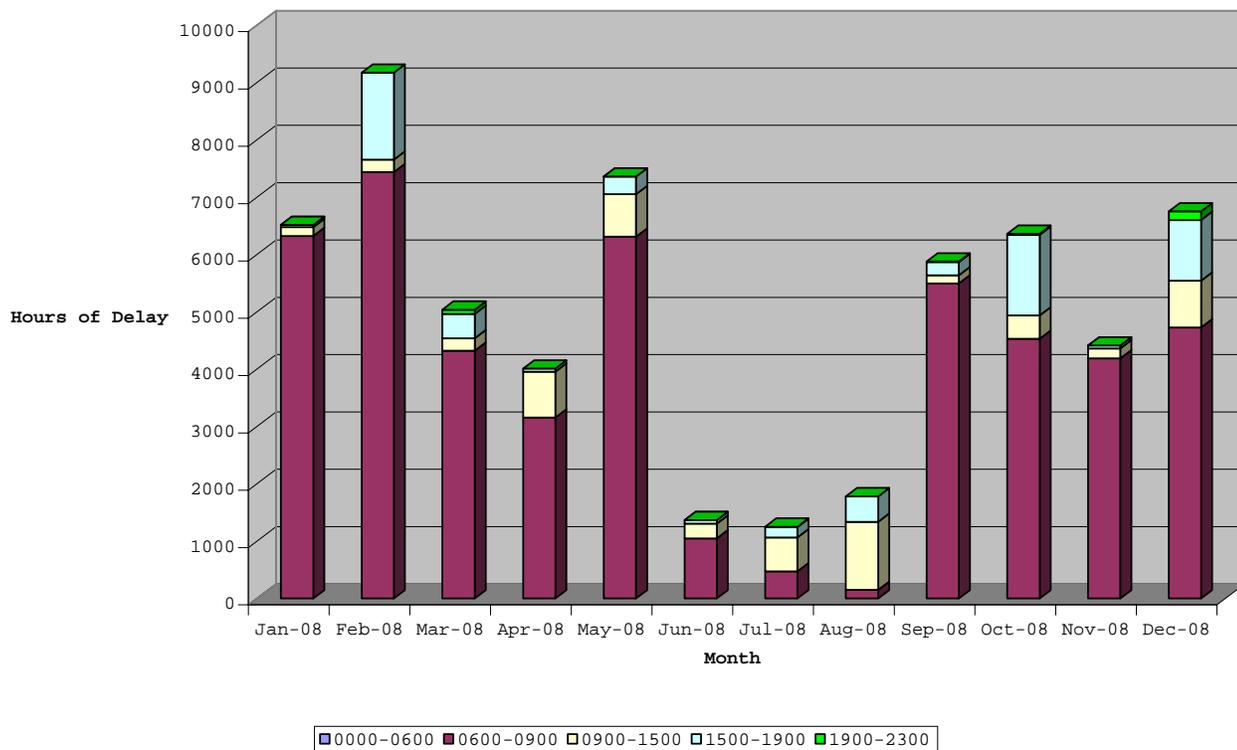
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I-8 EB Delay <35 (I-5 to 2nd Street)



The chart below shows vehicle hours of delay using the 35 mph threshold for the westbound direction. As expected, the majority of the delay is during the morning peak period.

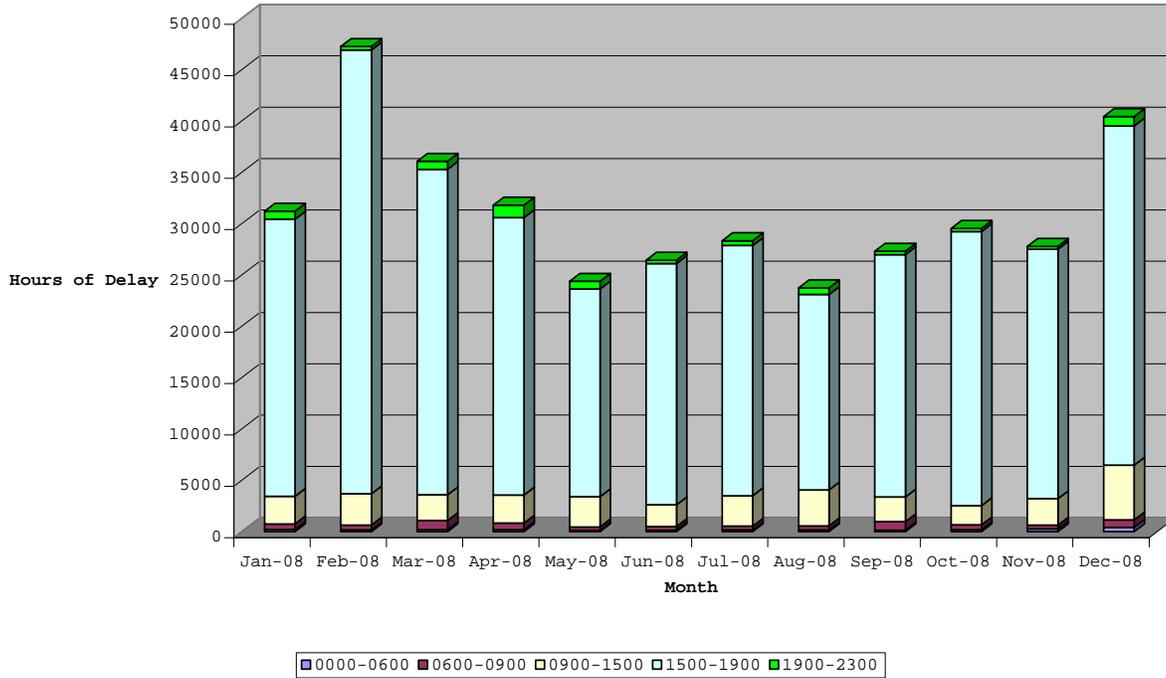
I-8 WB Delay <35 (I-5 to 2nd Street)



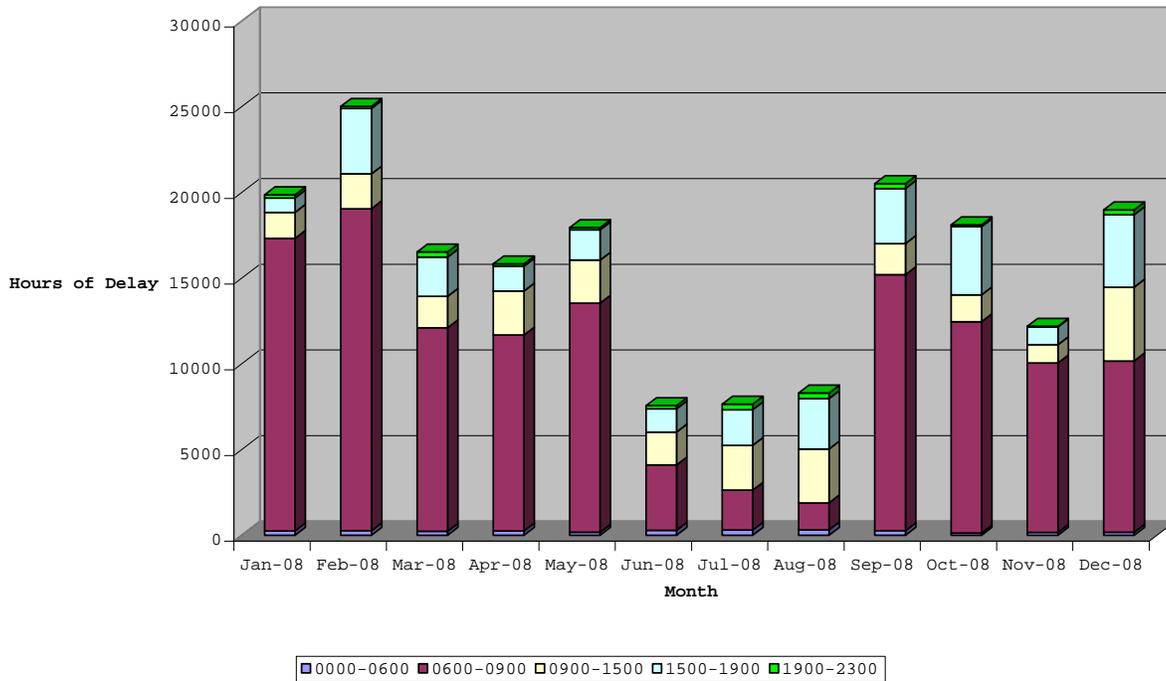
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The two charts below depicts the vehicle hours of delay using the 60 mph threshold for I-8 in the eastbound and westbound direction between I-5 and 2nd Street. As expected, the vehicle hours of delay has increased because of the higher threshold speed.

I-8 EB Delay <60
(I-5 to 2nd Street)



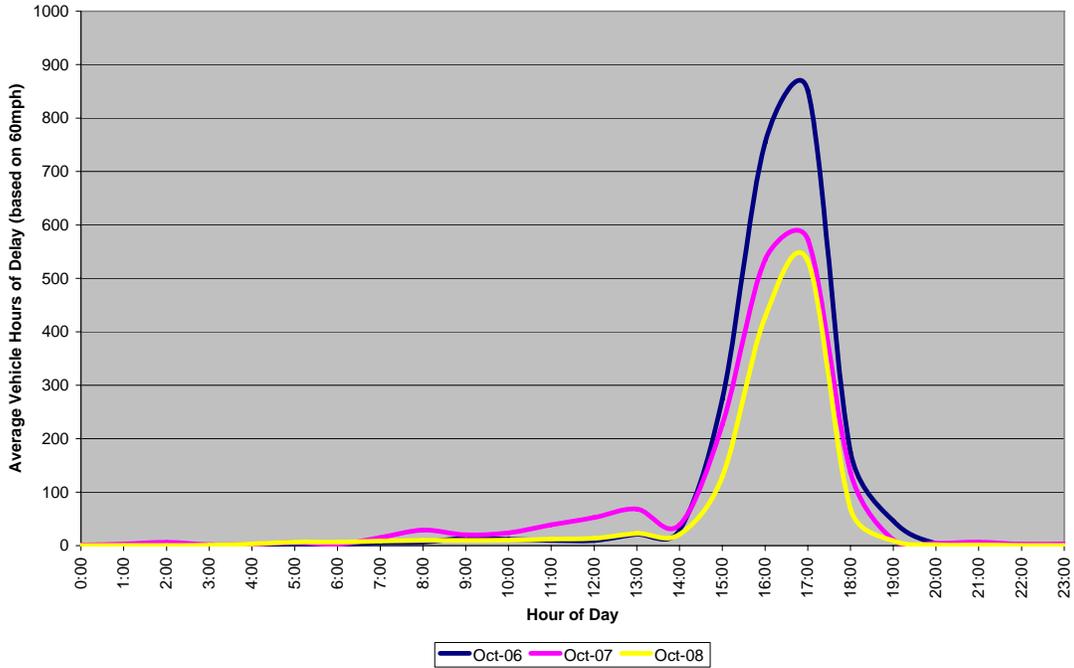
I-8 WB Delay <60
(I-5 to 2nd Street)



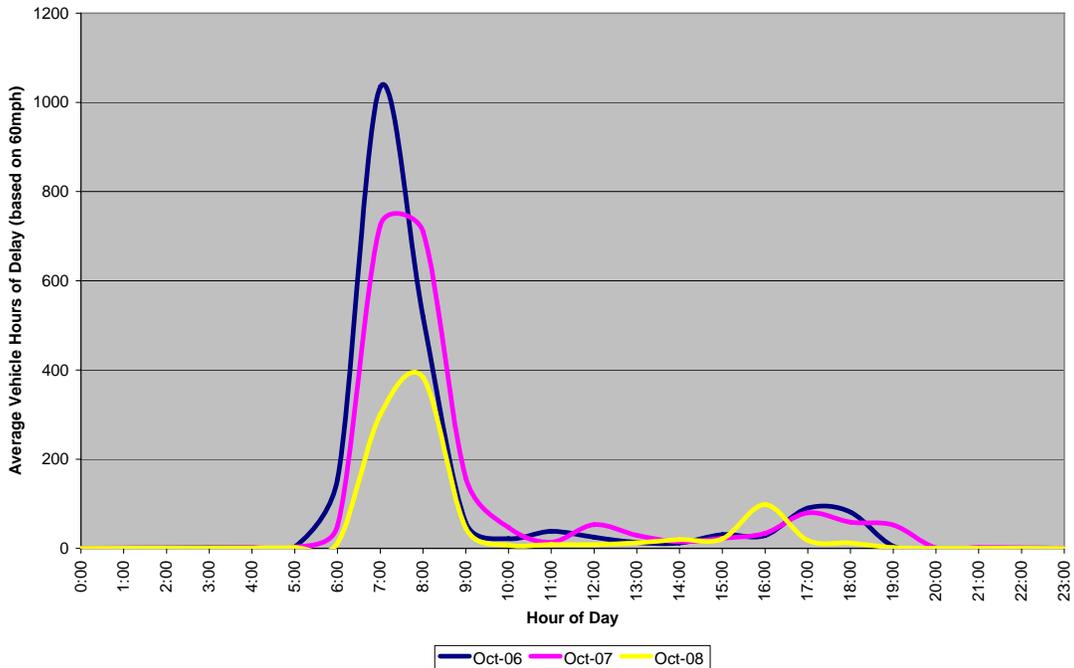
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Another way to understand the characteristics of congestion and related delays is to show average weekday hourly delay. The following two charts shows historical average weekday hourly delay in the eastbound and westbound directions on I-8 between I-5 and 2nd Street. Data is from the representative month of October for calendar years 2006, 2007, and 2008.

I-8 Average Eastbound Weekday Hourly Delay (I-5 to 2nd Street)



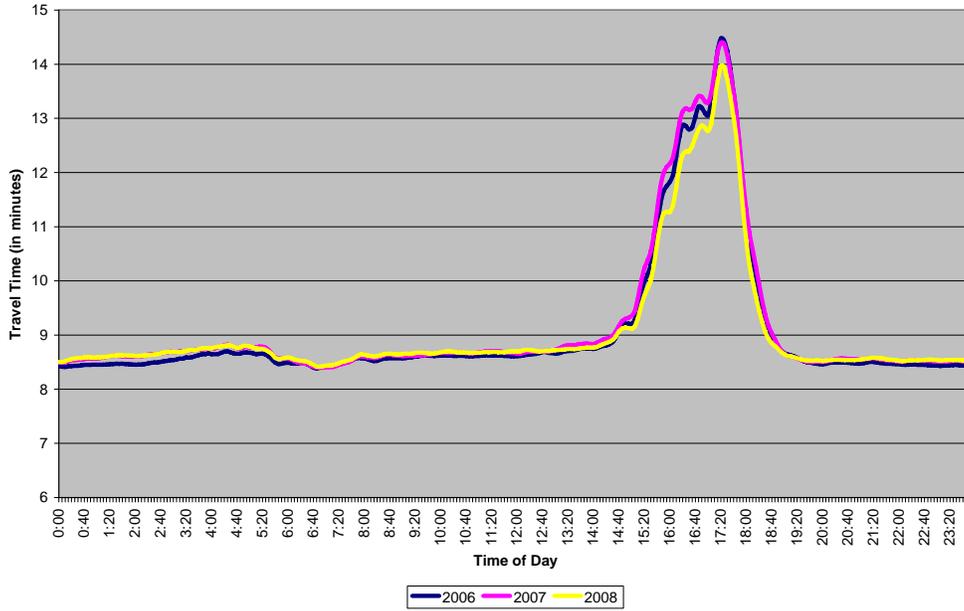
I-8 Average Westbound Weekday Hourly Delay (I-5 to 2nd Street)



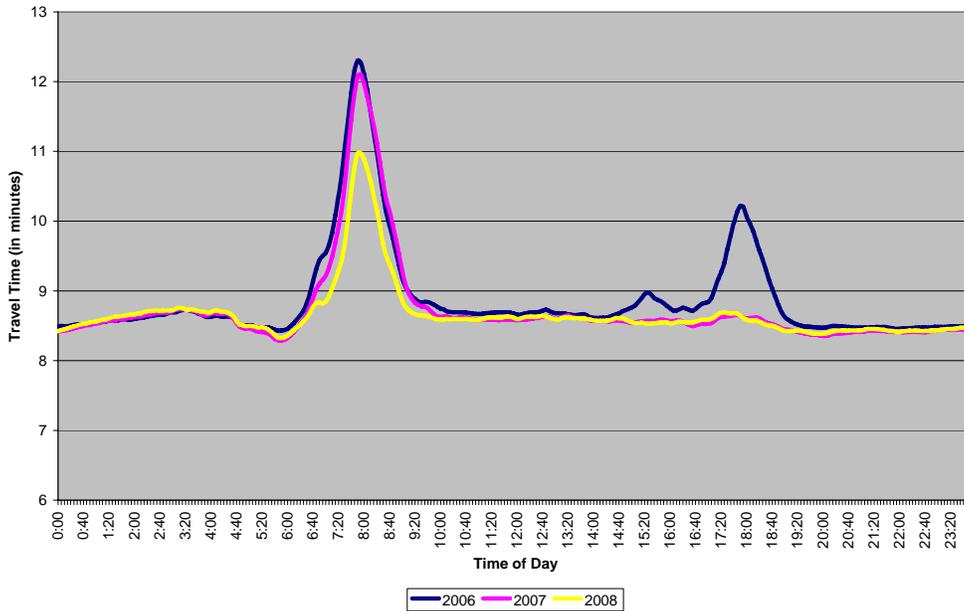
TRAVEL TIME

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 Lake Murray Boulevard for calendar years 2006, 2007, and 2008. As is evident from the chart, eastbound travel times during the afternoon peak period have decreased slightly in 2008.

I-8 Eastbound Travel Times (I-5 to Lake Murray Boulevard)



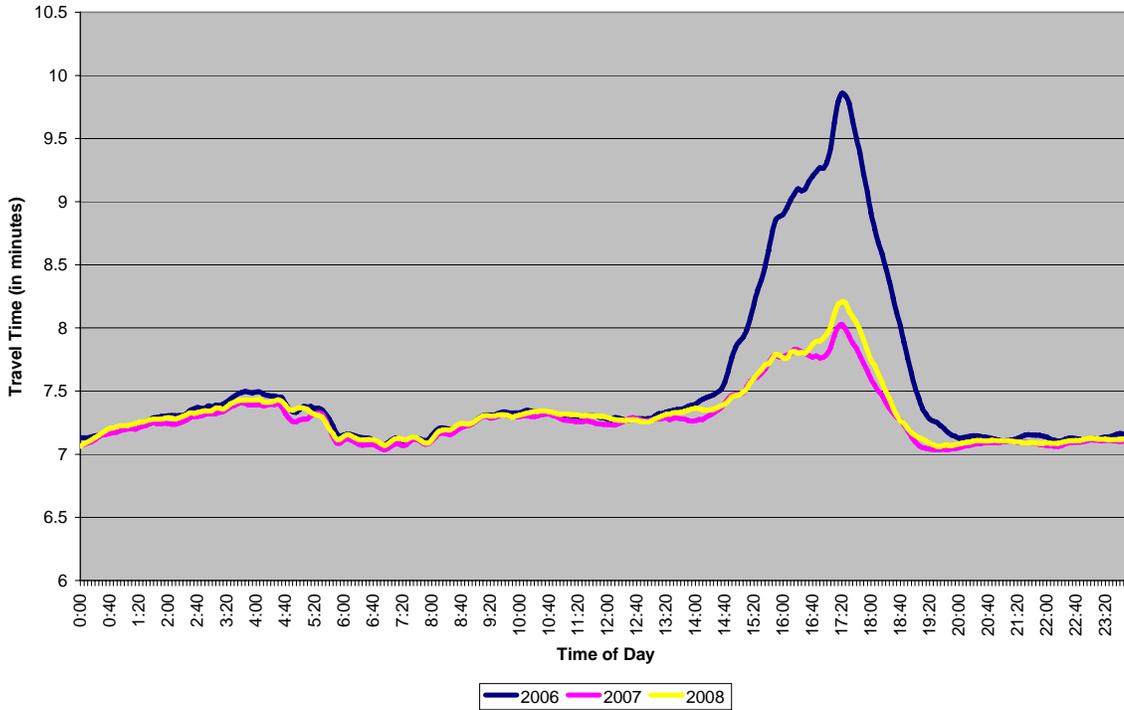
I-8 Westbound Travel Times (I-5 to Lake Murray Boulevard)



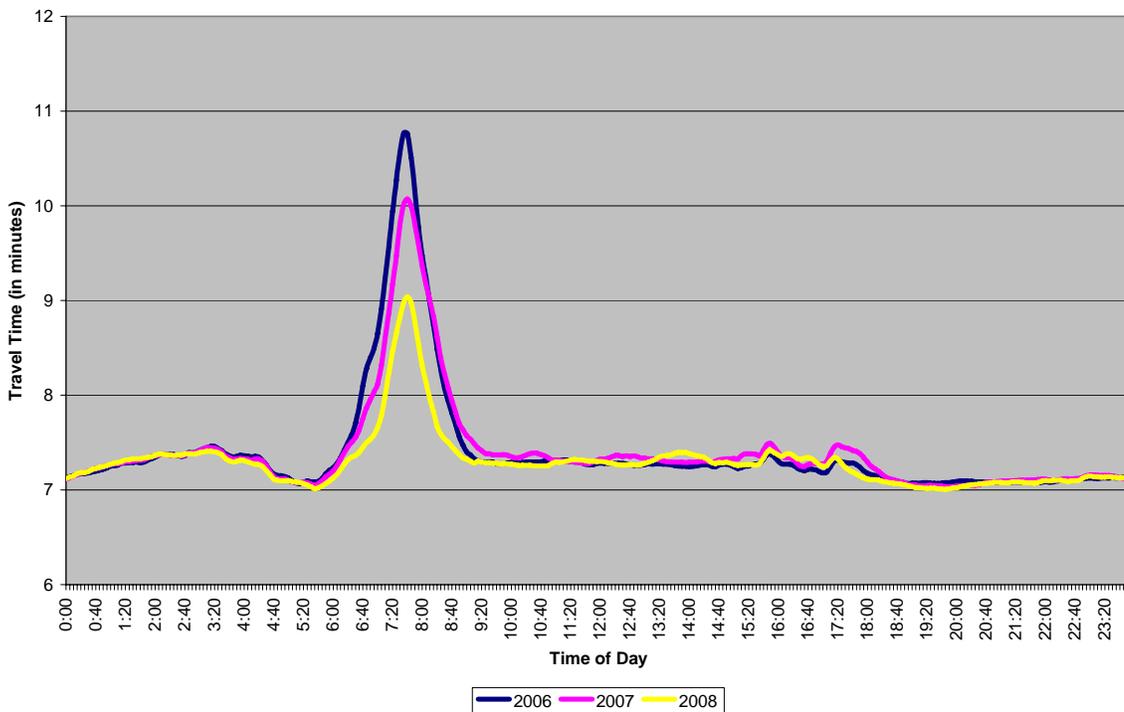
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The following charts shows historical average eastbound and westbound travel times between Lake Murray Boulevard and 2nd Street in El Cajon for calendar years 2006, 2007, and 2008. As is evident from the chart, eastbound travel times during the afternoon peak period have decreased significantly in 2007 and 2008.

I-8 Eastbound Travel Times (Lake Murray Boulevard to 2nd Street)



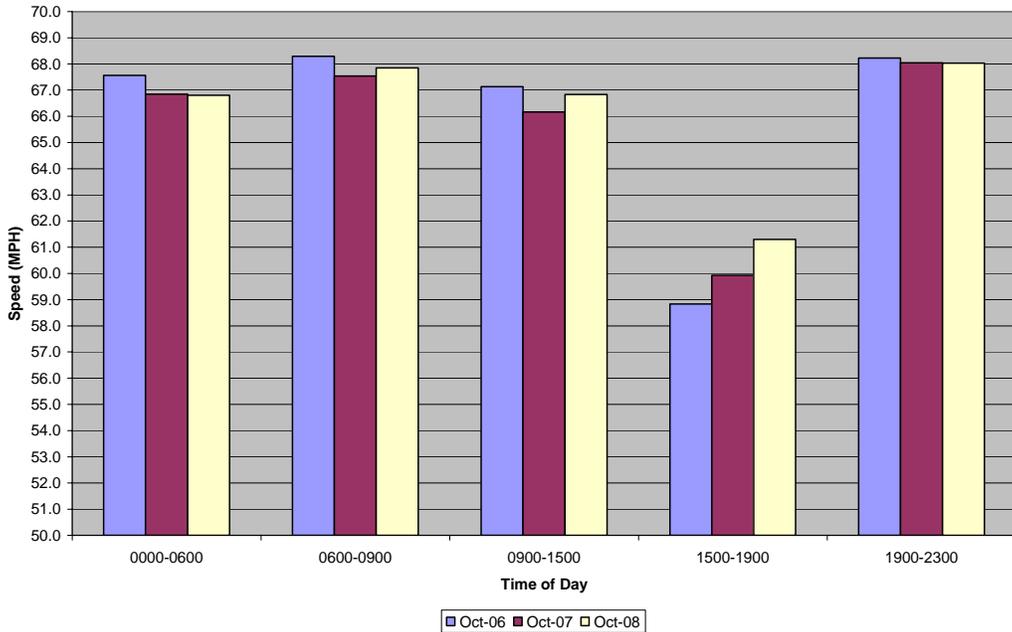
I-8 Westbound Travel Times (Lake Murray Boulevard to 2nd Street)



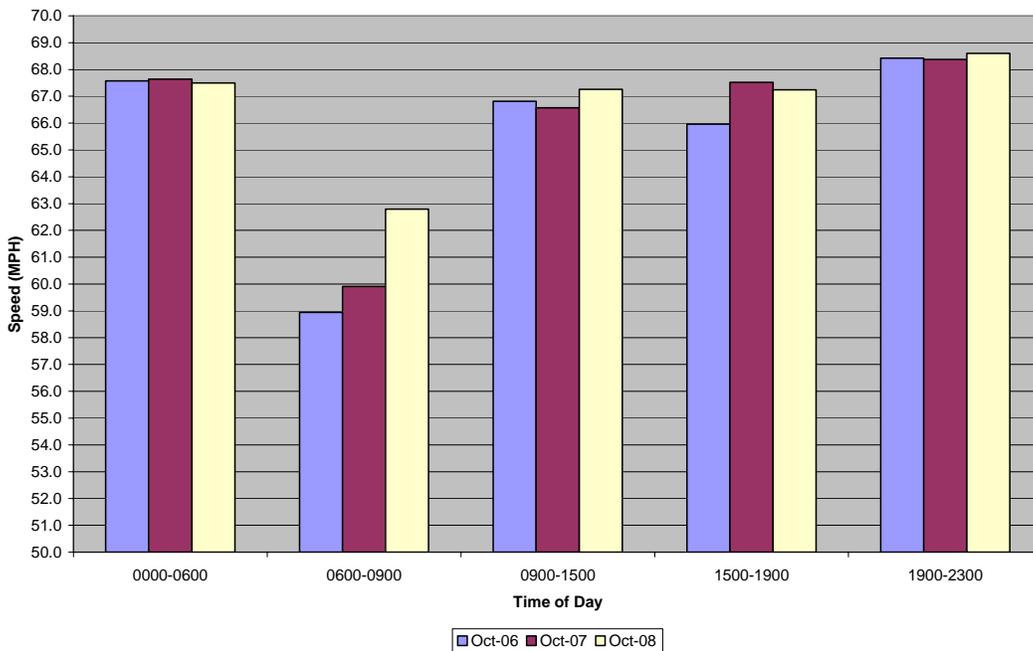
SPEED

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 2nd St. for the representative month of October for calendar years 2006, 2007, and 2008. As is evident from the chart, eastbound average speeds during the afternoon peak period and westbound average speeds during the morning peak period have increased from 2006 to 2008 and are consistent with decreased travel times as shown in previous charts.

I-8 Eastbound Average Speeds (I-5 to 2nd Street)



I-8 Westbound Average Speeds (I-5 to 2nd Street)



PROJECT INITIATION DOCUMENT INFORMATION - CORRIDOR AND SYSTEM COORDINATION

Interstate 8 (I-8) is an east-west interstate highway facility serving San Diego and Imperial Counties. I-8 begins in San Diego at its junction with Sunset Cliffs Boulevard, Post Mile (P.M.) SD L0.0. The portion of this route that is within District 11 extends 276.8 kilometers (km) (172.0 miles) to its eastern terminus at the California-Arizona State Line (P.M. IMP R97.0) near Yuma, Arizona. I-8 continues into Arizona until it intersects with I-10 near Casa Grande.

In the San Diego area, I-8 interconnects all the major north-south metropolitan freeways including I-5, State Route (SR) 163, I-805, I-15, SR-125, SR-67 and SR-54. As it continues east, it accesses the southern terminus of SR-79 (P.M. SD R37.8) and the eastern terminus of SR-94 (P.M. SD R65.9). I-8 crosses into Imperial County, connecting with the western terminus of SR-98 (P.M. IMP 10.1), a parallel facility. Within Imperial County, I-8 intersects with SR-86, SR-111 (access to the international Port of Entry (POE) at Calexico) and SR-115. I-8 then reconnects with SR-98 at its eastern terminus. Finally, it accesses the SR-186 connection to the international border station of Andrade, and terminates at the Arizona state border.

I-8 is the primary route used by Imperial County agricultural producers to ship products into the San Diego area. This has been particularly true since the parallel railway was disrupted in 1976 and again in 1983. In turn, I-8 provides access to suppliers of the agricultural support industries. I-8 also connects distribution centers and consumers between the San Diego region and the Calexico/Mexicali region and beyond.

I-8 was added to the State Highway System in three sections:

- Former Route 12 from San Diego (I-5) to El Centro in 1909.
- Former Route 27 from El Centro to the Arizona State Line in 1915.
- Former Route 109 from Sunset Cliffs Boulevard to I-5 in 1915.

I-8 was added to the Freeway and Expressway System in 1959.

The functional classification of I-8 from I-5 to the Arizona State Line is Interstate. From the Urban/Rural Limit (SD P.M. R31.3) to the Arizona State Line (IMP P.M. R97.0), I-8 is included as a part of the Interregional Road System (IRRS).

I-8 in its entirety from Sunset Cliffs Boulevard to the Arizona State Line is a National Highway System (NHS) route. I-8 has been designated by Caltrans District 11 as a State Highway Impacted by NAFTA. The portion of I-8 from I-5 to the Arizona border is a designated route in the National Network for Surface Transportation Assistance Act (STAA) for trucks; I-8 west of I-5 is a terminal access route to the national network. I-8 from Lake Jennings Park Road to the Imperial County Line is part of the San Diego Region Oversize Load Highway System.

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The length of I-8 from I-15 in San Diego County to the future junction with SR-7 east of El Centro is included in the Statewide List of Lifeline Routes. A lifeline route is a route that is deemed so critical to emergency response/life saving activities of a region or the State that it must remain open immediately following a major earthquake, or for which preplanning for detour and/or expeditious repair and reopening can guarantee through movement of emergency response activities.

I-8 from Sunset Cliffs (SD P.M. L0.0) to Highway 98 (IMP P.M. R10.3) is on the Master Plan of State Highways Eligible for Official Scenic Highway Designation.

There is a truck escape ramp on eastbound I-8 near the Meyer Creek Bridge (P.M. IMP R3.7). There is a truck brake inspection area on eastbound I-8 in Inkopah (P.M. SD R76.8). A truck scale facility is located on I-8 near Winterhaven.

An agricultural pest inspection station is located on I-8 west of Winterhaven. An immigration checkpoint has been implemented on westbound I-8 approximately one mile east of Sunrise Highway (San Diego County S-1).

The San Diego Association of Government's (SANDAG) November 2007 Regional Transportation Plan (RTP) includes the following corridor improvements under the Revenue Constrained Plan, the Reasonably Expected Revenue scenario, and the Unconstrained Needs Network:

LOCATION	REVENUE CONSTRAINED	REASONABLY EXPECTED	UN- CONSTRAINED
I-5 to I-15	8F	8F	8F + 2HOV
I-15 to College Avenue	10F	10F	10F + 2HOV
College Avenue to SR-125	8F	8F	8F + 2HOV
SR-125 to SR-67	8F	8F	8F + 2HOV
SR-67 to 2 nd Street	6F	6F	6F + 2HOV
2 nd Street to Los Coches Rd	4F	6F	6F + 2HOV
Los Coches Rd to Dunbar Rd	4F/6F	4F/6F	6F
Dunbar Rd to Imperial County	4F	4F	4F

F = Freeway Lanes

HOV = High Occupancy Vehicle Lanes

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HOV AND BRT Connectors

LOCATION	REVENUE CONSTRAINED	REASONABLY EXPECTED	UNCONSTRAINED
I-8/SR-125, West to South and North to East	N	N	Y

Freeway Connectors

LOCATION	REVENUE CONSTRAINED	REASONABLY EXPECTED	UNCONSTRAINED
I-8/I-5, East to North and South to West	N	N	Y

RECOMMENDED CORRIDOR IMPROVEMENTS

There are many types of improvements planned for I-8, 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, the District 11 Planning Division, and the November 2007 SANDAG Mobility2030 Regional Transportation Plan.

Freeway Corridor Improvements

The following table shows recommended major freeway improvements for I-8.

POST MILE	LOCATION	IMPROVEMENT DESCRIPTION
17.4 - R20.0	2nd St to Los Coches Rd	Add 2 General Purpose Lanes ¹

¹ Improvement included in SANDAG November 2007 RTP Reasonably Expected Scenario and the TransNet reauthorization.

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The following table shows 2008 STIP, 2008 SHOPP and PIRS projects for I-8 in San Diego County.

POST MILE	LOCATION	IMPROVEMENT DESCRIPTION	SOURCE/ PHASE
L1.2	Midway Drive Underscrossing	Reconfigure current traffic signal and redesign overhead signs	2008 SHOPP/FY09-10
L2.4 -R67.8	Various from I-5/I-8 Separation to 1.9 miles east of Westbound Off to SR-98	Clean and Treat Bridge Deck with Methacrylate and Misc. Bridge Repair Work	PIRS/PS&E
3.0 -12.6	Various from Mission Center Road Overcrossing to west of Severin Drive	Freeway Maintenance Access	2008 SHOPP/FY09-10
4.9 -7.1	Mission City Parkway Overcrossing to Waring Road Undercrossing	Environmentally Related - Replace Planting and Irrigation Upgrade	PIRS/PA&ED
5.4 -10.6	0.25 mile west of I-15 to Fletcher Parkway Overcrossing	Install Fiber Optic Cable/CCTV/Traffic Monitoring Stations/CMS,MVPS	PIRS/PA&ED
5.6 -11.1	I-8/I-15 Separation to El Cajon Blvd offramp Overcrossing	Add Mainlane Capacity, Improve Ramps, Add Auxiliary Lanes	PIRS/PSR
10.1 -10.5	0.5 mile west to 0.1 mile west of Fletcher Parkway Overcrossing	Improve Drainage Channel	PIRS/PA&ED
11.0 -12.6	Spring Street Overcrossing to Severin Drive Overcrossing	Upgrade End Treatments, Add MBGR and Concrete Barrier	PIRS/PSR
11.0 -21.5	Spring Street Overcrossing to Los Cochets Creek Bridge	Repair PCC Slabs	PIRS/PSE
17.4 -R18.7	2nd Street Undercrossing to Greenfield Drive Undercrossing	Construct Eastbound Auxiliary Lane and Remove Grape St. Pedestrian Overcrossing Bridge	2008 SHOPP/FY10-11
R31.8 -39.7	Viejas Creek Bridge to Horsethief Creek Undercrossing (eastbound only)	Grind PCC Lanes and Overlay Shoulders	PIRS/PS&E
R37.8 -R39.4	SR-79 to 1.6 miles east of SR-79	Construct drainage improvements	2008 SHOPP/FY10-11
R49.0	Buckman Springs Rest Area	Upgrade of Safety Roadside Rest Area	2008 SHOPP/FY09/10

PSR = Project Study Report

PSE = Plans. Specifications and Estimates

PA &ED = Project Approval and Environmental Document

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The following table shows 2007 10–Year SHOPP Needs Plan Projects for I-8 in San Diego County.

POST MILE	LOCATION	IMPROVEMENT DESCRIPTION	CATEGORY/FISCAL YEAR
L0.0- R55.0	Sunset Cliffs to near La Posta Creek Bridge	Provide Rumble Strips on Inside/Outside Shoulders- various locations	Collision Reduction 2012/13
.77-2.8	I-5/I-8 Separation to Mission Center Road	Rehabilitate Roadway	Roadway Preservation 2013/14
0.8 – 8.3	Taylor St to College Ave	Construct Curb Ramps	Emergency and Mandated 2012/13
3.3 -3.7	Texas St to Mission Center Rd	Construct Westbound Auxiliary Lane	Mobility 2013/14
6.2 -14.6	Fairmount Avenue to Main Street	Install Fiber Optics, CCTV, and TMS	Mobility 2013/14
6.4	Westbound Offramp to Mission Gorge Rd	Reconstruct new segment for Alvarado Canyon Rd	Mobility 2013/14
7.1 -8.3	Waring Rd to College Ave	Upgrade Non-Standard Metal Barrier	Collision Reduction 2010/11
9.5	Lake Murray Boulevard	Bridge Raise (Permit)	Bridge Preservation 2012/13
9.6 – 18.7	Lake Murray Blvd to Greenfield Dr	Construct Curb Ramps	Emergency and Mandated 2012/13
9.8 – 10.1	70 th St to Fletcher Parkway	Construct Westbound Auxiliary Lane	Mobility 2013/14
17.2 – 17.5	Mollison Avenue to 2 nd St	Construct Eastbound Auxiliary Lane	Mobility 2011/12
18.7 -21.5	Greenfield Drive to Los Coches Road	Construct Eastbound Auxiliary Lane	Mobility 2013/14
21.6 -25.9	West of Lake Jennings Park Road to Dunbar Lane	Rehabilitate Roadway	Roadway Preservation 2011/12
37.8 – 39.4	SR-79 to 1.6 miles east of SR-79	Construct Drainage Improvements	Emergency and Mandated 2009/10
56.8 – 60.0	La Posta Creek Bridge to 1.2 miles west of Crestwood Rd Undercrossing	Repair Outlet Protection	Roadway Preservation 2011/12
66.5	Boulevard	Reconstruct Boulevard Maintenance Station	Facilities 2010/11
66.9-77.8	SR-94/Ribbonwood to Imperial County Line	Rehabilitate Roadway	Roadway Preservation 2016/17
Various	San Diego County - Various locations	Repair/replace culverts	Roadway Preservation 2010-2015
Various	San Diego County- Various locations	Upgrade signs(material and exit #s)	Mobility 2010/11
Various	Various	Replace Planting/Upgrade Irrigation	Roadside Preservation 2009-2018

Transit Improvements

The San Diego Trolley provides Light Rail Transit (LRT) that essentially parallels the I-8 corridor from I-5 to I-8/Marshall Avenue in El Cajon. The Mission Valley West LRT line between I-5 and the Mission San Diego station just east of I-15 was completed in November, 1997. The Mission Valley East extension completed the 5.9 mile gap between the Mission San Diego Station and Grossmont Center, where it joins with the East Line which provides service to the Santee Town Center.

Three main Transit Centers are close to the I-8 corridor: The Fashion Valley Transit Center, The San Diego State University Transit Center, and the El Cajon Transit Center. Although no specific transit service utilizes I-8 between I-5 and SR-67, the areas adjacent to I-8, especially the Mission Valley area, are well served by Metropolitan Transit System (MTS) bus service. Further east, MTS Rural Bus Route 888 provides twice a day service between Jacumba and the El Cajon Transit Center. Route 888 travels on I-8 between Buckman Springs and East Main Street in El Cajon.

Future transit service along State Route 75 is based on the Regional Transit Plan component of the 2007 Regional Transportation Plan (RTP). This long range vision plan was developed in collaboration with SANDAG, the Metropolitan Transit Development Board (MTDB), the North County Transit District (NCTD), Caltrans, local jurisdictions, and the County government. The Regional Transit Plan provides for a fast, flexible, reliable, safe, and convenient transit network. The plan emphasizes the integration of public transportation and local land uses by developing higher speed routes, spacing transit stations farther apart, and providing priority treatments on highways and arterials. These advances allow for transit to be more competitive with automobile travel.

Nonmotorized Transportation

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.

The San Diego River Bicycle Path is parallel to I-8 on the south side of the river between Sunset Cliffs Boulevard and Hotel Circle Place. The river bicycle path also extends from Fashion Valley Road to Qualcomm Way. In addition, there are numerous bicycle lanes and bicycle routes on surface streets adjacent to or parallel with I-8.

Bicycles are permitted on the outside shoulders of the San Diego County portion of I-8 between East Willows Road and Japatul Valley Road, and also between Inkopah Road and the San Diego/Imperial County Line.

Other Transportation Improvements

As previously discussed, additional improvements such as non-motorized, park and ride, transportation demand management, and transportation system management should also be developed for the I-8 corridor. Additional corridor mobility management strategies and Intelligent Transportation Systems (ITS) that can reduce daily vehicle hours of recurrent delay on I-8 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.

DEVELOPMENT REVIEW

Caltrans District 11 Development Review staff in the Planning Division review federal, state, and local planning or proposed development activity that has the potential to impact state transportation facilities or other resources under Caltrans' jurisdiction, and to recommend conditions of project approval that eliminate those impacts or reduce them to a level of insignificance. Typically, this involves the review of development proposals in which Caltrans is either a responsible (permitting) or commenting (reviewing) agency, but has no discretionary approval power over the project other than permit authority. Development Review staff work cooperatively with local lead agencies and developers in determining the type and level of 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 14 potential major development projects within and adjacent to the I-8 corridor that will each generate more than the 1,000 ADT threshold. Total cumulative projected ADT from these developments is expected to be approximately 61,000. There may be an additional number of smaller development projects that may have additional cumulative impacts on traffic in the corridor. Because of uncertainties associated with future demographic, socioeconomic, and political climates, the scale of development may be subject to change. The development application and approval process is also subject to change. Changes in land use prompting rapid housing and commercial development growth will need to be monitored closely by all impacted jurisdictions and agencies. Appropriate traffic studies for proposed developments will need to be conducted and reviewed carefully by Caltrans staff. Land development and local capital improvement projects should also be coordinated with Caltrans projects. Further information regarding specific development projects in the I-8 corridor can be obtained from the Caltrans District 11 Development Review Branch.

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The following table shows proposed projects in the San Diego County portion of the I-8 corridor currently in the development review process. Construction of some of these developments may either be underway or complete:

POST MILE	PROJECT NAME	PROJECT DESCRIPTION	ADT	LEAD AGENCY
1.93	Presidio View	Apartments	9,650	City of San Diego
2.23	Mission Valley Springhill Suite	Hotel	1,690	City of San Diego
6.27	Centerpointe @ Grantville	Mixed Use Project	3,190	City of San Diego
8.20	The Paseo	Mixed Use Project	11,301	City of San Diego
8.20	SDSU Campus Master Plan (1,2)	Community Development	2,531	San Diego State University
8.34	Alvarado Apartments	5 story multi-dwelling units	3,984	City of San Diego
8.34	Plaza Linda Vista (SDSU)	Mixed Use Project	4,730	California State University
14.59	Downtown El Cajon Spec. Plan	Mixed Use Project	2,400	City of El Cajon
21.82	Lake Jennings Village	192 Unit Condo Complex	1,536	County of San Diego
21.82	Lake Jennings Market place	Market place	13,980	County of San Diego
21.82	Black Gold	Office Commercial Development	1,863	County of San Diego
21.82	Rios Canyon Ranch Estates	Residential with agricultural component	1,840	County of San Diego
25.54	Alpine Regional Center Expansion	Community Center	1,263	County of San Diego
R61.15	Campo Golden Acorn Hotel	Hotel	1,050	Campo Community