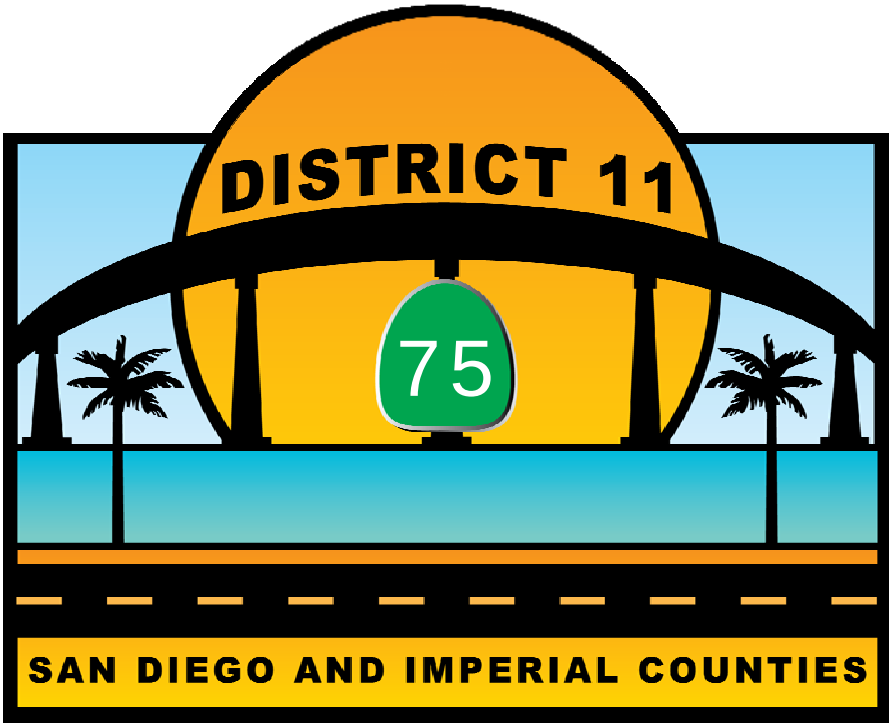


STATE ROUTE-75
TRANSPORTATION CONCEPT SUMMARY

This Transportation Concept Summary (TCS) for State Route 75 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

DRAFT

SR-75 Transportation Concept Summary
September 2009

CORRIDOR PURPOSE

The primary purpose of State Route 75 is to provide intraregional access between the cities of Imperial Beach, Coronado, and San Diego. SR-75 provides the only vehicular access to the Coronado peninsula by both the Silver Strand and the San Diego-Coronado Bay Bridge. The route carries a large number of civilian and military commuters to the North Island Naval Air Station and the Naval Amphibious Base in Coronado.

CORRIDOR NEEDS

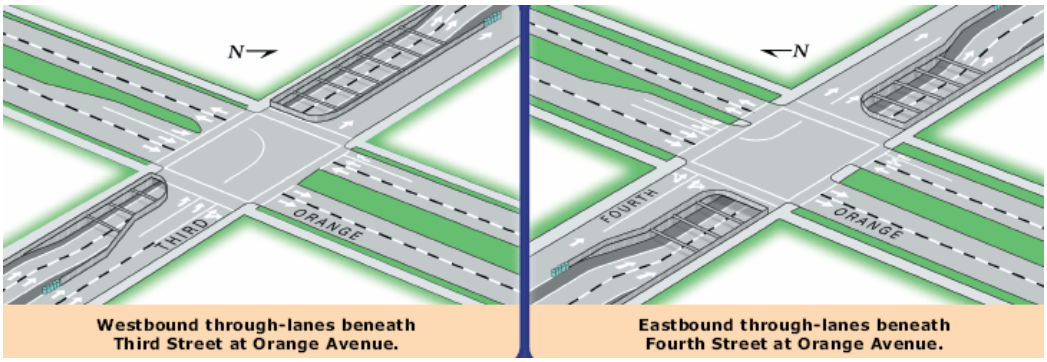
SR-75 will experience increased traffic from regional growth. Safety spot improvements, limitation and separation of left turn movements, limited driveways, and other transportation system management (TSM) improvements could be provided in the corridor. Employer-based incentives such as telecommuting, vanpooling, and additional park and ride lots should be considered.

CORRIDOR ANALYSIS

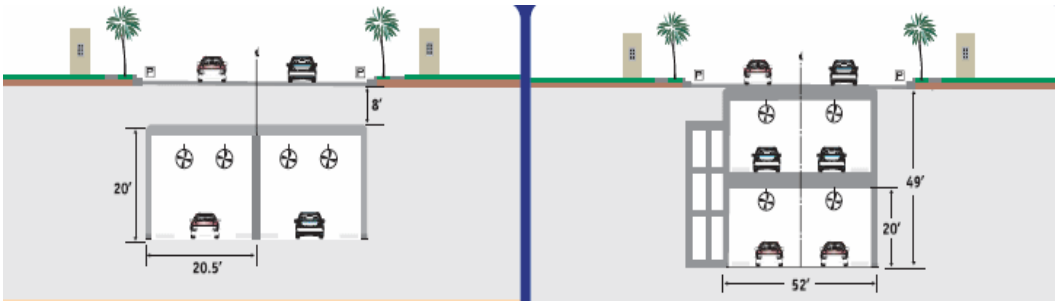
The City of Coronado has spent several years researching and identifying any possible solutions to alleviate traffic impacts within the city. This process has revealed that the most significant traffic problems in Coronado continue to be traffic to and from Naval Air Station North Island (NASNI) along the Third and Fourth Street couplets. The City of Coronado, in cooperation with the California Department of Transportation (Caltrans), proposes to improve the existing State Route 75/282 (SR 75/282) Transportation Corridor from the San Diego-Coronado Bridge to NASNI.

The purpose of the proposed SR 75/282 Transportation Corridor Project is to: relieve current and forecasted traffic congestion on Third and Fourth Street, improve circulation/accessibility at the NASNI base entrance, while not compromising security, directly address the mobility problems related to conflicting travel movements within the corridor, and maintain traffic volumes and travel speeds on Third and Fourth Street.

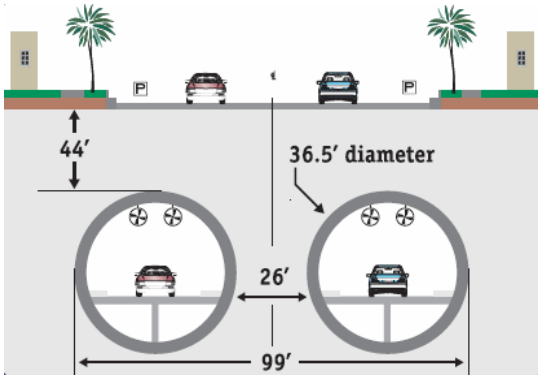
Three project alternatives are being carried through the Project Report/Environmental Document (PR/ED) phase of the project. One alternative, known as the Orange Street Underpasses, would retain the existing Third and Fourth Street couplet. This design calls for undercrossings for two westbound through lanes beneath Third Street at Orange Avenue and an undercrossing for two eastbound through lanes beneath Fourth Street at Orange Avenue.



A second alternative, known as the Cut and Cover Tunnel, would be either a two-lane or four lane tunnel running beneath Fourth Street.



The third alternative, known as the Twin Bore Tunnels, would also run beneath Fourth Street. The tunnel would begin east of Glorietta Boulevard and end near Alameda Boulevard.



The tunnel proposal is not fully funded. The City of Coronado is pursuing funding from a variety of sources, including, but not limited to, Federal, State, and/or Local dollars.

For more information about the Coronado Tunnel, please visit the City of Coronado's website at http://www.coronado.ca.us/tcp%5Fweb/.

CORRIDOR TRAFFIC

SR-75 will be experiencing an increase in traffic in the future. The increased traffic will lead to higher levels of congestion unless corridor improvements are developed. The following table shows existing and future traffic conditions for SR-75.

Existing and Future Average Weekday Traffic

Location	2008 AWDT[1]	2008 LOS[2]	2030 AWDT[3]	2030 LOS[2]
Interstate 5 to Saturn Blvd	69,200	D	87,500	D
Saturn Blvd to 13th Street	52,400	D	59,200	D
13th Street to 9th Street	35,600	C	39,800	C
9th Street to Delaware Street	23,700	B	32,900	C
Delaware Street to 7th Street	21,300	C	25,600	C
7th Street to Rainbow Drive	17,700	C	22,100	D
Rainbow Drive to Coronado Cays Blvd	19,700	C	24,800	D
Coronado Cays Blvd to Guadalcanal Rd	23,800	C	30,300	C
Guadalcanal Rd to Pomona Ave	25,900	C	36,000	D
Pomona Ave to Ocean Blvd/Dana Pl	23,100	C	25,300	C
Ocean Blvd/Dana Pl to 10th Street	23,100	C	33,700	D
10th Street to 8th Street	25,800	C	29,200	C
8th Street to 6th Street	25,800	C	31,600	C
6th Street to JCT. RTE 282 at 4th Street	28,300	C	32,500	C
JCT SR-282 at 4th St to JCT SR-282 at 3rd St	33,400	C	32,000	--[4]
JCT SR-282 at 3rd St. and 4th St. to Glorietta Blvd (couplet)	68,400	E	88,200	E
Glorietta Blvd to City Limits	79,300	C	113,100	E
City Limits to Interstate 5	79,300	C	113,100	E

[1] 2008 Average Weekday Daily Traffic (AWDT) derived from Caltrans District 11 Traffic Census Branch Average Annual Daily Traffic Volumes (AADT's).
[2] 2008 and 2030 Levels of Service are based on sketch level planning analysis and are not to be used for design purposes.
[3] 2030 AWDT's based on the SANDAG Regional Transportation Model.
[4] Future projected traffic volumes may vary based on the selected alternative for the SR-75/282 Transportation Corridor Project.

PROJECT INITIATION DOCUMENT INFORMATION - CORRIDOR AND SYSTEM COORDINATION

State Route 75 (SR 75) is a 13.5 mile route commencing at Interstate 5 in South San Diego and terminating at Interstate 5 near Downtown San Diego. The route is entirely within the boundaries of San Diego County and District 11.

In 1933, that portion of SR 75 from Interstate 5 to the Coronado-San Diego Ferry crossing was adopted into the State Highway System. In 1969, the San Diego-

Coronado Bay Bridge was opened providing direct highway service between Coronado and Downtown San Diego.

The federal functional classification for SR-75 is Urban Principal Arterial. Within District 11, SR-75 is included in the National Highway System (NHS). State Route 75 is designated as part of the National Network for Surface Transportation Assistance Act (STAA) for trucks with the following restriction: no flammables, corrosives, or explosives on Coronado Bay Bridge from toll gates (PM 20.3) to junction Route 5 (PM 22.3); otherwise the highway is a terminal access route. SR-75 is on the California list of Officially Designated State Scenic Highways.

The following table describes the existing facility type and federal functional classification for SR-75.

Post Mile	Location	Rural/ Urban	Lanes/ Facility Type*	Functional Classification
8.93-10.72	Interstate 5 to Delaware Street	Urban	6C	Principal Arterial
10.72-17.61	Delaware Street to Naval Amphibious Base	Urban	4E	Principal Arterial
17.61-19.70	Naval Amphibious Base to 3rd Street	Urban	4C	Principal Arterial
19.70-20.03	3rd Street to Pomona Ave	Urban	6Cp	Principal Arterial
20.03-22.47	Pomona Ave to Interstate 5	Urban	5E	Principal Arterial

* Facility Type: C=Conventional; E=Expressway; Cp=Couplet

RECOMMENDED CORRIDOR IMPROVEMENTS

Highway Improvements

Recommended transportation improvements for SR-75 are from the 2008 State Highway Operation and Protection Plan (SHOPP), the District 11 Project Information Reporting System (PIRS), the most recent Status of Projects, the District 11 2007 and 2009 Ten-Year SHOPP Needs Plans, and the District 11 Planning Division.

With the exception of the previously discussed SR-75/282 Transportation Corridor Project, there are no planned capacity-enhancing transportation projects for SR-75.

The following table shows 2008 SHOPP and PIRS projects for SR-75.

Post Mile	Location	Improvement Description	Source/Phase*
9.3 -10.1	Saturn Blvd. to 13th Street	Modify pedestrian curb ramps and sidewalks.	2008 SHOPP/PSE
19.6-20.5	SR75 to Coronado Bay Bridge & SR75 to 4th Street	Traffic calming project	PIRS/PSR
20.1-22.3	Glorietta Blvd to 0.62 Miles South of Route 5 Junction	Rehabilitate electrical service feed across Coronado Bridge	PIRS/PA&ED

PSR = Project Study Report
PA&ED = Project Approval and Environmental Document
PSE = Plans, Specifications, and Estimates

The following table shows the 2007 10-Year SHOPP Needs Plan Projects for SR-75.

Post Mile	Location	Improvement Description	Category/Fiscal Year
8.9 -22.3	Entire Route	Relinquish Route	Emergency and Mandated FY2010/11
8.9 -22.3	Entire Route	Upgrade 52 Signs (Materials and Exit #s) and Overhead Lighting to Inductive Technology	Roadway Preservation FY 2014/15
10.99/17.35	Rainbow Drive to the Naval Amphibious Base	Pavement rehabilitation, PCC grinding, slabs replacement	Roadway Preservation 2013/14
VAR	In San Diego at various locations on Route 75	Joint seals, deck rehabilitation	Bridge Preservation 2011/12

The following table shows the 2009 10-Year SHOPP Needs Plan Projects for SR-75.

Post Mile	Location	Improvement Description	Category/Fiscal Year
18.0-20.1	Avenida Lunar to Glorietta Blvd	Relinquish Highway	Mandates FY2015/16
9.3 -10.1	Saturn Boulvevard to 13th Street	Construct curb ramps and Pedestrian sidewalks	Mandates FY 2010/11
R20.5	Coronado Bridge	Bridge and substructure rehabilitation	Bridge Preservation 2015/16

Transit Improvements

Current transit service on and around SR-75 consist of the Metropolitan Transit System (MTS) Bus Services Routes 901, 904, 933, and 904. MTS Bus Route 901 starts in Imperial Beach at the Iris Avenue Trolley Station, follows along SR-75, and ends its route in Downtown San Diego via the San Diego – Coronado Bay Bridge. This bus route operates 50 round trips per weekday, and 38 round trips per weekend. MTS Bus Route 904 is the local shuttle route that serves the Coronado area. This route operates between Coronado City Hall and the Ferry Landing Marketplace, making 9 round trips per day, 7 days a week.

MTS Bus Routes 933 and 934 are local Imperial Beach routes. Route 933 heads west on SR-75 from Interstate 5 to 9th Street, and Route 934 inversely travels east from 9th Street to Interstate 5.

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 Silver Strand Bikeway is a 9 mile bicycle and pedestrian path along SR-75, from Imperial Beach to the Ferry Landing Marketplace (corner of 1st Street and B Avenue) in Coronado. The bikeway is part of the longer 24 mile bicycle facility around San Diego Bay known as the Bayshore Bikeway.

The path is at sea level with no elevation gain and parallels SR-75 for most of its length. The bikeway consists of 8 miles of a class 1 bike path, which is designated as a bikeway that has a completely separate right-of-way for the exclusive use of non-motorized travel. There is also a 1 mile stretch that is classified by either a class 2 bike lane or a class 3 bike route. The class 2 section of the bikeway is designated by a lane for one-way bike travel identified by special signs, lane striping, and other pavement markings. The class 3 portion is a bike route which is a shared right-of-way designated by signs only, with bicycle traffic sharing the road with motor vehicles. A new 1.1 mile section of the Bayshore Bikeway from 13th Street in Imperial Beach to an existing section of the bikeway in Chula Vista opened on April 18th, 2009.


San Diego
BAYSHORE BIKEWAY
San Diego
National City
Coronado
San Diego Bay
Pacific Ocean
Chula Vista
Imperial Beach
BIKE PATH
ON-STREET LANE/ROUTE
CURRENT PROJECTS
N
October 2003

Other Transportation Improvements

Additional modal option improvements such as park and ride, transportation demand management, transportation system management, and Intelligent Transportation Systems (ITS) should be developed for the SR-75 corridor.

In 2007, the City of Imperial Beach hired MIG, a land-use planning firm with offices in San Diego, to create the Palm Avenue Commercial Corridor Master Plan. The $18.6 million plan will create a new “main street” that will entice drivers to stop and shop at the businesses along Palm Avenue, encourage private investment in the area, and create a more defined route to the shoreline. The Imperial Beach City Council unanimously approved the Master Plan in February 2009.

The Master Plan divides Palm Avenue into four sections from Rainbow Drive to 13th Street. Each section – West End Gateway, Park, Mid-Town and East End Gateway – represents a distinct district that will be connected to the others with new landscaping and improved sidewalks, medians and bike paths. The most significant design changes are planned for the Mid-Town section from Florida to Delaware Streets. The Master Plan proposes keeping two lanes of the highway in each direction for through-traffic and using one lane to access businesses. That lane will be separated from the other two with a median. Another section that may change drastically is the Park area, from Delaware to Seventh Streets. The area is now a mix of odd-shaped medians and traffic islands and a confusing series of diagonal streets and merging lanes. The new design creates a better flow of traffic toward a more prominent entrance to the city's Seacoast commercial district.

The proposed changes, including the loss of the one through-lane in the Mid-Town section, narrower intersections and wider medians with more trees and traffic signals that work together, will improve traffic movement along this portion of SR-75.

Caltrans strongly encourages the City of Imperial to ascertain at an early stage if any portions of this project will require relinquishment of SR-75, so that the City may begin consultations with the City of San Diego, and the City of Coronado for acceptance of portions of the route that may fall within their jurisdiction and require relinquishment as well.

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 three potential development projects within or adjacent to the proposed SR-75 corridor that will generate approximately 16,000 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:

Post Mile	Project Name	ADT	Project Description
10.07	Palm Avenue Car Wash	900	Commercial
10.57	Palm Ave/Commercial Redevelopment	10,912	Commercial/redevelopment
18.42	Glorietta Bay Marina Redevelopment	4,105	Commercial/replace marina building and docks; repair sidewalk and bike path