



STATE ROUTE-76 TRANSPORTATION CONCEPT SUMMARY

This Transportation Concept Summary (TCS) for State Route 76 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

SR-76 Transportation Concept Summary August 2010

CORRIDOR PURPOSE

State Route 76 (SR-76) is a principal east-west route that carries intraregional, interregional, commuter and recreational travel. In San Diego County, SR-76 traverses the City of Oceanside and the unincorporated communities of Bonsall, Fallbrook, Pala, Pauma Valley, Rincon, and Lake Henshaw. The western portion of the route in the City of Oceanside and easterly to Interstate 15 (I-15) serves as a major commuter route. In addition, many commuters coming from communities in southwestern Riverside County (i.e. Temecula, Murrieta, Rancho California, and Menifee) utilize I-15, SR-76 and State Route 78 (SR-78) to travel to jobs in northern San Diego County, including Camp Pendleton, Carlsbad, and Oceanside. The remainder of the route east of I-15 in San Diego County serves outlying rural communities and a number of Tribal Reservations.

SR-76 intersects a number of State routes, including I-5, I-15, and SR-79. The closest parallel State Route to SR-76 in San Diego County is SR-78, which varies between 3 and 15 miles to the south.

CORRIDOR NEEDS

Portions of SR-76 are currently experiencing traffic congestion and delay at peak periods. Between I-5 and Melrose Dr, SR-76 is a four-lane expressway. From Melrose Dr to I-15, SR-76 is a two lane conventional highway. Traffic congestion on this part of SR-76 is due primarily to a lack of sufficient highway capacity, a lack of continuous parallel routes, an absence of incentives to switch to alternatives for single occupant vehicle travel, and a lack of access control. There is also a need to improve the corridor because of the increasing development in the area, in particular, the shift from agricultural/open space uses to rural and urban development areas.

There is a significant jobs/housing imbalance between the San Diego region and western Riverside County. This has developed because an adequate supply of relatively affordable housing has not been built in San Diego County to match the employment growth in the San Diego region. Due to the relatively low cost and plentiful single family housing developments in southwestern Riverside County, it is expected that interregional commuter trips between Riverside County and San Diego County are expected to increase in the future. Improvements to SR-76 between I-5 and I-15 will be needed to accommodate this increased traffic demand and to alleviate congestion.

The portion of SR-76 east of I-15 is a two lane conventional highway passing through hilly terrain and characterized by a number of curves and a lack of passing opportunities. This area has experienced increasing traffic due to the development of a

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number of tribal gaming facilities on Native American reservations adjacent to or near the SR-76 corridor and other development in the area.

CORRIDOR ANALYSIS

For purposes of analysis, portions of SR-76 are expressway and portions are conventional highway. Some specific issues and improvements need to be analyzed separately depending on the type of facility, however, from a corridor perspective, these issues and improvements work together to improve traffic flow throughout the entire corridor.

Specifically, there are two major projects between Melrose Drive and I-15. From Melrose Drive to South Mission Road, SR-76 will be expanded to a four lane conventional highway that will accommodate potential widening to six lanes. Construction is currently underway on the project, with completion scheduled for 2013. An additional project from South Mission Road to I-15 will widen SR-76 to a four lane conventional highway and improve the SR-76/I-15 interchange. Construction is scheduled to begin on this project in 2012.

CORRIDOR TRAFFIC

SR-76 will be experiencing an increase in traffic in the future. In some cases, traffic is expected to double or even triple between 2005 and 2030 in certain parts of the corridor. This increased traffic will lead to higher levels of congestion unless corridor improvements are developed. The following table shows existing and future traffic conditions for SR-76.

Existing and Future Average Weekday Traffic

LOCATION	2009 AWDT¹	2009 LOS²	2030 AWDT³	2030 LOS²
I-5 to Foussat Rd	54,000	E	57,000	C
Foussat Rd to Douglas Dr	50,511	D	57,500	C
Douglas Dr to College Blvd	46,400	E	55,700	C
College Blvd to Melrose Dr	38,900	C	52,700	B
Melrose Dr to South Mission Rd	37,000	F	54,500	E
South Mission Rd to I-15	23,000	C	38,400	D
I-15 to Pala-Mission Road (West)	11,300	C	33,900	C
Pala-Mission Rd (West) to Pala-Mission Rd (East)	6,300	B	28,000	C
Pala-Mission Rd(East) to Cole Grade Rd	10,000	C	23,400	C
Cole Grade Rd to Valley Center Rd	7,600	B	24,500	D
Valley Center Rd to SR-79	4,400	B	8,000	B

¹ 2009 Average Weekday Traffic (AWDT) derived from Caltrans District 11 Traffic Census Branch Average Annual Daily Traffic Volumes (AADT).

² 2009 and 2030 Level of Service are based on sketch level planning analysis and are not to be used for design purposes.

³ 2030 AWDT based on the SANDAG Regional Transportation Model and assumes recommended transportation improvements.

RECOMMENDED CORRIDOR IMPROVEMENTS

Highway Improvements

The following table shows recommended major highway improvements for SR-76.

POST MILE	LOCATION	IMPROVEMENT DESCRIPTION
0.0 – 7.5	I-5 to Melrose Dr	Upgrade from 4E to 6E ¹
7.5 - 12.4	Melrose Dr to Mission Rd	Upgrade from 2C to 6C ²
12.4 - R17.3	Mission Rd to I-15	Upgrade from 2C to 4C
R17.3	Junction SR-76/I-15	Widen/Revise Interchange
R17.3 - 17.9	I-15 to Couser Canyon Road	Upgrade from 2C to 4C/6C ³

¹Improvement based on SANDAG 2007 RTP Unconstrained scenario. The SANDAG Reasonably Expected Scenario shows 4E.

²Improvement based on SANDAG 2007 RTP Unconstrained scenario. The SANDAG Reasonably Expected Scenario shows 4C.

³Further study needed to determine feasibility of widening to 6 lanes from I-15 east for approximately one mile.

The following table shows additional 2010 STIP and 2010 SHOPP projects for SR-76 (if any), as well as PIRS projects.

POST MILE	LOCATION	IMPROVEMENT DESCRIPTION	SOURCE/ PHASE
R0.0 – R2.7	I-5/SR-75 separation to Fousat Rd	Roadway rehabilitation	PIRS/PSR
R2.2 - R04.2	In Oceanside from Airport Rd to Rancho Del Oro Dr	Install concrete media barrier	PIRS/PSR
R7.2 – R17.8	Near Oceanside from 0.49 miles w/o Melrose DR to 0.49 miles East of Junction I-15	Mitigation Site Preservation	Status of Projects/ PA&ED ¹
R8.0 – 38.4	At various locations from Jeffries Ranch to 0.2 miles West of South Grade Rd	Install rumble strip & upgrade end treatments	PIRS/PSR
14.7	About 6.21 miles East of Oceanside at Gird Rd	Emergency project to clear up four plugged pipes and build sediment basin at outlet	PIRS/PSE
17.3 - 43.7	I-15 to East Boundary of La Jolla Indian Reservation	Operational improvement studies	PIRS/PSR
19.5 – 40.6	Rice Canyon to SR-79	Install rumble strips, upgrade end treatments.	PIRS/PA&ED
23.2	Pala Creek Bridge	Bridge replacement (scour)	PIRS/PA&ED
28.9	At Pauma Reservation Road	Install traffic signal.	PIRS/PA&ED
29.7 – 30.1	About 21 miles East and 0.2 miles West of Cole Grade Rd Interchange	Pavement widening	Status of Projects/ PA&ED
32.9 - 52.3	Valley Center Rd to Junction SR-79	Apply microsurfacing	PIRS/PA&ED

¹ Locally funded

PSR = Project Study Report

PSE = Plans, Specifications and Estimates

PA&ED = Project Approval and Environmental Document

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The following table shows 2009 10–Year SHOPP Needs Plan Projects for SR-76.

POST MILE	LOCATION	IMPROVEMENT DESCRIPTION	CATEGORY/ FISCAL YEAR
R0.0 –52.3	I-5 to SR-79	Upgrade signs (materials & exit #s)	Roadway Preservation 2016/17
R17.3 - 52.3	Rte 76 Corridor	Centerline rumble strips, upgrade end treatments	Collision Prevention
18.6 –23.0	To Gomez Creek Bridge	Realign curves, widen shoulders/bridge, channelization	Collision Reduction, Mobility 2012/13
23.2	Near Oceanside - at Pala Creek Bridge #57-0072	Bridge replacement (scour)	Bridge Preservation 2009/10
Various	Various	Bridge rehabilitation	Bridge Preservation 2014/2015
Various	Various	Repair/replace culverts	Roadway Preservation 2015/16

The following table shows additional potential operational improvements for SR-76. These improvements were originally developed by Caltrans District 11 Traffic Operations. Many of these proposed improvements will require further study and analysis.

POST MILE	LOCATION	IMPROVEMENT DESCRIPTION
7.5 - R17.3	Melrose Drive to I-15	Traffic signal reconfigurations
12.0	Olive Hill Rd	Signal modification and widening
12.4	South Mission Rd	Construct interim modern roundabout
19.51	Couser Canyon Rd	Drainage unit
22.23	Gomez Creek	Culvert and guardrail
23.23	Pala Creek	Guardrail
24.40	Pyle Rd	Guardrail
25.40	0.8 mile east of Magee Rd	Eastbound maintenance turnout
27.00	0.2 mile west of Agua Tibia Creek	Guardrail
27.20	Agua Tibia Creek	Guardrail
27.38	Frey Creek	Guardrail
27.50	0.1 east of Frey Creek	Curve correction
29.00	Nursery	Guardrail
28.99	Pauma Reservation Rd	Left and right turn channelization
29.45	Pauma Creek	Guardrail
30.60	0.7 mile east of Cole Grade Rd	Eastbound maintenance pullout
32.87	Valley Center Rd	Lengthen left turn pocket
41.57	Sengme Oaks Rd/SR-76	Intersection improvements
41.68	La Jolla Campground Rd/SR-76	Intersection improvements

The Reservation Transportation Authority (RTA), with funding provided by the California Department of Transportation (CALTRANS), has prepared a study to investigate current traffic operations and identify achievable proposed operational and near term

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improvements for the State Route 76 corridor. Some of these proposed projects are also included in previous SHOPP Needs Lists. In addition, the study has identified the approximate projected cumulative traffic effects of proposed development along the corridor.

The emphasis of the study was focused on the development of partnerships with Native American Tribal Governments, the County of San Diego, local community planning groups, the San Diego Association of Governments (SANDAG), resource agencies, developers, and the public. Based on identified operational improvements, the study has developed a cooperative approach for the funding of these improvements.

The following are descriptions of proposed near term improvements based on the results of the study and input from stakeholders’s meetings.

POST MILE	LOCATION	IMPROVEMENT DESCRIPTION
18.8 -19.0	West and east of entrance to Sand Plant	Curve corrections
19.39	Rice Canyon Rd	Left turn channelization
20.50	East of Couser Canyon Rd	Westbound sight distance improvement
20.70 - 22.20	East of Couser Canyon Rd to Gomez Creek	Curve corrections
26.1 - 26.6	West of Paved Rd to west of Wilderness Gardens Rt	Eastbound passing lane
26.86	West of Agua Tibia Creek	Curve correction
29.87	Cole Grade Road	Left and right turn channelization
31.3 - 32.0	Pauma Valley Rd to Sams Mtn Rd	Eastbound passing lane
31.50	East of Pauma Valley Rd	Curve correction
41.11	Poomacha Rd	Intersection improvements

Transit Improvements

Current transit service on SR-76 consists mainly of North County Transit District (NCTD) Route 388. Route 388 provides six daily services between the Escondido Transit Center and the Pala Casino. This service utilizes the portion of SR-76 between Valley Center Road and the Pala Casino. Routes 303, 306, 309, 313, 315, 317, 403, 415, 891, and 892 provide service on, and additional routes provide parallel service to, SR-76. The multimodal Oceanside Transit Center is located on the western end of SR-76 providing access to 14 local bus routes, one express bus, the NCTD Coaster and SPRINTER, the Metrolink commuter rail, the Amtrak intercity rail, Greyhound and RTA (Riverside Transit Agency) bus services. Adjacent to SR-76 in eastern Oceanside is the Town Center North Transit Transfer Station; a hub for five NCTD bus routes. Town Center North is planned to be replaced by the proposed San Luis Rey Transit Center which will be a permanent transit station housing seven NCTD bus routes, with room for route expansion.

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Future transit service in the SR-76 corridor 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.

As part of the development of the 2050 Regional Transportation Plan (RTP), SANDAG is preparing an "Urban Area Transit Strategy" which will serve as the basis of the regional transit network to be included in the 2050 RTP. Through the planning process, SANDAG staff is developing and testing three transit network alternatives with a focus on the urban areas of the San Diego region. Ultimately, one of the networks (or a combination or variation) will be incorporated into the 2050 RTP and its Sustainable Communities Strategy (SCS). The overarching goal is to create a world-class transit system for the San Diego region in 2050 that significantly increases the use of transit, walking, and biking in the urbanized areas of the region, makes transit time competitive with the car, maximizes the use of transit during peak periods, and reduces greenhouse gas emissions and vehicle miles traveled in the region. The transit alternatives under study are grouped into these three themes:

- "Transit Propensity" (expanding transit in the most urbanized areas);
- "Commuter Point-to-Point" (emphasizing quick access to work); and
- "Many Centers" (connecting local smart growth areas and activity centers).

Additional transit information will be provided in the next update of this TCS which will occur sometime after the completion of the SANDAG 2050 RTP.

Additional transit services to and from the tribal development projects, as well as other developments in the corridor such as the expansion of the I-15/SR-76 park and ride lot, should be developed to accommodate near term and long term travel demand.

Other Transportation Improvements

Supplementary modal option improvements such as non-motorized facilities, park and rides, transportation demand management, and transportation system management should also be developed and enhanced for the SR-76 corridor. Additional corridor mobility management strategies and Intelligent Transportation Systems (ITS) that can reduce daily vehicle hours of recurrent delay on SR-76 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.

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The legal authority to prohibit bicycle and pedestrian use from freeways and expressways is specified in the California Vehicle Code section 21960. SR-76 includes bicycle access on the shoulders of the expressway from Coast Highway in Oceanside to the roadway classification change to a conventional highway at Melrose Dr. Bicycle use is allowed on the shoulder and in a shared roadway condition from Melrose Dr. to the terminus of the Route at SR-79. Current plans to construct an expressway from Melrose Dr. to I-15 include bicycle access on the shoulder.

SR-76 also has three Park and Ride facilities. One is owned by The River View Church and is located at 4930 Sweetgrass Lane, Bonsall, CA 92003, Post Mile 12.1. It has 50 spaces available and averages 2 vehicles. The first State owned facility is on Frontier Drive & Mission Avenue in Oceanside, CA 92054, Post Mile 2.3. It has 50 spaces and averages 9 vehicles. The second State facility is on Pala Road at the northwest corner of SR-76/I-15 in Pala, CA 92028, Post Mile 17.3. It has 163 spaces and averages 143 vehicles.

PROJECT INITIATION DOCUMENT INFORMATION - CORRIDOR AND SYSTEM COORDINATION

The western terminus of State Route 76 (SR-76) is at the junction with Interstate 5 (I-5) (P.M. SD R0.0) and extends 52.3 miles to the east, terminating at SR-79 near Lake Henshaw. All of SR-76 lies within San Diego County.

SR-76 was added to the State Highway System in 1933. In 1959, the portion of the route from Interstate 5 (PM SD R0.0) to Interstate 15 (PM SD R17.3) was added to the Freeway & Expressway System. The freeway routing for this portion was adopted in 1963, and freeway agreements with the City of Oceanside and the County of San Diego were executed in 1964 and 1965. SR-76 is part of the Scenic Highway System. SR-76 is not included as a part of the Blue Star Memorial Highway System, the Interregional Road System (IRRS), or the National Highway System (NHS).

From I-5 to Mission Road, SR-76 is designated as a State Terminal Access Route providing a connection to the National Network for Surface Transportation Assistance Act trucks. From Mission Road to I-15 SR-76 is California Legal for trucks with 40 foot Kingpin to Rear Axle lengths. From I-15 to Pala Mission Road, and from Valley Center Road to SR-79, trucks with Kingpin to Rear Axle lengths over 30 feet are not advised.

SR-76 has both an urban and a rural Federal functional classification. 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 primarily used in planning highway systems and determining eligibility for Federal-aid funding. SR-76 from I-5 to Jeffries Ranch Rd is classified as "Principal Arterial - Other Freeways or Expressways", from Jeffries Ranch Rd to Olive Hill Rd is classified as "Other Principal Arterial", and from Olive Hill Rd to SR-79 is classified as "Minor Arterial".

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SANDAG’s final 2007 RTP (November 2007) includes the following corridor improvements under the Revenue Constrained, Reasonably Expected, and Unconstrained funding scenarios:

LOCATION	REVENUE CONSTRAINED	REASONABLY EXPECTED	UN- CONSTRAINED
I-5 to Melrose Drive	4E	4E	6E
Melrose Drive to Mission Road	4C	4C	6C
Mission Road to I-15	4C	4C	4C
I-15 to Couser Canyon Road	2C	2C	4C/6C*
Couser Canyon Road to SR-79	2C	2C	2C

E = Expressway

C = Conventional State Highway

* Further study needed to determine feasibility of widening to 6 lanes from I-15 east for approximately one mile.

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 nine potential major development projects within or adjacent to the proposed SR-76 corridor that will generate over 119,400 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
2.57	Oceanside Pavilion	32,175	Commercial Development
17.70	Meadowood	8,740	Residential Development
17.86	Palomar Community College	8,500	College Development
17.867	Campus Park West	2,400	Mixed Use Development
17.90	Campus Park	43,395	Mixed Use Development
20.0	Gregory Canyon Landfill	0	Landfill Development
23.01	Warner Ranch	6,152	Residential Development
29.87	Pauma Casino and Resort Hotel	10,000	Casino Development
41.608	La Jolla Casino	8,000	Casino Development