



STATE ROUTE-67 TRANSPORTATION CONCEPT SUMMARY

This Transportation Concept Summary (TCS) for State Route 67 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
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Caltrans
DISTRICT 11

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SR-67 Transportation Concept Summary April 2012

CORRIDOR PURPOSE

SR-67 is a north-south route that carries intraregional, commuter and recreational travel. SR-67 traverses the Cities of El Cajon, Santee, and Poway and the unincorporated communities of Lakeside and Ramona. The southern portion of the route in the Cities of El Cajon and Santee serves as a commuter route. The northerly remainder of the route also serves commuter traffic from Ramona bound for I-15 via Scripps Poway Parkway, Poway Road, and I-8 via El Cajon and Santee. This portion of the route also provides access, via SR-78, to outlying rural communities and recreational areas.

CORRIDOR NEEDS

SR-67 is currently experiencing high levels of traffic congestion and delay at peak periods. Some segments of SR-67 operate at Level of Service "F" during peak periods. Queue lengths of over two miles are not uncommon at some intersections. In addition, truck traffic is up to approximately 9% of total traffic in some segments, which further exacerbates traffic flow and congestion, especially in uphill locations. Though Route 67 starts as a six lane freeway, it transitions into a four lane freeway to Maplevue Street. From Maplevue Street to Ramona, it is a two lane conventional highway with passing lanes in some locations. Rolling terrain and numerous ingress/egress points contribute to potential traffic conflicts, especially in areas where vehicles are traveling at high speeds.

In May 2007, Caltrans partnered with the California Highway Patrol to kick off a public awareness campaign to educate motorists about safe driving on SR-67. The campaign includes the use of posters distributed to the communities of Lakeside and Ramona and the cities of Santee and Poway. It also features digital road signs warning people to slow down, ads in local newspapers, 30 second commercial spots at local movie theatres and increased law enforcement. The ultimate goal is to create a safer highway on SR-67.

CORRIDOR ANALYSIS

For purposes of analysis, portions of SR-67 are freeway 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, transportation improvements work together to improve traffic flow throughout the entire corridor.

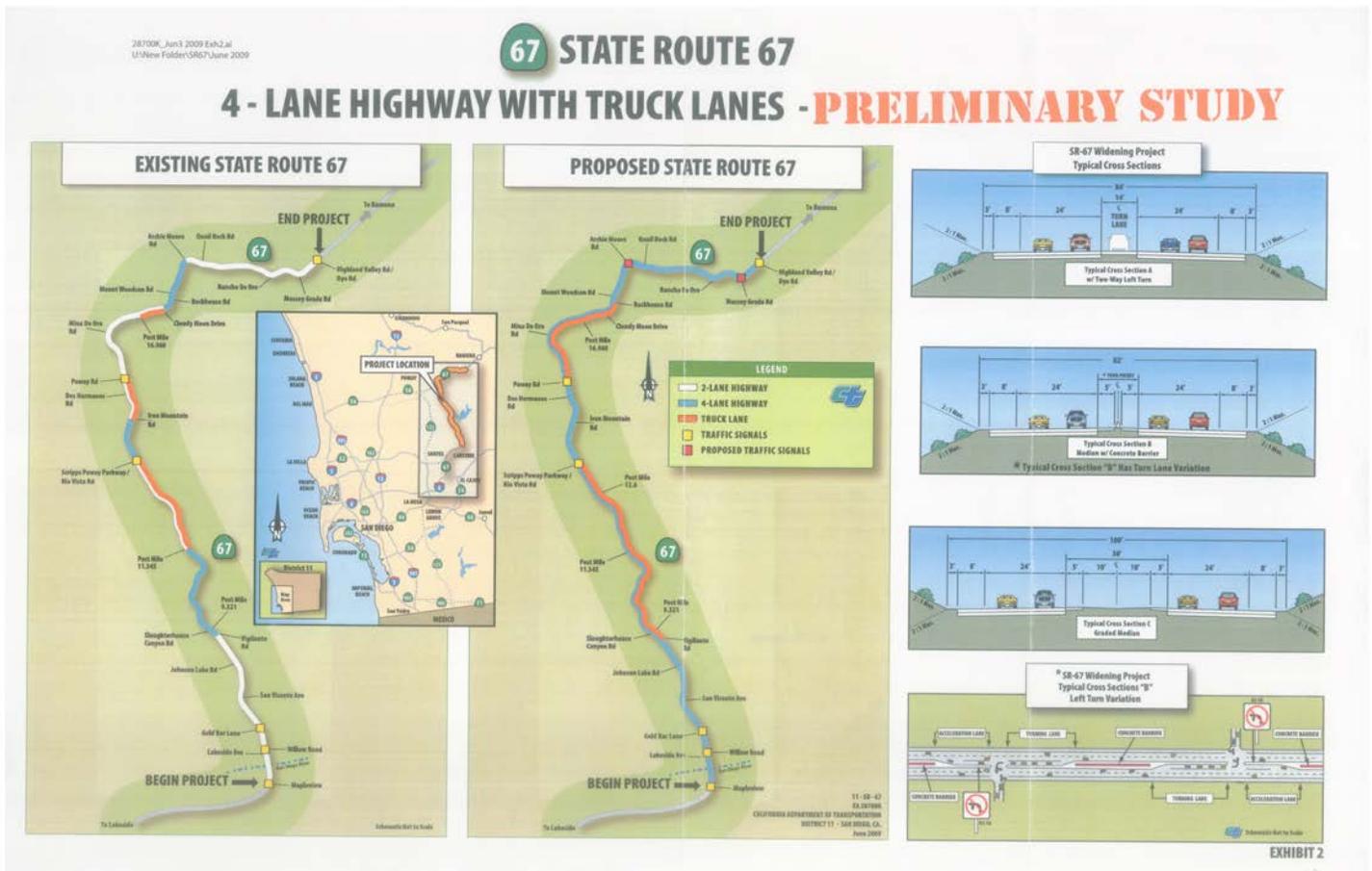
In 2009, Caltrans and the California Highway Patrol developed an extensive PowerPoint presentation regarding transportation issues related to SR-67. The PowerPoint presentation included sections on SR-67 history, the existing facility and characteristics,

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the "Three E's" -Education, Enforcement, and Engineering, and Opportunities and Constraints. The PowerPoint was shown to several of Caltrans' internal and external partners.

Caltrans made a number of improvements to the highway during the years in order to help reduce collisions, such as widening the shoulders, installing intersections and signals, rumble strips and dynamic speed survey signs. Studies are now being conducted for long-range improvements to the route.

In July 2009, Caltrans completed a Project Study Report/Project Development Report (PSR/PDS) that proposes to add one general purpose lane in each direction to improve SR-67 to a four lane highway from Mapleview Street to Highland Valley Road/Dye Road. A total of five alternatives (including a "No-Build") were studied. Project features at some locations include truck climbing/passing lanes, signalized intersections and median barriers.



CORRIDOR TRAFFIC

SR-67 will be experiencing significant increases in traffic in the future. This increased traffic will lead to higher levels of congestion unless corridor improvements are developed.

Existing and Future Average Weekday Traffic

LOCATION	2011 AWDT¹	2011 LOS²	2050 AWDT³	2050 LOS²
I-8 to Prospect Street	88,900	C	156,500	E ⁴
Prospect Street to Mapleview Street	82,100	D	88,900	D ⁴
Mapleview Street to Vigilante Road	27,400	F	51,000	E ⁴
Vigilante Road to Scripps Poway Pkwy	22,400	F	46,900	D ⁴
Scripps Poway Pkwy to Poway Road	19,700	E	41,700	D ⁴
Poway Road to Dye Road	25,500	F	44,100	D ⁴
Dye Road to Pala St	20,800	E	33,400	E
Pala Street to SR-78	27,000	E	30,400	D

¹ 2011 Average Weekday Daily Traffic (AWDTs) derived from Caltrans District 11 Traffic Census Branch Average Annual Daily Traffic Volumes (AADTs). Some volumes are averages of multiple smaller segments.

² 2011 and 2050 Levels of Service are based on sketch level planning analysis and are not to be used for design purposes.

³ 2050 AWDTs based on the SANDAG Series 12 Revenue Constrained Regional Transportation Model

⁴ 2050 LOS based on completion of proposed capacity improvements to add two lanes.

PROJECT INITIATION DOCUMENT INFORMATION - CORRIDOR AND SYSTEM COORDINATION

The southern terminus of State Route 67 (SR-67) is at the junction with Interstate 8 (I-8) (P.M. SD R0.0). SR-67 extends 24.4 miles to the northeast, terminating at SR-78 in the community of Ramona. All of SR-67 lies within San Diego County.

SR-67 was added to the State Highway System in 1933. In 1959, the entire route was added to the Freeway and Expressway (F&E) System. Freeway agreements with the City of El Cajon and the County of San Diego were executed in 1965 for the portion of the route from I-8 (P.M. SD R0.0) to the San Diego River (P.M. SD R5.8).

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SR-67 is not included as a part of the Interregional Road System (IRRS) and will not be included as part of the proposed National Highway System (NHS).

All of SR-67 is designated as a Surface Transportation Assistance Act (STAA) State Highway Terminal Access Route. In accordance with the Truck Kingpin-to-Rear-Axle Length State Highway System Evaluation Report dated December 1989, no portions of SR-67 have been identified as geometrically inadequate for use by truck tractor-semitrailer combinations having a 40 foot kingpin-to-rear-axle length.

SR-67 is not in the California State Scenic Highway System and therefore is not eligible to be designated as an official State Scenic Highway.

SR-67 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 used in planning highway systems, determining jurisdictional responsibility, developing fiscal planning and determining eligibility for Federal-aid funding. From I-8 to Maplevue Street is functionally classified as urban "Other Freeways or Expressways". From Maplevue Street to Vigilante Road, SR-67 is classified as urban "Other Principal Arterial" Between Vigilante Road and Dye Road the route is classified as rural "Minor Arterial" and from Dye Road to SR-78 SR-67 is classified as an urban "Other Principal Arterial".

Widening SR-67 north of Maplevue Street has been the future transportation concept for this portion of the highway since 1984.

In June 2002, SANDAG completed the SR-67/125 Corridor Study. Key recommendations of the study include the widening of Route 67 to a four-lane conventional highway between Vigilante Road and Highland Valley Road/Dye Road. In addition, the study recommends extending Dye Road, a San Diego County Road, to connect with San Vicente Road as a two-lane collector road.

The SANDAG 2050 Regional Transportation Plan (RTP) adopted in October 2011 includes widening SR-67 to four lanes from Maplevue Street to Highland Valley Road/Dye Road in both the Revenue Constrained funding scenario and the Unconstrained scenario. In addition, widening SR-67 from a four lane/six lane freeway to a six lane/eight lane freeway between I-8 and Maplevue Street is included in the Unconstrained scenario.

RECOMMENDED CORRIDOR IMPROVEMENTS

Highway Improvements

There are many types of transportation improvements planned for SR-67. Some of these are short-term improvements that have been developed in conjunction with the District 11 Traffic Operations division. Many of these projects address pinch points or “hot spots” and can provide some quick congestion relief benefits. Other projects include larger capacity-enhancing types of projects. The following table shows recommended major highway improvements for SR-67.

POST MILE	LOCATION	IMPROVEMENT DESCRIPTION
0.0-1.9	I-8 to Prospect Avenue	Upgrade 6F to 8F ¹
1.9 -R5.5	Prospect Avenue to Maplevue Street	Upgrade 4F to 6F ¹
R5.5-21.3	Maplevue St to Dye Rd	Upgrade 2C to 4C ²
21.3-24.4	Dye Road to SR-78	No main lane capacity improvements. Operational and/or Safety improvements as needed

¹ From SANDAG 2050 RTP

² TransNet 2 project

In addition to the five alternatives for widening SR-67 from Maplevue Street to Dye Road, the July 2009 SR-67 PSR/PDS lists a number of short-term operational-type improvements that should be considered for this portion of SR-67. They are listed below in order of recommendation:

- 1) The Intersection of Highland Valley/Dye Road and SR 67 is a location with severe delay during the afternoon peak hour. At this location, the northbound traffic queue at the signalized intersection extends back to Archie Moore Road. At this signalized intersection, in the northbound direction, there is inadequate storage in the right turn lane and one through lane. As a result, through traffic blocks access to the heavy right turn move. Extending the storage on the right turn lane twenty-four hundred feet back to Mussey Grade Road would alleviate some queue and reduce delay. Signalizing the intersection at Archie Moore Road in conjunction with extending the right turn storage at Dye Road would serve to meter traffic as it approaches the intersection.

- 2) The southbound main-lane tapers to one lane just south of the SR 67/Scripps Poway Parkway intersection. Extending the second lane or adding a lane southbound from the Scripps Poway Parkway intersection to the existing two southbound lanes 2.2 miles south of Scripps Poway Parkway (PM 11.345) would

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increase capacity and throughput.

3) Add a southbound lane from Posthill Road (PM 7.828) to Maplevue Street (PM R5.479). This section is also a location of severe delay and long queues due to high demand and the signalized intersections. Adding a lane here would reduce peak hour queuing and throughput by providing additional storage for the signalized intersections at Gold Bar Lane and at Willow Road. This project would require the construction of a new bridge at the San Diego River crossing to accommodate two additional southbound lanes.

4) Add a southbound lane from Cloudy Moon Drive (PM 17.367) to Iron Mountain Road (PM 14.350). This would add needed capacity to this two-lane section.

5) Add a northbound lane from Poway Road (PM 15.200) to PM 16.960 (existing second northbound lane). This would add needed capacity to this two-lane section.

The following table shows additional projects listed in the 2010 STIP, 2010 SHOPP, Project Information Reporting System (PIRS), 10 Year SHOPP Plan, District 11 Development Review Project Sponsor List (Oct-Dec 2011), the final June 2009 SR-67 Project Study Report/Project Development Support (PSR/PDS) report, the District 11 Planning Division, the SANDAG Route 67/125 Corridor Study (June 2002), and the SANDAG 2050 RTP. This table does not include projects that are in the Construction phase or the Close-Out phase:

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POST MILE	LOCATION	IMPROVEMENT DESCRIPTION	SOURCE/ PHASE
R0.0 - R 5.8	I-8 to San Diego River Bridge	Pavement Rehabilitation of Mainline Shoulders and Ramps	PIRS/PSE
R0.7 - R1.5	Greenfield Drive OC to 0.7 km north of Bradley Ave	Modify Existing Interchange ¹	PIRS/PA&ED
R2.7	SR-67/Woodside Avenue	Signalize SB SR-67 offramp	District 11 Developer Sponsored Projects
R3.9	SR-67/Riverford Road	Widen SB Riverford Road approach to SR-67 SB onramp- provide dedicated right turn lane	District 11 Developer Sponsored Projects
R5.5 - 19.3	Mapleview Street to Kaydee Road	Pavement Rehabilitation	PIRS/PSR
7.8	SR-67/Posthill Rd/San Vicente Rd	Add signal	District 11 Developer Sponsored Projects
21.3	SR-67/Highland Valley/Dye Road	Intersection/Access improvements	District 11 Developer Sponsored Projects
24.0	SR-67/Ramona St	Re-stripe to provide Dual Moves	District 11 Developer Sponsored Projects
23.8	SR-67/Montecito Rd	Intersection improvements	District 11 Developer Sponsored Projects
24.0 - 24.2	14 th St to 12 th St	Extend Raised Median	District 11 Developer Sponsored Projects

¹ Locally funded –County of San Diego project
 PIRS = Project Information Reporting System
 PA&ED = Project Authorization/Environmental Document

PSE = Planning, Specifications, and Estimate
 PSR = Project Study Report

The following table shows 10–Year SHOPP Needs Plan Projects for SR-67.

POST MILE	LOCATION	IMPROVEMENT DESCRIPTION	CATEGORY/ FISCAL YEAR
R0.4 -R1.1	Broadway to Bradley	Construct Northbound Auxiliary Lane	Mobility 2014/15
0.0 - 24.4	San Diego	Upgrade Signs and Overhead Lighting to Inductive Tech	Emergency & Mandated 2016/17
0.3 - 5.5	Broadway to Mapleview St	Construct Curb Ramps	Emergency & Mandated 2017/18
5.0-24.4	In San Diego County - From Lakeside Ave to Junction Rte 67/78 Separation	Rehabilitate Roadway	Roadway 2018/19
6.7 - 19.0	Willow Road to Shady Oaks Drive	Install Median Barrier	Safety Improvements 2015/16
18.55	Archie Moore Road	Construct Signal	Mobility 2019/20
21.0 -21.3	Dye Rd/Highland Valley Rd Intersection	Widening and Channelization	Mobility 2011/12
Various	Various	Repair/Replace Culverts	Drainage System Rehabilitation Projects 2012/13

Transit Improvements

Existing Transit Service

The Metropolitan Transit Service (MTS) coordinates transit service in the Eastern San Diego metropolitan area. Current transit service in the vicinity of the SR-67 corridor includes MTS Routes 832, 833, 848, 854, 858, 864, 867, 871, 872, 878, 879, 889, and 894. Although not directly in the SR-67 corridor, the Orange and Green trolley lines provide service with four trolley stations in the vicinity. In addition, two County Transportation System (CTS) Routes provide “lifeline” transportation service to a rural area service population of about 82,000 people spread over 2,800 square miles in the eastern portion of San Diego County.

Future Transit Service

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

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

The transit themes in the UATS include:

- **Transit Propensity:** Builds on the San Diego region’s backbone trolley system and expands transit in the central core and in the region’s most urbanized areas, many of which are characterized by pre-World War II street grid patterns. This theme provides very frequent transit services, alleviating riders from having to consult schedules and facilitating easy transfer connections. Major investments include streetcars, grade separations, priority treatments, transit nodes, expanded light rail, enhanced bike and walk access, and improvements to the public realm.
- **Commuter Point-to-Point:** Transit to work is an easy option which leverages new dedicated transit facilities and flexible use of Managed Lanes to serve work trips. A system of few transfers provides high speed, reliable commute options during peak periods with a variety of “last-mile” treatments. Major investments include Managed Lanes with in-line stations, park and ride lots, new fixed guideways, and some rail expansion.

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

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

Regional express routes should be developed for SR-67. The first route should operate from the SR-67/78 junction in Ramona, south to Scripps Poway Parkway, terminating at the Mira Mesa Bus Rapid Transit Station. The other route also would operate from the SR-67/78 junction, south to SR-52, terminating at the El Cajon Transit Center. In addition, all day regional transit service should be developed on SR-67 between I-8 and future SR-52. Transit bypass lanes and passing lanes should be developed to circumvent potential congestion points in order to maintain the speed required for future high-level transit service.

Other transportation improvements

There are four existing Park and Ride locations adjacent to or in the vicinity of the SR-67 corridor:

- #72 - North Magnolia Avenue and Alexander (Sonrise Church)
- #2 - Riverford Road/SR-67
- #10 - Maplevue Street/SR-67
- #63 - SR-67/Day Street (K-Mart Parking Lot)

Supplementary modal option improvements such as non-motorized, transportation demand management, and transportation system management should also be developed for the SR-67 corridor. Additional corridor mobility management strategies and Intelligent Transportation Systems (ITS) that can reduce daily vehicle hours of recurrent delay on SR-67 include continuing implementation of the Transportation Management System (TMS) and Traffic Operations Strategies (TOPS). TMS is the "wiring" needed to provide real-time corridor detection and 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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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.

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 11 potential or pending major development projects within or adjacent to the proposed SR-67 corridor that will each generate over 1,000 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.

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The following table shows proposed projects adjacent to or near the SR-67 corridor that are currently within the development review process:

Post Mile	Project Name	Project Description	ADT
1.12	Forrester Creek Industrial Park	Industrial	2,300
2.67	Las Colinas Detention Facility	Public Facility	1,400
2.67	Woodside Business Park	Commercial	1,800
3.91	Lakeside Downs	Residential	2,100
3.91	Marathon East	Commercial	10,600
13.56	Parkway Summit Office Park	Commercial	1,000
21.44	Cummings Ranch	Residential	1,600
22.26	Montecito Ranch	Residential	5,900
23.84	Palomar Pomerado Health Facility	Commercial	1,900
24.17	Ramona Branch County Library	Public Facility	1,000
24.21	Elliott Pond	Mixed Use	2,500