



STATE ROUTE-282 TRANSPORTATION CONCEPT SUMMARY

This Transportation Concept Summary (TCS) for State Route 282 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-282 Transportation Concept Summary September 2007

CORRIDOR PURPOSE

State Route 282 (SR 282) is a 0.6 mile separated couplet (three lanes in each direction) operating along 3rd and 4th Streets in Coronado between State Route 75 and Naval Air Station North Island (NASNI). The route primarily serves military and civilian commute trips to and from this large employment center. SR-282 was added to the State Highway System in 1967. The route is entirely within the boundaries of San Diego County and District 11.

CORRIDOR NEEDS

The SR-282 Corridor is currently experiences peak period congestion. The majority of these peak period trips on SR-282 are military and civilian NASNI employees and supplemental base support vehicular trips. Although their primary destination is NASNI, these employees originate from all parts of San Diego County, as well as Imperial, Riverside and Orange Counties. On mornings when ships are berthed at NASNI, incoming commuter traffic backs up from the traffic signal at Third Street and Orange Avenue for several blocks in all directions including SR-282. In the afternoons, it is also common for outgoing NASNI commuters to back up on SR-282/4th Street at the Fourth Street and Orange Avenue traffic signal for a half a mile into NASNI. Other users of the SR-282 corridor include Coronado residents and visitors to Coronado seeking alternative routes to local resort properties. Increasing traffic volumes in the SR-282 corridor from commuter, cross-town and internally generated traffic are expected to occur in the future.

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 SR-282 Third and Fourth Street couplets. Caltrans has supported the City of Coronado in identifying any possible solutions to traffic congestion within the city. The City of Coronado has subsequently proposed a number of transportation alternatives including the development of a tunnel that would carry traffic under portions of SR-75 and SR-282 from near the westerly end of the Coronado Bridge to NASNI.

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All of the following documents are consultant-prepared in coordination with the City of Coronado. The SR-75/282 Transportation Corridor Project Major Investment Study (MIS) was completed in 2003. The Initial Study, Final Methodology Report, Project Study Report (PSR), Final Public Involvement Report, and Final Scoping Report were completed in 2004.

The Preliminary Draft Project Report (PR) for the SR-75/282 Transportation Corridor Project and the Administrative Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) were released in September 2007. Seven alternatives are presented for evaluation in these documents. A preferred alternative will be identified upon completion of the public review period for the draft EIS/EIR. The seven alternatives are:

Alternative 1- No Build

Alternative 2- Transportation Demand Management/Transportation System Management

Alternative 3- 3rd Street/4th Street Couplet with Grade Separations at Orange Avenue

Alternative 4A- Two-Lane (Twin Cell) Reversible Cut and Cover Traffic Tunnel

Alternative 4A- Four-Lane (Double Deck) Cut and Cover Traffic Tunnel

Alternative 5A- Twin Single Lane Reversible Bored Traffic Tunnels

Alternative 5B- Twin Single Lane Reversible Bored Restricted Access Traffic Tunnels

The environmental phase of the project will be completed in 2009. Design of the project will commence in 2010 along with any necessary right of way acquisition. Procurement and construction of the project will begin in approximately 2012. It is anticipated that the project will be open to traffic in the year 2016.

The SR-75/282 Transportation Corridor Project 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 SR-75/282 Transportation Corridor Project, please visit the City of Coronado's website at <http://www.coronado.ca.us/>.

CORRIDOR TRAFFIC

SR-282 will be experiencing an increase in traffic in the future. The following table shows existing and future traffic conditions for SR-282.

Existing and Future Average Weekday Traffic

Location	2006 AWDT ¹	2006 LOS ²	2030 AWDT ³	2030 LOS ²
SR-75 to Naval Air Station, North Island	32,100	C	42,100	D

¹ 2006 Average Weekday Daily Traffic (AWDT) derived from Caltrans District 11 Traffic Census Branch Average Annual Daily Traffic Volumes (AADT's).

² 2006 and 2030 Levels of Service are based on sketch level planning analysis and are not to be used for design purposes. Peak period LOS's at certain locations may be higher.

³ 2030 AWDT's based on the SANDAG Regional Transportation Model. Future projected traffic volumes may vary based on future transportation alternatives.

PROJECT INITIATION DOCUMENT INFORMATION - CORRIDOR AND SYSTEM COORDINATION

The federal functional classification for SR-282 is Other Principal Arterial (Urban). SR-282 is included in the National Highway System (NHS) as an NHS connector due to its link with I-5 via SR-75. The NHS also includes the Strategic Highway Corridor Network (STRAHNET). The STRAHNET network includes highways which are important to the United States strategic defense policy and which provide defense access, continuity, and emergency capabilities for the movement of personnel, materials, and equipment in both peace time and war time. SR-282 is part of the STRAHNET network. SR-282 is also designated in the Surface Transportation Assistance Act (STAA) Truck Network as a route capable of accommodating "40 foot Kingpin to Rear Axle California Legal" trucks.

California Senate Bill 300, enacted in 1989, created an Interregional Road System (IRRS). Subsequently, Section 164.3 of the California Streets and Highways Code directed Caltrans to develop and submit to the Legislature an IRRS Plan by February 1, 1990. The 1998 Interregional Transportation Strategic Plan (ITSP) further refined and categorized routes included in the IRRS. SR-282 is not part of the Interregional Road System.

To emphasize corridors that are most essential to the California economy in terms of national and international trade, a transportation network known as the Intermodal Corridors of Economic Significance (ICES) has been developed by Caltrans. To be

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included in the ICES system, a route should provide access between major freight intermodal facilities and serve freight traffic with the NAFTA countries of Canada and Mexico, as well as the Pacific Rim and other U.S. trade markets. The route should carry high interstate and international freight volumes and value important to the economy of California. SR-282 is not included in the ICES system.

SR-282 is not included on the Master Plan of State Highways Eligible for Official Scenic Highway Designation.

RECOMMENDED CORRIDOR IMPROVEMENTS

Highway Improvements

There are no planned capacity-enhancing State transportation projects for SR-282. The SANDAG draft 2007 Regional Transportation Plan (RTP) includes preliminary engineering for the City of Coronado's tunnel proposal in both the Revenue Constrained and Reasonably Expected funding scenarios. Complete funding of the tunnel is listed in the Unconstrained Revenue scenario and is anticipated to come from Federal, State, and/or Local dollars including federal discretionary defense funding sources.

The 2006 SHOPP includes a project programmed for the 2007/08 fiscal year that would apply microsurfacing to the entire length of SR-282. The 2007 10-Year SHOPP Needs Plan includes a project to upgrade two exit number signs in fiscal year 2016/17.

Transit Improvements

Existing bus service between NASNI and downtown San Diego and Imperial Beach is provided by Metropolitan Transit System (MTS) Route 901. This route starts in Imperial Beach at the Iris Avenue Trolley Station, follows along SR-75 and includes a stop at the entrance to NASNI. The route ends in Downtown San Diego via the San Diego – Coronado Bay Bridge. This route operates from 4:30 AM-midnight at 15 minute headways during the peak periods and 30 minute headways the rest of the time. In addition, MTS Bus Route 904 provides Community Circulator bus service between Coronado City Hall and the Ferry Landing Marketplace, making 9 round trips per day, 7 days a week between 10:00 AM and 6:00 PM.

Future transit service along State Route 282 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.

Other Transportation Improvements

Currently, there are very significant levels of ridesharing in the SR-282 corridor. There are approximately 81 vanpools providing transportation for over 650 people. Vanpools to NASNI originate in many San Diego communities as well as Orange, Los Angeles, and Riverside Counties. SANDAG's Ridelink includes currently available spaces in NASNI vanpools.

Additional modal option improvements such as transportation demand management, transportation system management, and Intelligent Transportation Systems (ITS) could be developed for the SR-282 corridor.

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. Bicycle travel is permitted on SR-282.

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. SR-282 traverses a built-out residential area, and no new developments are expected to occur in the immediate future. However, due to uncertainties associated with future demographic, socioeconomic, and political climates, development potential should be monitored closely by all impacted jurisdictions and agencies. Appropriate traffic studies for potential developments will need to be conducted by developers and reviewed carefully by Caltrans staff. Land development or re-development and local capital improvement projects should also be coordinated with Caltrans projects.