

SR-905

Transportation Concept Summary

May 2011

CORRIDOR PURPOSE

State Route 905 (SR-905) is a partially constructed 12 mile route extending from the International Boundary near Border Field Park, 2.8 miles west of Interstate 5 (I-5), to the International Border Crossing at Otay Mesa. It is the only east-west route serving intraregional traffic between the Otay Mesa/International Border area and the cities of Chula Vista, National City, and Imperial Beach.

SR-905 is a principal east-west route which serves intraregional, interregional, commercial, and commuter traffic between the rapidly developing Otay Mesa area and destinations to the north via I-5, I-805, and SR-125. SR-905 also carries substantial cross-border traffic by providing access to and from the Otay Mesa International Border crossing.

SR-905 is critical to the flow of goods and services between California and Baja California, as well as between California and the nation. Since the implementation of the North American Free Trade Agreement (NAFTA) in 1994, trade and travel between the two nations have greatly increased in both dollar value and truck crossings.

CORRIDOR NEEDS

The busy local surface street, Otay Mesa Road, which parallels the adopted alignment for SR905, is presently the primary access to the U.S./Mexico Port of Entry (POE) at Otay Mesa. In 2006, average daily traffic on Otay Mesa Road ranged from 45,000-68,000 vehicles. About 15 percent of these vehicles are trucks. SANDAG expects vehicle border crossings at existing POEs in San Diego County and the proposed East Otay Mesa POE to quadruple by 2030. Continued development of more than 6,000 commercial/industrial acres, and the dynamics created by the maquiladora industry across the border, make it imperative that a full freeway for additional east-west highway capacity be developed in the coming years. In addition, the higher than average accident rate and high percentage of trucks (15% of total vehicles) on Otay Mesa Road compound congestion and impede cross-border access.

Current congestion at the California/Baja California POEs and the need to accommodate future growth in trade and travel make POE and related infrastructure improvements a critical issue for California. Land POEs are crucial for maintaining the State's economic vitality. In 1999, Mexico surpassed Japan to become California's top trade partner, with exports reaching \$18.3 billion in 2007. Total imports and exports between California and Mexico were valued at \$48 billion in 2008. Existing POEs experience excessive cross-border delays due to operational and infrastructure deficiencies. Trade is a key contributor to local, state and national economic growth. Border delays impact the competitiveness of the binational region. Wait times of more than six hours for commercial trucks and up to

three hours for cars and other non-commercial vehicles impact goods movement as well as personal trips to and from Mexico. Personal trips are impacted by long cross-border wait times, with over \$3 billion in output losses and an estimated \$46 million in labor income losses, while more than 42,000 jobs were lost during 2007 for both San Diego and Imperial Counties. The Otay Mesa POE is the busiest Californian commercial POE and the second busiest commercial POE on the U.S.-Mexico border, handling more than 1.4 million trucks and \$22.2 billion worth of goods in both directions. Delays often exceed four hours per truck.

Seventy-eight percent of the goods transported through the California/Baja California POEs have origins or destinations outside of San Diego and Imperial counties, including other California counties, states or international markets. Ninety-eight percent of imports and exports are transported by truck. The benefits of this trade are very important to the California and Baja California economies. Continued growth in binational trade through the Otay Mesa POE further necessitates the completion of the SR-905 freeway.

CORRIDOR TRAFFIC

SR-905 will be experiencing a doubling or tripling of traffic in the future. 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-905.

Existing and Future Average Weekday Traffic

LOCATION	2009 AWDT¹	2009 LOS²	2030 AWDT³	2030 LOS⁴
International Boundary to west of I-5 ⁵	N/A	N/A	N/A	N/A
West of I-5 to I-805	56,300	C	89,100	B
I-805 to future Caliente Boulevard	64,100	C	118,700	D
Caliente Boulevard to Heritage Road	37,200	N/A ⁶	110,800	D
Heritage Road to Britannia Blvd	35,100	N/A ⁶	104,500	C
Britannia Blvd to La Media	33,500	N/A ⁶	99,800	C
La Media to future SR-125/905/11 Interchange	29,300	N/A ⁶	87,400	B
Future SR-125/905/11 Interchange to Siempre Viva	32,700	C	67,800	B
Siempre Viva Road to Otay Mesa POE	26,100	C	70,200	B

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

² 2009 Level of Service (LOS) is based on sketch level planning analysis and is not to be used for design purposes.

³ 2030 AWDT's are from the SANDAG 2007 Regional Transportation Plan (RTP) Regional Transportation Model.

⁴ 2030 LOS based on sketch level planning analysis and is not to be used for design purposes.

⁵ Unadopted/Unconstructed

⁶ LOS not calculated for existing Otay Mesa Road

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 two potential major development projects within and adjacent to the proposed SR-905 corridor that will generate almost 3,700 ADT. 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. 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	Lead Agency
7.487	Metropolitan Airpark	2,190	San Diego (City)
11.59	Cross Border Airport Terminal	1,476	San Diego (City)

CORRIDOR ANALYSIS

Improvements are needed in the SR-905 corridor to provide for effective transportation of people, goods, and services between I-805 and the Otay Mesa POE. Future improvements should include alleviating existing traffic congestion, providing adequate transportation facilities for the associated growth from planned and approved developments, and completing a major transportation corridor between I-5 and the Otay Mesa POE.

State Highway

The SR-905 improvement project calls for the construction of a six-lane freeway from the Otay Mesa POE at the International Border to I-805. The project will ultimately include

grade separated local access interchanges at Caliente Road, Heritage Road, Britannia Boulevard, La Media Boulevard, and a freeway-to-freeway interchange with SR-125 (South Bay Expressway) as well as an ultimate facility build out to eight lanes.

A Final Environmental Initial Statement/Report has been completed for the project, and the Record of Decision was approved in September 2004. The Siempre Viva Road Interchange was completed in fall 2005. Caltrans has acquired right of way from I-805 to Siempre Viva Road for Phase 1, construction of the six lane freeway project.

Due to the costs for right of way acquisition, Phase 1 was split into two parts: Phase 1A, the eastern segment from Britannia Boulevard to Siempre Viva Road, and Phase 1B, the western segment from just east of I-805 to Britannia Boulevard. Construction of Phase 1A began in April 2008 and this freeway was open to traffic in December 2010.

The partnership of the California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA), and the San Diego Association of Governments (SANDAG) developed Phase 1B; construction began in summer 2009 and is scheduled to be completed by summer 2012.

The U.S. Department of Transportation selected the westbound SR-905 to northbound I-805 interchange project to receive a \$20.2 million Transportation Investment Generating Economic Recovery (TIGER) grant. 51 projects nationwide received TIGER grants, which are part of the overall American Recovery and Reinvestment Act (ARRA) economic stimulus program.

Transit

The Metropolitan Transit System (MTS) coordinates transit in the South Bay area of San Diego County, including the Otay Mesa Road and SR-905 vicinity. Transit providers in the South Bay include the San Diego Transit Corporation (SDTC), MTS Contract Services, San Diego Trolley Incorporated (SDTI), and Chula Vista Transit (CVT).

Route 905/905A traverses Otay Mesa Road between the Iris Avenue Trolley Station and the Otay Mesa International Border Crossing. Bus Routes 901, 906/907, 929, 932, 933/934, and the Trolley's Blue Line provide service to areas north and south of SR-905, and all connect at the Iris Avenue Trolley Station. These routes link the SR-905 corridor with the San Ysidro/Tijuana POE, Otay Mesa POE, and the communities of San Ysidro, Palm City, Imperial Beach, Coronado, Otay Mesa, Chula Vista, National City and San Diego.

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 and adoption of the SANDAG 2050 RTP.

Four park and ride locations exist north of SR-905: Iris Avenue Trolley Station (near I-5); Palm Avenue Trolley Station (near I-5); Telegraph Canyon Road at Paseo del Rey (near I-805); and, East H Street at Buena Vista Way (near Otay Lakes Road). In addition, two park and ride locations are located south of SR-905: Beyer Blvd and the San Ysidro POE, both of which are trolley stations. Trolley stations also provide bicycle storage lockers for bicycle commuters in conjunction with the SANDAG Ride Link Program. However, bike lockers are not available at the Telegraph Canyon and East H Street park and ride locations.

Southbound Truck Route

The Otay Truck Route Phase IV Project provides for the construction of additional travel lanes to the existing truck route for southbound truck traffic entering the Otay Mesa Border Crossing POE and to provide a travel lane for Border Patrol and emergency vehicles. More than 3,000 commercial vehicles enter the United States via Mexico at the Otay Mesa POE each day and approximately the same number of trucks cross the border in the southbound direction. Since October 2002, all commercial trucks crossing the border are required to use the designated commercial vehicle route, causing long truck queues which disrupt traffic circulation in the Otay Mesa area. The project will provide roadway improvements to the southbound truck route, which runs from the intersection of Britannia Boulevard and Bristow Court, south along Britannia Boulevard to the secondary border fence, east along the border fence, and ends at Drucker Lane.

Cross Border Facility

The Cross Border Facility is an airport terminal facility that would provide direct access to Aeropuerto Internacional de Tijuana General Abelardo L. Rodríguez for travelers from the United States. The final build out is currently projected for 2026; the facility is designed to serve 17,225 average daily passengers and 1,200 peak-hour passengers between Mexico and the U.S. The parking structure will have a maximum capacity at build out of 2,239 parking spaces. The proposed facility is anticipated to contribute 34,467 ADT (1,326 a.m. peak hour and 1,344 P.M. peak hour) to the Otay Mesa circulation system.

High Speed Rail

The California High-Speed Train (CAHST) System is planned to provide intercity, high-speed train service on over 800 miles of track throughout California, connecting the major population centers of Sacramento, the San Francisco Bay Area, the Central Valley, Los Angeles, the Inland Empire, Orange County, and San Diego.

SANDAG’s San Diego High-Speed Train (HST) Feasibility analysis examines extending the CAHST from its proposed terminus at downtown San Diego to a proposed Border Air-Rail

Station at the Cross Border Terminal. It also evaluated development of a high-speed commuter rail service extending from southwest Riverside County to the U.S.-Mexico border along the proposed HST corridor. This analysis is a component of SANDAG's Airport Multimodal Accessibility Plan (AMAP) and identifies high-speed rail connections to Southern California airports that could provide relief to San Diego International Airport, Lindbergh Field. This analysis also identifies the potential for high-speed rail to relieve short-haul air demand and free up capacity at Lindbergh Field for long-haul and/or international flights. Lastly, this analysis compares the benefits between HST alternatives terminating at the San Ysidro border crossing or at the Border Air-Rail Station. Major findings from the AMAP will be incorporated into the 2050 Regional Transportation Plan, which is currently scheduled for adoption in Fall 2011.

The extension of the HST system from Lindbergh Field/downtown San Diego to the US-Mexico border appears to be technically feasible. The I-5 corridor appears to provide the best opportunity for a HST alignment that is shorter, less expensive, and provides a shorter travel time than either the I-805 or SR-125 corridors. Additional analysis is recommended to determine if intercity and commuter trains could share HST tracks and infrastructure.

Two alternatives for the HST track alignment along the SR-905 corridor have been studied, one just north of the international border and one along SR-905. Shared HST and commuter rail station opportunities for these alternatives could be located near the San Ysidro POE or the Cross Border Terminal north of the international border at Aeropuerto Internacional de Tijuana General Abelardo L. Rodriguez, while commuter rail station opportunities appear to exist at the Otay Mesa and San Ysidro POEs.

International Ports of Entry Overview

Two International POEs are currently in use near the SR-905 corridor at San Ysidro/Puerta Mexico and Otay Mesa/Mesa de Otay. Future POE operational improvements should include low cost/high impact projects that reduce cross border wait times without sacrificing security for all POEs. Caltrans supports the following recommendations for these POEs:

- Fully staffing and opening inspection booths at peak crossing time periods
- Retrofitting federal inspection booths with innovative and secure mechanisms, such as the "tandem inspection booth" concept
- Expanding the number of SENTRI and FAST lanes as infrastructure permits
- Improving road access, directional signage, and traveler information utilizing Intelligent Transportation Systems (ITS) to and from the POEs
- Improving rail facilities where appropriate, such as at-grade crossings on roads accessing the POEs
- Funding, developing, and constructing new POEs, such as Otay Mesa II/Mesa De Otay II and Calexico III/Mexicali III
- Creating federal and state legislation to encourage public and public-private partnerships to obtain necessary funds for California-Baja California border region operational and infrastructure needs

The San Ysidro/Puerta Mexico POE is the busiest land border crossing in the western hemisphere. According to the U.S. General Service Administration (GSA), the POE

currently processes an average of 50,000 northbound vehicles and 25,000 northbound pedestrians per day. Expansion of the POE is needed to relieve current congestion, reduce lengthy wait times, and accommodate future traffic and upgraded security operations for all lanes of traffic leading into and out of the United States.

San Ysidro POE

The U.S.GSA proposes the reconfiguration and expansion of the existing San Ysidro POE to improve operational efficiency, security and safety for cross-border travelers and federal agencies at the San Ysidro POE. The goals of the \$577 million include:

- Increasing vehicle and pedestrian inspection processing capacities at the San Ysidro POE
- Reducing northbound vehicle and pedestrian queues and wait times to cross the border
- Improving the safety of the San Ysidro POE for vehicles and pedestrians crossing the border and for employees at the POE
- Modernizing facilities to accommodate current and future demands
- Implementing border security initiatives such as the Western Hemisphere Travel Initiative (WHTI), the United States Visitor and Immigrant Status Indicator Technology (US-VISIT), and the Secure Border Initiative (SBI).

GSA awarded a contract for completion of design to the Miller Hull Partnership and anticipates commencing a Governmental Liaison Group to keep governmental agencies and legislators informed on the project. GSA will also continue its community outreach through the Community Representative Committee. Meetings for both groups will be held in the near future. Miller Hull began reviewing the program and moving forward with preliminary and final concepts at the beginning of 2010. The projects estimated completion date is 2015.

Otay Mesa POE

The majority of trade between California and Baja California is conducted through the Otay Mesa POE. Access to the POE is primarily on Otay Mesa Road, which is a city street that serves as a connector to the POE until SR-905 construction is completed. The existing commercial POE has insufficient capacity for today's volumes, with import and export facilities separated by the main passenger northbound and southbound lanes. Export trucks form lengthy queues on local city streets within the City of San Diego community of Otay Mesa.

The \$114 million Otay Mesa POE Modernization project will reconfigure the existing POE though the purchase of ten acres directly east of the existing compound. The project will add 24 passenger lanes and 48 secondary privately owned vehicle (POV) inspection booths to the passenger side and a new pedestrian bridge. On the commercial side, the project will add four new primary inspection booths, empty-truck inspection, and six exit booths, and also relocate the hazardous-materials import inspection area from the export compound to the commercial import compound. Site acquisition is complete. Design progress is underway with an expected completion in 2011.

SR-11/Otay Mesa East POE

The SR 11/Otay Mesa East Port of Entry Project includes the proposed construction of

State Route 11 (a four lane freeway/tollway) and a new U.S. Customs and Border Protection POE in the San Diego County community of East Otay Mesa. SR-11 will extend about two miles east from SR-905 to the new Otay Mesa East POE. The new freeway and POE will curb traffic congestion and reduce projected frequent border wait times of more than six hours for commercial trucks at the Otay Mesa POE and up to three hours for cars at the Otay Mesa and San Ysidro POEs. It will provide a seamless connection south of the border to the Tijuana-Rosarito Corridor, with links to the Tijuana-Tecate and Tijuana-Ensenada toll roads in Baja California, Mexico

Senate Bill 1486 (SB 1486 – Ducheny), approved September 30, 2008 by the governor, provides SANDAG toll authority to finance and promote the development of the project in collaboration with Caltrans. The passage of Senate Bill 1486 and the subsequent issuing of a federal Presidential Permit in 2008 opened the door for the San Diego Association of Governments (SANDAG) to seek private investment dollars to cover the shortfall in construction dollars and provide a premium crossing option for a fee. This premium option may reduce wait times from three hours down to less than a half hour. The Permit is a component of the state’s intent to finance the project through tolls or user fees and is required by the financial investment industry for moving forward with public toll financing.

This project will reduce traffic congestion at the other three land POEs in San Diego County (San Ysidro, Otay Mesa and Tecate). The biggest impact will be felt at the Otay Mesa POE, which serves more than 90 percent of the commercial truck traffic entering the county. More than 1.4 million trucks carrying an estimated \$28.6 billion in goods crossed at the Otay Mesa Port in 2006. The number of truck crossings is expected to double by 2025.

The SR-11/POE project is currently estimated to cost between \$700 and \$750 million, including right of way and support costs. The project’s proposed funding will come from a combination of sources, including the Trade Corridor Improvement Fund and Local Transportation Funds generated from the sale of bonds for the toll facility. The State Transportation Improvement Fund (STIP) has contributed \$13 million, while \$800,000 has come from the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and \$4.9 million from the Coordinated Border Infrastructure Program (CBIP). Construction would create over 8,000 new jobs and, operation of the facility, combined with the extension of SR-905, would create an additional 33,900 jobs.

An environmental study for the project was completed in 2008 and a project level study is underway, with completion expected in fall 2011. Construction is anticipated to begin construction in 2013 and SR-11 is expected to be open to traffic in 2014/2015.

FREEWAY CORRIDOR PERFORMANCE MEASURES

The Freeway Performance Measurement Project, a joint effort by Caltrans, the University of California, Berkeley, and the Partnership for Advanced Technology on the Highways (PATH), is used to measure performance on California Interstates and State Routes. Software developed in conjunction with this project, the Performance Measurement System (PeMS), collects, processes, and analyzes traffic data to assess the performance of the freeway system, including congestion analysis. 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, traveler information service

providers, and value added resellers (VARs).

With PeMS, Caltrans managers can instantaneously obtain a uniform and comprehensive assessment of freeway performance either from a historical or real-time perspective. Traffic engineers can make operational decisions based on current knowledge of the freeway network. Planners can determine whether operational or minor capital improvements can alleviate congestion bottlenecks and can also assist in determining placement of traffic control equipment such as ramp-meters and changeable message signs. In short, PeMS can serve to guide and assess the deployment of intelligent transportation systems (ITS).

PeMS obtains 30-second real time radar and induction loop detector data from each Caltrans District Transportation Management Center (TMC). The data is 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 after registering and obtaining a password. To facilitate communication and computation, the PeMS modular and open software architecture uses commercial off-the-shelf products. The 30-second data received by PeMS consist of counts (number of vehicles crossing the loop) and occupancy (average fraction of time a vehicle is present over the loop). The software processes the data in real time and performs a number of calculations, including the computation of performance measures.

The PeMS interface is updated on a regular basis, and new versions of PeMS always include new features and improvements for freeway congestion analysis.

Performance measures are not included in this TCS update. They will be included in future updates of this TCS once the SR-905 Freeway Project is completed and detection is in place.

RECOMMENDED CORRIDOR IMPROVEMENTS

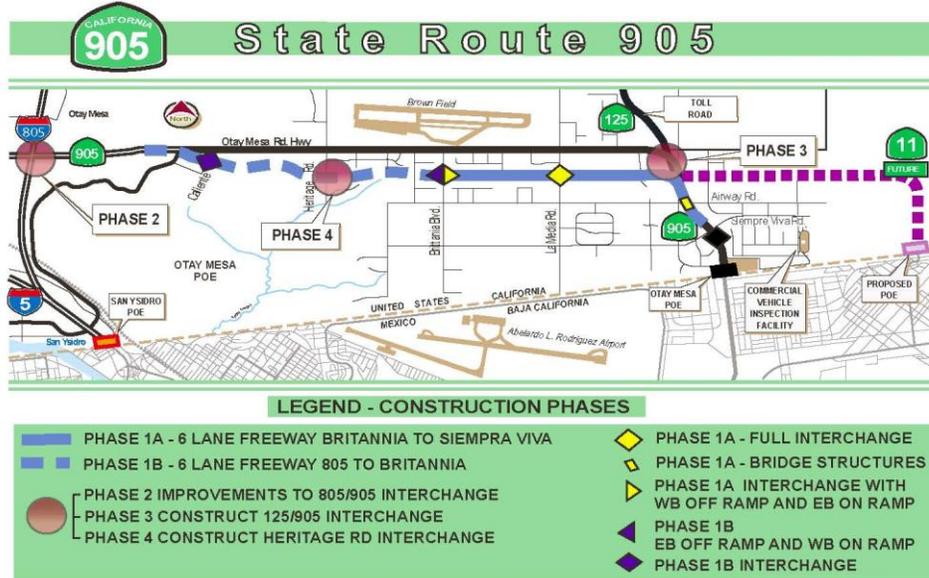
Both highway and transit-related improvements are planned for SR-905. Improvements listed below are from previously developed Project Initiation Documents, the 2008 State Transportation Improvement Program (STIP), the 2008 State Highway Operation and Protection Plan (SHOPP), the District 11 Project Information Reporting System (PIRS), and the District 11 2007 and 2009 Ten-Year SHOPP Needs Plans, and the most recent District 11 Status of Projects. Further information on project staging details and the updated schedule can be obtained from the Caltrans SR-905 Project Manager.

POST MILE	LOCATION	IMPROVEMENT DESCRIPTION
3.2 -5.2	I-5 to I-805	Upgrade to 8 lane freeway ¹
5.2-12.0	I-805 to the Otay Mesa POE	Construct 6 lane freeway; Ultimate: 8 lane freeway
10.6	SR-905/SR-125	Freeway to freeway interchange
Various	Caliente Rd, Heritage Rd, Brittanica Blvd, and La Media Blvd,	Grade-separated local access interchanges

¹ This project is included in the SANDAG November 2007 RTP Unconstrained Analysis Scenario.

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The following map shows the proposed location of the SR-905 freeway and interchanges:



The following table shows projects included in the District 11 PIRS for SR-905:

POST MILE	LOCATION	IMPROVEMENT DESCRIPTION	SOURCE/ PHASE
11.7	0.3 mile west of Otay Mesa POE	Mitigation site preservation	PIRS/PA&ED
11.7-12.0	From 0.3 mile west of Otay Mesa POE to Otay Mesa POE	Bicycle/pedestrian facilities-transportation enhancement	PIRS/PA&ED
11.9-12.0	Otay Mesa POE northbound cargo border crossing	Add "Empty Truck" lane	PIRS/PSR

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The following table shows the 2007 10-Year SHOPP Needs Plan Projects for SR-905:

POST MILE	LOCATION	IMPROVEMENT DESCRIPTION	SOURCE/ PHASE
3.2 -12.0	I-5 to Otay Mesa POE	Upgrade 100 signs (Materials and Exit Numbers) and Overhead Lighting to Inductive Technology	Roadway Preservation 2014/2015
0 – T6.5	Oro Vista Road to SR-125	Shoulder rumble strips, upgrade end treatments	Collision Severity Reduction 2013/2014

The following table shows developer sponsored and economic stimulus projects for SR-905.

POST MILE	LOCATION	IMPROVEMENT DESCRIPTION	SOURCE
9.9	Otay Mesa Road/La Media	Provide WB to NB right turn lane	District 11 Development Review Branch
10.0	Otay Mesa Road/Piper Ranch	Provide WB exit turn lane and EB left turn lane	District 11 Development Review Branch
10.6	Otay Mesa Road/Harvest Road	Provide intersection improvements and provide dual right turn lanes	District 11 Development Review Branch
12.0	Otay Mesa POE	Minor operational improvement requested by Customs and Border Protection	District 11 Traffic Operations Division

Transit Improvements

The SR-905/125 Transit Bypass will facilitate efficient transit circulation between the proposed Otay Mesa Intermodal Transportation Center at the U.S./Mexico border and SR-125. Northbound transit vehicles will bypass traffic between Airway Road on SR-905 and Otay Mesa Road on SR-125. This is a component of the South Bay Rapid Transit (SBBRT) project. The estimated date of completion for this TransNet project is Spring 2014 and the estimated cost is \$1,000,000.

Future transit services in the SR-905 corridor include the provision of “Rapid Bus” service between the Otay Mesa POE and Imperial Beach via Airway Road, SR-905, and Palm Avenue. This service is expected to operate at 10 minute peak and off-peak headways.

An additional park and ride lot, with provisions for public bus service, is proposed in the northeast quadrant of the Caliente Avenue interchange and would provide approximately 210 parking spaces in a 2.2 acre lot. This location would conform to long-range transit plans since it would coincide with the development of a potential future light rail station.

Complete Streets

Under the guidance of Deputy Directive 64-R1, Caltrans develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian, and transit travel is facilitated by creating "complete streets" beginning early in system planning and continuing through project delivery, maintenance, and operations. Transit options, Park and Ride locations, and safe pedestrian crossings are some examples of efforts to meet these goals. The safety and mobility needs of all who have legal access to the transportation system must be addressed including requirements under the Americans With Disabilities Act of 1990 (ADA).

Bicycle riders and pedestrians have a legal right to access most public roads in California as specified in California Vehicle Code (CVC) (Sections 21200-21212), and Streets and Highways Code (Sections 890 – 894.2). Bicyclists, pedestrians, and non-motorized traffic are permitted on all State facilities, unless prohibited (CVC, section 21960). Currently, Bicycles are permitted on Otay Mesa Road. After completion of the SR-905 freeway, bicyclists will be prohibited from the freeway, but Otay Mesa Road will continue to provide for bicycle travel.

Other Transportation Improvements

Additional corridor mobility management strategies and Intelligent Transportation Systems (ITS) that can reduce daily vehicle hours of recurrent delay on SR-94 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.

PROJECT INITIATION DOCUMENT INFORMATION - CORRIDOR AND SYSTEM COORDINATION

State Route 905 (SR-905) is a partially constructed 12 mile route extending from the International Boundary near Border Field Park, 2.8 miles west of Interstate 5 (I-5), to the International Border Crossing on Otay Mesa. It is the only east-west route serving intraregional traffic between the Otay Mesa/International Border area and the cities of Chula Vista, National City and Imperial Beach.

SR-905 was adopted as a freeway, originally as SR-75, by the California Transportation Commission (CTC) in 1965. A freeway agreement was executed with the County of San Diego in 1969. Additionally, four freeway agreements were signed with the City of San Diego between 1969 and 1972 extending SR-75 to cover most of the route. In 1973, SR-75 was redesignated as SR-117 and in 1973 the freeway opened between I-5 and I805. In 1987 the route designation changed from SR-117 to SR-905.

Two existing State highways (I-5 and I-805) intersect with SR-905. In addition, proposed SR-11 will also intersect SR905 at the SR-905/125 interchange. The nearest parallel freeway to SR-905 is SR-54, located approximately six miles to the north.

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The federal functional classification for SR-905 is “Other Freeway or Expressway” from I-5 (P.M. SD 3.2) to Otay Mesa Road (P.M. SD 6.5). From Otay Mesa Road to the International Boundary (P.M. SD 12.0) SR-905 is functionally classified as an “Other Principal Arterial”.

Upon completion of the freeway, SR-905 will also be included in the National Highway System (NHS) from I-5 (P.M. SD 3.2) to the International Border (P.M. SD 12.0).

All of existing SR-905, with the exception of the portion within the urban limits of San Diego, is included in the Interregional Road System (IRRS). The entire SR-905 freeway is included in the IRRS High Emphasis, IRRS Focus Route, and IRRS Gateway systems.

From I-5 (P.M. SD 3.2) to I-805 (P.M. SD 5.2), SR-905 is designated as part of the national network for Surface Transportation Assistance Act (STAA) Trucks. From I-805 (P.M. SD 5.2) to Otay Mesa Road (P.M. SD 6.5), SR-905 is part of the Terminal Access Route System for STAA trucks. It is expected that these designations will be extended to the other segments of SR905 upon their completion.

SR-905 is not on the California State Scenic Highway System.

SANDAG’s 2030 Regional Transportation Plan (November 2007) includes the following corridor improvements for SR-905 under the Revenue Constrained Plan, the Reasonably Expected Revenue scenario, and the Unconstrained Needs Network: This information will be updated in the future to reflect any changes established in the SANDAG 2050 RTP, which is scheduled to be approved and adopted in Fall 2011.

LOCATION	REVENUE CONSTRAINED	REASONABLY EXPECTED	UNCONSTRAINED
I-5 to I-805	4F	4F	8F
I-805 to Otay Mesa POE	6F	8F	8F

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Jennifer Williamson – SANDAG
Joann De Jesus – United States General Services Administration
Linda Culp – SANDAG
Mike Arnold – City of San Diego
Mike Daney – MTS
Ryan Hall – San Diego County Regional Airport Authority

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