



STATE ROUTE-94 URBAN TRANSPORTATION CONCEPT SUMMARY

This Transportation Concept Summary (TCS) for the urban portions of State Route 94 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

Urban SR 94 Transportation Concept Summary March 2011

CORRIDOR PURPOSE

This document discusses transportation issues related to the urban portion of SR-94. A separate document on the rural portion of SR-94 has been developed.

SR-94 is a principal east-west route which carries interregional, intraregional, and to a lesser extent international travel. The western portion of the route (P.M. SD 1.4- P.M. 14.9) serves as a major commuter route. The remainder of the route serves outlying rural communities located in the southeastern portion of San Diego County. It also provides access to SR-188 (P.M. SD 38.1) which allows for vehicular travel to the International Border at Tecate, Mexico. SR-94 traverses the cities of San Diego, Lemon Grove, and La Mesa, and the communities of Spring Valley, Casa De Oro, Rancho San Diego, Jamul, and other small rural communities to the east. SR-94 intersects most of the major north-south metropolitan routes, including Interstate 5 (I-5), I-15, I-805, State Route 125 (SR-125), and SR-54. State routes parallel to SR-94 include I-8 and a portion of SR-54.

CORRIDOR NEEDS

There are currently very limited travel choices in the SR-94 corridor. There are no High Occupancy Vehicle (HOV) or Bus Rapid Transit (BRT) lanes, and there is limited or non-existent regional transit service on SR-94 to major job centers. Existing transit routes on local streets operate at or near capacity. These local transit trips are very slow and usually require multiple transfers. Even though the percentage of drivers already carpooling on SR-94 is about 15%, they must use the congested general purpose lanes. There is currently very little incentive for people to utilize alternative modes of transportation in the urban portion of the SR-94 corridor. A Project Study Report/Project Development Report (PSR/PDS) to provide HOV/BRT lanes from I-5 to I-805 was approved in April 2008. This project is currently in the Project Authorization/Environmental Document (PA/ED) phase.

Most of the SR-94 corridor currently operates at unacceptable levels of service during the morning and afternoon peak periods, and this congestion is expected to increase in the future if no improvements are made. Average speeds during peak periods between I-5 and I-805 continue to decline. Heavily congested areas in the AM peak period include northbound I-805 to westbound SR-94, and westbound SR-94 to northbound I-5.

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Improvements to SR-94 are needed to address safety issues where the current design does not meet current Caltrans standards. For example, the eastbound SR-94 to the northbound SR-15 connector and the westbound SR-94 to southbound SR-15 connector are both left-side ramps that require multi-lane weaves by drivers. There are additional non-standard design features on SR-94 such as partial interchanges and ramps with short acceleration lanes such as 28th Street and 32nd Street.

The San Diego Association of Governments (SANDAG) November 2007 Regional Transportation Plan (RTP) includes the addition of two High Occupancy Vehicle (HOV) lanes between I-5 and I-805 with direct HOV connectors at SR-15 and I-805. Additional RTP information related to the SR-94 corridor is included in a later section of this report.

CORRIDOR ANALYSIS

Improvements will be needed in the SR-94 corridor to improve the mobility of people and freight and to improve accessibility to major employment and other regional activity centers. SR-94 provides a vital east/west connection between I-5 and SR-125. SR-94 carries significant commute traffic to and from downtown San Diego as well as truck traffic to the bay front area.

CORRIDOR TRAFFIC

SR-94 will be experiencing an increase in 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-94.

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Existing and Future Average Weekday Traffic

LOCATION	2009 AWDT ¹	2009 LOS ²	2030 AWDT ³
I-5 To 25th St	118,600	D	142,900
25th St to 28th St	133,500	D	156,600
28th St to 30th St	133,500	D	156,200
30th St to 32nd St	143,200	E	180,600
32nd St to Wabash Blvd	158,400	F	196,000
Wabash Blvd to Route 94 Off-Ramp	148,600	E	175,800
Route 94 Off-Ramp to Home Ave	148,600	E	188,800
Home Ave to Interstate 805	136,700	D	188,600
Interstate 805 to 47th St	186,600	F	220,000
47th St to Euclid Ave	186,600	F	219,400
Euclid Ave to Kelton Rd	168,000	F	200,800
Kelton Rd to Federal Blvd	173,300	F	205,800
Federal Blvd to College Grove Way	156,200	E	187,400
College Grove Way to College Ave	156,200	E	188,500
College Ave to Massachusetts Ave	135,900	D	170,900
Massachusetts Ave to Waite Dr Ramp/High St	146,600	D	182,600
Waite Dr Ramp/High St to Lemon Grove Ave	142,200	D	176,900
Lemon Grove Ave to Grove St	143,900	D	181,200
Grove St to Spring St/Route 125	143,900	D	182,300
Spring St/Route 125 to Bancroft Dr	92,800	F	144,900
Bancroft Dr to Kenwood Dr	84,300	E	128,600
Kenwood Dr to Sweetwater Springs Blvd	71,500	D	109,000
Sweetwater Springs Blvd To Avocado Blvd	60,800	C	89,200

¹ 2009 AWDTs derived from Caltrans District 11 Traffic Census Branch AADT's

² 2009 Level of Service (LOS) is based on sketch level planning analysis utilizing Highway Capacity Software 2000 and is not to be used for design purposes.

³ 2030 AWDTS are from the SANDAG Regional Transportation Model. Future modeling runs will be needed to determine 2030 LOS for proposed general purpose/HOV lane improvements.

FREEWAY CORRIDOR PERFORMANCE MEASURES

The Freeway Performance Measurement Project (PeMS) is used to measure performance in the I-805 corridor. It is a joint effort by Caltrans, the University of California, Berkeley, and PATH, the Partnership for Advanced Technology on the Highways. The software that has been developed in conjunction with this project, the Performance Measurement System, PeMS,

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is a traffic data collection, processing and analysis tool to assist traffic engineers in assessing the performance of the freeway system. 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, and traveler information service providers (value added resellers or VARs).

With PeMS, Caltrans managers can instantaneously obtain a uniform and comprehensive assessment of the performance of their freeways. Traffic engineers can base their operational decisions on knowledge of the current state of the freeway network. Planners can determine whether congestion bottlenecks can be alleviated by improving operations or by minor capital improvements. Traffic control equipment (ramp-metering and changeable message signs) can be optimally placed and evaluated. In short, PeMS can serve to guide and assess the deployment of intelligent transportation systems (ITS).

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

Useful performance measures include delay, travel time, and speed. The following charts show these performance measures for the SR-94 corridor.

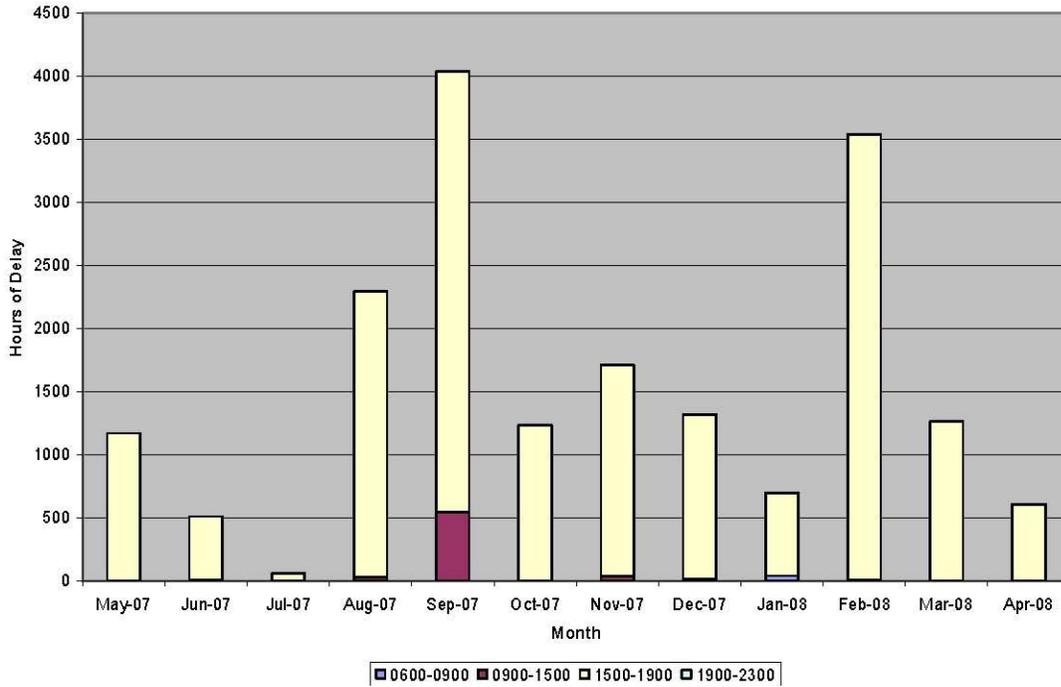
DELAY

Delay is defined as the additional time spent by all vehicles over and above the time it takes to traverse a specific distance at a threshold speed. PeMS analysis includes both 35 mph and 60 mph threshold speeds.

The chart below depicts the vehicle hours of delay using the 35 mph threshold for SR-94 in the eastbound direction between I-5 and I-805. The selected time frame is from May 2007 to April 2008 (Due to technical problems with the PeMS interface, this data and the additional data in the three Total Delay charts could not be updated to reflect more recent time frames). As is evident from the analysis, almost all of the eastbound delay occurs during the afternoon peak period from 3 PM-7 PM. (Note: No data available for time frame 0000-0600 for the two charts below).

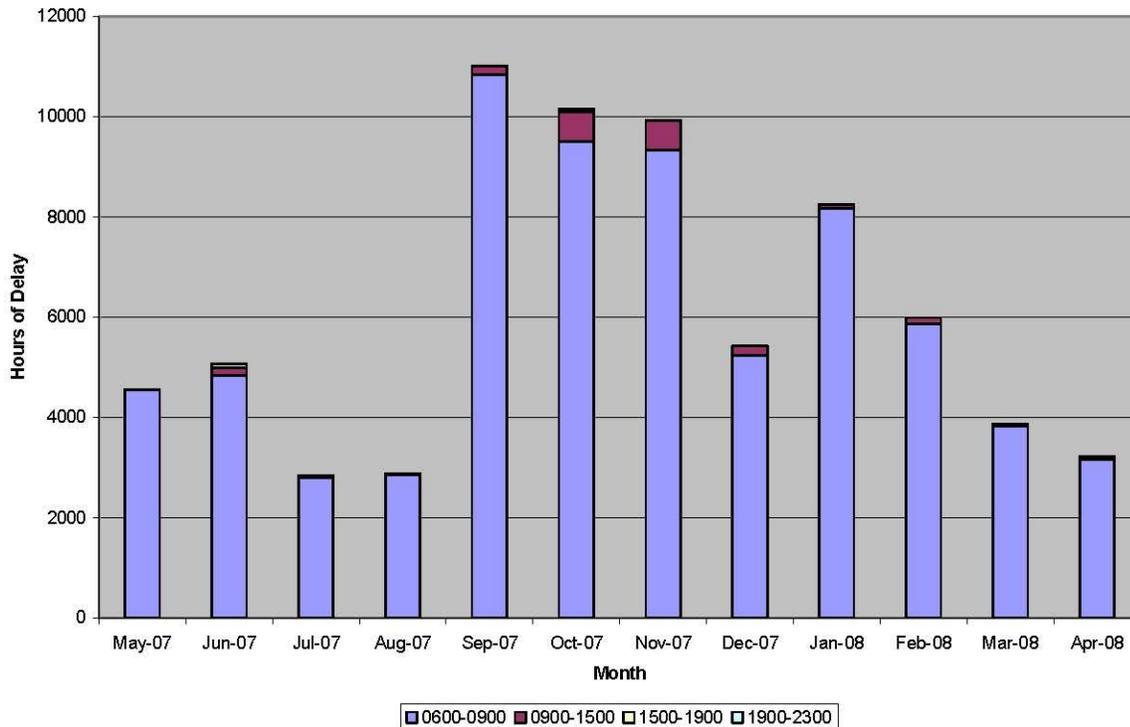
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SR-94 EB Delay <35 (I-5 to SR-125)



The chart below shows vehicle hours of delay using the 35 mph threshold for the westbound direction. As is evident by the analysis, almost all of the westbound delay occurs during the morning peak period from 6 AM-9 AM.

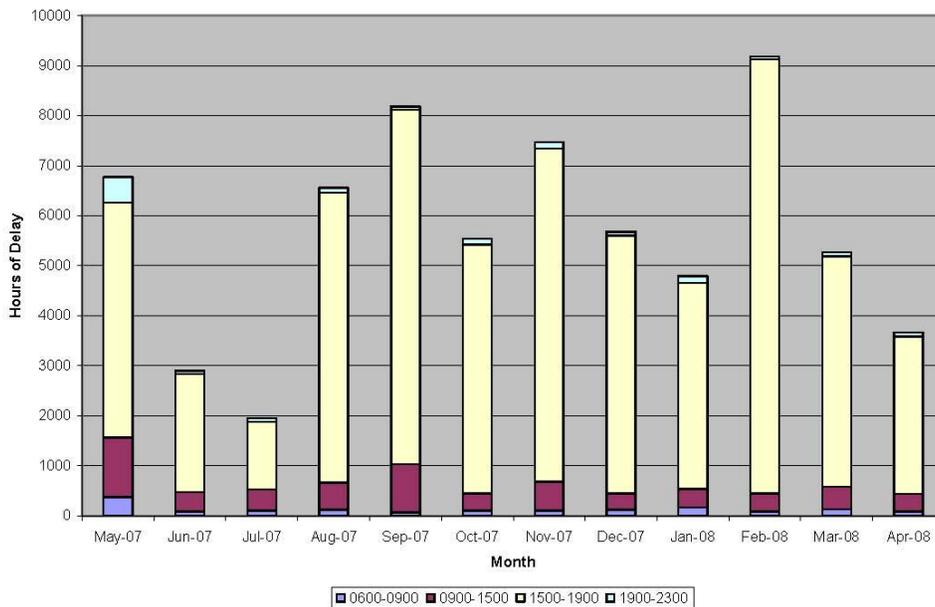
SR-94 WB Delay <35 (I-5 to SR-125)



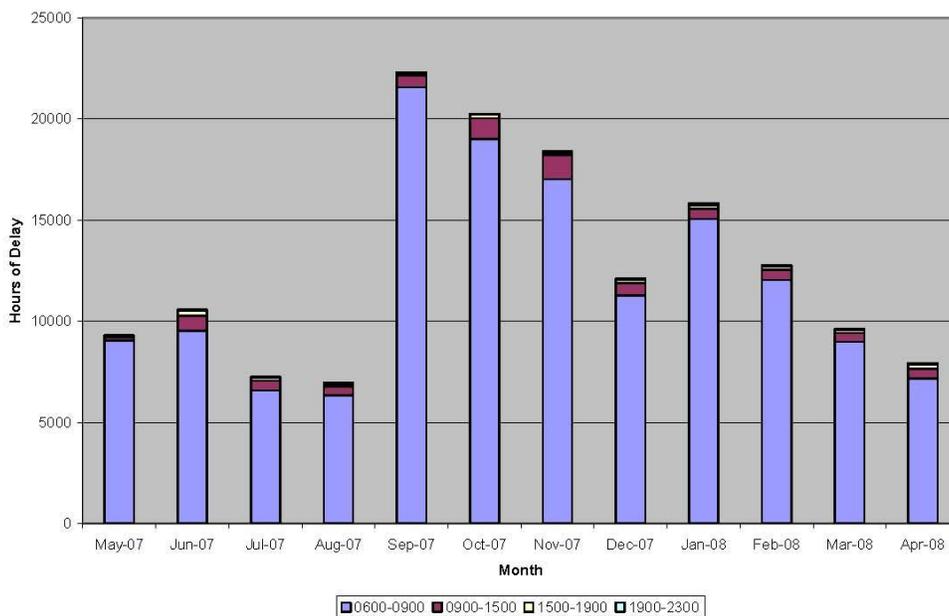
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The two charts below depicts the vehicle hours of delay using the 60 mph threshold for SR-94 in the eastbound and westbound direction between I-5 and SR-125. As expected, the vehicle hours of delay has increased because of the higher threshold speed, and consistent with the previous charts, most of eastbound delay occurs during the afternoon peak period from 3 PM-7 PM and most of the westbound delay occurs during the morning peak period from 6 AM-9AM. Additionally, there are significantly more hours of delay during the AM peak period than the PM peak period.

SR-94 EB Delay <60 (I-5 to SR-125)



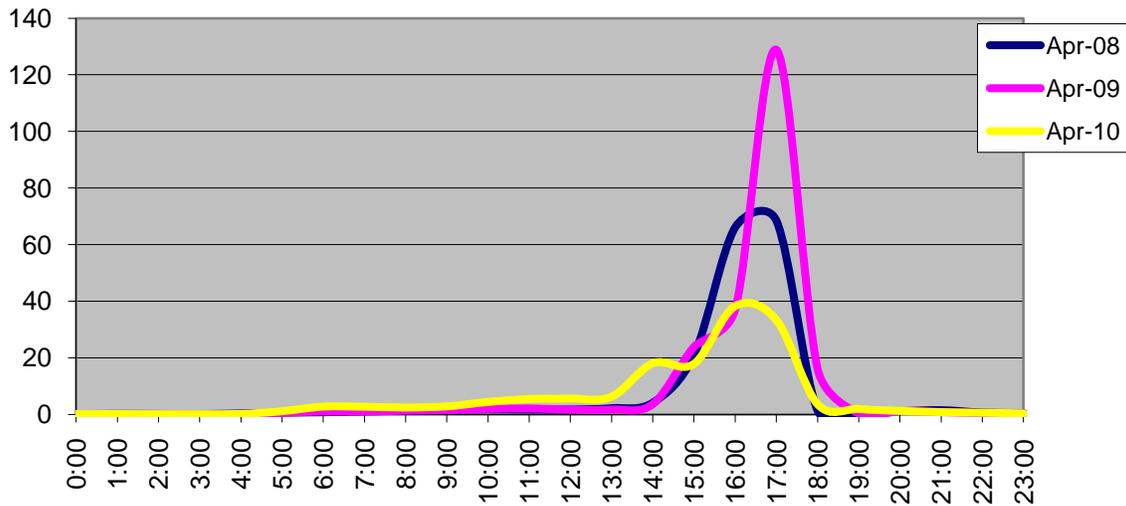
SR-94 WB Delay <60 (I-5 to SR-125)



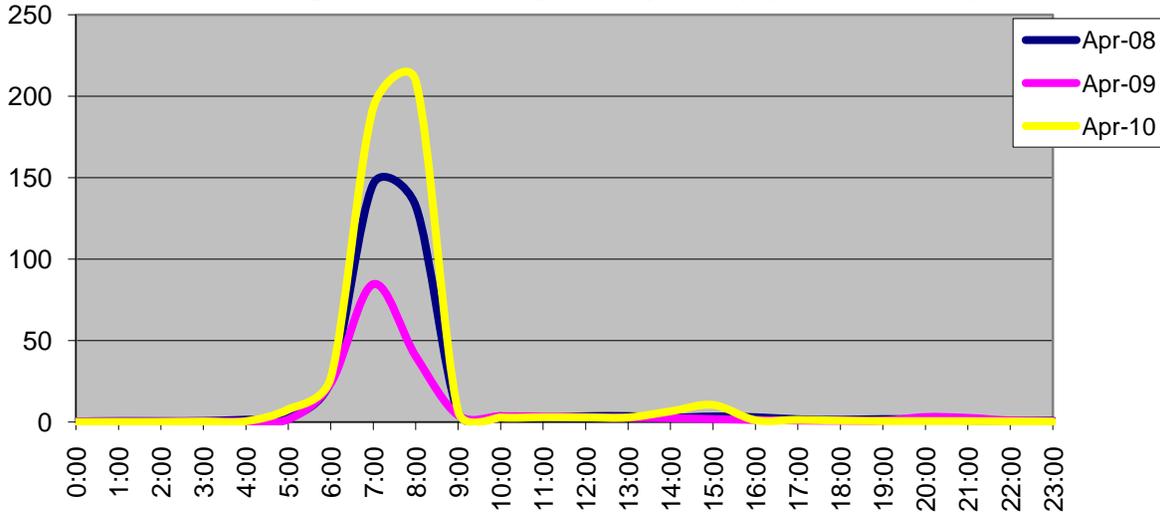
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Another way to understand the characteristics of congestion and related delays is to show average weekday hourly delay. The following two charts shows historical average weekday hourly delay in the eastbound and westbound directions on SR-94 between I-5 and SR-125 for the representative month of April for calendar years 2008, 2009, and 2010. Average weekday hours of delay are shown on the y-axis and the time of day is shown on the x-axis. As expected, most of the eastbound delay hours occur during the afternoon peak period, while most of the westbound delay occurs during the morning peak period.

SR-94 Average EB Weekday Hourly Delay (I-5 to SR-125)



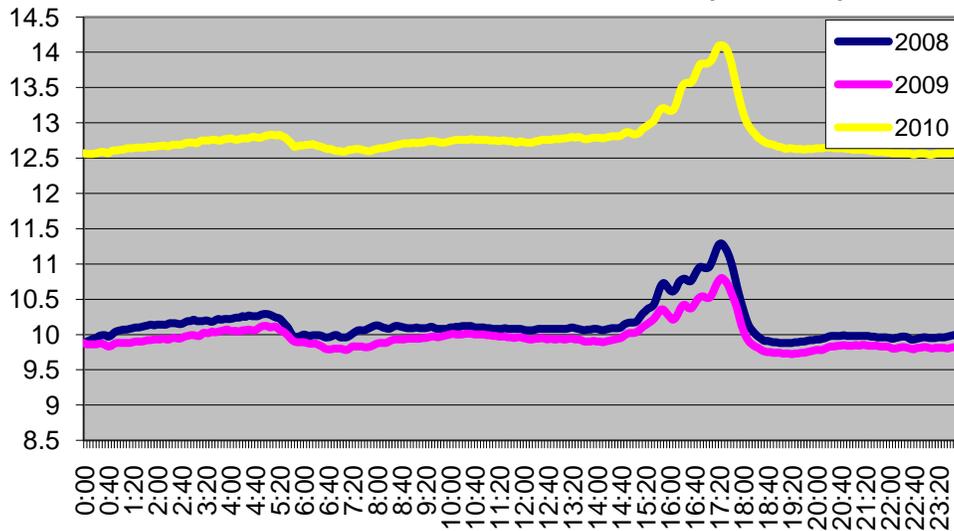
SR-94 Average WB Weekday Hourly Delay (I-5 to SR-125)



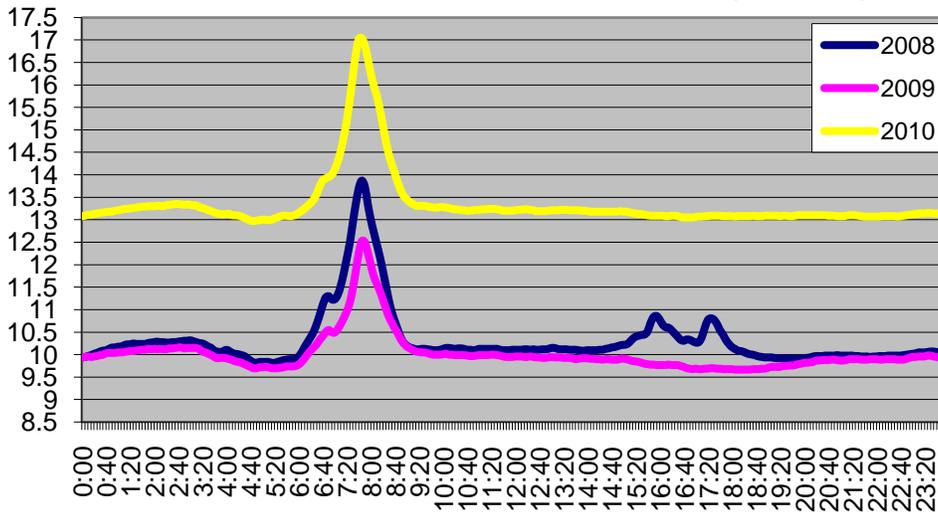
TRAVEL TIME

Travel time is another useful performance measure. PeMS defines travel time as the amount of time it takes for a vehicle to cross a freeway link. PeMS computes the travel time by first calculating the speed for a particular link and then dividing the speed into the length of the link. This assumes that the speed of the vehicle is constant over the entire length of the link, which is almost always not true. The following charts shows historical average eastbound and westbound travel times between I-5 and I-8 for calendar years 2008, 2009, and 2010. The PeMS travel time analysis segment for SR-94 includes SR-125 from SR-94 to I-8. Note that average travel times in both the eastbound and westbound direction increased in 2010 over 2008 and 2009 average travel times.

SR-94 Eastbound Travel Times (I-5 to I-8)



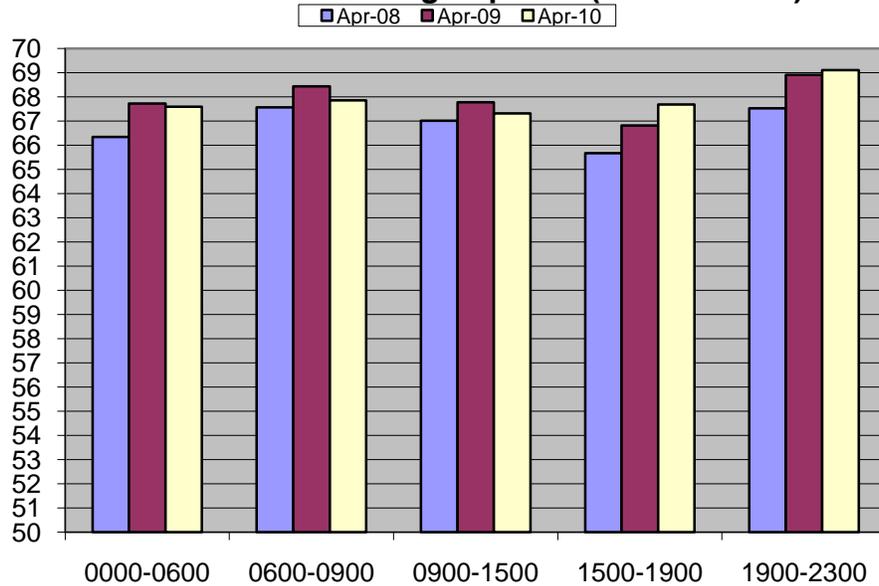
SR-94 Westbound Travel Times (I-5 to I-8)



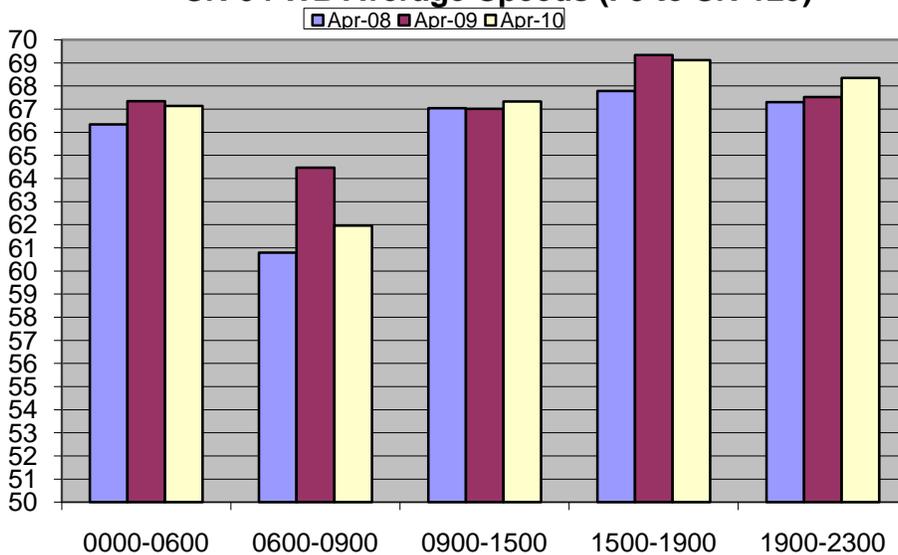
SPEED

In PeMS, speed is either measured directly using radar detectors or by using flow and occupancy data. For the aggregate speed that spans all of the loops, the speed is the flow-weighted mean across the lanes. The following charts shows historical eastbound and westbound average speeds between I-5 and SR-125 for the representative month of April for calendar years 2008, 2009, and 2010. The slowest average speeds occur during the westbound AM peak period.

SR-94 EB Average Speeds (I-5 to SR-125)



SR-94 WB Average Speeds (I-5 to SR-125)



RECOMMENDED CORRIDOR IMPROVEMENTS

There are many types of improvements planned for SR-94, both highway and transit-related. Improvements are from the District 11 Project Information Reporting System (PIRS), the February 2011 Caltrans Status of Projects, the District 11 2007 and 2009 Ten-Year SHOPP Needs Plan, the SANDAG November 2007 RTP, and the District 11 Planning Division.

Freeway Corridor Improvements

The following table shows recommended major freeway improvements for SR-94. This list includes all projects shown in the 2007 SANDAG RTP Revenue Constrained, Reasonably Expected, and Unconstrained scenarios.

POST MILE	LOCATION	IMPROVEMENT DESCRIPTION
1.4	SR-94/I-5	WB to SB, NB to EB, SB to EB, and WB to NB HOV/BRT Connectors
1.4 - T10.1	I-5 to SR-125	Add 2 HOV Lanes
3.2	SR-94/I-15	EB to NB and SB to WB HOV/BRT connectors.
4.1	SR-94/I-805	EB to SB, EB to NB, SB to EB, NB to WB, WB to SB, and NB to EB HOV/BRT connectors
T10.1	SR-94/SR-125	Westbound to Northbound and Southbound to Eastbound Freeway to Freeway connectors
T10.1- R13.3	SR-125 to Avocado Blvd	Add 2 General Purpose Lanes

WB = Westbound; EB = Eastbound; NB = Northbound; SB = Southbound

The following table shows SR-94 projects included in the February 2011 Caltrans Status of Projects and the Caltrans Project Information Reporting System (PIRS). The table does not include projects in the Close-Out phase or currently under construction.

POST MILE	LOCATION	IMPROVEMENT DESCRIPTION	SOURCE/PHASE
1.4 - 4.4	I-5 to 0.2 miles west of 47 th	Construct HOV/General Purpose/Auxiliary Lanes	PIRS/PA&ED
10.8 - 11.8	SR-125 to Kenwood Dr	Outside Lane Widening/Construct Freeway to Freeway Connectors	PIRS/PA&ED

PA&ED = Project Approval and Environmental Document

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The following table shows 2007/2009 10-Year SHOPP Needs Plan Projects and Developer Sponsored Projects for SR-94.

POST MILE	LOCATION	IMPROVEMENT DESCRIPTION	CATEGORY/FISCAL YEAR
1.4 - 2.8	I-5 to East of 32 nd St Undercrossing	Replace Planting/Upgrade Irrigation	Roadside Preservation 2015/2016
1.4 - 65.4	I-5 to I-8 (entire route)	Upgrade 211 signs (Materials and Exit #s)	Roadway Preservation 2015/2016
1.8 - R13.3	25 th St to Avocado Blvd	Construct Curb Ramps	Emergency and Mandated 2011/2012
3.5 - 6.7	I-805 to Federal Blvd	Install Fiber Optics, CCTV, and Detector station	Mobility 2014/2015
4.0 - R12.7	I-805 to Sweetwater Springs Road	Bridge Strengthening - three bridges	Bridge Preservation 2011/2012
4.7 - 9.5	47 th St to Grove St	Rehabilitate Roadway (Ramps)	Roadway Preservation 2015/2016
5.1	Euclid Avenue	Construct signals	Mobility 2017/2018
5.1 - 7.8	Euclid Avenue to College Avenue	Construct Eastbound Auxiliary Lane	Mobility 2016/2017
5.6	Kelton Avenue	Construct signals at Eastbound and Westbound ramps	Mobility 2019/2020
6.2 - 10.1	Federal Blvd to SR-125	Install Fiber Optics, CCTV, and Detector stations	Mobility 10/11-17/18
9.0	Lemon Grove Avenue	Construct signals, realign Lemon Grove Ave, WB ramp improvements	Mobility 2015/16 and Oct 2010 Developer Sponsored Projects List
T10.1 - R13.3	SR-125 to Avocado Blvd	Rehabilitate Roadway	Roadway Preservation 2013/14
Various	Various	Bridge Rail Upgrade and Seismic Retrofit	Bridge Preservation 2017/2018

Transit Improvements

As stated in a previous section of this report, a Project Study Report/Project Development Support (PSR/PDS) document for HOV/Bus Rapid Transit Lanes on SR-94 between I-5 and I-805 was completed in April 2008. A Context Sensitive Solutions (CSS) approach was used to develop and screen alternatives for this project. A series of three meetings were held with a

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team of stakeholders that included SANDAG, Caltrans, the City of San Diego and the Metropolitan Transit System. During the first CSS meeting, input from the stakeholders was taken to identify important elements pertaining to the project, including transportation, social, economic, cultural, and the natural environment.

With the input from the stakeholders, the project's Purpose and Need Statement was developed and an evaluation framework was created to screen alternative concepts. 22 different alternatives were developed and screened down to 7 using the evaluation framework. With the consensus of the stakeholders, three of the seven build alternatives along with the no-build alternative were selected to study in greater detail in the PSR/PDS. Although only three alternatives were studied in greater detail, they do not necessarily represent the preferred alternatives. The three build alternatives capture a wide range of potential project improvements, project limits and costs.

Current transit service on and around the SR-94 corridor consists of peak hour Metropolitan Transit System (MTS) bus service from downtown to Mira Mesa and from the Euclid Trolley station to University Town Center as well as service to San Diego State University and the surrounding area. MTS Routes 3, 5 and 955 operate at 15 minute headways between the Euclid Avenue station, National City and Downtown. Routes 4, 916, 936, and 965 operate at 30 minute headways and provide local and circulator bus services. Route 960 provides express peak hour service at 30 minute headways between the Euclid Avenue station and the Kearny Mesa Transit Center. Route 855 operates at 30 minute headways between Rancho San Diego and La Mesa. Additionally the Orange Line Trolley provides service within the corridor from downtown to Santee.

Besides the aforementioned HOV/BRT project between I-5 and I-805, future transit service is based on the Regional Transit Plan component of the final November 2007 Regional Transportation Plan (RTP). This long-range transit vision was first developed in 2001 when SANDAG, MTS and the North County Transit District (NCTD) adopted the Regional Transit Vision, setting in place the framework for transit improvements in the MOBILITY 2030 RTP in 2003, and now in the 2007 RTP. The Regional Transit Plan provides a transit network that is fast, flexible, reliable, safe and convenient. It emphasizes the integration of public transportation and local land uses by developing new higher speed routes, spacing transit stations further apart, and providing priority treatments on highways and arterials to attain higher speeds and make transit more competitive with automobile travel.

Urban Area Transit Strategy

As part of the development of the 2050 Regional Transportation Plan, 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 of) 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.

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.

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, there is a very short segment of Class I Bicycle Path located parallel to, but on the south side of SR-94, between Kelton Road and Federal Blvd. Also bicycles are permitted to

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ride on the outside shoulders of SR-94, between Via Mercado and SR-54. Although bicycle usage is permitted on the shoulders of SR-94 between Via Mercado and the end of SR-94 at Interstate-8 (I-8), bicycle riding is not advisable due to very narrow or non-existing shoulders. Transit buses that use SR-94 as part of its normal routing also have the capability to hold up to two bicycles as well.

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).

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

The western terminus of State Route 94 (SR-94) is in San Diego at the junction with Interstate 5 (I-5), (P.M. SD 1.4). Originally, the one way couplet (F & G Streets) in the downtown San Diego area, from P.M. SD 0.0 - 1.4, was included as part of SR-94 but was relinquished to the City of San Diego. SR-94 extends 63.4 miles east to the junction with Interstate 8 (I-8) near Boulevard (P.M. SD 65.4).

SR-94 was added to the State Highway System as Route 200 in 1933. The portion from I-5 (P.M. SD 1.4) to State Route 54 (SR-54) near Jamacha Boulevard (P.M. SD 14.1) was added to the Freeway and Expressway (F&E) System in 1959.

The following information is specific to the urban portions of SR-94.

SR-94 has a functional classification of Other Freeway or Expressway-Urban from I-5 to the Sweetwater River. SR-94 is not included as a part of the Interregional Road System (IRRS).

California Senate Bill 300, enacted in 1989, created an Interregional Road

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System. Subsequently, Section 164.3 of the California Streets and Highways Code directed Caltrans to develop and submit to the Legislature an Interregional Road System (IRRS) Plan by February 1, 1990. In accordance with this plan, the IRRS is a series of interregional state highway routes outside the urbanized areas that provides access to, and links between, the state's economic centers, major recreational areas, and urban and rural regions. The portion of SR-94 within the urbanized limits is not included as part of the IRRS.

From I-5 to the east junction of SR-125, SR-94 is designated as part of the national network for Surface Transportation Assistance Act (STAA) trucks. The portion of SR-94 from the east junction of SR-125 to Avocado Boulevard is designated as a State Highway Terminal Access Route.

The portion of SR-94 from the east junction of SR-125 to Avocado Boulevard is eligible to be designated as an official State Scenic Highway.

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 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-94 from I-5 to SR-125 is included in the ICES system.

The Caltrans District 11 designated International Border Trade Corridor (IBTC) system consists of transportation corridors which link ports of entry and international border regions to the existing transportation system. These corridors will be the principle conduits for movement of people and goods as the overall demand for transportation increases in and out of California and the United States. All of SR-94 is included in the IBTC system.

SR-94 is not included in on the statewide list of Life Line Routes utilized for earthquake emergency response.

SANDAG's 2030 Regional Transportation Plan (November 2007) includes the following corridor improvements for the urbanized portion of SR-94 under the Revenue Constrained Plan, the Reasonably Expected Revenue scenario, and the Unconstrained Needs Network:

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LOCATION	REVENUE CONSTRAINED	REASONABLY EXPECTED	UN-CONSTRAINED
I-5 to I-805	8F + 2HOV	8F + 2HOV	8F + 2HOV
I-805 to College Avenue	8F	8F + 2HOV	10F + 2HOV
College Avenue to SR-125	8F	8F + 2HOV	8F + 2HOV
SR-125 to Avocado Blvd	4F	4F	6F + 2HOV

F = Freeway Lanes

HOV = High Occupancy Vehicle Lanes

DEVELOPMENT REVIEW

Caltrans District 11 Development Review staff in the Planning Division review federal, state, and local planning or proposed development activity that has the potential to impact state transportation facilities or other resources under Caltrans' jurisdiction, and to 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 two potential major development projects within and adjacent to the urban portion of the SR-94 corridor that will each generate more than the 1,000 ADT threshold. Total cumulative projected traffic from these developments is expected to be approximately 2,000 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. The development application and approval process is also subject to change. Changes in land use prompting rapid housing and commercial 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 and reviewed carefully by Caltrans staff. Land development and

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local capital improvement projects should also be coordinated with Caltrans projects. Further information regarding specific development projects in the SR-94 corridor can be obtained from the Caltrans District 11 Development Review Branch.

The following table shows projects for SR-94 currently within the development review process.

POST MILE	PROJECT NAME	DESCRIPTION	ADT
11.80	Kenwood Gas Station	Remodel Gas Station/ New Building	1,000
13.33	Rancho San Diego Sherriff Station	25,000 square foot building	1,000