

DEPARTMENT OF TRANSPORTATION

DISTRICT 11

PLANNING DIVISION

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January 16, 2009

11-SD-VAR
(5, 8, 15, 67, 76, 78, 79, 94, 125, 905)
San Diego County General Plan Update

Mr. Robert Citrano
County of San Diego
Department of Planning and Land Use
5201 Ruffin Road, Suite B
San Diego, CA 92123

Dear Mr. Citrano:

The California Department of Transportation (Caltrans) appreciates the opportunity to comment on the Mobility Element of the November 2008 Draft San Diego County General Plan Update. Caltrans would like to submit the following comments:

Mobility Element

- *Page 4-20, Public Transit*
 - The NCTD Sprinter rail line is referenced as “heavy rail,” when it should be noted as “light rail.”
 - In discussing the Metropolitan Transit System (MTS), the North County Transit District (NCTD), and the Full Access & Coordinated Transportation (FACT), the County may also want to include the Reservation Transportation Authority (RTA) and their work on transit issues. For example, in conjunction with SANDAG and the RTA, a consultant prepared a *Transit Feasibility Study* to assess the needs of tribes in the County to improve access for medical, educational, employment, and other essential transportation needs. As a result of the study, some bus routes were expanded. This also adds to the *SR-76 East Corridor Study* done in 2006 to identify operational improvements, in coordination between Caltrans, SANDAG, and the RTA.
- *Pages 4-25 – 4-26, Bicycle, Pedestrian and Trail Facilities*
 - Caltrans appreciates the efforts that the County has undertaken to plan for non-motorized modes of transportation. Bicycles and pedestrians comprise a vital element in community mobility and can help reduce congestion and greenhouse gas emissions by taking vehicles off the roadway. The County has demonstrated this understanding and should be proud of these efforts.
 - Revise the term “on-road bicycle paths” to “bicycle lanes and routes.”

- Please include some discussion on the California bicycle class types: Class I (bicycle path/trail), Class II (bicycle lane), and Class III (bicycle route).
 - While Caltrans encourages the trail network detailed in the Bicycle, Pedestrian and Trail Facilities section, we recognize the need to complete gaps in the current bicycle network. Careful consideration should be used when weighing the use of limited funds to build Class I and/or multi-use trails. In corridors that could be treated with Class II or Class III bicycle facilities by way of minimal investment, options that would complete bicycle networks in the near-term should be pursued.
- *Page 4-28, Goal M-11, Bicycle and Pedestrian Facilities*
 - Policy M-11.6 – Coordination of Bicycle and Pedestrian Facility Connectivity: Caltrans endeavors to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility. Caltrans is committed to working with the County to complete bicycle and pedestrian facilities.

Mobility Element Appendix

- *Page 29, Jamul/Dulzura Subregion Matrix*
 - ID #1, State Route 94 (SR-94)
 - Designation/Improvement – 2.1D Community Collector: After "Improvement Options," add [Passing Lanes, Curve Corrections, and Turn Pockets].
 - Special Circumstances: Change statement to read "Improvements to four lanes are included in the Unconstrained Revenue scenario in the November 2007 SANDAG RTP."
- *Page 34, Lakeside Community Planning Area Matrix*
 - ID #2, State Route 67 (SR-67)
 - Designation/Improvement – 6.2 Prime Arterial: The Designation/Improvement shown is for a 6 lane Prime Arterial for SR-67 from Mapleview Street to Scripps Poway Parkway. To the best of our knowledge, a 6 lane facility has not been proposed for SR-67.
 - Special Circumstances: Change statement to read "Improvements to four lanes are included in the Reasonably Expected Revenue scenario in the November 2007 SANDAG RTP."
- *Page 54, Pala/Pauma Subregion Matrix*
 - ID #2, State Route 76 (SR-76)
 - Designation/Improvement – 2.1D Community Collector: After "Improvement Options," add [Passing Lanes, Curve Corrections, Left and Right Turn Channelizations, and Intersection improvements].
- *Page 73, Valle De Oro Mobility Element Network Map*
 - SR-94 from SR-54 to Jamul/Dulzura Subregional boundary is shown as a 6 lane Prime Arterial (purple); this should be corrected to a 4 lane Major Road (red).

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- *Page 75, Valle De Oro Community Planning Area Matrix*
 - ID #7, SR-94/Campo Road
 - Under Special Circumstances, change statement to read, "Improvements are included in the Unconstrained Revenue scenario in the November 2007 SANDAG RTP."

If you have any questions, please contact Connery Cepeda, Community Planning Liaison, at (619) 688-6968.

Sincerely,

A handwritten signature in blue ink, appearing to read 'J. Armstrong', with a long horizontal flourish extending to the right.

JACOB ARMSTRONG, Chief
Development Review Branch