

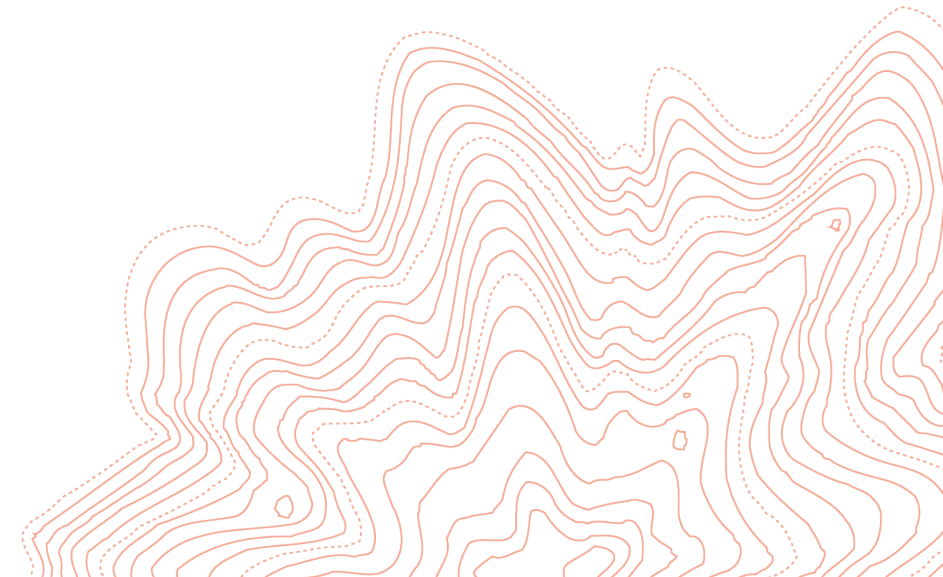


COMPREHENSIVE
MULTIMODAL
CORRIDOR PLAN

San Vicente

San Vicente CMCP Project Update

Public Meeting # 2 | February 23, 2022



Welcome!

- **If you have connection/audio issues, join by phone:**
 - Call (669) 900-9128
 - When prompted, enter ID # “811-0881-1774”
- **For Spanish Interpretation:**
 - Click “Interpretation” at bottom of screen
 - Then, click on “Spanish”
 - To hear only Spanish, click “mute original audio”
 - If on a mobile app (cell phone, tablet, etc.), press the ellipsis (...), then Interpretation, and then choose your language
- **Spanish-Translated Presentation in the Chat**
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 - Llame al (669) 900-9128
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- **Para Interpretación en Español:**
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 - Si utiliza un app móvil (tel celular, tableta, etc.), oprima el elipse (...), después interpretación, y después elija su language.
- **Presentación traducida al español en el Chat**

Opening Remarks

- *Coleen Clementson, Deputy CEO Planning, Projects, & Programs, SANDAG*
- *Victor Mercado, Acting Division Chief, Design, Caltrans District 11*



**San
Vicente**

Meeting Overview

- CMCP Overview and Related Efforts
- San Vicente Corridor Overview
- Virtual Engagement Hub
- CMCP Process Update
- Needs Assessment
- Project Inventory**
- Q & A Discussion
- Next Steps



SANDAG 2021 Regional Plan

- *Rachel Kennedy, Corridor Planning Manager,
SANDAG*

**San
Vicente**

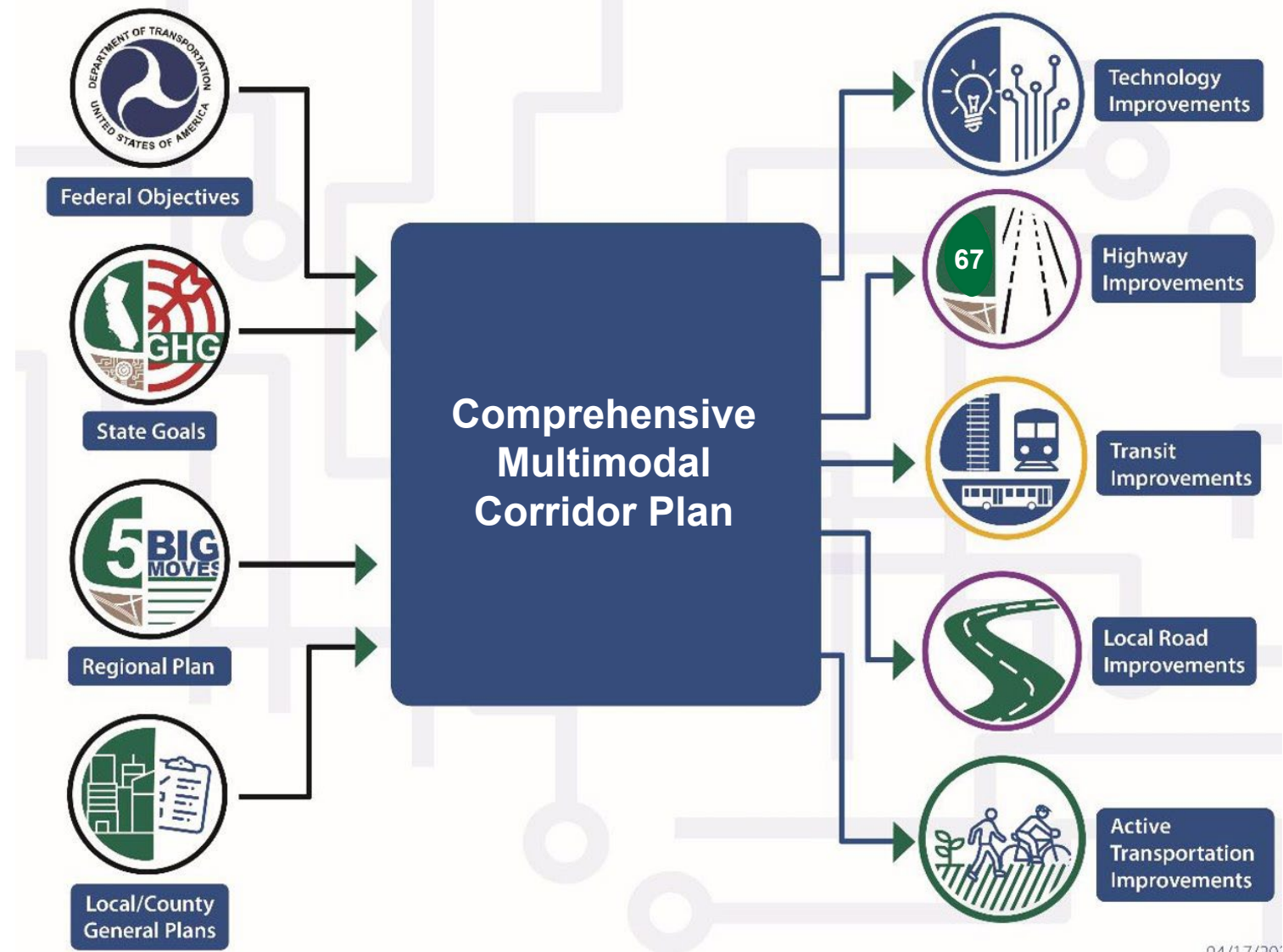


Comprehensive Multimodal Corridor Plans (CMCPs)



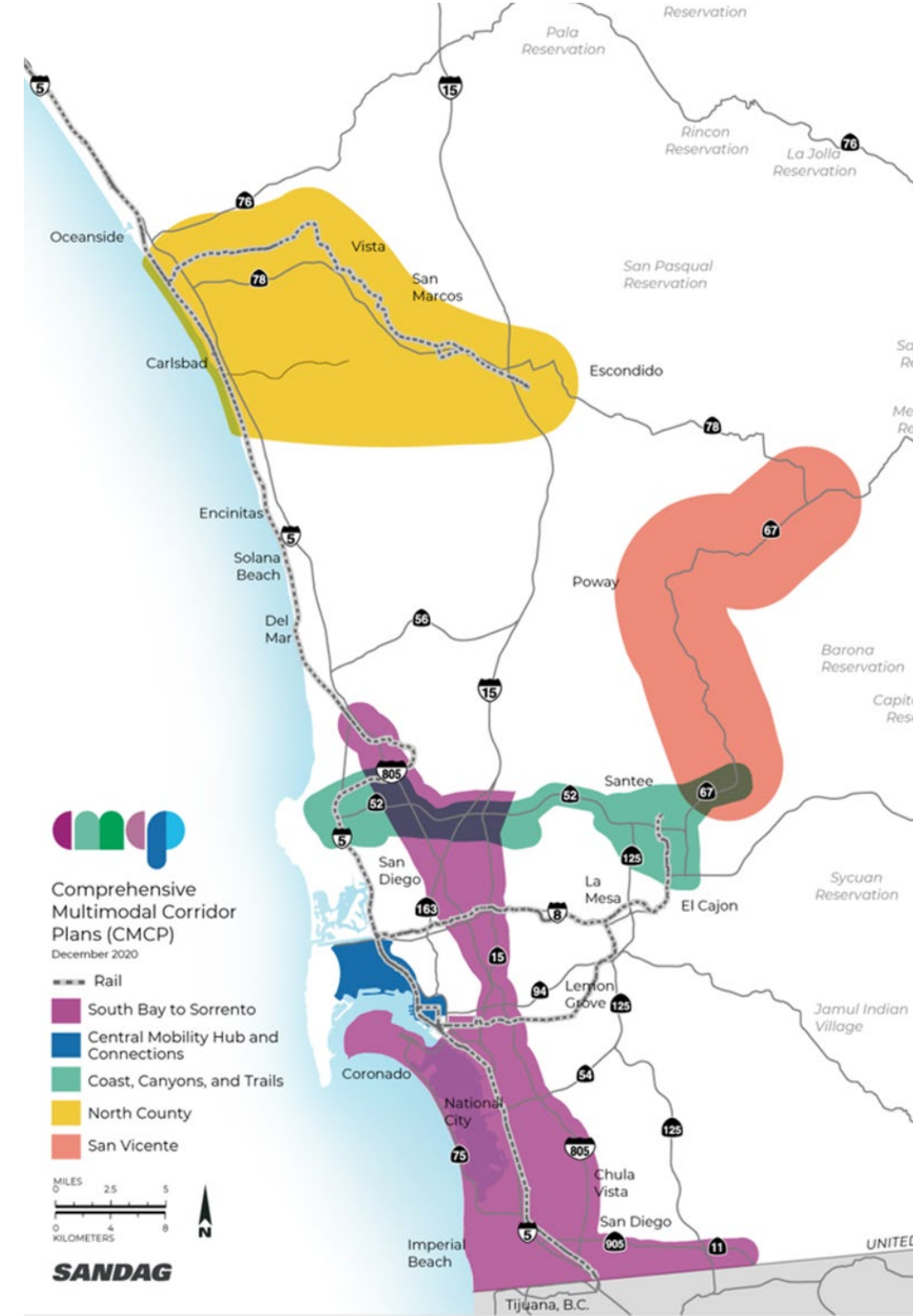
**San
Vicente**

CMCP Role in Transportation Planning & Implementation



What are the CMCPs?

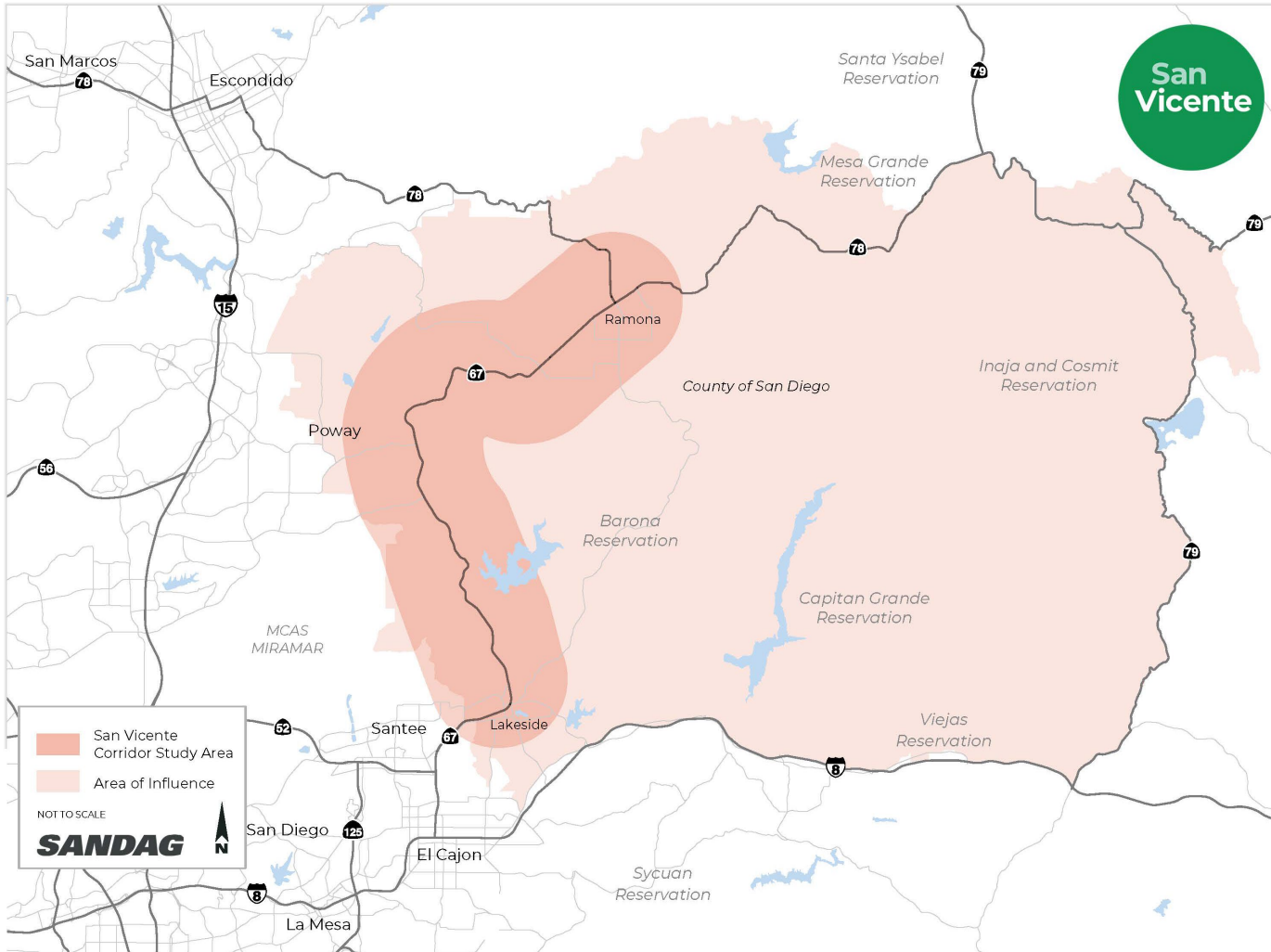
- Five transportation corridors currently in development
- Corridor Plans are data-driven and will:
 - Evaluate travel modes and transportation facilities
 - Develop transportation solutions
 - Improve multimodal connections
 - Decrease environmental threats
- Corridor Plans help the San Diego region compete for local, state, and federal funds



San Vicente Corridor Overview



Study Overview



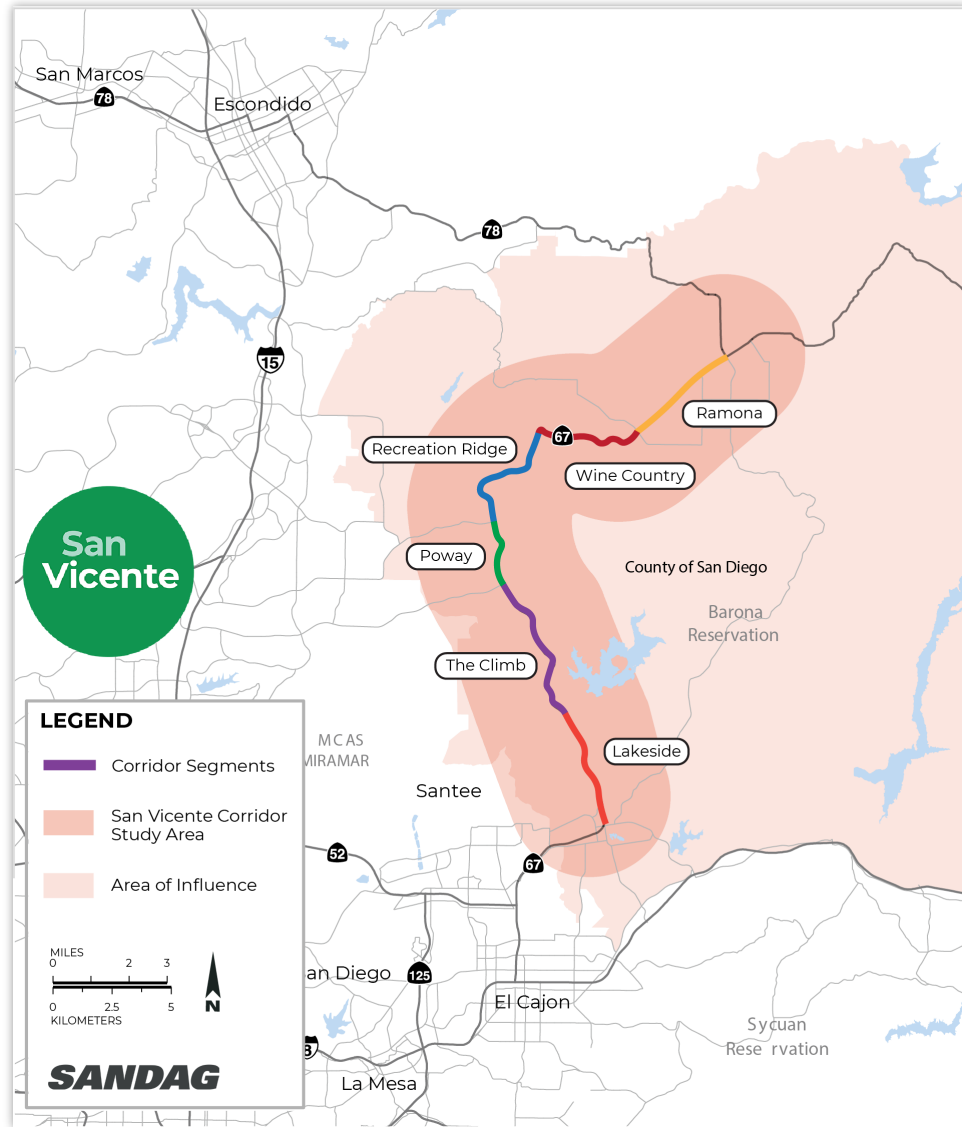
Study Area

- Focus of proposed transportation solutions

Area of Influence

- Represents demographic and travel analysis developed from a larger census tract-based area
- Area that will be impacted by proposed improvements

Introduction to the Corridor



Ramona
Highland Valley Rd – 10th Street

Wine Country
Archie Moore Rd – Highland Valley Rd

Recreation Ridge
Poway Rd – Archie Moore Rd

Poway
Scripps Poway Pkwy – Poway Rd

The Climb
Vigilante Canyon Rd – Scripps Poway Pkwy

Lakeside
Maple View Street – Vigilante Canyon Rd

Parallel Corridor Efforts

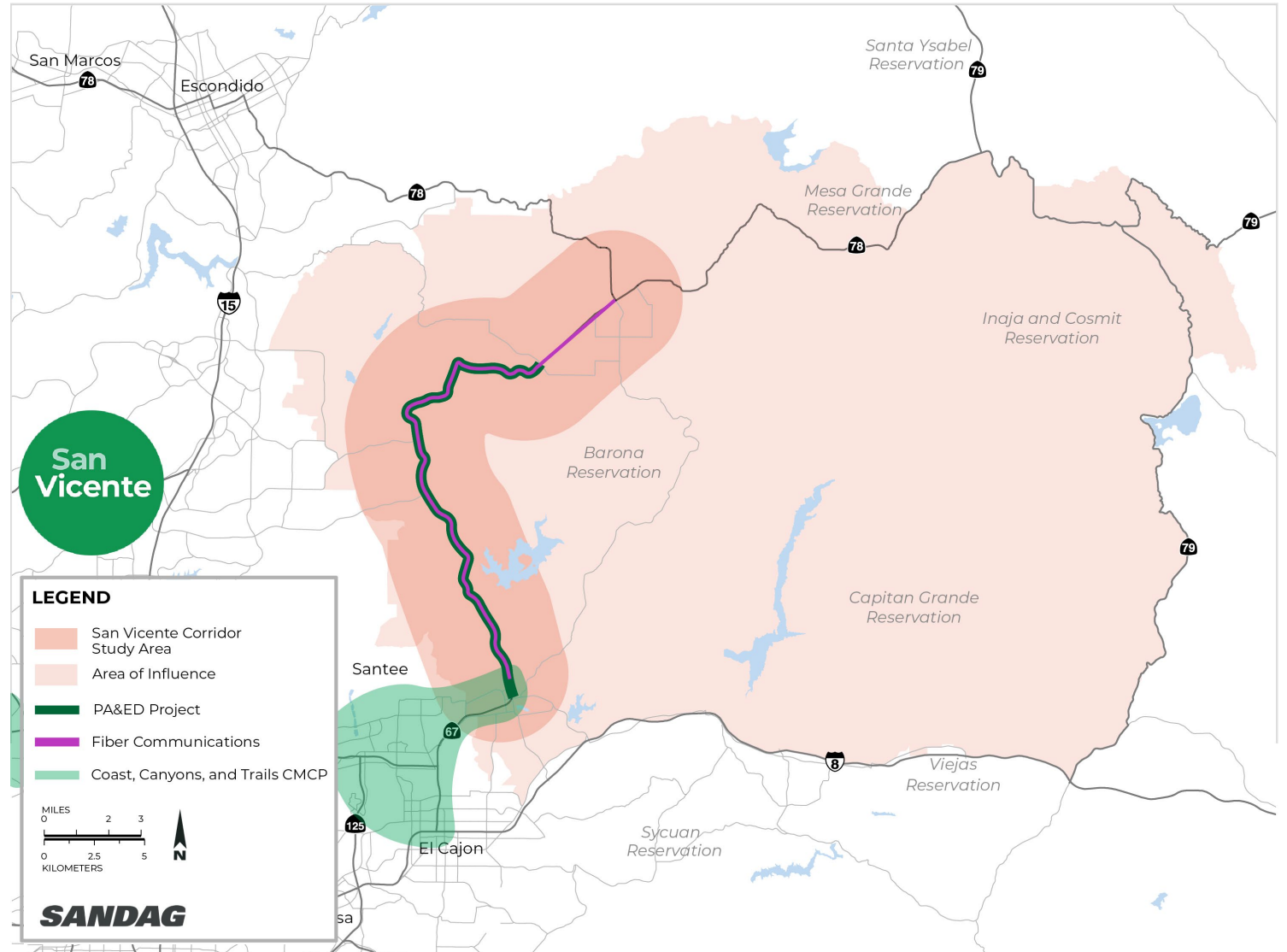
CMCP (The Plan)

SR 67 Fiber Communications

- *Microtrenching and*

Coast, Canyons, and Trails CMCP (CCT)

- Studies the SR 52 corridor and relevant connections
- The study area overlaps the southernmost point of the San Vicente CMCP



Participant Check-In



Ground Rules

- Q&A discussion at end of presentation
 - Please submit questions using Q&A option
- If there's a technical problem, send a chat
- Email, call or text us anytime after this webinar at:
 - CMCP@sandag.org
 - Hotline: (888) 317-8976
 - Text: (844) 569-0570

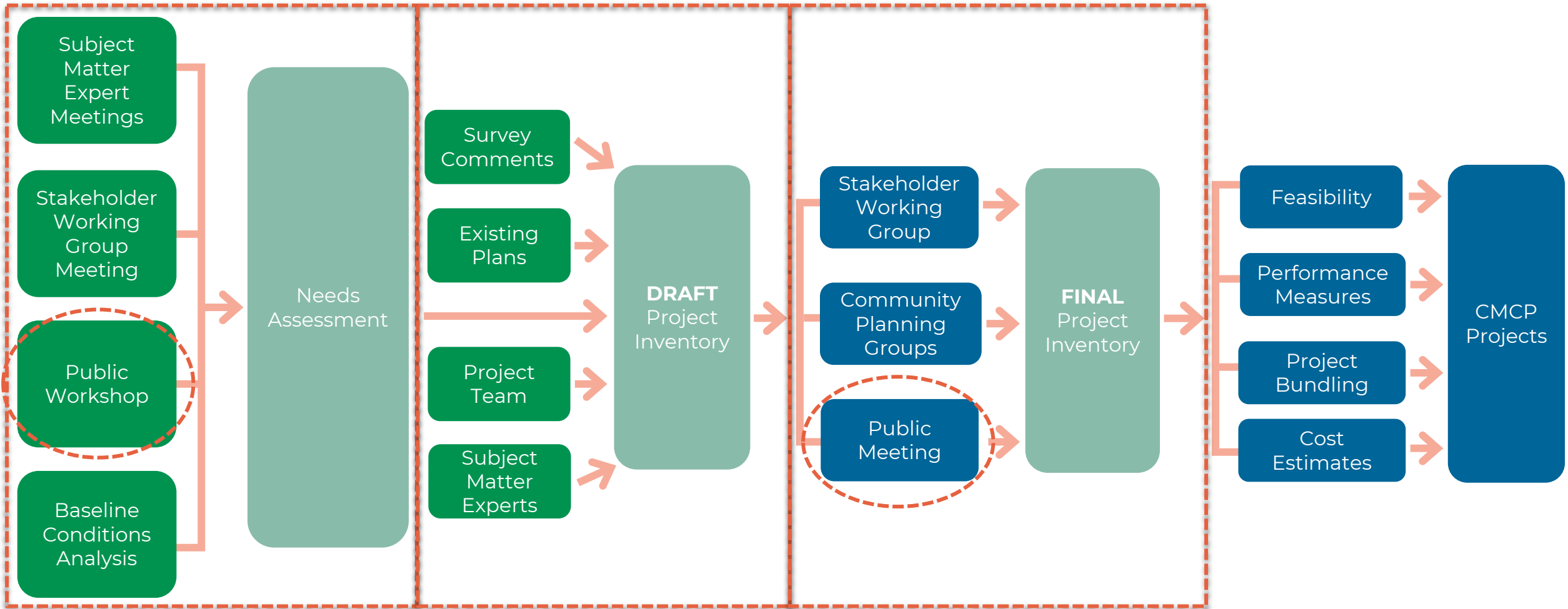
Audience Check-In #1



Comprehensive Multimodal Corridor Plan (CMCP) Development Process



CMCP Process Overview



Needs Assessment



Needs Assessment



Active Transportation



Safety



Evacuation



Traffic Congestion



Information/Technology



Utilities



Goods Movement

Project Inventory: Active Transportation



Active Transportation

Needs Assessment Highlights

- Little to no protection for people who walk, bike, or ride horses
- Currently planned projects may not meet community expectations

Proposed Network Goals

- Connected network of mobility options for all ages and abilities
- Comfortable parallel routes
- Visibility of vulnerable users
- “Main Street” environment
- Supplement the County of San Diego Active Transportation Plan

Existing Mode Share



Source: SANDAG ABM DS39



Source: 2005 Ramona Community Trails and Pathways Plan

Active Transportation

Bike Improvements

Class I: Bike/Multi-Use Path



Class II: Buffered Bike Lane



Class IV: Protected Bikeway





Active Transportation

Bike Improvements



LEGEND

- San Vicente Study Area
- San Vicente Influence Area

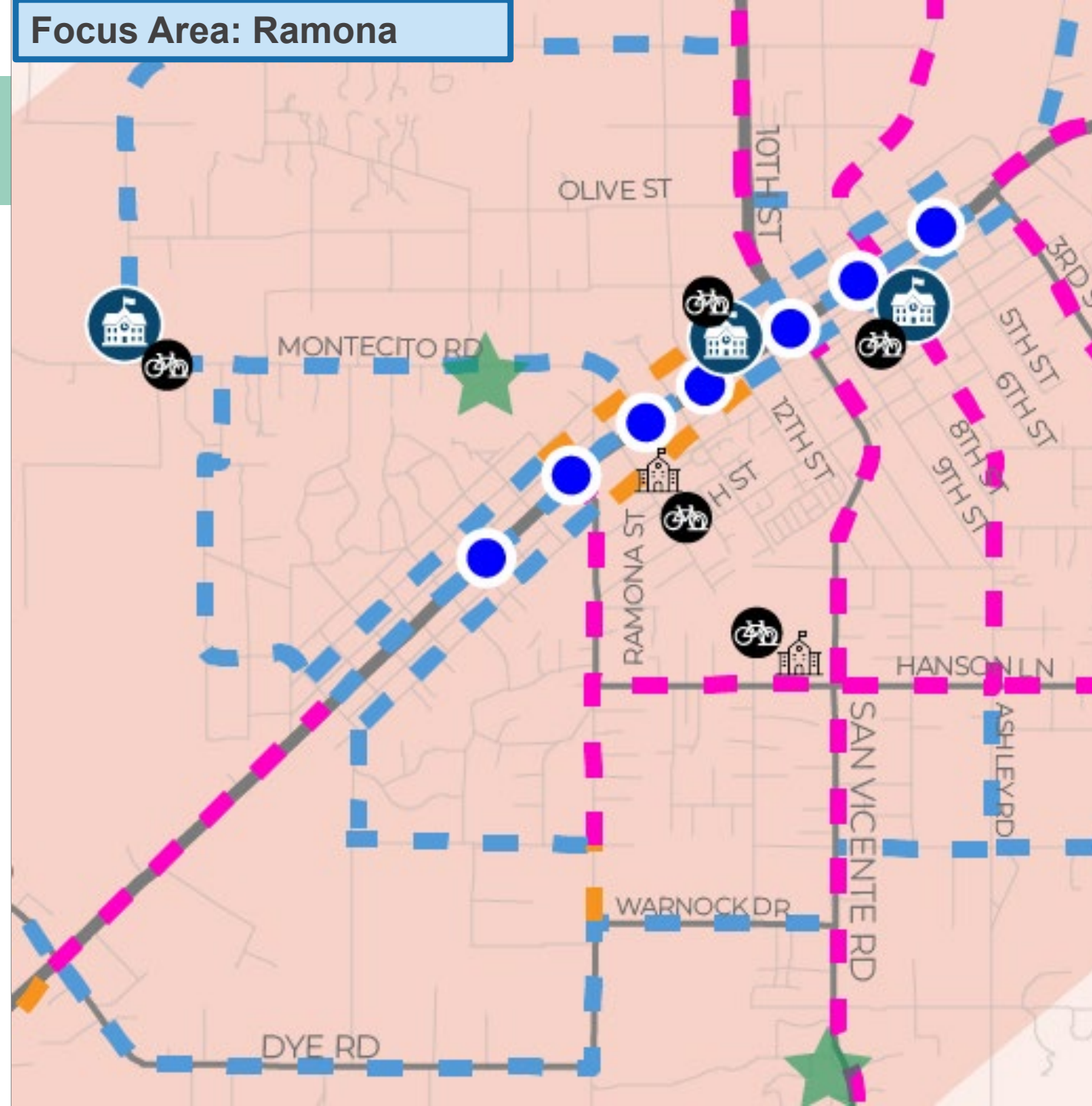
Existing

- Existing Trailheads and Parks
- Existing Schools

Proposed

- Intersection Improvements: Bicycle and Pedestrian
- Class I Bike Path/Multi-Use Path
- Class II Buffered Bike Lanes
- Class IV Bikeway
- Bike Fix-It Station
- Bike Parking

Focus Area: Ramona



Active Transportation

Pedestrian Improvements

Pedestrian-Actuated Signals



Enhanced Crosswalks



Lead Pedestrian Intervals





Active Transportation

Pedestrian Improvements



LEGEND

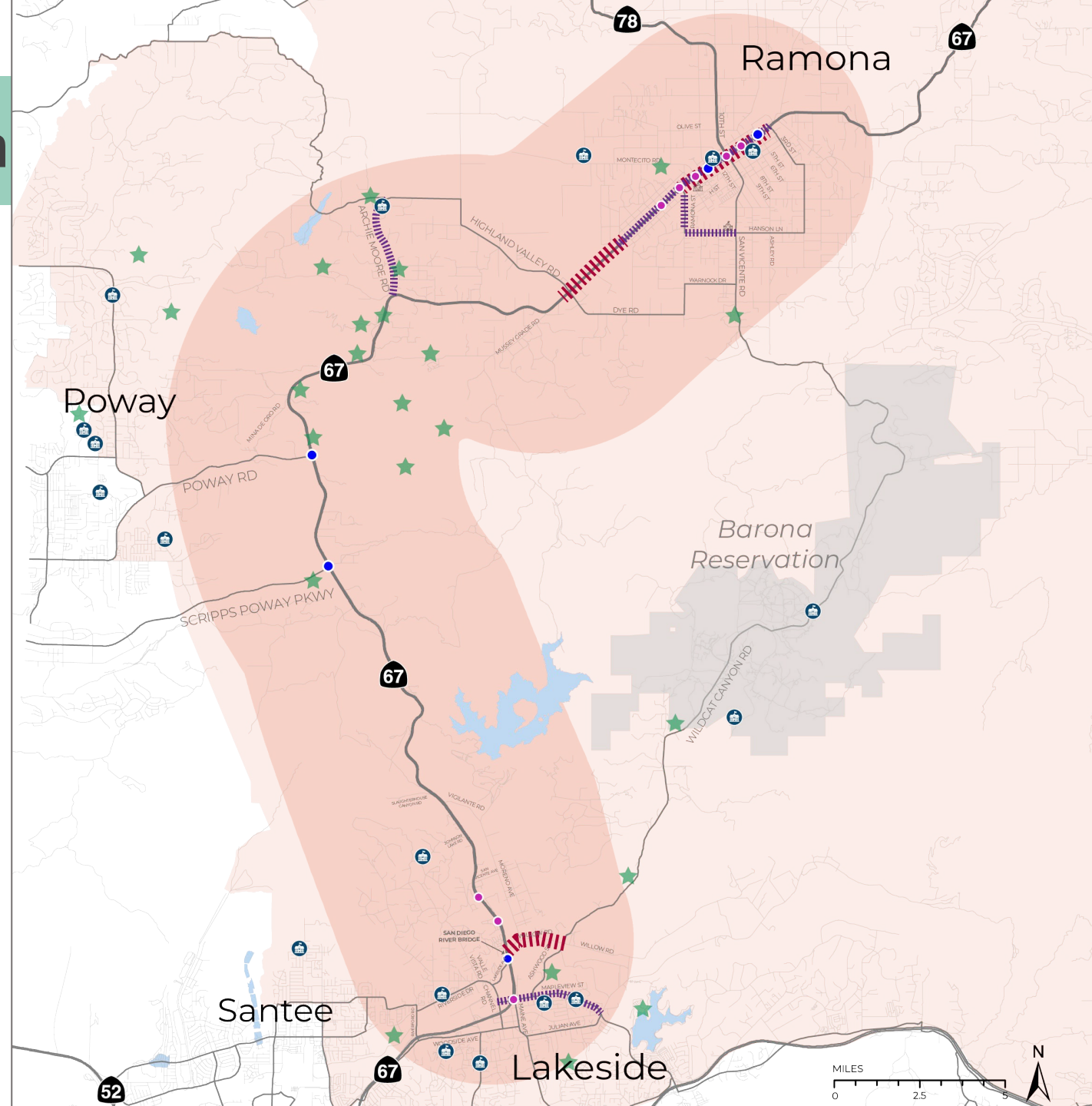
- San Vicente Study Area
- San Vicente Influence Area

Existing

- Existing Trailheads and Parks
- Existing Schools

Proposed

- Intersection Improvements: Bicycle and Pedestrian
- Intersection Improvements: Pedestrian
- Sidewalk Enhancements
- Traffic Calming





Active Transportation

Equestrian Improvements



Existing

Proposed

★ Existing Trailheads and Parks

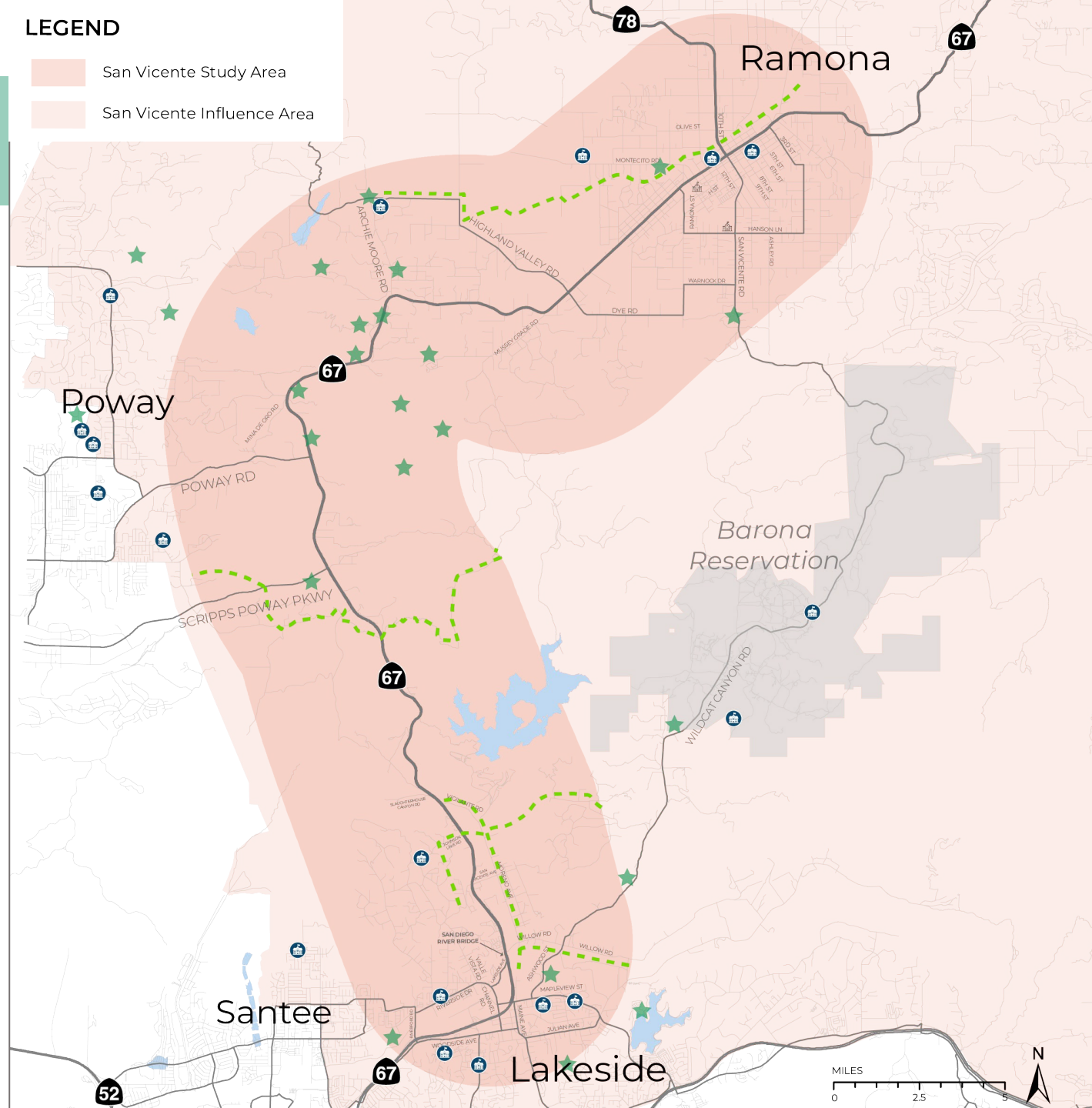
--- Soft Surface Equestrian Trail

🏫 Existing Schools

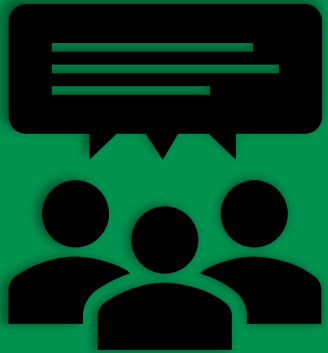


LEGEND

- San Vicente Study Area
- San Vicente Influence Area



Audience Check-In #2



- How responsive are these projects to the active transportation needs in the San Vicente Corridor?
 - *Scale of 1 – 5*
- Which of the following projects interest you most?
 - *Multi-use path along SR 67 from Lakeside to Ramona*
 - *Soft-Surface equestrian trail between Ramona and Poway*
 - *Traffic calming improvements in Ramona and Lakeside*
 - *Comfortable bikeways, paths, and trails parallel to the San Vicente Corridor*
 - *Other*

Project Inventory: Evacuation



**San
Vicente**

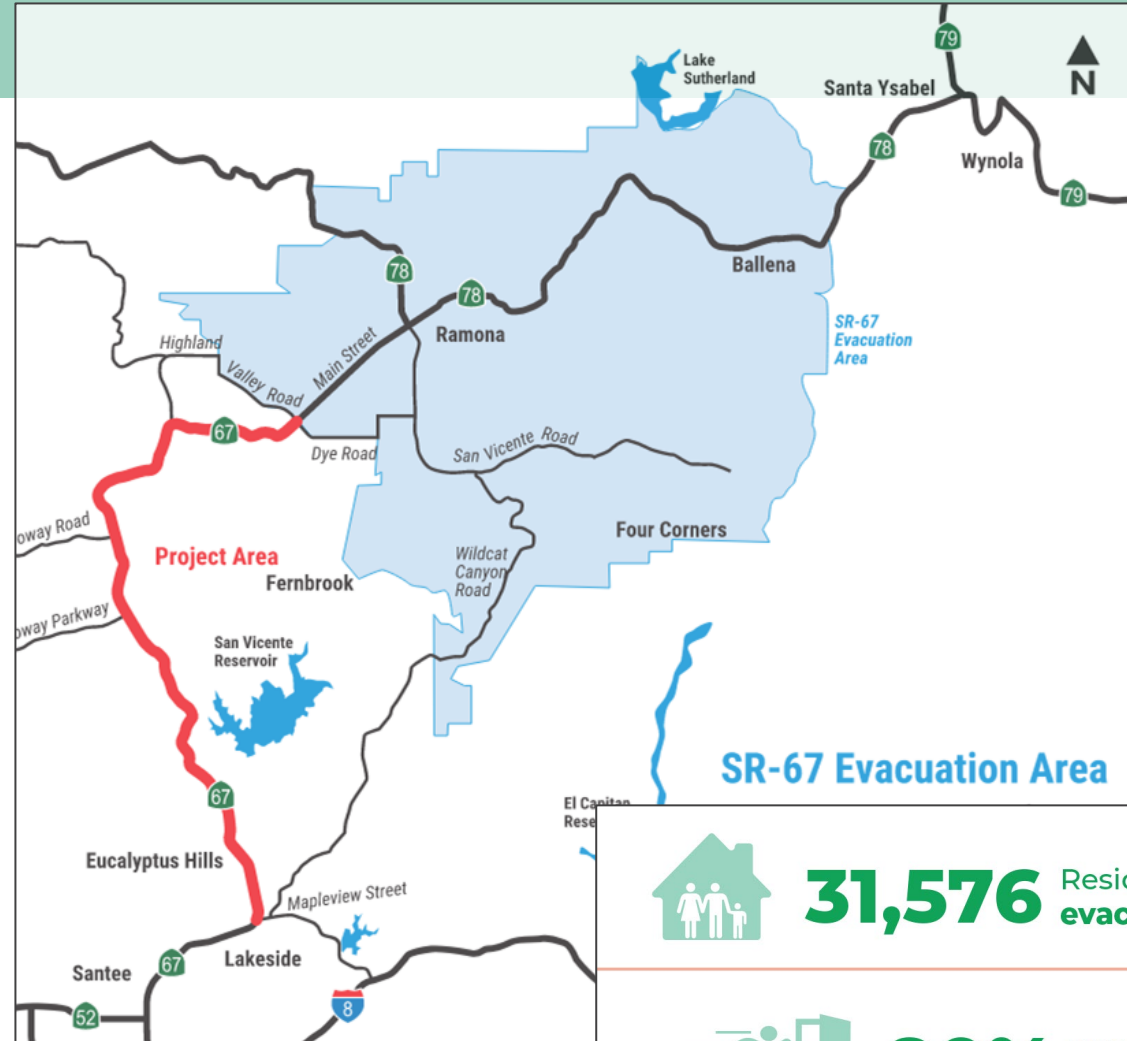
Evacuation

Needs Assessment Highlights

- Study Area: moderate wildfire concern
- Communities to the east: high wildfire concern
- Adequate capacity for evacuation is under analysis

Proposed Network Goals

- Leverage technology
- Address bottlenecks that impact evacuation
- Provide defensible spaces
- Increase roadway resilience



31,576 Residents in the evacuation area



80% use SR 67 to evacuate



Evacuation

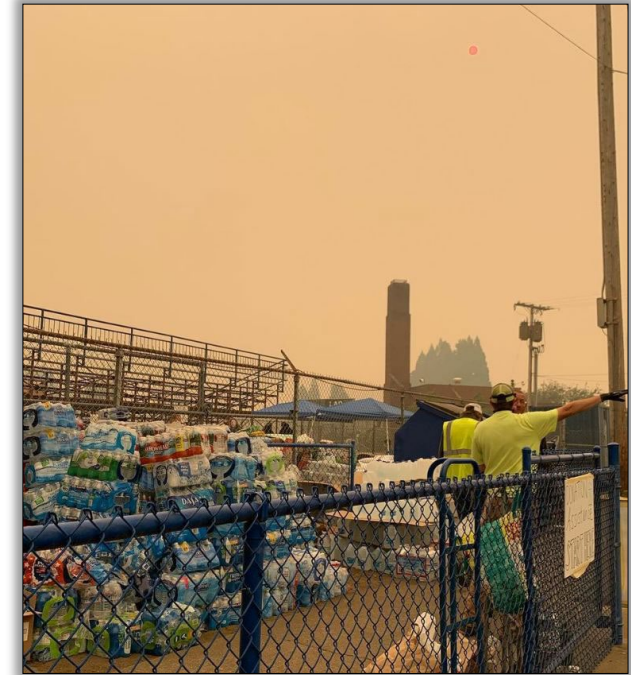
Evacuation Siren



Evacuation Route Signage



Outdoor Evacuation Point



Evacuation Event Tow-Truck Deployment



Variable Message Signage





Evacuation

Spot Location Projects



LEGEND

- San Vicente Study Area
- San Vicente Influence Area

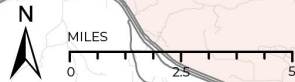
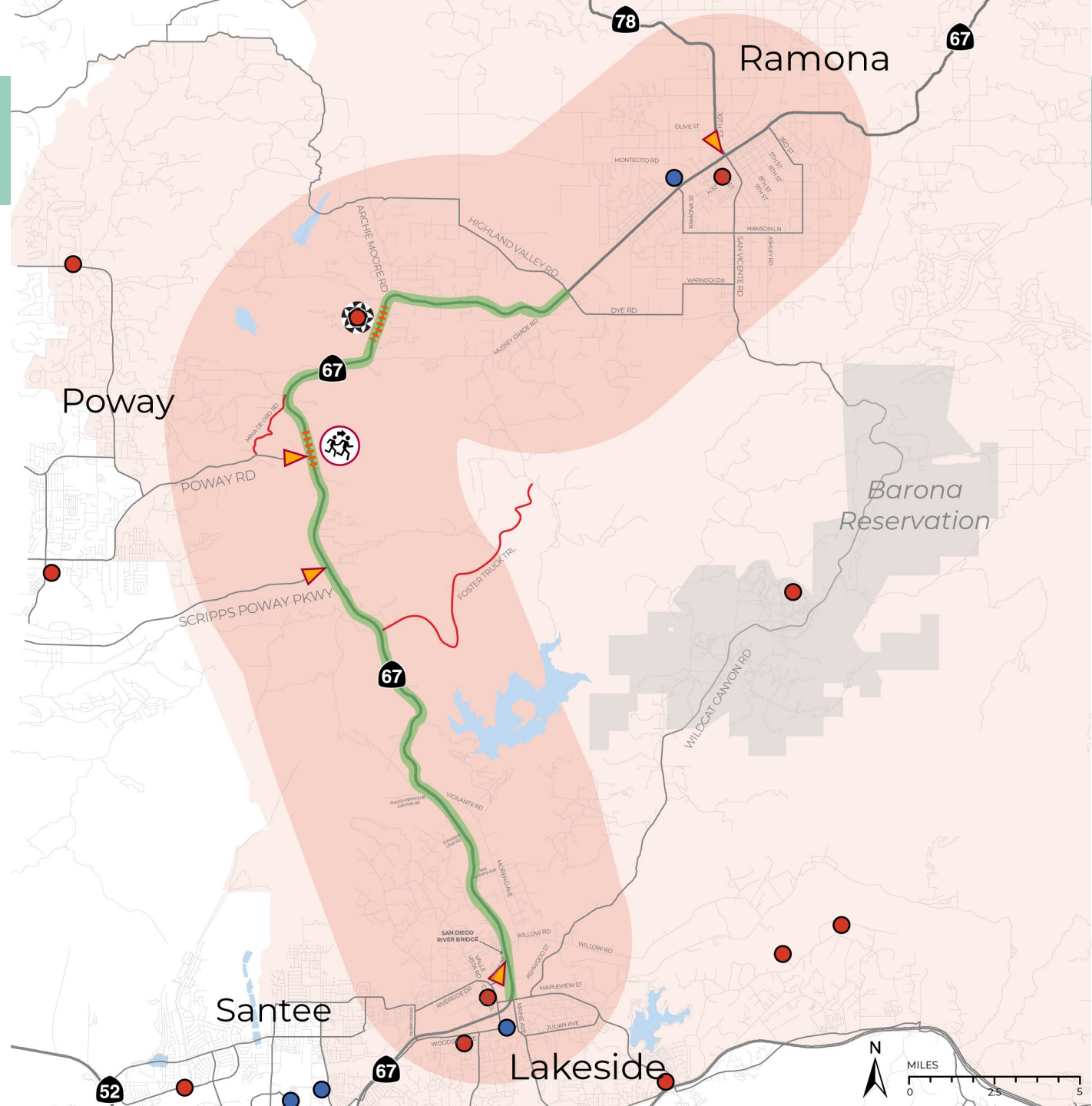
Existing

- Law Enforcement Station
- Fire Station

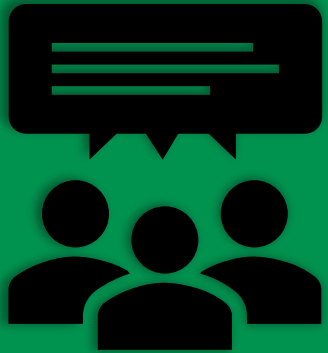
Proposed

- Fire Access Roads*
- Remove On-Street Parking at Popular Trailheads
- Implement Emergency Event Tow-Truck Deployment
- Iron Mountain Trailhead Parking Lot; Evacuation Staging Area
- CAL FIRE Station Access Improvement
- PA&ED Recommended Alternative (anticipated June 2025)

*Requires roadway improvements to meet minimum requirements



Audience Check-In #3



- How responsive are these projects to the evacuation needs in the San Vicente Corridor?
 - *Scale of 1 – 5*
- Have you been involved in an evacuation event on the Corridor?
 - *Yes, I've had to evacuate my home*
 - *Yes, I was on SR-67 during an evacuation*
 - *Yes, I knew people who had to evacuate*
 - *Yes, I've been a first responder during an event on the Corridor*
 - *No*

Project Inventory: Goods Movement





Goods Movement

Needs Assessment Highlights

- Agricultural goods, aggregate, wine, livestock and equestrian supplies
- Special events (i.e., rodeos)
- Tribal communities and East County communities
- Sharp curves, potholes, and rough surfaces
- Vehicle hour delay is tied to economic loss

Future Network Goals

- Runaway Truck Ramps
- Truck climbing lane/passing lane



Trucks make up an average of **7%** of total vehicles on **SR 67**

Caltrans, 2018 Average Annual Daily Traffic



Trucks in the influence area spend an average of **287 hours** in traffic, daily

SANDAG ABM, DS 39 Model Data



Goods Movement

Projects



LEGEND

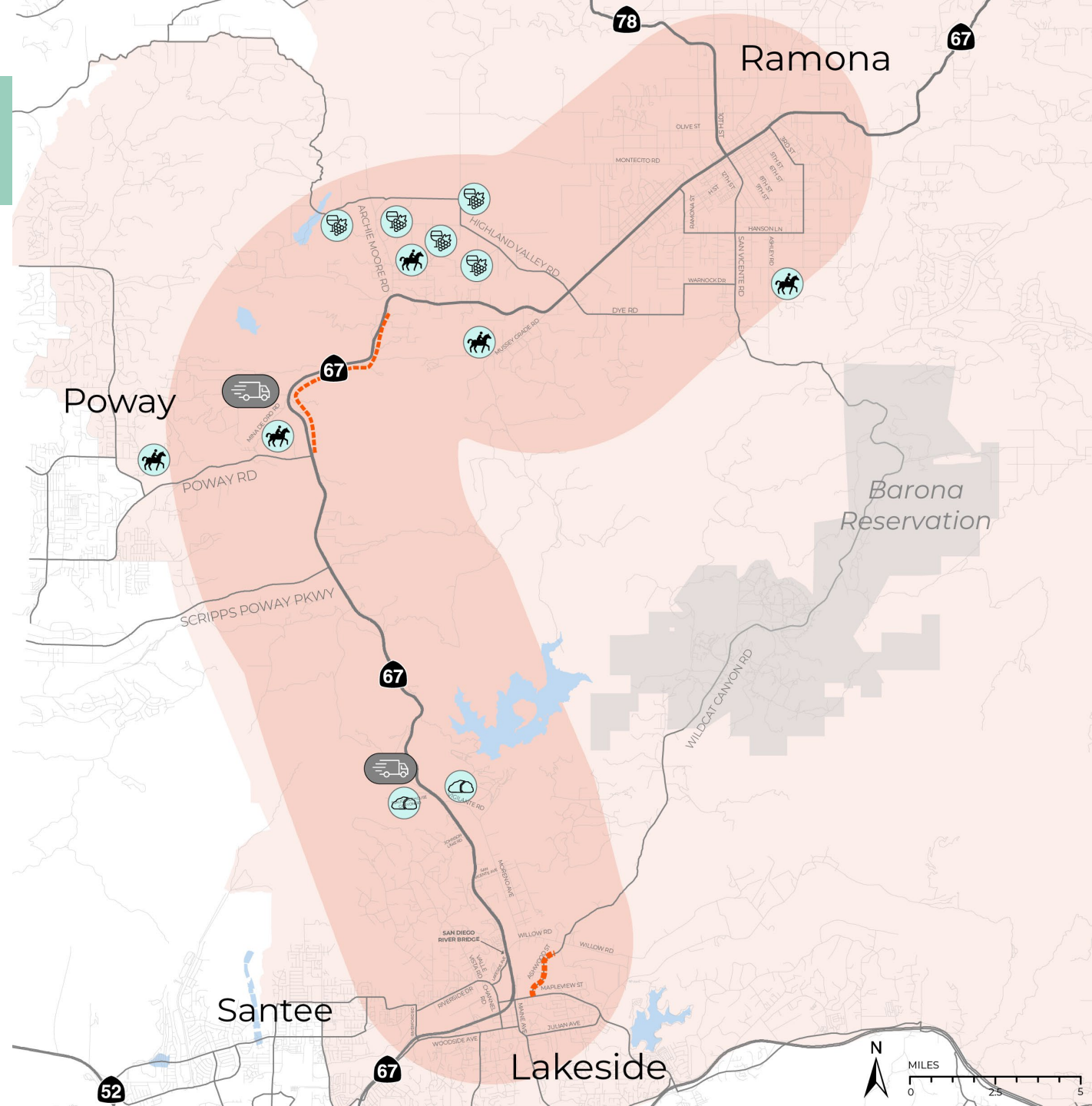
- San Vicente Study Area
- San Vicente Influence Area

Existing

- San Vicente Freight Commodity Locations: Aggregate, Equestrian, and Wineries

Proposed

- Add Truck Climbing/Passing Lane
- Add Truck Runaway Ramp



Project Inventory: Safety





Safety

Proposed Network Goals

- Address hot spot collision locations
- Systemically apply safety strategies
- Incorporate a “safe systems” approach
- Restore and enhance habitat connections



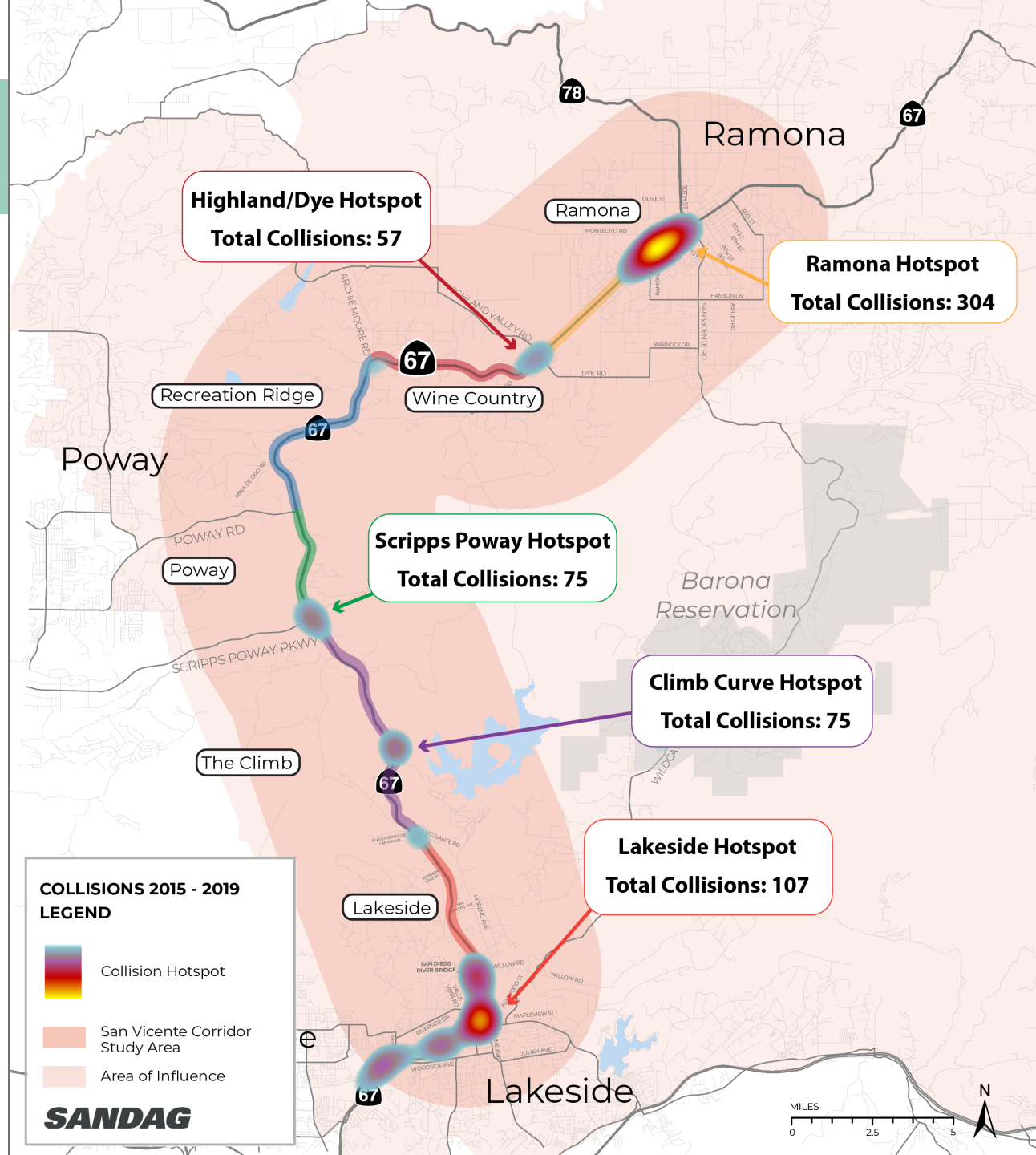
38%
of collisions
occurred at
unsafe speeds

31%
of collisions were rear
end and

28%
involved a vehicle
hitting an object

18
fatal collisions
occured between
2015-2019,
4 were in
**Recreation
Ridge**

Source: Statewide Integrated Traffic Records System (SWITRS) 2015 – 2019





Safety

Roadway Safety Edge



Falling Rock Prevention Devices



Center Left Turn Lane



Curve Warning Speed Sign



High-Friction Surface Road Treatments





Safety

Road Diets: Before vs. After



Gateway Sign



Wildlife Pipe Culvert



Wildlife Underpass





Safety

Spot Location Projects



LEGEND

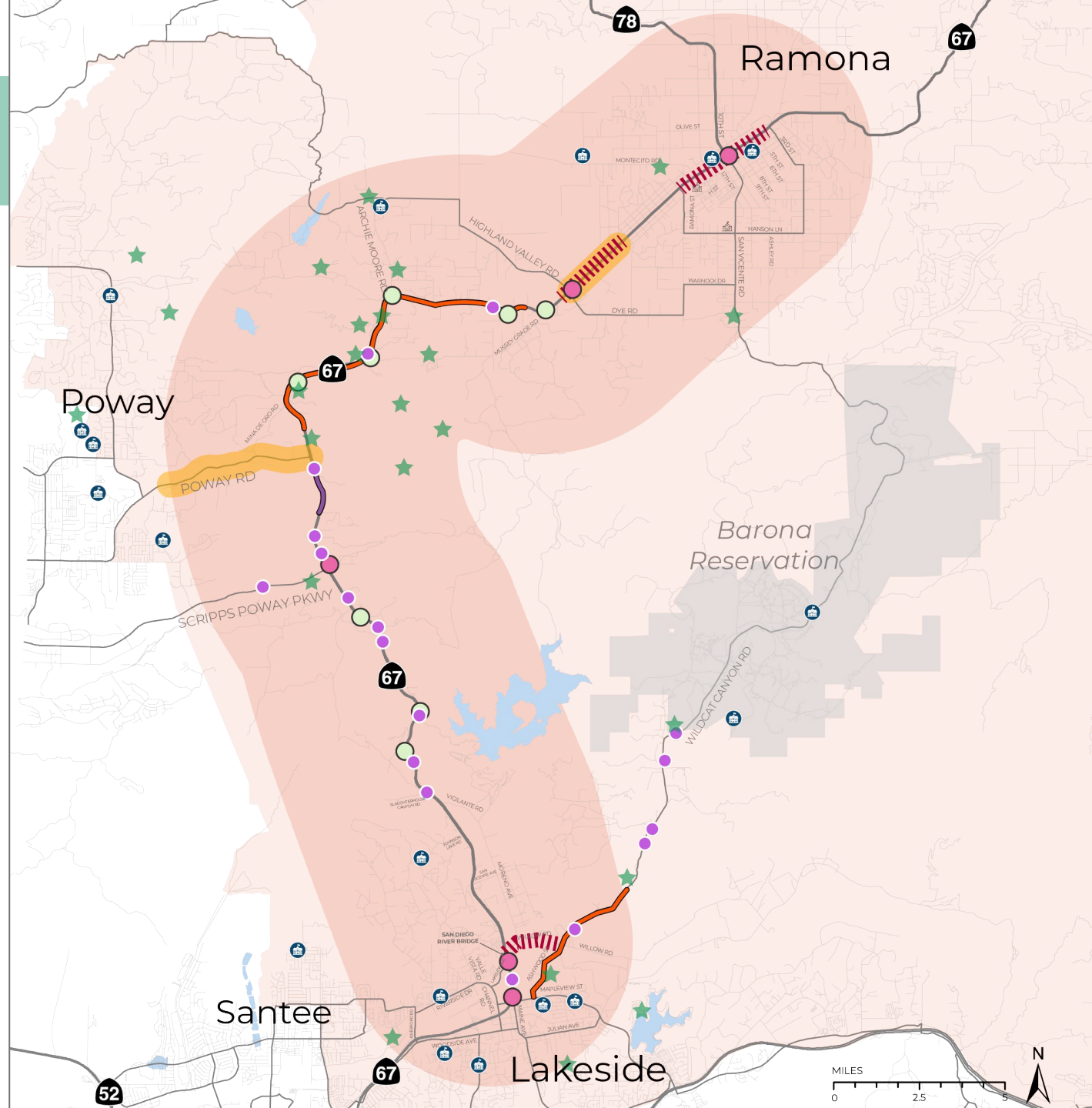
- San Vicente Study Area
- San Vicente Influence Area

Existing

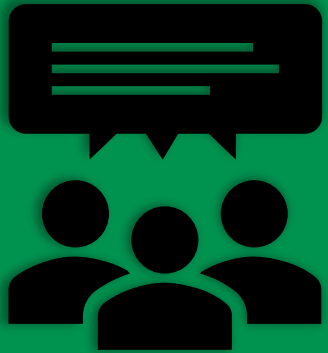
- Existing Trailheads and Parks
- Existing Schools

Proposed

- Speed Study to Reduce Posted Speed Limit
- Install Falling Rock Protection Devices and Warning Signs
- Install Center Left Turn Lane
- Intersection Safety Improvements
- Add Safety Treatments for Curves
- Traffic Calming
- Potential New or Improved Wildlife Crossings



Audience Check-In #4



- How responsive are these projects to the safety needs in the San Vicente Corridor?
 - *Scale of 1 – 5*
- Which segment are you most concerned about for safety reasons?
 - *Lakeside*
 - *The Climb*
 - *Poway*
 - *Recreation Ridge*
 - *Wine Country*
 - *Ramona*

Project Inventory: Traffic Congestion



**San
Vicente**



Traffic Congestion

Needs Assessment Highlights

- Heavily utilized corridor during weekday (commuting) and weekends (recreation)
- Hot spot congestion areas:
 - Recreation Ridge
 - Lakeside
- Alternative options for transportation are limited

Proposed Network Goals

- Minimize congestion bottlenecks
- Maximize corridor efficiency using technology
- Consider alternative intersection designs
- Consider unique, fragile, and freight commodities
- Provide alternative travel modes through flexible fleets, shuttle services, and fixed-route transit

81%



of corridor trips are by those driving alone

20%

of households in the corridor are transportation-vulnerable

Corridor bottlenecks in Ramona, Poway, and Lakeside



Traffic Congestion



Frontage Road



Neighborhood Shuttle



Truck Climbing Lane





Traffic Congestion

Spot Location Projects

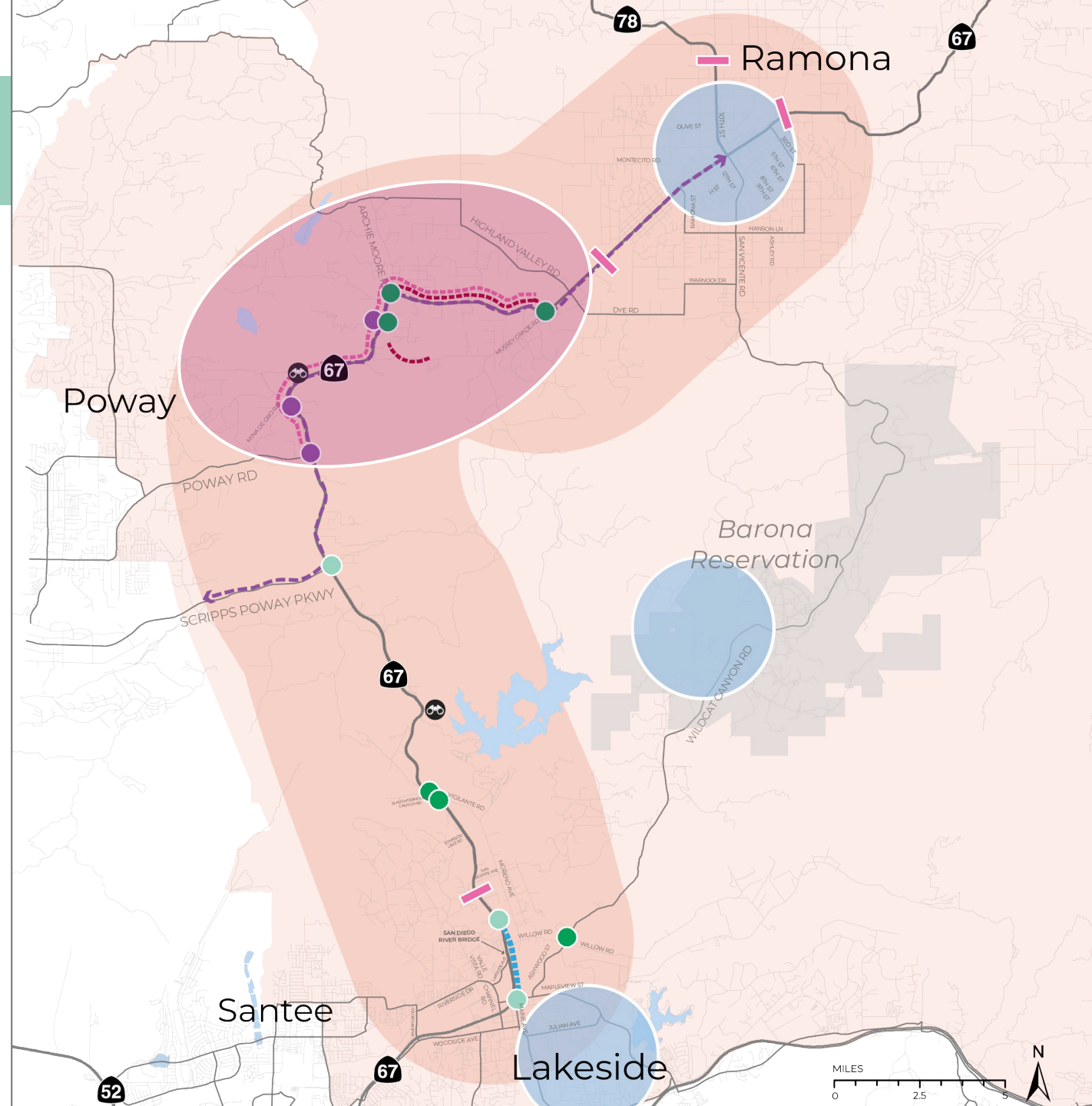


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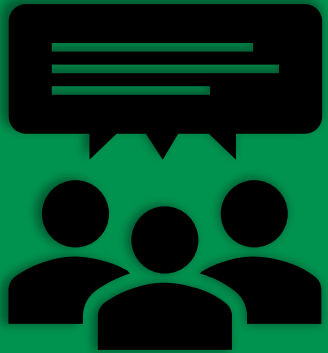
- San Vicente Study Area
- San Vicente Influence Area

Proposed

- New Transit Route (Ramona-Poway)
- New Transit Stop (Ramona-Poway)
- Analyze Feasibility of Increasing Roadway Capacity
- Create Frontage Road/New Roadway Connection
- Conduct Signal Warrant Analysis
- Reevaluate Intersection Control
- New Wayfinding/Gateway Signing
- Create Turnout/Viewpoint
- New Wayfinding/Gateway Signing
- Proposed Flexible Fleet Opportunities (SANDAG)
- New Winery and Trailhead Shuttle Services



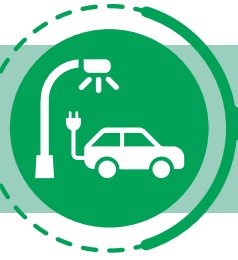
Audience Check-In #5



- How responsive are these projects to the Traffic Congestion needs in the San Vicente Corridor?
 - *Scale of 1 – 5*
- Which of the following projects interest you most?
 - *New fixed-service transit route between Ramona and Poway*
 - *Flexible fleet and shuttle services*
 - *New truck climbing lane along Recreation Ridge*
 - *New turnouts/viewpoints*
 - *Intersection control evaluations*
 - *Wayfinding signage along Recreation Ridge and Wine Country*
 - *Other*

Project Inventory: Utilities





Utilities

Needs Assessment Highlights

- Lack of broadband access
- High-speed chargers and future hydrogen fueling stations
- Enable deployment of transportation technology solutions
- Power shutoffs due to wildfire danger impact the traffic signals on SR 67 as well as critical communications equipment

Proposed Network Goals

- Expand digital infrastructure
- Increase utility resiliency to emergencies
- Expand broadband accessibility
- Build and expand a network of EV charging stations

66% 
of rural communities in San Diego County have access to fixed broadband



Percentage of San Diego County households with **no internet subscription at home** (by income)

< \$20K	\$20K - \$75K	> \$75K
29.6%	12.9%	3.2%

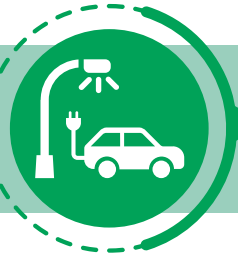
Utilities

Electric Vehicle Charging Stations



Fiber Communications Infrastructure





Utilities

Spot Location Projects



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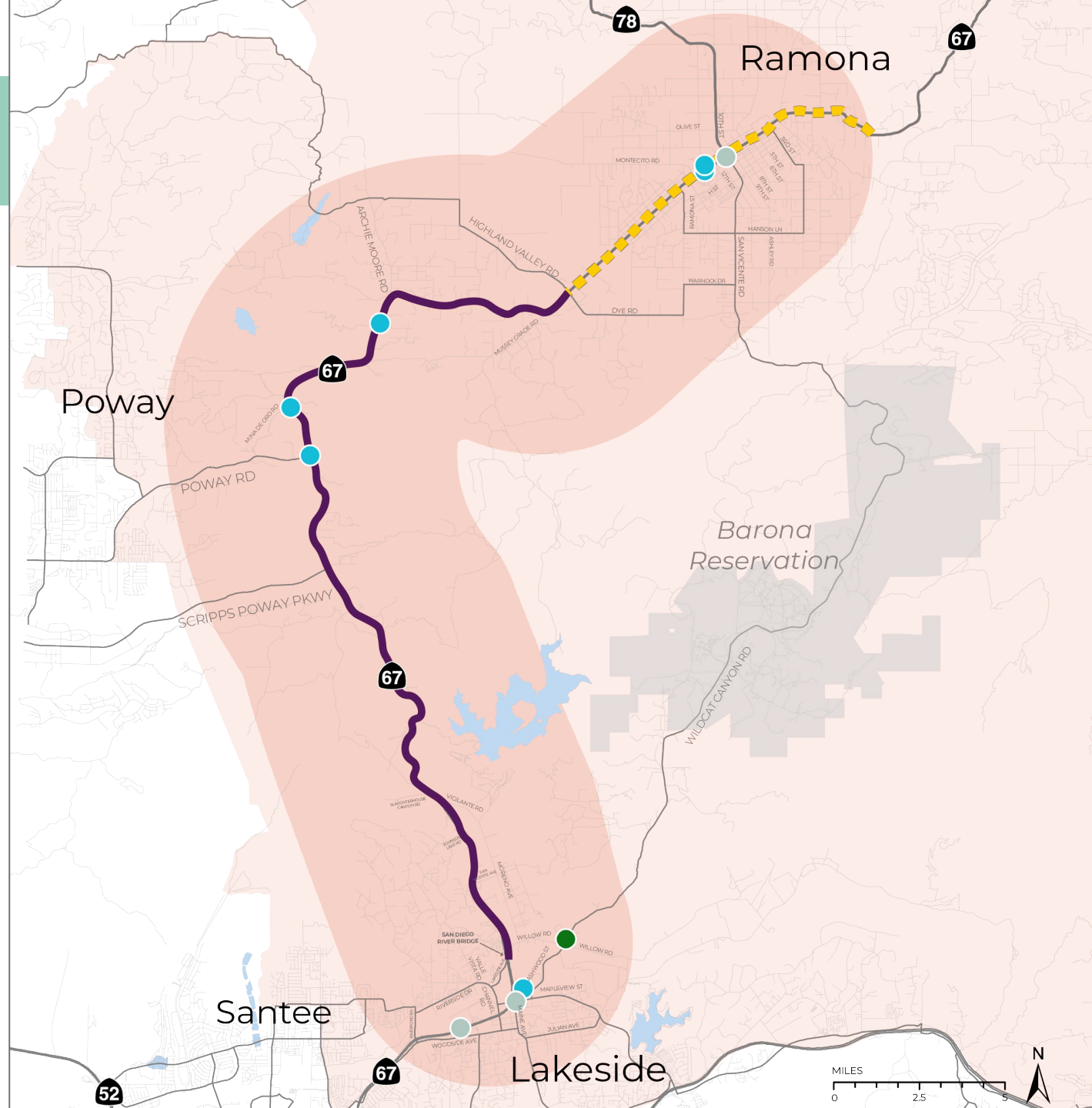
- San Vicente Study Area
- San Vicente Influence Area

Existing

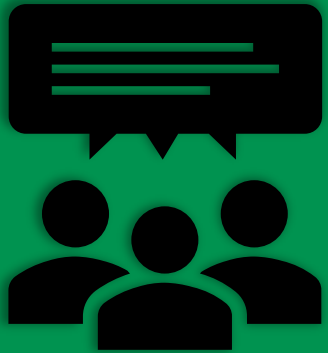
- Existing EV Chargers
- Fiber Communications (Spring 2023)

Proposed

- Expand Existing EV Chargers
- New EV Chargers
- Conduit Infrastructure



Audience Check-In #6



- How responsive are these projects to the Utilities needs in the San Vicente Corridor?
 - *Scale of 1 – 5*
- Which of the following projects are most needed along the San Vicente Corridor?
 - *EV charging stations*
 - *Broadband accessibility*
 - *Power backup sources*
 - *Fiber optic telecommunications*
 - *Other*

Supporting Needs Category: Information/Technology



Information/Technology



Wayfinding, digital trail maps, and changeable message signs to support safe use of trails and pathways



Alert corridor residents of evacuations; coordinated system of push-notifications, sirens, and other messaging devices



Implement a corridor-wide monitoring system to identify congestion and incidents to communicate with freight vehicles



Create fiber "backbone" to support adaptive signal timing, corridor monitoring devices, and future communication with vehicles (V2I)



Upgrade signalized intersections with smart signals to reduce intersection delay and monitor operations, incidents with CCTV



Expand broadband access to SR 67 communities and influence area; EV charging infrastructure at recreational sites



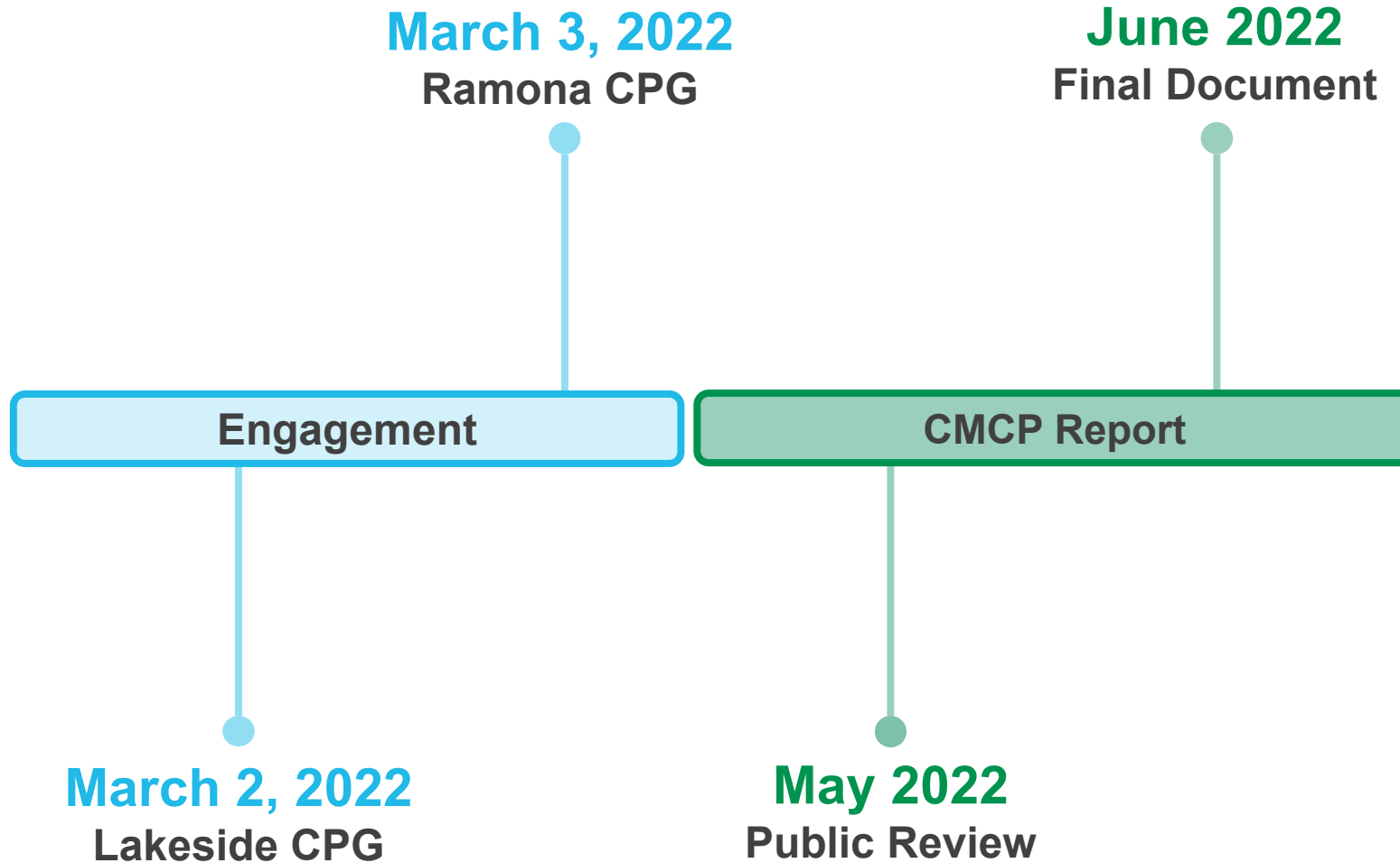
Open Discussion (Q&A)



Conclusion and Next Steps



Next Steps





SANDAG and Caltrans are committed to keeping communities informed

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Caltrans San Vicente Project Manager

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Rachel Kennedy
SANDAG Corridor Planning Manager

Rachel.Kennedy@sandag.org



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San Vicente