City of Santee Mobility Element

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Adopted by City Council October 25, 2017 (Resolution No. 114-2017)

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MOBILITY ELEMENT

The current City of Santee General Plan 2020 was adopted in 2003 by Resolution 63-2003 to guide development through the year 2020. This document serves as an update to the General Plan's Circulation Element, intended to provide a vision and framework for the development of the City's transportation network through the year 2035, while assuming full buildout of the current General Plan land uses. The purpose of the Circulation Element is to identify policies and programs to promote the effective use of transportation facilities to efficiently and safely move people and goods throughout the City.

This update describes existing transportation systems in Santee and establishes a plan for a multi-modal transportation system. Multi-modal transportation refers to the many different modes of travel including vehicular, pedestrian, bicycle, and transit. This Element is intended to provide for a balanced mobility system that will support travel demands associated with land uses in the Land Use Element while maintaining a high quality of life for the residents of Santee and all roadway users. As a result, this element will be referred to as the Mobility Element this point forward.

1.0 Statutory Requirements

The Mobility Element is required by state law. As specified in Government Code Section 65302(b), the Mobility Element must define location and extent of existing and proposed transportation facilities and services, all correlated with the Land Use Element of the General Plan. The State of California is in the midst of a radical transformation that will forever change transportation planning, and more importantly, how generations to come travel across the state.

In the mid-2000's, AB 32 introduced mandatory GHG emission reduction requirements; followed by the Complete Streets Act in 2008, requiring cities and counties to plan multi-modal transportation networks that accommodate all travel modes and users.

AB 1358 – Complete Streets Act

Commencing January 1, 2011, the Mobility Element of local agencies must plan for a balanced, multimodal transportation network that meets the needs of all users of all streets, roads and highways, defined to include bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and

In 2014, Caltrans formally endorsed the National Association of City Transportation Officials' (NACTO) guidelines, which include innovative bicycle facilities and pedestrian walkways, as part of an effort to provide flexibility in potential active travel infrastructure and to increase the sustainability of California's transportation system. These changes reflect a continued shift in California's transportation-related institutional foundation that promises to create healthier, cleaner, lower-resource consuming, and better connected communities.

In 2014, SANDAG adopted the Regional Complete Streets Policy, as a means to encourage the development of a regional transportation system that is safe, useful and attractive for motorists, pedestrians, bicyclists, transit users, and freight movement. This policy complements the existing regional planning framework based on smart growth and sustainability, and provides a regional level response to the State's adoption of AB 1358.
In September of 2013, Governor Jerry Brown signed SB 743, making several changes to California Environmental Quality Act (CEQA) procedures for projects located in areas targeted for transit-oriented development. SB 743 allows for an exemption from CEQA for projects that meet the following four requirements:

- a residential, employment center, or mixed-use project;
- located within a transit priority area;
- consistent with a specific plan for which an environmental impact report was certified; and
- consistent with an adopted sustainable communities strategy or alternative planning strategy.

Additionally, a project's aesthetic and parking impacts will no longer be considered significant impacts if the project is located on an infill site within a transit priority area. Recognizing that vehicular Level of Service (LOS) often results in roadway improvements that benefit vehicular travel at the expense of other modes, SB 743 also directs the Governor's Office of Planning (OPR) and Research to amend the CEQA guidelines to provide an alternative to vehicular Level of Service (LOS) for evaluating transportation impacts. The intent of SB 743 is to reduce greenhouse gas emissions from vehicles by encouraging smart growth and infill development.

These initiatives reflect a growing recognition of the need to develop a balanced mobility system that offers more alternatives to driving coupled with a land use plan that supports multi-modal transportation options. OPR is developing CEQA Guidelines Implementing Senate Bill 743.

2.0 Major Accomplishments Since Adoption of the General Plan

Since the adoption of the City's first General Plan in August of 1984, the City has fulfilled many of the goals, and implemented the policies that are found in the Circulation Element. Major accomplishments include:

- Completion of the extension of State Route52 in Santee in 2011;
- Completion of the widening of Prospect Avenue between Magnolia Avenue and Cuyamaca Street in 2016;
- Completion of the widening of Town Center Parkway between Riverview Parkway and the Transit Hub in 2014;
- Widening of Graves Avenue extension to Sevilla Street in 2010;

- Extension of Riverwalk Drive to Park Center Drive and the completion of Park Center Drive between Riverwalk Drive and Mast Boulevard in 2007;
- Improvements to Riverview Parkway from Magnolia Avenue to the first phase of the Las Colinas Women's Detention Facility;
- Installation of raised medians for safety improvement at the intersections of Mission Gorge Road and Magnolia Avenue, and Magnolia Avenue and Palm Glen Drive;
- Completion of the widening of Forester Creek Bridge in 2007;
- Received grant funding for transportation projects in the total amount of over $4.9 million;
- Traffic signal and communications upgrade for Mission Gorge Road, Cuyamaca Street, and Magnolia Avenue;
- Installation of a SANDAG provided traffic signal central control server that enabled the City to communicate and monitor city-owned traffic signals as well as Caltrans signals in 2007;
- Installation of new traffic signals at the intersections of Mast Boulevard and Park Center Drive, Prospect Avenue and Olive Lane, Graves Avenue and Prospect Avenue, Magnolia Avenue and Riverview Parkway, Town Center Parkway and Riverview Parkway, and Mast Boulevard and West Hills High School driveway;
- Installation of five bus shelters at various locations throughout the City;
- Installation of bike lanes on Mast Boulevard, Prospect Avenue, Town Center Parkway, Carlton Oaks Drive, and Olive Lane;
- Installation of the 1.1 mile long Walker Preserve Trail in 2015; and
- Installation of a trail connection between Cuyamaca Street and Walmart on the south side of San Diego River in 2015.

3.0 Introduction

The City of Santee's mobility system plays a major role in shaping the future form and character of the City by connecting various land uses, such as commercial, industrial, housing, recreational and public uses. The purpose of the transportation system is to provide a safe, efficient and serviceable circulation network that ensures the movement of people and goods meets the transportation needs of all sectors of the City.

Santee's mobility network is comprised of diverse elements, including roadway and freeway systems, public transit including bus and light rail, and bicycle and pedestrian infrastructure. Each transportation mode and supporting facilities play a critical role in serving the current and future needs of Santee residents, employees, and visitors.

This Mobility Element provides a summary of the existing physical and operational conditions of the mobility system (Section 4.0) and identifies a set of mode-specific needs to be addressed by future improvements (Section 5.0). A goal for the future of transportation in Santee is defined in Section 6.0, along with objectives and policies, intended to help achieve the goal and address community needs and support the recommended improvements by providing the necessary

legislative backing. Finally, this Mobility Element concludes with an implementation plan in Section 7.0 which identifies potential funding sources, maintenance considerations, and mechanisms to help usher the recommendations from the planning stage into application.

Relationship to Other Elements – The Mobility Element must be closely coordinated with the Land Use, Community Design, Noise, Scenic Highways, and Housing Elements because mobility planning and city planning efforts are closely related. Freeways, arterials and collectors must be capable of meeting future traffic demands.

Thought also needs to be given to how the mobility system will look, since the appearance of the mobility system not only affects the efficiency of traffic circulation, but also contributes to definition of the image of the City to residents and visitors.

Mobility planning should provide for safe and efficient movement, while discouraging unnecessary traffic movement and noise in residential neighborhoods. This can be accomplished by effectively designing traffic routes according to their functions, while maintaining design sensitivity to surrounding land uses.

In addition, mobility planning for the local community must be integrated into regional transportation planning efforts to address energy conservation, noise, existing and alternative modes of transportation and other environmental effects on a regional level.

4.0 Existing Conditions

The movement of people and goods within an urban environment can be categorized into two basic elements: the mode used for travel, and the mobility system that accommodates such mode. In Santee, the mobility system takes the form of a hierarchy of streets and pathways ranging from freeways to pedestrian walkways over which people and goods move between communities and within the community.

This Existing Conditions section summarizes the physical conditions of the existing mobility system. The discussion includes an overview of existing conditions for Streets and Freeway System, mass transit, carpooling, bicycle circulation, airports, and pedestrian circulation. The key terms and methodologies utilized for conducting these analyses are presented in the Technical Report provided in Appendix A. The conclusions drawn from this analysis were utilized to support a decision making process for formulating network recommendations.

4.1 Streets and Freeway System

The roadway network in Santee is comprised of regional facilities, such as SR-52, SR-67, and SR-125, as well as numerous arterials and local streets. North-south travel through Santee is primarily provided by Magnolia Avenue and Cuyamaca Street, as well as SR-67 and SR-125. While east-west travel is provided for mainly by Mast Boulevard, Mission Gorge Road, and Prospect Avenue, as well as SR-52. Overall, the City's circulation system is operating at

acceptable levels throughout the day, although a few intersections in the vicinity of SR-52 interchanges do experience congestion during peak hours. This is largely due to traffic queues backed up from SR-52 onto surface streets.

The completion of SR-52 between SR-125 and SR-67 in 2011 has helped tremendously with alleviating traffic on the surface streets in Santee, especially along Mission Gorge Road with daily traffic volumes decreasing in the range of 10,000 to 15,000 ADT. However, this extension along with the termination of SR-125 at SR-52 result in significant traffic congestion on SR-52 during the commute hours. The most recent *San Diego Forward: The Regional Plan*, adopted in October 2015, indicates two improvement projects which could reduce peak hour congestion along this corridor. These improvements include widening of SR-52 between Mast Boulevard and SR-125 from 4 general purpose lanes to 6 by 2035, and constructing two managed lanes between I-15 and SR-125 by 2050. Until such improvements are in place, the current congestion will likely to remain.

Figure 4-1 displays the existing (2013) functional street classifications and Figure 4-2 displays the existing (2013) average daily traffic. Each of these study area roadways is described below.

North-South Roadways

Cuyamaca Street – runs from Fletcher Parkway in the City of El Cajon to its terminus just north of Chaparral Drive at the northern edge of the City of Santee. This roadway is 2-lanes from the northern terminus to Beck Drive and transitions to 4-lanes until Town Center Parkway where it changes to a 6-lane roadway. Cuyamaca Street turns back into a 4-lane roadway south of Prospect Avenue until it dead-ends at Fletcher Parkway. The Green Line trolley runs down the median along Cuyamaca Street between Mission Gorge Road and south of Prospect Avenue (the southern city limit). Most of this facility has a posted speed limit of 35 mph within the City of Santee. Cuyamaca Street has bike lanes north of Mast Boulevard and south of Weld Boulevard.

Magnolia Avenue – runs from north of Princess Joann Road in the north to Fletcher Parkway in the south. This 4-lane roadway has a posted speed limit of 40 mph for all segments except two, where it jumps to 45 mph (Mast Boulevard to Mission Gorge Road). There are bike lanes north of the San Diego River.

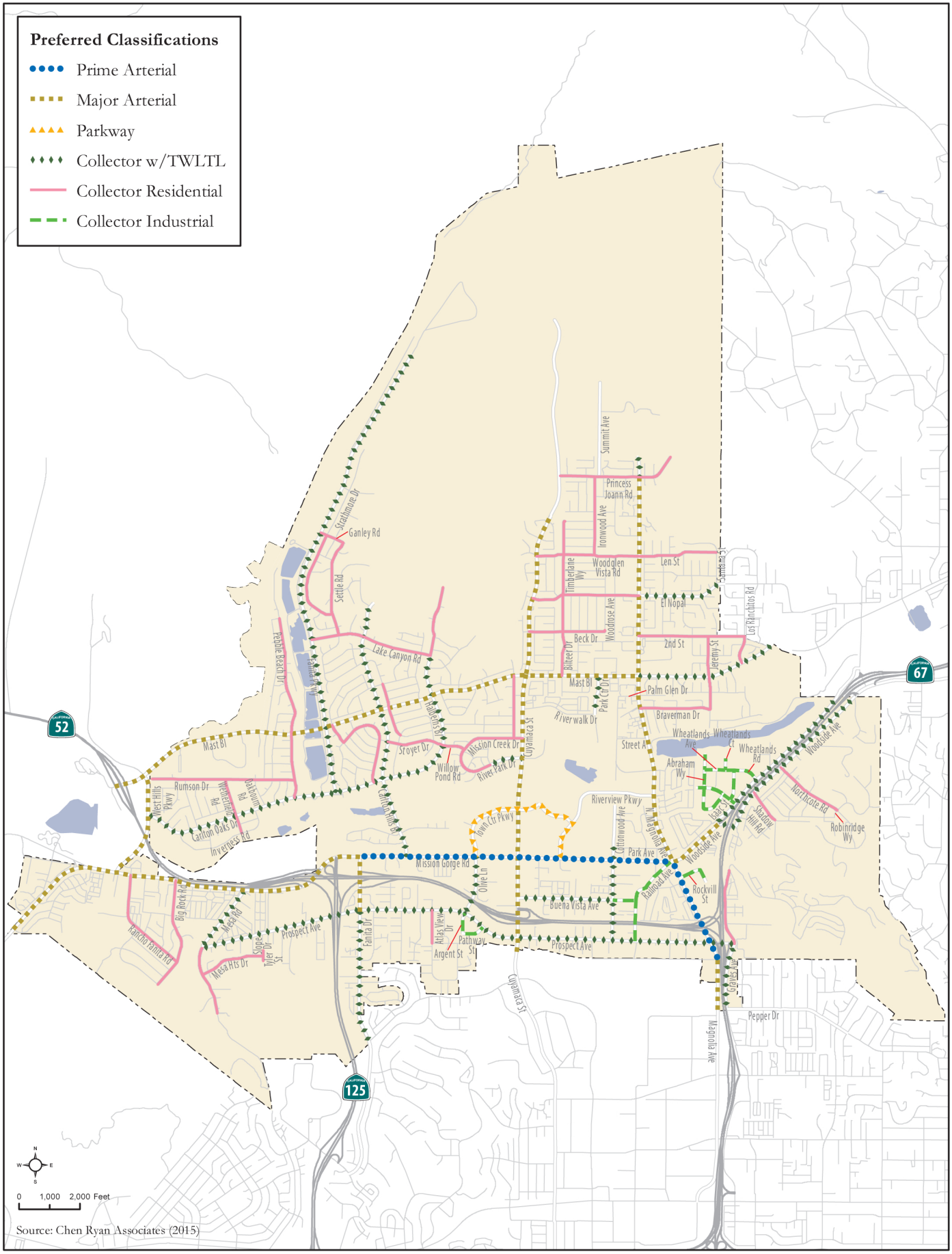
Carlton Hills Boulevard – runs from Mission Gorge Road to its terminus just north of Swanton Drive. This 4-lane roadway is separated by a raised median for the majority of the roadway. Carlton Hills Boulevard has a posted speed limit of 35 mph, as well as bike lanes in both directions.

Cottonwood Avenue – has two separated segments: from Palm Glen Drive to Chubb Lane (north of the San Diego River Basin), and from Las Colinas Detention Center to Prospect Avenue (south of the San Diego River Basin). This 2-lane roadway has a posted speed limit of 25 mph north of Mission Gorge Road, and 30 mph south of Mission Gorge Road. No bicycle facilities are located along Conttonwood Avenue within the study area.

Fanita Drive – runs from Mission Gorge Road in the north to Grossmont College Drive in the south. Fanita Drive starts as a 4-lane roadway at Mission Gorge Road and drops to a 2-lane roadway south of Prospect Avenue. Fanita Drive has a 40 mph posted speed limit within the City of Santee.

Fanita Parkway – runs from Sycamore Canyon Road in the north to Carlton Oaks Drive in the south. This 2-lane roadway has a posted speed limit of 40 mph north of Mast Boulevard and 35 mph south of Mast Boulevard.

Graves Avenue – runs parallel to the east side of SR-67. This roadway runs from Sevilla Street in the north to Bradley Avenue in the south (where it turns into Graves Lane). This 2-lane roadway has a posted speed limit of 25 mph north of Prospect Avenue, and 35 mph south of Prospect Avenue.



Source: Chen Ryan Associates (2015)

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Figure 4-1
Existing (2013) Functional Street Classifications

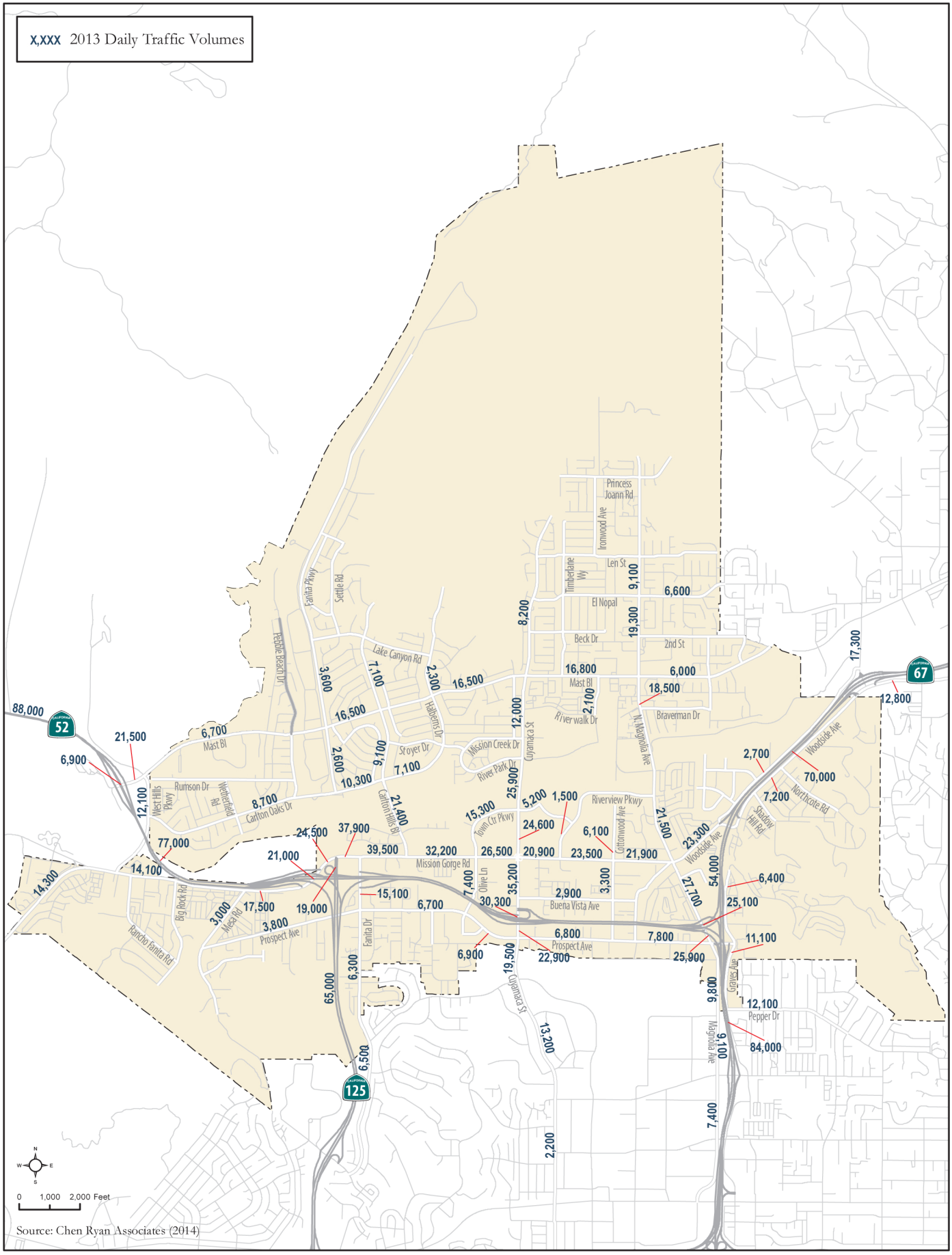

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Figure 4-2
Existing (2013) Daily Traffic Volumes

East-West Roadways

Carlton Oaks Drive/Halberns Boulevard – runs from West Hills Parkway in the west to just north of Carmack Way (as Halberns Boulevard). This 2-lane road has a 35 mph posted speed limit and bike lanes west of Carlton Hills Boulevard; a 30 mph posted speed limit between Carlton Hills Boulevard and Stoyer Drive with no bike lanes, a 35 mph posted speed limit between Stoyer Drive and Mast Boulevard with bike lanes, a 25 mph posted speed limit between Mast Boulevard and Lake Canyon Road with bike lanes, and a 25 mph posted speed limit between Lake Canyon Road and Carmack Way with no bike lanes.

El Nopal – runs from just west of Cuyamaca Street to the eastern city limit. This 2-lane roadway has segments with 25 mph speed limits (i.e. Cuyamca Street to Magnolia Avenue) and 35 mph speed limits (i.e Magnolia Avenue to El Paquito Lane).

Mast Boulevard – runs from Equestrian Circle in the west (just west of SR-52) to Los Ranchitos Road to the east (with one more small segment from Marathon Parkway to Riverford Road, in Lakeside). This 4-lane roadway has bike lanes throughout and posted speeds of 35 and 40 mph.

Mission Gorge Road – runs from the end of Friars Road in the west to Magnolia Avenue in the east (where it turns into Woodside Avenue). Mission Gorge Road is a 6-lane roadway west of the Santee City Limit, then it drops to a 4-lane roadway until the SR-52 westbound ramps, where it reverts to 6-lanes (with the exception of the portion between Old Cliffs Road and Katelyn Court which is currently constructed as a 4-lane/5-lane roadway). The posted speed limit on Mission Gorge Road varies from 55 mph west of West Hills Parkway, to 50 mph west of Mesa Road, 40 mph west of Carlton Hills Boulevard, and 40 mph east of Cottonwood Avenue. There are bike lanes west of the SR-52 westbound ramps.

Prospect Avenue – runs from Mesa Road in the west to Graves Avenue in the east. Prospect Avenue is a 2-lane roadway. The posted speed on Prospect Avenue is 35 mph except from Olive Lane to Cuyamaca Street, where it is 40 mph. There are bicycle facilities on Prospect Avenue, from Fanita Drive to Magnolia Avenue, including Class III Bike Routes (with "sharrows") and Class II Bike Lanes, as well as a mixed-use path on the north side of the roadway between Olive Lane and Forester Creek.

Town Center Parkway – runs from Mission Gorge Road to Riverview Parkway. From Mission Gorge Road to Cuyamaca Street, Town Center Parkway is a 4-lane roadway has Class II Bike Lanes and a speed limit of 35 mph. From Riverview Parkway to Cuyamaca Street, Town Center Parkway is a 2-lane roadway with no bike lane.

Woodside Avenue – runs from Magnolia Avenue in the west (where Mission Gorge Road ends) to Chestnut Street (Lakeside) in the east. Woodside Avenue splits to North Woodside Avenue and South Woodside Avenue (going east) at the SR-67 off-ramps. This roadway has 4-lanes with bike lanes west of the split, and then 2-lanes along North Woodside Avenue with a 40 mph speed limit and South Woodside Avenue with a 45 mph speed limit.

Regional Facilities

State Route 52 – is a state highway extending from La Jolla Parkway at Interstate 5 in San Diego to SR-67 in Santee, providing a major east-west connection for the City. This 4-lane highway has a posted speed limit of 65 mph.

State Route 125 – is a state highway extending from Otay Mesa Road in Otay Mesa near the U.S-Mexico border to SR-52 in Santee, providing a major north-south connection in the San Diego region. This 8-lane highway has a posted speed limit of 65 mph.

State Route 67 – is a state highway extending from Interstate 8 in El Cajon and continuing north along the City of Santee's eastern boundary to Lakeside, where it becomes an undivided highway. Adjacent to Santee, SR-67 is a 4-lane divided highway with a posted speed limit of 65 mph.

4.2 Public Transit

Public transit services within Santee are provided by Metropolitan Transit Services (MTS), including bus and light rail (Trolley). **Figure 4-3** displays the existing transit route alignments and stop locations, including a quarter-mile buffer around each stop, considered to be a 5-minute walking distance. Approximately 40% of the total City population, or 20,273 Santee residents, live within a quarter-mile of a transit stop.

MTS offers reduced fares on fixed–route buses and Trolleys for eligible transit users, such as senior citizens (60+), disabled individuals and Medicare recipients.

Public Bus Service

Currently, four (4) bus routes operate within Santee, accessible through 100 bus stops. A description of each route and MTS route map are provided as follows.

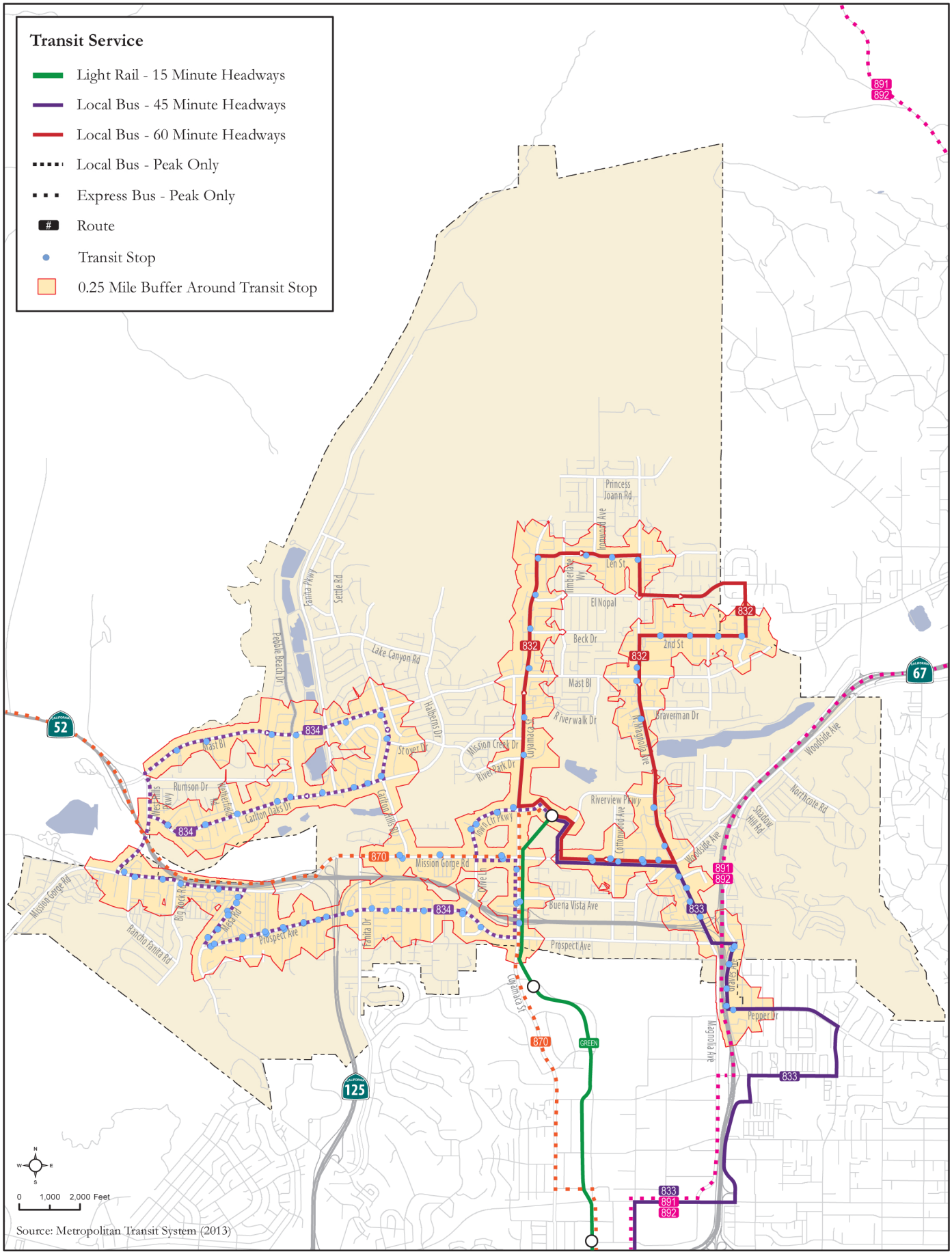

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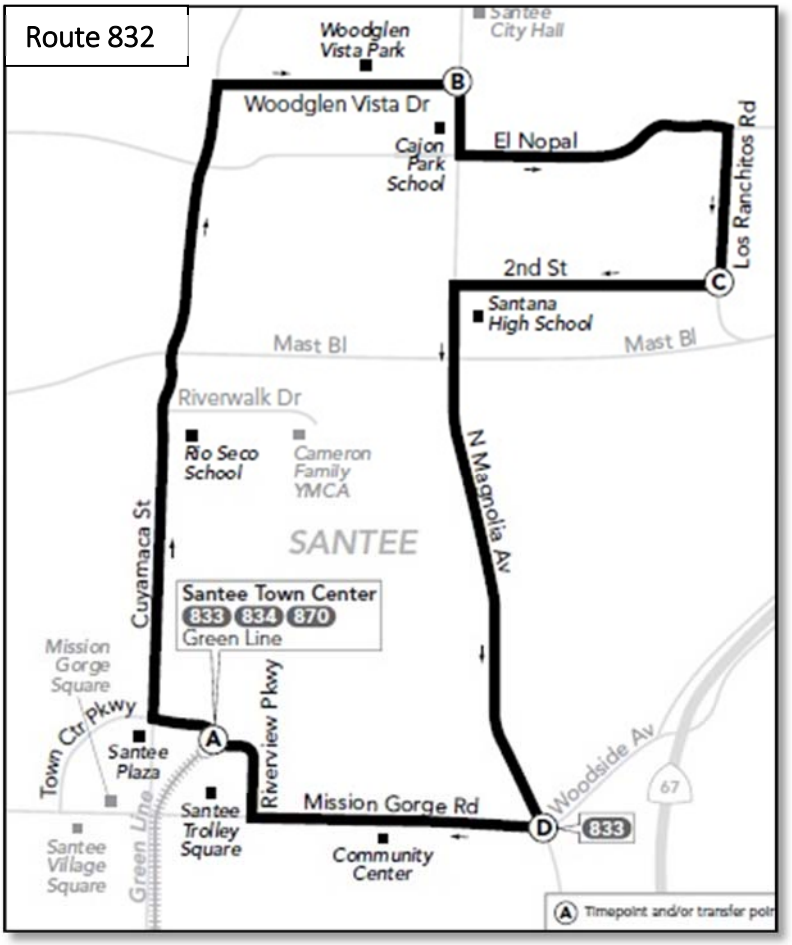
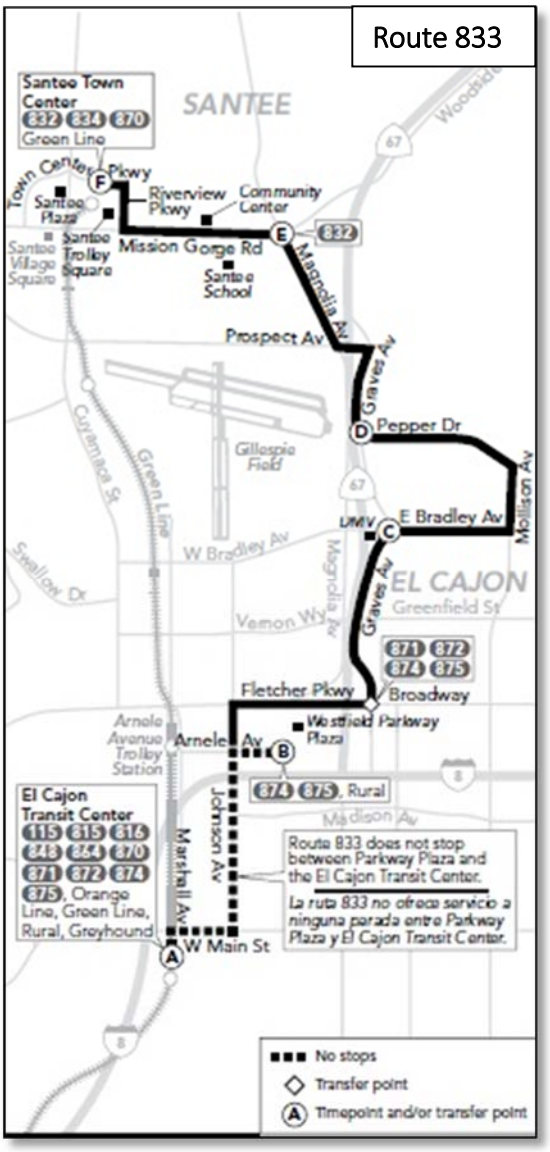
Figure 4-3
Existing (2013) Public Transit Facilities

Route 832 runs clockwise from Santee Town Center to northern Santee and back to Santee Town Center, via Cuyamaca Street, Woodglen Vista Drive, El Nopal, Los Ranchitos Road, 2nd Street, Magnolia Avenue and Mission Gorge Road. Route 832 currently operates between 6:17 AM and 6:56 PM on weekdays and between 8:25 AM and 4:45 PM on Saturdays and Sundays with 30-minute headways during its peak period and 1-hour headways during off-peak periods and weekends.



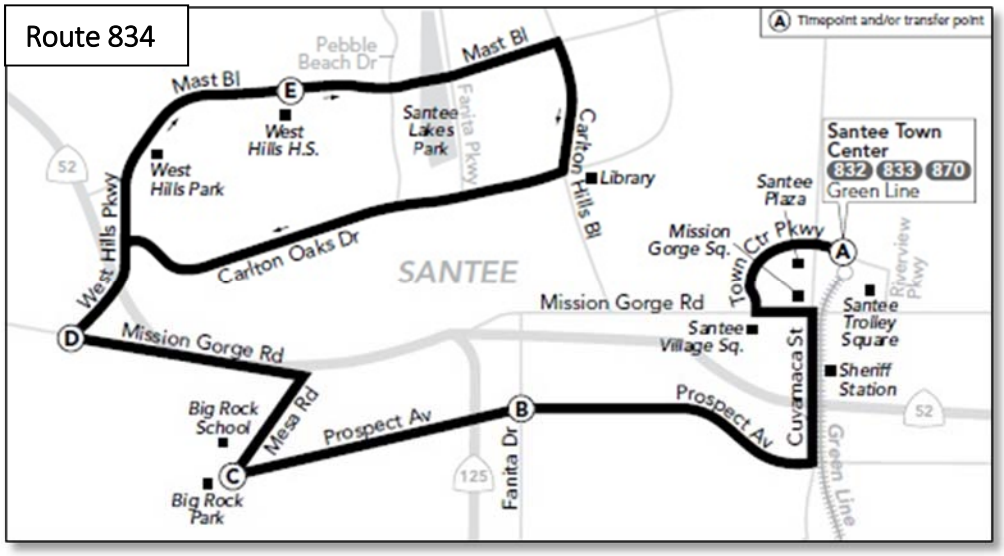
Source: MTS, March 2014

Route 833 runs from the Santee Transit Center to the El Cajon Transit Center, via Mission Gorge Road, Magnolia Avenue, Graves Avenue, Pepper Drive, Mollison Avenue, Fletcher Parkway, Johnson Avenue and Main Street. Route 833 currently runs between 5:52 AM and 6:12 PM on weekdays and between 8:53 AM and 5:10 PM on the weekends with 45-minute headways during weekdays and 1-hour headways on the weekends.



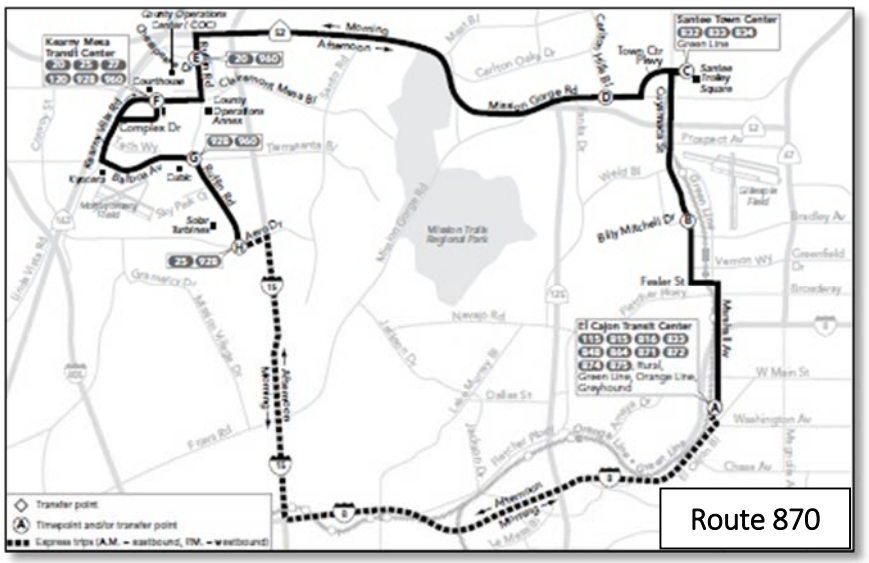
Source: MTS, March 2014

Route 834 runs in a loop from the Santee Transit Center to the Santee Transit Center, serving the west side of Santee. Route 834 runs along Town Center Parkway, Mission Gorge Road, Cuyamaca Street, Prospect Avenue, Mesa Road, West Hills Parkway, Mast Boulevard, Carlton Hills Boulevard and Carlton Oaks Drive. Route 834 currently runs only weekdays between 6:33 AM and 3:30 PM at 1-hour headways.



Source: MTS, March 2014

Route 870 is an Express Route that runs from the El Cajon Transit Center to Kearney Mesa and back to the El Cajon Transit Center. Route 870 currently only runs on weekdays between 6:03 AM and 6:02 PM at 75-min headways. Route 870 only has four (4) stops in Santee: the Santee Transit Center, Mission Gorge Road and the Lowes, and two (2) at Mission Gorge Road and Carlton Hills Boulevard (one eastbound one westbound).



Source: MTS, March 2014

Light Rail Trolley (LRT)

The City of Santee is served by the Green Line Trolley (Route 530), with one (1) station located at the Santee Transit Center.

Green Line is the third line to be constructed in the San Diego Trolley system. It runs between the Santee Transit Center and the 12th and Imperial Avenue Transit Center in Downtown San Diego. Green Line service began on July 10, 2005 after completion and opening of the 5.9 miles (9.5 km) Mission Valley East extension. The line provides service from Santee through Mission Valley, and into Downtown San Diego via the Old Town Transit Center with 15-minute service Mondays through Fridays, and 30-minute service on the weekends.

4.3 Bicycling

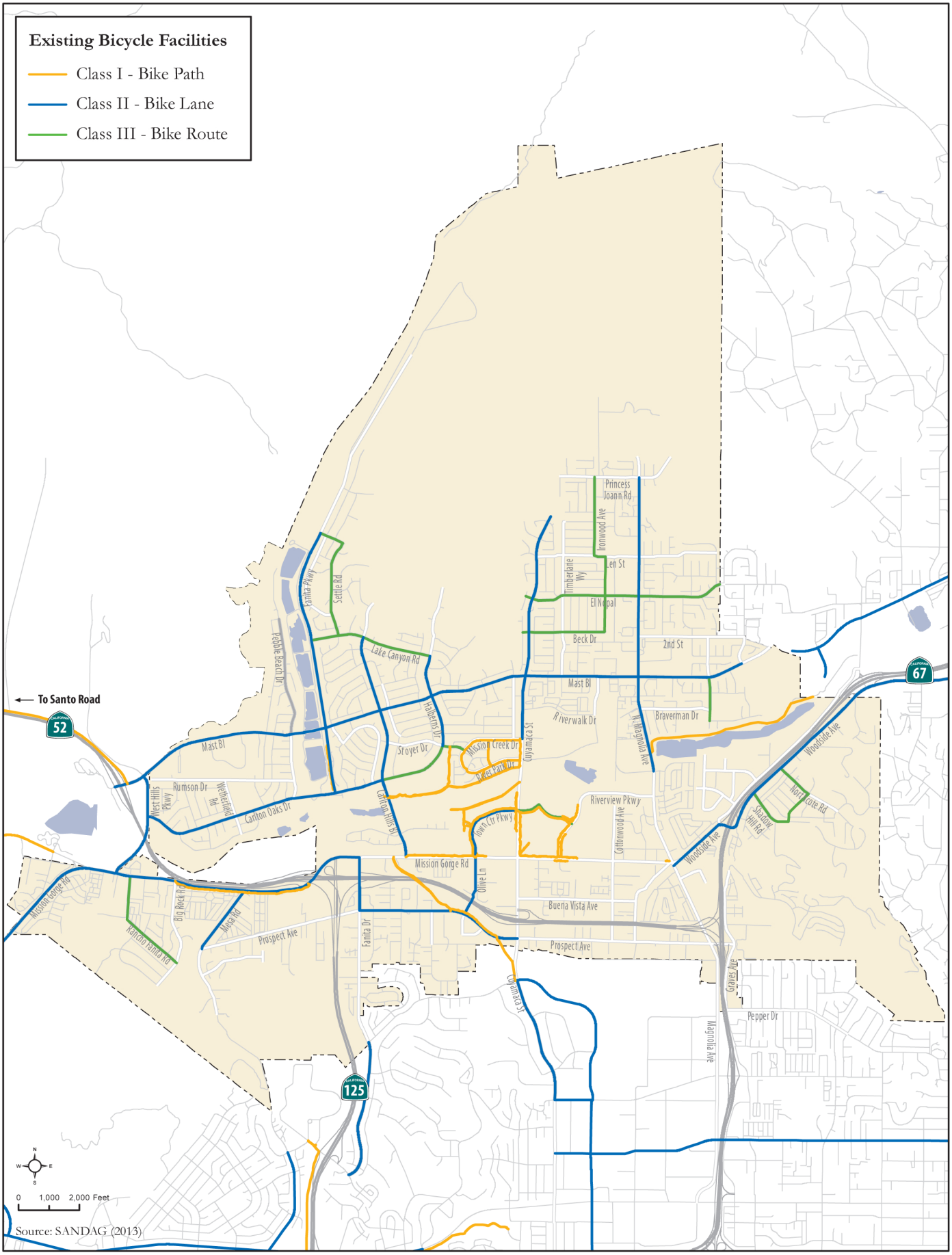
Bicycle facilities are an integral component of any transportation system. Adequate bicycle facilities encourage active transportation, enhance recreational opportunities, and help attract visitors. Bikeways not only provide local opportunities for cyclists, but also offer regional connections.

Table 4.1 presents the four bicycle classifications recognized in California, while Figure 4-4 displays the existing bicycle facilities in Santee.

As shown in Figure 4-3, a combination of Class I, II, and III bicycle facilities create the backbone of Santee's bicycle network. Bicycle facilities along Mast Boulevard, Carlton Oaks Drive, Mission Gorge Road, and Woodside Avenue provide east-west connections, while facilities along Carlton Hills Boulevard, Cuyamaca Street, and North Magnolia Avenue provide north-south connections.

Table 4.1 California Bicycle Facility Classifications

Class Description	Example
Class I Bikeway (Bike Path) –Class I facilities provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motor vehicles minimized. Bike paths can provide connections where roadways are non-existent or unable to support bicycle travel. The minimum paved width for a two-way bike path is 8 feet and 5 feet for a one-way bike path, with a minimum 2 foot wide graded area adjacent to the pavement.	
Class II Bikeway (Bike Lane) – Provides a striped lane designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with pedestrian and motor vehicle crossflows permitted. The minimum bike lane width where parking stalls are marked is 5 feet.	
Class III Bikeway (Bike Route) – Provides shared use of traffic lanes with cyclists and motor vehicles, identified by signage and street markings such as "sharrows". Bike routes are best suited for low-speed, low-volume roadways with an outside lane width of 14 feet or wider.	
Class IV Bikeway (Cycle Track) – Also referred to as separated bikeways, cycle tracks provide a right-of-way designated exclusively for bicycle travel within the roadway and physically protected from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, or on-street parking.	



Source: SANDAG (2013)

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Figure 4-4
Existing (2013) Bicycle Facilities

4.4 Pedestrian Environment

Walkability is an important mobility and quality of life consideration for communities. The degree to which people walk for transportation and recreation is influenced by the comfort, safety, and convenience. Comfort is influenced by traffic volumes, travel speed, separation from traffic, topography, the presence of sidewalks and improved paths, and climate. Safety is influenced by the speed and volume of conflicting vehicular traffic, street widths, traffic control, number of conflict points, and infrastructure design. Convenience is influenced by distance and directness of travel. As connectivity increases, travel distance decreases and route option increases for pedestrians.

As funds have become available, the City has installed sidewalks and pedestrian ramps where they were missing. The City continues to pursue grant funding to improve pedestrian facilities.

Newer streets in the City, particularly within the Town Center area as well as along Mission Gorge Road, have sidewalks which are separated from the street and designed along landscaped corridors. These designs provide a more pleasant and safe pedestrian experience and encourage pedestrian travel. The City's current policy is to provide non-contiguous sidewalks on all new and widened streets of collector classification or larger.

Within the Town Center area, the Town Center Specific Plan identifies a network of interconnected bike and pathways linking activity centers within the Town Center, as well as linking the Town Center with the bike and pedestrian trail system in the rest of the City.

Pedestrian facilities include sidewalks, curb ramps, and other amenities such as street trees for shading and pedestrian scale lighting. Figure 4-5 displays roadway segments with existing sidewalks. As shown, the northern portion of Santee is very well-connected by sidewalks. Sidewalks are less prevalent in the older, southern areas.

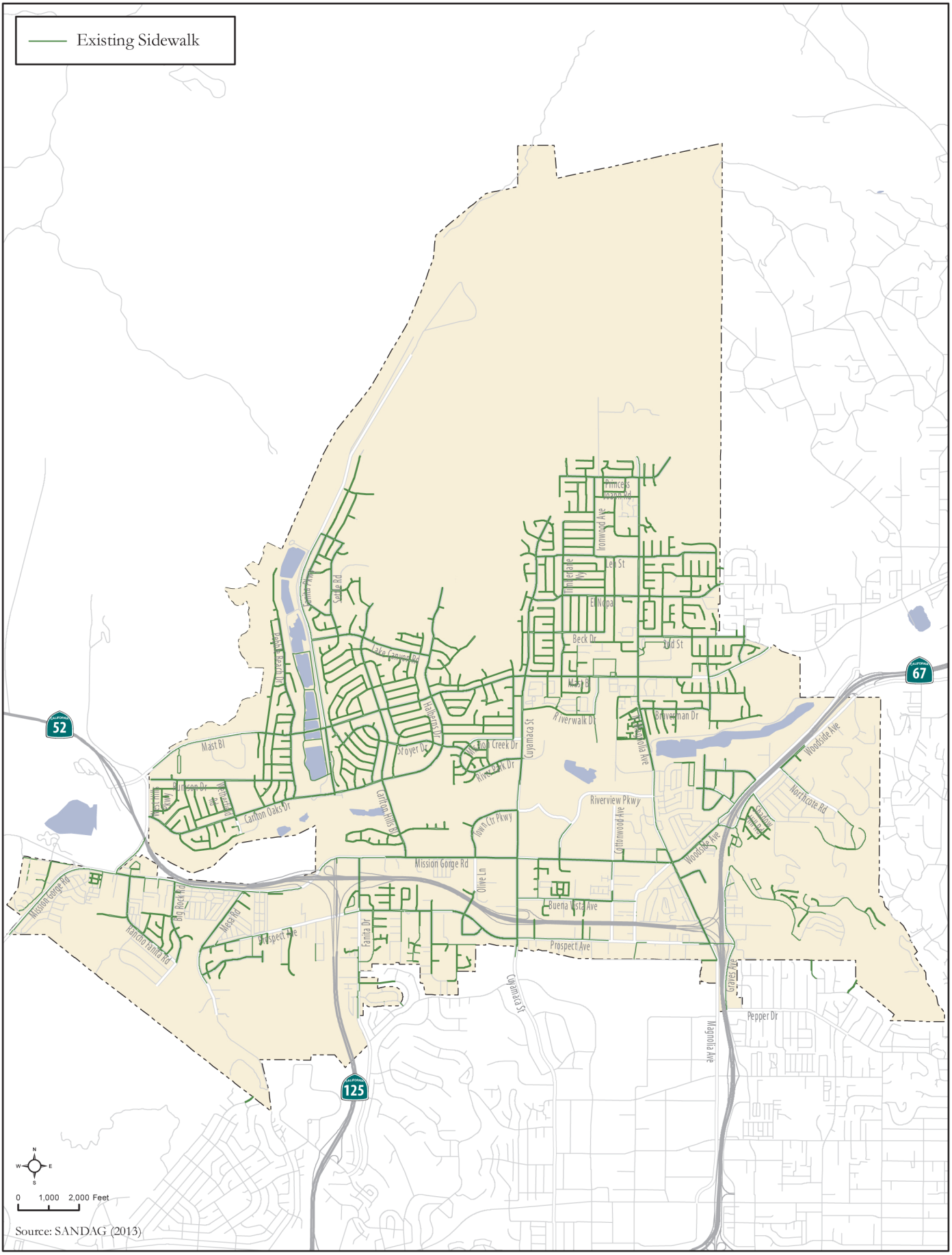

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Figure 4-5
Existing (2013) Sidewalks

4.5 Transportation Demand Management

The City does not currently have a Transportation Demand Management (TDM) program. There are programs implemented in the region that benefits Santee residents.

Typical TDM strategies include promotion of the following:

- Transit
- Bicycling
- Walking
- Teleworking
- Carpooling
- Vanpooling
- Alternative Work Schedule
- Car-Sharing
- Mixed-Use Development

TDM measures improve transportation system efficiency by helping to reduce vehicle during peak periods of demand.

According to the American Community Survey (ACS), 8.7% of the City of Santee residents carpool to work, slightly below the San Diego County average of 10.2%.

The San Diego Association of Governments (SANDAG) has an established program (iCommute) that serves as the administrator of regional TDM programs. iCommute provides the following services:

- *RideMatcher* – resources for finding carpool partners or available vanpool seats;
- *SchoolPool* – a program that enrolls schools to encourage parents to carpool;
- *Transit Information* – provides a linkage to transit service provider web pages;
- *Bicycle Information* – provides a link to SANDAG's Regional Bikeway Master Plan, which has been updated to show bicycle paths, lanes and routes in the region; and
- *Guaranteed Ride Home* – a program that allows vanpool riders affordable rides home to deal with emergency meetings or illness.

In addition to the iCommute program, Caltrans owns and/or maintains several park-and-ride lots in the region that are used to promote carpool activity. There is a park-and-ride facility located at Mission Gorge Road and Big Rock Road.

4.6 Airports and Goods Movement

<u>Airports</u>

The San Diego International Airport (Lindbergh Field), located west of the City of Santee, and Gillespie Field, directly adjacent to the southern City boundary, both provide aviation services to the City of Santee. Lindbergh Field is the largest commercial airport within the County of San Diego and provides complete commercial airline service. Gillespie Field is a general aviation airport used primarily for business and recreational purposes. It does not function as a major transportation mode for residents of Santee.

Goods Movement

The efficient movement of goods is essential for meeting basic consumer demands and requires interaction among various modes of travel. The San Diego region is supported by intermodal goods movement infrastructures consisting of roadways, railways, maritime facilities, and airport facilities. The City of Santee is located in close proximity to several regionally significant goods movement facilities, including Lindbergh Field, maritime facilities, coastal and inland freight railways, and several regional freeways.

The following sections describe the various goods movement facilities within the study communities by facility type.

Trucking

Most goods in the San Diego region are transported via trucks along highways and roadways. Truck access to the City of Santee is provided by major freeways, including specifically SR-52, SR-67 and SR-125. Within the City of Santee, there are specific "Truck Routes," which are displayed in Figure 4-6.

Air Freight

In addition to the transport of freight on roadways, cargo may also move through Santee via air freight transport companies such as FedEx, DHL Express and UPS. The San Diego International Airport, also known as Lindbergh Field, serves as the primary regional airport for freight transported via air. These and other movers of freight may receive and distribute cargo via maritime operations, rail, or trucks.

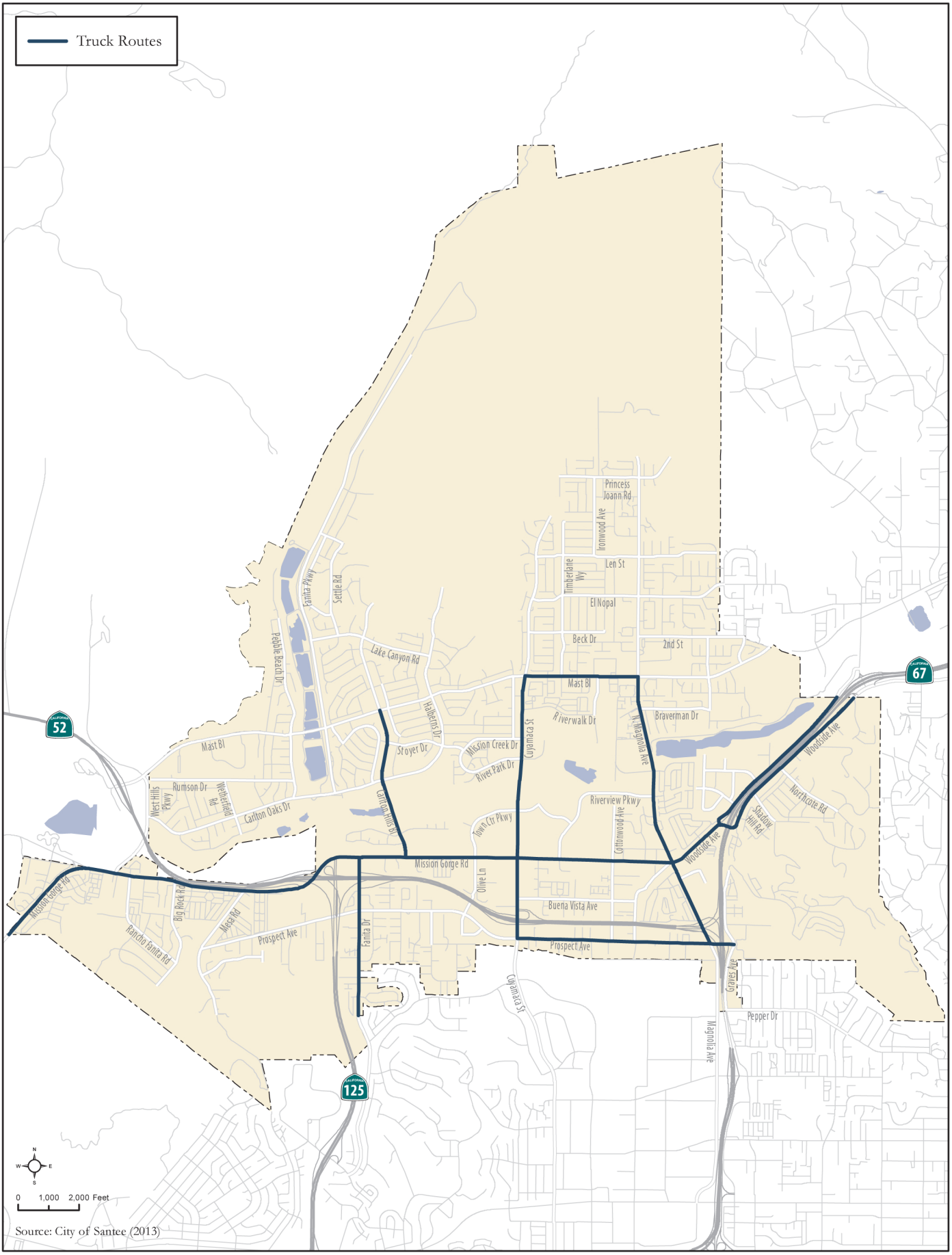
Rail

Two companies operate freight rail service within San Diego County. The Burlington Northern Santa Fe Railway Company (BNSF) operates along the same right-of-way as Amtrak and the Coaster passenger services. BNSF transports freight to points north and east of San Diego County, such as Los Angeles and Arizona. According to the *LOSSAN Corridor Strategic Assessment, January 2010* freight rail frequencies within this corridor are expected to double (from 4 trains a day to 8) over the next 20 years.

The San Diego and Imperial Valley Railroad (SDIY) also operates short-haul freight service in San Diego County. This service provides an important connection between BNSF and freight rail service in Mexico. The railroad's main commodities are petroleum products, agricultural products, and wood pulp. The SDIY hauled around 6,500 carloads in 2008. The SDIY carried almost 6,000 cars in 2010.

Maritime

There are currently no port cargo facilities located within the City of Santee, although cargo is transported near the study area, via the modes summarized above, to and from the port cargo facilities located at 10th Avenue Marine Terminal (18 miles away) and at the National City Marine Terminal (19 miles away).



Source: City of Santee (2013)

City of Santee
Mobility Update
CHEN RYAN

Figure 4-6
Existing (2013) Truck Routes

5.0 Needs

Transportation needs can be characterized as areas of high demand and high deficiency. This section presents a summary of the regional and local needs identified through technical analyses performed in support of this Mobility Element.

5.1 Regional Needs

Santee is one of 18 local jurisdictions, with the County of San Diego, that comprise the regional Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (RTPA) referred to as the San Diego Association of Governments (SANDAG). SANDAG serves as the forum for regional decision-making and planning throughout the San Diego region. In 2015, SANDAG adopted the San Diego Forward: the Regional Transportation Plan (RTP), to serve as a guide for future development of the regional transportation network through the year 2050. The 2050 RTP envisions the future transportation system as one that addresses the following key goals:

- Supports a prosperous economy; promotes a healthy and safe environment, including climate change protection; and provides a higher quality of life for all San Diego County residents.
- Better links to jobs, homes, and major activity centers by enabling more people to use transit and to walk and bike; efficiently transports goods; and provides fast, convenient, and effective transportation options for all people.

Additionally, Assembly Bill 32 (AB 32) was signed into law in 2006, requiring California to reduce statewide greenhouse gas emissions. Much responsibility was shifted to MPOs, such as SANDAG, which were called upon to prepare a Sustainable Communities Strategy (SCS) outlining how the region will meet its goals for reducing greenhouse gas emissions. SANDAG's RTP and SCS outline the following regional needs:

- Integrate land uses, housing, and transportation planning to create communities that are more sustainable, walkable, transit-oriented, and compact.
- Focus housing and job growth in urbanized areas where there is existing and planned transportation infrastructure.
- Protect sensitive habitat and open space.
- Invest in a transportation network that provides residents and workers with transportation options that reduce greenhouse gas emissions.

5.2 Local Needs

The two most critical transportation needs identified in Santee's General Plan 2020 have been addressed. SR-52 is now connected to SR-67, and SR-125 now extends from SR-52 to Interstate-

8. One of the greatest transportation needs currently impacting Santee is related to the high vehicular demand placed on accessing SR-52 at Mast Boulevard.

During the AM peak commute hours, the SR-52 WB On-Ramp at Mast Boulevard experiences excessive queuing times, due to a chokepoint created by two ramp lanes merging into a single lane on the WB On-Ramp. Field observations concluded westbound queuing along Mast Boulevard extends from the ramp intersection to West Hills High School, located approximately 3,600 feet to the east. Additionally, Caltrans recently completed a report acknowledging that SR-52 operates at a LOS of "C" to "F" with the worst congestion between I-15 and Mast Boulevard.

These observations and key findings prompted the City of Santee to initiate the SR-52 Corridor Study in 2015. The Study serves to identify and analyze alternatives for improved freeway access and operation, and to find solutions that help alleviate congestion on SR-52 and surrounding areas.

Extensions of major City streets will need to be considered as northern Santee develops, including Fanita Parkway, Magnolia Avenue and Cuyamaca Street.

5.3 Active Transportation Modes

Additional community needs are related to bicycle and pedestrian mobility, including buildout of the San Diego River Trail and the planned bicycle facilities identified in the City of Santee Bicycle Master Plan (2009).

Upon completion, the San Diego River Trail will connect from Lakeside in the east to the City of San Diego in the west through a network of Class I bikeways intended for pedestrian and bicycle use. Portions of the River Trail are complete within the Santee River Park, however, they are not contiguous and do not connect to the greater network.

The planned bicycle system will increase the total bicycle network mileage in Santee from approximately 33.8 existing miles to 45.6 miles upon full buildout. Many of the highest priority segments identified in the Bicycle Master Plan have been implemented or are currently being constructed, including segments of the River Trail.

Pedestrian travel is provided through a network of sidewalks, pedestrian pathways, trails, and multi-use paths. Some older residential neighborhoods were developed without sidewalks to separate pedestrian and vehicular travel, however, the City has retrofitted many of these residential roadways with sidewalks and ADA accessible ramps to improve pedestrian safety and comfort. Pedestrians are generously accommodated throughout the commercial core by landscaped, meandering sidewalks that serve to further separate pedestrians from vehicles, increasing safety and comfort. It is of added importance to provide enhanced pedestrian facilities throughout this area due to the convergence of public bus and light rail transportation options.

The multi-use trails throughout the City increase pedestrian and bicycle connectivity and overcome potential barriers to active transportation. The multi-use path extending south from Mission Gorge Road, along the riverbed just west of Carlton Hills Boulevard, provides a safe and comfortable option for bicyclists and pedestrians to cross SR-52. Additional trails providing access from the residential communities north of the San Diego River to the commercial uses on the south side will greatly reduce pedestrian travel distance and time.

6.0 Goal, Objectives, and Policies

This section defines the Mobility Element Update Goal and a set of Objectives and Policies intended to help achieve the Goal and guide future development of the City of Santee's circulation systems. The following Goal was envisioned to reflect the current statutory requirements in the State of California, while taking into consideration the existing conditions findings, current and anticipated community needs, and the public input received throughout the planning process. The Goal represents a desired vision for Santee's circulation system.

Mobility Element Goal

A balanced, interconnected multimodal transportation network that allows for the efficient and safe movement of all people and goods, and that supports the current and future needs of Santee community members and travel generated by planned land uses.

As evidenced by the Mobility Element Goal, a holistic approach to transportation planning was undertaken, acknowledging the interconnectedness of the various components that comprise the City's transportation network. The following Objectives and Policies were formed to support and achieve the goal, and include sections dedicated to Complete Streets, Streets and Freeway System, Parking, Public Transit, Bicycling, Pedestrian Circulation, Transportation Demand Management, and Regional Transportation Coordination.

Complete Streets

Objective 1.0: Ensure that the existing and future transportation system is accessible, safe, reliable, efficient, integrated, convenient, well-connected and multimodal. The system will accommodate active transportation, and accommodate people of all ages and abilities, including pedestrians, disabled, bicyclists, users of mass transit, motorists, emergency responders, freight providers and adjacent land uses.

Policy 1.1: The City shall provide integrated transportation and land use decisions that enhance smart growth development served by complete streets, which facilitate multimodal transportation opportunities.

Policy 1.2: The City should design streets in a manner that is sensitive to the local context and recognizes that needs vary between mixed use, urban, suburban, and rural settings.

Policy 1.3: The City shall ensure that the entire right-of-way is designed to accommodate appropriate modes of transportation.

Policy 1.4: The City should create a vibrant town center by developing a connected system of multi-modal corridors that encourage walking, biking, and riding transit. A mobility hub should be considered at the existing Santee Trolley Square providing features such as bikeshare, bike parking, carshare, neighborhood electric vehicles, real-time traveler information, demand-based shuttle services, wayfinding signage, bicycle and pedestrian improvements, urban design enhancements, etc.

Policy 1.5: The City should regularly review, update and collect adequate transportation impact fees (TIF) and ensure the efficient allocation of state and regional funding sources for the development and maintenance of local transportation (across all modes) improvements and operations.

Streets and Freeway System

Objective 2.0: Develop an efficient, safe and multi-modal transportation network, consisting of local roads, collectors, arterials, freeways and transit services, in a manner that promotes the health and mobility of Santee residents and that meets future circulation needs, provides access to all sectors of the City, and supports established and planned land uses.

Policy 2.1: The City shall encourage an automobile Level of Service "D" on street segments and at intersections throughout the circulation network while also maintaining or improving the effectiveness of the non-automotive components of the circulation system (i.e. pedestrians, bicyclists, and public transit), especially in the Town Center area. The City may approve a lower automobile Level of Service if it finds that the effectiveness of non-automotive components of the circulation system would be maintained or improved as a result. In other cases, the City shall not approve any development that causes a drop in the level of service at a street segment or an intersection to LOS "E" or "F", after feasible mitigation, without overriding social, economic, or other benefits.

Policy 2.2: The City should ensure adequate accessibility for all modes to the northern undeveloped area of the City by designating a functional network of public streets for future dedication either prior to, or concurrent with anticipated need.

Policy 2.3: The City shall establish minimum design standards for streets, which include grade, widths, alignment and public improvement requirements in a City design manual.

Policy 2.4: The City shall manage the existing truck route network for use by City serving heavy commercial and industrial traffic to provide for a safe circulation system for all drivers.

Policy 2.5: The City should not allow city streets to be used for through-City truck traffic.

Policy 2.6: The City should encourage traffic circulation improvements such as, but not limited to, enhanced roadway markings, synchronized traffic signals, and Intelligent Transportation System (ITS) network management.

Policy 2.7: The City should coordinate with Caltrans, SANDAG, MTS, and other responsible agencies to identify, plan, and implement needed transportation improvements.

Policy 2.8: The City shall actively pursue local, state and federal funding for circulation and safety related public improvement projects.

Policy 2.9: The City should work with the region to develop traffic and congestion management programs to improve commute times and improve air quality.

Objective 3.0: Upgrade and maintain Santee transportation corridors to meet the safety needs of all roadway users – including youth and elderly and travelers of varying physical abilities – and to provide a well-connected system throughout the City.

Policy 3.1: The City shall encourage the development of improved signalization and intersection design while taking into consideration the safety of all modes.

Policy 3.2: The City should encourage the utilization of traffic control devices, such as center medians and/or left-turn pockets where appropriate and that do not conflict with safety, and discourage the installation of median cuts where traffic safety cannot be assured.

Policy 3.3: The City shall ensure that newly constructed roadways are designed to permit rapid access for emergency vehicles.

Policy 3.4: The City shall provide adequate traffic control devices throughout the City to ensure safe and efficient mobility.

Policy 3.5: The City shall encourage the use of innovative methods for traffic control (such as roundabouts, curb extensions, and traffic circles) where appropriate that add character, slow vehicle speeds, and create opportunity for improved aesthetics while effectively managing traffic.

Policy 3.6: Based on available funding, the City shall assure all City streets are maintained in a safe condition through implementation of the Pavement Management System.

Policy 3.7: The City should review high crash locations, injuries and fatalities by mode on an annual basis and seek feasible solutions.

Objective 4.0: Maximize the utilization of site planning techniques to improve traffic safety.

Policy 4.1: The City shall encourage new subdivision development be designed in a manner where driveways do not take direct access from prime arterials, major roads or collector streets.

Policy 4.2: The City should encourage the use of Neighborhood Traffic Management controls to lower residential speeds and discourage cut-through traffic. The City should prepare a traffic calming policy manual to guide City efforts in managing these neighborhood traffic safety concerns.

Policy 4.3: The City shall promote design standards that allow for safe and efficient transport, delivery, loading and unloading of goods from service vehicles within commercial and industrial areas.

Policy 4.4: The City should pursue minimization of the number of entrances and exits to strategic locations along major thoroughfares by requiring the establishment of shared driveways and reciprocal access between adjoining properties.

Policy 4.5: The City should establish and implement appropriate setback and off-street parking requirements.

Parking

Objective 5.0: Allow parking reductions around transit and affordable housing.

Policy 5.1: The City should consider reducing parking requirements in the town center area and at transit stations as transit ridership increases over time due to increased development intensities and a broader mix of land uses.

Policy 5.2: The City should maximize shared parking opportunities for uses with varied peak parking periods.

Policy 5.3: The City should exercise flexibility in the application of parking standards to support transit-oriented development.

Public Transit

Objective 6.0: Increase the use of public transit systems.

Policy 6.1: The City should coordinate with SANDAG and MTS to maintain and enhance transit services in the City so that they are efficient, cost-effective, and responsive to growth and redevelopment.

Policy 6.2: The City should coordinate with SANDAG and MTS to improve bus stop and shelter facilities to increase the comfort of users.

Policy 6.3: The City should coordinate with SANDAG and MTS to provide multi-modal support facilities and adequate access near and to/from transit stops for bicyclists and pedestrians, including children and youth, seniors, and persons with disabilities.

Policy 6.4: The City should coordinate with SANDAG and MTS to post route maps and pick-up/drop-off times at each stop.

Policy 6.5: The City should coordinate with MTS to encourage establishing transit stops in areas of concentrated activity such as near senior housing projects, medical facilities, major employment centers, and mixed use areas.

Policy 6.6: The City should coordinate with MTS to accommodate transit centers and major stops with adequate bicycle and pedestrian access and secure bicycle storage where appropriate. Include facilities that are well designed, provide appropriate lighting and are safe, comfortable, and attractive.

Policy 6.7: The City should provide incentives for transit-oriented development, such as a parking reduction consistent with regional standards, for more intense development and higher density residential uses along major transportation corridors or in areas accessible to transit use.

Bicycling

Objective 7.0: Develop, maintain, and support a safe, comprehensive and integrated bikeway system that encourages bicycling, as documented in the City's Bicycle Master Plan (BMP).

Policy 7.1: The City shall continue to implement and maintain a comprehensive bicycle route system, and to designate appropriate bikeways through the regular update of the City's Bicycle Master Plan.

Policy 7.2: The City should strive to achieve objectives and policies identified in the Bicycle Master Plan including those related to bicycle safety awareness, bicycle promotion, maintenance and monitoring. Educational awareness programs shall include an environmental component that teaches bicycle users the importance of staying on designated trails to minimize impacts to wildlife resources.

Policy 7.3: The City should promote the development of hiking and bicycle trails along the San Diego River in conjunction with the San Diego River Plan. Any plans for trails along the San Diego River shall be accompanied by a site-specific analysis, as required under CEQA, to confirm that such trails are consistent with the Subarea Plan (SAP) and located in the least environmentally sensitive areas.

Policy 7.4: The City should require new development and redevelopment to provide connections to existing and proposed bicycle routes, where appropriate.

Policy 7.5: The City should keep abreast of bicycle facility innovations in other cities and regions, and seek to incorporate these into the bicycle network.

Pedestrian Environment

Objective 8.0: Develop and maintain an accessible, safe, complete and convenient pedestrian system that encourages walking.

Policy 8.1: The City should require the incorporation of pedestrian-friendly design concepts where feasible including separated sidewalks and bikeways, landscaped parkways, traffic calming measures, safe intersection designs and access to transit facilities and services into both public and private developments.

Policy 8.2: The City should provide for the connectivity of wide, well-lit sidewalks and environments with safety buffers between pedestrians and vehicular traffic, where feasible.

Policy 8.3: The City should pursue the elimination of physical barriers around public facilities and commercial centers to improve access and mobility of the elderly and disabled in a manner consistent with the Title 24 of the California Code of Regulations and the federal Americans with Disabilities Act (ADA).

Policy 8.4: The City shall require non-contiguous sidewalks on all streets with a residential collector classification or higher, as appropriate.

Policy 8.5: The City should identify and implement pedestrian improvements with special emphasis on providing safe access to schools, parks, community and recreation centers, and shopping districts.

Policy 8.6: The City should promote walking and improve the pedestrian experience by requiring pedestrian facilities along all classified streets designated on the Circulation Plan; by implementing streetscape improvements along pedestrian routes that incorporate such elements as shade trees, street furniture, and lighting; by orienting development toward the street; by employing traffic calming measures; and by enforcing vehicle speeds on both residential and arterial streets.

Policy 8.7: The City should promote walking as the primary travel mode for the school trip through implementing the citywide Safe Route to School Plan.

Policy 8.8: The City should improve pedestrian safety at intersections and mid-block crossings, where appropriate.

Policy 8.9: On all primary pedestrian corridors, the City shall ensure adequate green time, based on established standards, at all crosswalks that allow the elderly and disabled to cross City streets on a single green light.

Policy 8.10: The City should provide connected network of safe pedestrian crossings throughout the City.

Policy 8.11: The City should enhance pedestrian visibility by enforcing parking restrictions at intersection approaches, improving street lighting, and minimizing obstructions.

Transportation Demand Management

Objective 9.0: Increased use of alternative modes of travel to reduce peak hour vehicular trips, save energy, and improve air quality.

Policy 9.1: The City shall encourage and provide for Ride Sharing, Park 'n Ride, and other similar commuter programs that eliminate vehicles from freeways and arterials.

Policy 9.2: The City should encourage businesses to provide flexible work schedules for employees.

Policy 9.3: The City should encourage employers to offer shared commute programs and/or incentives for employees to use transit.

Policy 9.4: The City should encourage the use of alternative transportation modes, such as walking, cycling and public transit. The City should maintain and implement the policies and recommendations of the Bicycle Master Plan and Safe Routes to School Plan to improve safe bicycle and pedestrian access to major destinations.

Policy 9.5: The City should improve safety of walking and biking environment around schools to reduce school-related vehicle trips.

Regional Transportation Coordination

Objective 10.0: The City shall remain actively involved in regional issues.

Policy 10.1: The City should promote and support the continued expansion of the San Diego Trolley system which benefits residents of Santee, especially in higher density areas.

Policy 10.2: The City supports necessary improvements to regional airport facilities, excluding any proposal to site a new regional airport at the Marine Corps Air Station Miramar.

Policy 10.3: Any future extension of SR-125 north of SR-52 shall utilize the existing SR-52 bridge over the San Diego River and no such alignment shall occur within the City's limits.

Policy 10.4: The City supports the widening of SR-52 and SR-67.

Policy 10.5: The City shall oppose the installation of freeway on-ramp meters unless appropriate mitigation is provided by Caltrans for impacts to City streets caused by such metering.

Policy 10.6: The City supports the connection of Caltrans traffic signals on City streets to the City's interconnected traffic signal system to maintain traffic flow.

7.0 Implementation

This section presents the circulation plan for the City of Santee, including buildout of the Mobility Element roadway classifications, designated multi-modal corridors, and planned bicycle facilities. Additionally, a discussion regarding the Mobility Element's relationship to the City's Capital Improvement Program and Maintenance Program is provided, as well as a discussion about Design Review and Project Processing.

7.1 Circulation Plan

Streets and Freeway System

This section provides a description, cross-section and list of designated Mobility Element roadways within the City of Santee. The classifications are intended to assist in understanding the buildout design configuration and right-of-way needs for each circulation network segment. A guiding strategy for streets system planning was to provide a mobility network that accommodates all modes and users and to avoid extensive road widening wherever possible.

A number of proposed network changes such as lane reductions along Mission Gorge Road, Prospect Avenue, Town Center Parkway, Riverview Parkway, and Olive Lane will provide much needed bicycle connectivity to promote and encourage for travel mode shifts in Santee. This would also potentially reduce City's vehicle miles of travel (VMT) and greenhouse gas emissions, and helps transform Santee into a more sustainable community.

With this Mobility Element, the City is clarifying and expanding the roadway classification system and Table 7.1 displays the City's revised roadway classifications and standards.

Table 7.1 City of Santee Revised Roadway Classifications and Standards

Street Classification	Description / Sub-classification	# of Lanes	LOS / ADT Thresholds				
			A	B	C	D	E
Circulation Element							
Prime Arterial	Median	6 lanes	25,000	35,000	50,000	55,000	60,000
Major Arterial	Median	4 lanes	15,000	21,000	30,000	35,000	40,000

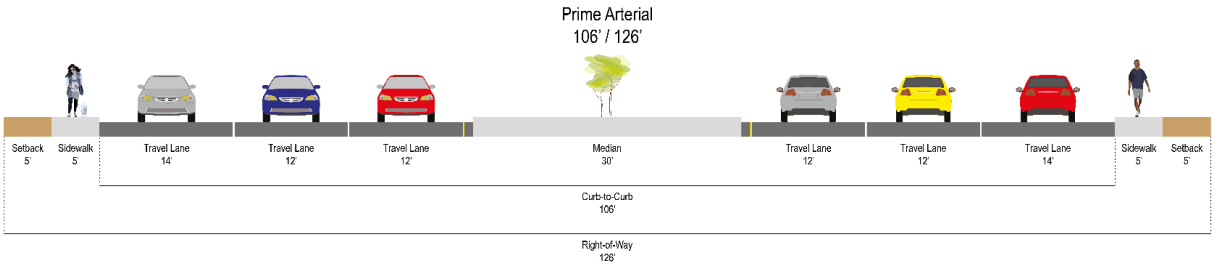
Parkway	Median	4 lanes	15,000	21,000	30,000	35,000	40,000
	w/ TWLTL	2 lanes w/ TWLTL	5,000	7,000	10,000	13,000	15,000
	-	2 lanes	4,000	5,500	7,500	9,000	10,000
Collector	w/ TWLTL	2 lanes w/ TWLTL	5,000	7,000	10,000	13,000	15,000
	Industrial Collector	2 lanes	2,500	3,500	5,000	6,500	8,000
	Residential Collector	2 lanes	2,500	3,500	5,000	6,500	8,000
Non-Circulation Element							
Industrial Local		2 lanes	-	-	2,200*	-	-
Residential Local		2 lanes	-	-	2,200*	-	-
Cul-De-Sac Street		2 lanes	-	-	300*	-	-
Hillside Street		2 lanes	-	-	700*	-	-

Notes:
TWLTL = Two-way left-turn lane.
*represents design capacity of non-CE road. LOS does not apply to non-CE roads.

The following cross-sections display the typical sections (features, dimensions, etc.) for each classification. Cross-sections are intended to demonstrate general feasibility of proposed network buildout, however, actual improvements will require additional engineering studies and design work and shall be to the satisfaction of the City Engineer.

Prime Arterial

Prime Arterial are six lanes or larger divided roadways with raised, landscaped medians to control turning movements that cross other arterials at grade with signalized intersections. Prime Arterials also have an increased landscaped parkway width between the right-of-way and curb.



Notes:

1. *Class II bike lanes currently exist along Mission Gorge Road, between SR-52 Ramps and Fanita Drive, and these bike lanes will remain under the Preferred Plan.*

2. *Parkways (for non-contiguous sidewalks) and/or wider sidewalks may be required where necessary on Prime Arterial facilities.*

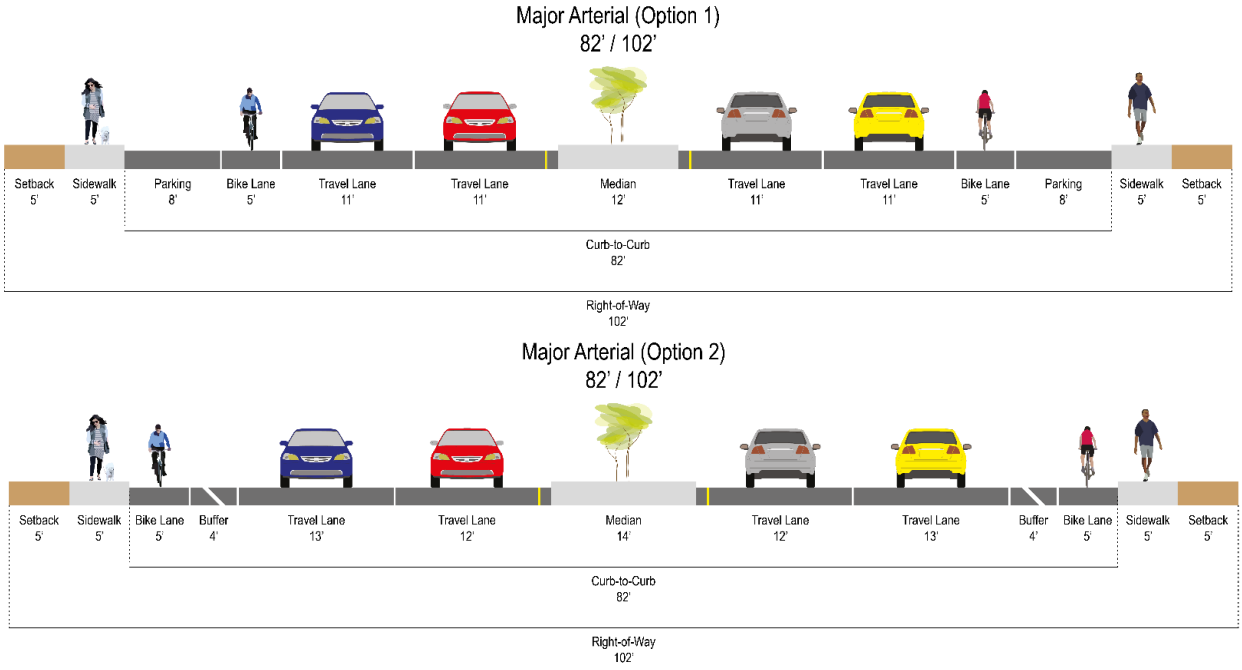
3. *Town Center Specific Plan or Mission Gorge Road Design Standards apply where applicable.*

The following Mobility Element roadways have been designated as Prime Arterials.

- Cuyamaca Street, between Town Center Parkway and Prospect Avenue;
- Magnolia Avenue, between Mission Gorge Road and Prospect Avenue; and
- Mission Gorge Road, between SR-52 and Riverview Parkway.

Major Arterial

Major Arterials are four to six lane divided roadways with landscaped raised medians to control turning movements and that cross other arterials at grade with signalized intersections.



Note:

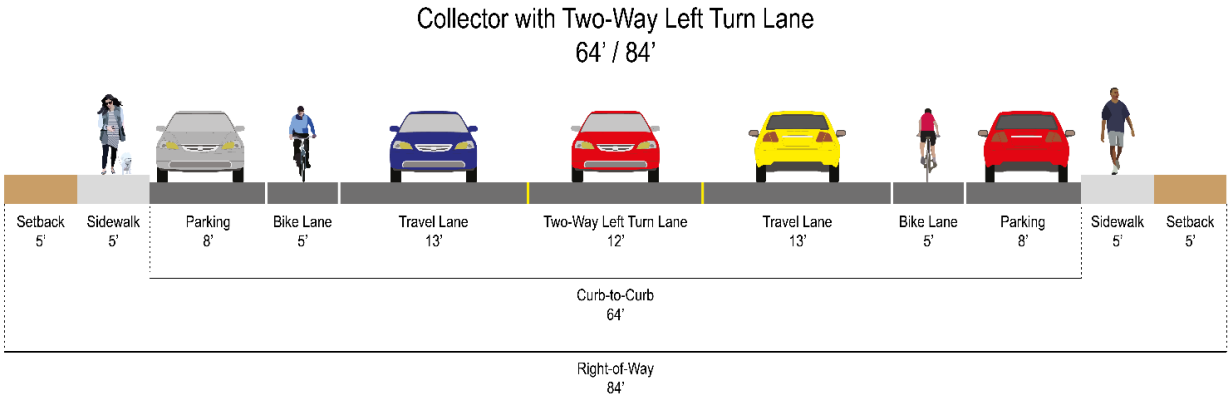
1. *Parkways (for non-contiguous sidewalks) and/or wider sidewalks may be required where necessary on Major Arterial facilities.*

The following Mobility Element roadways have been designated as Major Arterials.

- Carlton Hills Boulevard, between Lake Canyon Road and Mission Gorge Road;
- Cuyamaca Street, between Princess Joann Road and Town Center Parkway;
- Cuyamaca Street, between Prospect Avenue and southern city limits;
- Fanita Drive, between Mission Gorge Road and Prospect Avenue;
- Magnolia Avenue, between Princess Joann Road and Mission Gorge Road;
- Magnolia Avenue, between Prospect Avenue and southern city limits;
- Mast Boulevard, between SR-52 and Magnolia Avenue;
- Mast Boulevard, between Magnolia Avenue and eastern city limits (with Mast Boulevard extension option)
- Mission Gorge Road, between western City limits and SR-52;
- Mission Gorge Road, between Riverview Parkway and Magnolia Avenue;
- Woodside Avenue, between Magnolia Avenue and SR-67.

Collector Road with Two-Way Left Turn Lane (TWLTL)

Collectors are feeder or connector roadways that complement the arterial network, but are of lesser capacity, with two or four lanes and striped turning lanes. Collectors typically have signalized or "Stop" sign control at intersections with other circulation element streets.



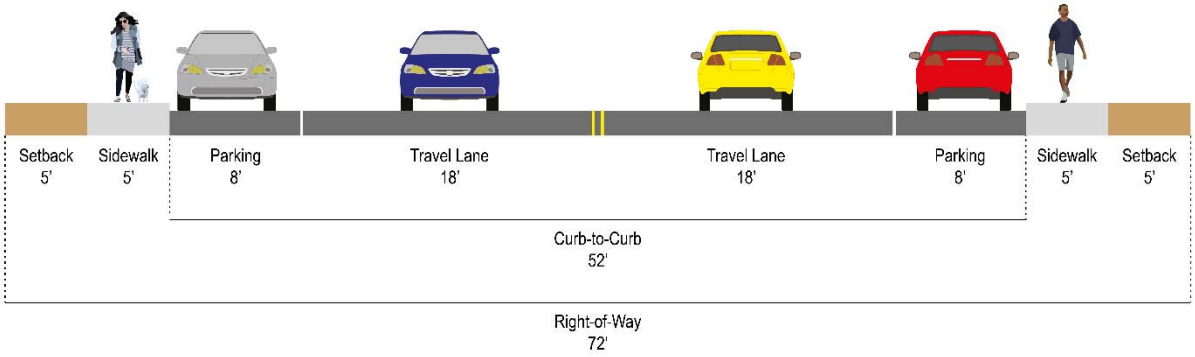
The following Mobility Element roadways have been designated as Collector Roads with Two-Way Left Turn Lane:

- Carlton Hills Boulevard, between Swanton Drive and Lake Canyon Road;
- Carlton Oaks Drive, between West Hills Parkway and Stoyer Drive;
- Cottonwood Avenue, between Park Avenue and Prospect Avenue;
- Cuyamaca Street, between northern terminus and Princess Joann Road;
- El Nopal, between Magnolia Avenue and eastern city limits;
- Fanita Drive, between Prospect Avenue and southern city limits;
- Graves Avenue, between Prospect Avenue and southern city limits;
- Halberns Boulevard, between Lake Canyon Road and Stoyer Drive;
- Mast Boulevard, between Magnolia Avenue and Los Ranchitos Road (with no Mast Boulevard extension option);
- Mesa Road, between Mission Gorge Road and Prospect Avenue;
- Olive Lane, between Mission Gorge Road and Prospect Avenue;
- Prospect Avenue, between Mesa Road and Magnolia Avenue;
- N. Woodside Avenue, between Woodside Avenue and eastern city limits;
- S. Woodside Avenue, between Woodside Avenue and eastern city limits.

Collector Industrial

Collector Industrial are slightly larger local roadways to accommodate commercial vehicles safely in areas of industrial development.

Collector Industrial & Collector No Fronting Property
52' / 72'

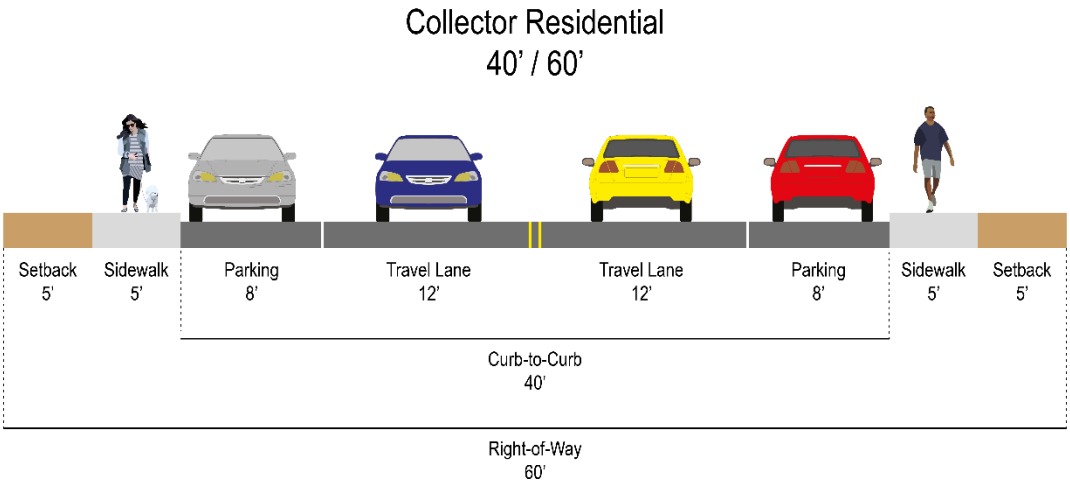


The following Mobility Element roadways have been designated as Collector Industrial:

- Abraham Way, between northern terminus and Isaac Street;
- Argent, Street between Prospect Avenue and Pathway Street
- Buena Vista Avenue, between Cuyamaca Street and Railroad Avenue;
- Hartley Road, between western terminus and N. Woodside Avenue;
- Isaac Street, between Abraham Way and Hartley Road;
- Pathway Street, between Argent Street and Prospect Avenue
- Railroad Avenue, between Mission Gorge Road and Buena Vista Avenue;
- Rockville Street, between Magnolia Avenue and the eastern terminus;
- Wheatland Avenue, between Abraham Way and N. Woodside Avenue.

Collector Residential

Collector Residential are two lane distributor roadways, slightly larger than local streets to enhance safety and traffic circulation into and out of neighborhood areas.



The following Mobility Element roadways have been designated as Collector Residential:

- 2nd Street, between Magnolia Avenue and Los Ranchos Road;
- Atlas View Drive, between Prospect Avenue and Pryor Drive;
- Beck Drive, between Cuyamaca Street and Woodrose Avenue;
- Big Rock Road, between Mission Gorge Road and Rancho Fanita Drive;
- Bilteer Drive, between Beck Drive and Mast Boulevard;
- Braverman Drive, between Magnolia Avenue and Jeremy Street;
- Cottonwood Avenue, between Palm Glen Drive and Street "A";
- El Nopal, between Cuyamaca Street and Magnolia Avenue;
- Fanita Parkway, between Mast Boulevard and Carlton Oaks Drive;
- Ganley Road, between Fanita Parkway and Settle Road;
- Graves Avenue, between northern terminus and Prospect Avenue;
- Halberns Boulevard, between northern terminus and Lake Canyon Road;
- Ironwood Avenue, between Princess Joann Road and Woodglen Vista Road;
- Jeremy Street, between 2nd Street and Braverman Drive;
- Lake Canyon Road, between Fanita Parkway and Halberns Boulevard;
- Len Street, between Magnolia Avenue and Santana Street;
- Los Ranchitos Road, between 2nd Street and Mast Boulevard;
- Mesa Heights Road, between Mesa Road and Tyler Street;
- Mesa Road, between Prospect Avenue and southern terminus;
- Mission Creek Drive, between Willow Pond Road and Cuyamaca Street;
- Northcote Road, between S. Woodside Avenue and Robinridge Way;
- Palm Glen Drive, between Cottonwood Avenue and Magnolia Avenue;
- Pebble Beach Drive, between Grass Valley Lane and Carlton Oaks Drive;
- Princess Joann Road, between Cuyamaca Street and eastern terminus;

- Rancho Fanita Drive, between Mission Gorge Road and Big Rock Road;
- Riverpark Drive, between Willow Pond Road and Cuyamaca Street;
- Riverwalk Drive, between Cuyamaca Street and Park Center Drive;
- Rumson Drive, between western terminus and Pebble Beach Drive;
- Settle Road, between Ganley Road and Lake Canyon Road;
- Shadow Hill Road, between S. Woodside Avenue and Ruocco Drive;
- Strathmore Drive, between northern terminus and Settle Road;
- South Slope Drive, between Prospect Avenue and Mesa Heights Road;
- Stoyer Drive, between Carlton Hills Boulevard and Carlton Oaks Drive;
- Summit Avenue between Magnolia Avenue and Princess Joann Road;
- Timberlane Way, between Woodglen Vista and Beck Drive;
- Tyler Street, between northern terminus and southern terminus;
- Wethersfield Road, between Rumson Drive and Inverness Road;
- Willow Pond Road, between Carlton Oaks Drive and Mission Creek Drive; and
- Woodglen Vista Road, between Cuyamaca Street and Magnolia Avenue.

Parkway

Parkway are roadways requiring unique design applications where standard designs cannot be utilized because of steep terrain, right-of-way constraints, special development needs and/or other special conditions. Due to significant variation among parkway cross-sections, a typical cross-section is not provided. The following Mobility Element roadways have been designated as Parkway:

- Cottonwood Avenue*, between Street "A" and Riverview Parkway;
- Fanita Parkway*, between northern terminus and Mast Boulevard;
- Magnolia Avenue*, between Cuyamaca Street and Princess Joann Road;
- Park Center Drive, between Mast Boulevard and Street "A";
- Riverview Parkway, between Mission Gorge Road and Magnolia Avenue;
- Street "A"*, between Park Center Drive and Magnolia Avenue;
- Town Center Parkway*, between Mission Gorge Road and Riverview Parkway.

* The Mobility Element identifies general and approximate locations for future routes to be dedicated and constructed pursuant to development. Precise alignment and design of these routes will require in depth study at the time that future development occurs.

Multi-Modal Corridors

To support AB 1358 (the Complete Streets Act) and create a vibrant town center, a system of multi-modal corridors was developed in the town center area with mixed land uses and a regionally significant transit center to encourage walking, biking and riding transit. The following roadway segments were designated to be Multi-Modal Corridors since they provides connectivity between the town center / transit center and the surrounding residential land uses:

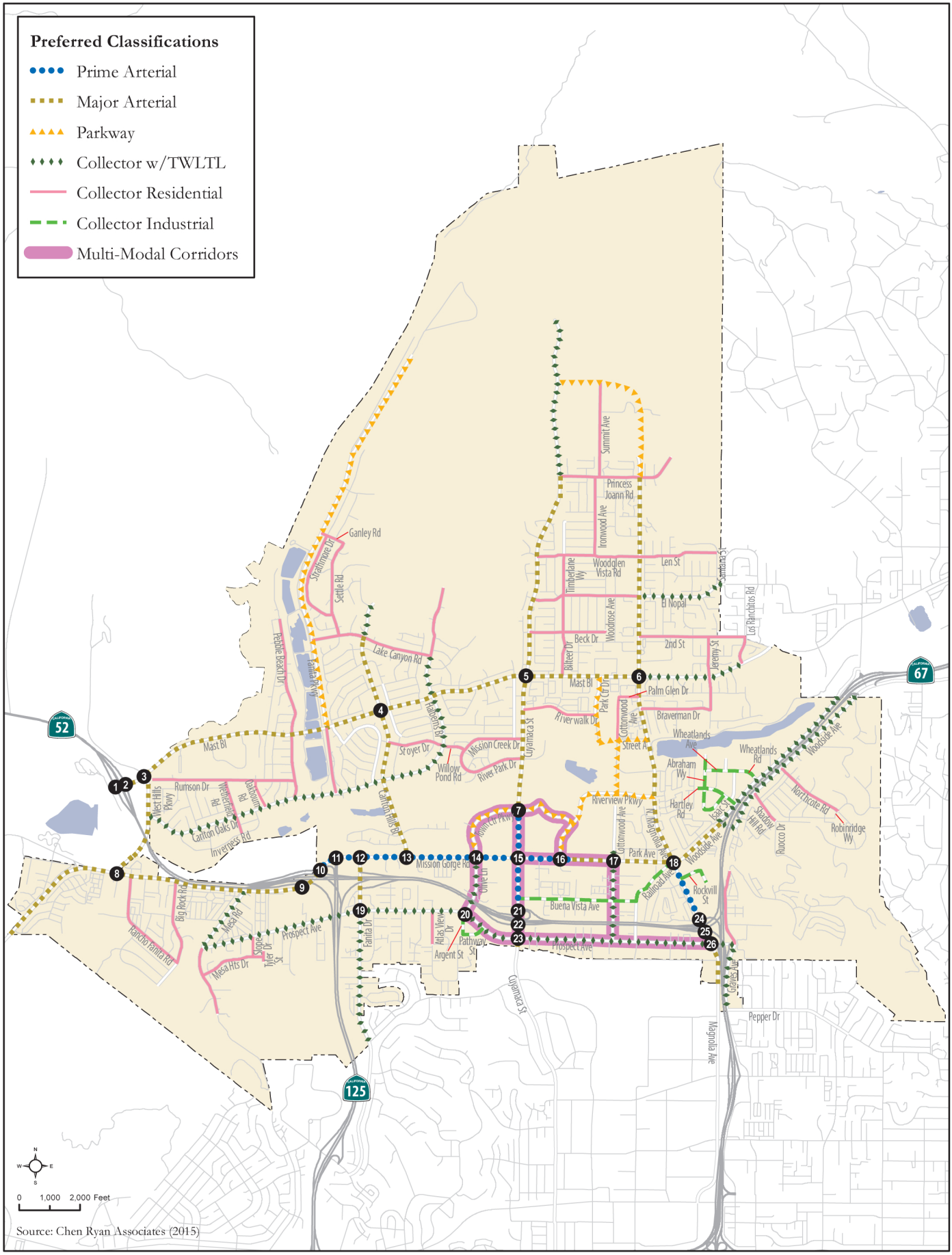
- Prospect Avenue, between Olive Lane and Magnolia Avenue;

- Olive Lane / Town Center Parkway, between Cuyamaca Street and Prospect Avenue;
- Mission Gorge Road, between Cuyamaca Street and Cottonwood Avenue;
- Riverview Parkway, between Cuyamaca Street and Mission Gorge Road;
- Cuyamaca Street, between Town Center Parkway and Prospect Avenue; and
- Cottonwood Avenue, between Mission Gorge Road and Prospect Avenue.

Figure 7-1 displays buildout of the Mobility Element roadway classifications along with the designated multi-modal corridors.

Regional Facilities

Regional transportation facilities such as SR-125, SR-67 and SR-52 serve an important role for the City of Santee's mobility system and must therefore be given consideration when developing future networks and performing various analyses. The most recent *San Diego Forward: The Regional Plan*, adopted in October 2015, indicates two improvement projects which could reduce peak hour congestion along this corridor. These improvements include widening of SR-52 between Mast Boulevard and SR-125 from 4 general purpose lanes to 6 by 2035, and constructing two managed lanes between I-15 and SR-125 by 2050.



Source: Chen Ryan Associates (2015)

City of Santee
Mobility Element
CHEN RYAN

Figure 7-1
Buildout Roadway Classifications

Public Transit

The San Diego Association of Government's *San Diego Forward: The Regional* Plan Revenue Constrained scenario anticipates the following transit improvements in Santee:

- Local Buses – Local bus service frequencies will be improved to 15-minute headways along key corridors (all urban routes) by the year 2020, with further improvements to 10-minute (all day) frequency by 2035;
- BRT Route 90 - A new BRT service connecting between the Santee/El Cajon Transit Centers to downtown (via SR-94) will be established by year 2035;
- BRT Route 870 – Peak hour service frequencies will improve to 10-minute headways by year 2050; and
- Green Line Trolley Service – Off-Peak hour service headways will improve from 30 minutes to 7.5 minutes (all day) frequency by year 2050.

Cycling

The planned bicycle network was largely based on recommendations contained in City of Santee Bicycle Master Plan (2009), with the following additions:

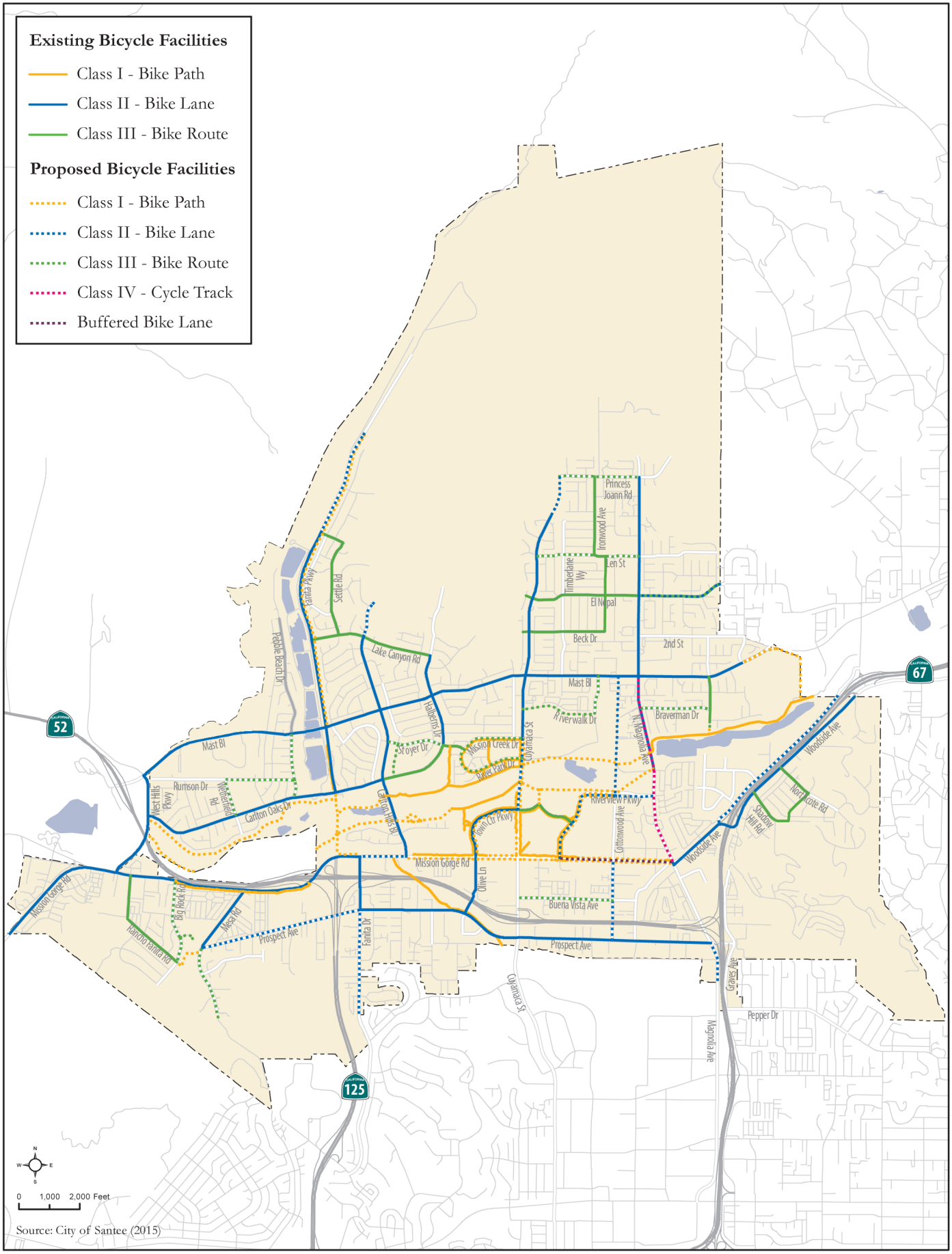
- Mission Gorge Road between Riverview Parkway and Magnolia Avenue – The 2009 Bicycle Master Plan recommends that Class II bike lanes be implemented on this segment of the roadway. The planned bicycle network recommends that this section of Mission Gorge Road be reduced from six lanes to four lanes and provide buffered Class II bike lanes on either side of the roadway.
- Magnolia Avenue between Mast Boulevard and Mission Gorge Road – The 2009 Bicycle Master Plan recommends Class II bike lanes along this section of Magnolia Avenue. The planned bicycle network recommends a higher quality bicycle facility (Class IV Cycle Tracks) along this section where there is available pavement width. There are several schools located within close proximity of this corridor and enhanced facilities will provide a safer and more comfortable route to help encourage students to ride their bikes to school.
- Fanita Ranch Development Specific Plan Area – The 2009 Bicycle Master Plan included several trails and in road bicycle facilities that were included in the 2007 Fanita Ranch Development Plan. Since the adoption of the Bicycle Master Plan in 2009, a new planning effort for the Fanita Ranch development has begun leaving the 2007 plan invalid. Therefore, the recommended bicycle facilities located within the Fanita Ranch Development Specific Plan Area have been removed from the Preferred Plan. Safe and well connected bicycle facilities in this area should be planned as part of the revised Fanita Ranch Master Plan.

Figure 7-2 displays Santee's planned bicycle network.

Pedestrian Environment

The following pedestrian improvements are currently included in the City's CIP program and the City will continue the effort to improve pedestrian environment:

- Cottonwood Avenue - Widen as needed and install missing sections of curb, gutter and sidewalk on Cottonwood Avenue between Mission Gorge Road and Prospect Avenue. Also provide street lighting and relocate drainage inlets.
- Graves Avenue - Improvements include curb, gutter and drainage facilities will be installed to control water runoff. Sidewalks and bike lanes will be installed to improve pedestrian and cycling safety.
- Olive Lane - Install missing curb, gutter and sidewalks along Olive Lane.
- Pedestrian Master Plan - Develop a citywide master plan for pedestrian facilities and identify deficiencies for improvements.
- Riverwalk Drive Pedestrian Crossing - Install an enhanced pedestrian crossing on Riverwalk Drive.
- Safe Route to School Improvements - Implement improvements identified by the Citywide Safe Route to School Plan, such as sidewalks, curb and gutter, pedestrian ramps, crosswalks, signage and other improvements to provide a safer walkable path.
- Citywide Sidewalk program - Install missing segments of sidewalks on circulation element streets, including the addition of pedestrian ramps, driveways and utility conflict relocations.
- Sidewalks Prospect Avenue West - Design and construct sidewalk improvements on Prospect Avenue from Fanita Drive to Mesa Road. These improvements include sidewalks, curb and gutter, pedestrian ramps and minor drainage improvements in order to provide a walkable path within the existing right-of-way, with minimal impact to residents.



Source: City of Santee (2015)

City of Santee
Mobility Element
CHEN RYAN

Figure 7-2
Planned Bicycle Network

7.2 Performance Monitoring

It is important for the City to track trends over time in order to understand how the mobility system is performing. Table 7.2 displays proposed mobility system factors that the City should monitor on a regular basis, or as resources allow, in order to understand progress toward achieving a balanced and healthy mobility system.

Table 7.2 Mobility Performance Monitoring Program

Mode	Usage & Safety Trends	Connectivity Trends
Auto	↓ Average Daily Traffic (ADT) per capita ↓ Delay ↓ Collisions	↑ Complete the roadway network per the Mobility Plan
Transit	↑ Ridership* ↑ On-time performance* ↓ Bicycle or pedestrian collisions with vehicles within a ¼ mile of transit stops/stations	↑ Station amenities ↑ Population & employment within ¼ mile of transit
Bicycle	↑ Bicycle activity ↓ Bicycle-vehicular collisions	↑ % of roadways with bicycle facilities ↓ Number of facility gaps per city quadrant
Pedestrian	↑ Pedestrian activity ↓ Pedestrian-vehicular collisions	↑ % of roadways with sidewalk ↓ Number of facility gaps per city quadrant

Notes:

↑ trending up.

↓ trending down.

*SANDAG is the transit planning agency for the region, which MTS is the operating agency.

Factors associated with usage, safety and connectivity are proposed for each mode. These factors provide a broader understanding of mobility system performance than LOS. As shown in Table 7.2, usage associated with automobile travel should trend downward on a per capita basis. Usage for transit, bicycle and pedestrian should trend upward. Collision incidents should trend down for all modes over time, while connectivity measures should trend upward.

7.3 Funding Opportunities

One of the significant barriers public agencies encounter when attempting to implement mobility infrastructure is lack of funding. This section provides potential funding sources for City staff to consider with implementing future mobility improvements. Table 7.3 presents a sample of available sources to consider exploring, organized by federal, state, and regional sources.

Table 7.3 Funding Opportunities

Source	Agency	Available Funding	Eligible Activities
Federal Funding Opportunities			
MAP-21 Transportation Alternatives Program	US DOT FHWA	$820 million (2014)	Construction, planning, and design of on-road and off-road facilities for non-motorized forms of transportation.
MAP-21 Congestion Mitigation and Air Quality Improvement Program	US DOT FHWA	$2.23 billion estimated (2014)	Flexible funding source for transportation projects that improve air quality or reduce pollution such as projects that shift traffic demands to other transportation modes.
MAP-21 Highway Safety Improvement Program (HSIP)	US DOT FHWA	$2.41 billion estimated (2014)	A highway safety improvement project is any strategy, activity or project on a public road that corrects or improves a hazardous road location or feature or addresses a highway safety problem.
MAP-21 National Highway Performance Program (NHPP)	US DOT FHWA	$21.9 billion estimated (2014)	Bicycle transportation projects that improve infrastructure condition, safety, or mobility.
State Funding Opportunities			
Recreational Trails Program	CA Dept. of Parks and Recreation	$1.47 million (2014)	Acquisition development, and rehabilitation of trails and trailhead facilities, and the construction of new trails.
Active Transportation Program (ATP)	Caltrans	$129.5 million (2014)	Planning, design, and construction of new bikeways, existing bikeways improvements and walkways, safe routes to transit projects, bike share programs, bikes on public transit, bike parking, bike/pedestrian traffic control devices, and education programs.
Environmental Justice (EJ) Grant Program	Caltrans	No 2014 awards	Grants to help low-income, minority and other under-represented communities get involved in planning for transportation projects.
Community-Based Transportation Planning	Caltrans	No 2014 awards	Grants to fund activities that support the transportation planning process: promote community and key stakeholder input, collaboration, and consensus building through an active public engagement process.
Safe Routes to School (SR2S)	Caltrans	$24.25 million (2013)	Funds construction projects to improve the safety of students who walk or bike to school. Projects may include traffic control devices, traffic calming projects, bicycle facilities, public outreach and

Table 7.3 Funding Opportunities

Source	Agency	Available Funding	Eligible Activities
			education/encouragement/ enforcement activities.
Regional Funding Opportunities			
Active Transportation Program (ATP) – Regional	SANDAG	$13 million (2014)	Regional allocation of funds for planning, design, and construction of new bikeways, improvements to existing bikeways and walkways, safe routes to transit projects, bike share programs, bike-carrying facilities on public transit, bike parking, bike/pedestrian traffic control devices, and education programs.
TransNet	SANDAG	½ cent Countywide sales tax	May fund design, right-of-way acquisition, and construction of bicycle facilities or traffic calming projects. Funds may be used for programs that help to encourage bicycling, or provide parking facilities.
Smart Growth Incentive Program (SGIP)	SANDAG	$9.6 million (2013)	Funds transportation-related infrastructure improvements and planning efforts that support smart growth development such as bicycle facilities.

7.4 Capital Improvements Program

The Capital Improvement Program (CIP) serves as a 5-year planning tool for the City's infrastructural and capital needs. The program also helps coordinate the scheduling and financing of projects. Once adopted, the CIP is continually monitored to ensure funding sources are available as projected and is revised bi-annually in response to continually evolving priorities and economic conditions. The CIP should reflect the goals and policies identified in the Mobility Element, while taking into account projected future growth.

The basic purpose of the Capital Improvement Program is to provide the City with a long-range program for major capital construction projects. Future goals for the Capital Improvement Program need to contemplate infrastructure needs and anticipated revenue sources. The development of a long term Capital Improvements Program should take into account various planning studies, such as the Town Center Specific Plan, the Citywide Pavement Management Program, the Mobility Element, and the City's General Plan. Transportation improvements, including street, bicycle and pedestrian facilities should be studied in conjunction with other major proposed capital outlays. Major efforts should be directed towards the development of a phasing program for capital circulation expenditures, taking into account the projected growth rates, and the location of future growth as outlined by the Land Use and Housing Elements of the General Plan.

In general, the development of a transportation facility will ultimately depend upon:

1. The need for the facility at a particular point in time related to projected traffic volumes and service levels, and
2. The ability to pay and the level of deferred expenditure over time.

Following is a recommended list of high priority circulation needs for the Capital Improvement Program:

1. Development of new bike and pedestrian trails along the San Diego River corridor.
2. Extension of Cuyamaca Street, Fanita Parkway and Magnolia Avenue northward as development in northern Santee occurs.
3. Construction of future streets within the Town Center.

To finance the aforementioned capital expenditures the City of Santee should:

1. Investigate alternative State and Federal transportation funding programs, and
2. Ensure that all new development be required to bear its fair share of the cost for future circulation improvements. Significant contributions for many of the programmed Capital Improvement projects may be conditioned upon private developers as development requirements.

Other development requirements pertaining to the dedication of, or funding of, transportation improvements as outlined within the Subdivision Map Act include:

1. Street Dedication per Government Code 66475; and
2. Dedication for Local Transit Facilities including bus turnouts, benches, and shelters per Government Code 66475.2; and
3. Fees for major thoroughfares per Government Code 66484. The City has an ordinance which requires the payment of a fee as a condition of approval for the purposes of defraying the costs of City-wide transportation improvements.

7.5 Maintenance Program

Maintaining and rehabilitating public infrastructure and facilities is critical to preserving City investments. The City's Capital Improvement Program allocates funding for major maintenance projects, while the City's Maintenance Program provides for additional maintenance services. Funding for these projects comes from a variety of sources, such as gas tax subventions, TransNet funds, and the City's General Fund.

Maintenance and rehabilitation of the existing circulation system and safety improvements are generally considered the most important priority for funding. Examples of improvements included in the City's Maintenance Program are street pavement, curb, gutter, and sidewalk improvements, storm drains, signs, traffic signals, landscaping, and lighting. In any given year, the City has a backlog of maintenance needs. Each year the City has to balance the maintenance needs with necessary Capital Improvement needs.

The City needs to project what its maintenance needs will be for the future. The two most crucial maintenance needs currently are pavement maintenance and the replacement of deteriorating corrugated metal storm drain pipes installed before the City was incorporated. The City needs to continually monitor and document the condition of all public facilities so that long-term maintenance needs are known and funded. This will provide for the most efficient use of City funds.

7.6 Design Review and Project Processing

An important consideration that should be integrated into the design of the circulation system is the establishment of unified and enhanced streetscapes and corridor design features. As discussed within the Community Enhancement Element, the implementation of these features would create a network of comprehensive roadways, which would increase the ease of traffic movement and improve public safety within the City. Design features that could be utilized for these purposes include landscaped medians, adequate street signage, street furniture, and lighting. Features that improve the safety, clearly communicate proper use (such as street crossings), and add to the visual aesthetics of the City should be considered.

The primary function of street medians is to improve traffic safety limiting conflicting traffic movements. Closely related to this is the use of medians to unify and improve the appearance of the streetscape by providing landscaping and enriched paving. During the design review of street medians, the following should be considered:

1) Provision of landscaping to enhance the appearance of the streetscape.
2) Ensuring that median plantings consist of a mixture of drought tolerant trees, shrubs and groundcover watered by an efficient, water conserving irrigation system.
3) Provision of enriched median paving such as stamped concrete or pavers.
4) Compliance with accepted standards of traffic safety.
5) Maintenance costs.

All proposed transportation projects will be reviewed during the Environmental Review process in order to determine if the necessary mitigation is provided for identified significant impacts. In association with this review, the City should encourage the consideration of project alternatives that could satisfy the mobility needs, while reducing the significance of these impacts.

Addendum No. 1 - Updated MTS Bus Service Routes

Mobility Element
Addendum No. 1

San Diego Metropolitan Transit System (MTS)
Updated Bus Service Routes within the City of Santee

Adopted by MTS Board on September 21, 2017

The following map reflects changes to the MTS bus service routes within the City of Santee, as adopted by the MTS Board September 2017, that differ from the service routes shown on pages 11-14 of the Mobility Element and that are anticipated to go into effect in the first quarter of 2018.