

**HALTING THE DISMANTLING OF  
SAN DIEGO'S ROADWAY SYSTEM**

**Presented by:**

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SAN DIEGO HIGHWAY DEVELOPMENT ASSOCIATION

WHITE PAPER

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## EXECUTIVE SUMMARY

The San Diego Highway Development Association (SDHDA) was formed in 1935 to promote the cooperation between individuals and groups, in both the public and private sectors, to determine the transportation needs of San Diegans and to fulfill these requirements through the design and construction of essential transportation facilities in the region.

In 1994, after observing for many years the systematic removal of critical linkages from the regional transportation system, SDHDA formed the GAPS Committee to: (1) analyze the reasons and forces behind these deletions, (2) analyze the individual and cumulative impacts to San Diego's transportation system as a result of these linkage deletions, (3) raise awareness of these transportation system deletions and their impact on community and regional air quality and congestion, (4) advocate reinstatement of previously deleted key transportation lines, (5) advocate the protection of the integrity of the Regional Transportation Plan (RTP), and (6) advocate the improvement of the region's transportation planning process.

The GAPS Committee report compared the 1962 General Plan designation of freeways and major streets prepared by the City of San Diego to the 1994 Regional Transportation Plan prepared by SANDAG, and determined from 1962 to 1994 there were 29 roadway facilities or key sections of major roadways deleted.

Recognizing that some roadways could not be built at a specific point in time due to a lack of funding (although this did not justify their deletion from the RTP), the Committee identified the financing mechanisms (federal, state, local, and private) that are potentially available to design and construct regional and local transportation facilities in San Diego County.

As a result of its analyses, the Committee has determined that there is a need to develop a set of travel forecasts that could be most effectively accomplished by utilizing SANDAG's regional modeling system. The goal of this analysis is to identify the impacts on congestion and the change in circulation patterns resulting from the deletion of adopted roadways on the regional system. Additional study is recommended to determine the relationship and cumulative effect that any increased congestion has on air quality.

Recognizing that the deletion of roadways can occur for various reasons including political consequences, local community opposition, environmental regulation, or lack of funding, the Committee saw a need for a comprehensive strategy to address the removal of key transportation facilities from the RTP and to prevent further damage to the region's circulation system. To foster this strategy, the Committee made several recommendations, including (1) reintroducing deleted roadways whose elimination has created serious impacts, (2) a review and reaffirmation by the Regional Transportation Commission of its original purpose and charter, which includes its dedication to the integrity and implementation of the original Regional Transportation Plans, and (3) a modification to the member composition of the Regional Transportation Commission to include nonpolitical members of the general public whose primary interest is the protection and implementation of the RTP for the benefit of the San Diego Region.

## 1. HISTORY OF SDHDA/GAPS COMMITTEE

Since 1935, the San Diego Highway Development Association (SDHDA) has been continuously involved in the development and implementation of planned transportation facilities throughout San Diego County. The SDHDA serves four primary purposes as described below:

- To encourage cooperation between people and groups interested in all aspects of highway, road, and other transportation development in San Diego County.
- To share and disseminate information detailing the needs for specific highways and roads in San Diego County.
- To conduct necessary transportation studies to determine highway and road requirements necessary to meet community needs and their relationship to other modes of transportation.
- To promote cooperation with all authorities responsible for the procurement of federal, state, and local funds for design and development of regional highways and local roads in the San Diego region.

Throughout the last decade, the members of the SDHDA and the transportation professional community have observed the systematic removal of key linkages from the regional transportation system. These important linkages were placed in San Diego's long-range transportation plans only after extensive transportation studies and planning efforts conducted to determine their necessity. Many of these facilities were placed in the plan in the 1950s, 1960s, and 1970s. While the Association has been active in identifying the effects of removing these key linkages, our response has focused on individual corridor and segment issues. However, the Association's intent is to also focus attention on the regional and system-wide impacts of the removal or delayed construction of key transportation facilities.

The SDHDA recognizes the need to develop a comprehensive strategy to address the removal of key circulation element facilities from the Regional Transportation Plan (RTP). Therefore, the SDHDA has formed a technical committee referred to as the "GAPS Committee".

## 2. MISSION STATEMENT, STRATEGY, AND GOALS

### Mission Statement

To protect the integrity of the Regional Transportation Plan and the highest needs of the region; and to advocate its timely implementation.

### Strategy

To assemble, prepare, and analyze information that affects the RTP and to present that information to those who may influence the implementation of the RTP.

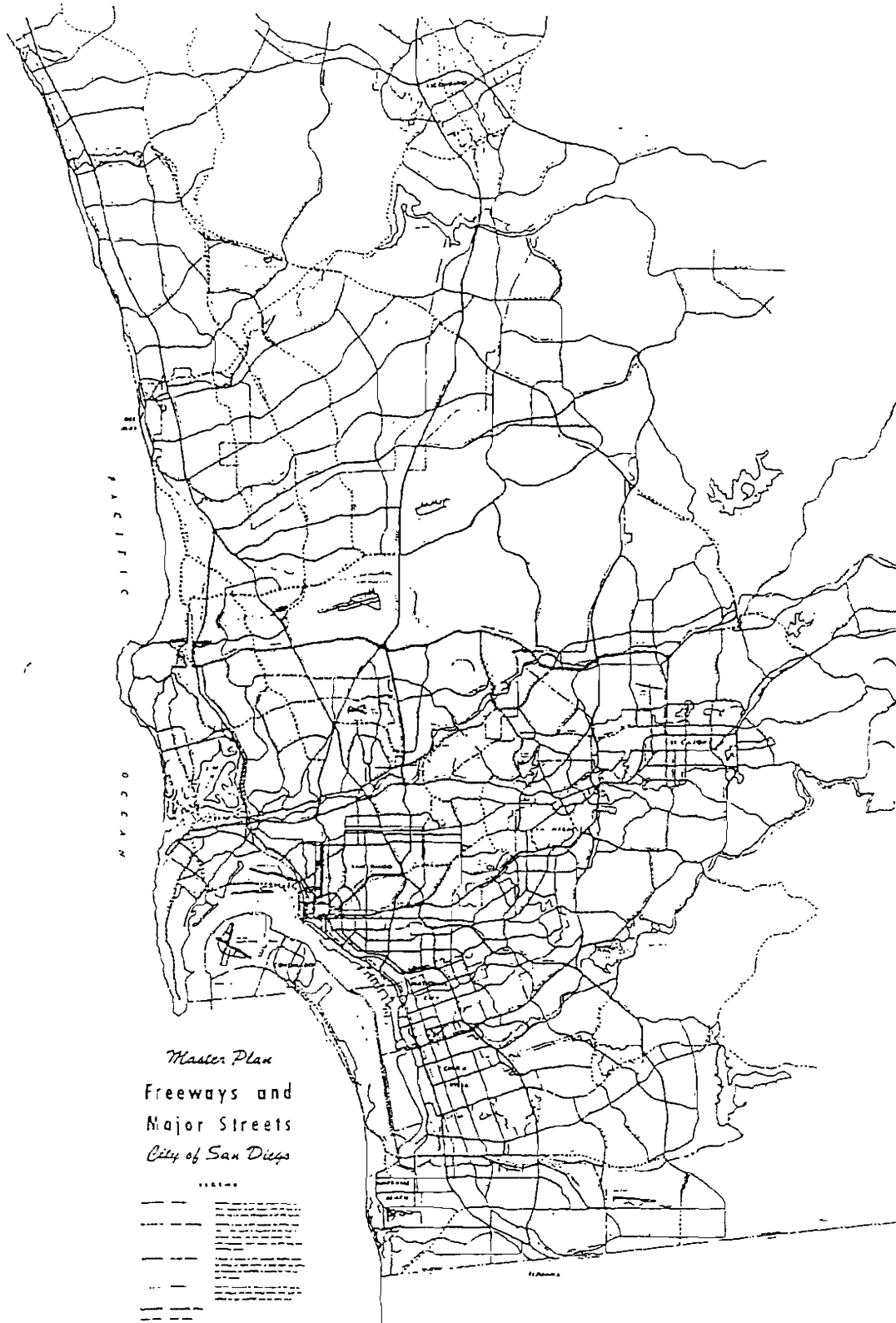
### Goals

1. To reduce congestion, improve air quality, and promote the economic benefits of an excellent circulation system in San Diego County through the improvement, construction, and completion of roads and other modes of transportation.
2. To support the completion of key roads through a joint strategy of (a) advocating the acquisition of new financing sources, (b) the protection and prioritization of currently authorized financing sources, and (c) the education and fostering of community support.
3. To protect the integrity of the RTP, especially by preventing the deletion of important regional roads.
4. To identify key roads or segments of roads that have been deleted from the RTP and to advocate their reinstatement.
5. To review and provide recommendations regarding improvements that would enhance the efficiency and effectiveness of San Diego transportation decision making. This includes consideration of establishing a commission comprised of elected officials and nonelected representatives qualified to make regional transportation decisions, unimpeded by parochial influences, that would provide essential regional benefits including congestion relief and improved air quality.
6. To inform citizens and elected officials regarding transportation and growth myths and to educate them regarding the facts.

### 3. REGIONAL TRANSPORTATION PLAN (1962 AND 1994)

The Regional Transportation Plan (RTP) is adopted and published biannually by SANDAG. Its purpose is to identify the future transportation facility requirements of the region and to provide the framework for a regional road and transportation system to serve the unrestricted movement of people in the San Diego region while preventing and reducing congestion and air pollution through a well-conceived plan of road construction and transportation facility development.

The 1962 General Plan designation of freeways and major streets was prepared by the City of San Diego and served as the regional transportation facility plan until SANDAG assumed the responsibility for the preparation of the Regional Transportation Plan (RTP). The 1994 Regional Transportation Plan was prepared by SANDAG and reflects over 29 key roadways or sections of such roadways deleted from the 1962 City of San Diego plan.





#### 4. FINANCING MECHANISMS

This discussion is based largely on SANDAG's Regional Transportation Plan (RTP) which is periodically updated and revised.

##### **Proposition A Monies**

In November 1987, the voters approved a 20-year, 1/2% countywide transportation sales tax program. The TransNet Program includes funding for both state highways and local streets and roads. Every two years, SANDAG prepares a TransNet Plan of Finance, which programs both sales tax revenues and revenue bonds through 2008. These TransNet Program estimates are based upon anticipated revenue estimates of tax revenues and bonding capacity, as reviewed by a financial advisor. The highway and local street TransNet projects are constrained to the sales tax funding levels identified in the TransNet Plan of Finance.

Based on the decline in sales tax revenues due to the recession, the long-term sales tax forecasts are significantly reduced as compared to past years. The total 20-year sales tax forecasts are 8.7% below the forecasts for 1994, reflecting the addition of two more years of a sluggish economy to the base from which the projections were made. These reduced revenue forecasts reflect the impacts of the reduced base year revenues due to the recession, combined with lower annual rates of increase in future sales tax revenues than previously forecasted compounded to the year 2008.

##### **Federal Highway Trust Fund**

The annual budget resolution sets spending limits in broad budget categories. Once Congress approves the resolution, Senate and House appropriations must work within its spending parameters as they allocate funds among specific federal programs.

While the budget agreement spares transportation programs from the cuts included in the Senate bill, the five-year total is over \$18 billion less than in the '94 RTP, the spending levels anticipated in current law. In 1996, as an example, the budget resolution sets transportation spending \$700 million below the \$39.6 billion that would have been expected under previous law.

##### **ISTEA**

Four San Diego region projects were specified in Intermodal Surface Transportation Efficiency Act (ISTEA) for "special" or demonstration project funding. These included Route 76 in Oceanside (\$14.4 million), the I-5/Palomar Airport Road interchange (\$3.4 million), the SR-15 freeway covers (\$5.0 million), and environmental/planning funds

for the SR-905 freeway (\$5.0 million). The 1994-01 Regional TIP programs these funds in accordance with the schedules specified in ISTEA.

### **Privatization**

Assembly Bill 680 (1989) authorized the development of four privatization projects in California. One of the selected projects was the construction of SR-125 as a tollway from SR-905 to SR-54. That project and privatization funding are programmed in the 1994-01 Regional TIP, based upon the most recent information provided by California Transportation Ventures (CTV) and Caltrans.

### **State Transportation Improvement Program (STIP) Funds**

The financial analysis assumed the availability of STIP funding for TransNet projects as programmed in FY97-FY03 by the California Transportation Commission (CTC). For the highway program, the \$132.6 million programmed by the CTC in FY02 for the SR 125 - Sweetwater and San Miguel connector projects was assumed to be available in FY98-FY00 to meet the project's delivery schedule as promised by the CTC. In FY04 and FY05, future STIP funds have been assumed to be shared between the completion of the I-5/I-805 interchange project and the TransNet highway program. After FY05, STIP funds have been assumed to be available for the completion of the TransNet highway program as the first priority.

### **State-Local Partnership Program**

For the highway program construction costs, this program is assumed to be available through FY01, providing a match rate which varies by year.

### **Proposition 192 Revenues**

Funding made available from the passage of Proposition 192 for seismic retrofit bonds was assumed to be available in FY01, with the estimated \$66 million in additional funding split evenly between the TransNet highway program and Stage 2b of the I-5/I-805 project. The process for allocating these funds is still being debated. Both the dollar amount and the timing of when the funds will be available are subject to change. The regional competition to obtain the largest portion of these funds is intense, with the largest push coming from Bay Area legislators, who propose to use \$2 billion of these funds to obtain toll bridge retrofits in their area.

### **Federal Transit Administration (FTA) Discretionary Funds**

Both MTDB and NCTD have acted to "federalize" the remaining TransNet rail projects, which include the Mission Valley East and Mid-Coast light rail extensions and the Oceanside-Escondido commuter rail project. A significant amount of revenues (nearly \$500 million) are assumed by MTDB and NCTD to be available through the FTA discretionary grant program. The financial analysis is based on the amounts of FTA Section 5309 (formerly Section 3) funds assumed by MTDB and NCTD as reflected in the draft Regional Transportation Improvement Program (RTIP) through FY03. Numerous issues remain regarding the availability of these funds, which will be key to the deliverability of these projects at the schedules shown below.

### **Federal ISTEA Surface Transportation Program (STP) Funds**

For purposes of the Plan of Finance, the regional STP funds and the Caltrans formula share of the local STP funds have been assumed to be available for TransNet highway projects, in order to compensate for the lack of significant state matching funds for the TransNet program to date.

### **Federal ISTEA Congestion Mitigation and Air Quality (CMAQ) Funds**

In addition to the funds remaining from the \$25 million in CMAQ funds originally allocated by the SANDAG Board to the MTDB Mission Valley East line through FY97, additional CMAQ funds could be made available to the TransNet transit program if the CMAQ program is reauthorized in the future. The availability of future CMAQ funds for the TransNet transit projects has not been assumed to date. To the extent these funds become available, they could be used to offset the amount of FTA discretionary funds needed to complete the projects. No CMAQ funds have been assumed for the highway projects, because these funds are not currently available for capacity-increasing projects for single-occupant vehicles.

## 5. IDENTIFICATION OF PROBLEM/WORK PROGRAM

In an attempt to more clearly understand the impact of revisions to the planned regional network, the GAPS Committee has conducted an initial review of the RTPs dating back to 1962. This review has revealed a number of key facilities that, for a variety of reasons - including local opposition - have been deleted from the long-range plan. Additionally, the review has identified the potential for significant air quality and congestion impacts in the future, if the trend of deleting adopted roadways continues.

The GAPS Committee has determined that it would be desirable to develop a set of travel forecasts using the SANDAG regional modeling system. The analysis would identify the impacts associated with deleting adopted roadways on the regional system. This regional modeling system, now called Series 8, was recently used by SANDAG to develop the 1994 Regional Transportation Plan and the associated Environmental Impact Report (EIR).

As part of the ongoing work program, SANDAG staff modeled a number of alternatives addressing future growth and network scenarios. The following long-range scenarios were tested and documented, and the results of these model runs have been helpful to the GAPS Committee in establishing a sound data base:

- The existing circulation system and existing land uses.
- The 2015 planned circulation system with long-term land uses.
- The 2005 cost-constrained circulation system with interim land uses.

It is the Committee's request that a number of additional travel forecast data sets be developed. These forecasts would assist the GAPS Committee, and local decision makers, to clearly understand the impacts and implications of deleting adopted roadways.

Various members of the GAPS Committee have substantial experience in working with SANDAG staff and the regional travel demand model. These representatives would be available to work closely with and assist SANDAG staff in production of the requested forecast data sets. Upon production of the requested model runs, the GAPS Committee would analyze the forecasts and develop indicators of the aforementioned issues. This resulting information should also be of significant benefit to SANDAG in carrying out its various regional transportation planning mandates.

### Requested Forecasts Requiring the Assistance of SANDAG

The GAPS Committee is seeking authorization from the SANDAG Board of Directors to provide technical assistance for the following work efforts:

- The 1962 long-range plan for roadways in 1996, modeled with existing land uses. The purpose of this model forecast is to identify current levels of congestion and

the circulation patterns, if the roadway system had been built as envisioned in 1962.

- Future land use and the planned roadway system with "threatened" elements removed. The purpose of this model run is to indicate what could happen in the future, if the planned system of roadways is not completed.

## 6. IMPACTED PROJECTS AND MAPS

### Deleted Projects (1962-1994)

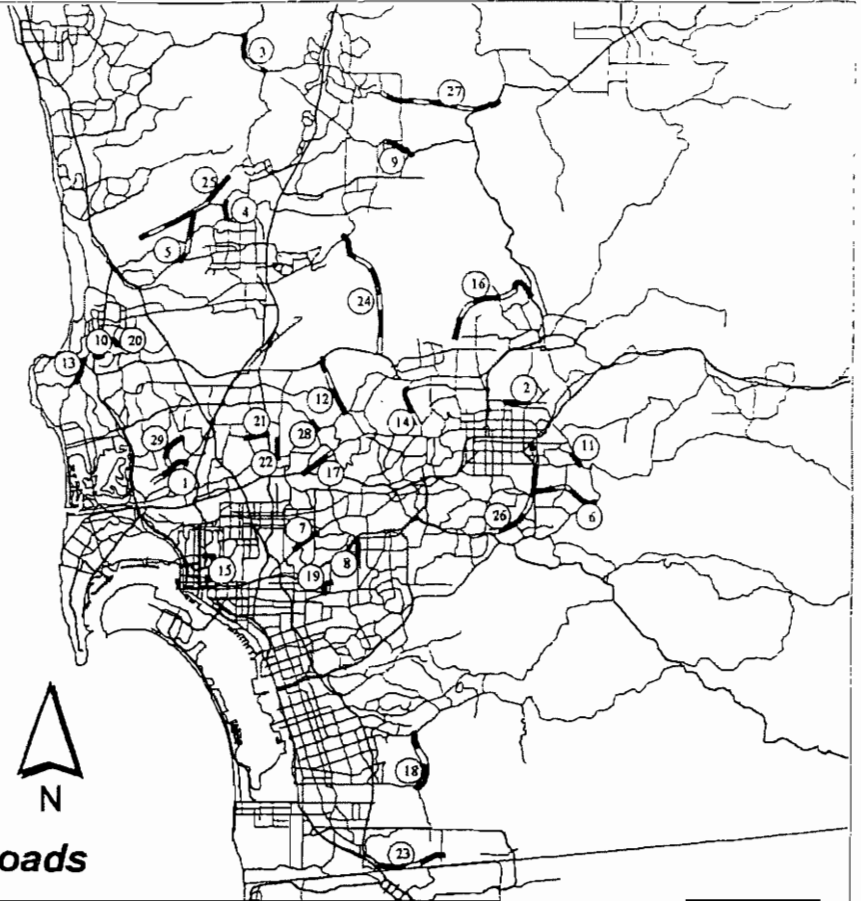
#### A. Freeways

STREET SEGMENT	BETWEEN	CLASS	STATUS	JURISDICTION
Anza Freeway (SR 78)	e/o Centre City Pkwy.	Freeway	Deleted about 1978	Escondido
El Toyon (SR 252)	I-5 to I-805	Freeway	Deleted about 1980	San Diego
<b>Poway Freeway (SR 125)</b>	I-15 & SR 56	Freeway	Deleted about 1986	Poway
Ramona Freeway (SR 67)	Ramona to SR 52	Freeway	Deleted about 1969	SD Co/Poway
San Miguel Freeway (SR 157)	I-805 to SR 54	Freeway	Deleted about 1975	San Diego
<b>Sorrento Freeway (SR 56)</b>	I-15 to SR 67	Freeway	Deleted about 1986	Poway
<b>SR 125</b>	SR 52 to I-15	Freeway	Deleted about 1978	SD Co/Poway
Switzer Freeway (SR 171)	I-5 to I-805	Freeway	Deleted about 1978	San Diego

#### B. Deleted Circulation Element Roads

I.D.	STREET SEGMENT	BETWEEN	CLASS	STATUS	JURISDICTION
1.	Artillery Dr.	Tecolote Dr. & Linda Vista Rd.	4 Lane Major	Deleted	San Diego
2.	Bradley Ave.	1 <sup>st</sup> St. & 2 <sup>nd</sup> St.	4 Lane Collector	Deleted	San Diego
3.	<b>Camino Ruiz</b>	Park Village Rd. & Calle Cristobal	4 Lane Major	Deleted	San Diego
4.	<b>Camino Santa Fe</b>	SR 56 & Calle Cristobal	4 Lane Major	Deleted	San Diego
5.	Carmel Mountain Rd.	Sorrento Valley Rd. & SR 56	4 Lane Major	Deleted 1993	San Diego
6.	Chase Ave.	Jamacha Rd. & Willow Glen Dr.	4 Lane Major	Downgraded	El Cajon
7.	Chollas Pkwy.	Home Ave. & University Ave.	4 Lane Major	Deleted	San Diego
8.	College Ave.	SR 94 & Madera St.	4 Lane Major	Deleted	San Diego
9.	<b>Espola Rd.</b>	Poway Rd. & Poway Freeway	4 Lane Major	Downgraded	Poway
10.	Governor Dr.	Extension to Gilman Dr.	4 Lane Major	Deleted 1975	San Diego
11.	<b>Greenfield Dr.</b>	Valley View Ave. & Dehesa Rd.	4 Lane Major	Deleted 1989	SD Co
12.	<b>Jackson Dr.</b>	SR 52 & Mission Gorge Rd.	4 Lane Major	Deleted 1989	El Cajon
13.	La Jolla Scenic Dr.	La Jolla Village Dr. & Nautilus St.	4 Lane Major	Downgraded	San Diego
14.	Lake Murray Blvd.	Mission Gorge Rd. & Navajo Rd.	4 Lane Major	Deleted	San Diego
15.	Laurel St.	Sixth Ave. & Park Blvd.	4 Lane Collector	Deleted	San Diego
16.	Manzanita Rd.	Cuyamaca St. & SR 67	4 Lane Major	Deleted	Santee
17.	Navajo Rd.	Waring Rd. & I-8	4 Lane Major	Deleted 1973	San Diego
18.	<b>Otay Valley Rd.</b>	Telegraph Canyon Rd. & I-805	6 Lane Prime	Deleted	Chula Vista
19.	Radio Dr.	College Ave. & Imperial Ave.	4 Lane Major	Deleted	San Diego
20.	<b>Regents Rd.</b>	Nobel Dr. & Governor Dr.	4 Lane Major	Deleted	San Diego
21.	Sandrock Rd.	Gramercy Dr. & Ruffin Rd.	4 Lane Major	Deleted	San Diego
22.	Santo Rd.	Aero Dr. & Friars Rd.	4 Lane Major	Deleted 1977	San Diego
23.	Siempre Viva Rd.	I-805 & SR 125	6 Lane Prime	Deleted	San Diego
24.	<b>Spring Canyon Rd.</b>	Pomerado Rd. & SR 52	4 Lane Major	Deleted	San Diego
25.	SA 680	Del Dios Hwy. & Camino Del Norte	4 Lane Major	Deleted 1996	SD Co
26.	SR 54	SR 94 to I-8	6 Lane Expansion	Deleted	El Cajon/Co
27.	Stone Canyon Rd.	Pomerado Rd. & SR 67	4 Lane Major	Deleted	Poway
28.	Tierrasanta Blvd.	Extension to Mission Gorge Rd.	4 Lane Major	Indef. Delayed	San Diego
29.	Tecolote Dr.	Genesee Ave. & Morena Blvd.	4 Lane Major	Deleted 1970	San Diego

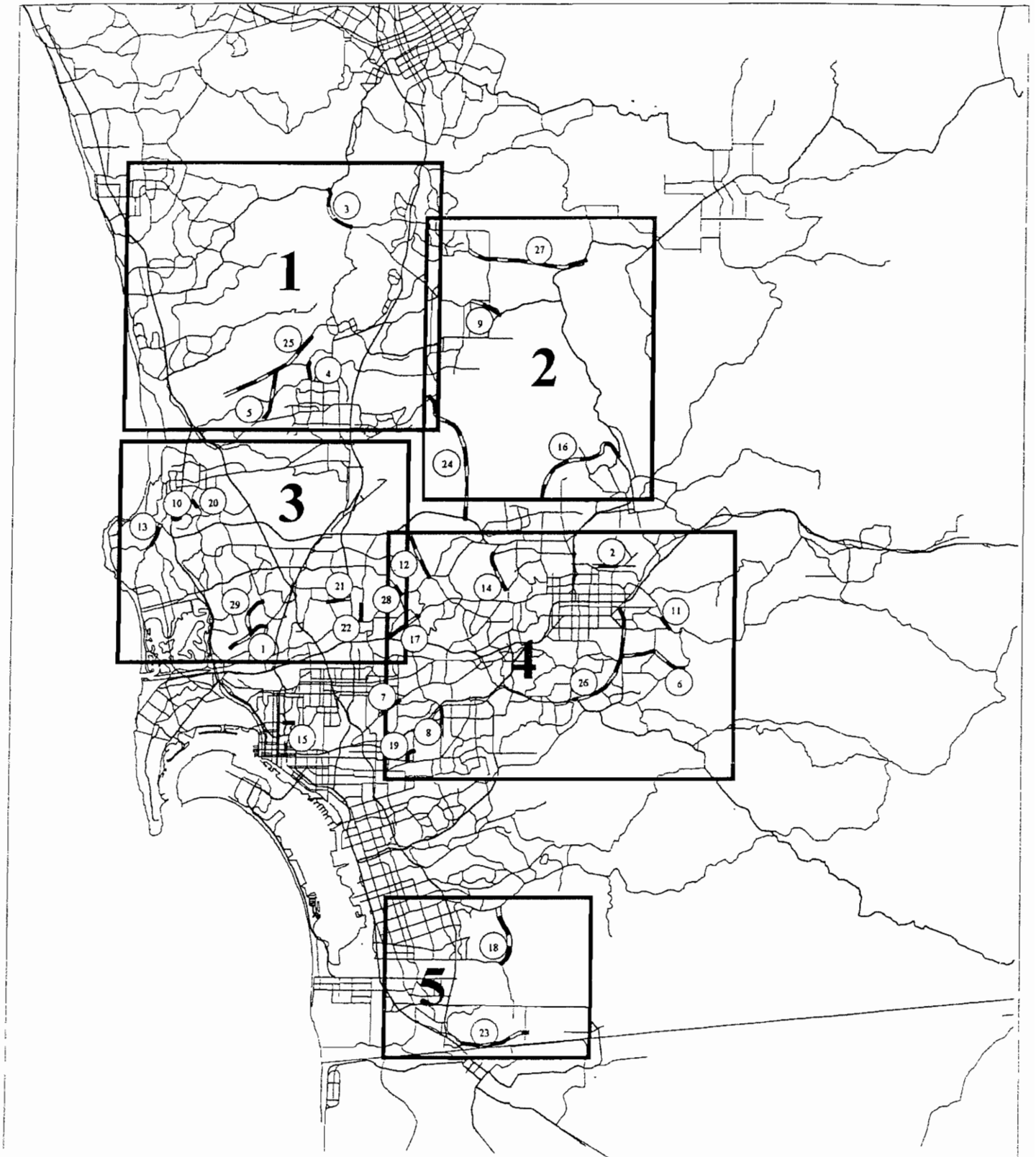
**Deleted and Threatened Roads  
San Diego, California  
1970-1996**



**Deleted Roads**

ID	Street Segment	Between	Classification	Status	Jurisdiction
1	Artillery Drive	Tecolote Drive and Linda Vista Road	4 Lane Major	Deleted	San Diego
2	Bradley Avenue	1st Street and 2nd Street	4 Lane Collector	Deleted	Santee
3	SA 680	Del Dios Highway and Camino Del Norte	4 Lane Major	Deleted 1996	County
4	Camino Ruiz	Park Village Road and Calle Cristobal	4 Lane Major	Deleted	San Diego
5	Camino Santa Fe	Carmel Mountain Road and Calle Cristobal	4 Lane Major	Deleted	San Diego
6	Chase Avenue	Jamacha Road and Willow Glen Drive	4 Lane Major	Downgraded	El Cajon
7	Chollas Parkway	Home Avenue and University Avenue	4 Lane Major	Deleted	San Diego
8	College Avenue	SR 94 and Madera Street	4 Lane Major	Deleted	Lemon Grove
9	Espola Road	Poway Road and Poway Freeway	4 Lane Major	Downgrade	Poway
10	Governor Drive	Extension to Gilman Drive	4 Lane Major	Deleted 1975	San Diego
11	Greenfield Drive	Valley View Avenue and Dehesa Road	4 Lane Major	Deleted	County
12	Jackson Drive	SR 52 and Mission Gorge Road	4 Lane Major	Deleted 1989	San Diego
13	La Jolla Scenic Drive	La Jolla Village Drive and Nautilus Street	4 Lane Major	Downgraded	San Diego
14	Lake Murray Boulevard	Mission Gorge Road and Navajo Road	4 Lane Major	Deleted	San Diego
15	Laurel Street	Sixth Avenue and Park Boulevard	4 Lane Collector	Deleted	San Diego
16	Manzanita Road	Cuyamaca Street and SR 67	4 Lane Major	Deleted	Santee
17	Navajo Road	Waring Road and I-8	4 Lane Major	Deleted 1973	San Diego
18	Otay Valley Road	North to Telegraph Canyon Road	6 Lane Prime	Questionable	Chula Vista
19	Radio Drive	College Avenue and Imperial Avenue	4 Lane Major	Deleted	San Diego
20	Regents Road	Nobel Drive and Governor Drive	4 Lane Major	Delayed	San Diego
21	Sandrock Road	Gramercy Drive and Ruffin Road	4 Lane Major	Deleted	San Diego
22	Santo Road	Aero Drive and Friars Road	4 Lane Major	Deleted 1977	San Diego
23	Siempre Viva Road	I-5 and Heritage Road	6 Lane Prime	Threatened	San Diego
24	Spring Canyon Road	Pomerado Road and SR 52	4 Lane Major	Deleted	San Diego
25	Carmel Mountain Road	Sorrento Valley Road and future Camino Ruiz	4 Lane Major	Deleted 1993	San Diego
26	SR 54	SR 94 and I-8	6 Lane Freeway	Delayed	El Cajon
27	Stone Canyon Road	Pomerado Road and SR 67	4 Lane Major	Deleted	Poway
28	Tierrasanta Boulevard	Extension to Mission Gorge Road	4 Lane Major	Indefinite Delay	San Diego
29	Tecolote Drive	Genesee Avenue and Morena Boulevard	4 Lane Major	Deleted 1970	San Diego

# Area Key Vicinity Map



# Area 1



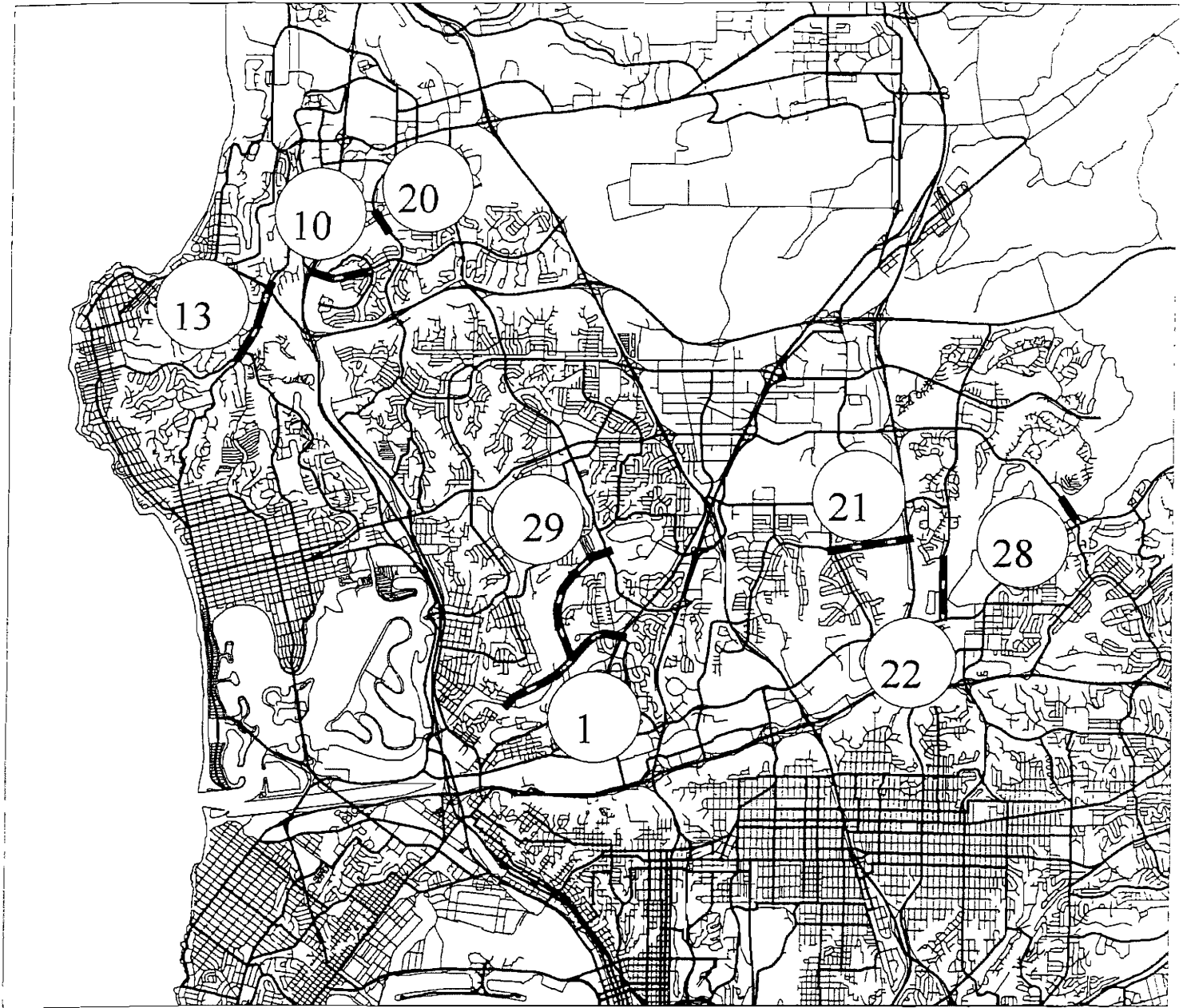
ID	Street Segment	Between	Classification	Status	Jurisdiction
3	SA 680	Del Dios Hwy and Camino del Norte	4 Lane Major	Deleted 1996	County
4	Camino Ruiz	Park Village Road and Calle Cristobal	4 Lane Major	Deleted	San Diego
5	Camino Santa Fe	Carmel Mountain Road and Calle Cristobal	4 Lane Major	Deleted	San Diego
25	Carmel Mountain Road	Sorrento Valley Road and future Camino Ruiz	4 Lane Major	Deleted 1993	San Diego

# Area 2



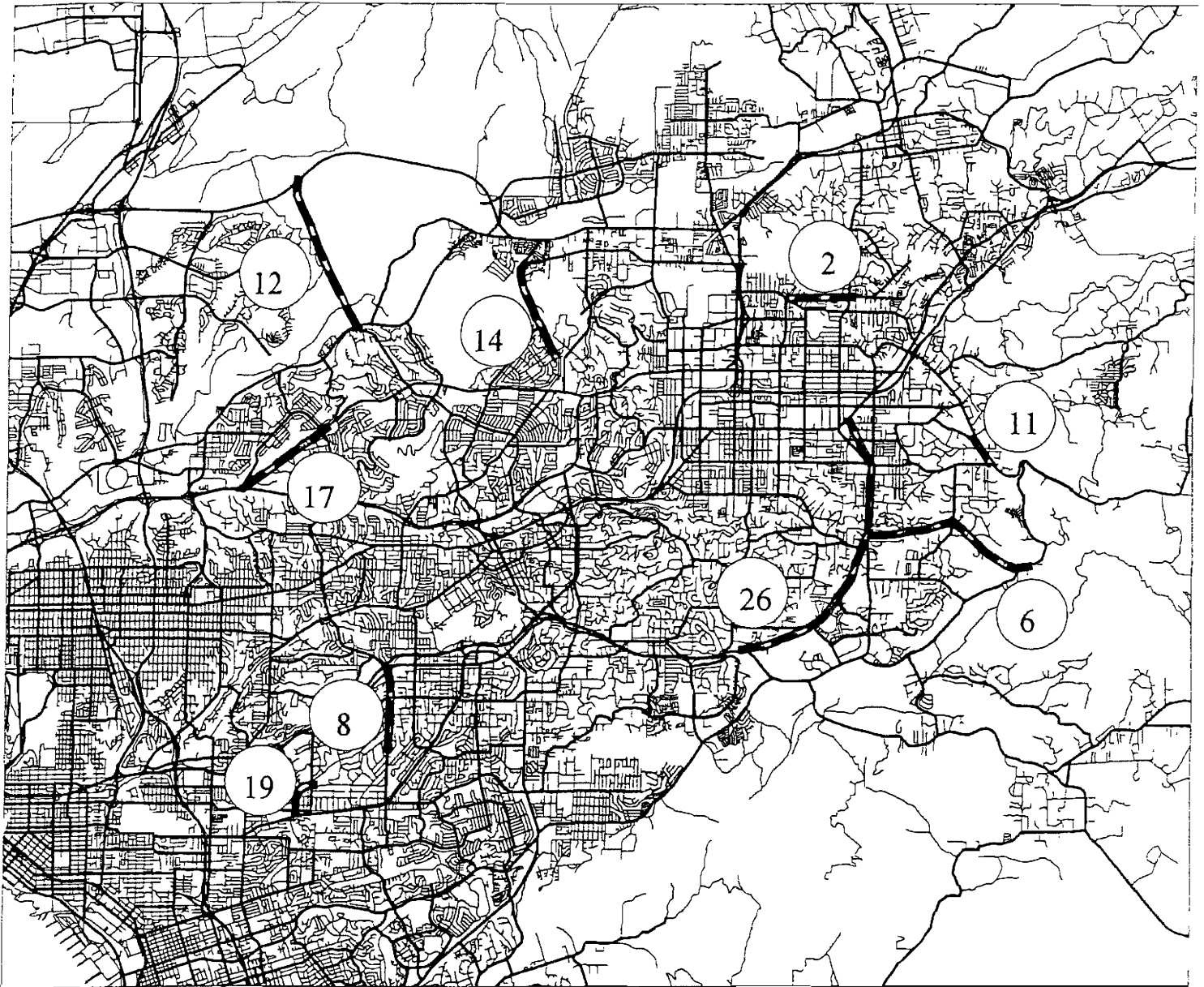
ID	Street Segment	Between	Classification	Status	Jurisdiction
9	Espola Road	Poway Road and Poway Freeway	4 Lane Major	Downgrade	Poway
16	Manzanita Road	Cuyamaca Street and SR 67	4 Lane Major	Deleted	Santee
24	Spring Canyon Road	Pomerado Road and SR 52	4 Lane Major	Deleted	San Diego
27	Stone Canyon Road	Pomerado Road and SR 67	4 Lane Major	Deleted	Poway

# Area 3



ID	Street Segment	Between	Classification	Status	Jurisdiction
1	Artillery Drive	Tecolote Drive and Linda Vista Road	4 Lane Major	Deleted	San Diego
10	Governor Drive	Extension to Gilman Drive	4 Lane Major	Deleted 1975	San Diego
13	La Jolla Scenic Drive	La Jolla Village Drive and Nautilus St.	4 Lane Major	Downgrade	San Diego
20	Regents Road	Nobel Drive and Governor Drive	4 Lane Major	Delayed	San Diego
22	Santo Road	Aero Drive and Friars Road	4 Lane Major	Deleted 1977	San Diego
28	Tierra Santa Boulevard	Extension to Mission Gorge Road	4 Lane Major	Indef. Delay	San Diego
29	Tecolote Drive	Genesee Avenue and Morena Blvd.	4 Lane Major	Deleted 1970	San Diego

# Area 4



ID	Street Segment	Between	Classification	Status	Jurisdiction
2	Bradley Avenue	1st Street and 2nd Street	4 Lane Collector	Deleted	Santee
6	Chase Avenue	Jamacha Road and Willow Glen Drive	4 Lane Major	Downgrade	El Cajon
8	College Avenue	SR 94 and Madera Street	4 Lane Major	Deleted	Lemon Grove
11	Greenfield Drive	Valley View Avenue and Dehesa Rd	4 Lane Major	Deleted	County
12	Jackson Drive	SR 52 and Mission Gorge Road	4 Lane Major	Deleted 1989	San Diego
14	Lake Murray Blvd	Mission Gorge Road and Navajo Rd	4 Lane Major	Deleted	San Diego
17	Navajo Road	Waring Road and I-8	4 Lane Major	Deleted 1973	San Diego
19	Radio Drive	College Avenue and Imperial Avenue	4 Lane Major	Deleted	San Diego
26	SR 54	SR 94 and I-8	6 Lane Freeway	Delayed	El Cajon

# Area 5



ID	Street Segment	Between	Classification	Status	Jurisdiction
18	Otay Valley Road	North to Telegraph Canyon Road	6 Lane Prime	Questionable	Chula Vista
23	Siempre Viva Road	I-5 to Heritage Road	6 Lane Prime	Threatened	San Diego

## 7. CONCLUSIONS

- a. Since the 1962 Regional Transportation Plan (RTP) for San Diego County was adopted, 29 roadway facilities or key sections of these roadways have been deleted.
- b. Local City Councils and Regional Boards, such as the Board of Supervisors and SANDAG, are always subject to political pressures from many sources, including local community and environmental groups. As a result, the decisions they reach may not always be in the best interest of the region. Roadway deletions from local city circulation elements and the County's circulation element can contribute significantly to increasing circulation problems, including greater congestion levels, higher levels of air pollution, and changes of circulation patterns causing some roadways to absorb levels of traffic that they were never designed to handle.
- c. SANDAG, in its capacity as the Regional Transportation Commission, is comprised of elected officials or their appointees from each of San Diego's 18 municipalities and the incorporated area of the County. The composition of this Commission and the source of its members reflect the origins and the purposes of the decisions it makes. As a result, the Regional Transportation Plan and its intended interconnecting regional network of roadways has at times been sacrificed and replaced by the protectionism of local jurisdictions. The Commission, empowered and entrusted to carry out the implementation of the original Regional Transportation Plan that was designed to provide benefit to the region as a whole, can therefore make decisions to delete regional roadway facilities planned and needed for economic and environmental reasons in favor of protecting local jurisdictions from perceived local consequences of such roadways.
- d. The RTP's original plan to implement a regional roadway system to serve the transportation needs of County residents has been seriously damaged by decisions influenced by local jurisdictions, whose opposition to such regional roadways has resulted in the deletion of many key roadways or sections of key roadways.
- e. It is the composition of the membership of the Regional Transportation Commission that has created the atmosphere in which decisions can routinely be made that provide greater protectionism to the sovereignty of local jurisdictions than the integrity of RTP. Clearly there is no comprehensive strategy or white knight to protect the RTP or guarantee its needed implementation. Any transportation plan, even one as well conceived as the RTP, will need necessary modifications, but the consequences of modifications need to be evaluated according to the criteria of a smoothly functioning regional system, rather than the narrow parochialism of local interests. There are better ways to solve problems and provide modifications, rather than deleting critically important key transportation segments necessary to fulfill the present and future needs of the San Diego region. It is essential that other alternatives be found and utilized in this process, rather

than the persistent dismantling of consistent choice, the RTP. The present tyranny of local interests over regional is leading the region toward the ultimate transportation nightmare of total gridlock.

## 8. RECOMMENDATIONS

- a. SANDAG should provide model runs that will determine the effects of key roadway deletions and the resulting impacts on congestion, air quality, and altered circulation patterns on other local and regional transportation facilities that are required to absorb this increased traffic.
- b. If the effects of key roadway deletions and their resulting impacts are determined to be serious and severe, these deleted roadways should be reintroduced into the RTP.
- c. Because the Regional Transportation Commission, under its current structure, has made decisions that reflect on local municipalities' self interest, the Commission should reaffirm its purpose and commitment to its original charter, confirm its dedication to provide the highest priority to the implementation of the original Regional Transportation Plan, and agree to make decisions that support this commitment.
- d. To insure a greater degree of impartiality and to diminish the political considerations and local self interest in the transportation decision-making process, the Regional Transportation Commission should modify its primary composition to include concerned and informed members of the general public whose primary interest on the Commission will be the protection and implementation of the Regional Transportation Plan for the overall economic and environmental benefit of the region.