

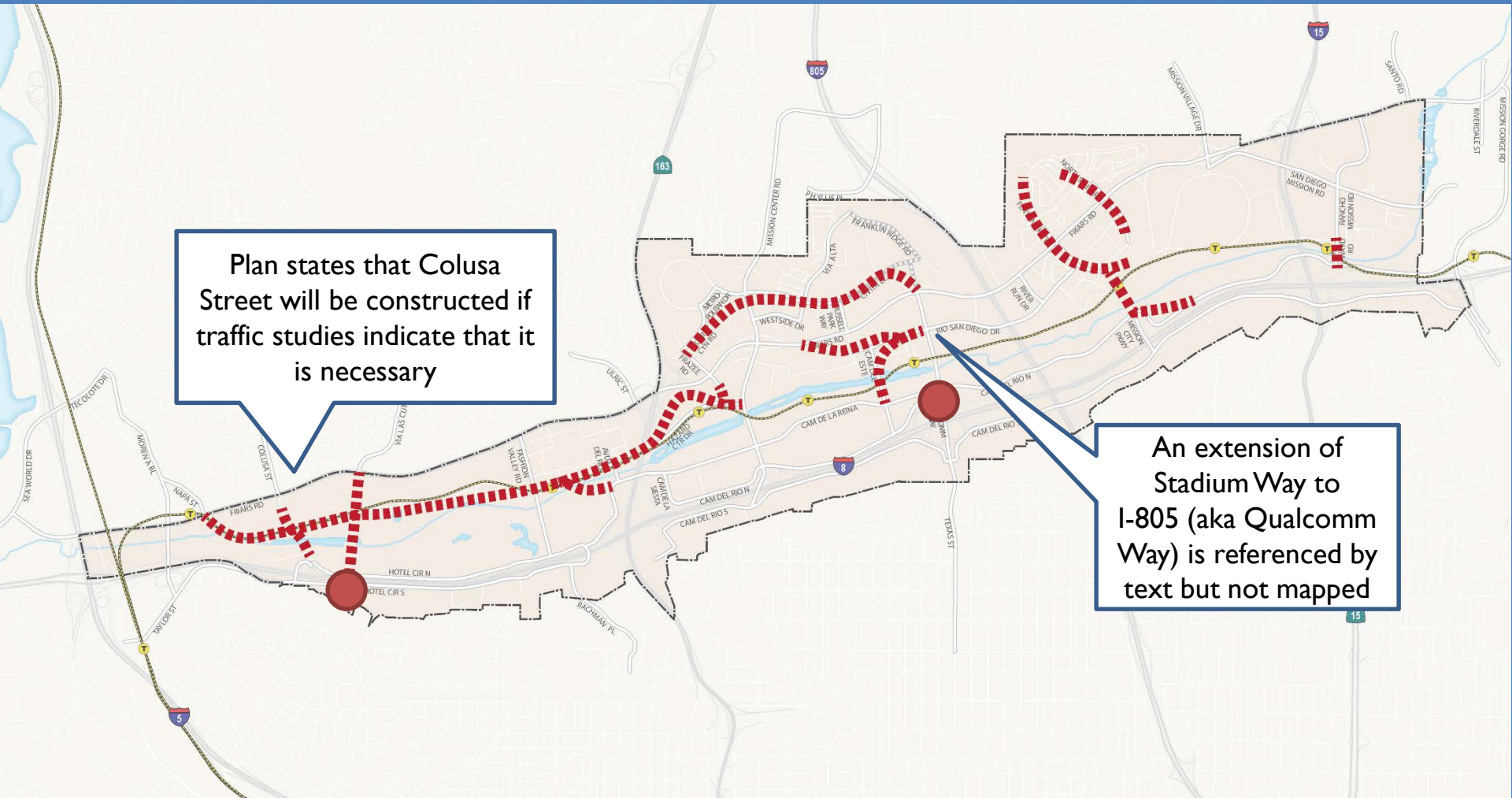


Via las Cumbres Interchange and Freeway Improvements

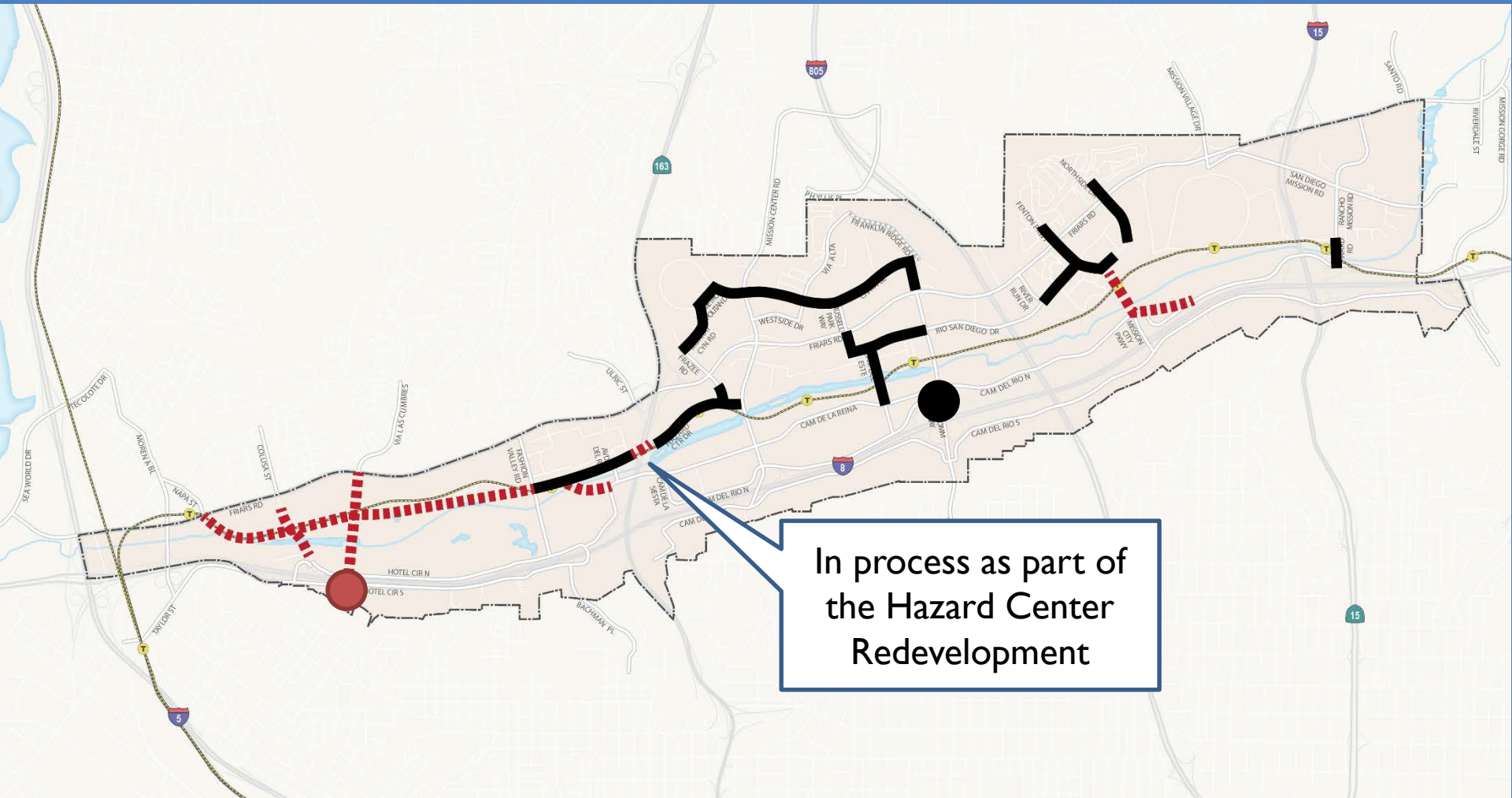
March 10, 2017

- **Call to Order**
- **Introductions**
- **Announcements/Questions/
Opening Remarks**
- **Presentation by Caltrans**
- **Group Discussion**
- **Adjournment**

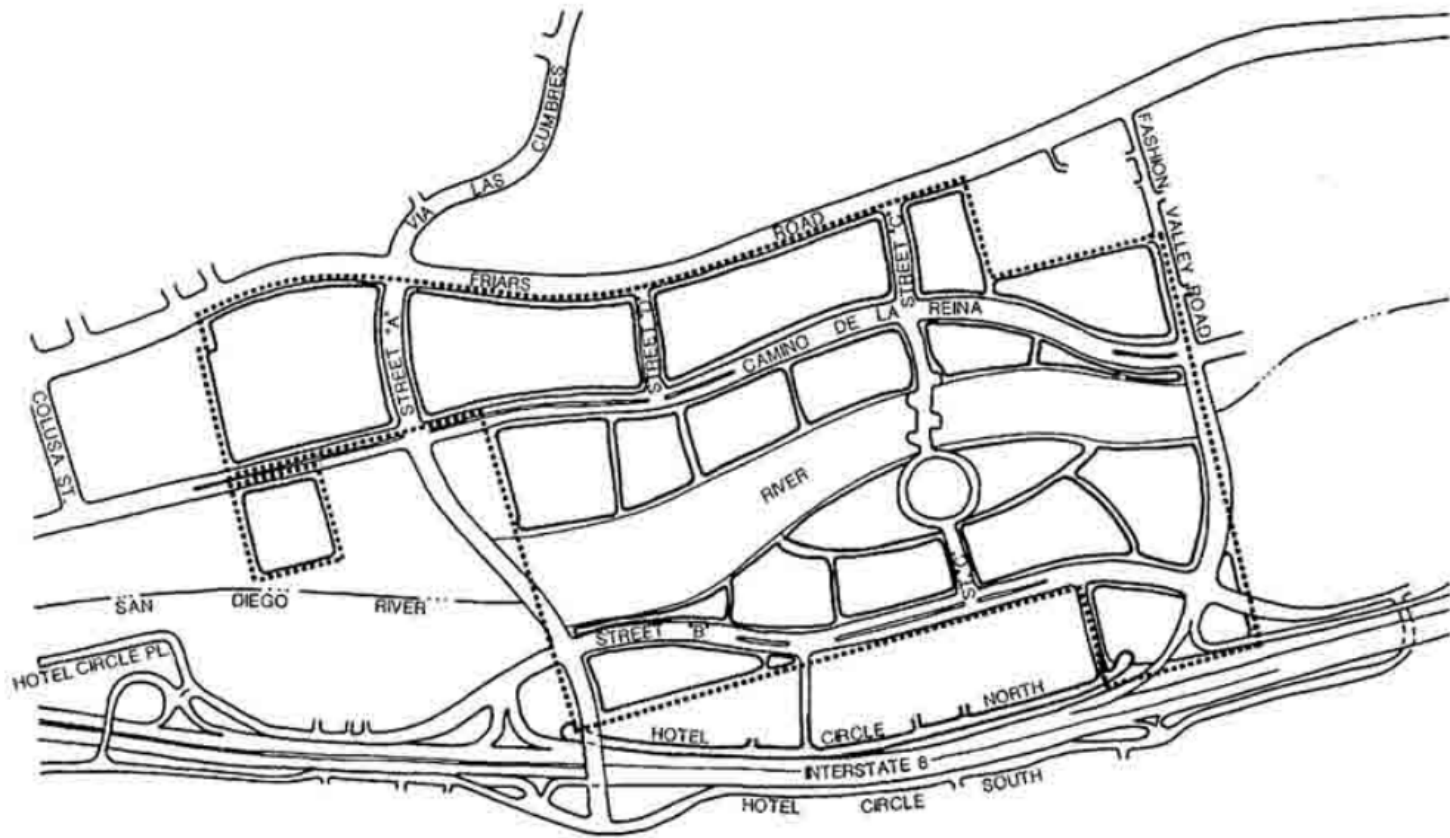
Current Proposed Streets



Completed Streets



Levi-Cushman Specific Plan



- No decisions on future roadways will be made today
- Caltrans will finish their analysis, which will be posted to the project website when available
- Additional modeling analysis will be completed as part of development of the mobility element
- Need to have a clear understanding of the benefits/drawbacks in comparison to cost to make a decision

Via Las Cumbres Feasibility Study Alternatives

Mission Valley Community Update
Subcommittee Meeting

March 10, 2017



Caltrans – Who are we?

- **Mission Statement** - *Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.*
- **Strategic Management Plan** (performance measure driven)
 - Safety and Health
 - Stewardship and Efficiency
 - Sustainability, Livability and Economy
 - System Performance
 - Organizational Excellence

Feasibility Study Background

- The City of San Diego requested Caltrans conduct a “Feasibility Study” to assist in the City’s development of the Mobility Element for the Mission Valley Community Plan Update (MVCPU).
- The Study examines 4 different alternative variations.
- The Study is to provide a multimodal active transportation planning-level assessment.
- The Study does not include environmental assessment or traffic analysis.
- The City of San Diego will be the decision making body regarding the Study.

Summary of Alternatives

ALTERNATIVE 1 (1989 PSR/Variation) **(Cost est. \$165 Million)**

- Via Las Cumbres extension and direct connection to Hotel Circle North, Hotel Circle South and I-8
- Modification of Taylor Street and Roundabout at Hotel Circle Place

ALTERNATIVE 2: I-8 Corridor Study (SANDAG)

- Via Las Cumbres Concept

ALTERNATIVE 2A (Geometric Details):

Tight Diamond Configuration (Cost est. \$170 Million)

- Extended Via Las Cumbres Connection and tight diamond ramps
- Hotel Circle South re-alignment provides access to properties as it connects to Via Las Cumbres

ALTERNATIVE 3: I-8 Corridor Study (SANDAG)

- Via Las Cumbres Extension/Hotel Circle Concept One-Way Couplet

ALTERNATIVE 3A: Phase 1: Cycle Track and Road Circulator **(Cost est. \$70 Million)**

- No Via Las Cumbres extension
- No I-8 access
- Bicycle and pedestrian facilities and access to transit stations through a two-way cycle track and sidewalks

ALTERNATIVE 3A: Phase 2: Cycle Track and Road Circulator With Via Las Cumbres Extension (Cost est. 110 Million)

- Includes Via Las Cumbres extension and Texas U-turns, Hotel Circle North and Hotel Circle South circulator
- No I-8 access
- Active transportation and transit access

ALTERNATIVE 4 (Cost est. \$100 Million)

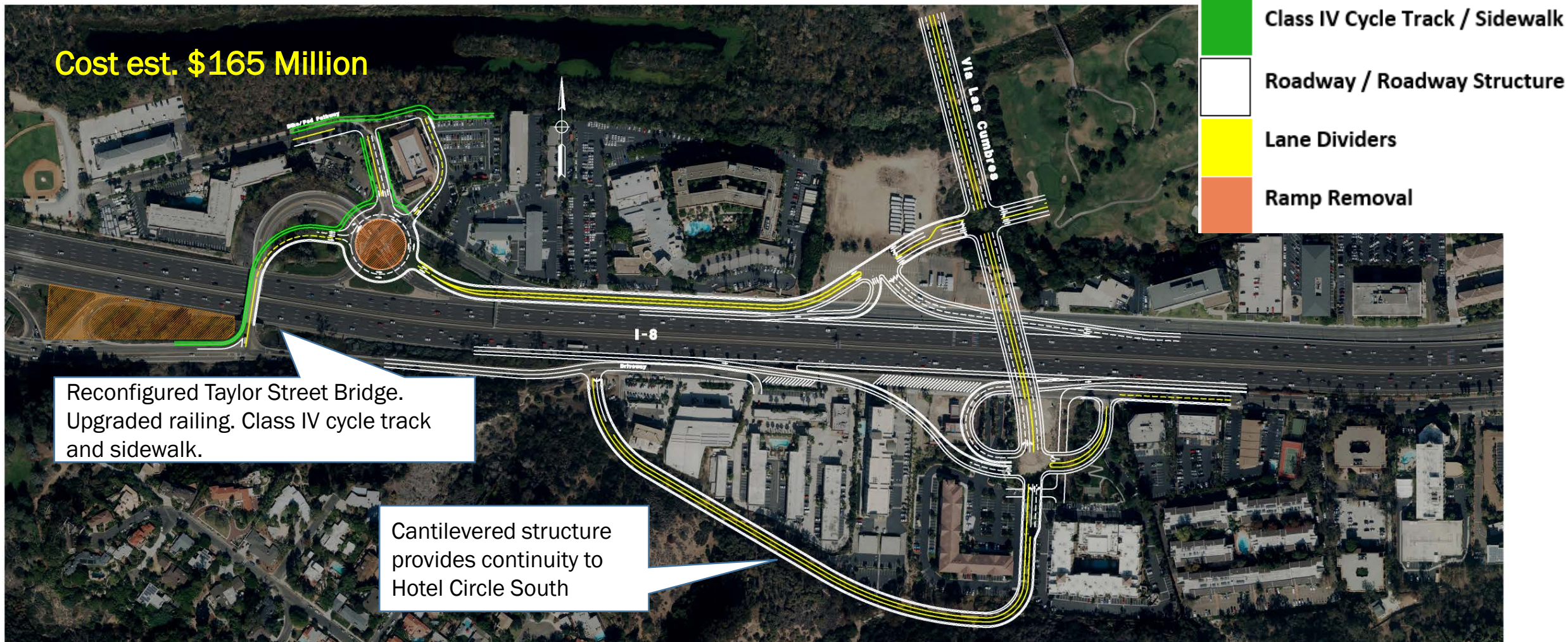
Phase 1: Skewed Via Las Cumbres Extension to Hotel Circle (No I-8 Access)

- Via Las Cumbres connects to Hotel Circle but does not directly connect to I-8

Phase 2: Skewed Single Point Interchange and Roundabout **(Cost est. \$205 Million)**

- Provides direct freeway access to Via Las Cumbres
- Both phases include features for bicycle and pedestrian access
- Smaller interchange design footprint

Alternative 1 (1989 PSR/Variation)



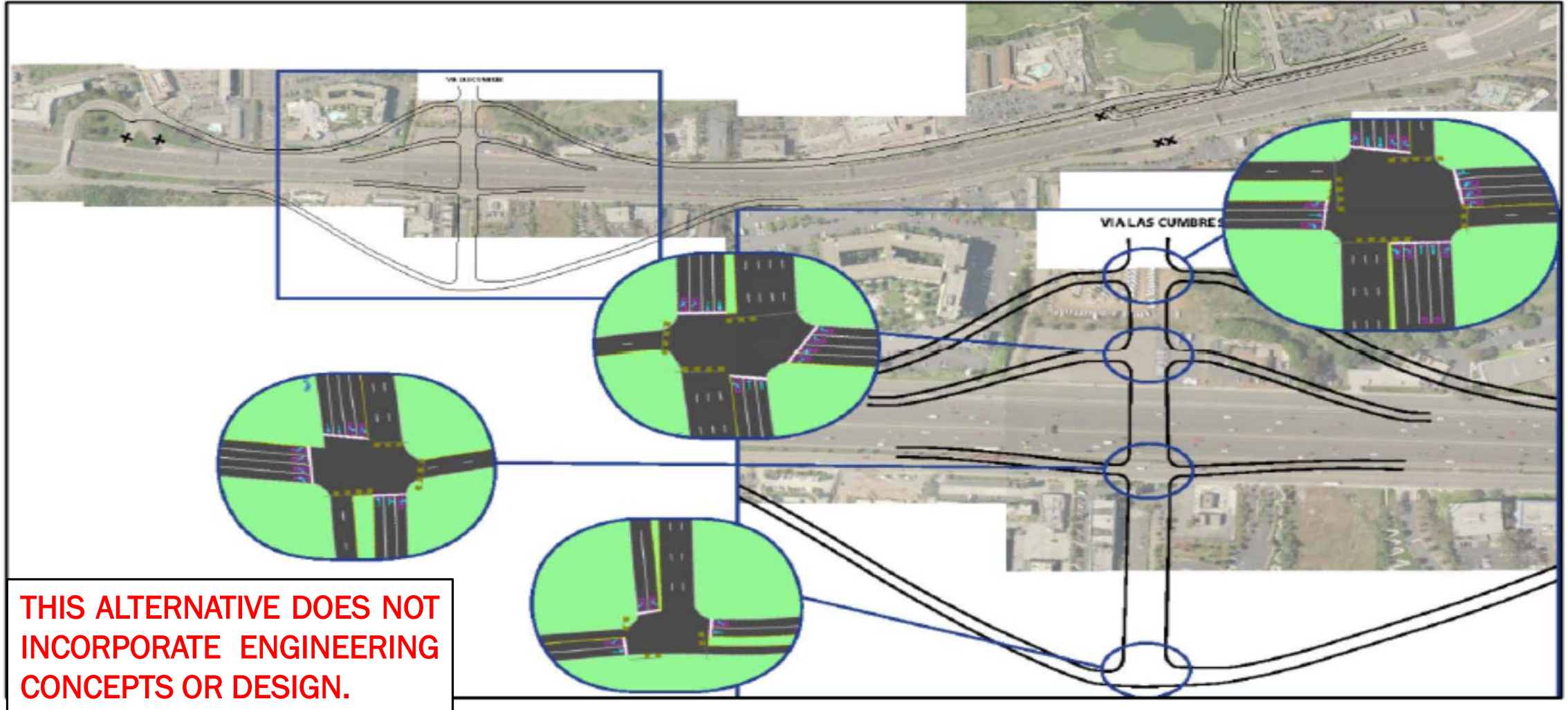
DRAFT CONCEPT

Alternative 1

Pros	Cons
<ul style="list-style-type: none">• Alternative has fewest number of signalized intersections• Loop ramp improves signal efficiency• Easy access from Hotel Circle North & Hotel Circle South to freeway	<ul style="list-style-type: none">• Hook ramps and signal proximity not sufficient to store traffic• Part of Hotel Circle South diverted behind businesses• Major right-of-way impacts

Alternative 2

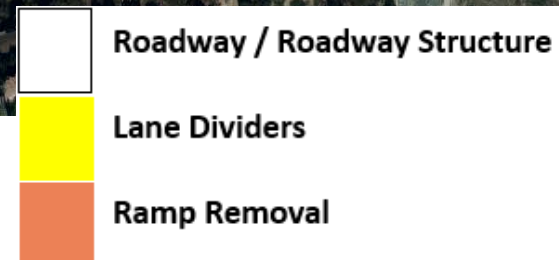
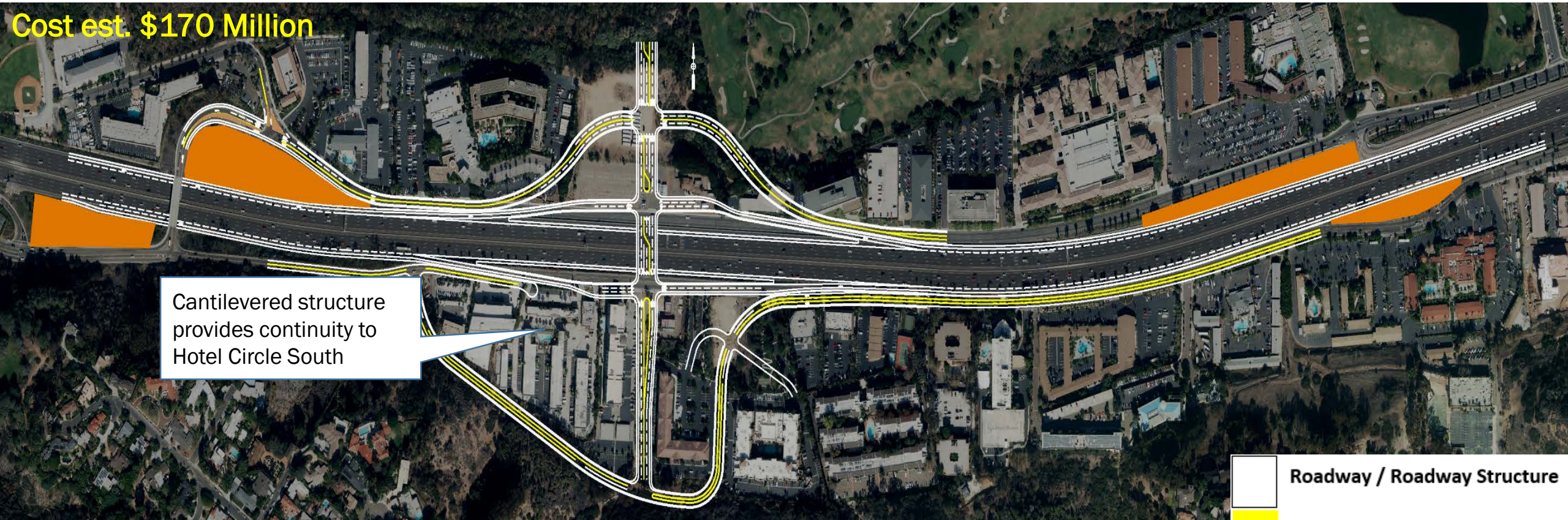
I-8 Corridor Study (SANDAG) Via Las Cumbres Concept



Alternative 2A

Tight Diamond Configuration (Geometric Details)

Cost est. \$170 Million



DRAFT CONCEPT

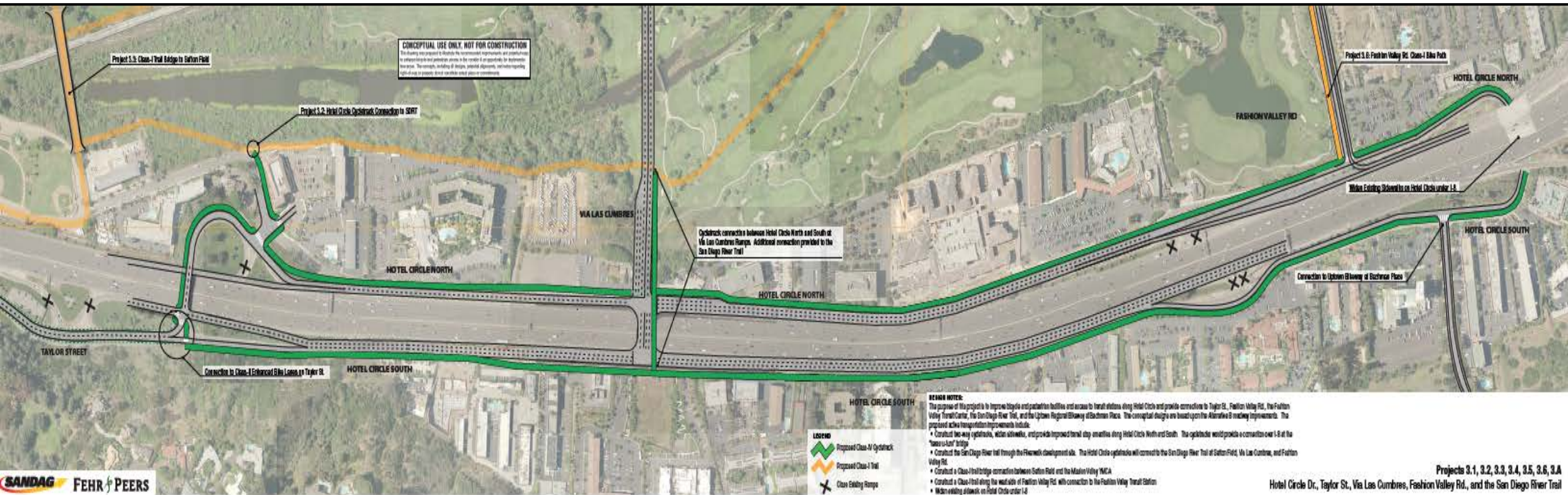
Alternative 2A

Tight Diamond Configuration

Pros	Cons
<ul style="list-style-type: none">• Improves local circulation with addition of Via Las Cumbres Interchange and connection to Friars Road• Improves access to I-8 with the addition of the Via Las Cumbres interchange• Eliminates poorly functioning I-8 hook ramps	<ul style="list-style-type: none">• Heavy volumes• Significant right-of-way impacts and cost

Alternative 3

I-8 Corridor Study (SANDAG) Via Las Cumbres /Hotel Circle Concept



**THIS ALTERNATIVE DOES NOT
INCORPORATE ENGINEERING
CONCEPTS OR DESIGN.**

Alternative 3A: Phase 1

One-Way Cycle Track and Roadway Circulator – No VLC Extension



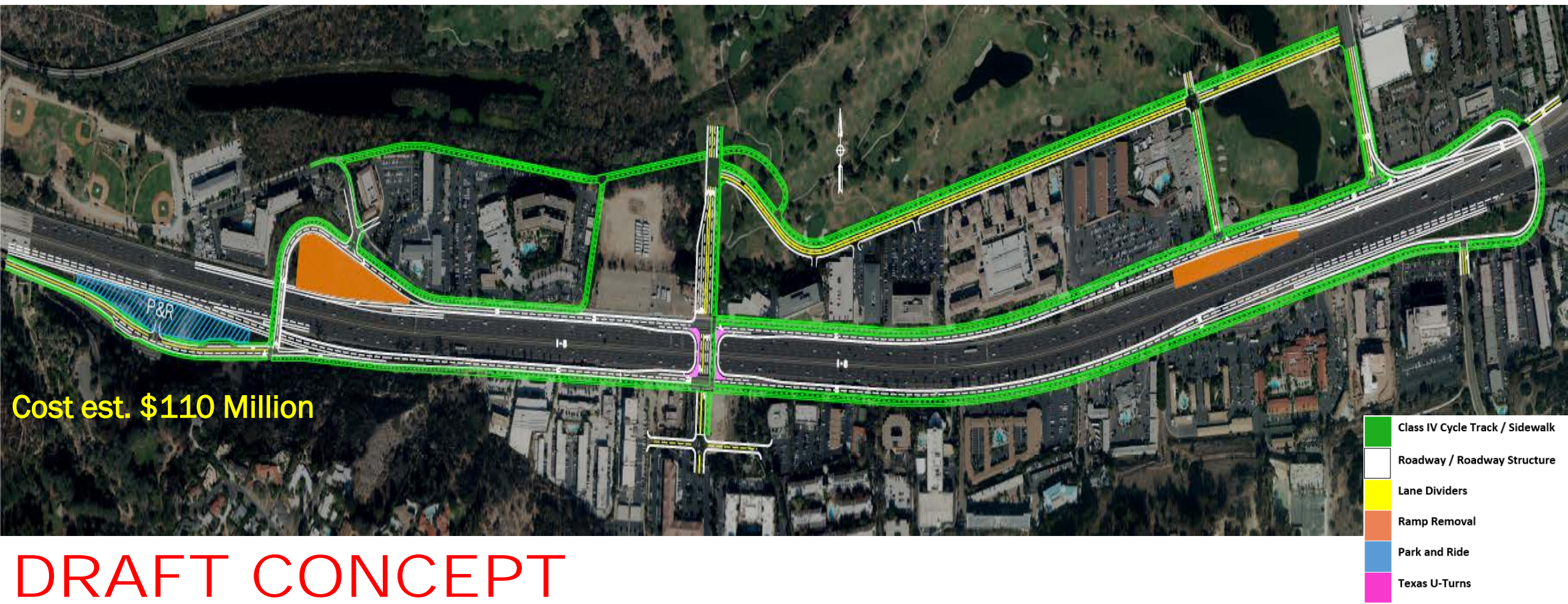
Cost est. \$70 Million

- Class IV Cycle Track / Sidewalk
- Roadway / Roadway Structure
- Lane Dividers
- Ramp Removal
- Park and Ride

DRAFT CONCEPT

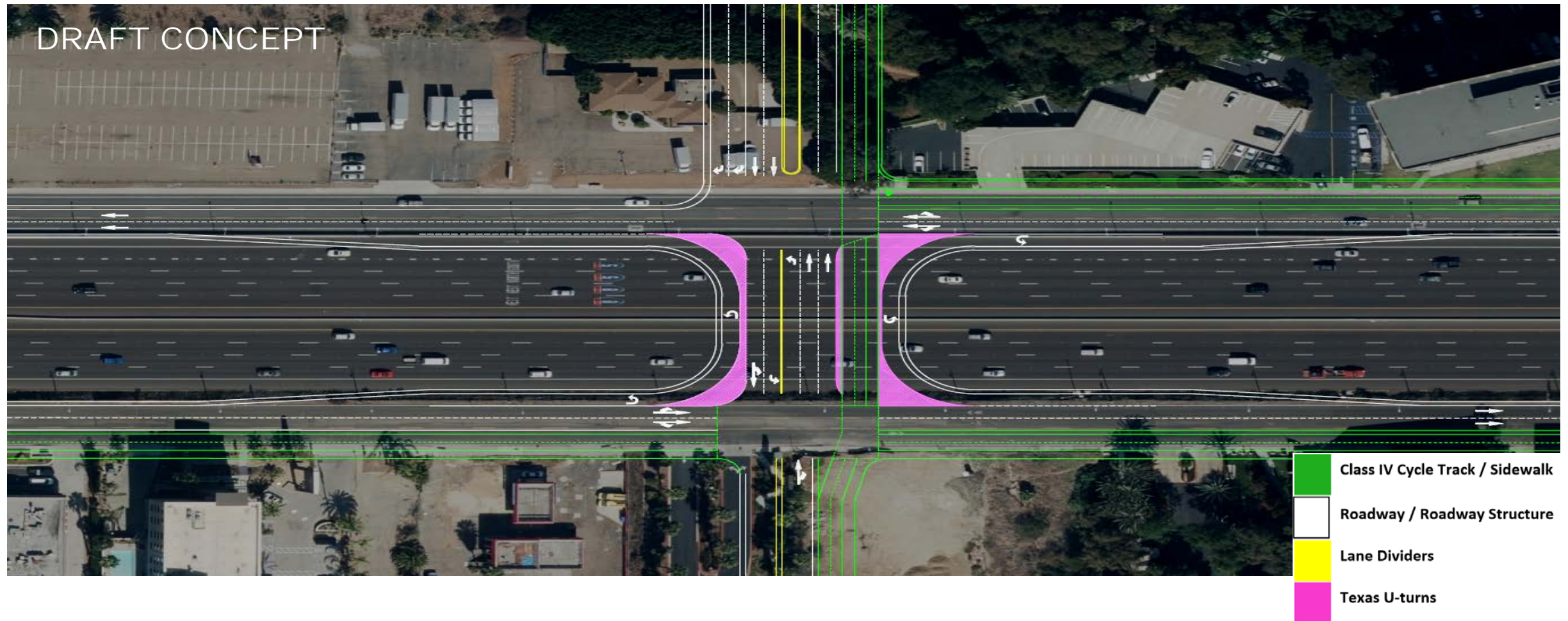
Alternative 3A: Phase 2

One-Way Cycle Track and Roadway Circulator – VLC Extension



Alternative 3A: Phase 2

One-Way Cycle Track and Roadway Circulator



Alternative 3A Phases 1 (No Extension)

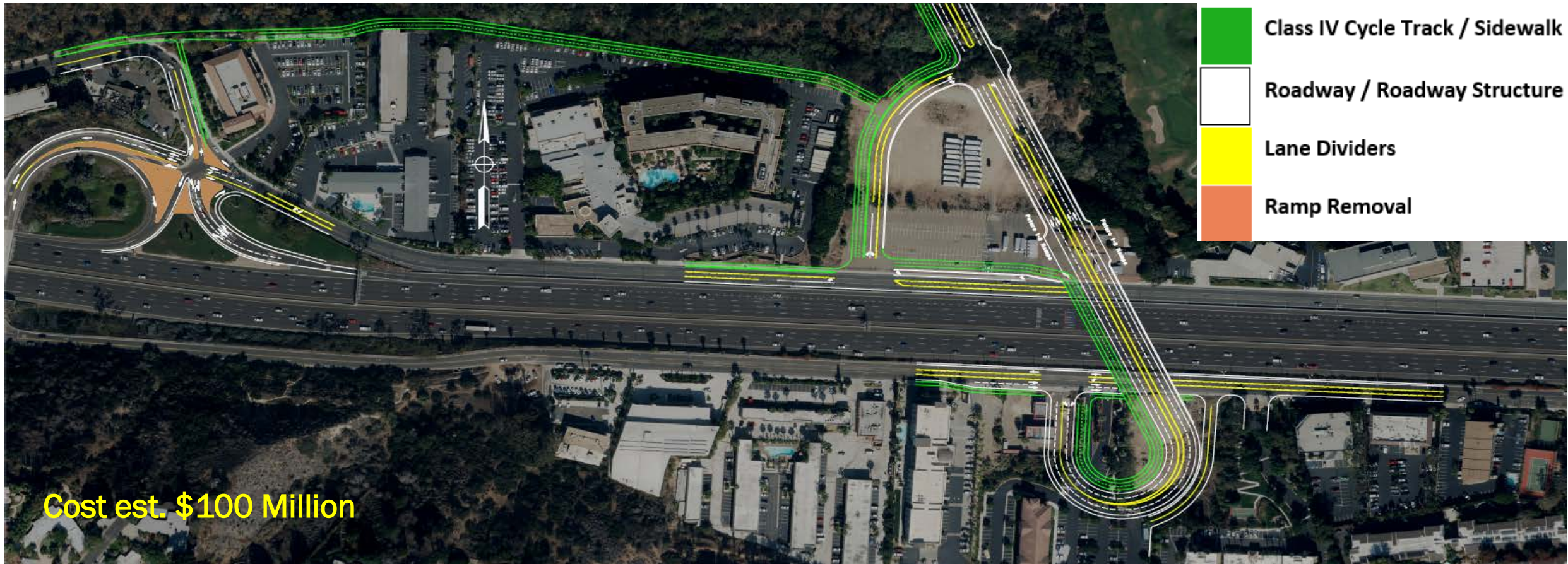
Pros	Cons
<p>Alternative 3A Phase 1</p> <ul style="list-style-type: none">• Eliminates I-8 hook ramps in EB and WB directions• Decreases the number of I-8 on-ramps• Class IV Bicycle track facilities that connect to the San Diego River Trail• Lowest cost est. alternative• Limited right-of-way impacts	<p>Alternative 3A Phase 1</p> <ul style="list-style-type: none">• Limited overall regional improvements in traffic circulation and flow• Limited regional mobility connectivity

Alternative 3, 3A Phase 2 (Extension)

Pros	Cons
<p>Alternative 3, 3A Phase 2</p> <ul style="list-style-type: none">• Eliminates I-8 hook ramps in EB and WB directions• Decreases the number of I-8 on-ramps• Class IV Bicycle track facilities that connect to the San Diego River Trail• Overall improvements in traffic circulation and flow• Overall improvement in regional mobility connectivity	<p>Alternative 3, 3A Phase 2</p> <ul style="list-style-type: none">• Creates some out-of-direction travel• Right-of-way impacts

Alternative 4 – Phase 1

Skewed Via Las Cumbres Extension to Hotel Circle - No I-8 Access



DRAFT CONCEPT

Alternative 4 - Phase 2

Skewed Single Point Interchange and Roundabout – I-8 Access



DRAFT CONCEPT

Interstate 5 / Euclid Skewed Single Point Interchange (Example)



- ✓ Works well in areas of restricted right of way.
- ✓ It pushes the restricted ramps to form one ramp intersection instead of two.
- ✓ The cost is substantially more than a regular tight diamond interchange due to the construction of two additional ramp structures.

Alternative 4

Pros

Phase 1

- Minimum changes to Hotel Circle South
- Via Las Cumbres can be built prior to freeway ramp construction

Phase 2

- Provides direct freeway access to Via Las Cumbres
- Smaller interchange footprint

Cons

Phase 1 & 2

- *Right of way impacts*

Phase 2

- Most expensive alternative
- Project adds five large structures to Mission Valley
- Requires shifting I-8 to the north to accommodate ramps

Next Steps

- Caltrans Draft Study – April 2017
- Caltrans Final Study – May 2017
- City of San Diego MVCPU Schedule
- I-8 Transportation Concept

<http://www.dot.ca.gov/dist11/departments/planning/planningpages/tcr.htm>

Thank you!

Questions?



Next Meeting

- **Next Meeting Date**
 - **Friday, April 14, 2017**
- **Subject**
 - **Mobility Network Alternatives**