



## TOPIC 6 TRANSPORTATION FACILITIES

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### VISION

*A safe, efficient, attractive, and environmentally sensitive transportation system consisting of vehicular, pedestrian, bicycle, and transit facilities will be provided to all who reside and conduct business in Otay Mesa-Nestor. Transportation improvement projects will enhance the community through the creative use of street lighting, public art, community signs and landscaping.*

### ISSUES

The community is served by a convenient grid-style street system, three accessible freeways, several bicycle routes and five bus routes which connect to the South Line Trolley. The San Diego Trolley is a regional light rail system that stops at two locations within the community.



Both Hollister Street south of Coronado Avenue, and Saturn Boulevard between Leon Avenue and Palm Avenue are not wide enough to accommodate projected traffic volumes. In addition, these streets have two below standard intersections; Saturn Boulevard at Palm Avenue, and Hollister Street at Coronado Avenue.

Over the course of the community's development, very little landscaping or streetscaping was designed into transportation projects. As a result, the community has only one half-mile of landscaped area along Del Sol Boulevard, thirty street trees along Palm Avenue, and a few street trees along Coronado Avenue.

Community members also report inadequate landscaping along the trolley right-of-way as compared to other jurisdictions. Other transit issues in the past have included bus service and conditions inferior to those elsewhere in the region. Although in recent years timed transfers have improved and newer buses have been added to the fleet, the community wants to ensure continued progress in this direction.

The bicycle system adopted in the 1979 Plan has never been completed. However, in response to regional goals to better recognize the aesthetic and cultural value of the San Diego Bay, efforts are underway to improve and finish various links of a regional bike system called the "Bayshore Bikeway." The Bayshore Bikeway currently takes bicyclists from Chula Vista, down along the Otay River Valley bike path, to the bike lane along Saturn Boulevard, then westwardly along the Palm Avenue bike lane to Imperial Beach.



## STRATEGIES

- Widen Hollister Street to a four-lane collector street between Coronado Avenue and Tocayo Avenue to accommodate the projected traffic for this roadway. Coordinate this project with Caltrans' plans for improving the Hollister Street and Coronado Avenue intersection by adding a southbound to eastbound left-turn lane, and a southbound to westbound right-turn lane.
- Widen Saturn Boulevard to a four-lane collector street from Leon Avenue to Palm Avenue to accommodate the projected traffic for this roadway. Coordinate this project with Caltrans' plans to add the following improvements to the Palm Avenue and Saturn Boulevard intersection:
  - 1) A westbound to southbound left-turn lane.
  - 2) An extension of the length of the westbound to northbound right-turn lane.
  - 3) An eastbound to southbound right-turn lane.
  - 4) A southbound to westbound right-turn lane.



(The segment of Saturn Boulevard between Palm Avenue and Coronado Avenue is included in the City's Capital Improvement Program and funding is scheduled for FY 1999.)

- Improve traffic flow along Palm Avenue, Coronado Avenue, Beyer Boulevard, Beyer Way, and Picador Boulevard by coordinating the traffic signals with the City's Master Traffic Control System.
- Monitor bus service and conditions to ensure appropriate service and facilities equal to those elsewhere in the City of San Diego.
- Utilize remaining Palm Avenue Improvement project funds to install community identification signs at both ends of Palm Avenue.
- Incorporate landscaping, street lights, unique community identification signs, and public art in transportation Capital Improvement Projects.



- Strategically place additional street lights in the community. Utilize thematic streetlights in unique areas such as Nestor Town Center.
- Provide additional landscaping within the Trolley right-of-way.
- Seek City Council approval for site-specific weight restrictions in residential areas to minimize tractor trailer traffic and parking impacts within the community.
- Complete the Bicycle System Plan as outlined in **Appendix 6**.
- Study alternative routes for the Bayshore Bikeway to bypass the auto traffic on Palm Avenue. Coordinate this effort with the Otay Valley Regional Park Planning efforts and with the SANDAG Bayshore Bikeway Project. (See **Topic 1, Otay Valley Regional Park and Salt Ponds** for additional discussion on the Bayshore Bikeway.)

#### **RESPONSIBILITY**

Community Plan Implementation Team, community members, City departments including Community and Economic Development Department, Engineering and Capital Projects, and Transportation, CalTrans and MTDB.

#### **FUNDING**

Capital Improvement Project, Transnet, CDBG, Non-profit sources.

#### **SCHEDULE**

Hollister Street Improvement Project by year 2000. Improvements to Transit Plan beginning in 1996. Others to be determined.



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**Reference:** Community Vision Map; Community Land Use Map;. Appendix 6, Transportation Facilities; Appendix B, Street Tree Plan.