
TRANSPORTATION AND CIRCULATION

GOALS

- Develop a circulation system that provides for the smooth flow of vehicular traffic while allowing for a response to the social and economic needs of the community.
- Provide for smooth traffic flow and good accessibility to and from San Ysidro and outlying communities, including Mexico.
- Develop parking strategies that support planned land uses.
- Eliminate the barriers to pedestrian activity and enhance the pedestrian environment.
- Provide for an increased use of bicycles as a major means of transportation throughout the community.
- Improve the mass transportation system and increase its accessibility for San Ysidro residents, visitors and business people.

EXISTING CONDITIONS

Freeways

San Ysidro is a community bounded and divided by highways. The northern boundary is formed by SR-905 and is accessed at Smythe Avenue and Beyer Boulevard. Interstate 5 to the south and I-805 to the east present formidable visual barriers within the community. The pedestrian bridges across both of these facilities are unattractive, uninviting and unsuccessful in linking the various sections of the community. Access to I-5 is provided at Dairy Mart Road, Via de San Ysidro and Camino de la Plaza, and to I-805 at the cloverleaf interchange at SR-905 and a diamond intersection on San Ysidro Boulevard. (See **Figure 23.**)



Junction of Interstates 5 and 805

Inadequate and confusing signage on I-5 causes a significant amount of tourist traffic to exit at Via de San Ysidro and onto an already congested San Ysidro Boulevard.

Freeway noise is a nuisance for residents of nearby apartments and houses.

Major Streets

The existing network of major and collector streets in San Ysidro is old and inadequate. Many of the primary thoroughfares, including a substantial section of San Ysidro Boulevard, are without sidewalks, curbs and gutters. Since the circulation system was developed in the early 1970s, some of the streets were not designed for existing or projected traffic volumes. Significant traffic increases have occurred on San Ysidro Boulevard and Via de San Ysidro due to border traffic and customers patronizing businesses along this major commercial corridor.



Portion of San Ysidro Boulevard widened in 1989

San Ysidro Boulevard is the primary thoroughfare within the community boundaries. Years ago, when most land along San Ysidro Boulevard was vacant and existing development was small-scale, the number of vehicles traveling on the street did not cause critical problems. Traffic flowed smoothly. The substantial increase in commercial and multifamily development along the roadway, however, has caused severe congestion. In addition, the convergence of two freeways, I-5 and I-805, has

imposed additional traffic impacts on San Ysidro Boulevard by eliminating the feasibility of alternate surface street routes for traffic to traverse the community. (See **Figure 23.**)

The Boulevard is also congested with pedestrian traffic because many residents of San Ysidro and Mexican visitors do not own automobiles. Although San Ysidro Boulevard is the community's major roadway, the absence of sidewalks, curbs and gutters sometimes creates a hazard to the pedestrian. In 1985, the City Council allocated Community Development Block Grant (CDBG) funds for the improvement of the Boulevard from Via de San Ysidro to I-805. The project entailed the widening of this section, placement of a landscaped median, landscaping on both sides of the street, patterned pavement and street furniture. The project also involved the undergrounding of utilities. The project was completed in the Spring of 1989.

Beyer Boulevard is a major street which parallels the railway and then turns north into the Otay Mesa-Nestor community. It is four lanes until it branches off into East Beyer Boulevard, a two-lane collector street. Beyer is an improved roadway with gutters, curbs and sidewalks, but has no landscaping. Its sidewalks are poorly maintained, overcome by tall weeds. It is an important pedestrian pathway because it provides pedestrian and vehicular access to the San Ysidro Adult School, the Beyer Trolley Station, the community's only medical facility, the San Ysidro Health Center and two of the community's largest multifamily housing projects. The Boulevard is also heavily used for on-street parking, particularly near the large multifamily housing projects, the Health Center and the Adult School. In this area, pedestrians and those parking on the street jaywalk, resulting in a significant traffic hazard. There are no crosswalks.

North of Beyer Boulevard, East Beyer becomes Otay Mesa Road. This roadway is classified as a two-lane collector. It winds north, parallel to I-805 and follows SR-905 for approximately five miles where it terminates. Once fully improved, this roadway will become an important connection to Otay Mesa.

Dairy Mart Road is the major north-south road in western San Ysidro. It is a fully improved, four-lane facility between San Ysidro and Beyer Boulevards, and an improved two-lane road with a soft shoulder, between I-5 and Monument Road. It is the only road from San Ysidro to provide access to the Tijuana River Valley. North of I-5 to Beyer Boulevard, the street's slump stone walls are covered with graffiti. The landscape strip along the sidewalk is poorly maintained and inadequately planted. South of I-5, the road accumulates litter and is often the site of illegal truck parking.



Dairy Mart Road

Camino de La Plaza is classified as a major road, but only a small portion, between I-5 and Camiones Way, is constructed to major street standards. It then decreases in size to two lanes with curbs, gutters and sidewalks on the north side of the street only. The paved portion of the road terminates at Larsen Field, east of Willow Road, with the exception of an unconnected section below the mobile home park.

The remaining graded, dirt road continues west and ultimately connects with Dairy Mart Road. Camino de la Plaza is unlandscaped and is the site of a substantial amount of litter and debris. Currently, it functions as an unattractive southern edge for the community and the City. The construction of this facility to major street standards is critical to the development of the southern portion of the planning area and the entire International Gateway.

Collector Streets

Smythe Avenue is a fully improved four-lane road, north of Beyer Boulevard and the trolley corridor, with sidewalks, curbs and gutters. This roadway also extends northwesterly into the Otay-Mesa Nestor planning area, becoming Picador Boulevard at SR-905. On the south side of Beyer, Smythe is a two-lane road with on-street parking, curbs, sidewalks and gutters, although some portions remain unimproved. The two segments of the street do not connect across the trolley tracks. Smythe is interrupted at Beyer Boulevard and resumes south of the trolley corridor. A small road, approximately 75 feet northwest of the Smythe Avenue/Beyer Boulevard intersection, crosses the trolley tracks and intersects with Vista Lane, which runs into the southern segment of Smythe Avenue. (See **Figure 23.**)

East and West Park Avenues run parallel between San Ysidro Boulevard and Seaward Avenue, north and south respectively. These roads are classified as major thoroughfares but function like collector roadways due to awkward alignments. Running through the center of the historic neighborhood, they provide access to the library, Senior Center, the linear park and gymnasium. Both roads cross the trolley corridor and vehicles frequently must stop when the trolley passes. East Park Avenue ends at Seaward, and West Park continues, becoming two-way and providing access to Beyer Boulevard. Pedestrian traffic is heavy on and around these streets, due to the residential neighborhood and the community facilities in the area.

Willow Road is a two-lane collector which runs north-south between Camino de la Plaza and Calle Primera. This roadway provides access to Willow Elementary School. Portions of the street are unimproved. It is also heavily traveled by truck traffic due to the nearby commercial crossing at Virginia Avenue. Sycamore Road is also a two-lane collector and parallels Willow Road, but terminates at Larsen Field, the neighborhood park south of I-5. The northern segment of the road is fully improved but lacks landscaping. The southern segment lacks curbs, sidewalks and gutters.

Mass Transit

Bus Service

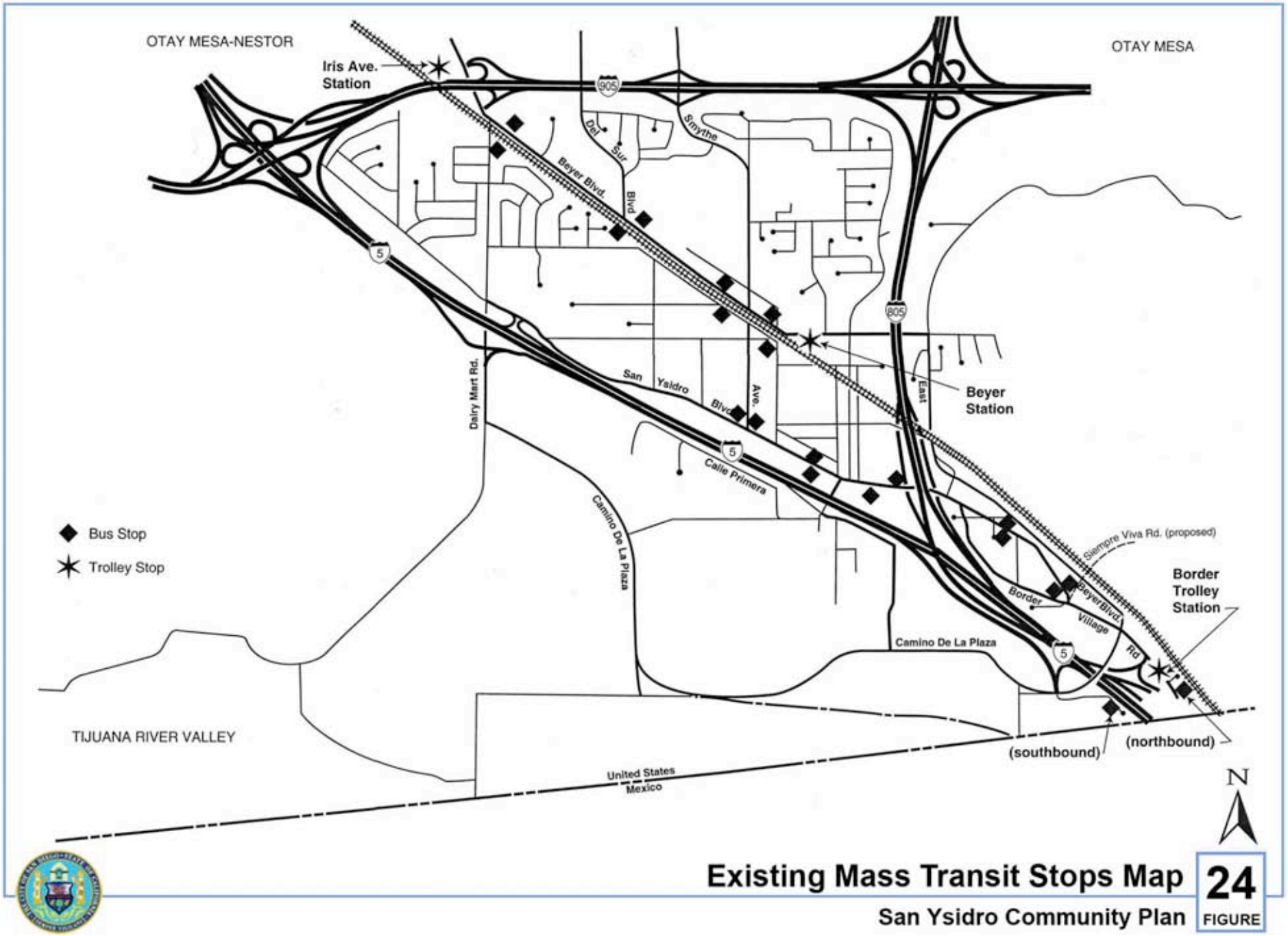
Fixed-route transit service to the San Ysidro community is provided by elements of the Metropolitan Transit System (MTS), a group of transit operators under the overall jurisdiction of the Metropolitan Transit Development Board (MTDB). Transit service consists of the Amarillo y Rosa Route 932 bus and the south line of the San Diego Trolley.

Route 932 provides line haul service between San Ysidro and Centre City via Palm City, the downtown areas of Chula Vista and National City, Barrio Logan and Centre City East. The Centre City terminus for the route is the Santa Fe Depot at Broadway and Kettner in downtown San Diego.

Within the San Ysidro community, Route 932 runs along Beyer Boulevard, Cottonwood Road and San Ysidro Boulevard. Southbound buses terminate at Camiones Way. (See **Figure 24**.) Northbound buses begin their route slightly to the east at the International Border Crossing Trolley Station. Route 932 provides direct access to several other trolley stations, including Beyer Station in San Ysidro. These stations also serve as transfer centers linking the Trolley and Route 932 with other MTS routes. Route 932 operates at 30-minute intervals commencing at 5:20 a.m., with the interval increasing to 60 minutes between 7:20 p.m. and 11:20 p.m.

Light Rail Transit

San Ysidro is the southern terminus of the San Diego Trolley's South Line. The South Line, at present, links San Ysidro and the International Border with Centre City and includes a total of 18 stops. Park-and-ride lots are available at many of these stops, including the Beyer Station in San Ysidro. (See **Figure 24**.) Fifty-four parking spaces are available at this station.



The lot is approximately 20 percent full at any given time. Landscaping at the perimeter of the lot visually enhances the station and provides a buffer for the adjacent apartment buildings. Security problems exist at the Beyer Station. Many residents feel uncomfortable about leaving vehicles in the lot for any length of time due to car thefts.

Access to the Trolley's East Line is available via the transfer station at Imperial Avenue and 12th Street. This line currently terminates in downtown El Cajon. As the light rail system expands during the next decade, much more of the greater metropolitan area will be accessible via this mode of transit.

Weekday trolley service between the Border Trolley Station and Centre City currently operates from 5 a.m. to 1 a.m. Before 8 p.m., trains operate every 15 minutes. After 8 p.m., trains operate at 30-minute intervals. Trains consist of between one and four vehicles, with larger trains operating during peak demand periods.

The trolley provides an important service to the San Ysidro community. It carries an average of 20,000 weekday passengers to and from San Ysidro stations and provides a direct link to downtown San Diego and East County employment, cultural, shopping and recreation centers. The trolley is the preferred mode of transportation for many weekday commuters and, together with bus service, is the only available mode of transportation for many.

The trolley, however, also divides and disrupts the community. It is an impediment to pedestrian and vehicular circulation across the community. Access points such as cross streets and over passes are very limited in number and there are few pedestrian connections. In addition, the trolley horns and bells at crossings create noise in surrounding neighborhoods and the trolley corridor has been devoid of landscaping.

Bicycles

Prior to the adoption of this Plan, there was no designated bikeway system. In 1982, the San Diego City Council adopted a Master Bikeway Plan which identified the following streets as proposed bikeways within the San Ysidro community:

- Dairy Mart Road from Beyer Boulevard to Monument Road.
- Smythe Avenue from SR-905 to Beyer Boulevard.
- Willow Street from San Ysidro Boulevard to Camino de la Plaza with a grade separated crossing of I-5.
- Beyer Boulevard between SR-905 and Siempre Viva Road.
- Otay Mesa Road between Beyer Boulevard and SR-905.
- Camino de la Plaza between Dairy Mart Road and San Ysidro Boulevard.

In 1989, these bikeway recommendations had not been implemented.

San Ysidro is the southern terminus of the Pacific Coast Bicentennial bike route. This 1,000-mile bikeway extending along the length of the California coast from Oregon to Mexico was established in 1975 by the American Revolution Bicentennial Commission of California and Caltrans. Although its designation expired in 1983, this route remains in use by bicycling tourists and in 1989 a resolution was introduced into the state legislature to permanently establish it. Currently, there are no markers identifying this route in San Ysidro. (See **Figure 29.**)

Parking

San Ysidro's location on the International Border with Mexico and the millions of vehicles that pass through the community every year create a high demand for parking facilities. Currently, there is a lack of convenient tourist-to-Tijuana parking. Many tourists park on local streets and in the parking lots of commercial businesses. In addition, bus parking, truck loading and unloading, and general traffic near the pedestrian border crossing create congestion, pollution and noise.



Tourist parking at the border



Truck parking at Virginia Avenue

The Virginia Avenue commercial border crossing creates a high demand for truck parking facilities. Mexico does not allow American commercial trucks to cross their border so American truckers park anywhere they are able while waiting to exchange cargo. Often, trucks are parked on local streets and left unattended. Existing commercial truck parking areas are unpaved, dusty, and lack landscaping.

San Ysidro's recent, rapid growth has created parking shortages in the commercial and residential areas. Parking for the commercial areas overflows onto residential streets and inhibits the flow of traffic. In addition, residents do not have off-street places to work on their cars, which contributes to parking and traffic problems.



Residents working on their cars in the street

Pedestrian

San Ysidro has a great deal of pedestrian activity, especially on the major streets, at the border crossing and along the trolley corridor. Pedestrian movement is hampered, however, by the following conditions:

- Pedestrians and autos conflict on San Ysidro Boulevard and at the border crossing. A large pedestrian population is present at any given time in this area due to disembarking trolley passengers and visitors from the Mexican side of the border.
- San Ysidro Boulevard is a barrier to pedestrians due to fast moving vehicular traffic and the absence of crossings and traffic signals.
- There is no easy pedestrian access to the San Ysidro Health Center on Beyer Boulevard. The street is a busy four-lane major east/west roadway, and there is no pedestrian crossing between the Beyer Trolley Station and the Center.
- There are no pedestrian connections linking the Beyer Trolley Station with the linear park, town center, and the surrounding residential neighborhoods. Trolley users, instead, walk directly on the trolley tracks.

OBJECTIVES

Vehicular

- Discourage through tourist traffic (those heading south across the border) from entering the community-oriented area west of Via de San Ysidro.
- Connect San Ysidro to the Tijuana River Valley and Otay Mesa.
- Reconnect the areas of San Ysidro bisected by the trolley corridor and the freeway system.
- Improve the street environment.

Parking

- Provide an adequate, accessible and well-maintained supply of parking spaces for residents businesses and tourists.

Bicycles

- Increase bicycle accessibility throughout the community.
- Minimize bicycle/auto conflict on major streets throughout the community.
- Increase the use of bicycles in San Ysidro to reduce dependence on the single occupant motor vehicle.

Pedestrian

- Require new development to address pedestrian activity in site design proposals. (See also the **Urban Form Element**.)
- Minimize pedestrian/auto conflict on San Ysidro Boulevard, at the border crossing and on Beyer Boulevard.
- Improve pedestrian access across the trolley corridor.
- Develop pedestrian pathways throughout San Ysidro.

Mass Transit

- Locate transit stops (bus and trolley) to maximize access and optimize transit service and pedestrian and bikeway connections.
- Reduce noise and soften the edge of the trolley corridor.

RECOMMENDATIONS

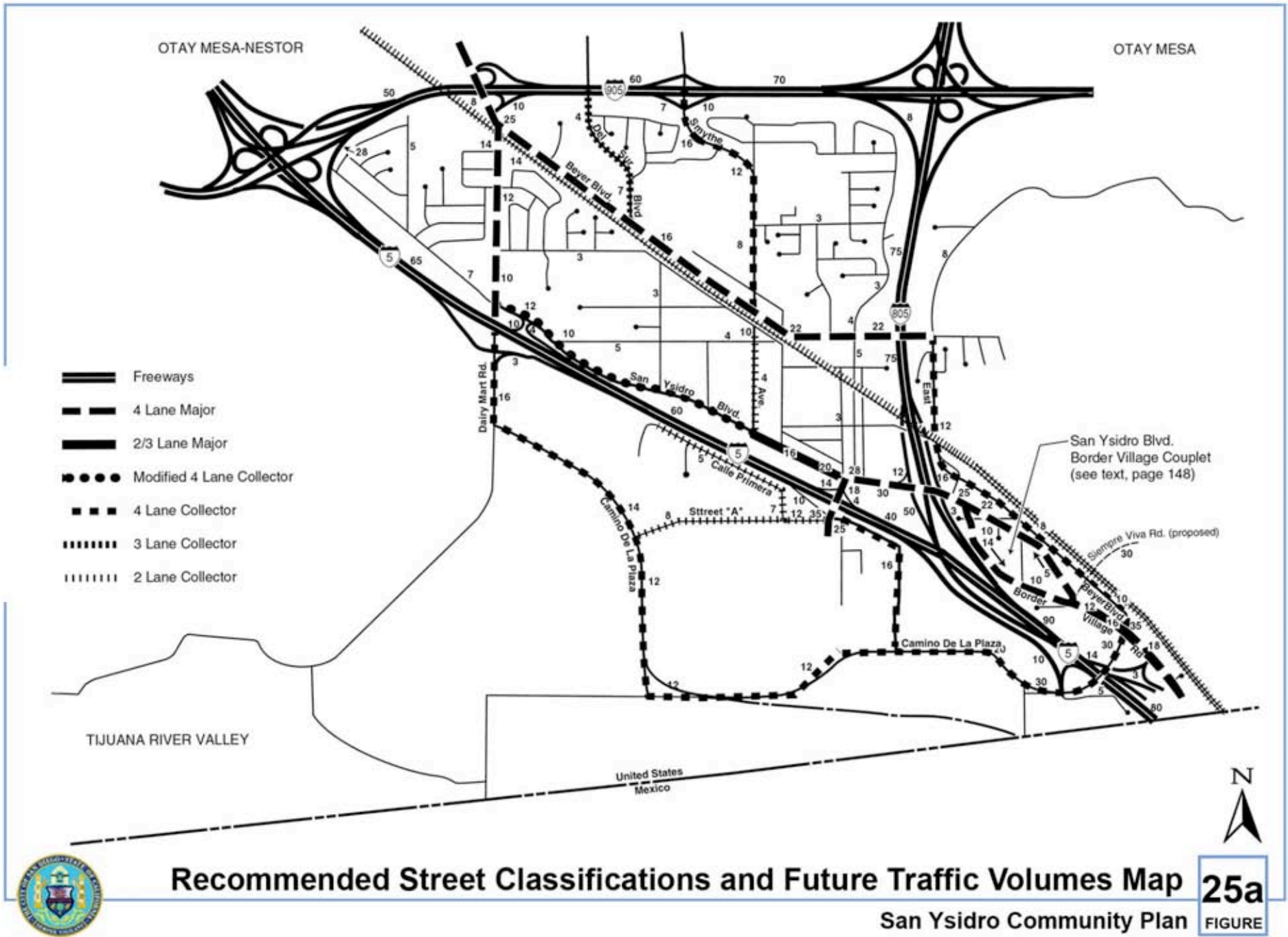
Vehicular

Figure 25 illustrates the recommended street classifications for the San Ysidro community. **Figure 25a** lists future traffic volumes based on the recommended future land uses contained in this plan. This information is from the San Ysidro travel forecast prepared by the Engineering and Development Department.

Implementation of the recommended street network will require new construction of some roadways and the widening or reconstruction of others. Future traffic volumes are shown on **Figure 25a**. **Figure 26** illustrates the location where the new construction of roadways is required. These streets include the extension of Camino de la Plaza and Street “A” to serve future development in the southern portion of San Ysidro, south of I-5. **Figure 27** shows existing streets which need to be either widened or reconstructed. These streets include East Beyer Boulevard, Calle Primera, Camino de la Plaza, Dairy Mart Road and Willow Street.

Additional vehicular recommendations include:

1. Maintain one-way streets where appropriate, for example at East and West Park Avenues.
2. Maintain the existing width of San Ysidro Boulevard in the historic community commercial core area between Via de San Ysidro and Cottonwood Road to preserve the pedestrian, small-scale character of the area. Use appropriate traffic engineering methods which may include additional signage, special paving, and “knuckles” to discourage through traffic and to enhance that area's sense of place. (See also the **Urban Form Element**.) If necessary, restripe for three lanes of traffic without widening the road.
3. Use directional signage, special paving and “knuckles” to discourage vehicular traffic at the trolley station and to enhance that area's pedestrian environment. (See **Figure 28** and the **International Gateway Element**.)



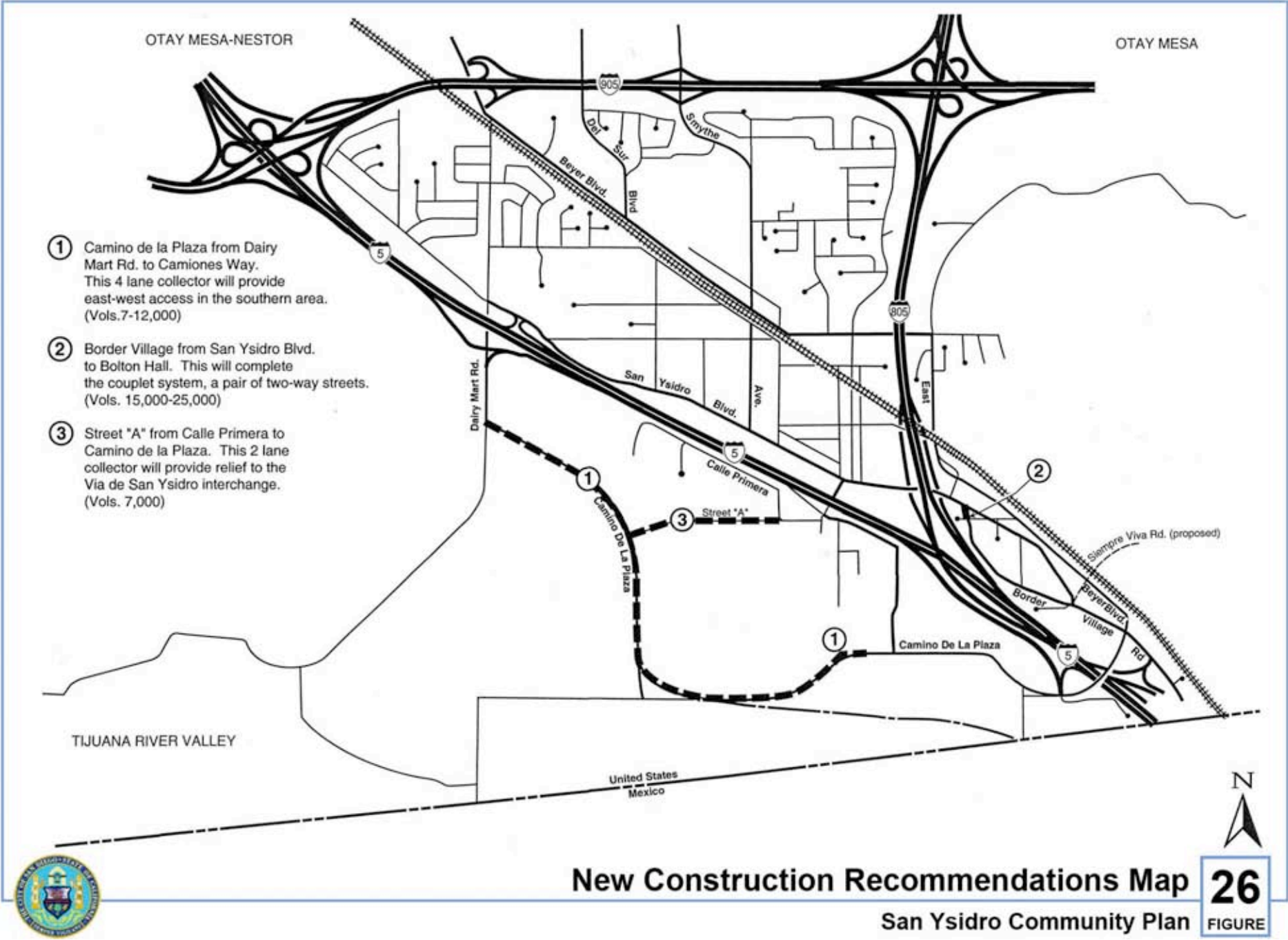
4. Construct a two-way couplet at Border Village Road and San Ysidro Boulevard to improve traffic flow and to allow the retention of on-street parking on San Ysidro Boulevard to accommodate existing and future businesses.

5. Designate Camino de la Plaza as a four-lane collector street to be connected with the Dairy Mart Road. This roadway shall be aligned so as to



provide a sufficient buffer between the roadway and the existing riparian corridor of the Dairy Mart Ponds. Mitigation for any riparian habitat disturbed or permanently displaced for the construction of the roadway shall be replaced at a ratio of 3:1. Recognizing present site constraints and high resource values, an “Enhanced Buffer” with a minimum width of 50 feet shall be created and maintained from Dairy Mart Road along the entire length of the riparian corridor to the vicinity of the Calle Primera cul-de-sac, unless physically impossible because there is no upland area between the existing habitat and the proposed alignment. In those instances, the maximum buffer than can be established will be required. The buffer shall be measured landward from the riparian habitat and shall include, but not be limited to, separation of the roadway from the sensitive habitat by a fence and/or wall; an enhancement plan to create a riparian woodland transition area; the removal of debris, as necessary, and replanting any fill slopes with riparian woodland species that have been found to be acceptable to the State Department of Fish and Game. Design and construct to accommodate future border traffic demand and include a landscaped median or parkway where Camino de la Plaza abuts the Tijuana River levee to define a southern edge for the community and the City. (See **Figure 25.**)

6. Improve vehicular access to the Tijuana River Valley by improving Dairy Mart Road.
7. Improve vehicular access to Otay Mesa by extending Beyer Boulevard east and constructing Siempre Viva Road.
8. Improve north-south access in the community where feasible. One option is to construct a new pedestrian crossing over the trolley tracks between Del Sur and Averil. In addition, the existing Smythe Avenue vehicular crossing should be improved to better serve vehicles and pedestrians.
9. Enhance the scenic and aesthetic qualities of the riparian habitat surrounding the portion of Dairy Mart Road that lies south of I-5, when improvements to that road are made. In addition, an “Enhanced Buffer” consistent with the provisions for Camino de la Plaza stated above, shall be created and maintained between the roadway and the riparian habitat on both sides of Dairy Mart Road. Said buffer shall include, but not be limited to, separation of the roadway from the habitat area by fencing and the planting of native vegetation.



- ① Camino de la Plaza from Dairy Mart Rd. to Camiones Way. This 4 lane collector will provide east-west access in the southern area. (Vols. 7-12,000)
- ② Border Village from San Ysidro Blvd. to Bolton Hall. This will complete the couplet system, a pair of two-way streets. (Vols. 15,000-25,000)
- ③ Street "A" from Calle Primera to Camino de la Plaza. This 2 lane collector will provide relief to the Via de San Ysidro interchange. (Vols. 7,000)

New Construction Recommendations Map

San Ysidro Community Plan

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FIGURE

10. Improve drainage on Calle Primera.
11. Provide a landscaped median the length of Olive Drive to connect both sides of the street to each other and achieve a balance between the small-scale homes and the wide street. (See **Urban Form Element**.)
12. Appropriately landscape and maintain the landscaping strip on either side of Dairy Mart Road, from San Ysidro Boulevard to Beyer Boulevard. Maintain the slump stone noise walls.
13. Acquire and landscape the parcel between East Beyer Boulevard and Hill Street to serve as a median strip. This parcel is currently developed with a deteriorated apartment building.
14. Discourage through automobile traffic in the alleys by using appropriate traffic engineering methods which may include the use of signage, special paving, or “knuckles.” (See **Urban Form Element**.)
15. Willow Road should be widened to a four-lane collector between Calle Primera and Camino de la Plaza as redevelopment occurs.
16. Street “A” shall be designated as a two-lane collector to be extended from Calle Primera to Camino de la Plaza. The roadway, where it is proposed to cross the Dairy Mart Ponds and their associated riparian corridor, shall be aligned to follow the existing disturbed dirt road course. The roadway shall be designed to minimize impacts to the riparian corridor to include a culvert of sufficient size to allow the migration of wildlife under the road, the maintenance of appropriate buffers and mitigation for any riparian habitat disturbed or permanently displaced for the construction of the roadway at a replacement ratio of 3:1.

Parking

1. Establish a parking assessment district in the Border Village Road - San Ysidro Boulevard couplet area to provide adequate, landscaped and well-maintained parking facilities.
2. Provide safe, convenient and pleasant pedestrian passages within, to, and from parking areas.
3. Restrict parking to one side of heavily traveled streets (such as San Ysidro Boulevard, especially at the border gate) or very narrow streets (such as the local streets and alley system in the historic neighborhood).
4. Install meters on San Ysidro Boulevard south of I-805, and establish a meter enforcement program.
5. Establish a special parking district at the Border for buses and cars to prevent tourists from occupying parking spaces in community shopping centers and in residential areas.

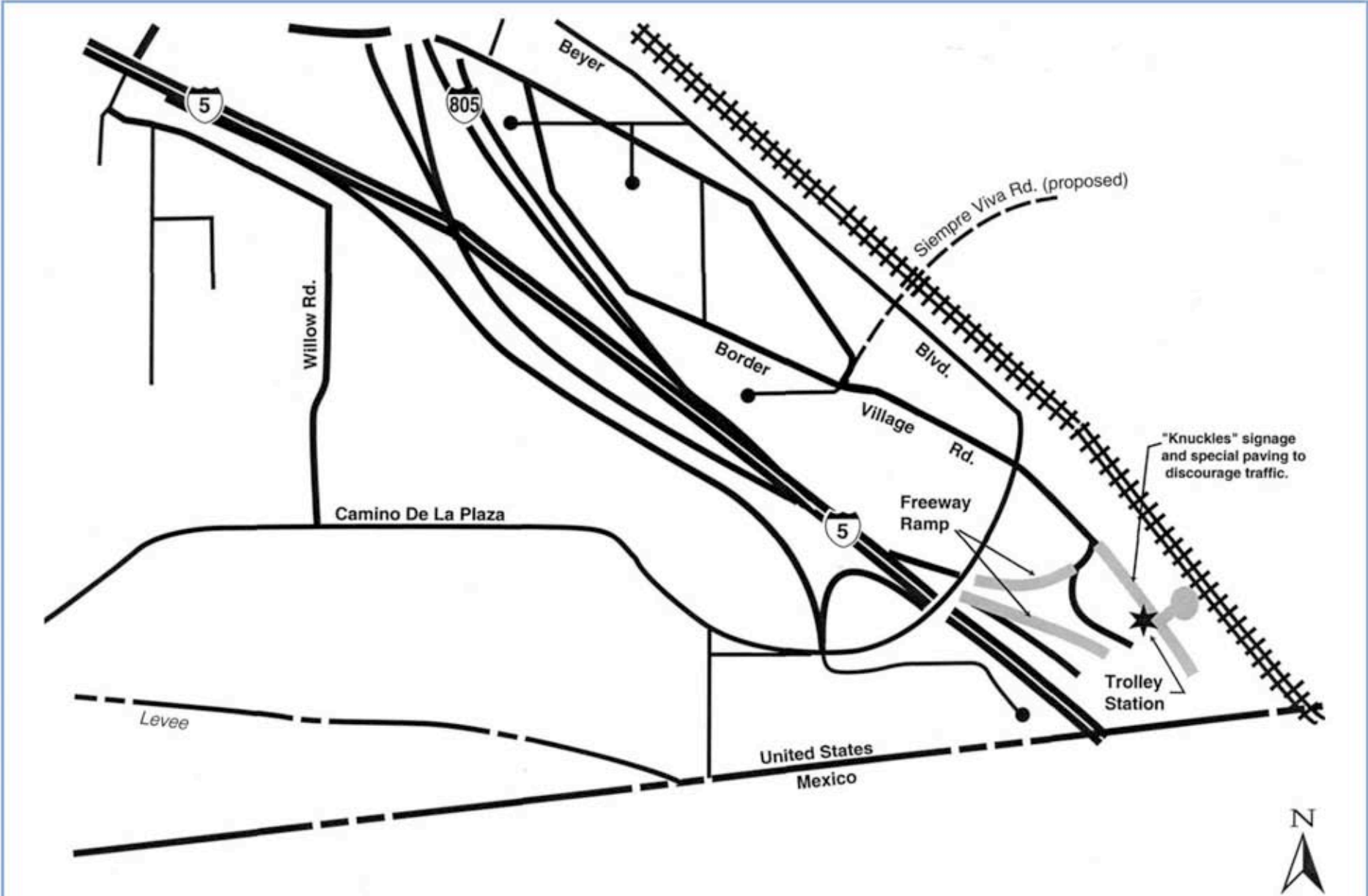
6. Ensure that new residential and commercial projects meet citywide parking requirements.
7. Enforce the removal of abandoned vehicles, including illegally parked commercial trucks.
8. Provide an auto shop for local residents to work on their cars, possibly in conjunction with a local high school or junior college auto shop.
9. Increase the use of the parking facility at the Beyer Trolley Station by entering into a joint-use agreement with the San Ysidro Health Center across the street to share the lot. The health center is a heavily used facility with over-burdened parking.

Bicycles

1. Provide the bikeways proposed in the 1982 Master Bikeway Plan, including:
 - a. Dairy Mart Road from Beyer Boulevard to Monument Road.
 - b. Smythe Avenue from SR-905 to Beyer Boulevard.
 - c. Willow Road from San Ysidro Boulevard to Camino de la Plaza with a grade separated crossing of I-5.
 - d. Beyer Blvd. between SR-905 and Siempre Viva Road.
 - e. Otay Mesa Road between Beyer Boulevard and SR-905.
 - f. Camino de la Plaza between Dairy Mart Road and San Ysidro Boulevard.

In addition, provide bikeways on major streets, including:

- g. San Ysidro Boulevard from Dairy Mart Road to Camino de la Plaza.
- h. East Beyer Boulevard from Otay Mesa Road to San Ysidro Boulevard.
- i. Smythe Avenue from Beyer Boulevard to San Ysidro Boulevard.
- j. Border Village Road along the entire length of the proposed couplet.
- k. Camiones Way/I-5 (southbound only) from Camino de la Plaza to the International Border.
- l. Virginia Avenue, if the commercial border crossing is closed and reopened as a pedestrian crossing, from Camino de la Plaza to the International Border.



San Ysidro Boulevard and Trolley Station at the Border Map

San Ysidro Community Plan

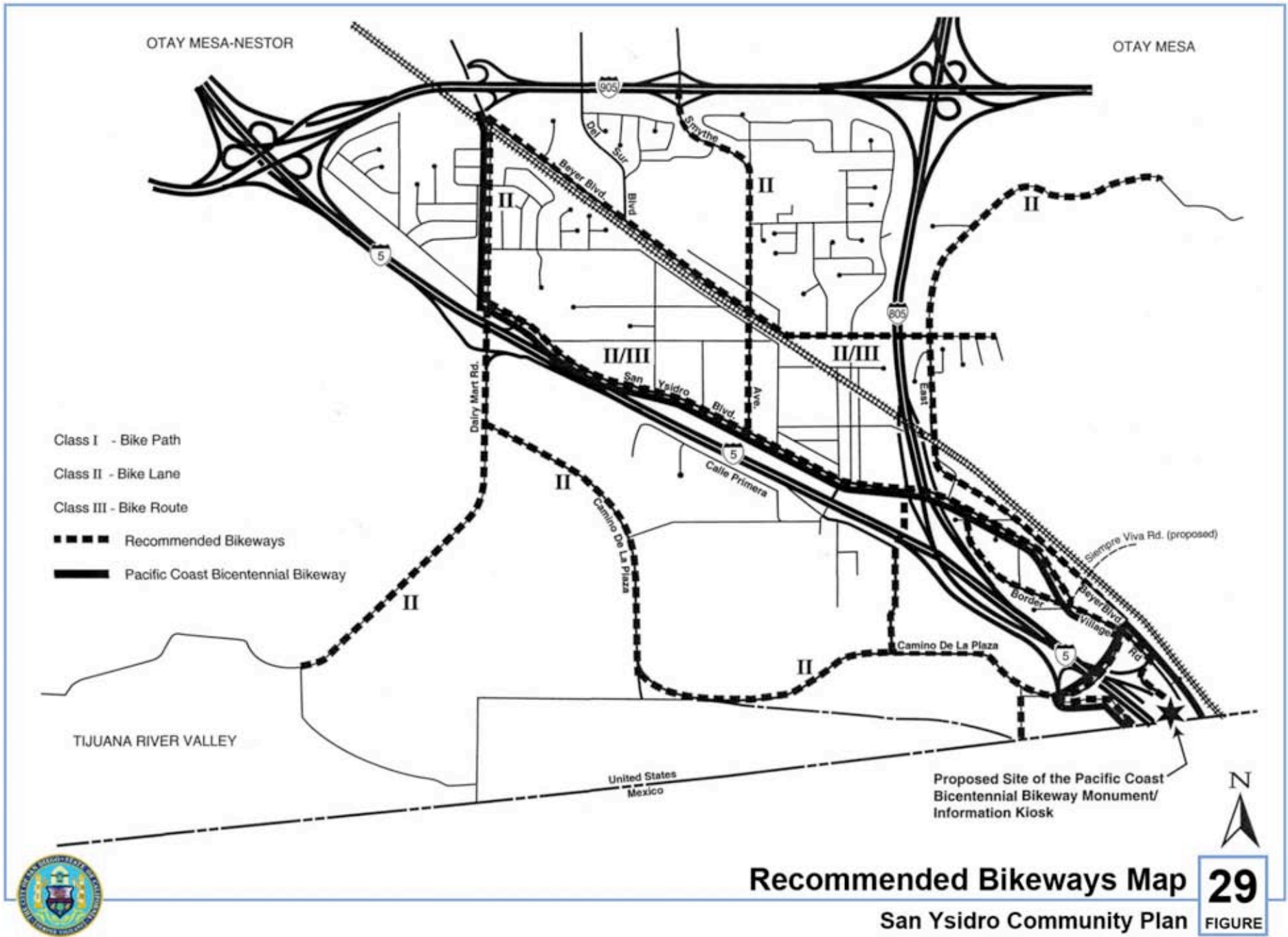
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FIGURE

2. Provide bikeway signage and bicycle sensitive traffic detector loops on all bikeways.
 - a. Install special Pacific Coast Bicentennial bike route signs along this route alignment.
 - b. Construct a monument/information kiosk at the U.S. Customs Station to encourage bicycle commuting by San Diego-bound Mexican commuters. (See **Figure 29**.)
3. Integrate bicycle facilities such as bike lanes, bikeway guide signs, bicycle sensitive traffic detector loops and bicycle parking facilities at major activity centers.
4. Provide a special bicycle lane at the border crossing to reduce northbound traffic congestion and ease the strain on the community's nearby parking facilities. Include bicycle storage facilities on both sides of the border to accommodate bicycle/trolley trips.
5. Identify the San Ysidro segment of the Pacific Coast Bicentennial bike route with signs and on bikeway maps. Construct a display kiosk at the cul-de-sac of Camiones Way to officially mark the end of the bikeway. In addition to identifying the entire 1,000-mile route and providing bicycle related services information, the kiosk could also identify San Ysidro and Tijuana points of interest.

Pedestrian

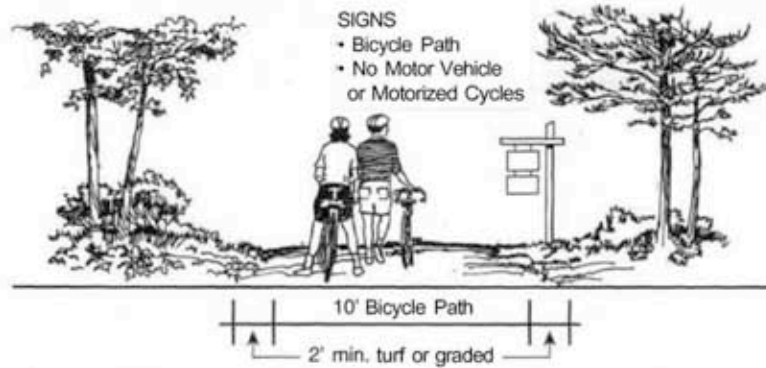
1. Require ground floor retail uses in all developments along commercial streets such as San Ysidro Boulevard and Border Village Road. (See also **Commercial and Urban Form Elements**.)
2. Provide adequate street lighting along the major streets.
3. Investigate the need for a stoplight at the busy intersection of Alverson Road and San Ysidro Boulevard to provide for easy pedestrian and vehicular access into the shopping center located at this site.
4. Improve the street environment with:
 - a. Improved street and sidewalk maintenance and trash removal
 - b. Landscaping
 - c. Lighting
 - d. Street furniture (See also **Urban Form Element**.)
5. Locate attractive, well-designed pedestrian linkages (crosswalks, paths and bridges) across the trolley corridor, especially at Smythe Avenue and San Ysidro and Beyer Boulevards and at the Beyer Trolley Station, to connect it with the surrounding neighborhoods, linear park and nearby commercial districts.



6. Explore the feasibility of opening a new pedestrian crossing at Virginia Avenue (site of the existing commercial gate) to facilitate tourist traffic flow between San Ysidro and Avenida Revolucion, the main shopping district in Tijuana, and to ease pedestrian congestion at the existing border crossing. Include auto and bus passenger loading and unloading facilities. (See **International Gateway Element.**)
7. Use special paving, lighting and planting treatments to enhance the alleys as part of a pedestrian path system. (See **Urban Form Element.**)
8. Improve pedestrian accessibility to tourist-oriented portions of the community by enhancing the design of the pedestrian bridges across I-5 and I-805. (See **Urban Form Element.**)

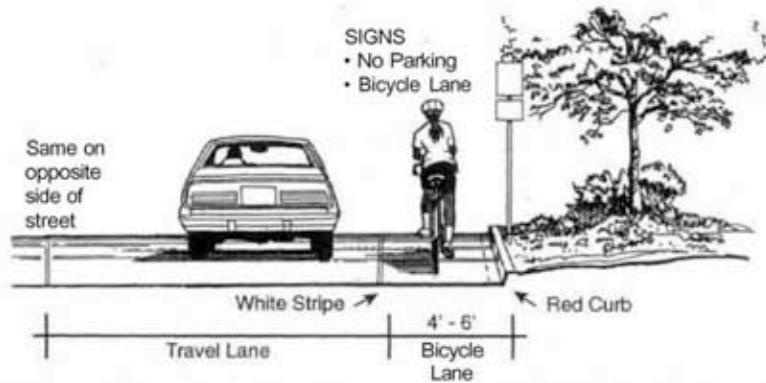
Mass Transit

1. A comprehensive review of transit service needs in the San Ysidro area should be conducted by MTDB. The study should include assessing the feasibility of expanding or implementing the following:
 - a. Fixed-route service, including the feasibility of additional bus service west of I-5 to serve the densely-populated southern neighborhood and new bus and trolley service east to Otay Mesa to serve future employment centers.
 - b. DART (Direct Access to Regional Transit); and
 - c. Private transit service (for example, jitneys).
2. Include transit shelters, canopies, patterned sidewalks, information kiosks, benches and other pedestrian amenities in developments located along transit routes.
3. Design transit stops to be attractive, highly visible and provide shelter. Integrate their design into the design of the surrounding neighborhood. Consult MTDB about transit stop design and location.
4. Integrate the design of trolley stations into the design of the surrounding neighborhood. Develop pedestrian paths to link the station to the neighborhood. Provide bicycle storage facilities.
5. Landscape the trolley corridor to better integrate it into the community. (See **Urban Form Element.**)
6. Create pedestrian links from the Beyer Trolley Station to the surrounding neighborhoods, linear park and nearby commercial districts. (See **Urban Form Element, Figure 20.**)
7. Enhance the trolley bridge at East Beyer with a mural to connect the neighborhoods east and west of I-805. This could be a youth-oriented project which could be used to unify rival San Ysidro gangs. (See **Urban Form Element.**)



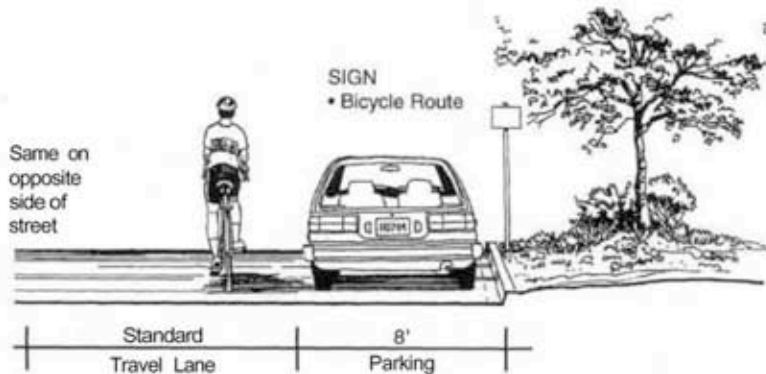
CLASS I
(Typical location - open space)

Bicycle Path
A completely separate right-of-way for the exclusive use of non-motorized vehicles.



CLASS II
(Typical location - major street)

Bicycle Lane
A restricted right-of-way located on the paved road surface alongside the traffic lane nearest the curb, and identified by special signs, land striping, and other pavement marking.



CLASS III
(Typical location - neighborhood street)

Bicycle Route
A shared right-of-way designated by signs only, with bicycle traffic sharing the roadway with motor vehicles.

The dimensions illustrated on this page are subject to change.



8. Enhance the bus stop on Beyer Boulevard at Del Sur Boulevard and facilitate connections to nearby trolley stations to more effectively serve the large residential population of the adjacent high-density multifamily developments.
 - a. Evaluate the need for more frequent bus service at the Beyer and Del Sur Boulevards Stop.
 - b. Provide an attractive, inviting bus shelter at this bus stop on both sides of Beyer Boulevard.
9. Increase the usage of the parking facility at the Beyer Trolley Station. Increase surveillance of the lot to provide additional security. Investigate the feasibility of shared use with the San Ysidro Health Center across the street.