



THE CITY OF SAN DIEGO
General Plan
 Program Environmental
 Impact Report

Pacific Ocean

Figure 3.15-1
Existing and Proposed Bikeways

Bicycle Routes

- Existing Bicycle Facilities
- Proposed Bicycle Facilities

Bikeway classes have been generalized for mapping purposes based on City of San Diego Bicycle Master Plan.

Existing Bicycle Facilities include: Classes 1, 2, & 3 Bikeways

Proposed Bicycle Facilities include: Priority Classes 1, 2, & 3 as well as other proposed classes including 1, 2, & 3.

- Bicycle Facilities- Other Jurisdictions

Source: Other Jurisdiction Bicycle Facilities, SANDAG

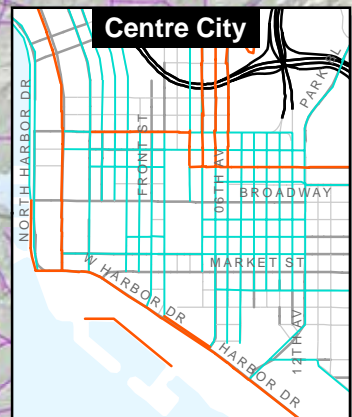
Existing and Planned Park and Open Space

- Park
- Open Space

Other Features

- Military Use

Dedicated and designated planned open space and park information represented here may not be the current land use, but a best estimate based upon the SANDAG and SanGIS generalized existing land use data and City of San Diego park and open space data.



0 1 2 4 6 Miles



**Existing and Planned
 Park and Open Space**

Dedicated and designated planned open space and park information represented here may not be the current land use, but a best estimate based upon the SANDAG and SanGIS generalized existing land use data and City of San Diego park and open space data.

Planned Transit Service

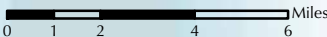
Planned higher frequency rail (Trolley and Coaster) and Bus Rapid Transit (BRT) routes represent the updated 2006 revenue constrained corridor and regional transit service from the adopted San Diego Association of Governments 2030 Regional Transportation Plan and the SR-56 transit route from the unconstrained network. The BRT routes and the Trolley Mid-Coast route represent new transit routes. The existing rail routes represent improved operating frequencies above the existing frequencies. Each route is planned to operate every 15 minutes or better during the morning and evening commute periods except for the Coaster, which is planned to operate every 20 minutes.

Existing Transit Service

Existing transit service represents the adopted Metropolitan Transit System 2006 Comprehensive Operational Analysis transit network. Higher frequency bus and trolley service represents the urban network of single routes traveling on key corridors every 15 minutes or better. Lower frequency service represents the remaining bus transit network.

Pacific Ocean
**Figure 3.15-2
 Transit
 Land Use
 Connections**

- Planned High Frequency Transit Service**
- Bus Rapid Transit & Rail
- Existing Transit Service**
- Higher Frequency Bus Service
- Lower Frequency Bus Service
- Existing and Planned Park and Open Space**
- Park, Open Space, and Recreation
- Planned Land Use**
- Multi-Family
- Commercial
- Multiple Use
- Single Family Residential and Other Uses
- Activity Centers**
- Government Centers
- Police Stations
- Hospitals
- Major Attractions
- Public Library
- Fire Stations
- Post Offices
- High Schools
- Military Facilities
- Universities & Colleges



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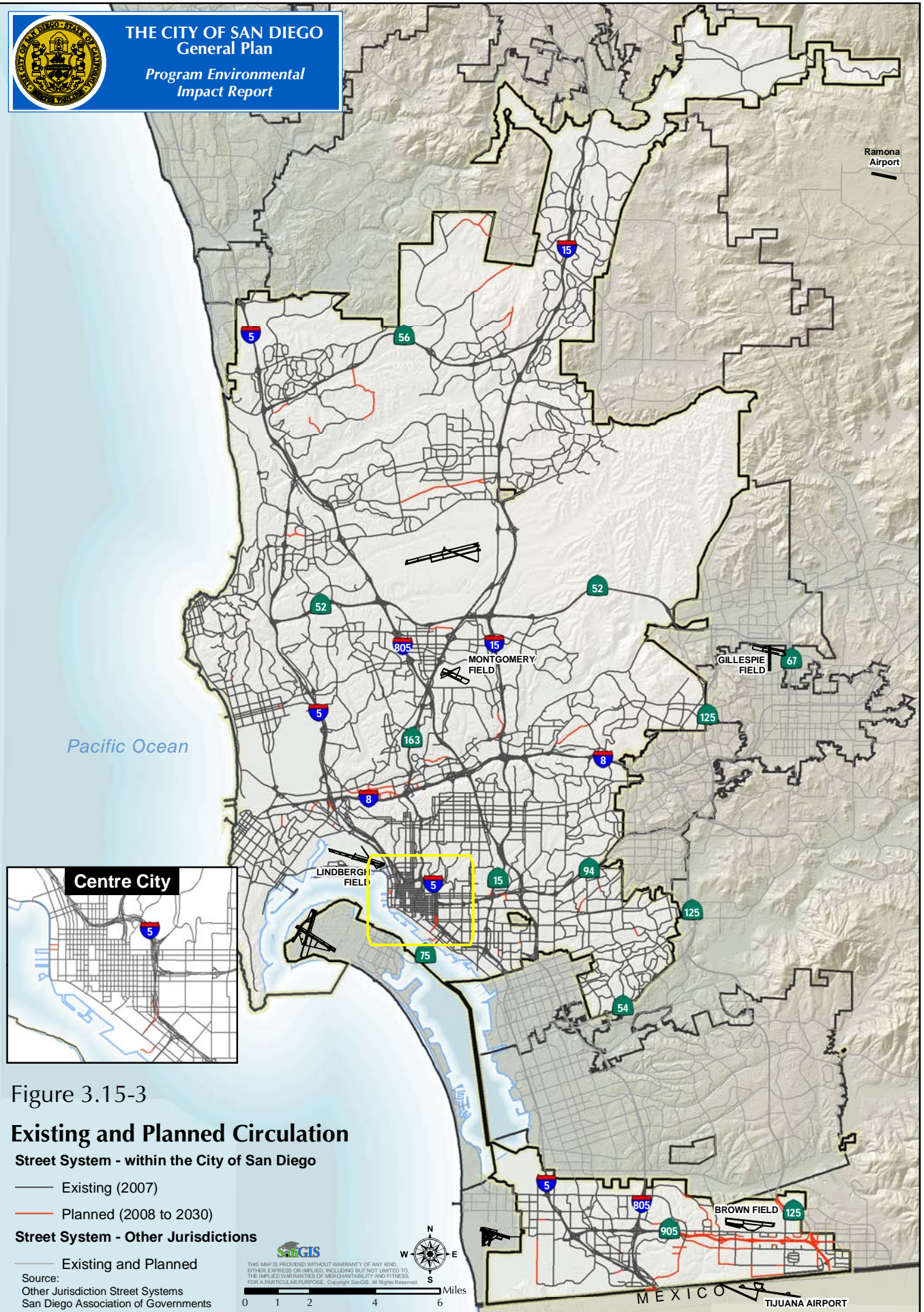


Figure 3.15-3

Existing and Planned Circulation

Street System - within the City of San Diego

- Existing (2007)
- Planned (2008 to 2030)

Street System - Other Jurisdictions

- Existing and Planned

Source:
 Other Jurisdiction Street Systems
 San Diego Association of Governments

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0 1 2 4 6 Miles



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Ramona
 Airport

Pacific Ocean

Figure 3.15-4
 Existing Level
 of Service
 (Year 2005)

Level of Service		
Freeways	Arterials	
		LOS A,B, or C
		LOS D
		LOS E
		LOS F

Roadways
 Freeway Lanes
 Regional Arterials

Source: San Diego Association of Governments, 2007

Notes: The information presented on this map was obtained from the San Diego Association of Governments (SANDAG). The SANDAG Level of Service (LOS) information shown is intended to be provide an overall assessment of freeways, but is not suitable for the evaluation of LOS on individual roadways in the City of San Diego.



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