

Midway Pedestrian Plan

Pedestrian Master Plan – Phase 4

Midway/Pacific Highway Corridor Community Description

The Midway/Pacific Highway Corridor Community (i.e. Midway) is situated north of the Centre City area between Old Town and Point Loma. Midway encompasses approximately 800 acres of mostly flat land and is comprised of two basic elements: the central Midway area and the narrow, linear-shaped Pacific Highway Corridor.

Central Midway has an urbanized commercial core containing numerous shopping centers and institutional facilities. The area is characterized by wide streets, flat topography, and a varied mixture of flat-roofed large and small commercial buildings. The Pacific Highway Corridor, between Interstate 5 and Lindbergh Field, contains some of the City's oldest industrial areas. The corridor is defined by large scale buildings and unscreened commercial parking lots in the southern portion, and a group of smaller scale, low lying industrial buildings located between Witherby Street and Washington Street in the northern portion.

There are a few multifamily residential complexes located in the western portion of the community, adjacent to the Point Loma area. The planning area is generally characterized by a variety of commercial retail activities, and wide, multi-directional traffic intersections.

Community Outreach

The project was presented to the Midway/Pacific Highway Community Planning Group in May 2012. Midway/Pacific Highway residents and business owners were also invited to attend two Open House events held in December 2012 to review the recommendations for their community. At each Open House, recommendations for all Phase 4 communities were presented and participants were encouraged to provide input and complete surveys to share their thoughts and ideas on the plan. The survey feedback collected was specific to each community. Open House participants returned a total of 41 survey forms, including two for the Midway/Pacific Highway community.

Since Midway-Pacific Highway was going through a community plan update process that began before this project, significant community input related to pedestrian had already been collected and this input was utilized for the pedestrian Master Plan process as well.

Inventory of Missing Sidewalks and Curb Ramps

The City of San Diego and SANDAG provided detailed information regarding missing sidewalks and existing curb ramps. GIS files for existing sidewalks and curb ramps were provided by SANDAG and the City for inclusion in the base mapping efforts. A visual inspection of field conditions was conducted to verify the accuracy of the information provided and to identify the presence of sidewalk obstructions,

pedestrian activity and other pedestrian issues in this community. Missing sidewalks and curb ramps are illustrated in Exhibit M-1.

Route Types

All roadways within the Midway Community were classified based on pedestrian functionality as defined in the Phase I Framework Document. There are four key route types included in the Midway Area: District, Corridor, Connector and Neighborhood. Exhibit M-2 illustrates the Route Type Classifications defined within the Midway Community.

Focus Areas

Focus Areas narrow down the routes within each community studied in the Master Plan. In most cases routes that are not within the Focus Area are located in low density residential areas, industrial areas, or areas with low demand for pedestrian activity.

The Pedestrian Priority Model (PPM) was used to calculate a priority score for all routes within the Midway Community. Point values associated with each of the five key priority factors, as defined in the Phase I Framework Document, were summed to provide an overall priority score. Once the routes had an associated score, the mean and standard deviation was calculated specific for the Midway Community, which was used to determine the Tier 1 (highest ranking) and Tier 2 (second highest ranking) routes. Tier 1 and Tier 2 routes were included in the Focus Area. Focus areas were refined as a result of the existing conditions needs assessment and input from the community. **Exhibit M-3** illustrates the Midway Focus Area routes.

District: A district route includes sidewalks in the more intensive mixed use and concentrated areas of the city.

Corridor: A corridor sidewalk is associated with major arterials and linear corridors with a moderate level of density.

Connector: A connector sidewalk is often along a lower density corridor with few connections to adjacent land uses.

Neighborhood: A neighborhood sidewalk is limited to areas of lower density and single use residential areas.

Improvement Areas

Overlaying the existing conditions, physical conditions assessment and community input, Improvement Areas were defined within the Focus Area for the Midway Community. Improvement Areas are defined as either intersection improvements or corridor improvements. Intersection improvements focus on a single intersection or a group of intersections within a reasonable proximity of one another. Corridor improvements focus on improvements either along a roadway or through a series of intersections.

For the Midway Community, ten Improvement Areas were defined, which are illustrated in **Exhibit M-4** and summarized in the following table. On the pages following the exhibit and table, recommendations for each Improvement Area are described in detail.



The Pedestrian Master Plan improvement concepts address deficiencies and provide recommendations based largely on existing conditions. It should be noted that the Midway-Pacific Highway community is undergoing a Community Plan Update (CPU) process that is developing a long term vision of the community. The Pedestrian Master Plan contains recommendations that could be implemented in a shorter time frame than many potentially larger-scale projects being considered for the long term as part of the CPU.

Priority Score

The Improvement Areas and recommended projects within each improvement areas were then evaluated against priority ranking criteria established during Phase I of the Pedestrian Master Plan. Priority scores were based on issues and recommendations associated with walkability, safety, connectivity and accessibility.

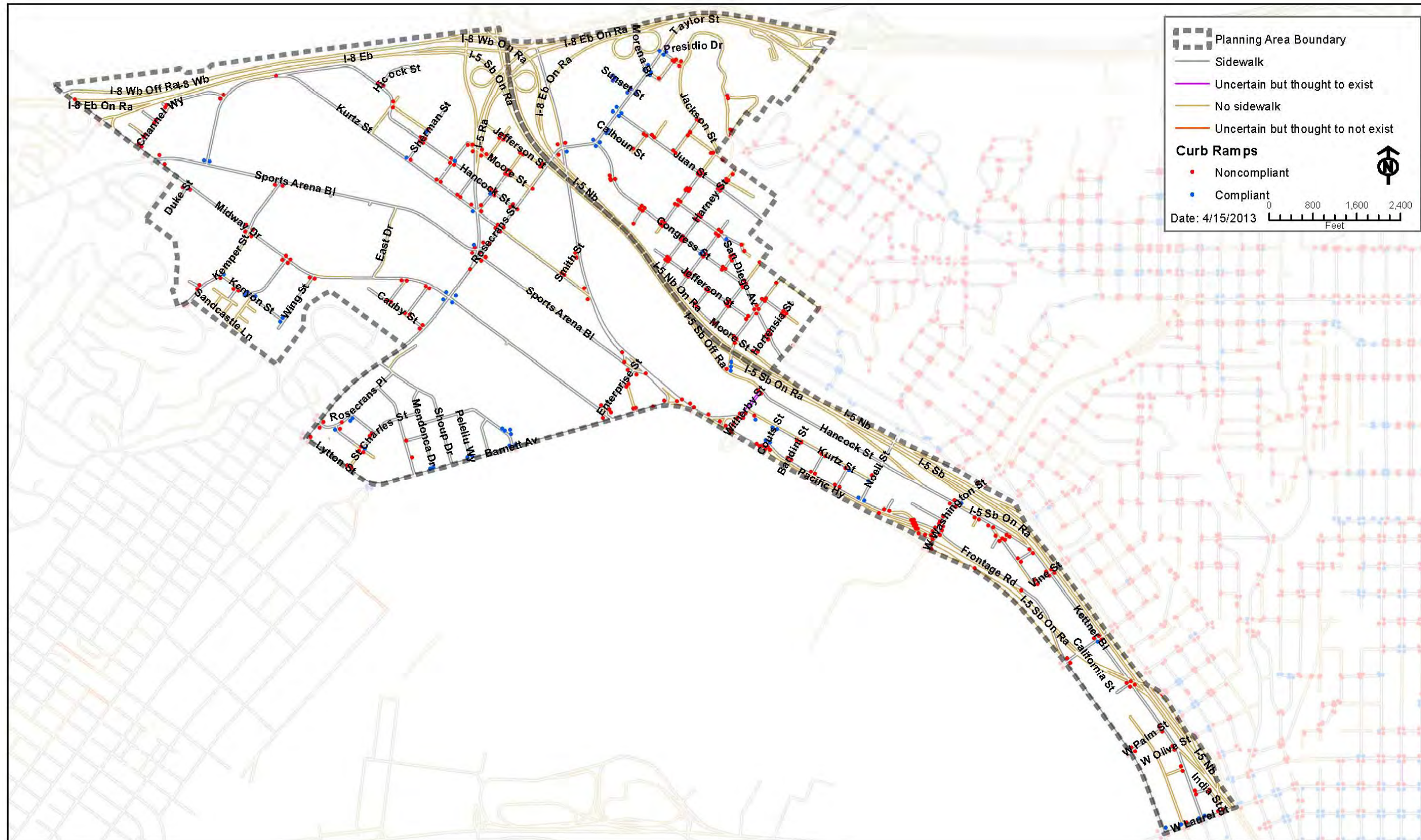
Midway Pedestrian Plan

Improvement Area Recommendations

Improvement Area	Recommendations	Priority Score
M-1 Camino Del Rio and Rosecrans Street Connectivity Study	Improve pedestrian connectivity, especially at key intersections. Improve walking environment along Kurtz Street, Moore Street, and Jefferson Street.	23
M-2 Kurtz Street Access Improvements (Rosecrans to Pacific Hwy)	Implement improvements to increase walkability along this corridor.	12
M-3 Enterprise Triangle Connectivity Improvements	Implement improvements to improve connectivity and walkability along Barnett Avenue and at the Enterprise/Midway intersection.	15
M-4 Pacific Highway at Witherby Street Intersection Improvements	Improve connectivity from Barnett Avenue to the Pacific Highway corridor.	14
M-5 Lytton Street-Barnett Avenue Corridor Improvements (Rosecrans to Durham Ridge Place)	Improve pedestrian connectivity on north side of street.	10
M-6 Midway Drive and Sports Arena Boulevard Intersection Improvements	Evaluate the feasibility of reconfiguring the intersection to reduce crossing distance and improve pedestrian visibility.	39
M-7 Sports Arena Boulevard /Hancock Street Intersection Improvements	Implement improvements to existing pedestrian facilities to improve walkability. Evaluate the feasibility of an additional marked crosswalk between the Valley View Event Center and nearby retail centers.	14
M-8 Midway Drive Corridor Improvements (Sports Arena Boulevard to Rosecrans)	Implement sidewalk improvements to remove obstructions. Evaluate the feasibility of installing additional marked and/or controlled crosswalks.	13
M-9 W. Palm Street Connectivity Improvements	Narrow Kettner Boulevard crossing distance by adding curb extensions and improve visibility of pedestrians near pedestrian bridge.	12
M-10 Implement Rosecrans Mobility Study Recommendations	Address pedestrian and multimodal access through modifications to road cross-sections and intersection configurations.	Refer to Prioritization in Mobility Study



San Diego Pedestrian Master Plan Phase 4: Midway - Pacific Highway - Old Town



San Diego Pedestrian Master Plan Phase 4: Ocean Beach - Midway - Pacific Highway - Old Town

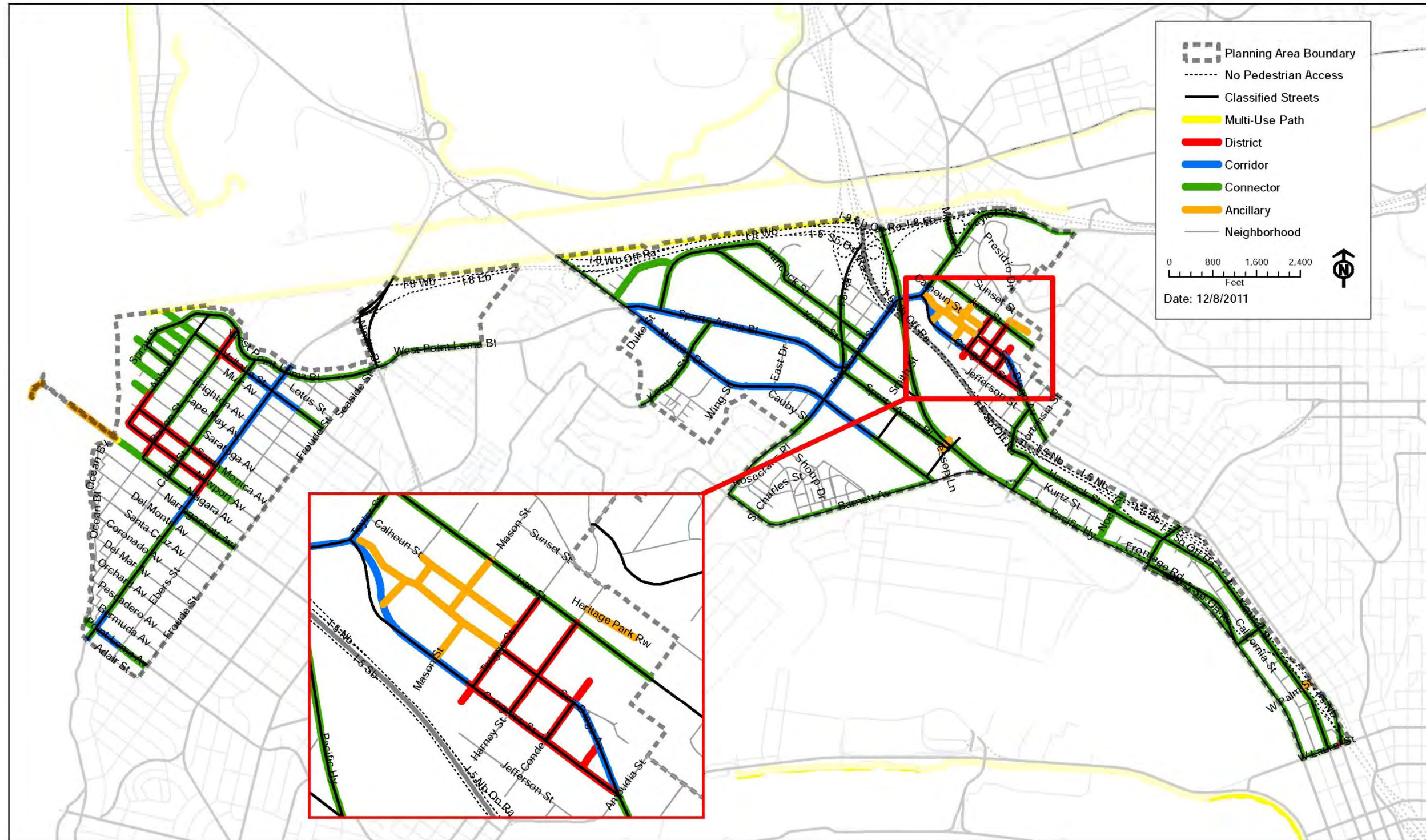




Exhibit M-3: Focus Area

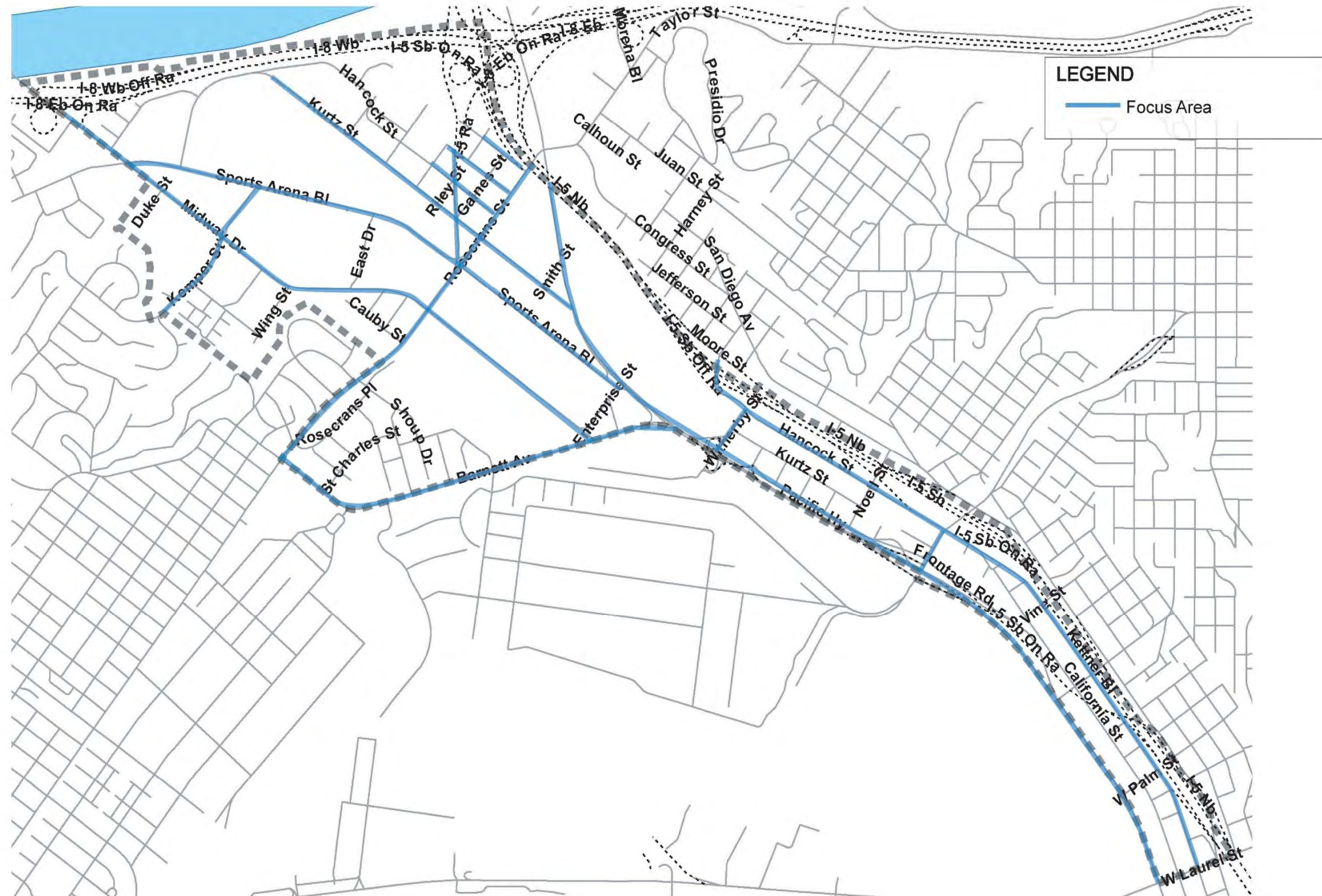
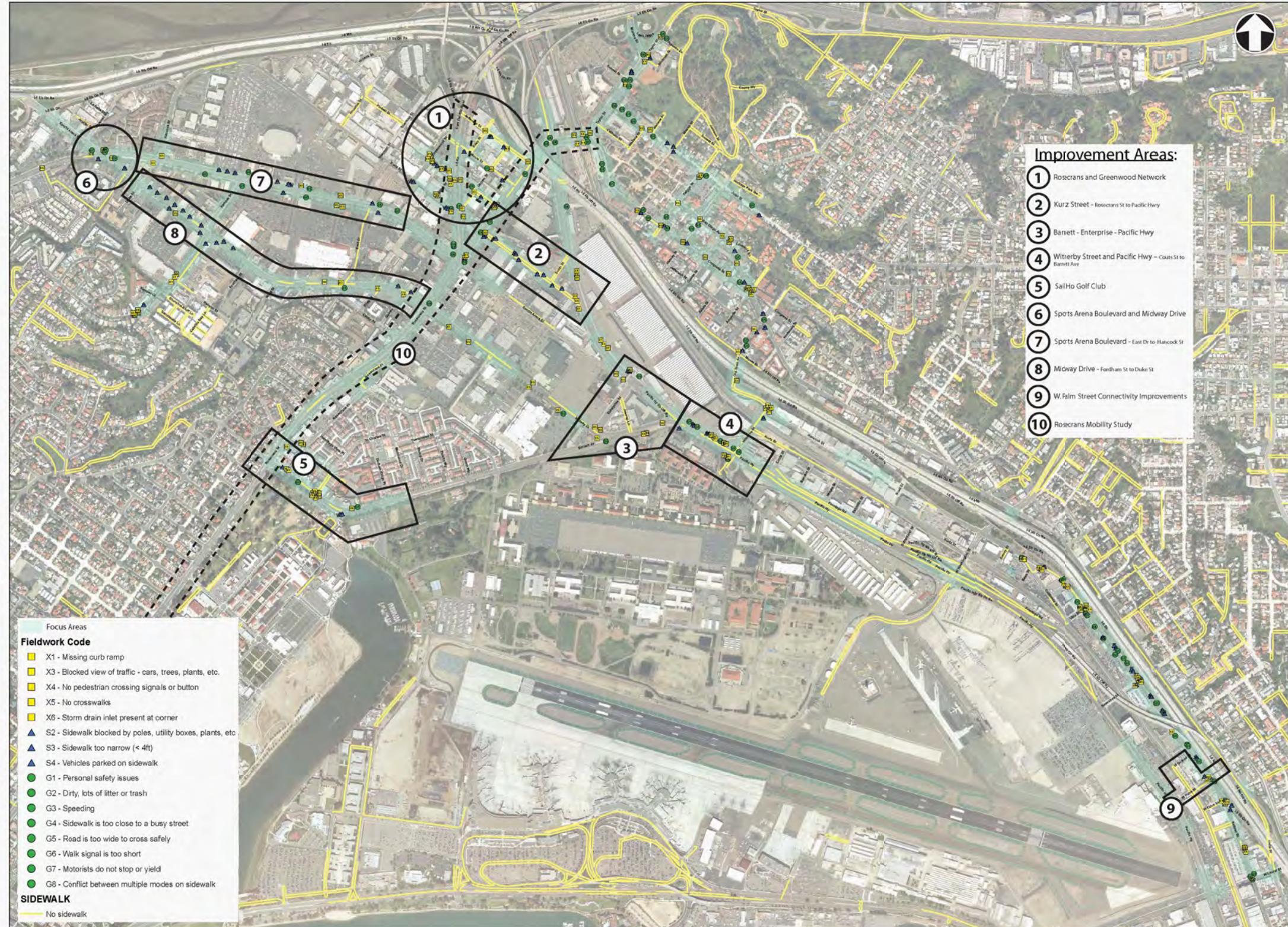


Exhibit M-4: Improvement Areas

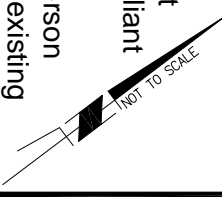




Recommendations: Improve pedestrian connectivity, especially at key intersections. Improve walking environment along Kurtz Street, Moore Street, and Jefferson Street.

- ① Evaluate to close Riley St at western side of Camino del Rio and convert to a two-way street with a turnaround. Include "No Outlet" sign.
- ② Close southbound left turn lane on Camino Del Rio at Moore; extend median south to restrict outbound lefts from Moore St and maintain northbound left turns
- ③ Implement sidewalk on north side of Moore St with ADA compliant curb ramps
- ④ Implement sidewalk on south side of Hancock St from Gaines St to Rosecrans St with ADA compliant curb ramps
- ⑤ Complete missing sidewalk on west end of Jefferson St with ADA compliant curb ramps and improve existing sidewalk to remove obstructions
- ⑥ Implement curb extension on southeast corner with ADA compliant curb ramps
- ⑦ Evaluate to close Gaines St at Kurtz Street and convert to a two-way street with a turnaround. Include "No Outlet" sign.
- ⑧ Implement sidewalk on west side of Gaines St from Moore St to Jefferson St with ADA compliant curb ramps

--- Rosecrans Mobility Study boundary
 (See Table M-1 for more detailed descriptions)



Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA M-1

Camino del Rio and Rosecrans Street Connectivity Study

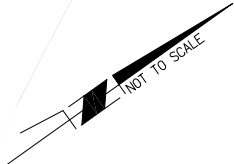
Pedestrian Master Plan - Phase 4



Recommendations: Implement improvements to increase walkability along this corridor.

- ① Install marked crosswalk on southeast leg of Kurtz St / Rosecrans St **(Complete)**
- ② Implement ADA compliant curb ramps on southeast leg of Kurtz St / Rosecrans St
- ③ Retime signal to provide lead pedestrian interval on southeast and southwest legs of Kurtz St / Rosecrans St
- ④ Add "Turning Vehicles Yield to Pedestrians" sign for northbound right turns at Kurtz St / Rosecrans St
- ⑤ Implement sidewalk on south side of Kurtz St and maintain on-street parking

(See Table M-2 for more detailed descriptions)



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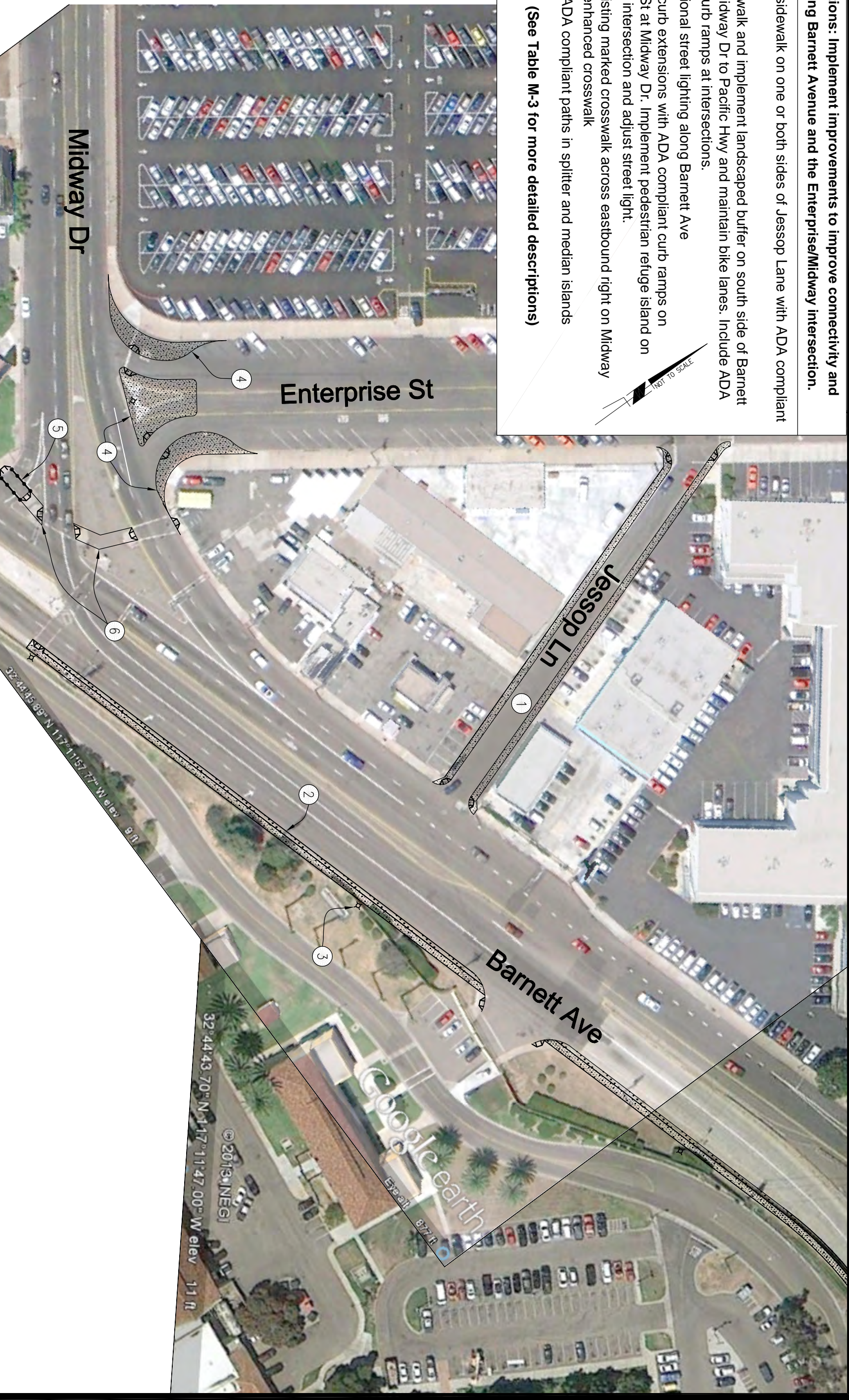
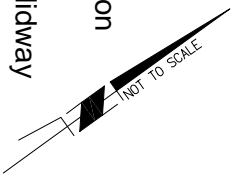
IMPROVEMENT AREA M-2

Kurtz Street Access Improvements

Pedestrian Master Plan - Phase 4

Recommendations: Implement improvements to improve connectivity and walkability along Barnett Avenue and the Enterprise/Midway intersection.

- ① Implement sidewalk on one or both sides of Jessop Lane with ADA compliant curb ramps
 - ② Widen sidewalk and implement landscaped buffer on south side of Barnett Ave from Midway Dr to Pacific Hwy and maintain bike lanes. Include ADA compliant curb ramps at intersections.
 - ③ Install additional street lighting along Barnett Ave
 - ④ Implement curb extensions with ADA compliant curb ramps on Enterprise St at Midway Dr. Implement pedestrian refuge island on north leg of intersection and adjust street light.
 - ⑤ Replace existing marked crosswalk across eastbound right on Midway Dr with an enhanced crosswalk
 - ⑥ Implement ADA compliant paths in splitter and median islands
- (See Table M-3 for more detailed descriptions)



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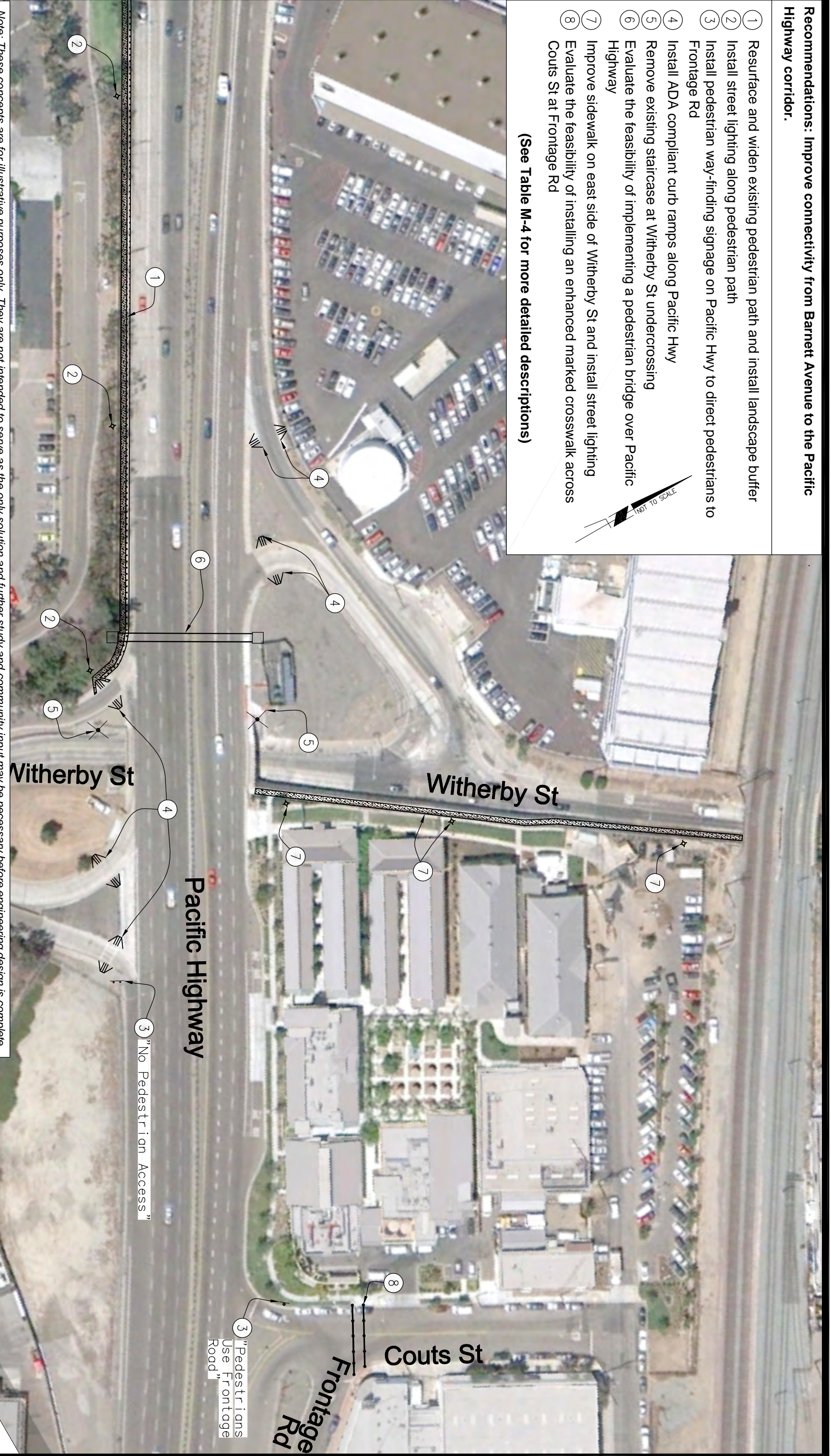
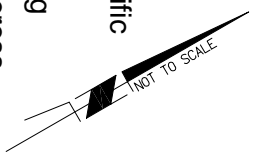
IMPROVEMENT AREA M-3

Enterprise Triangle Connectivity Improvements

Recommendations: Improve connectivity from Barnett Avenue to the Pacific Highway corridor.

- ① Resurface and widen existing pedestrian path and install landscape buffer
- ② Install street lighting along pedestrian path
- ③ Install pedestrian way-finding signage on Pacific Hwy to direct pedestrians to Frontage Rd
- ④ Install ADA compliant curb ramps along Pacific Hwy
- ⑤ Remove existing staircase at Witherby St undercrossing
- ⑥ Evaluate the feasibility of implementing a pedestrian bridge over Pacific Highway
- ⑦ Improve sidewalk on east side of Witherby St and install street lighting
- ⑧ Evaluate the feasibility of installing an enhanced marked crosswalk across Cousts St at Frontage Rd

(See Table M-4 for more detailed descriptions)



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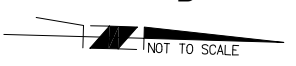
IMPROVEMENT AREA M-4
Pacific Highway at Witherby Street Intersection Improvements
Pedestrian Master Plan - Phase 4



Recommendations: Improve pedestrian connectivity on north side of street

- ① Implement missing sidewalk along north side of Lytton St
- ② Improve existing sidewalk to meet ADA standards and install ADA compliant curb ramps at all intersections
- ③ Evaluate feasibility of installing an enhanced marked crosswalk across Lytton St at St Charles St

(See Table M-5 for more detailed descriptions)

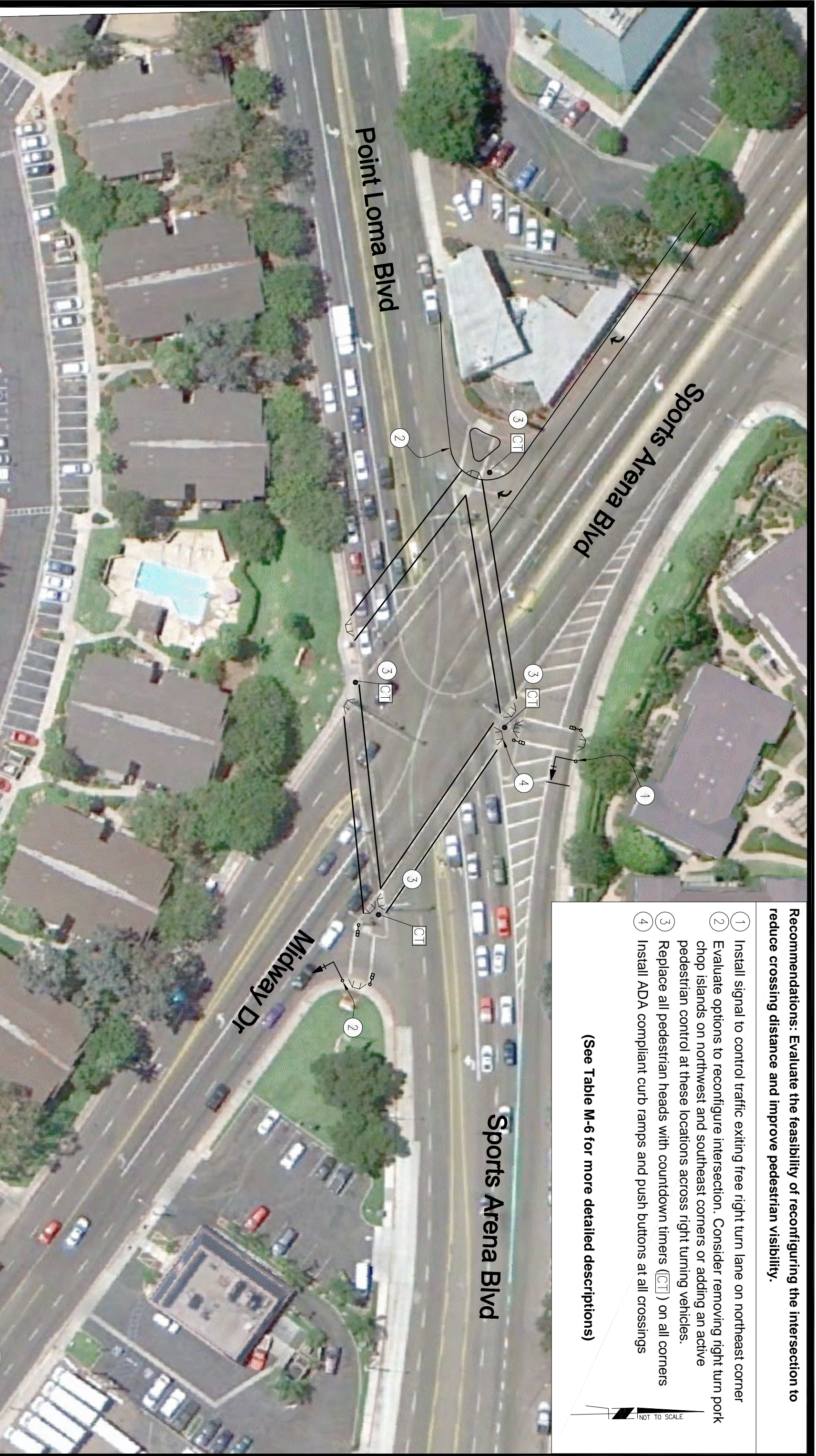


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IMPROVEMENT AREA M-5

Lytton Street-Barnett Avenue Corridor Improvements

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Recommendations: Evaluate the feasibility of reconfiguring the intersection to reduce crossing distance and improve pedestrian visibility.

- ① Install signal to control traffic exiting free right turn lane on northeast corner
- ② Evaluate options to reconfigure intersection. Consider removing right turn pork chop islands on northwest and southeast corners or adding an active pedestrian control at these locations across right turning vehicles.
- ③ Replace all pedestrian heads with countdown timers (CT) on all corners
- ④ Install ADA compliant curb ramps and push buttons at all crossings

(See Table M-6 for more detailed descriptions)

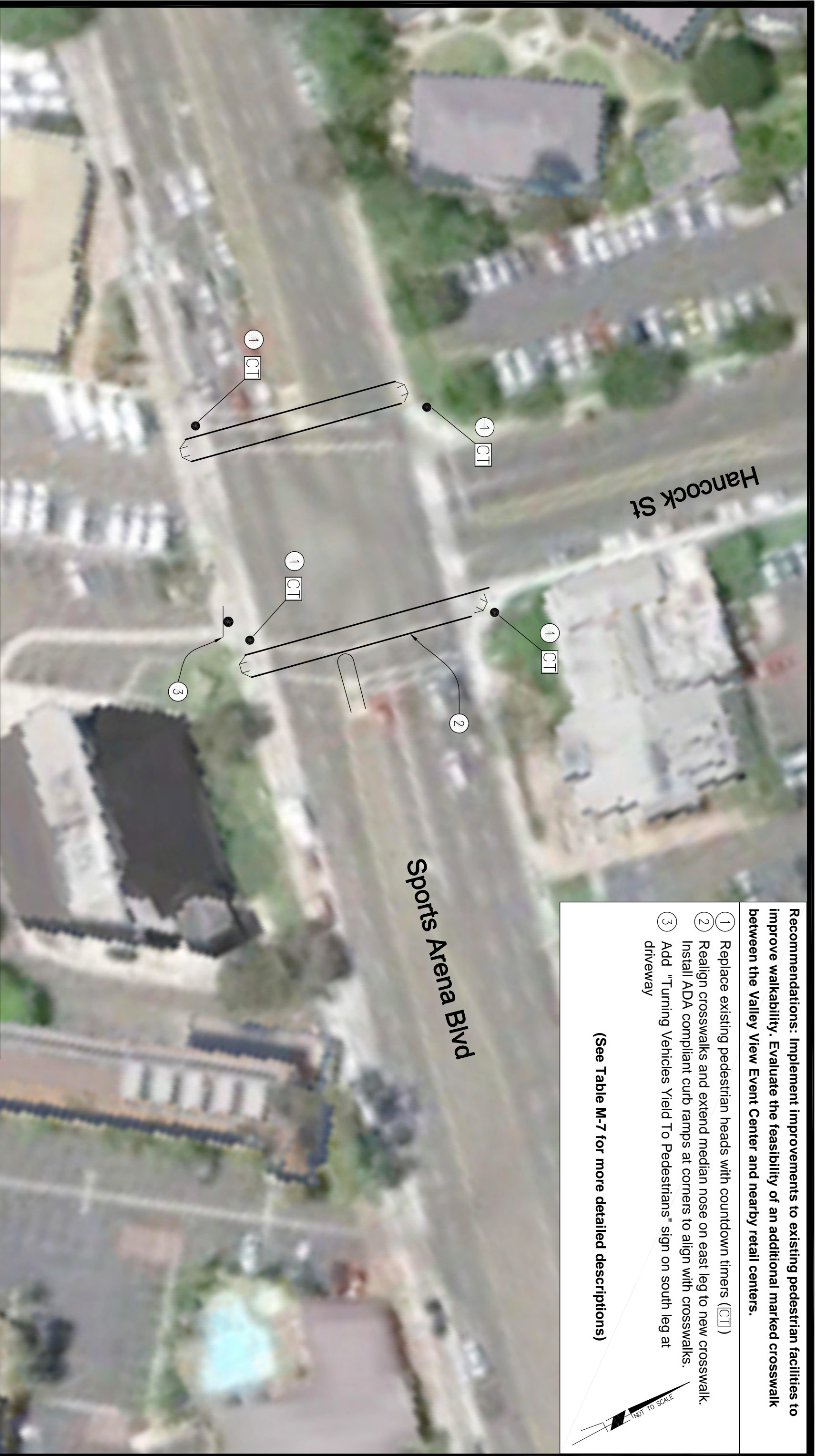


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IMPROVEMENT AREA M-6

Midway Drive and Sports Arena Boulevard Intersection Improvements

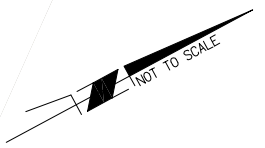
Pedestrian Master Plan - Phase 4



Recommendations: Implement improvements to existing pedestrian facilities to improve walkability. Evaluate the feasibility of an additional marked crosswalk between the Valley View Event Center and nearby retail centers.

- ① Replace existing pedestrian heads with countdown timers (CT)
- ② Realign crosswalks and extend median nose on east leg to new crosswalk. Install ADA compliant curb ramps at corners to align with crosswalks.
- ③ Add "Turning Vehicles Yield To Pedestrians" sign on south leg at driveway

(See Table M-7 for more detailed descriptions)



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IMPROVEMENT AREA M-7

Sports Arena Boulevard/ Hancock Street Intersection Improvements

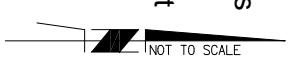
Pedestrian Master Plan - Phase 4



Recommendations: Implement sidewalk improvements to remove obstructions. Evaluate the feasibility of installing additional marked and/or controlled crosswalks.

- ① Widen sidewalk on north side of Midway Dr from Duke St to Kemper St
- ② Replace existing pedestrian heads with countdown timers (CT) on all corners at Midway Dr / Kemper St
- ③ Repair deteriorating and missing sidewalk on south side of Midway Dr at East Dr

(See Table M-8 for more detailed descriptions)



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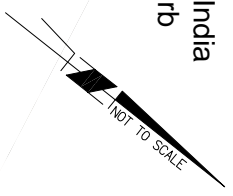
IMPROVEMENT AREA M-8
Midway Drive Corridor Improvements
Pedestrian Master Plan - Phase 4



Recommendations: Narrow Kettner Boulevard by adding curb extensions and improve visibility of pedestrians near pedestrian bridge.

- ① Install street lighting on pedestrian bridge ramps and replace street lighting on bridge
- ② Evaluate feasibility of installing an enhanced marked crosswalk across Kettner Blvd at bridge ramp and remove overhead sign and flashing beacon
- ③ Install ADA compliant curb ramps
- ④ Implement curb extensions at proposed crosswalk at Palm / Kettner
- ⑤ Evaluate feasibility of installing an enhanced marked crosswalk on India St and remove flashing overhead beacon. Install ADA compliant curb ramps.

(See Table M-9 for more detailed descriptions)



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IMPROVEMENT AREA M-9

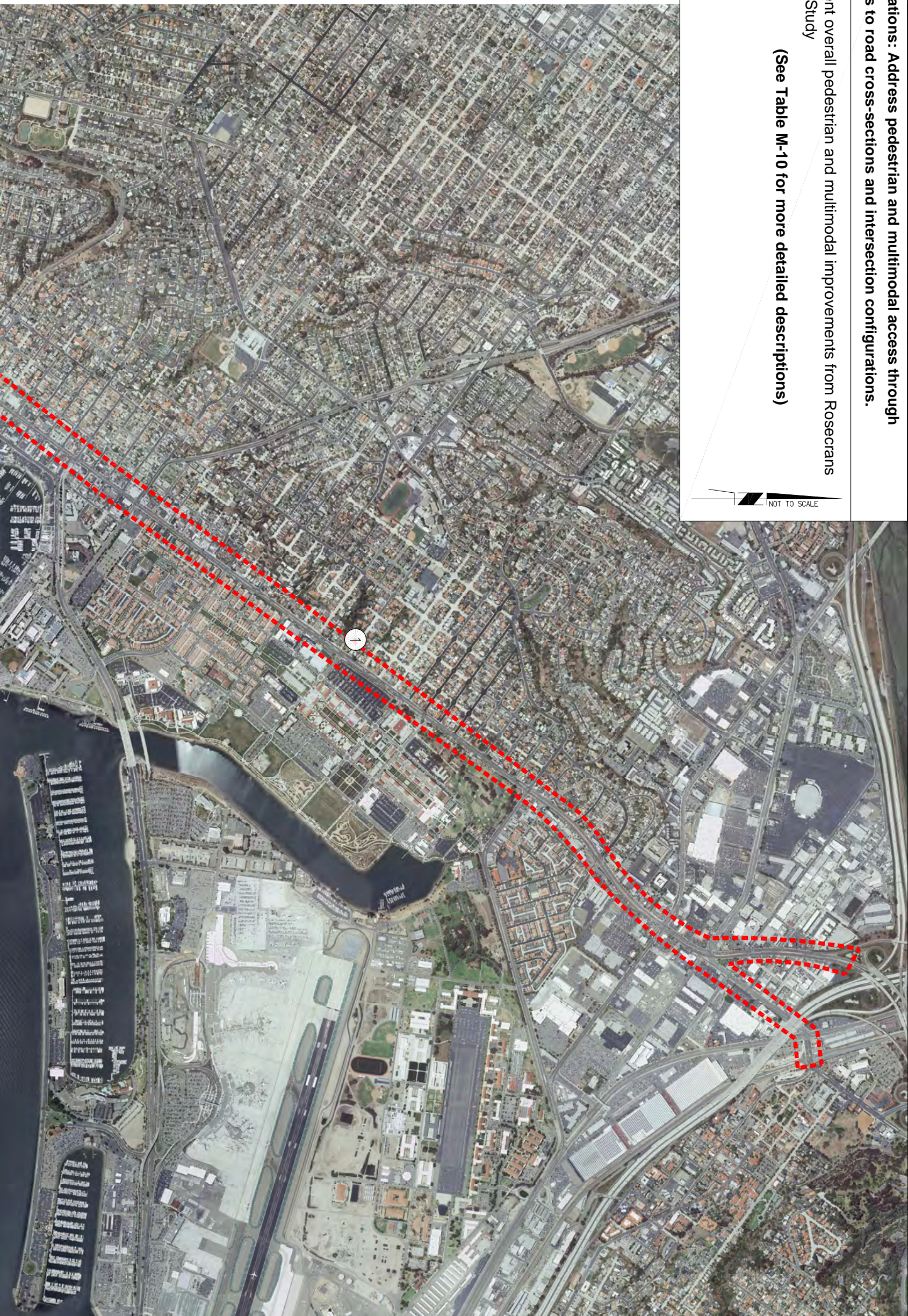
W. Palm Street Connectivity Improvements

Pedestrian Master Plan - Phase 4

Recommendations: Address pedestrian and multimodal access through modifications to road cross-sections and intersection configurations.

- ① Implement overall pedestrian and multimodal improvements from Rosecrans Mobility Study

(See Table M-10 for more detailed descriptions)



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IMPROVEMENT AREA M-10

Rosecrans Corridor Mobility Study

Pedestrian Master Plan - Phase 4

Improvement Area M-1:

Camino Del Rio and Rosecrans Street Connectivity Study

Purpose & Need:

There are multiple narrow streets that provide access to industrial and commercial businesses between Camino Del Rio and Rosecrans Street. From Jefferson Street to Kurtz Street there are a series of lower volume streets with speed limits from 25 to 30 mph and on-street parking on both sides. Many of these streets lack sidewalks and pedestrian amenities. The combination of narrow one-way streets and frequent driveways make this area difficult to navigate by car. Fatalities were reported at multiple locations in this area; in particular the intersection of Kurtz Street and Camino Del Rio had three pedestrian related accidents reported over a five-year period. This project would improve walkability and safety for pedestrians in the area.



Pedestrians on Hancock Street just east of Camino Del Rio – no sidewalk



Jefferson Street – narrow, obstructed sidewalks



Moore Street – Cars pulling in/backing out onto sidewalk

Recommended Improvements:

Improve pedestrian connectivity, especially at key intersections along these streets. Improve walking environment along Kurtz Street, Moore Street, and Jefferson Street.

Table M-1: Camino Del Rio and Rosecrans Street Connectivity Study

Location	Description	Goal ⁽¹⁾	Objective	Est. Cost
Rosecrans Mobility Study	Street closures, turn restrictions and sidewalks recommended along Rosecrans Street.	W	Improve walkability along Rosecrans Street	Refer to Cost Estimate included in Mobility Study
Riley Street at Camino Del Rio W.	1) Evaluate to close Riley Street at western side of Camino Del Rio and convert to a two-way street w/turnaround. Include "No Outlet" sign.	S, W	Reduce conflicts between pedestrians and vehicles at 5-legged intersection	\$240,500
Camino Del Rio W. at Moore Street	2) Close southbound left turn lane and extend median south to restrict outbound lefts from Moore Street but maintain northbound left turns	S, W	Reduce cut-through traffic on Moore Street and improve walkability	\$270,700
Moore Street	3) Implement sidewalk on north side of street with ADA compliant curb ramps if right of way is available	C, W	Improve pedestrian walkability and connectivity	\$189,800
Hancock Street	4) Implement sidewalk from Gaines to Rosecrans on south side of street with ADA compliant curb ramps	C, S	Provide connection between Camino Del Rio and Rosecrans and separation from parked cars for pedestrians	\$189,800
Jefferson Street	5) Complete missing sidewalk on west end of street including ADA compliant curb ramps and improve existing sidewalk to remove existing obstructions	C, W	Improve pedestrian walkability and connectivity	\$189,800
Camino Del Rio at Kurtz Street	6) Implement curb extension on southeast corner of intersection and include ADA compliant curb ramp	S	Reduce vehicle turning speed of northbound rights and improve pedestrian visibility	\$27,000
Gaines at Kurtz Street	7) Evaluate to close to through traffic and convert to two-way street w/ turnaround. Include "No Outlet" sign.	S	Eliminate leg in 5-legged intersection	\$190,500
Gaines Street	8) Implement sidewalk on west side of street from Moore Street to Jefferson Street with ADA curb ramps	C	Improve pedestrian walkability and connectivity	\$192,800
TOTAL ESTIMATED COST				\$1,490,500

⁽¹⁾ A = Access S = Safety
 C = Connectivity W = Walkability

Improvement Area M-2:

Kurtz Street Access Improvements (Rosecrans to Pacific Hwy)

Purpose & Need:

Kurtz Street in this study area transitions from a two-way street east of Rosecrans to a west-bound one-way street west of Rosecrans with a posted speed limit of 30 mph. There is on-street parking provided on both sides of the street. The intersections on either end of the corridor have high traffic volumes and carry pedestrians from the industrial/businesses near Pacific Highway to the retail centers near Rosecrans Street. Pedestrian conditions need to be improved to complete missing or incomplete sidewalks, install ADA compliant curb ramps and improve visibility of pedestrians at intersections.

The intersection of Rosecrans and Kurtz Street has had 1 pedestrian fatality and 3 pedestrian involved accidents reported in the last five years. This project would improve walkability on the corridor as well as improve safety for pedestrians.



Kurtz Street at Pacific Highway –
uninviting walking environment



Kurtz Street – parking instead of sidewalks



Kurtz Street at Rosecrans – no crosswalk on
east leg

Recommended Improvements:

Implement improvements to increase walkability along this corridor.

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Table M-2: Kurtz Street Access Improvements (Rosecrans to Pacific Hwy)

Location	Description	Goal ⁽¹⁾	Objective	Est. Cost
Kurtz Street and Rosecrans Street	1) Install marked crosswalk on southeast leg of intersection (completed in 2013)	S	Improve pedestrian visibility	\$750
	2) Implement ADA compliant curb ramps on southeast leg	A	Improve access for all users	\$6,000
	3) Retime signal to provide a lead pedestrian interval on the southwest and southeast legs of intersection	S, W	Improve visibility for pedestrians crossing with yielding vehicles	\$1,000
	4) Add "TURNING VEHICLES MUST YIELD TO PEDESTRIANS" sign for northbound right turns.	S	Improve driver awareness	\$250
Kurtz Street	5) Implement sidewalk on south side of Kurtz Street and maintain on-street parking	C	Provide missing pedestrian link from west of Rosecrans Street	\$681,000
TOTAL ESTIMATED COST				\$689,000

⁽¹⁾ A = Access S = Safety
C = Connectivity W = Walkability

Additional Notes:

The Public Facilities Financing Plan (PFFP, 2004) includes the widening of Kurtz Street to four lanes as part of redevelopment in this community (Project T15). Improvements to add sidewalks to the south side of Kurtz Street are also included in the City's Transportation Unfunded Needs List (2012).

The recommended marked crosswalk on the southeast leg was striped in 2013 as a result of recommendation from this study.

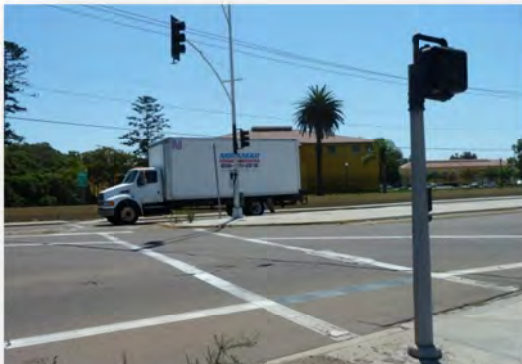


Improvement Area M-3:

Enterprise Triangle Connectivity Improvements

Purpose & Need:

The Enterprise Triangle includes Pacific Highway, Barnett Avenue and Enterprise Street from Pacific Highway to Midway Drive. Adjacent land uses and facilities include the United Launch Alliance to the north, the U.S. Marine Corps with services including a Recruit Depot, Relief Society, Credit Union, and a Branch Medical Clinic to the south, and various commercial uses and eateries off Midway Drive to the west. Despite the potential for pedestrian trips in this area, the walking environment is generally uninviting and few connections are offered between uses. The intersection of Enterprise Street/Midway Drive/Barnett Avenue is large with multiple legs, making crossing difficult for pedestrians. This project would improve connectivity between uses and improve walkability at intersections.



Barnett Avenue at Midway Drive –
challenging crossing conditions



Barnett Avenue north of Jessop Lane – no crossings
provided for connection from Pacific Highway



Pacific Highway and Enterprise Street – long
crossing distance on west leg

Recommended Improvements:

Implement improvements to improve connectivity and walkability along Barnett Avenue and at the Enterprise/Midway intersection.

Table M-3: Enterprise Triangle Connectivity Improvements

Location	Description	Goal ⁽¹⁾	Objective	Est. Cost
Jessop Lane	1) Implement sidewalk on one or both sides of the street with ADA compliant curb ramps	C	Provide connection from Enterprise Street to Barnett Avenue	\$381,450
Barnett Avenue	2) Widen sidewalk and implement landscaped buffer on the south side of the street from Midway Dr to Pacific Hwy and include ADA compliant curb ramps	S, W	Provide buffer from busy street to improve walkability	\$381,450
	3) Install additional street lighting along the segment	S	Improve pedestrian visibility at crossings and near pedestrian path	\$6,000
Enterprise Street at Midway Drive	4) Implement curb extensions with ADA compliant curb ramps and pedestrian refuge island on north leg to shorten crossing distance narrow travel way from Midway to Enterprise St	S,W,C	Reduce vehicular turning speed and reduce pedestrian crossing distance	\$96,400
Midway Drive / Barnett Avenue	5) Replace existing marked crosswalk with an enhanced crosswalk across the eastbound right turn	S,W,A	Improve ADA access and improve visibility of pedestrians in marked crosswalk	\$15,750
	6) Implement ADA compliant paths in splitter and median islands to connect crossing on Midway Dr	A, C	Improve ADA access and connect pedestrian path of travel	\$50,200
TOTAL ESTIMATED COST				\$931,250

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Improvement Area M-4:

Pacific Highway at Witherby Street Intersection Improvements

Purpose & Need:

A pedestrian underpass is provided at Witherby Street that connects the Old Town and Midway communities. The pedestrian path from Barnett Avenue also runs along Pacific Highway and ends at Witherby Street. Both the pedestrian underpass and the pedestrian path are in poor condition with uncomfortable walking environments due to high traffic speeds. Sweeping right turns for vehicles result in high turning speeds that conflict with pedestrian crossings. The sidewalk along Pacific Highway between Barnett Avenue and Witherby Street lacks ADA compliant curb ramps at most intersections. Street lighting is lacking both along Pacific Highway and on the underpass. On the north side of Pacific Highway, sidewalks are close to high speed vehicles with no buffer, resulting in an uncomfortable walking environment. This project would improve walkability along the pedestrian path and the Pacific Highway underpass.



Entrance to pedestrian underpass on south side of Pacific Highway



Pedestrian path from Barnett Avenue



Sidewalk on north side of Pacific Highway after exit off underpass



End of pedestrian path – crossing to Pacific Highway

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Recommended Improvements:

Improve connectivity from Barnett Avenue to the Pacific Highway corridor.

Table M-4: Pacific Highway at Witherby Street Intersection Improvements

Location	Description	Goal ⁽¹⁾	Objective	Est. Cost
Pacific Highway	1) Resurface and widen existing pedestrian path and install landscape buffer	S, W	Improve walkability and separate pedestrians and vehicles	\$78,500
	2) Install street lighting along pedestrian path	S	Improve visibility of pedestrians	\$18,000
	3) Install pedestrian way-finding signage to direct pedestrians to Frontage Rd east of Witherby Street	C,W	Provide clear path of travel	\$500
Witherby Undercrossing	4) Install ADA compliant curb ramps along Pacific Highway	A, C	Provide access for all users	\$15,000
	5) Remove existing staircase	S	No connection under Pacific Highway removes connectivity issue	\$750,000
	6) Evaluate the feasibility of implementing an ADA compliant pedestrian bridge over Pacific Highway	C, A, W, S	Provide pedestrian crossing across Pacific Highway linking MCRD, Veterans Village and Old Town	\$250,000
Witherby Street	7) Improve sidewalk on east side of Witherby Street and install street lighting	S, A	Provide safety connection under R/R tracks from Pacific Highway and remove obstructions on pedestrian path	\$81,500
Couts Street	8) Evaluate the feasibility of installing an enhanced marked crosswalk	C, S	Provide clear path of travel to frontage road and improve visibility of pedestrians	\$17,500
TOTAL ESTIMATED COST				\$1,210,900

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C = Connectivity W = Walkability



Improvement Area M-5:

Lytton Street-Barnett Avenue Corridor Improvements (Rosecrans to Durham Ridge Place)

Purpose & Need:

The corridor of Lytton Street and Barnett Avenue is a connection for surrounding neighborhoods to the Sail Ho Golf Club and local businesses on Lytton Street although sidewalks are improved on the south side of the street (along the golf course), sidewalks on the south side are discontinuous and broken up by on-site parking and driveway. The discontinuous sidewalk on the north side of the street limits connectivity and “head in” on-site parking along the corridor results in poor pedestrian visibility. This project would improve connectivity along the street and between uses.



Discontinuous sidewalk along north side of street

Recommended Improvements:

Improve pedestrian connectivity on north side of street.

Table M-5: Lytton Street-Barnett Avenue Corridor Improvements (Rosecrans to Durham Ridge Place)

Location	Description	Goal ⁽¹⁾	Objective	Est. Cost
Lytton Street	1) Implement missing sidewalk along north side of street	C	Improve continuity on corridor	\$27,200
	2) Improve existing sidewalk to meet ADA standards and install ADA compliant curb ramps at all intersections	C, W	Improve connectivity and walkability for all users	\$36,200
Lytton Street at St Charles Street	3) Evaluate feasibility of installing enhanced marked crosswalk across west leg of intersection	C, S	Reduce jaywalking and conflicts with vehicles	\$18,300
TOTAL ESTIMATED COST				\$81,600

⁽¹⁾ A = Access S = Safety
 C = Connectivity W = Walkability

Improvement Area M-6:

Midway Drive and Sports Arena Boulevard Intersection Improvements

Purpose & Need:

The intersection of Midway Drive and Sports Arena Boulevard connects residential and commercial uses within the community and has a high potential for pedestrian trips. The alignment of the intersection is skewed such that crossing distances are long. Sweeping right turns result in high vehicle turning speeds that conflict with pedestrians crossings. The free right turn lane on the westbound approach presents crossing challenges for pedestrians with poor visibility and little to no yielding by vehicles to pedestrians in the marked crosswalk. This project would improve safety at the intersection.

Recommended Improvements:

Evaluate the feasibility of reconfiguring the intersection to reduce crossing distance and improve pedestrian visibility.

Additional Notes:

The Public Facilities Financing Plan (PFFP, 2004) includes physical improvements to this intersection to increase vehicular capacity (Project T-17).



Sweeping free right turn – no pedestrian push button



Skewed geometry creates long crossing distances through busy intersection

Table M-6: Midway Drive and Sports Arena Boulevard Intersection Improvements

Location	Description	Goal ⁽¹⁾	Objective	Est. Cost
Sports Arena Boulevard / Midway Drive	1) Install signal to control traffic in exiting free right turn lane on northeast corner	S	Improve pedestrian visibility and reduce pedestrian-vehicle conflicts	\$50,000
	2) Evaluate options to reconfigure intersection. Consider removing right turn pork chop islands on northwest and southeast corners or adding an active pedestrian control to these locations across right turning vehicles.	S, W	Reduce crossing distances and improve pedestrian visibility	\$68,000
	3) Replace existing pedestrian heads with countdown timers on all corners	S	Reduce pedestrian-vehicle conflicts by preventing pedestrians from walking at end of phase	\$24,000
	4) Install ADA compliant ramps and push buttons at all crossings	A	Provide access for all users	\$80,000
TOTAL ESTIMATED COST				\$222,000

⁽¹⁾ A = Access S = Safety = Connectivity W = Walkability



Improvement Area M-7:

Sports Arena Boulevard /Hancock Street Intersection Improvements

Purpose & Need:

Along the Sports Arena Boulevard corridor there were two pedestrian related accidents reported at the Hancock Street intersection and one accident reported near East Drive over the past five years. The daily traffic volumes along Sports Arena Boulevard range from 19,200 to 26,800 with a posted speed limit of 35 mph. During special events at the Valley View Casino Events Center, volumes along this corridor can significantly increase along with increased pedestrian activity. This commercial area includes many shopping centers and restaurants and is a commercial hub for the Midway community. There is also a popular concert venue on the north side of the street just west of East Drive. All of these uses result in an area with both high pedestrian and vehicular traffic.

Recommended Improvements:

Implement improvements to existing pedestrian facilities to improve walkability. Evaluate the feasibility of an additional marked crosswalk between the Valley View Event Center and nearby retail centers.



Commercial area along Sports Arena Boulevard

Table M-7: Sports Arena Boulevard /Hancock Street Intersection Improvements

Location	Description	Goal ⁽¹⁾	Objective	Est. Cost
Sports Arena Boulevard at Hancock Street	1) Replace existing pedestrian heads with countdown timers	S, W	Increase pedestrian awareness; decrease potential for pedestrians to start walking towards end of pedestrian phase	\$18,000
	2) Realign crosswalks and extend median nose on east leg to new crosswalk. Install ADA compliant curb ramps	W	Provide direct path; decrease crossing distance	\$15,750
	3) Add "Turning Vehicles Yield To Pedestrians" sign on south leg of intersection at driveway	S	Increase vehicle awareness of pedestrians at driveway exit	\$250
TOTAL ESTIMATED COST				\$34,000

⁽¹⁾ A = Access S = Safety C = Connectivity W = Walkability

Additional Notes:

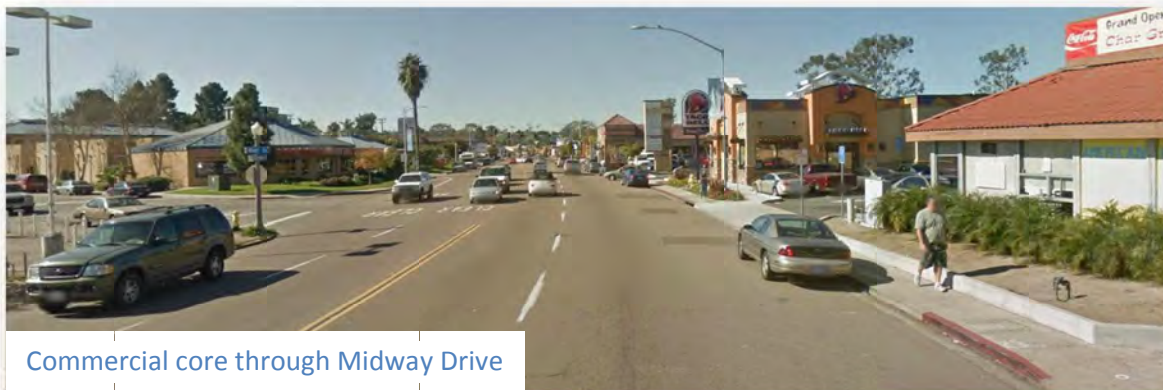
Project T23 in the Public Facilities Financing Plan (PFFP, 2004) includes widening Sports Arena Boulevard to six lanes and implementation of Class II bicycle lanes. Also included in the City's Transportation Unfunded Needs List (2012) is project 1227 which would replace all existing sidewalks on the south side of the street from Rosecrans Street to Pacific Highway.

Improvement Area M-8:

Midway Drive Corridor Improvements (Sports Arena Boulevard to Rosecrans)

Purpose & Need:

Midway Drive runs through the commercial core of the Midway community and provides access to multiple hotels, shops and restaurants. Throughout the corridor, sidewalk obstructions like newspaper stands and benches block the path of travel for pedestrians. There also multiple transit stops along the corridor resulting in a high potential for pedestrian activity. Many stops do not correspond to signal controlled intersections; therefore pedestrians cross at uncontrolled intersections through this section. High volumes and speeds along Midway make crossing at uncontrolled locations difficult due to lack of gaps and drivers who do not yield to pedestrians. A combination of high traffic volumes and long distances between marked, controlled crossings result in an unfriendly pedestrian environment. This project would improve sidewalk conditions to encourage pedestrians to cross at controlled locations. Midblock marked crossings are likely infeasible along this corridor.



Recommended Improvements:

Implement sidewalk improvements to remove obstructions. Evaluate the feasibility of installing additional marked and/or controlled crosswalks.

Table M-8: Midway Drive Corridor Improvements (Sports Arena Boulevard to Rosecrans)

Location	Description	Goal ⁽¹⁾	Objective	Est. Cost
Midway Drive from Duke Street to Kemper Street	1) Widen sidewalk on north side of street	W	Improve walking environment and remove obstructions	\$504,000
Midway Drive at Kemper Street	2) Replace existing pedestrian heads with countdown timers on all corners	S	Reduce pedestrian-vehicle conflicts by preventing walking at end of phase	\$24,000
Midway Drive at East Street	3) Repair deteriorating and missing sidewalk on south side of street	C, W	Improve connectivity for pedestrians	\$504,000
TOTAL ESTIMATED COST				\$1,032,000

⁽¹⁾ A = Access S = Safety C = Connectivity W = Walkability



Improvement Area M-9:

W. Palm Street Connectivity Improvements

Purpose & Need:

The W. Palm Street pedestrian bridge crosses over I-5 and connects Kettner Boulevard and Pacific Highway to India Street on the north side of the freeway. The bridge terminates at the intersection of West Palm Street / Kettner Boulevard. At this intersection, there is no marked crosswalk and the sidewalk on the north side of the street is in need of repair. In order to improve pedestrian safety, street lighting is recommended along the bridge and ramps. Pedestrian visibility across Kettner Boulevard can be improved by installing curb extensions and an enhanced crosswalk with a Hawk signal. These improvements will reduce pedestrian crossing distance and improve visibility and safety of the marked crosswalk.



Recommended Improvements:

Narrow Kettner Boulevard by adding curb extensions and improve visibility of pedestrians near pedestrian bridge.

Table M-9: W. Palm Street Connectivity Improvements

Location	Description	Goal ⁽¹⁾	Objective	Est. Cost
W. Palm Street/Kettner Boulevard	1) Install street lighting on pedestrian bridge ramps and replace existing street lights on pedestrian bridge	S	Improve visibility of pedestrians	\$30,000
	2) Evaluate feasibility of installing an enhanced marked crosswalk and remove overhead sign and flashing beacon	A,S,W	Improve walkability along Rosecrans Street	\$18,250
	3) Install ADA compliant curb ramps	A	Improve access for all users	\$12,000
	4) Implement curb extensions to reduce pedestrian crossing distance	C, S	Improve pedestrian visibility around parked vehicles	\$30,000
W. Palm St./ India St.	5) Evaluate feasibility of installing an enhanced marked crosswalk on south leg of intersection (remove overhead flashing beacon). Install ADA compliant ramps.	A,S,W	Improve visibility of pedestrians in crosswalk and overall walkability	\$18,250
TOTAL ESTIMATED COST				\$108,500

⁽¹⁾ A = Access S = Safety
 C = Connectivity W = Walkability



Improvement Area M-10:

Implement Rosecrans Mobility Study Recommendations

Purpose & Need:

The Rosecrans Corridor presents challenging conditions for pedestrians due to large intersections, high traffic volumes and high speeds. The Rosecrans Mobility Study was prepared for the City of San Diego and addresses pedestrian and multimodal access through the Midway community. Improvement identified in the study includes modifications to road cross-sections and configurations at intersections. Detailed improvements are provided in the Study to address pedestrian accessibility, walkability and safety.



High traffic volumes and speeds through Rosecrans Street

Recommended Improvements:

Address pedestrian and multimodal access through modifications to road cross-sections and intersection configurations.

Table M-10: Rosecrans Mobility Study

Location	Description	Goal ⁽¹⁾	Objective
Rosecrans Mobility Study	Implement overall pedestrian and multimodal improvements and modifications to cross sections and intersection configurations	A,S,W	Improve walkability along Rosecrans Street

⁽¹⁾ A = Access
C = Connectivity

S = Safety
W = Walkability