



MOBILITY

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INTRODUCTION

The Community Plan envisions that the existing mobility system will evolve to allow all transportation modes to play a role in serving the travel needs of the community. The planned mobility system will serve pedestrians, bicyclists, cars, and transit. Multimodal enhancements will be made to the existing mobility system, which include operational improvements, new streets, retrofitting existing streets with new pedestrian and bicycle facilities, intelligent transportation systems, and transportation demand management programs.

The community has portions of an interconnected grid-like street network with small blocks, as well as arterial streets that form large blocks and serve both local traffic and traffic from adjacent communities. The superblocks limit north-south connectivity, which causes a majority of north-south vehicular traffic to use the Rosecrans Street/Camino Del Rio West corridor. As development occurs on these superblocks, new roadway connections and improvements will increase north/south interconnectivity for all modes and will increase network capacity. New streets and street extensions will be designed as “complete streets” (see Box 3-1) to enable safe, attractive, and comfortable access and travel for motorists, pedestrians, bicyclists, and transit riders. Improvements to existing streets will reflect complete streets principles as feasible, given right-of-way and design constraints.

Enhancing the operation and appearance of the community's streets is integral to enhancing the overall image and experience of the community. As part of the planned mobility framework, Rosecrans Street, Pacific Highway, Midway Drive, Barnett Avenue/Lytton Street, and Sports Arena Boulevard will serve as multimodal corridors, providing connections between the San Diego River, Mission Bay, San Diego Bay, and the Peninsula, Uptown, and Downtown communities. The right-of-way will incorporate feasible urban greening improvements, as discussed in the Urban Design Element.

MOBILITY GOALS

- Complete, safe, and attractive pedestrian linkages to regional recreational amenities, community destinations, and adjacent communities.
- A complete, safe, and efficient bicycle network that connects to community and regional destinations, surrounding communities, and the regional bicycle network.
- High-frequency transit service as a mode of choice for residents, employees, and visitors.
- A mobility system that provides adequate capacity and improved regional access for vehicular traffic and incorporates complete streets features and facilities wherever possible.
- Enhancements to streetscapes and street functionality that support pedestrian, bicycle, and transit activity.
- Efficient parking that is consistent with and supports the community's desired character.
- Safe and efficient truck routes for access to San Diego International Airport and community businesses that minimize the negative impacts associated with commercial truck traffic.

This Element provides a vision, goals, and policy guidance to improve multimodal mobility and meet future mobility needs in Midway – Pacific Highway. The Mobility Element of the City's General Plan provides additional policy guidance as well as a Traffic Calming Toolbox.

3.1 VISION

The Community Plan envisions meeting the transportation demand for the community by improving major street corridors according to complete streets principles to accommodate multiple modes of travel; by creating new streets and street and freeway connections; and by optimizing the function and capacity of the community's roads. Improving the appearance of Midway – Pacific Highway's streets is also envisioned to enhance the image and experience of the community.

The mobility vision includes a public realm, consisting of the public right-of-way and public and semi-public areas within private development, which provides attractive and comfortable pedestrian and bicycle facilities throughout the community and connecting to adjacent communities and recreational resources. Multi-use urban paths along major streets, as shown in Figure 3-2, will serve as linkages, enhance the pedestrian environment, and provide a sense of place within districts and villages. The urban paths will allow for shared pedestrian and bicycle use. The public right-of-way will also incorporate urban greening improvements, through the planting of street trees and landscaping, to create a pleasant and attractive travel environment. Parkways with street trees and landscaping will provide a buffer from vehicular traffic wherever possible.

The vision for walkability includes development that incorporates pedestrian plazas, paths, and other pedestrian amenities to complement the urban paths and other pedestrian facilities and further encourage walking as a mode of transportation. Enhancing pedestrian facilities and designing buildings to encourage pedestrian activity will support pedestrian, bicycle, and transit activity. The vision for bicycling includes new and enhanced bicycle connections between transit and employment and residential areas, to the regional bicycle network; and to San Diego Bay, Mission Bay, and the San Diego River.

BOX 3-1: COMPLETE STREETS IMPROVEMENTS

Complete Streets are designed to enable safe access for all users, so that pedestrians, bicyclists, motorists, and transit users of all ages and abilities are able to safely move along and across the street. Complete streets improvements can include the following where needed and feasible:

- Wider sidewalks with continental crosswalks
- Bicycle facilities
- Vehicular and pedestrian-scale lighting
- Street trees
- Landscaped center medians
- Reduction in curb cuts



Complete Streets include features to serve all travel modes (vehicular, transit, pedestrian, and bicycle). Source: NACTO Urban Street Design Guide 2013.



Improved intersections and bicycle and pedestrian infrastructure will support and encourage active transportation modes.

The mobility vision includes improved access to regional transit and increased transit use to achieve sustainability goals. The Regional Plan includes future Rapid Bus service along Sports Arena Boulevard and Rosecrans Street, connecting to the Old Town Transit Center. The Community Plan envisions future Rapid Bus stations at the Sports Arena Community Village and Dutch Flats Urban Village to support planned residential and employment uses. Other transit options such as modern streetcars or community circulators, with a possible extension to Mission Beach or Ocean Beach, could be pursued. The planned complete streets improvements, further described in the Walkability and Bicycling sections and the Urban Design Element, will improve safety and comfort for pedestrian and bicyclists traveling to transit stops and stations.

Streets are the framework for the improvements and serve as conduits for pedestrians, bicycles, transit, and vehicles. They form the arteries of the community's mobility system that connect it internally and to surrounding communities and freeways. The Community

Plan envisions enhancing Midway-Pacific Highway's mobility system with new street and freeway connections, improved intersections, and new and improved pedestrian and bicycle infrastructure. New streets and street extensions will be designed according to complete streets principles. Intelligent Transportation Systems (ITS) tools and Transportation Demand Management (TDM) programs will address the mobility needs of the community by maximizing existing roadway capacity and reducing congestion and parking demand in a cost-effective manner. The vision includes the management of parking to complement the planned mobility improvements.



Enhanced transit stops and planned Rapid Bus service will improve access to regional transit and increase transit use.

3.2 WALKABILITY

The Community Plan envisions a public realm that provides attractive and comfortable pedestrian facilities that connect to adjacent communities and recreational resources, and that improve the community's environment and image. Multi-use urban paths along major streets, as shown in Figure 3-2, will serve as linkages between San Diego Bay and Mission Bay, as well as other community and regional destinations; enhance the pedestrian and urban environment; and provide a sense of place within districts and villages. The urban paths will be wide enough to encourage pedestrian use and allow for share bicycle use, and will be buffered and shaded by street trees within the parkway where possible or on adjacent private property where necessary. Parkway with street trees and landscaping will buffer pedestrians from vehicular traffic wherever possible.

BOX 3-2: PEDESTRIAN ROUTE TYPES

- **District sidewalks** support heavy pedestrian levels in higher density mixed-use areas.
- **Corridor sidewalks** support moderate pedestrian levels along commercial and mixed-use corridors.
- **Connector sidewalks** support low pedestrian levels and connect to corridor and district sidewalks.
- **Neighborhood sidewalks** support low to moderate pedestrian levels in residential areas.
- **Ancillary pedestrian facilities** include bridges over streets and paths, walkways, promenades, plazas and courtyards away from streets.

The incorporation of pedestrian plazas, paths, and other pedestrian amenities and pedestrian-oriented building design as part of development projects will complement the public sidewalks and urban paths and further encourage pedestrian, bicycle, and transit activity. Refer to the Land Use, Villages, and Districts Element for policies regarding recommended pedestrian walkways.

Pedestrian facilities are shown in Figure 3-1, and are classified based on pedestrian facility type definitions in the citywide Pedestrian Master Plan as found in Box 3-2. The classifications relate to potential facility designs and design treatments to address pedestrian needs. Key pedestrian improvement locations are listed in Box 3-3, and improvement concept drawings are included in this Element.

POLICIES

- ME-2.1** Implement the multi-use urban path system, which includes the La Playa Trail Urban Path, the Bay-to-Bay Urban Path, Midway Urban Path, and the Highway 101 Urban Path.
- ME-2.2** Support and promote walkability and connectivity through the construction of sidewalk and intersection improvements throughout the community. Pedestrian improvement locations should include, but are not limited to, the locations listed in Box 3-3.
- ME-2.3** Install missing sidewalks and curb ramps throughout the community. Prioritize improvements along the multi-use urban path system.
- ME-2.4** Seek additional right-of-way for pedestrian facilities.
- ME-2.5** Remove accessibility barriers along pedestrian paths of travel in the public right-of-way, which may include the undergrounding of public utilities and relocation of transit shelters to widen the pedestrian pathways.



A system of multi-use urban paths will provide attractive and safe connections for pedestrians and bicycles within the community and to nearby regional recreational amenities.

BOX 3-3: KEY PEDESTRIAN IMPROVEMENT LOCATIONS

- Sports Arena Boulevard (Figure 3-8)
- Midway Drive (Figure 3-9)
- Pacific Highway (Figure 3-10)
- Rosecrans Street (Figures 3-11 and 3-12)
- Camino del Rio West
- Barnett Avenue / Lytton Street (Figure 3-13)
- Sports Arena Boulevard / W. Point Loma Boulevard / Midway Drive intersection (Figure 3-14)
- Sports Arena Boulevard / Rosecrans Street / Camino del Rio West intersection (Figure 3-15)
- Pacific Highway / Barnett Avenue / Witherby Street intersection (Figure 3-16)

- ME-2.6** Provide ADA-compliant pedestrian ramps, high visibility continental crosswalks, advanced stop bar placement and pedestrian countdown timers at all signalized intersections.
- ME-2.7** Improve the pedestrian environment adjacent to transit stops and schools through the installation and maintenance of signs, lighting, high-visibility crosswalks, and other appropriate traffic calming measures.
- ME-2.8** Encourage the implementation of the pedestrian walkways to improve pedestrian route connectivity.
- ME-2.9** Install adequate street lighting along pedestrian routes throughout the community with priority on higher pedestrian/vehicle conflict areas.
- ME-2.10** Coordinate with San Diego Association of Governments (SANDAG) and the California Department of Transportation (Caltrans) to facilitate the development of a bicycle and pedestrian connection from the Sports Arena Community Village to the San Diego River Park.
- ME-2.11** Coordinate with Caltrans to improve the pedestrian and bicycle environment, improve access to nearby communities, and reduce conflicts with motor vehicles at all freeway undercrossings and overcrossings.
- ME-2.12** Coordinate with Caltrans to enhance the Palm Street/I-5 pedestrian bridge to improve the pedestrian environment and facilitate the use of the Palm Street Trolley station. Consider complementary pedestrian improvements on Kettner Boulevard to improve the ease and safety of the connection between the pedestrian bridge and Palm Street.

FIGURE 3-1: PLANNED PEDESTRIAN FACILITIES

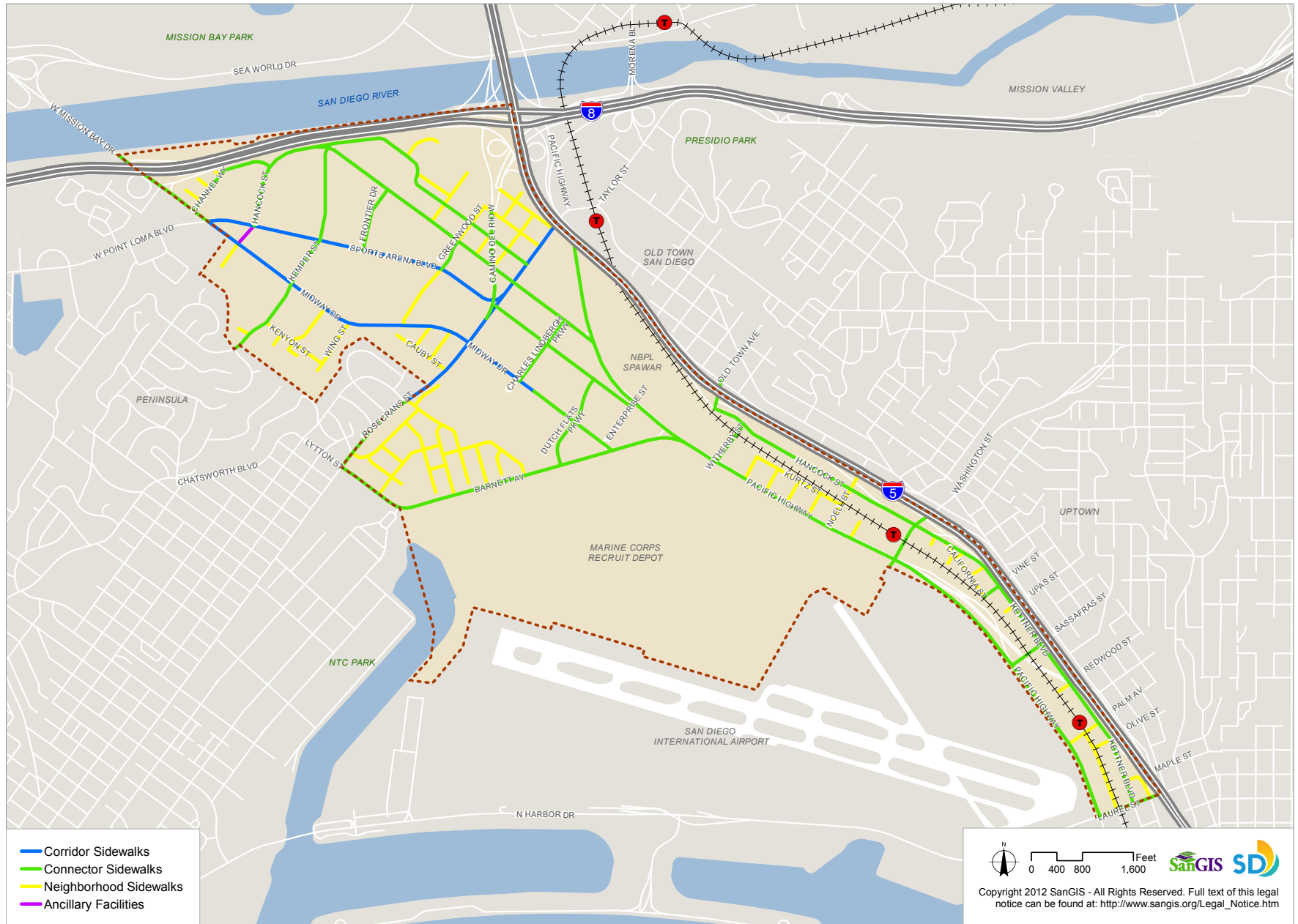
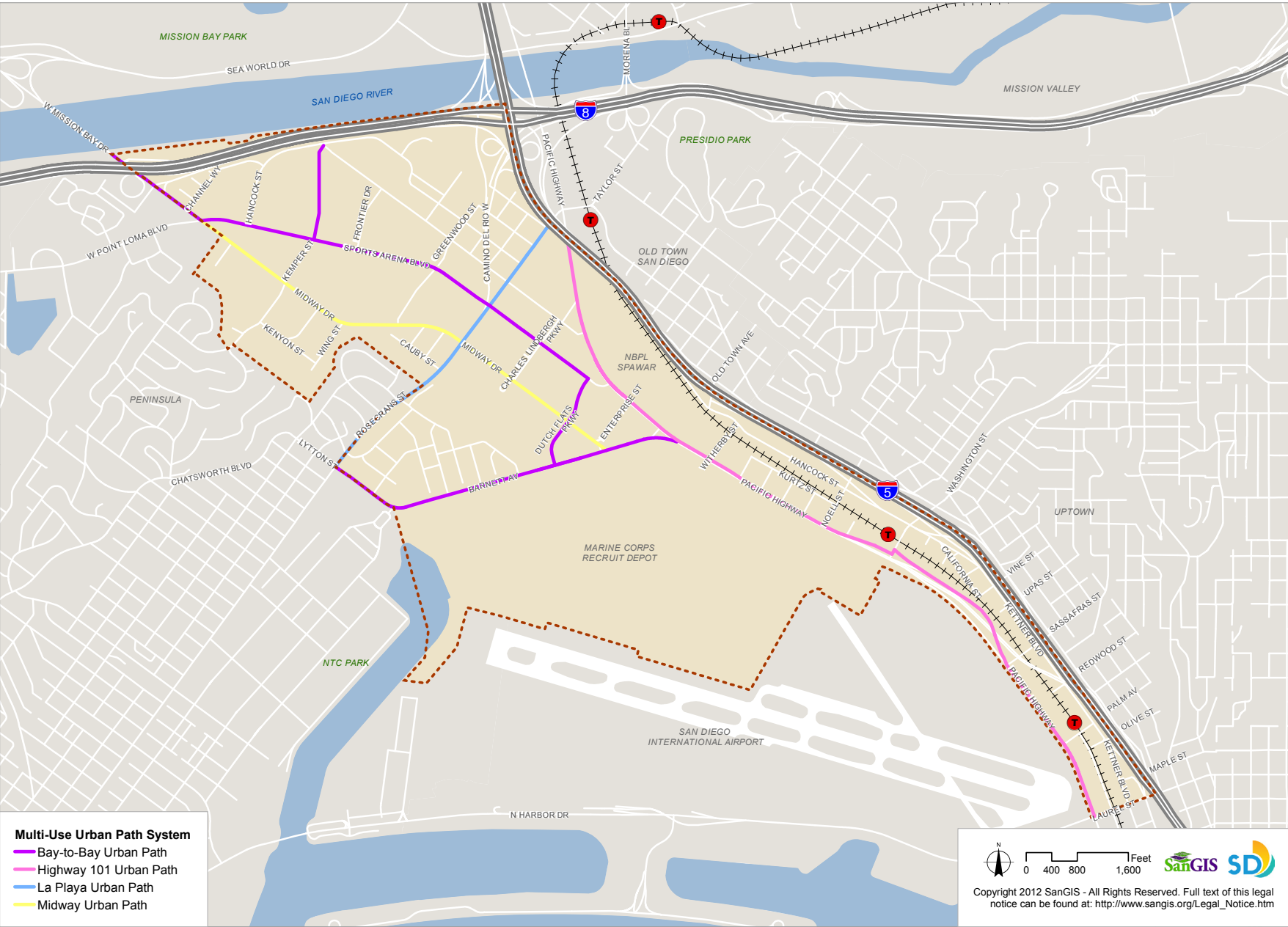


FIGURE 3-2: MULTI-USE URBAN PATH SYSTEM



3.3 BICYCLING

The Community Plan envisions the development of a safe, comfortable, and well-connected bicycle network that will make bicycling an attractive mode of transportation and help to meet sustainability goals. The community's flat topography and moderate size makes it well suited for bicycling between residential areas, commercial areas, employment areas, and transit stops and stations.

The planned bicycle network includes new and enhanced bicycle connections between transit and employment and residential areas; a Bay-to-Bay connection between San Diego Bay, the San Diego River, and Mission Bay; and connections to the regional bicycle network. The planned bicycle network includes separated and on-street bicycle facilities. Separated bicycle facilities enhance the comfort and safety of the bicycling environment, contribute to lower levels of rider stress, and promote increased bicycling rates. The multi-use urban path system shown in Figure 3-2 will provide joint-use paths for bicyclists and pedestrians that separate bicyclists from vehicles in locations with limited right-of-way. Existing (2017) and planned bicycle facilities are shown in Figure 3-3, and the bicycle facility types are described in Box 3-4.

POLICIES

- ME-3.1** Provide and support a continuous network of safe, convenient, and attractive bicycle facilities that connect Midway - Pacific Highway to other communities and to the regional bicycle network, as recommended in Figure 3-3.
- ME-3.2** Provide secure, accessible, and adequate bicycle parking along village and district main streets, within shopping centers, at concentrations of employment and education uses in the community, and at the future Intermodal Transit Center.

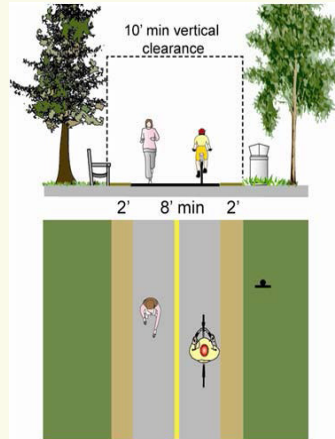
- ME-3.3** Coordinate with SANDAG and the Metropolitan Transit System (MTS) to provide secure and accessible bicycle parking at Rapid Bus stops and Trolley stations.
- ME-3.4** Implement separated bicycle facilities as part of the multi-use urban path system, as shown in Figure 3-2, along the following existing roadways:
 - Rosecrans Street (Lytton Street to Pacific Highway)
 - Sports Arena Boulevard (I-8 to Dutch Flats Parkway)
 - Midway Drive (Sports Arena Boulevard to Barnett Avenue)
 - Lytton Street / Barnett Avenue (Rosecrans Street to Pacific Highway)
 - Pacific Highway (Taylor Street to Laurel Street)
- ME-3.5** Encourage separated or buffered bicycle facilities along new streets where feasible.
- ME-3.6** Provide an easement for a pedestrian and bicycle ancillary facility as an extension of Hancock Street between Sports Arena Boulevard and Midway Drive that will not be open to vehicular traffic (see Figure 3-14).
- ME-3.7** Enhance safety, comfort, and accessibility for all levels of bicycle riders with improvements such as wayfinding and markings, actuated signal timing, bicycle parking, buffered bicycle lanes, and protected bicycle facilities.



BOX 3-4: BICYCLE FACILITIES CLASSIFICATIONS

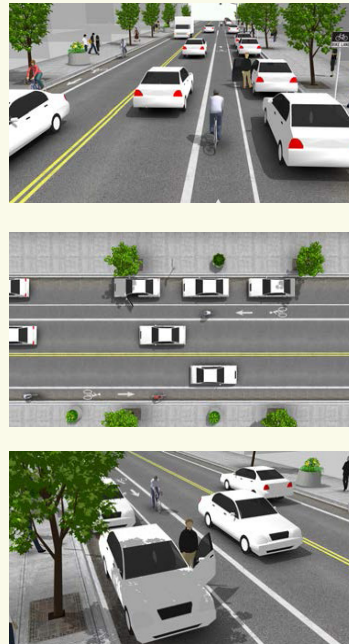
Class I - Bike Path

Bike paths, also termed shared-use or multi-use paths, are paved rights-of-way for exclusive use by bicyclists, pedestrians, and those using non-motorized modes of travel. They are physically separated from vehicular traffic and can be constructed in roadway right-of-way or exclusive right-of-way. Bike paths provide critical connections where roadways are absent or not conducive to bicycle travel.



Class II - Bike Lane

Bike lanes are defined by pavement striping and signs used to allocate a portion of a roadway for exclusive or preferential bicycle travel. Bike lanes are one-way facilities on either side of a roadway. Bike lanes enable bicyclists to ride at their preferred speed without interference from prevailing traffic conditions. Bike lanes also facilitate predictable behavior and movements between bicyclists and motorists. Whenever possible, bike lanes should be enhanced with treatments that improve safety and connectivity by addressing site-specific issues, such as additional warning or wayfinding signs. Enhanced buffered bike lanes add additional striping and lateral clearance between bicyclists and vehicles, leading to lowered levels of stress for riders.



Class III - Bike Route

Bike routes provide shared use with motor vehicle traffic within the same travel lane. Designated by signs, bike routes provide continuity to other bike facilities or designate preferred routes through corridors with high demand. Whenever possible, bike routes should be enhanced with treatments that improve safety and connectivity, such as the use of "Sharrows" or shared lane markings to delineate that the road is a shared-use facility.



Class IV - Cycle Track

A cycle track is a hybrid type bicycle facility that combines the experience of a separated path with the on-street infrastructure of a conventional bike lane. Cycle tracks are bikeways located in roadway right-of-way but separated from vehicle lanes by physical barrier or buffers. Cycle tracks provide for one-way bicycle travel in each direction adjacent to vehicular travel lanes and are exclusively for bicycle use. Cycle tracks are not recognized by Caltrans Highway Design Manual as a bikeway facility. To provide bicyclists with the option of riding outside of the cycle track to position themselves for a left or right turn, parallel bikeways should be added adjacent to cycle track facilities whenever feasible.

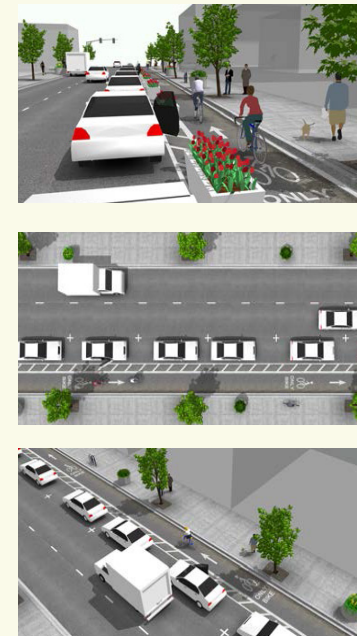
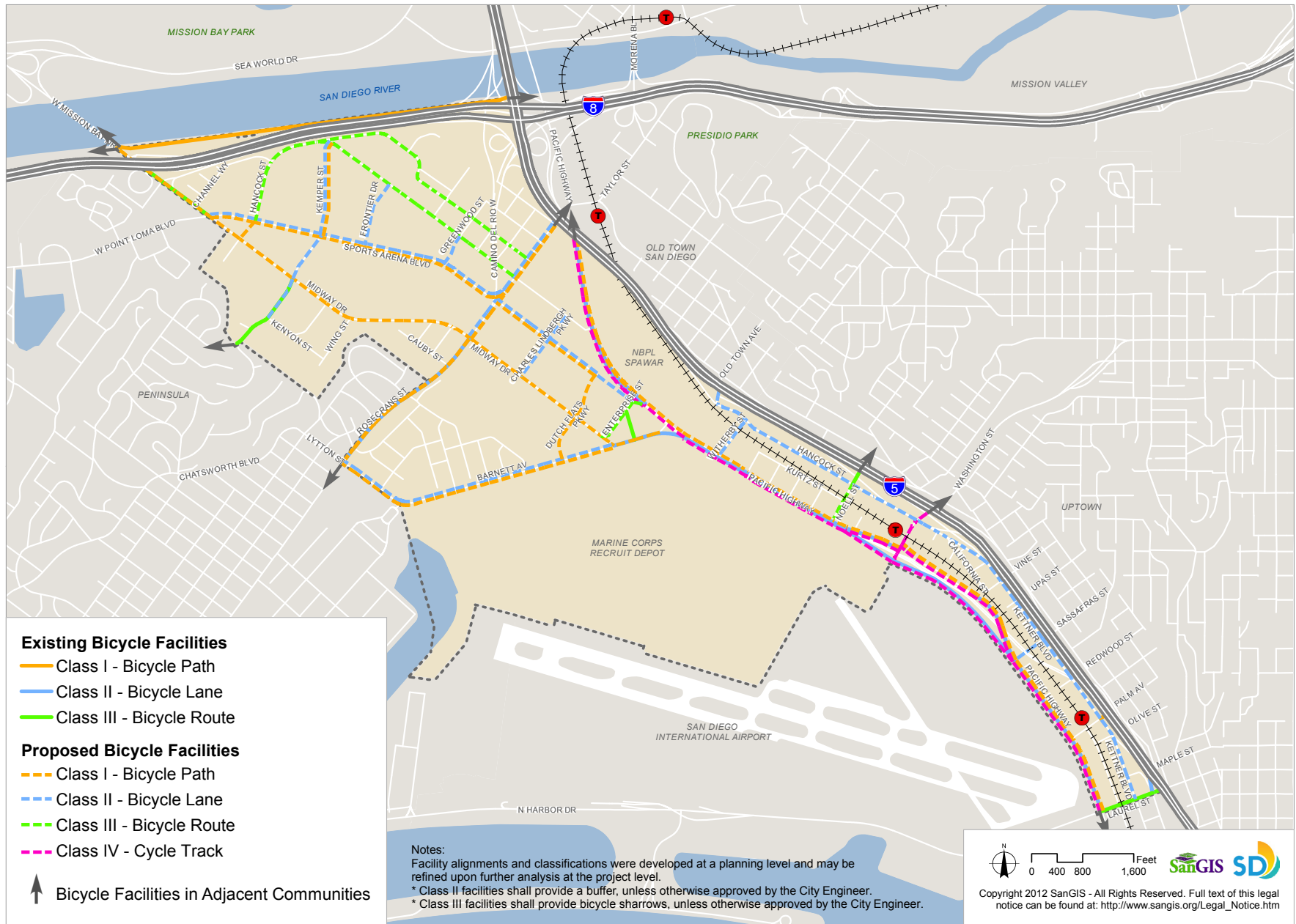


FIGURE 3-3: EXISTING AND PLANNED BICYCLE FACILITIES





3.4 TRANSIT

The Community Plan envisions connecting transit and land use to create walkable, transit-oriented villages and districts. Box 3-5 describes the existing transit system and Figure 3-5 shows the planned transit network. SANDAG's Regional Plan identifies planned transit system improvements including trolley service and capacity upgrades and the implementation of Rapid Bus service in Midway - Pacific Highway. Rapid Bus will provide a higher-speed service along Sports Arena Boulevard, between the Old Town Transit Center and Ocean Beach, and along Rosecrans Street between Old Town and Point Loma. The Community Plan envisions future Rapid Bus stations at the Sports Arena Community Village and Dutch Flats Urban Village to support planned residential and employment uses. The complete streets improvements discussed in previous sections, as well as the implementation of transit priority measures and other intelligent transportation systems, will support efficient transit service and transit use as a transportation mode of choice.



Planned Rapid Bus service along Sports Arena Boulevard and Rosecrans Street, connecting to the Old Town Transit Center, will complement existing trolley service.

BOX 3-5: TRANSIT SYSTEMS

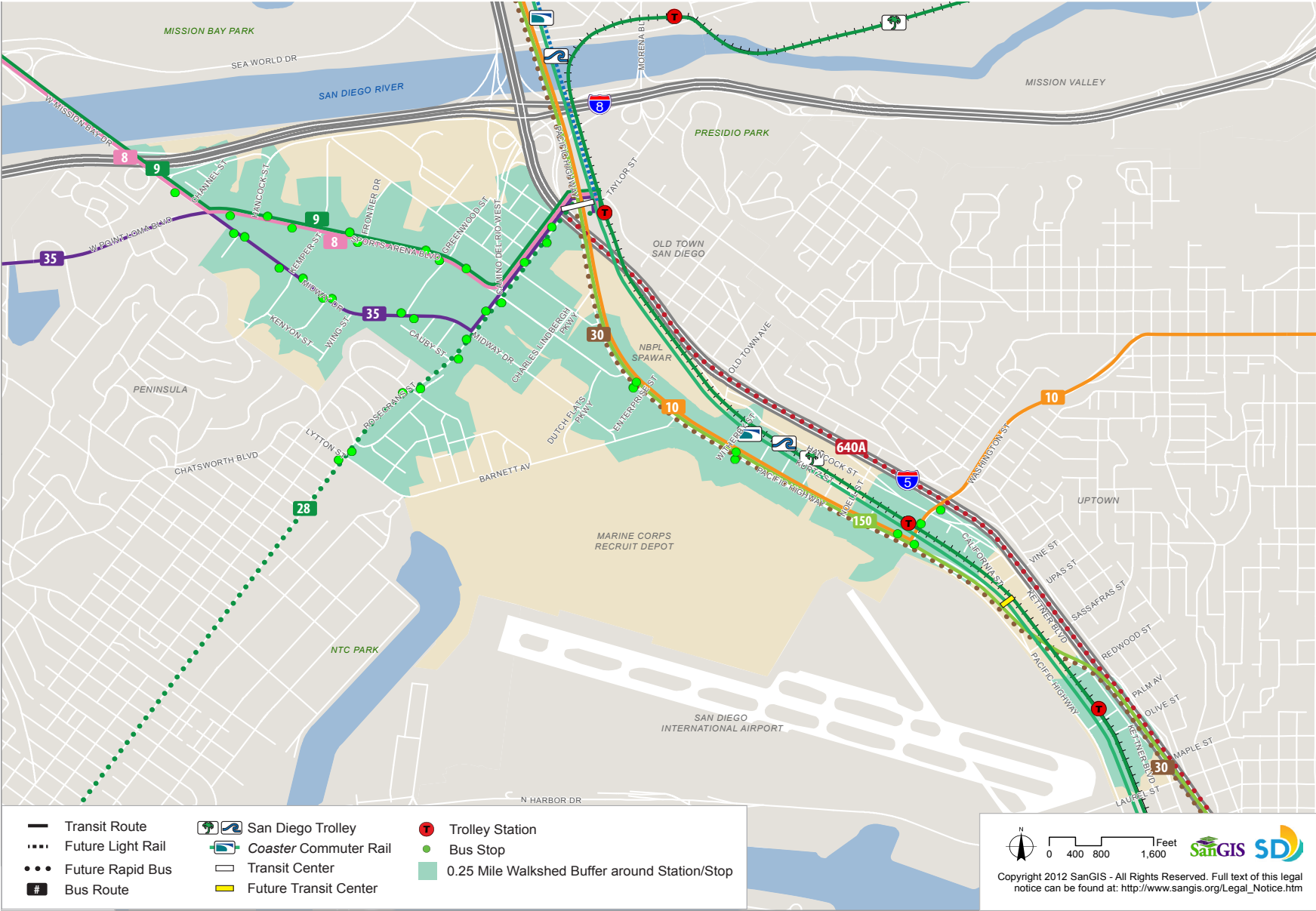
- **San Diego Trolley.** The San Diego Trolley, operated by the Metropolitan Transit System (MTS), connects the Midway - Pacific Highway community to Downtown, Mission Valley, San Diego State University, El Cajon, Santee, National City, Chula Vista, and San Ysidro. By 2020, the Trolley will be extended from Old Town to the University of California San Diego and the University community. Other future trolley extensions are identified in the Regional Plan.
- **Coaster.** The Coaster, operated by North County Transit District (NCTD), is a commuter rail service connecting the Oceanside Transit Center, Carlsbad Village, Carlsbad Poinsettia, Encinitas, Solana Beach, Sorrento Valley, Old Town, and Downtown.
- **Rapid Bus.** The Rapid Bus service operated by MTS will provide a higher-speed service along Rosecrans Street, Sports Arena Boulevard, and Pacific Highway with connections to the Old Town Transit Center.
- **Local Bus.** Local bus routes are operated by MTS with stops throughout Midway-Pacific Highway.

The Regional Plan also includes the future development of an Intermodal Transit Center (ITC) along the rail corridor south of Washington Street to provide a regional transit hub connecting Amtrak, Coaster, Trolley, and bus service to the San Diego International Airport. The ITC could provide a pedestrian bridge to an airport shuttle or people-mover system that would transport passengers to the airport terminals. The ITC could evolve over time from initially accommodating improvements for the Trolley, Coaster, Amtrak, and local bus service, to becoming a station for High Speed Rail service. The California High Speed Rail Authority is planning a statewide, intercity high-speed passenger rail system with San Diego as the southern terminus. The proposed High Speed Rail alignment will follow the existing rail corridor, with options for track segments to be above, at, and below grade. Design guidelines for the future ITC are provided in the Land Use, Villages & Districts Element.

POLICIES

- ME-4.1** Coordinate with MTS, SANDAG, and adjacent property owners to improve accessibility and the environment at transit stops through the installation of amenities such as ADA-compliant shelters and additional seating, bicycle parking, lighting, and landscaping, where appropriate.
- ME-4.2** Coordinate with MTS and SANDAG to provide enhanced station amenities at the trolley stations at Washington Street and Palm Street and at the recommended future Rapid Bus stations serving the Sports Arena Community Village and Dutch Flats Urban Village that reflect their importance and improve safety. These amenities can include unique shelter designs, bicycle lockers, artwork, real-time transit information, lighting, surveillance, and emergency call boxes.
- ME-4.3** Improve access to transit by prioritizing improvements to pedestrian and bicycle facilities that provide connections to transit stops, stations, and the Old Town Transit Center.
- ME-4.4** Coordinate with MTS and SANDAG to implement transit priority measures such as queue jumpers and priority signal operations along current and future transit corridors such as Sports Arena Boulevard, Midway Drive, Rosecrans Street, and Pacific Highway.
- ME-4.5** Encourage the implementation of Rapid Bus to serve areas of future residential and employment uses in the Sports Arena Community Village and Dutch Flats Urban Village.
- ME-4.6** Coordinate with MTS and SANDAG to provide Rapid Bus stations and mobility hubs at the Sports Arena Community Village and the Dutch Flats Urban Village.
- ME-4.7** Coordinate with MTS and public and private developers to ensure accessibility and compatibility between transit operations and future development plans.
- ME-4.8** Coordinate with MTS and SANDAG for the installation of electronic arrival schedules where appropriate and implement real-time transit schedule updates to provide timely information and support efficient boarding.
- ME-4.9** Coordinate with MTS and SANDAG to reduce trolley, vehicle, and pedestrian conflicts. Strategies may include elevated tracks and platforms, rail realignment, and aesthetic improvements to strengthen pedestrian access and walkability.
- ME-4.10** Coordinate with SANDAG to increase the length of the heavy-rail bridge at Witherby Street to create additional right-of-way for planned multimodal improvements.
- ME-4.11** Coordinate with SANDAG to implement transit infrastructure and service enhancements in the Regional Plan, including the construction of the future ITC located along the rail corridor.

FIGURE 3-4: PLANNED TRANSIT FACILITIES



3.5 STREET AND FREEWAY SYSTEMS

To meet existing and future transportation demand, the Community Plan envisions improving and supplementing Midway – Pacific Highway's existing mobility network of streets and freeway connections, pedestrian facilities, and bicycle facilities. As development occurs within the Sports Arena Community Village and Dutch Flats Urban Village, new public, complete streets will be constructed to enhance connectivity, as listed in Box 3-5. Figure 3-5 shows the existing (2017) functional street classifications, and Figure 3-6 shows the planned street classifications. New public or private streets may also be constructed in other areas of limited connectivity as part of private development projects.

Focused street improvements, transportation systems management techniques, and traffic-calming measure can increase mobility network capacity, reduce congestion, reduce speeding, and improve neighborhood livability. Recommended physical and operational improvements that will assist in meeting existing and projected vehicular mobility needs, as shown in Figure 3-7, include street widening, improving signalization, adding turn lanes, restriping, modifying medians and intersections, removing on-street parking, and freeway access and signage improvements. Conceptual diagrams for some of the proposed street and intersection improvements are provided in Figures 3-8 through 3-16.

Existing streets will also be improved to incorporate the proposed multi-use urban path system and bicycle facilities within and alongside existing roadways, as described in the Walkability and Bicycling sections. Refer also to the General Plan's Mobility Element, and Urban Design Element for policy guidance regarding the streetscape and urban greening components of complete streets design.

The addition of I-8/I-5 west-to-north and south-to-west freeway connector ramps and improved connections between I-5 and Pacific

- ME-4.12** Coordinate with SANDAG and the California High Speed Rail Authority to support the statewide, intercity high-speed passenger rail system with San Diego as the southern terminus.
- ME-4.13** Support the implementation of the Intermodal Transit Center (ITC), as planned in the Regional Plan.
 - A.** Coordinate with SANDAG and the High Speed Rail Authority during the planning, design and construction process for the Intermodal Transit Center (ITC) facility to address the needs of the Midway - Pacific Highway community.
 - B.** Encourage SANDAG and the High Speed Rail Authority to involve the community and affected business and property owners throughout the development process for the ITC.
 - C.** Encourage the ITC design to provide adequate parking to meet the needs of transit passengers.
 - D.** Encourage SANDAG and Caltrans to provide improvements to enhance vehicular access between I-5 and the ITC.
 - E.** Support implementation of a pedestrian bridge or connection from the ITC to the west side of Pacific Highway.
 - F.** Support the use of regional transportation and state high speed rail funding to construct the facility and associated off-site improvements.
 - G.** Support the construction of a new trolley station at the MTS property between Witherby Street and Noell Street should the Washington Street trolley station be relocated to the ITC to ensure ongoing transit service for the Hancock Transit Corridor village.



Highway will improve access to the freeway system and reduce the amount of congestion on local streets, including Rosecrans Street/Camino Del Rio West, Sports Arena Boulevard, and Pacific Highway. Additionally, access improvements from the Camino Del Rio West interchange to I-5 south, access and capacity improvements at the Old Town Avenue interchange with I-5, and direct access from I-5 to the airport would help alleviate traffic congestion along local streets, including Pacific Highway, Hancock Street, and Laurel Street, that is exacerbated by airport traffic. Operational and intersection improvements on the Rosecrans Street/Camino del Rio West corridor will help to address congestion in the near- to mid-term. The City and Caltrans may need to study long-term grade separation options as part of regional access improvements from Midway Drive to the I-5/I-8 interchange.

POLICIES

- ME-5.1** Provide a network of complete streets throughout the community that safely accommodates all travel modes and users of the right-of-way.
- ME-5.2** Reconfigure existing right-of-way as appropriate to provide bicycle, pedestrian, and transit facilities while maintaining vehicular access.
- ME-5.3** Implement focused intersection improvements to improve safety and operations for all travel modes.
- ME-5.4** Introduce new streets to break up the scale of existing superblocks to improve multimodal mobility and reduce vehicular congestion, including the new streets listed in Box 3-5.
- ME-5.5** Incorporate balanced multimodal street design concepts into the planning, design, retrofit, and maintenance of streets.
- ME-5.6** Ensure efficient movement and delivery of goods to retail uses while minimizing impacts on residential and mixed-use neighborhoods.

BOX 3-6: RECOMMENDED NEW ROADWAY CONNECTIONS

- **Kemper Street** (Sports Arena Boulevard to Hancock Street / Kurtz Street intersection)
- **Frontier Drive** (Sports Arena Boulevard to Kurtz Street)
- **Greenwood Street** (Sports Arena Boulevard to Kurtz Street)
- **Charles Lindbergh Parkway** (Midway Drive to Kurtz Street)
- **Dutch Flats Parkway** (Sports Arena Boulevard to Barnett Avenue)



Creating new complete street connections and improving existing streets to safely accommodate all modes of travel will help meet the community's travel demand.

- ME-5.7** Support the implementation of modern roundabouts throughout the community, where appropriate, and evaluate roundabout intersection control for all new intersections.
- ME-5.8** Support an engineering feasibility study to analyze downgrading Pacific Highway to a 6-lane major arterial to improve multimodal safety, enhance multimodal connections between the community and Downtown, and create a community gateway. This improvement could potentially include removing grade-separations along Pacific Highway at Barnett Avenue, Witherby Street, and Washington Street (see conceptual plan in Figure 3-16).
- ME-5.9** Consider a public road connection between Sports Arena Boulevard and Midway Drive to connect to the Greenwood Street extension in order to improve the mobility system.
- ME-5.10** Coordinate with SANDAG and Caltrans to recommend future ramp connections between the follow locations to enhance regional access for Midway - Pacific Highway and adjacent communities as well as airport access:
 - I-8 East to I-5 North
 - I-5 South to I-8 West
 - Pacific Highway (northbound) to I-5 North
 - I-5 South to Pacific Highway (southbound)
 - Camino del Rio West (northbound) to I-5 South
- ME-5.11** Coordinate with SANDAG, Caltrans, and the San Diego County Regional Airport Authority to reduce congestion on community streets from vehicles traveling to and from San Diego International Airport through the implementation of airport- and/or regionally-funded transportation improvements. Consider a direct access connection from I-5 to the San Diego International Airport.

- ME-5.12** Support an engineering feasibility study to analyze potential grade separation of Camino del Rio West from Rosecrans Street to the I-5/I-8 interchange to separate regional traffic from local traffic.
- ME-5.13** Support an engineering feasibility study that evaluates intersection reconfiguration or alternative traffic control (e.g., roundabout) to improve the Hancock Street/Old Town Avenue/I-5 Southbound Ramps intersection and the closely spaced Old Town Avenue/Moore Street intersection.
- ME-5.14** Consider implementing angled parking on the new segment of Kemper Street to support nearby park, recreation, and commercial uses.



Roundabouts and other right-of-way improvements, such as those implemented in the Bird Rock area, can improve traffic flow while also calming traffic and creating a more comfortable and attractive environment for bicyclists and pedestrians.

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FIGURE 3-6: PLANNED STREET CLASSIFICATIONS

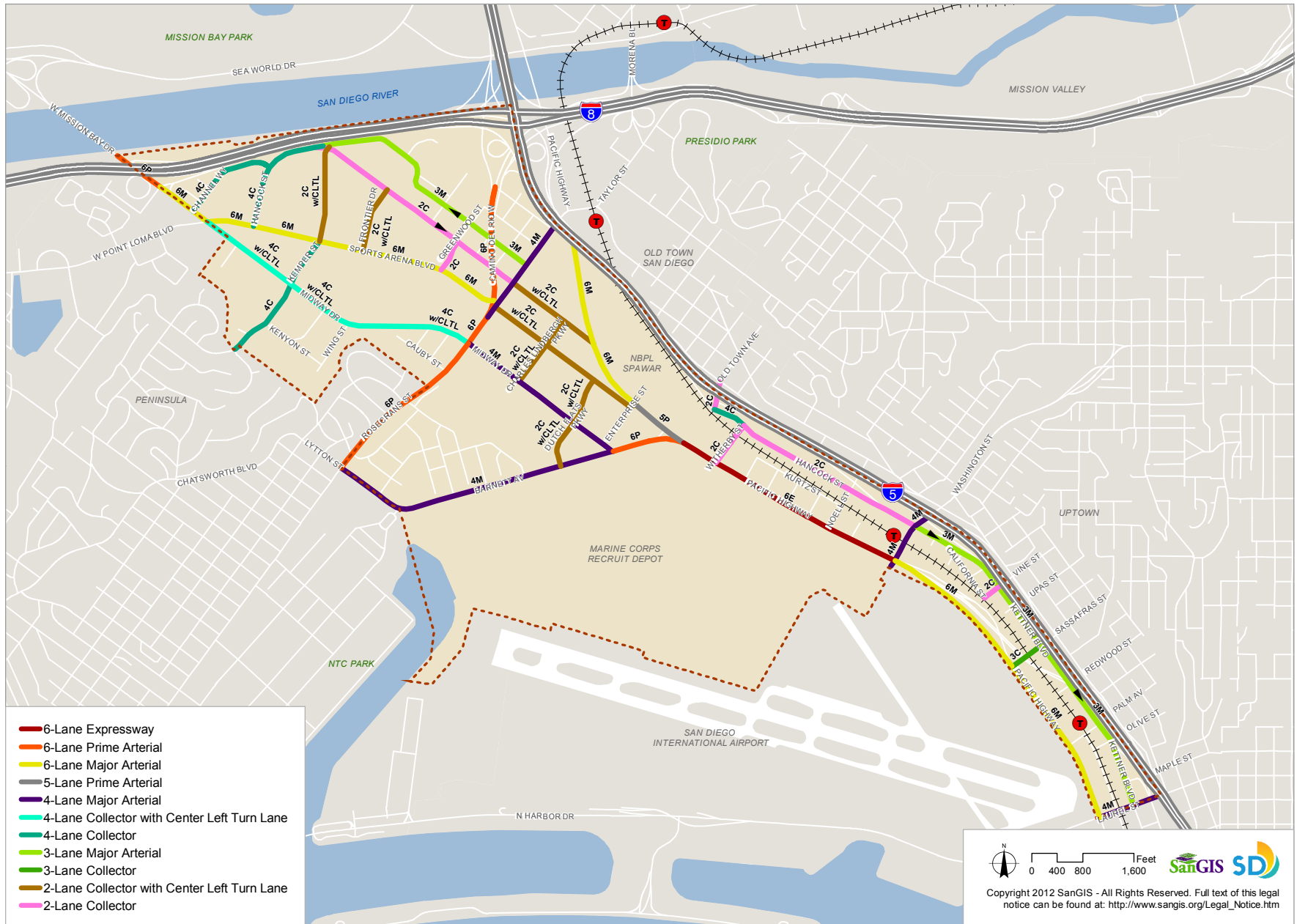
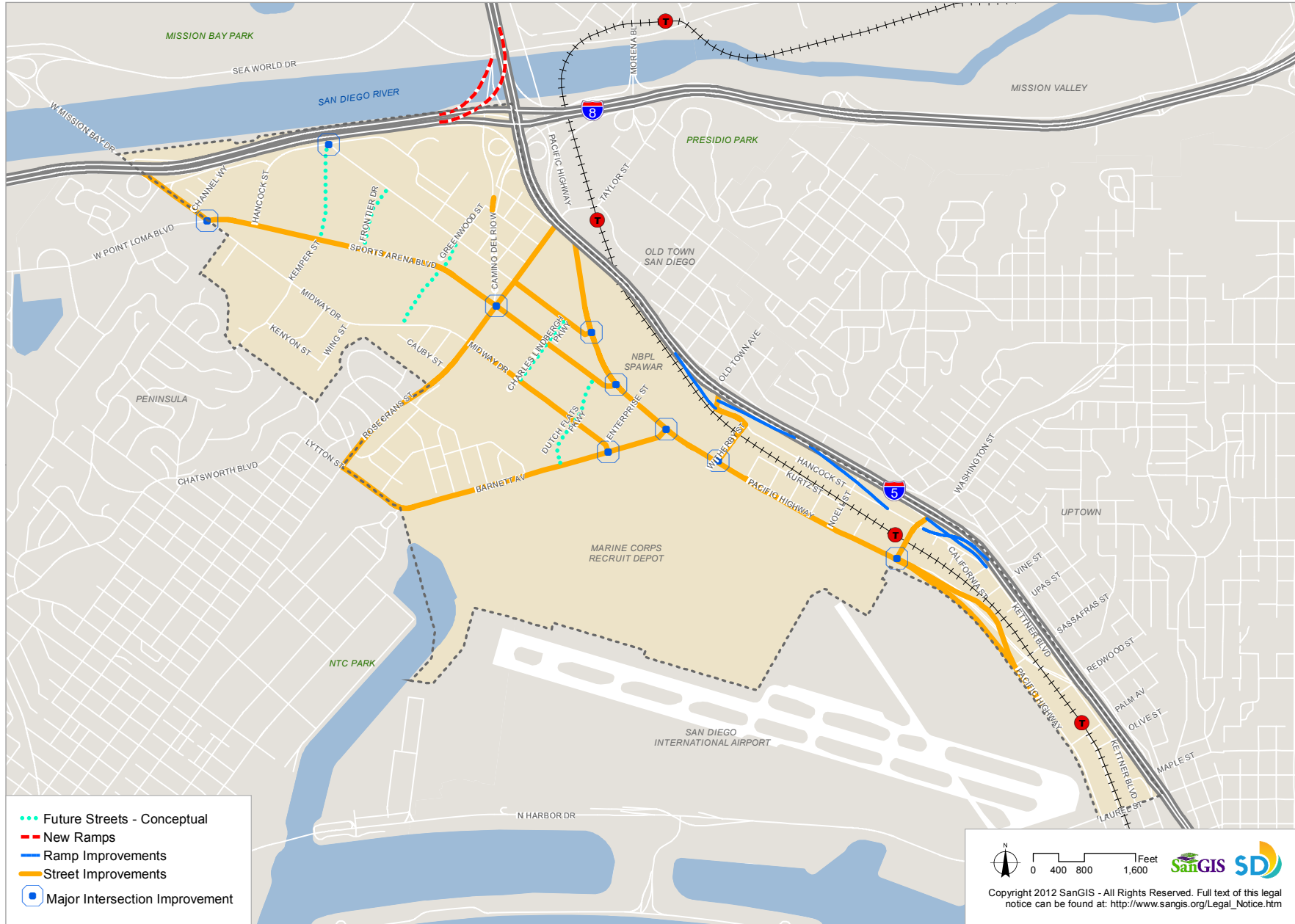




FIGURE 3-7: RECOMMENDED STREETS AND FREEWAYS IMPROVEMENTS



3.6 INTELLIGENT TRANSPORTATION SYSTEMS

Intelligent transportation systems (ITS) are technologies that are applied to transportation systems such as vehicles, roadways, intersections, transit, and payment systems to improve their function. The goal of ITS implementation is to maximize efficiency of these transportation systems, increase vehicle throughput, reduce congestion, and provide useful information to the commuting public. Information may be relayed or reflected through flashing messaging boards, allowing travelers to make informed travel mode and route decisions, and self-adjusting traffic signals during peak traffic hours. The use of ITS tools will be instrumental to addressing the community's mobility needs.

POLICIES

- ME-6.1** Facilitate implementation of ITS and emerging technologies to help improve public safety, reduce collisions, optimize traffic signal timing, minimize traffic congestion, maximize parking efficiency, manage transportation and parking demand, and improve environmental awareness and neighborhood quality.
- ME-6.2** Prioritize ITS strategies such as dynamic message signs, transit signal priority measures, and adaptive traffic signal coordination systems to reduce congestion on Sports Arena Boulevard, Midway Drive, Rosecrans Street, and Pacific Highway.
- ME-6.3** Encourage implementation or accommodation of infrastructure for electric vehicles including vehicle charging stations as part of residential, commercial, industrial, and infrastructure development projects based on future demand and changes in technology.
- ME-6.4** Support infrastructure to accommodate connected and autonomous vehicles.



Real-time information, such as parking spots available and next-bus information, will help travelers make more efficient travel choices.



Incorporating emerging technologies such as electric vehicle charging stations as part of infrastructure and development projects will encourage and support sustainable travel choices.



3.7 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) combines marketing and incentive programs to encourage use of a range of transportation options, including public transit, bicycling, walking and ride-sharing, and to reduce dependence on automobiles. TDM strategies are another important tool to help reduce congestion and parking demand in Midway - Pacific Highway.

POLICIES

- ME-7.1** Encourage new residential, office, and commercial developments, as well as any new parking garages, to provide spaces for car-sharing.
- ME-7.2** Encourage large employers and institutions in Midway - Pacific Highway, such as the U.S. Navy and U.S. Marine Corps, to provide transit passes at reduced rates to employees/students and to allow for flexible work and school schedules in order to shift trips to off-peak periods.
- ME-7.3** Encourage the implementation of an employee shuttle between the Dutch Flats Urban Village and the Old Town Transit Center during morning and afternoon peak travel periods as a TDM measure prior to the start of Rapid Bus service.
- ME-7.4** Encourage new multifamily residential development to provide discounted transit passes to residents.
- ME-7.5** Encourage new commercial, office, and industrial development to provide discounted transit passes to employees.
- ME-7.6** Encourage employers to participate in SANDAG's TDM programs, such as ridematching services, subsidized vanpool program, guaranteed ride home, and teleworking, to reduce vehicular trips.

- ME-7.7** Encourage participation in active transportation programs to and from schools, in conjunction with Safe Routes to School programs, to help promote physical activity and healthier lifestyles for students.
- ME-7.8** Implement bike share and car share programs where appropriate to reduce the necessity for automobile ownership and use in the community.
- ME-7.9** Encourage the implementation of a shuttle between the Sports Arena and the Old Town Transit Center during events as a TDM measure.



Transportation Demand Management efforts can include installation of bike sharing stations throughout the community.

3.8 PARKING MANAGEMENT

The achievement of many of the goals of the Community Plan depends on thoughtfully planning and effectively managing parking in the community. These goals include reduced congestion and vehicle trips, increased sustainability, improved transit use and transit service, revitalized employment and residential districts, and enhanced community character.

POLICIES

- ME-8.1** Support reducing minimum parking requirements for mixed-use development which could include the utilization of tandem parking.
- ME-8.2** Encourage public parking structures and surface parking to utilize shared parking arrangements as part of new development to efficiently meet parking demands.
- ME-8.3** Implement parking management strategies and enforce existing parking regulations and restrictions in order to more efficiently use on-street parking spaces, increase turnover and parking availability, and reduce on-street overnight parking of oversized vehicles.
- ME-8.4** Encourage shared driveways where feasible to reduce curb cuts.

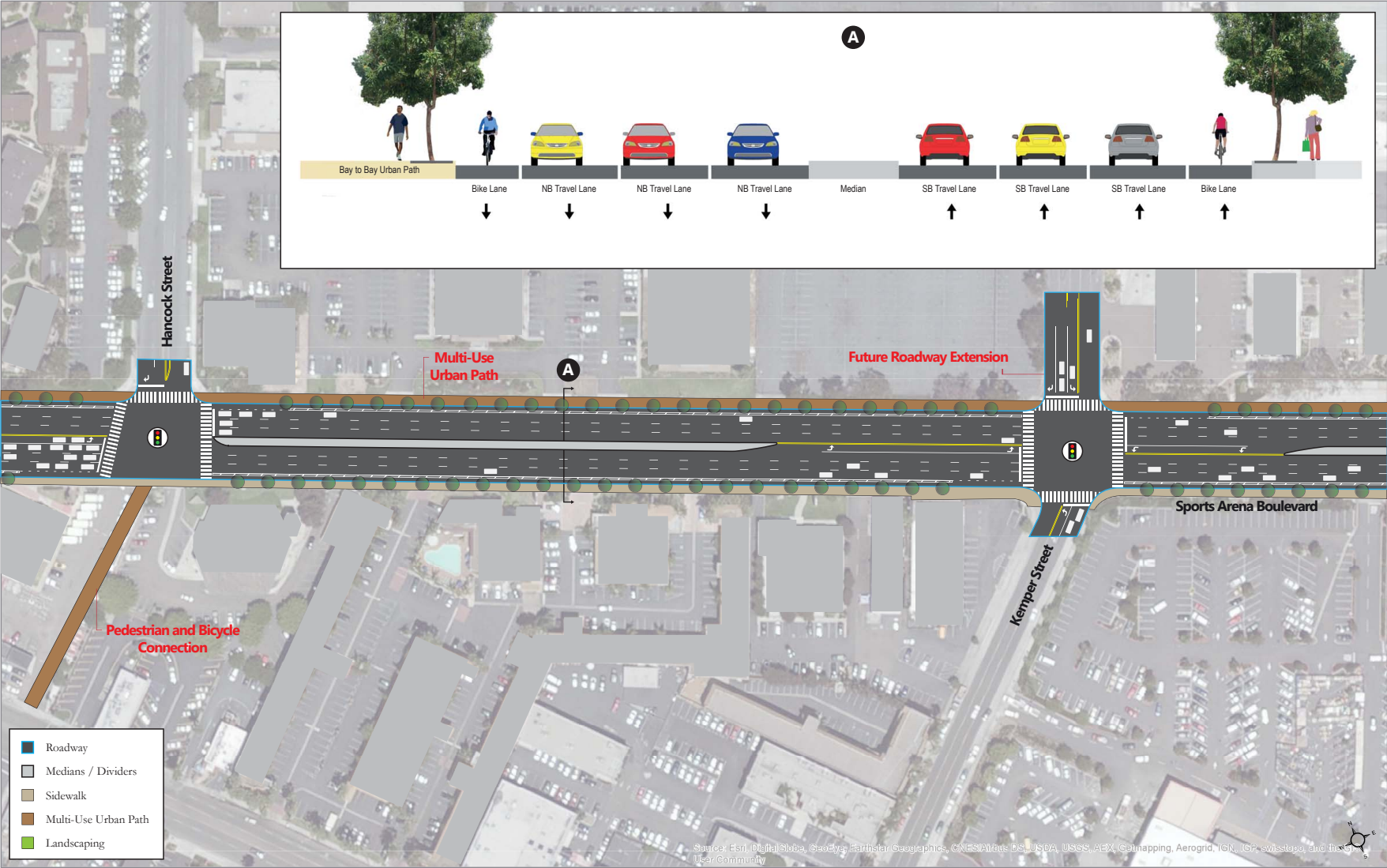
3.9 GOODS MOVEMENT AND FREIGHT CIRCULATION

Within Midway - Pacific Highway, medium to large trucks make deliveries to industrial, commercial, and institutional land uses in the community including the Post Office on Midway Drive, the Marine Corps Recruitment Depot (MCRD), the Naval Base Point Loma - SPAWAR complex, and the San Diego International Airport (SDIA). The community does not have any designated truck routes. Trucks are allowed to use major roadways to access the industrial and commercial sites. As Midway - Pacific Highway evolves and grows, steps can be taken in order to minimize potential impacts from truck activity within the community.

POLICIES

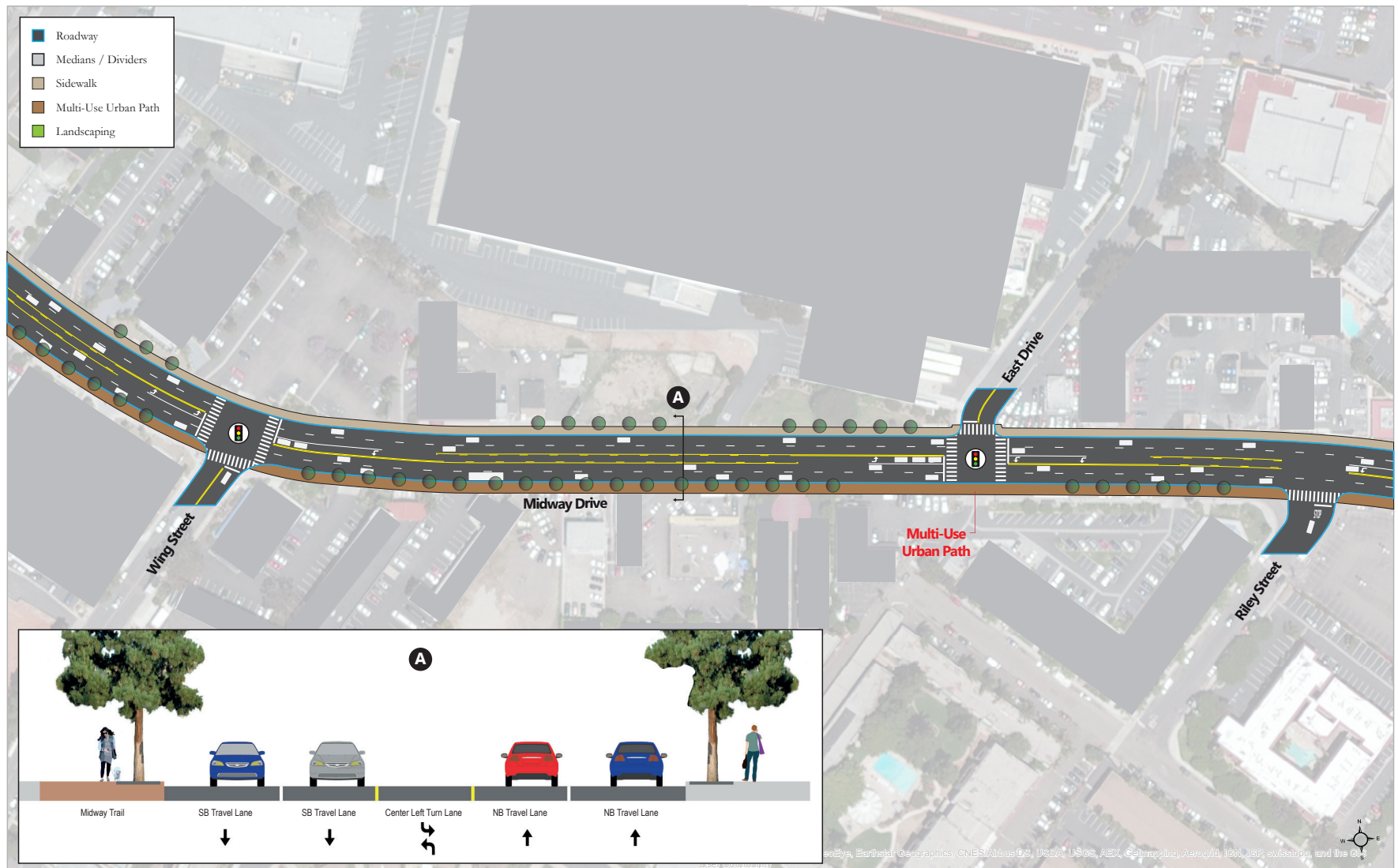
- ME-9.1** Ensure efficient movement and delivery of goods to retail, commercial and industrial uses while minimizing congestion impacts to roadways by encouraging delivery during non-peak and non-congested traffic hours.
- ME-9.2** Provide adequate loading spaces internal to new non-residential development to minimize vehicle loading and minimize truck storage spillover on adjacent streets.
- ME-9.3** Provide adequate short-term, on-street curbside loading spaces for existing developments where off-street loading is not accommodated.
- ME-9.4** Coordinate with Caltrans, the San Diego Unified Port District, and the San Diego County Regional Airport Authority to improve truck access to and from the San Diego International Airport and I-5.

FIGURE 3-8: SPORTS ARENA BOULEVARD IMPROVEMENTS



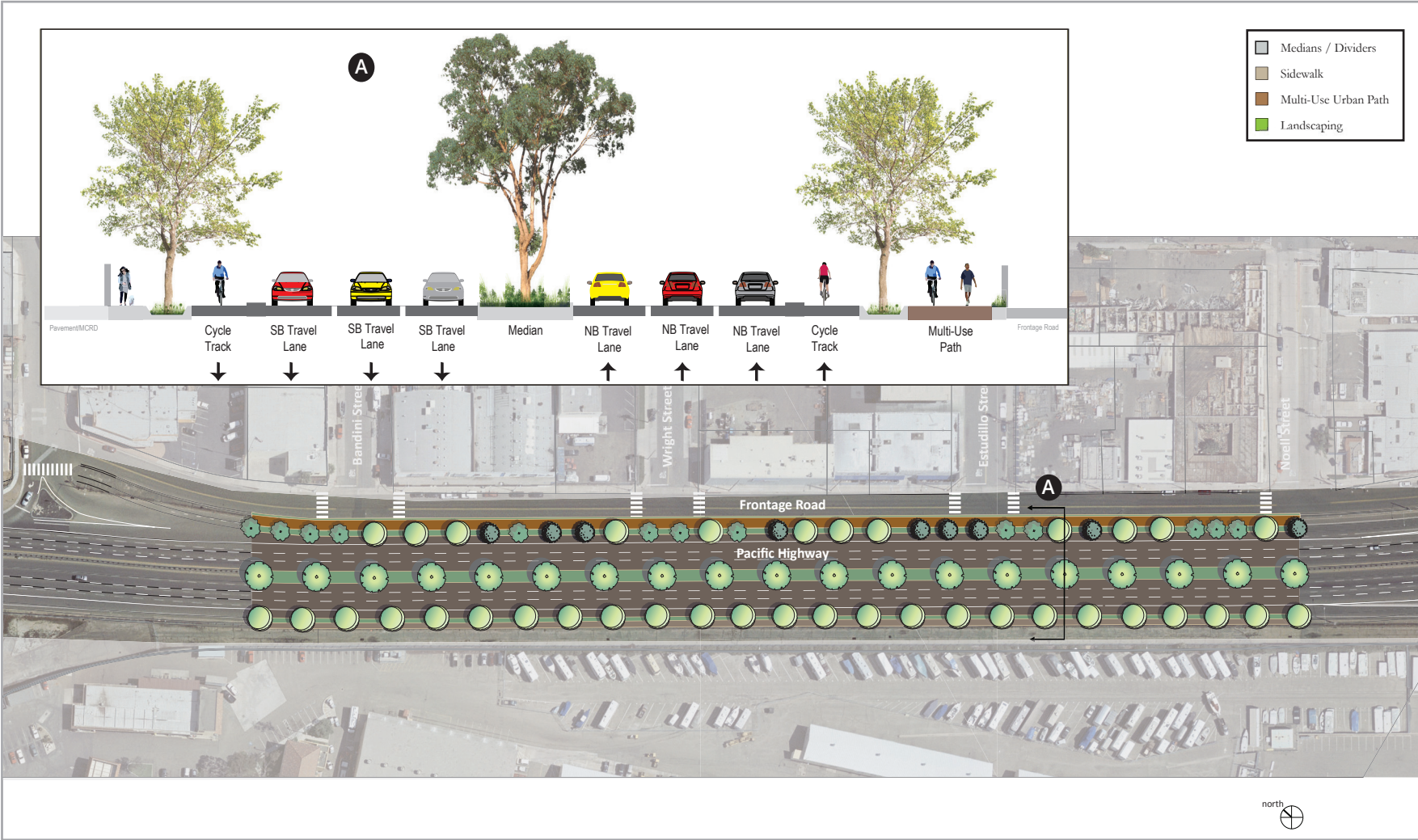
This graphic is for conceptual purposes only. Further engineering study would be required at the project level prior to implementation.

FIGURE 3-9: MIDWAY DRIVE IMPROVEMENTS



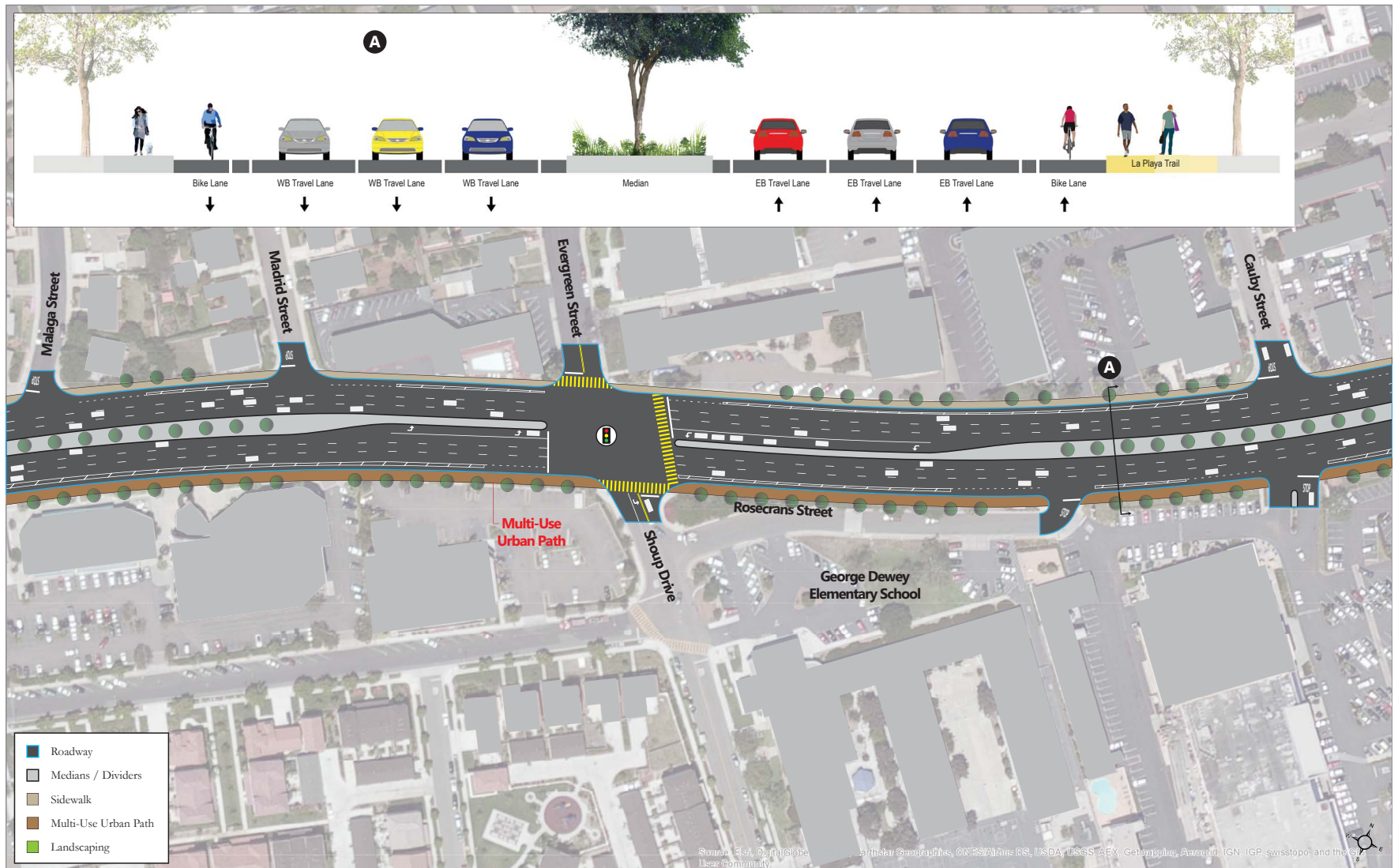
This graphic is for conceptual purposes only. Further engineering study would be required at the project level prior to implementation.

FIGURE 3-10: PACIFIC HIGHWAY IMPROVEMENTS



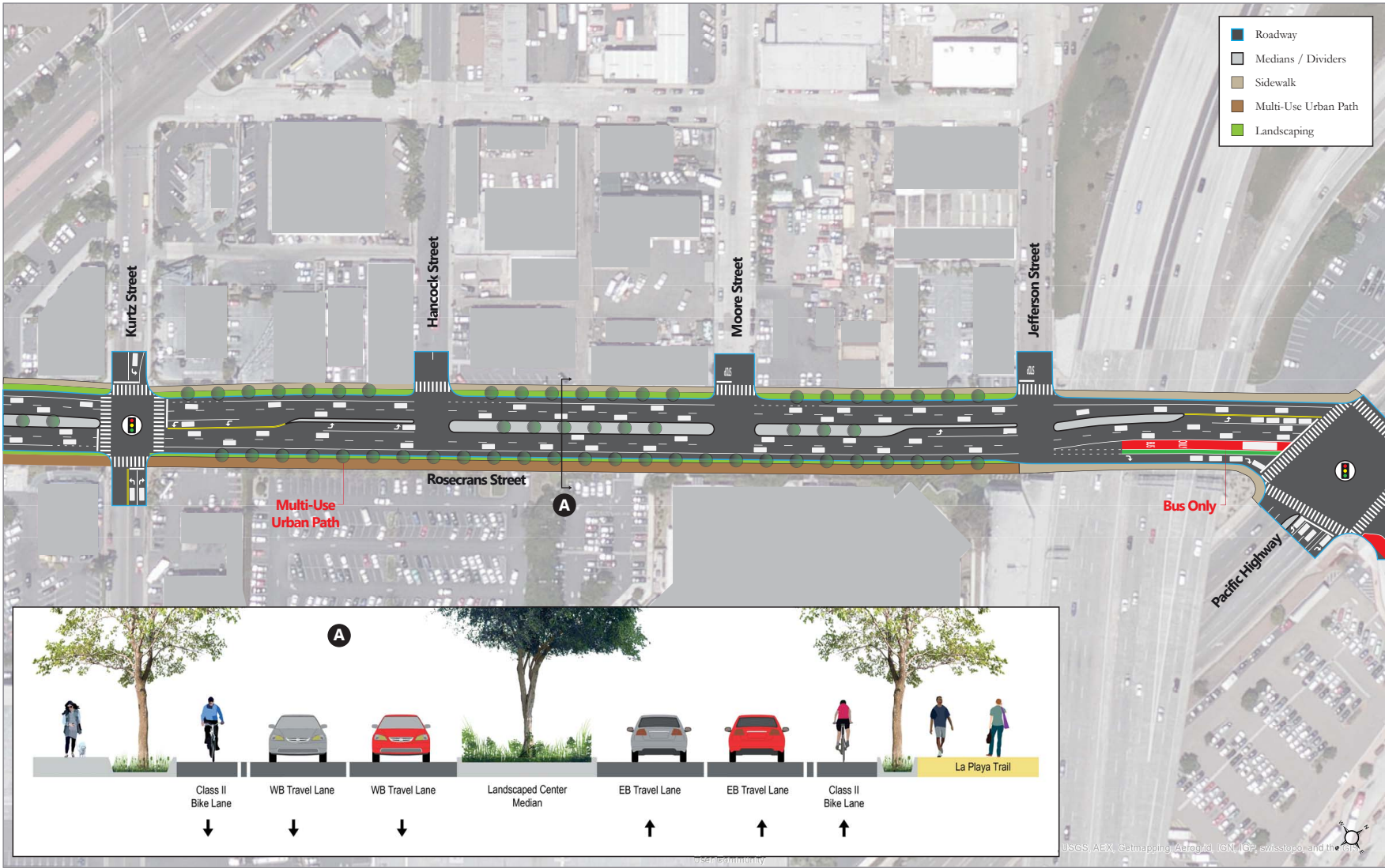
This graphic is for conceptual purposes only. Further engineering study would be required at the project level prior to implementation.

FIGURE 3-11: ROSECRANS STREET IMPROVEMENTS (WEST OF MIDWAY DRIVE)



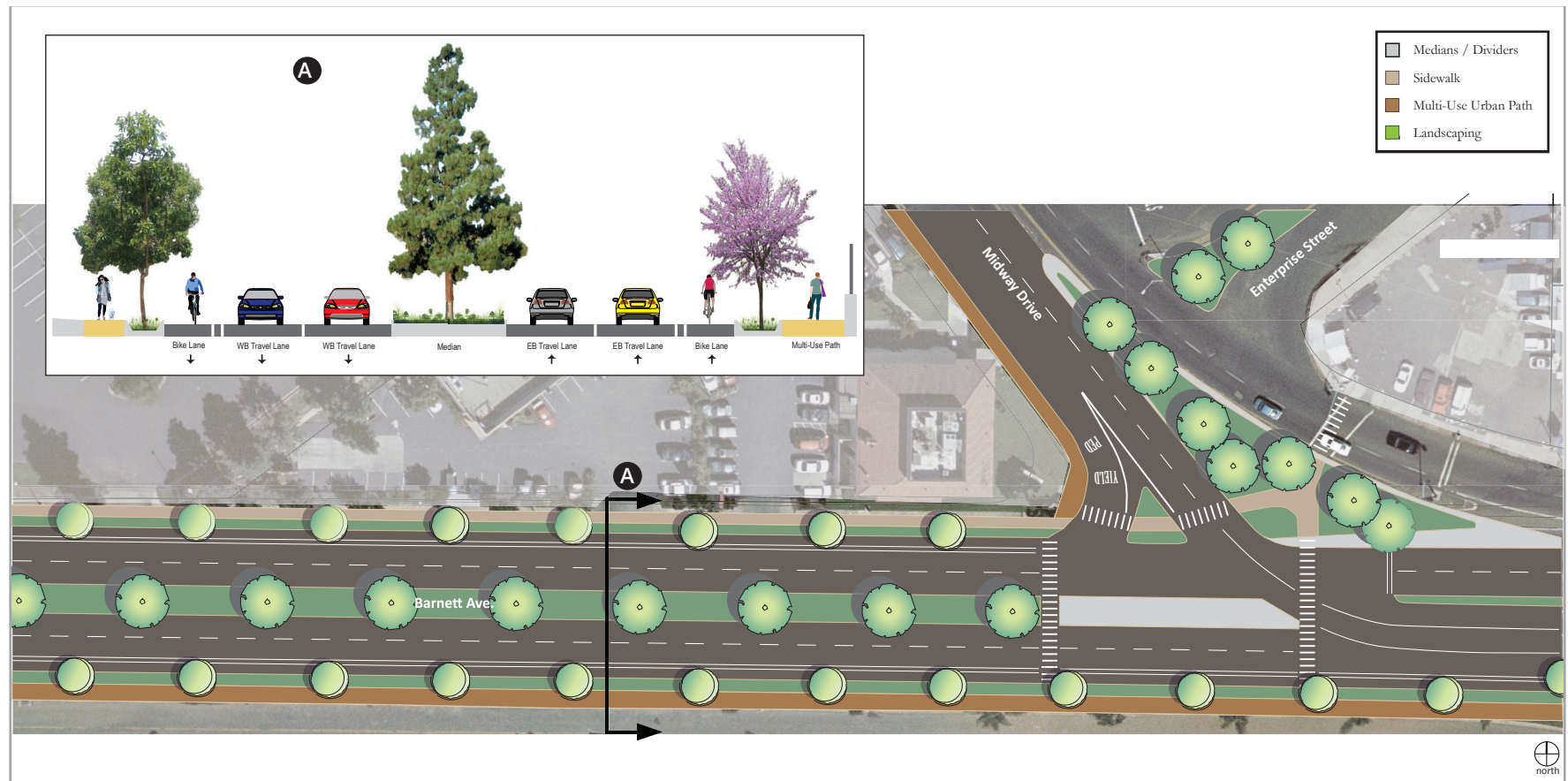
This graphic is for conceptual purposes only. Further engineering study would be required at the project level prior to implementation.

FIGURE 3-12: ROSECRANS STREET IMPROVEMENTS (EAST OF SPORTS ARENA BOULEVARD)



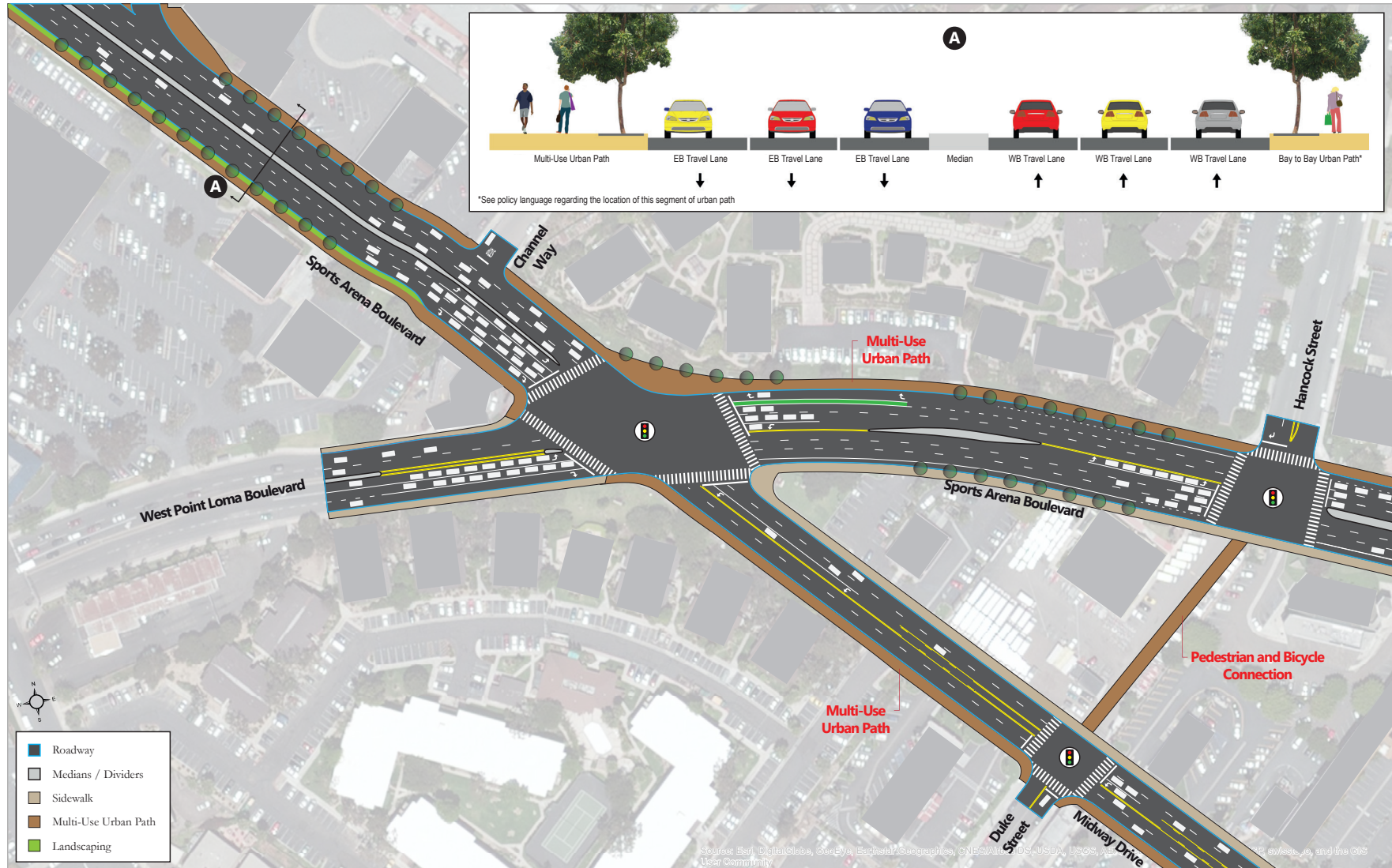
This graphic is for conceptual purposes only. Further engineering study would be required at the project level prior to implementation.

FIGURE 3-13: BARNETT AVENUE / LYTTON STREET IMPROVEMENTS



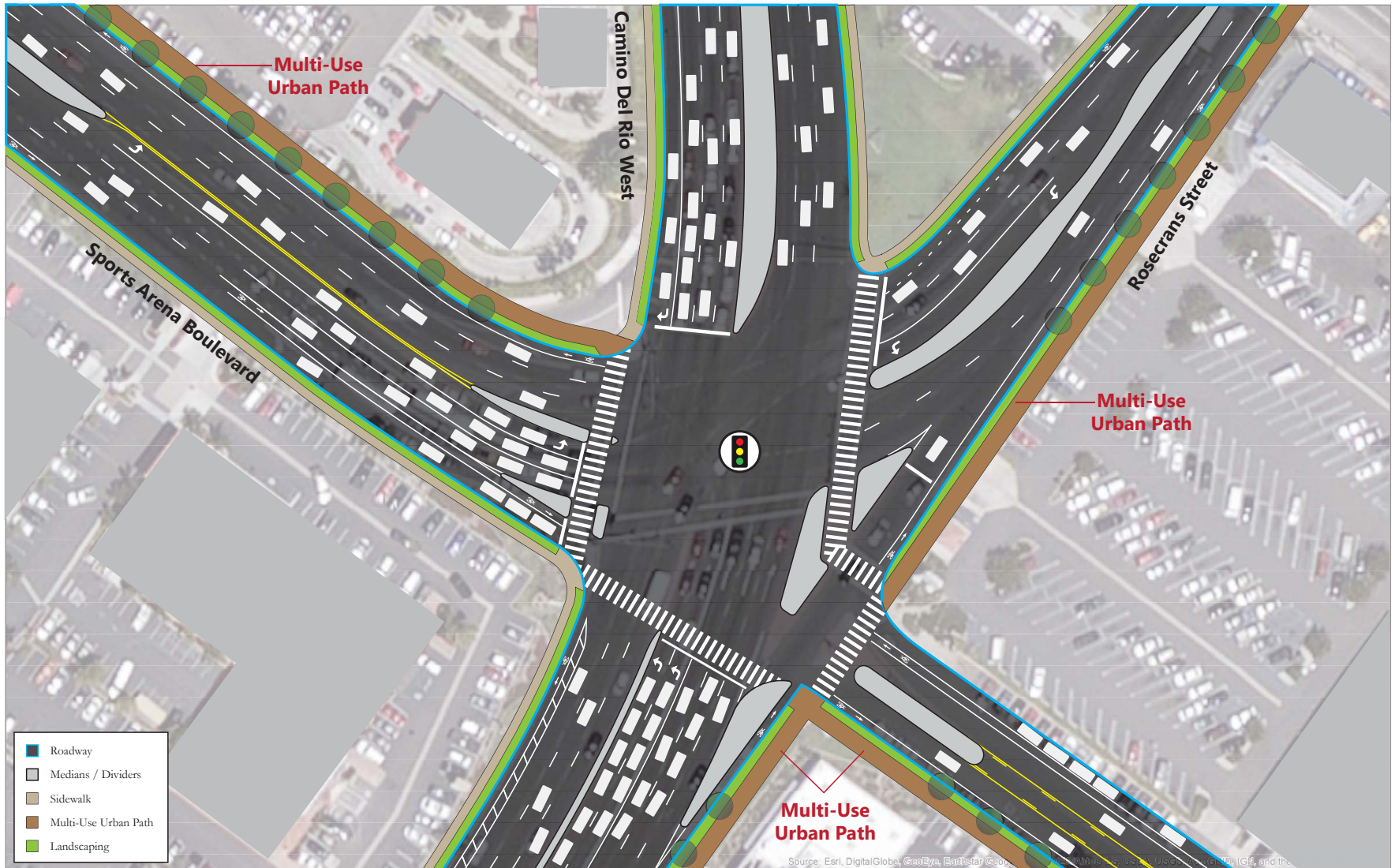
This graphic is for conceptual purposes only. Further engineering study would be required at the project level prior to implementation.

FIGURE 3-14: SPORTS ARENA BOULEVARD / W. POINT LOMA BOULEVARD / MIDWAY DRIVE INTERSECTION IMPROVEMENTS



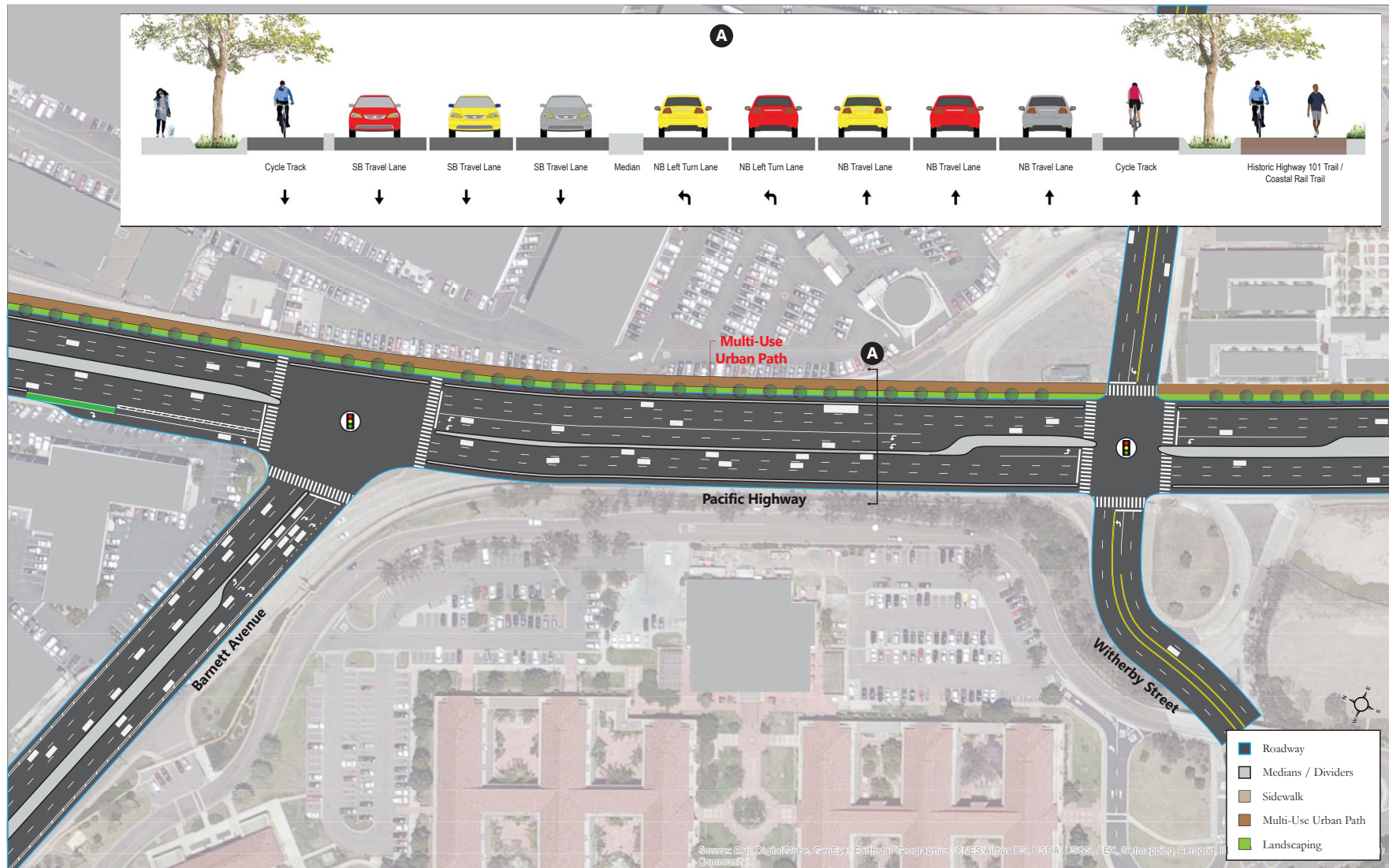
This graphic is for conceptual purposes only. Further engineering study would be required at the project level prior to implementation.

FIGURE 3-15: SPORTS ARENA BOULEVARD / ROSECRANS STREET / CAMINO DEL RIO WEST INTERSECTION IMPROVEMENTS



This graphic is for conceptual purposes only. Further engineering study would be required at the project level prior to implementation.

FIGURE 3-16: PACIFIC HIGHWAY / BARNETT AVENUE / WITHERBY STREET INTERSECTION IMPROVEMENTS



This graphic is for conceptual purposes only. Further engineering study would be required at the project level prior to implementation.