

TRANSPORTATION

GOAL

To provide a safe, efficient transportation system for the community to allow maximum opportunity for access to goods, services and activities, both public and private, and minimize adverse environmental effects.

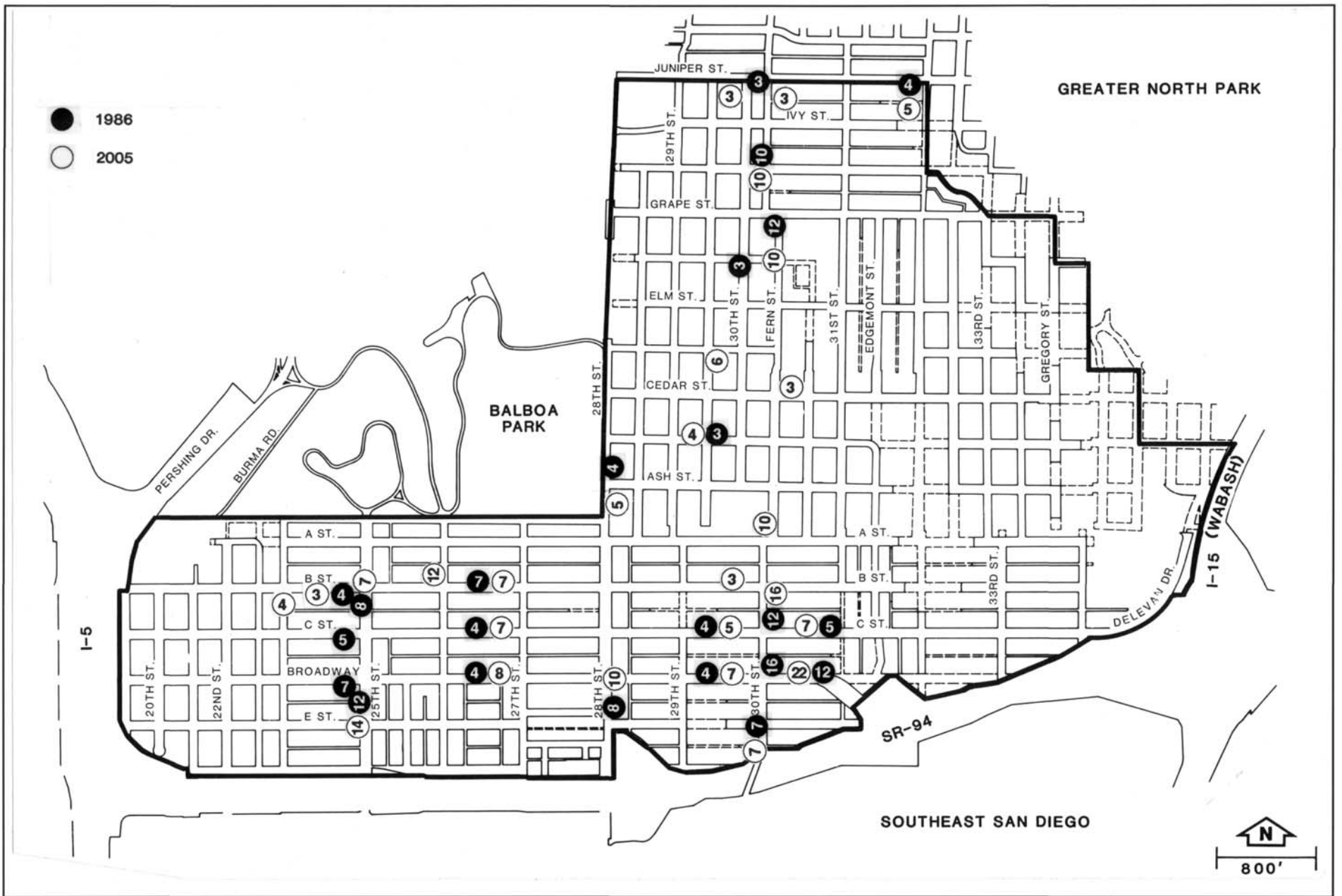
EXISTING CONDITIONS

Golden Hill has a gridiron street pattern which allows both east-west and north-south traffic movements, except in the eastern section of the community. There, two north-south canyons with abrupt changes in topography result in dead-end streets and a significant amount of out-of-direction travel. In addition, Golden Hill is bounded on three sides by freeways: Interstate 5 on the west, State Route 15 on the east and State Route 94 on the south.

For the Golden Hill Community the east-west movements are primarily on B Street, C Street, and Broadway. The north-south movements focus on 25th Street, 28th Street, 30th Street, and Fern Street. All streets are being well utilized, but traffic volumes on three (26th Street, 30th Street, and Fern Street) are significantly over City standards. For example, these standards suggest a capacity for 30th Street of 5,000 average daily trips (ADTs). This street is currently carrying approximately 10,000 ADTs (see Figure 13).

The streets in San Diego are classified according to their function, width, and expected traffic volume, as follows: freeways, primary arterials, major, collector, and local streets. Golden Hill contains four of these — freeways, major collector and local streets (see Figure 14).

Freeways are designed to carry high volumes of traffic at higher speeds over longer distances. They are usually four lanes or more with access control and full-grade separation at intersections (e.g., State Routes 94 and 15 and Interstate Highways 805 and 5).

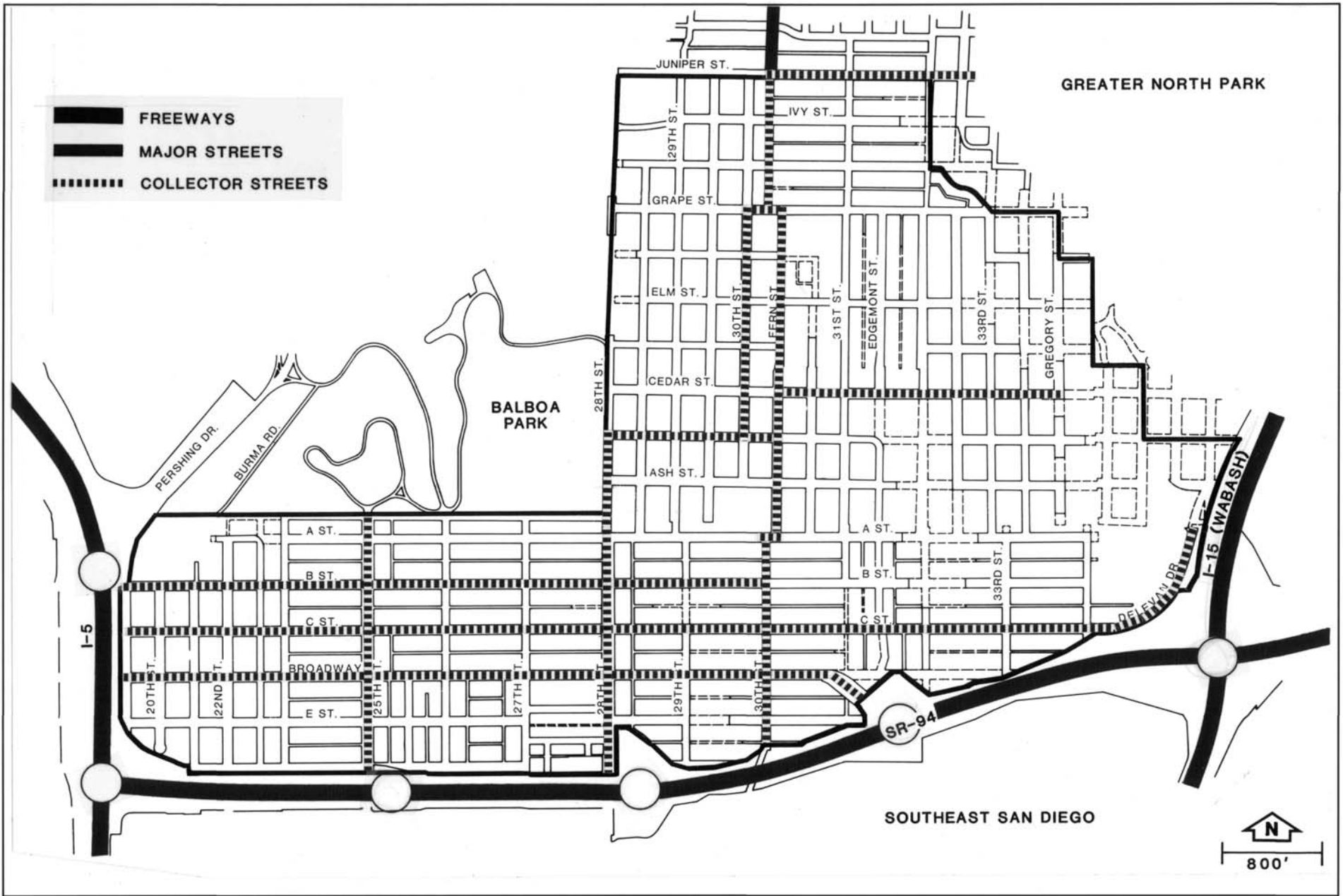


AVERAGE WEEKDAY TRIPS (THOUSANDS)

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Figure 13





EXISTING STREET CLASSIFICATIONS

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Figure 14

Primary arterials are usually four lanes or more and are designed to carry through traffic and provide a network connecting to the State Highway system. Access from abutting property is generally restricted. There are no streets in the planning area that are performing or classified as primary arterials.

Major streets are usually four lanes or more and are designed to carry through traffic without restricting access to abutting property (e.g., sections of 28th and 30th Streets). The location of recommended major streets is shown on Figure 15.

Collector streets vary from two to four lanes. They are intended to provide for local traffic movement and access to abutting property and to function as a feeder of traffic to the major street system (e.g., B and C Streets, Broadway, sections of 28th, Fern, 30th and Juniper Streets). The locations of recommended two-, three- and four-lane collector streets are shown on Figure

Local streets are usually two lanes and provide direct access to abutting property. All streets, not otherwise classified are local streets. Local streets are not shown on the circulation element map.

Another transportation concern is the type of traffic utilizing the street system. A commercial/industrial development is located at the northwest quadrant of the interchange of State Route 15 and State Route 94. This development has created increased heavy truck traffic on primarily residential streets in Golden Hill. The high level of noise from trucks negotiating grades along C Street is a concern of the community. When this area was originally designated for industrial use there was an existing linkage between Home Avenue and C Street, however, when State Route 15 was constructed, this linkage was eliminated. At that time, it was anticipated that at a future date another link between C Street and Home Avenue on the east side of State Route 15 would be developed. The link was to provide alternative access and divert commercial traffic from penetrating the residential neighborhood along C Street. This link has not been implemented, nor will it be.

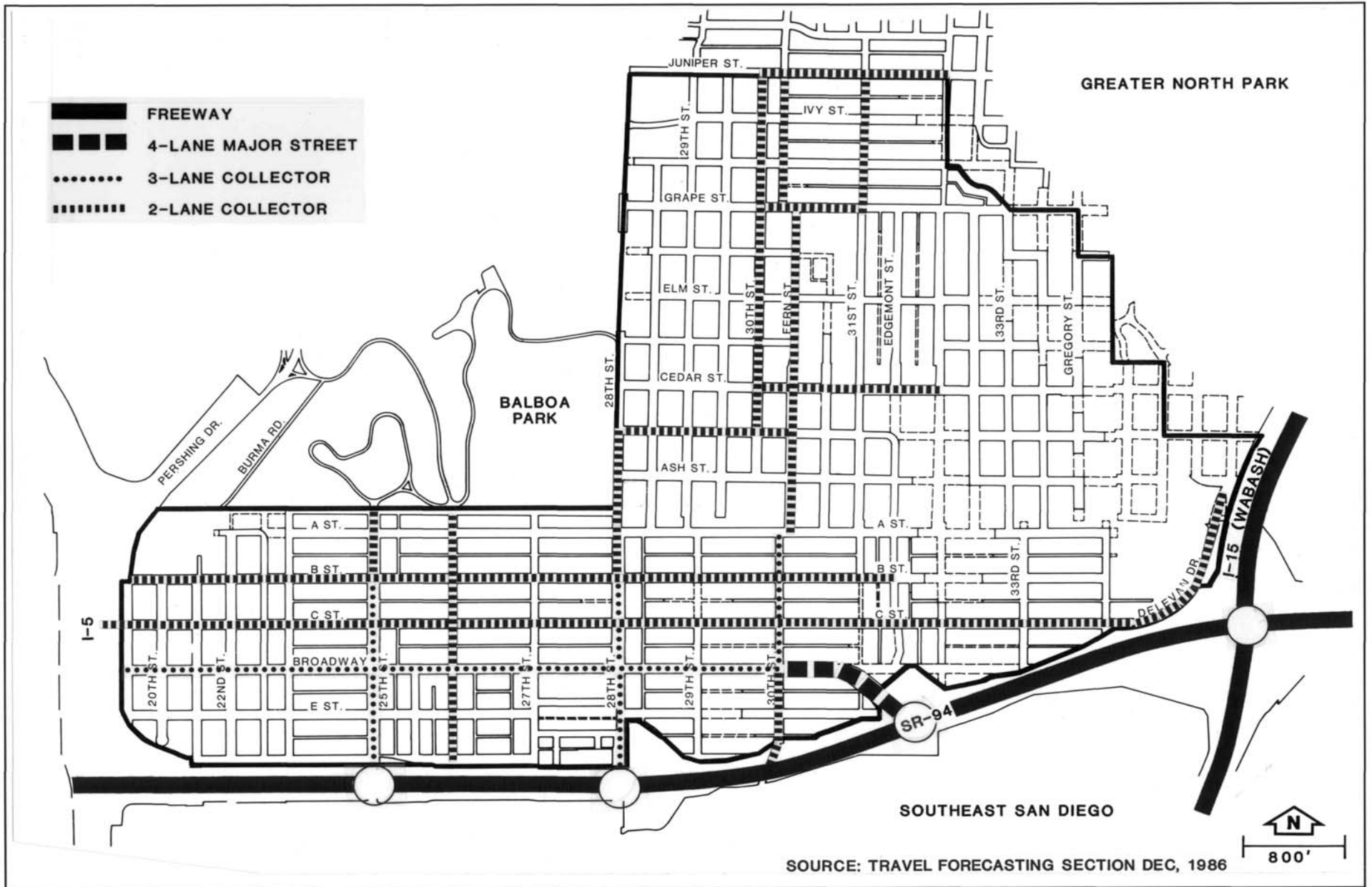
Given the steep grade of C Street, the surrounding residential land use pattern and the close proximity to the 34th Street canyon, which is the only open space in the southeastern portion of the community, it is recommended that the industrial designation be changed to medium density residential.

Public Transportation

Public transportation is currently provided by the San Diego Transit Corporation. Bus Route No. 2 provides bus service through Golden Hill along 30th Street and from downtown with connections to the greater San Diego metropolitan area.

Bikeways

Bikeways are classified into three general categories (see Figure 16) based on the degree or extent of their improvements. Due to the topography of Golden Hill, an extensive bikeway system is not feasible. Only two bikeway categories are present in Golden Hill. However, a bikeway system should be implemented to provide access throughout the community, and to the



FUTURE STREET CLASSIFICATIONS

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Figure 15

Golden Hill Triangle Park area, Balboa Park and adjacent communities (see Figure 17). Given Golden Hill's proximity to employment centers and other activity centers, it is anticipated that the bicycle will be more important as an alternative means of personal transportation.

Bikeways when developed should be well identified by bikeway signs. Bikeway signs should include the following information:

- a. Supplemental "BEGIN" and "END" plates to identify the starting and ending points of bikeways.
- b. Destination plates that inform bicyclists of the activity centers that the bikeway leads to (e.g., TO GOLDEN HILL, TO DOWNTOWN, TO NORTH PARK, etc.). Destination plates should identify places that are major traffic generators such as neighborhoods, educational institutions, commercial centers, recreation sites, transit centers, etc.
- c. Arrows under bikeway signs to notify bicyclists where the bikeways cross major streets to confirm that the bicyclist is still on the designated bikeway.
- d. Bikeway signs placed at the far side of intersections when bikeways cross major streets to confirm that the bicyclist is still on the designated bikeway.
- e. Whenever none of the criteria listed above is applicable bikeway signs should be spaced at one-half mile intervals.

BICYCLE PARKING FACILITIES

Bicycle parking facilities should consist of bicycle racks and bicycle lockers. Bicycle racks should not require the use of chains or cables to secure them as chains and cables are easily cut by thieves using bolt cutters. Bicycle lockers or areas of restricted access should be provided for employees arriving by bicycle at major activity centers. Bicycle racks should also be provided for visitors to major activity centers arriving by bicycle. A combination of bike racks and lockers should be provided at transit centers.

OBJECTIVES

- Protect residential areas by encouraging through traffic to use freeway and major streets, not local streets in the community.
- Improve the system as necessary to accommodate growth of locally-generated traffic while minimizing adverse effects on existing residential, business, and open space uses.
- Reduce vehicular traffic in Golden Hill by encouraging the use of alternative modes of transportation including public transit, bicycles and pedestrian travel.
- Visually enhance transportation corridors to improve community image and identification.

- Reassess the effectiveness of existing traffic control devices (lights, stop signs) in Golden Hill.
- Enhance existing bus level service by increasing the frequency of service, adding express service when studies deem it feasible, and improving transit stops.
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RECOMMENDATIONS

1. Street System

The Traffic Forecast Study for Golden Hill has given 20-year projections for surface street volumes in the community. In order to accommodate increased street volumes in the community a series of recommended improvements to the street system have been identified. These improvements will provide an upgraded street system as illustrated on Figure 15. The recommended improvements from the travel forecast are listed below.

Physical Improvements

- Broadway—Broadway between 30th Street and State Route 94 should be widened to 60 feet from curb to curb in the existing right-of-way and classified as a four-lane major street with parking allowed.
- 30th Street—30th Street between A Street and Broadway should be widened to 52 feet from curb-to-curb with parking allowed, and classified as a three-lane collector street with a suitable transition south of Broadway. This will require additional right-of-way.
- 28th Street—28th Street between Broadway and State Route 94 should be widened to 50 feet curb-to-curb and reclassified as a three lane collector street. This will require additional right-of-way on the west side of 28th Street from Broadway to E Street.

Operational Improvements

- Broadway between 19th Street and 30th Street should be restriped as a three-lane collector street, with parking allowed, when warranted by future traffic volumes. At 25th Street, 28th Street, and at 30th Street, five lanes should be provided, by prohibiting parking, to

accommodate two through-lanes in each direction and a separate left turn lane on Broadway.

- 25th Street between B Street and F Street could be reconstructed to provide one lane in each direction with separate left turn lanes. However, any changes to the configuration of 25th Street should be coordinated with the 25th Street Revitalization Program.
- Coordinate 25th Street Revitalization Plan traffic improvements with the Balboa Park Master Plan.

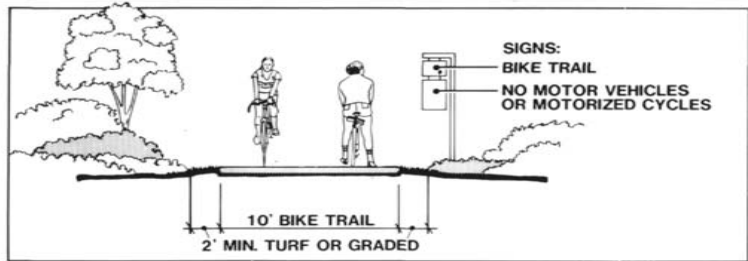
2. Parking

Vigorously enforce the requirements for off-street parking spaces for additions and alterations.

3. Bicycles

The City's Engineering and Development should continue to develop a community-wide bicycle transportation and parking system to connect with the citywide bikeway network.

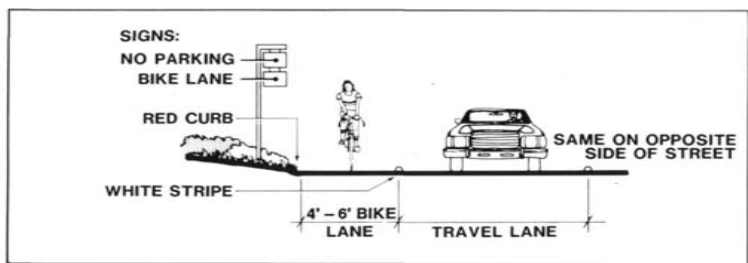
4. Work with the Metropolitan Transit Development Board (MTDB) to provide a higher level of service on existing lines with emphasis on minimizing travel and waiting times, extending the service during the day and evening, and providing convenient pick up points.



Bicycle Path

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

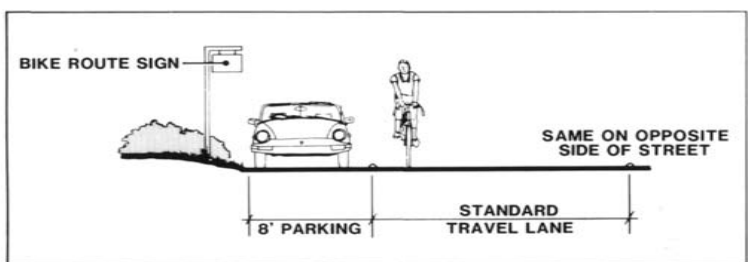
CLASS I (Typical location-open space)



Bicycle Lane

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

CLASS II (Typical location-major street)



Bicycle Route

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

CLASS III (Typical location-neighborhood street)

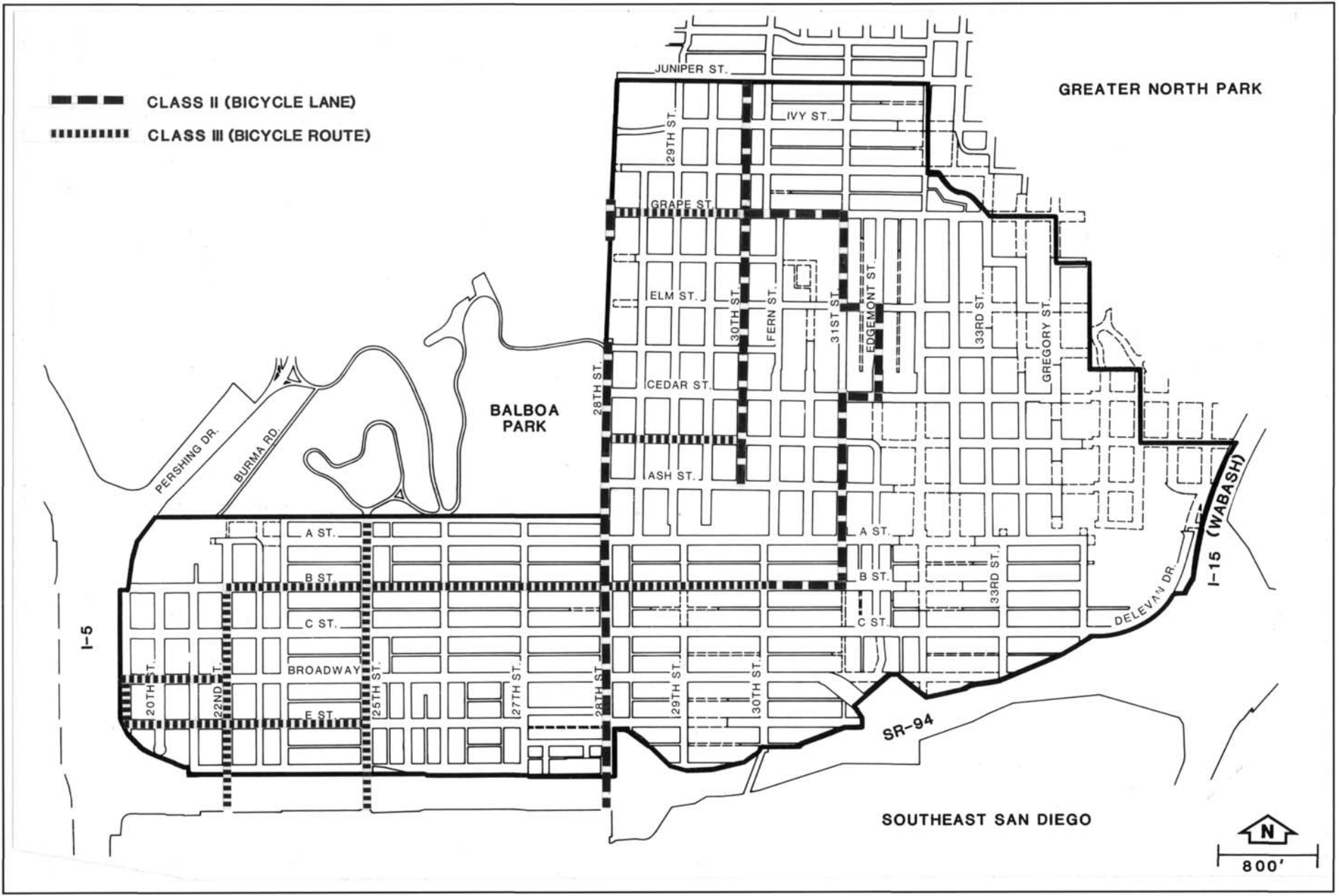
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BICYCLE FACILITIES CLASSIFICATIONS

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Figure 16



BIKEWAY RECOMMENDATIONS
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Figure 17