

CIRCULATION

BACKGROUND

The circulation network of Pacific Beach is composed of major, collector and local streets arranged in a grid on the flat lands or plains, and contoured on the slopes of Soledad Mountain in the northern portion of the community (Figure 7). The community is served by Interstate 5 from the east and Interstate 8 from the south. The community-based circulation system is heavily utilized during daily peak hours as a through access route from La Jolla and Mission Beach, and as a coastal access route on several key streets--including Garnet and Grand Avenues and Ingraham Street. Because of this, some streets within Pacific Beach have had to accommodate large traffic volumes.

The Transportation Study (see Appendix J) prepared by the City's Engineering and Development Department points out that most congested locations in Pacific Beach are on east-west major streets and streets that lead to Interstate 5. The two worst street sections are Beryl Street from Donaldson Drive to Soledad Mountain Road and Garnet Avenue between Gresham Street and Haines Street. In a traffic volume comparison at 42 locations, 17 (40 percent) were carrying more than their designed capacity; the two street sections identified above (Beryl Street and Garnet Avenue) were carrying approximately double their designed capacity.

The four major public transit corridors through Pacific Beach are: Ingraham Street, Garnet and Grand Avenues, and Mission Boulevard. Ridership is good on these routes, but the routes run infrequently and are inconvenient to many residents.

According to the 1990 Census, 13 percent of Pacific Beach's population is elderly and retired. Some of the community's residents are also physically challenged. For a public transit system to be effective, it must serve these special populations with frequent, convenient service.

Some street classifications shown on Figure 7 do not exist in the Street Design Manual. Rather, they reflect the existing function of the street. No improvements are recommended for these streets with the exception of those listed in this plan.

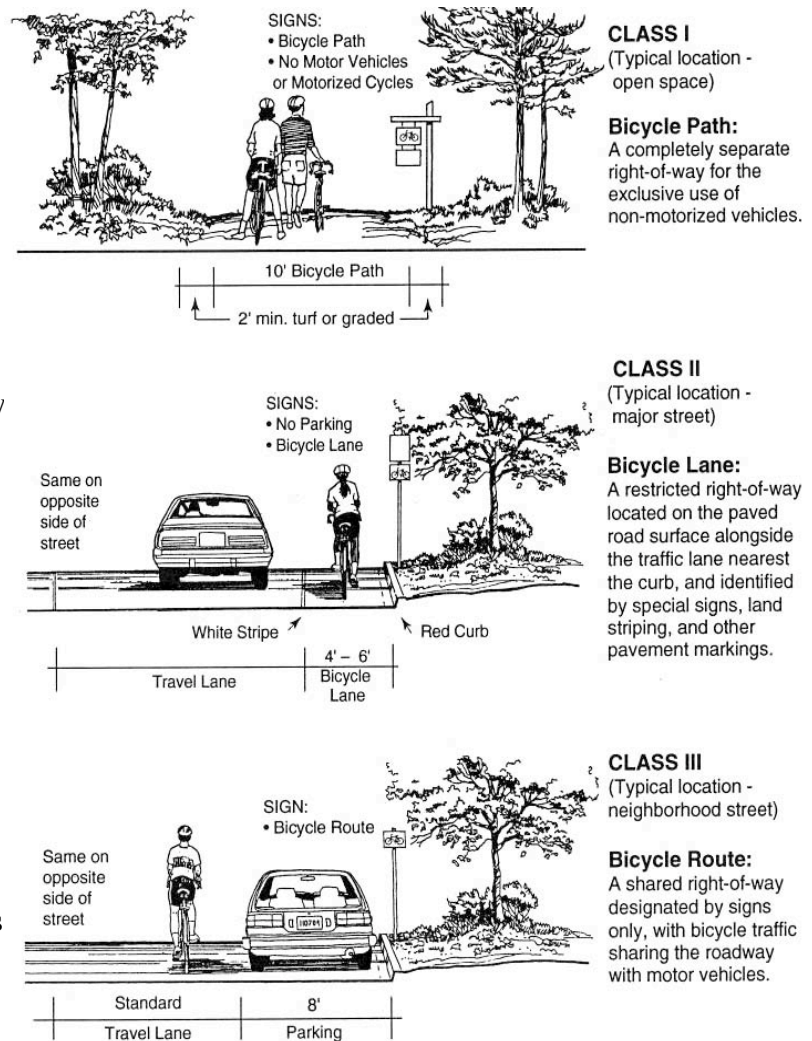
The community is served by five inter-community bus routes (see Figure 8). During summer months this transit service has been supplemented by the "Sunrunner," which transports residents and visitors to and along the beach for a nominal fare. While the regular bus service maintains a healthy ridership, and the Sunrunner continues to augment transit services during the peak tourism period, it is unfortunate that private automobile use continues to be more attractive than public transit, even though congestion continues to worsen particularly during summer months. The Sunrunner has been a seasonal service and may not be depended upon in the future for the kind of year-round intra-community service required to convince drivers to leave their cars at home.

Transit corridors are identified in Figure 8. These corridors represent commercial and multifamily residential areas where new development can enhance transit usage by incorporating transit-oriented development features. It should be noted that these features are not applicable to the portion of the transit corridors running through areas designated for single-family development.

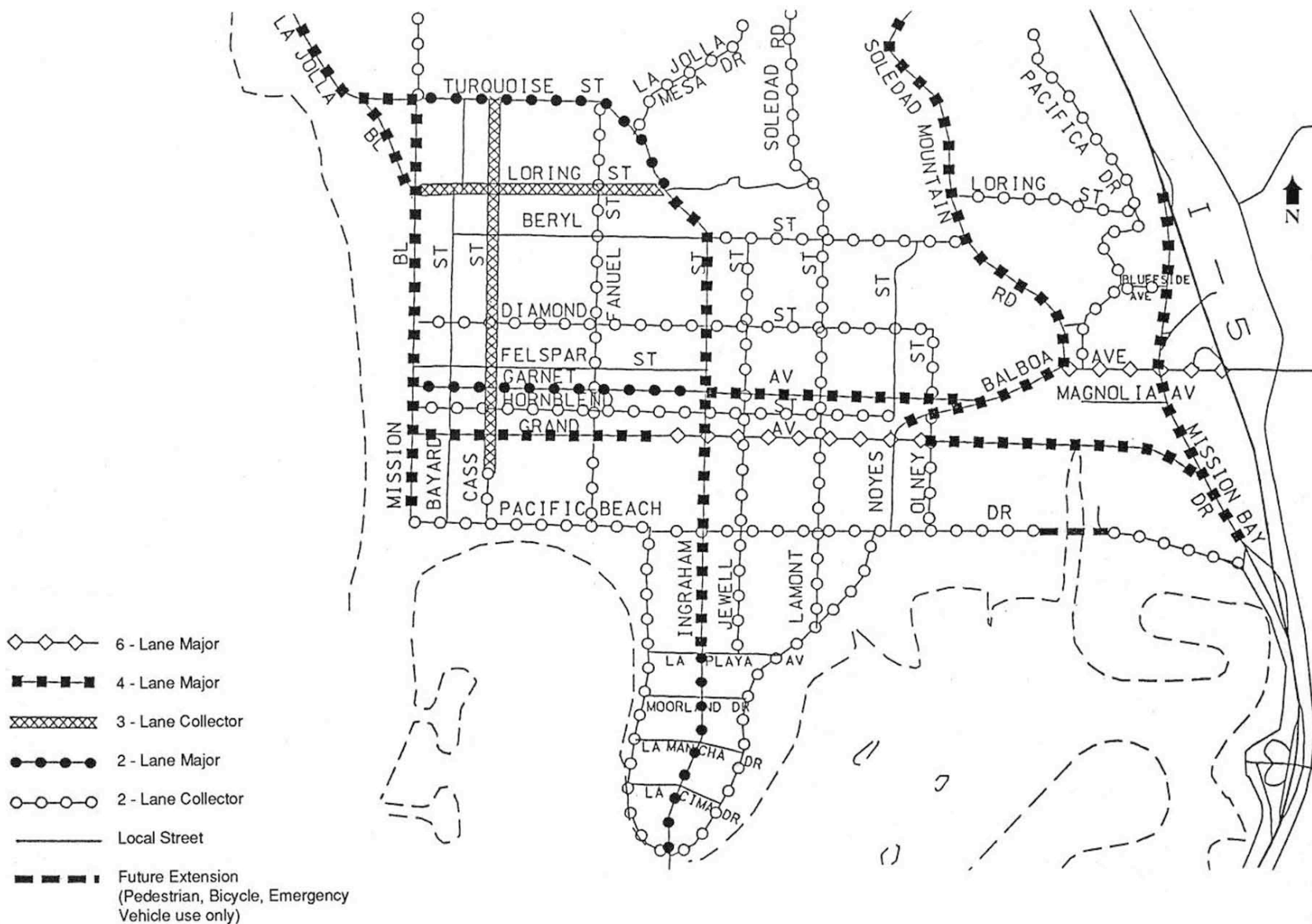
The Pacific Beach bicycle network connects with the citywide commuter-oriented bikeway system. This system encourages bicycle usage for both leisure and work trips, thereby helping to relieve traffic congestion and improve regional air quality.

Three bikeway classifications are used throughout the City of San Diego. The three classifications are Class I (bike paths), Class II (bike lanes), and Class III (bike routes). Class I bicycle facilities (typically located in open space areas) consist of a completely separate right-of-way for the exclusive use of non-motorized vehicles. Class II facilities (typically located on major streets) consist of a restricted right-of-way on the paved road surface alongside the traffic lane nearest the curb. These facilities are identified by special signs, lane striping, and pavement markings.

Class III facilities (typically located on neighborhood streets) consist of a shared right-of-way designated by signs only. With Class III facilities, bicycle traffic shares the roadway with motor vehicles. Pacific Beach's bicycle network contains all three classifications of bikeway facilities (see Figure 9).

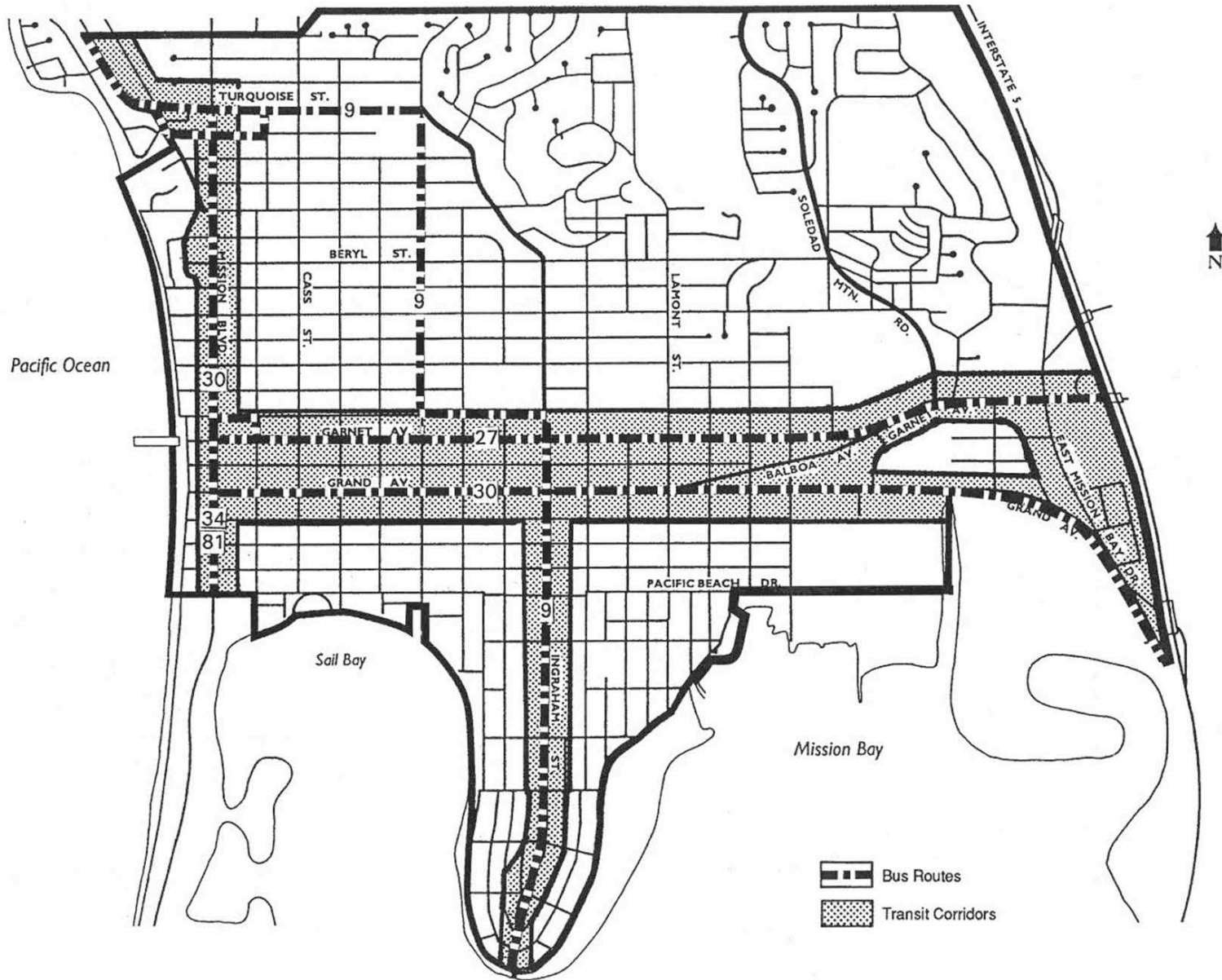


In addition to the commuter-oriented bikeway system, Pacific Beach has numerous recreational bicyclists who also use the boardwalk and various trails along the perimeter of Mission Bay.



Street Classifications
Pacific Beach Community Plan

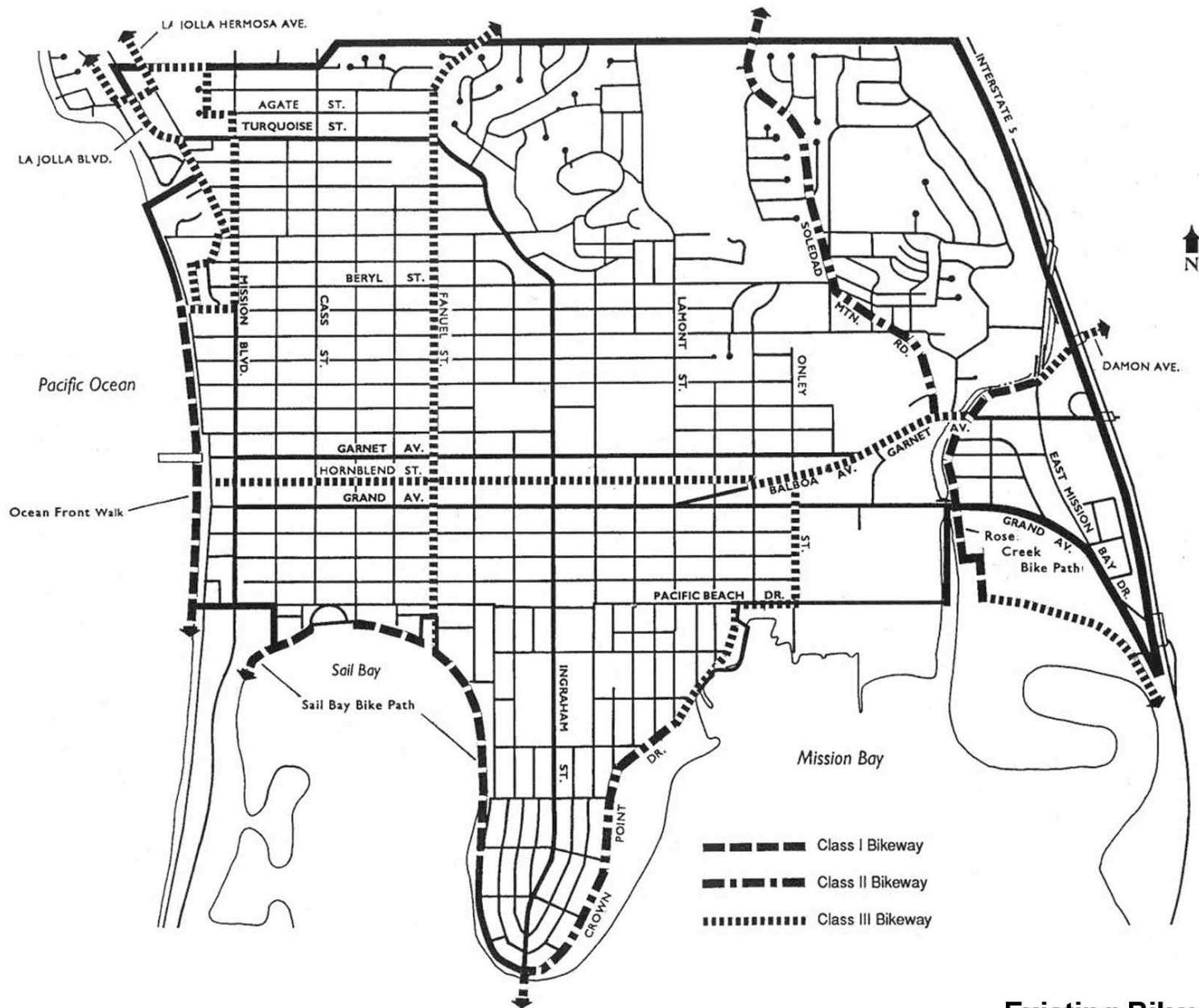
7
FIGURE



Bus Routes/Transit Corridors
Pacific Beach Community Plan

8
FIGURE



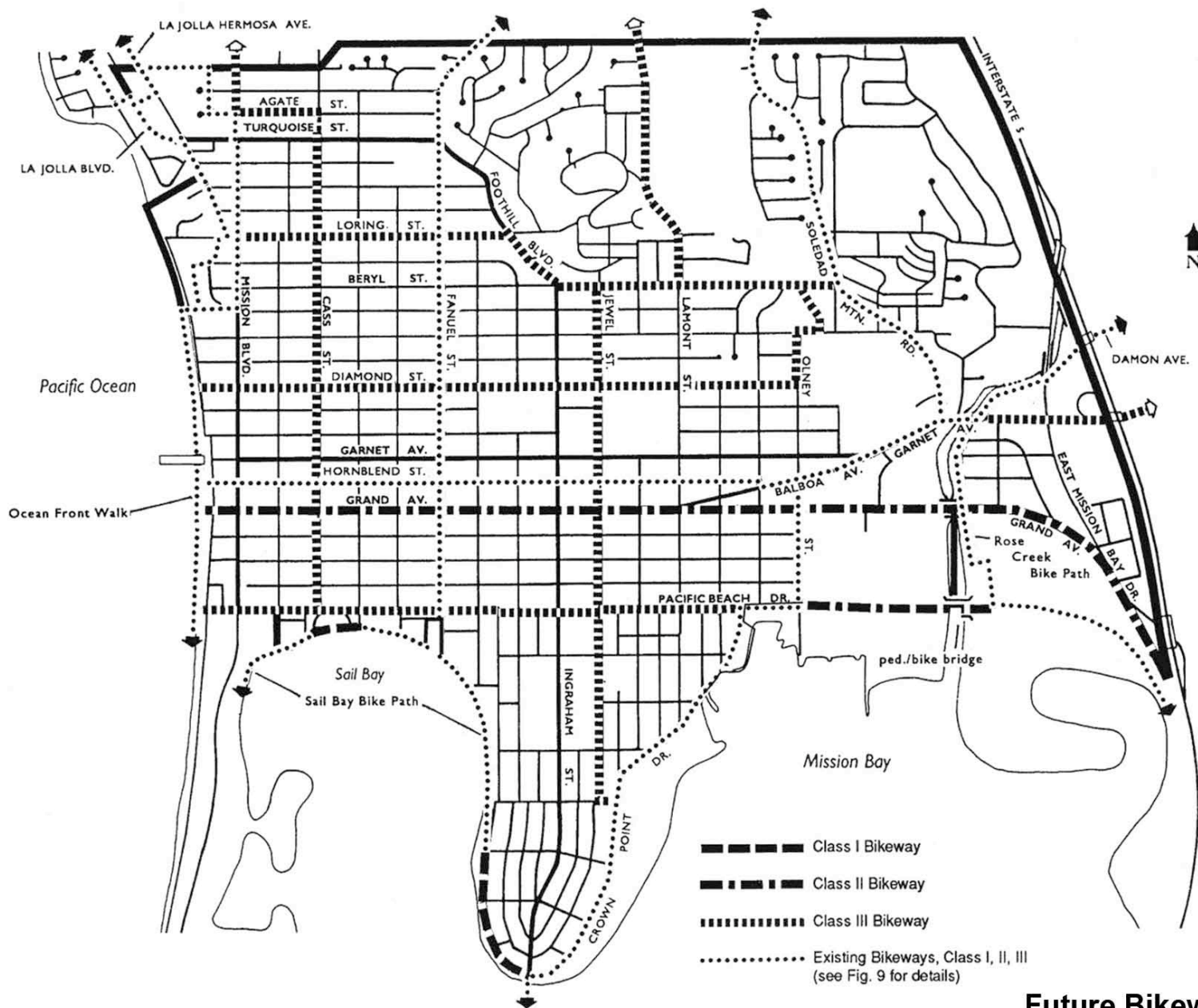


Existing Bikeways
Pacific Beach Community Plan

9

FIGURE





Future Bikeways
Pacific Beach Community Plan

9a
FIGURE



The grid network of Pacific Beach that is conducive to the automobile also serves the pedestrian in the community, providing the same choice of alternative routes.

Some commercial streets contain a variety of uses and activity and exhibit a pedestrian-friendly development pattern, with buildings set close to the sidewalk, offering views into the establishments. These streets include Mission Boulevard, Garnet Avenue and Cass Street. Ocean Boulevard has been almost fully developed as a linear park along the ocean, and is used extensively by pedestrians, bicyclists and skaters.

GOALS

- Reduce traffic congestion by increasing the efficiency and utility of public transit, enhancing the aesthetic value of major circulation routes, promoting safe and pleasant bicycle and pedestrian routes, creating a pleasant experience through commercial areas to enhance the commercial district, and providing physical and operational improvements to the circulation system.
- Create safe, pleasant and useful pedestrian and bicycle pathways to connect the residential neighborhoods of Pacific Beach, such as Crown Point and Braemar, with commercial areas and community facilities, such as schools, parks and the library. Remove barriers which impede pedestrian, bicycle and disabled access.
- Increase public transportation routes, perhaps by use of jitneys, minibuses, light rail, or other forms of mass transit to permit safe and inexpensive transit around Pacific Beach.
- Incorporate parking facilities jointly with Mission Bay Park, and reduce the impact of visitor parking in areas closest to the beach and bay through a program of incentives, such as peripheral parking centers and improved transit.
- Provide intensive street landscaping at the eastern and southern entrances to Pacific Beach: East Mission Bay Drive, Ingraham Street, Grand Avenue and Garnet Avenue.
- Where feasible, provide large parking facilities on or near East Mission Bay Drive, particularly as a shared facility with the proposed light rail line stop at Morena Boulevard and Balboa Avenue, coordinated with proposed lots in Old Town and at the intersection of Pacific Highway and Sea World Drive.



POLICIES

1. Bus routes and the Sunrunner shall be maintained and supplemented as necessary (i.e., with an intra-community shuttle, minibus or jitney); the City and the Metropolitan Transit Development Board (MTDB) shall pursue linkage with the future Light Rail Transit station at Balboa Avenue and Morena Boulevard and its parking facility.
2. The City shall consider changes to the Municipal Code that will permit a reduction in parking requirements for mixed use projects which utilize transit-oriented development standards (identified in the commercial element of this plan) and incorporate transportation demand management programs. These changes to the Code will not be pursued where there would be an adverse effect on surrounding neighborhoods or within the beach impact area.
3. The City shall identify additional transit corridors in the Pacific Beach community as appropriate to support transit oriented development policies. Transit corridors shall be limited to routes served by light rail, frequent City bus service or other forms of mass transit.
4. The City shall improve the road network to facilitate traffic circulation without widening streets, and without disrupting the neighborhood development pattern, streetscape or pedestrian environment, all of which contribute to the community's character. All road improvements will, where possible, maintain sidewalks and landscaping.
5. New development shall be designed to promote transit, bicycle and pedestrian use.
6. New development projects shall limit the number of curb cuts to the absolute minimum necessary (preferably one per property), unless precluded for safety reason. Where possible, vehicular access shall be solely from alleys.
7. The City shall promote the establishment of Park and Ride facilities on or near East Mission Bay Drive, particularly in proximity to the proposed trolley station at Morena Boulevard and Balboa Avenue.

ACTION PLAN

Implementation Measures	Timing						Development Impact Fee Dependent	Responsibility For Implementation	Source of Funding	See For More Detail
	On-Going	Adopt With Plan	Within 2 Years	Within 5 Years	Within 10 Years	Within 20 Years				
Supplement and maintain bus service; link with Light Rail Transit.				●				Metropolitan Transit Development Board	MTDB	Policies 1 & 3 Proposal 1
Provide the circulation improvements recommended by this community plan.							●	Engineering and Development Dept.	various sources	Policy 4 Proposal 7 Proposal 8
Implement a phasing and funding schedule for the operational and roadway improvements.							●	Engineering and Development Dept., City Council	various sources	(PFFP) Public Facilities Financing Plan
Consider changes to the Municipal Code to allow a reduction of required parking for projects employing transit-oriented development and transportation demand management techniques.			●					Engineering and Development Dept., Planning Dept., Planning Commission, City Council, Calif. Coastal Commission	City	Policy 2
Require projects processed under discretionary review to design for transit, bicycle and pedestrian use.	●							Planning Dept., Engineering and Development Dept.	recoverable	Policy 5 Proposal 6
Require projects to limit the number of curb cuts to one wherever possible.	●							Planning Dept., Engineering and Development Dept.	recoverable	Policy 6
Promote establishment of Park & Ride facilities.			●					Planning Dept., CALTRANS	various sources	Policy 7

SPECIFIC PROPOSALS

1. Transit systems shall be planned to serve all of Pacific Beach. When parking facilities are to be built, they should be incorporated with the light-rail system to serve as dual-purpose park and ride lots for residents of Pacific Beach and visitors.
2. MTDB, with input from the community, shall study the feasibility of providing a "no-fare collection" shuttle bus (similar to the Sunrunner), parking terminals outside the central commercial areas and near Interstate 5, and pay parking lots located at various points throughout the community. When light rail is installed, the routes shall be redesigned or extended to connect with the Morena Boulevard stop.
3. Pursue acquisition of property on East Mission Bay Drive to create a park-and-ride facility for alternative transit to and from destinations in Pacific Beach and to provide park-and-ride service for residents who travel downtown or to Mission Valley. Parking shall be shared with the trolley line. If economically feasible, parking garages should be provided with 24-hour security for vehicles left there.
4. Upon construction of the light rail station at Balboa Avenue and Morena Boulevard/Interstate 5, expand the existing Pacific Beach bus routes or establish a new route to provide service between the station, the proposed parking garages, and the community.
5. The City shall designate and promote the redevelopment of the Pacific Plaza shopping center as a transit node.
6. Require new developments to provide transit stops, passenger waiting areas, bus turnouts, and bicycle racks, lockers and other storage facilities as appropriate.
7. The City shall regularly review and adjust traffic signal timing and coordination to ensure maximum efficiency of traffic flow.
8. As street improvement projects are made, the City shall solicit community input and shall relocate or replace and enhance existing landscaping and sidewalks in conformance with the streetscape plan identified in Appendix D.

Street Realignments

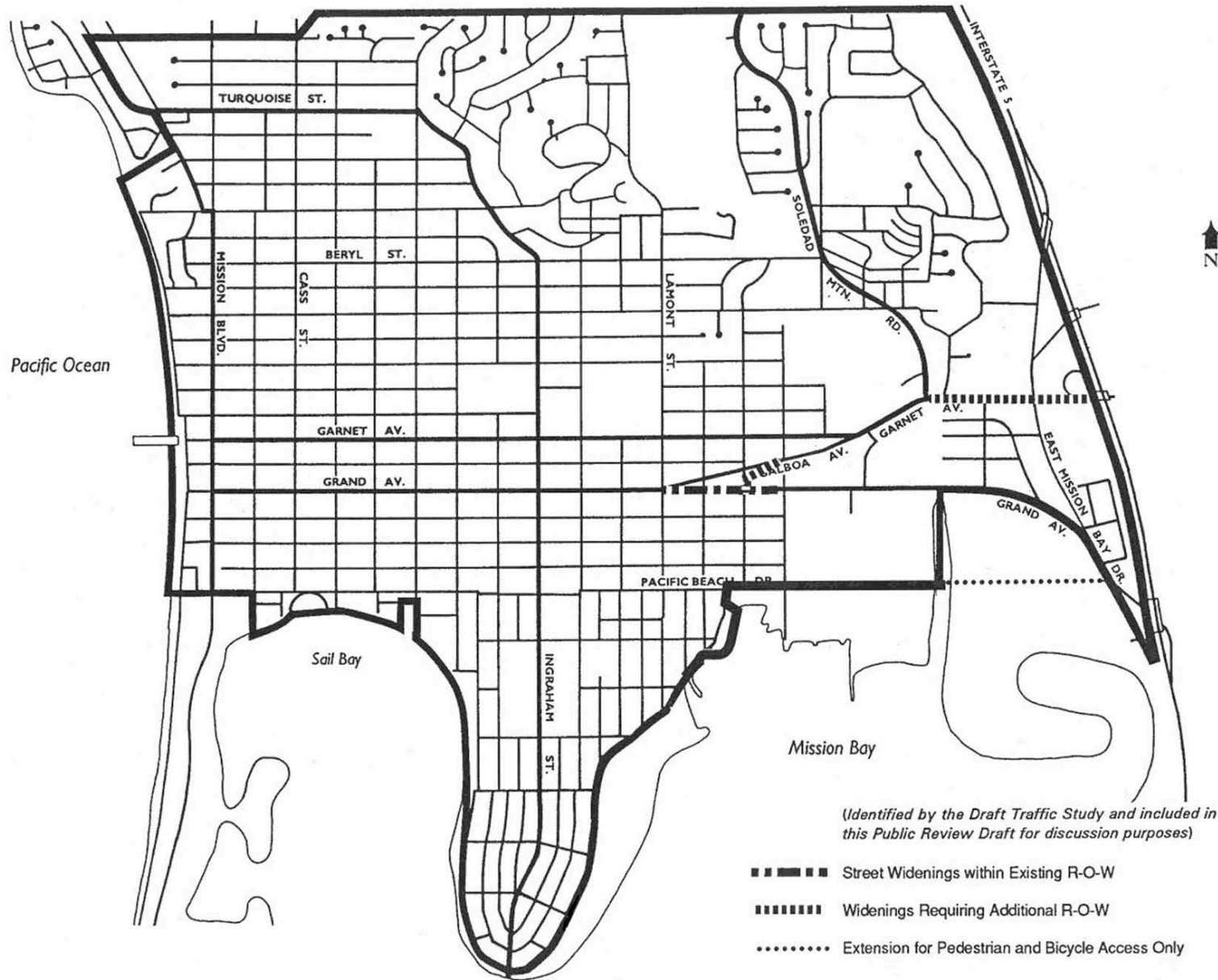
9. Realign Balboa Avenue to intersect Grand Avenue at Noyes Street, thereby reducing congestion and eliminating the potential for traffic conflicts.
10. Realign Pacific Beach Drive to eliminate the "s-curve" and to create, where possible, opportunities for pocket parks in the remaining right-of-way.

Street Widening

11. Widen Grand Avenue to six lanes between east of Noyes Street and Lamont Street within existing right-of-way, providing for bike lanes and landscaping in accordance with the streetscape recommendations identified in Appendix D.
12. In the long term, obtain the dedication of the required right-of-way on both sides of Garnet Avenue to increase to six lanes between Soledad Mountain Road and Interstate 5, and to provide bike lanes, a landscaped entryway and landscaping as identified in Appendix D. Mitigation measures shall be provided during construction to address the impacts of increased sediment caused by grading. Measures should include catch basins and filtering systems or other necessary and effective measures. The bridge design should provide for minimal alterations to Rose Creek and its habitat.
13. At the intersection of Garnet Avenue and Mission Bay Drive, add a second southbound to eastbound left turn lane and lengthen the storage length for the northbound right and left turn lanes.
14. At the intersection of Grand Avenue and Lamont Street, widen Lamont Street to provide a second southbound left-turn lane and an additional northbound right-turn lane, within the existing right-of-way. Separate the shared northbound left and through lane.
15. Within the existing right-of-way, provide additional turn lanes at the following locations:
 - Garnet Avenue and Lamont Street (Add a right turn lane northbound to eastbound and add a right turn lane southbound to westbound).
 - Garnet Avenue and Ingraham Street (Add northbound to eastbound right turn lanes).
 - Garnet Avenue and Ingraham Street (Add second northbound to westbound and southbound to eastbound left turn lanes).

Street Extensions

16. Extend Pacific Beach Drive to North Mission Bay Drive for pedestrian, bicycle and emergency vehicle use only. Mitigation measures shall be provided during construction to address the impacts of increased sediment caused by grading. Measures should include catch basins and filtering systems or other necessary and effective measures. The bridge design should provide for minimal alterations to Rose Creek and its habitat.



Key Circulation Improvements
Pacific Beach Community Plan

10
FIGURE

