

1981 Functional Street Classification

Tierrasanta Community Plan

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FIGURE

TRANSPORTATION

Tierrasanta's existing transportation system has been designed and built to meet the latest City of San Diego Design Standards. Many transportation difficulties have thus been anticipated and minimized.

The major existing transportation problem concerns access to the community, presently limited to Tierrasanta Boulevard, Aero Drive and, for some movements, Clairemont Mesa Boulevard. This problem will be alleviated when the transportation system is completed, at which time access will be provided by eight major streets. At present, however, this limited access causes some congestion, delay and inconvenience.

EXISTING CONDITIONS

The Street System

The street system in the Tierrasanta community has been classified according to the standards of continuity, volume and function, and has been divided into five categories: freeways, primary arterials, major streets, collector streets and local streets. These are shown on **Figure 20** and are defined in the following table:

STREET SYSTEM CLASSIFICATION

Freeway

A freeway, usually under the jurisdiction of the State of California Department of Transportation (Caltrans), is designed to carry high volumes of traffic at higher speeds over longer distances, and is usually a divided highway with four to eight or more lanes. A freeway has full access control and grade separation at all intersections.

Primary Arterial

A prime arterial is intended to carry large volumes of through traffic, and is usually a divided highway of four to six lanes. Most street crossings are at grade, signalized intersections, and there will be very few driveways from abutting property.

Major Street

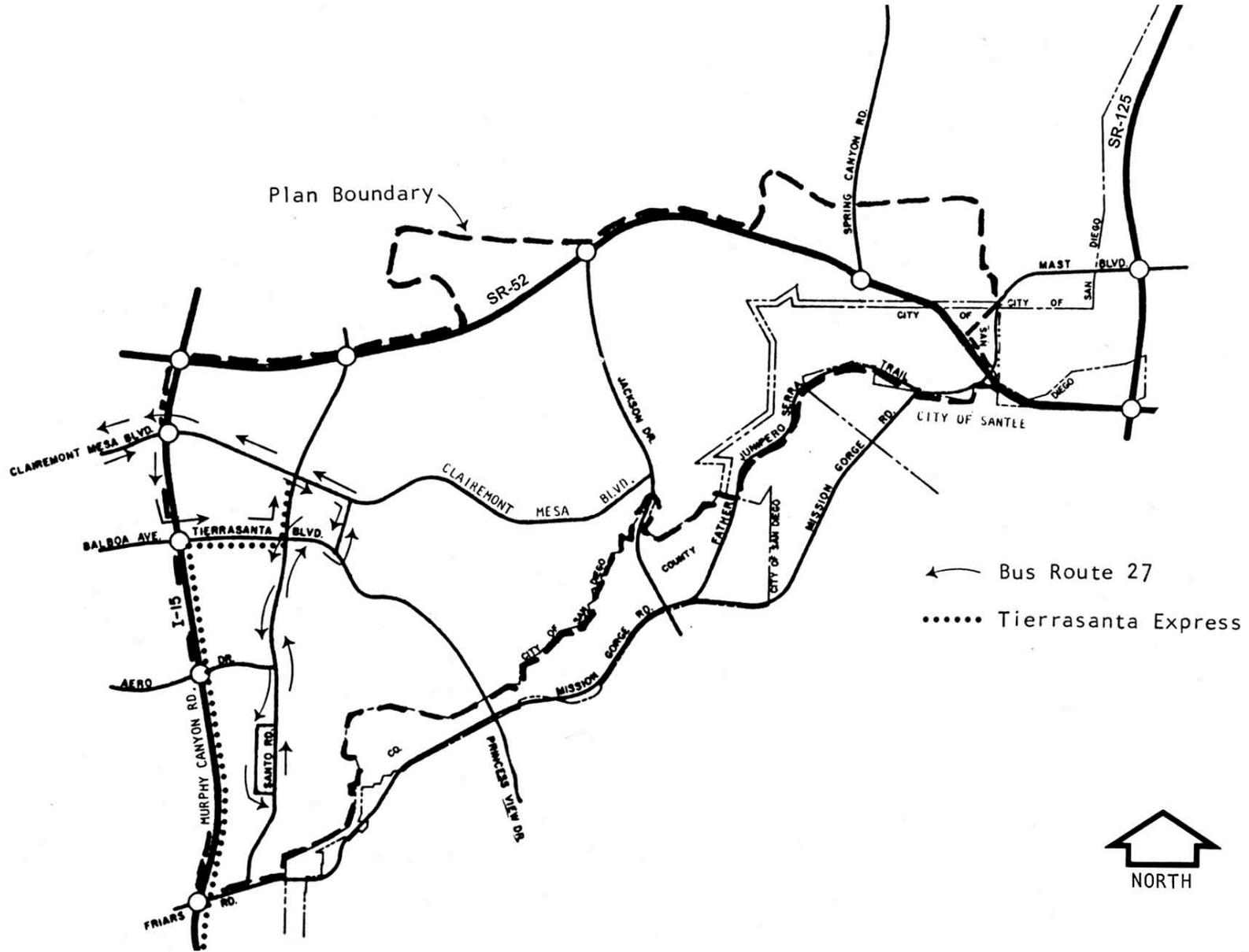
A major street, which may be divided, is usually four to six lanes, with all street intersections at grade. It is designed primarily for through traffic, but may provide occasional access to adjacent property as necessary.

Collector

A collector street functions as a feeder of traffic to the major street system and provides continuity with local streets. It is also designed to provide access to abutting property and typically is two to four lanes wide.

Local

A local street primarily serves abutting property, with the movement of traffic given a secondary role. It may be a two-lane minor street, a cul-de-sac, or a one-lane alley.



Transit Routes
 Tierrasanta Community Plan

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 FIGURE

Traffic Control

There are five existing traffic signals in Tierrasanta: Tierrasanta Boulevard and I-15, Tierrasanta Boulevard and Santo Road, Santo Road and Shields Street, Santo Road and Aero Drive, and Aero Drive at I-15. Other locations in the process of being signalized are Esplendente Boulevard and Tierrasanta Boulevard, Orleck Street and Santo Road, and La Cuenta and Tierrasanta Boulevard.

Other intersections which meet the City criteria for signalization are Antigua and Clairemont Mesa, and Clairemont Mesa and Santo Road. Although these two intersections are eligible for signalization, they are low on the priority list, with many intersections ahead of them. As conditions change, they will be restudied and may receive a higher priority for signalization.

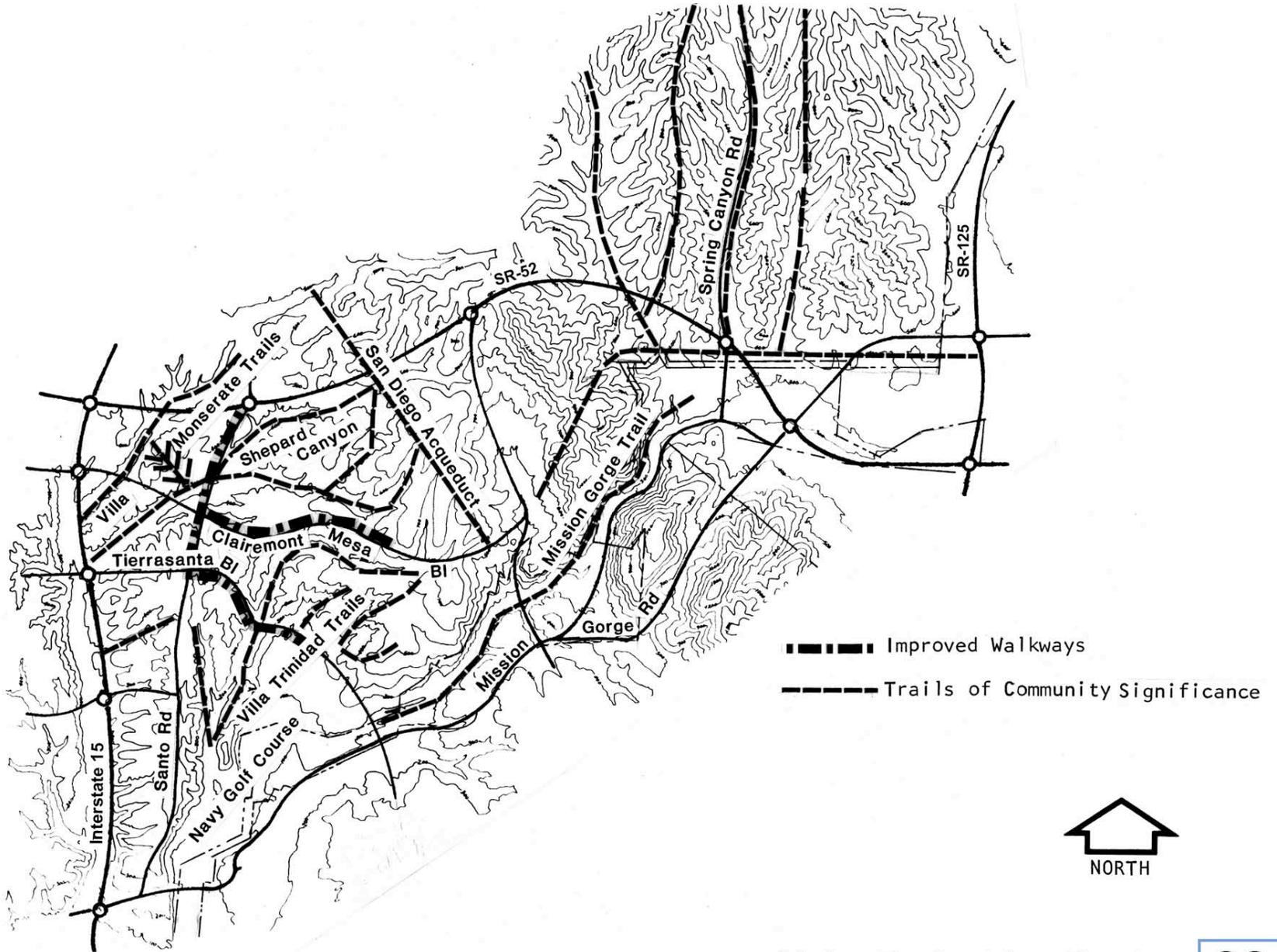
Transit

The Tierrasanta community is directly served by Bus Route 27 of the San Diego Transit Corporation. The route originates in Pacific Beach, continuing east through Clairemont and Serra Mesa into Tierrasanta. As shown on **Figure 21**, it then follows Clairemont Mesa Boulevard, turns south on La Cuenta, west on Tierrasanta Boulevard and south on Santo Road where it terminates at Patriot Street.

In addition to Bus Route 27, the Tierrasanta community is served by the Tierrasanta Express Bus, a route creating a direct link between Tierrasanta and downtown San Diego. The Tierrasanta Express Bus originates at Clairemont Mesa Boulevard and Santo Road, makes a second stop at Tierrasanta Boulevard and Santo Road, and then proceeds directly to Fourth Avenue and Broadway in downtown San Diego. The bus makes one trip from Tierrasanta to the downtown area in the mornings and one return trip in the evenings.

Significant factors impeding transit usage in Tierrasanta involve the limited areas which are served by Bus Route 27, the necessity of transferring to another route to go to most employment and commercial centers, and the long travel times involved in most bus trips from this community. Without transferring, one can only get to Serra Mesa, Clairemont and Pacific Beach. And since Bus Route 27 is a local route along City streets, a trip to Pacific Beach takes about one hour.

San Diego Transit Corporation acknowledges the need for additional transit routes in Tierrasanta and other areas of the City. However, financial constraints have severely limited the ability to expand service.



Major Pedestrian Routes
Tierrasanta Community Plan

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FIGURE



Bikeways

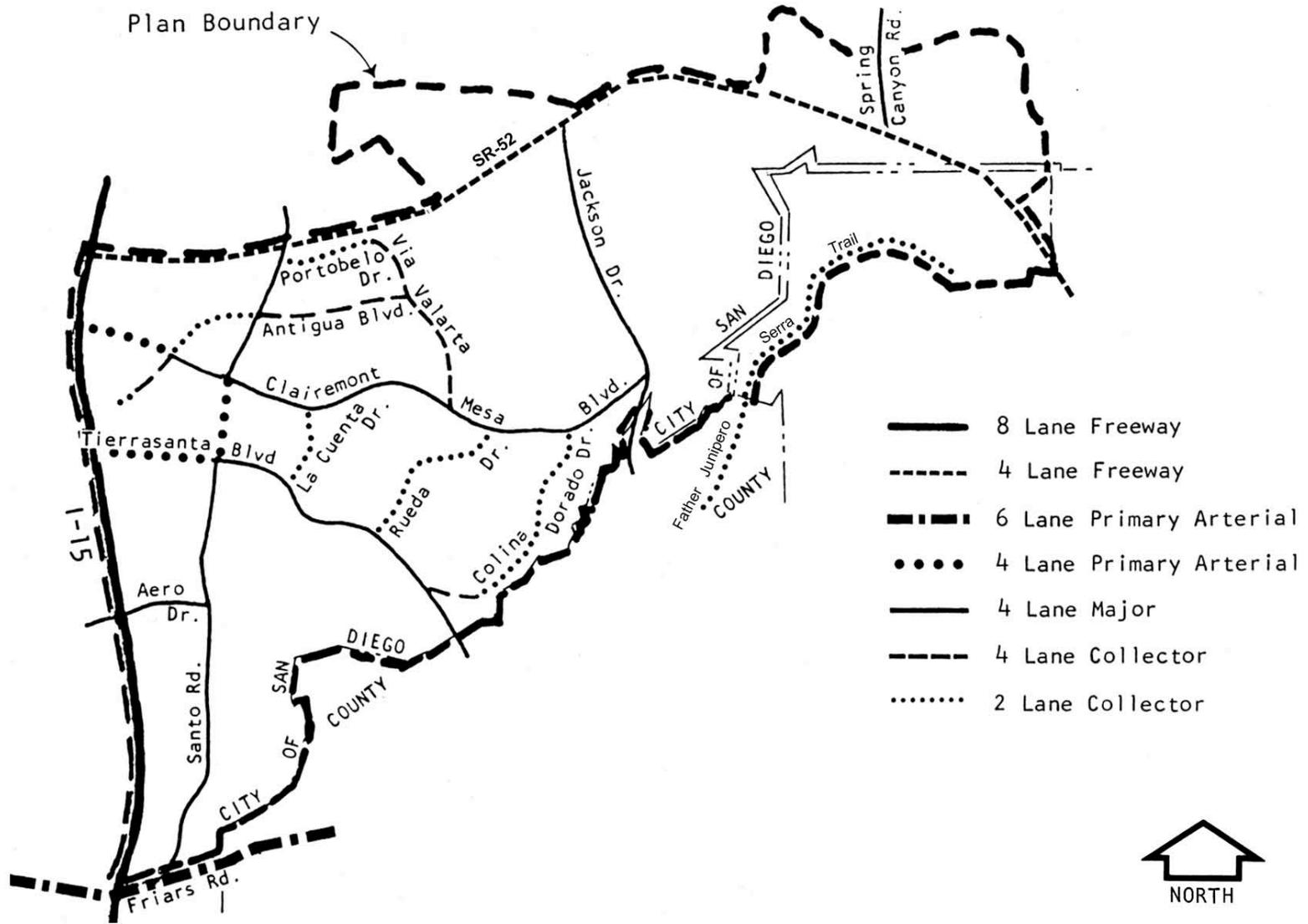
In response to concerns about personal health and the environment, there has been a boom in bicycling, walking, jogging and horseback riding. Bikeways are an important part of the circulation system, even though they are used for recreation as much as transportation.

Bikeways are generally divided into three classes based on the degree of improvement and access control. Bicycle paths are paved bikeways separate from any driven way, and for the use of non-motorized transportation only. Bicycle lanes, the second class, are striped within paved streets and marked for bicycles only. The third class, bicycle routes, are shared routes for bicycles, marked only by signs, and are not striped as a separate lane.

The only existing bike facility in Tierrasanta is a bike lane on Aero Drive.

Pedestrians

Tierrasanta has a number of existing pedestrian trails and routes within canyons and along major streets. Some existing pedestrian trails, sidewalks and routes of community significance are shown on **Figure 22**. The routes shown along Santo Road and Tierrasanta Boulevard are concrete sidewalks which wind and curve and have accompanying landscaping. Improved paths also exist in Villa Monserate and Villa Trinidad. All other pedestrian routes shown are unimproved dirt trails, such as within Sycamore Canyon, Spring Canyon, Shepherd Canyon and Mission Gorge.



Proposed Street System
Tierrasanta Community Plan



GOAL

PROVIDE A SAFE AND EFFICIENT TRANSPORTATION SYSTEM OFFERING ALTERNATIVE MODES OF TRANSPORTATION.

OBJECTIVES

- To provide an adequate street and traffic control system which will accommodate projected traffic.
- To minimize disruption to the community and its neighborhoods by through traffic.
- To integrate roads into the land form as naturally as possible.
- To coordinate all transportation systems with Mission Trails Park.
- To encourage alternative forms of transportation.
- To provide adequate bus service.
- To provide a bikeway system meeting both community and regional needs.
- To provide a pedestrian pathway system utilizing City open space and right-of-ways, and linking neighborhoods and activity centers.

PROPOSALS

1. Freeways and major streets should be completed as shown on **Figure 23** by 2000.

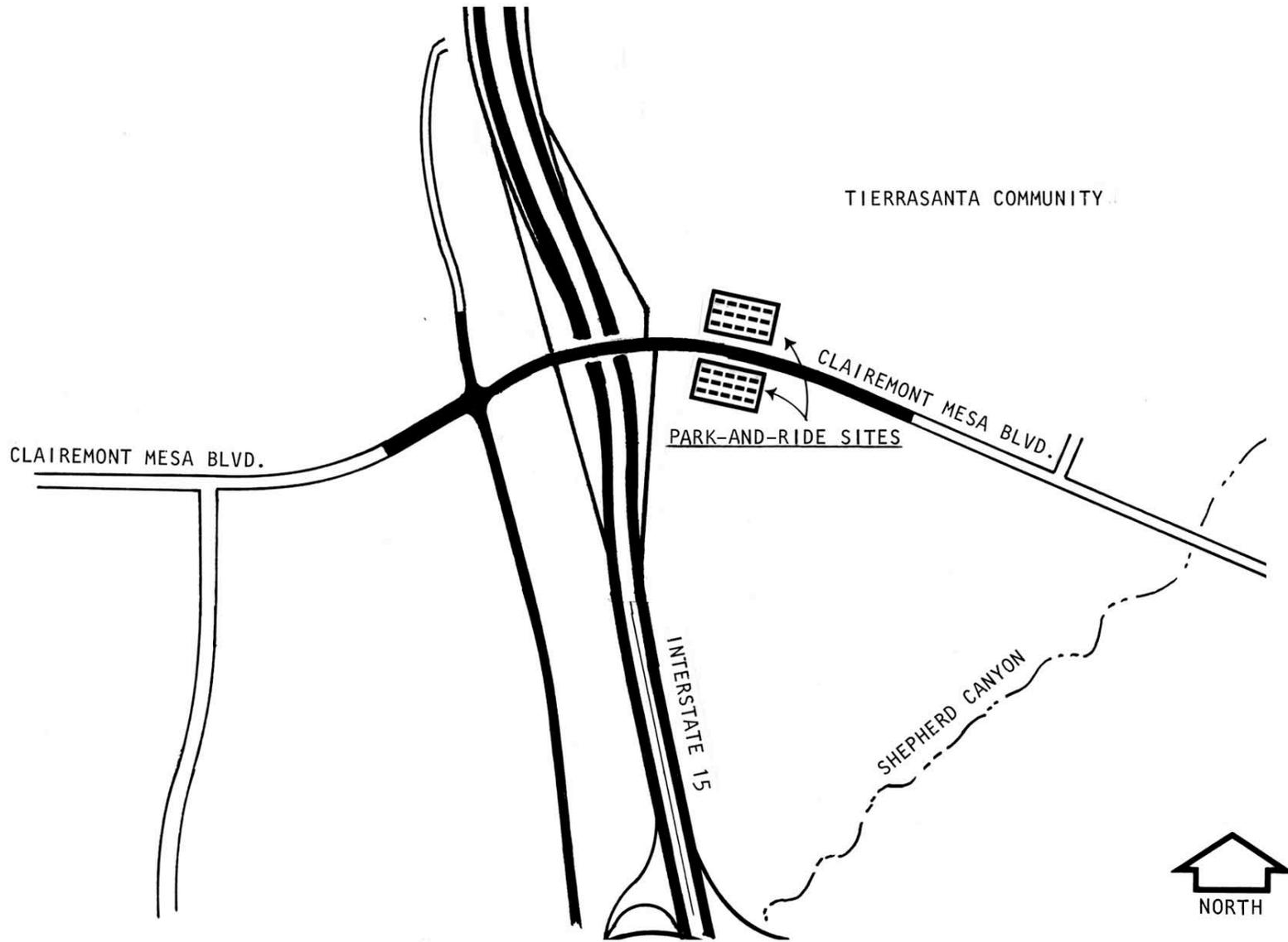
Figure 24 shows the projected traffic volumes for 2000.

Delays in the implementation of SR-52 will result in 2000 traffic volumes ten to twenty-five percent higher on major streets. Tierrasanta Boulevard at Mission Gorge Road may exceed the City Street Design Standards for a four-lane facility, and would need to be constructed to six lanes southeasterly of Colina Dorada Drive. Portions of Santo Road, Clairemont Mesa Boulevard, Aero Drive and Friars Road would also have volumes above the maximum specified in the street design standards.

2. The extension of Tierrasanta Boulevard to Mission Gorge Road and the extension of Clairemont Mesa Boulevard to future Jackson Drive should not be implemented until SR-52 has been completed.
3. The completion of Santo Road to Friars Road should precede development in this vicinity.
4. Any realignment of SR-52 westerly of the aqueduct will require a Plan amendment to determine the land uses in any additional developable areas.

Public Transportation System

If financial constraints can be overcome, adjustments or additions to the transit system should be explored including direct or express service to the 32nd Street Naval Station, Miramar Naval Air Station and Fashion Valley. With sufficient demand, Caltrans will assist the community in establishing subscription bus service which would be paid for entirely by subscribers. A fixed-route jitney service should also be explored.



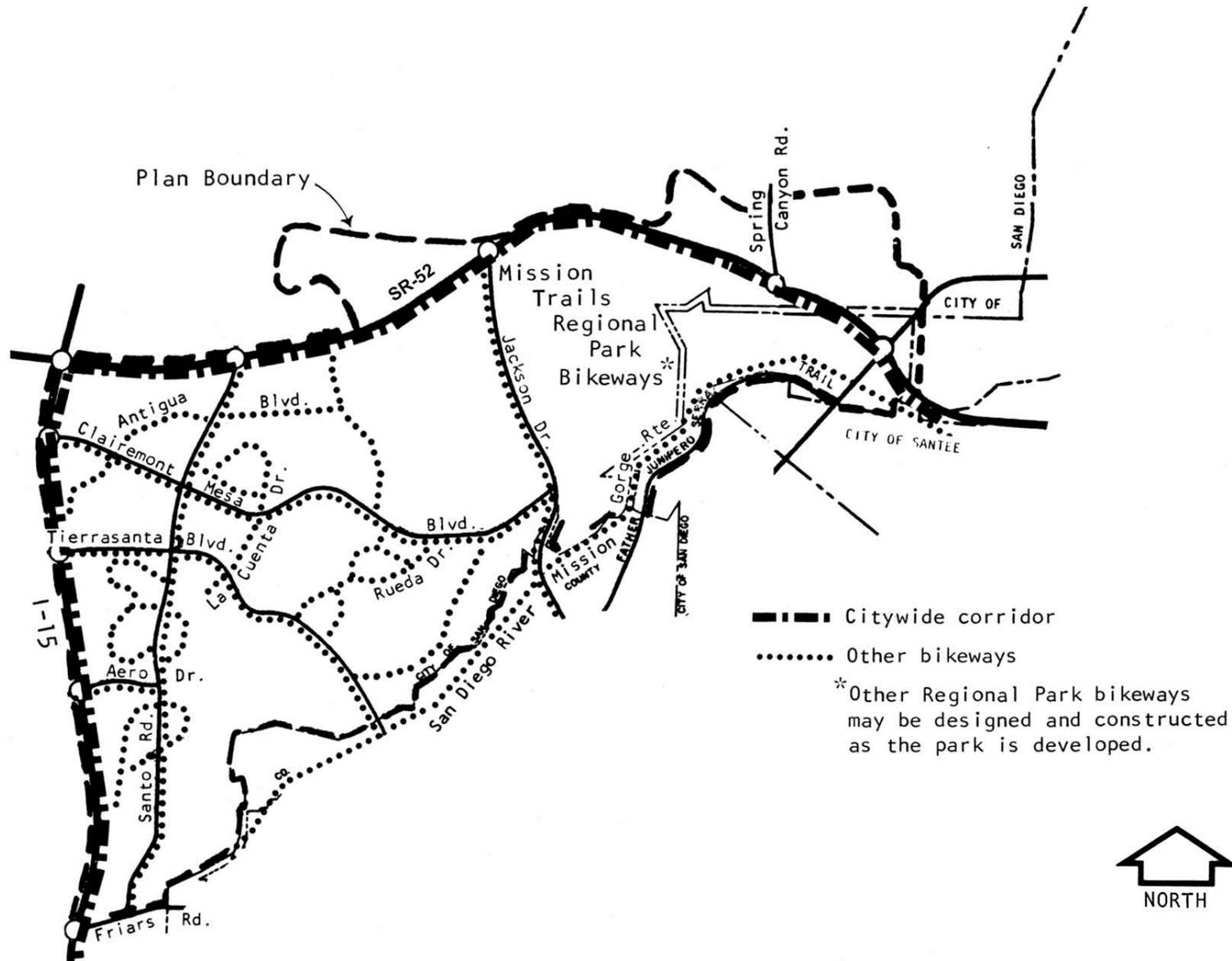
Potential Park-and-Ride Sites
Tierrasanta Community Plan

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FIGURE

Park-and-Ride

Park-and-Ride facilities provide a parking area and bike lockers for persons either carpooling or busing to their destination. Caltrans usually initiates the projects, which can also be supported by the City and with federal funding assistance.

A Park-and-Ride facility should be provided in Tierrasanta to encourage alternative modes of transportation. A potential site for this facility is near the I-15 and Clairemont Mesa Boulevard interchange on either City or federal property. The City-owned property is within the present alignment of Clairemont Mesa Boulevard, but should become available for use when this interchange is reconstructed in 1983. Further study of these sites and the potential traffic impacts will be necessary (**Figure 25**). Another potential Park-and-Ride site has been identified just west of the community plan area at I-15 and Aero Drive.



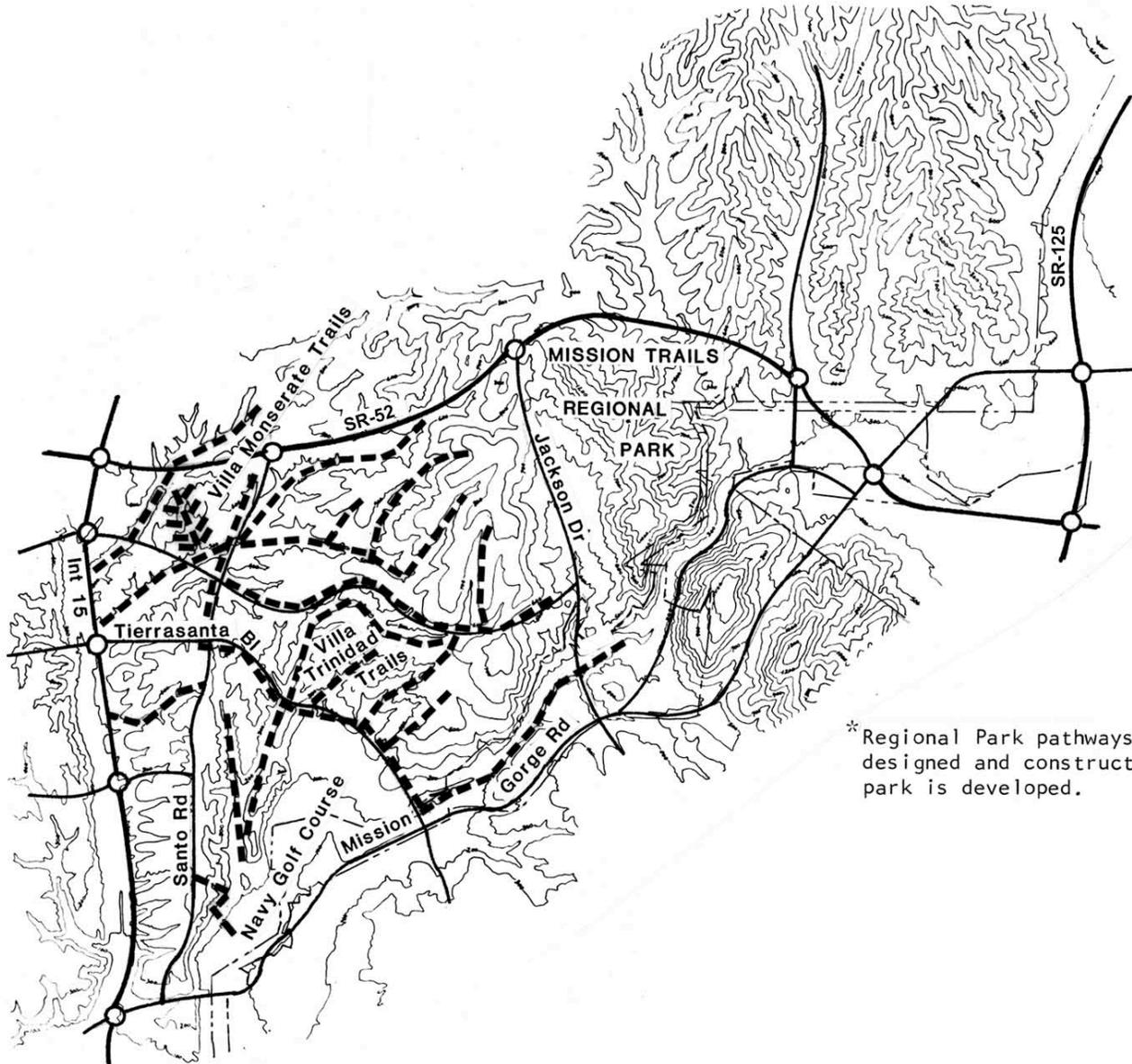
Proposed Bikeway System
 Tierrasanta Community Plan

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 FIGURE

Bikeway System

Figure 26 shows the Bikeway System for the Tierrasanta community. A major north-south route along I-15, and an east-west one along SR-52, are part of the City Council adopted citywide corridor system and will serve not only the entire City but the region as well. Other bikeways shown will have significance for more than just Tierrasanta and should be carefully designed with this in mind, including the portions along Santo Road, Tierrasanta Boulevard and Clairemont Mesa Boulevard. In addition, in the improvement of Mission Trails Regional Park, bikeways should be constructed which connect with other regional bikeways.

Bicycle parking should also be provided at high activity areas, including schools, parks and commercial areas.



* Regional Park pathways will be designed and constructed as the park is developed.



Proposed Pathway System
Tierrasanta Community Plan

27
FIGURE



Pathway System

Figure 27 indicates the proposed pathway system. Street crossings should be minimized and where high volumes of auto traffic exist, grade-separated crossings should be provided.