

Barrio Logan Mobility Study Highlights

Methodology

The mobility study has been prepared considering data and analysis prepared from the 2008 existing conditions analysis, traffic model forecasts of proposed land uses in the community and surrounding areas, consideration of improvements being studied by other agencies (particularly Caltrans), collection of supplemental truck data from Port uses, and extensive input from the Barrio Logan community. The concerns from the community were related to safety, truck traffic and parking.

The improvements identified take the form of multimodal improvements, intended to serve the needs of residents, business, and surrounding port and military uses. Specific efforts were undertaken to address bicycle, truck, and vehicular capacity. Pedestrian improvements were considered as an integral element of all improvements. In addition, locations with deficient pedestrian facilities were identified through the Pedestrian Master Plan. Transit is and will continue to be an important mode choice in the community. The efforts undertaken in this plan update included improving access to transit and identifying improvements at transit stops.

Mobility Improvements

The following list of improvements has been identified for potential inclusion in the community plan, pending review by the Barrio Logan Stakeholder Committee, City staff and further environmental review.

- *Cesar Chavez Ceremonial Street* – This roadway would be reconfigured to allow for striped bicycle lanes, wider sidewalks, increased parking, and reduced travel lanes between Logan Avenue and Harbor Drive. The intent of these improvements are to provide just enough roadway capacity to serve projected needs, slow the speed of traffic on the roadway, enhance bicyclist experience by providing striped bike lanes, providing pedestrian friendly walkways and cross walks, as well as making the street a focal point for the community, through landscape treatments. Two options are being considered for this improvement. One option would allow for two northbound thru lanes, one southbound thru lane, a center left turn lane, bicycle lanes, and parking on the west side of the street. The other option would not include the second northbound thru lane and would add parking to the east side of the street. Figures 1A1 – 1A4 depict these concepts for various segments of Cesar Chavez.
 - *Harbor Drive/Cesar Chavez Truck Improvements* – In order to lessen the truck demands on Cesar Chavez, Caltrans is undertaking a study that will likely improve truck access to the 10th Avenue Marine Terminal. These improvements will add left-turn storage and a right turn lane at the Harbor Drive/Cesar Chavez intersection to encourage the use of Harbor Drive for access to the 10th Avenue Marine Terminal.

- *Green Street Corridor (Boston/26th/National)* – Seldom does a street become an integral part of the urban form of a community, we believe that the Green Street is such a facility. The Green Street would use National Avenue, 26th Street and Boston Street as a multi-modal spine through the community. Through the use of shared auto/bicycle lanes, a bicycle connection between routes in Centre City and the proposed Chollas Creek bicycle trails would be accomplished. Ample parking would be provided along the street. Auto travel would be provided, at reduced speeds (typically under 25 mph). Where excess right-of-way exists, the sidewalks and landscaped areas would be widened. Bus stop locations would be identified where the bus would stop within the travel lane in a location with curb pop outs, which will allow quicker boarding and area for shelters. Finally, storm water drainage will be treated through the use of bioswales, detention basins and permeable paving, with the goal of reducing water pollution into San Diego Bay. Figures 2A1 and 2A2 depict the Green Street concept.
 - *26th Street Traffic Calming* – In order to reduce truck traffic on portions of the Green Street (26th Street and Boston Avenue), improvements are recommended that would channelize truck flow on Schley Street forcing large trucks to turn right on Main Street. Figure 2B1 depicts the 26th Street improvements.
 - *I-5 SB Ramp/Boston Avenue (2 options)* – This on-ramp experiences congestion and operational problems, which erodes the functionality of the proposed Green Street. Two options for reconfiguring this ramp have been suggested, both eliminate the use of Boston Avenue for accessing this ramp. The first option would use Main Street and 29th Street to reach the ramp, including cul-de-sacs on Boston Avenue. The second option would place the new ramp off of 28th Street, just north of Boston Avenue. In either option, the segment of Boston Avenue between 29th Street would be narrowed from its current width of 52 feet to 32 feet, with the excess right-of-way being used for a linear park and class I bicycle path adjacent to the Caltrans landscaping along I-5. Figures 2C1 and 2C2 depict the improvement options for this interchange.
- *Bayshore Bikeway* – The Bayshore Bikeway provides a continuous loop route around San Diego Bay through the Cities of San Diego, National City, Chula Vista and Coronado (using ferry boats between San Diego and Coronado). The current route uses striped lanes (a class II bicycle route) on Harbor Drive through Barrio Logan. It is proposed that the existing class II be supplemented with a class I bicycle path along the north side of Harbor Drive, between the roadway and the railroad tracks. This improvement will be difficult to implement because much of the space needed for the bicycle path is currently being used for parking by port area workers. Figure 3A1 depicts the bicycle routes recommended for the Barrio Logan community along with nearby facilities outside of the community.

- *Port Parking Consolidation* - Parking for workers at facilities along San Diego Harbor is scarce. Currently, several sites located within Barrio Logan are being used for such parking, as are parking along public streets and other public owned rights-of-way. The City has implemented a residential parking permit program for several community streets where residential and other parking restrictions in order to control the spillover of bay front workers' parking into the community. The draft land use plan identifies locations near the bay front that could be used as parking lots or structures to accommodate needs of these workers. These parking areas are beneficial in that they concentrate the parking closer to the jobs, potentially freeing up spaces on community streets for residential and commercial business parking, and freeing up lands needed to implement the Bayshore Bikeway's class I bicycle path.

- *Beardsley Traffic Calming*
 - One-way northbound between National Avenue and Logan Avenue – In order to reduce cut-thru truck traffic on Beardsley from the I-5 Southbound on-ramp, it is recommended that this block be reconfigured as a one-way northbound street. This would also allow for increased parking by using diagonal parking on one side of the street. Figure 4A1 depicts this improvement.
 - Raised, landscaped median on Harbor Drive – Due to increases in traffic on Harbor Drive, the ability to safely make left turns to and from Beardsley Street at Harbor Drive will not be possible by the horizon year of this plan. It is recommended that a median be installed on Harbor Drive from Cesar Chavez to the northern community boundary. Figure 4A2 depicts this improvement.
 - Signal at Harbor Drive/Sigsby Street – To accommodate the traffic demands of the community, it is recommended that a traffic signal be installed at this intersection. This is needed to serve increased traffic from land uses proposed, as well as accommodating the traffic that would be diverted from Beardsley Street due to the median improvements. Previously referenced Figure 4A2 depicts this improvement.

- *Vesta Street Bridge Improvements* – Caltrans and the U.S. Navy are evaluating an option to construct an overpass over Harbor Drive at Vesta Street. This bridge would connect two portions of the base (frequently referred to as the wet side and the dry side) that are divided by Harbor Drive. This access would only be used by Naval Base San Diego traffic that had previously entered the facility at one of the gates. Although the bridge could not be used by non-military traffic, it would benefit the community by reducing the amount of traffic using 32nd Street and Harbor Drive to travel between the wet and dry sides of the base.

Improvements on Truck Routes

- *Schley/Harbor intersection improvements* – Currently Schley Street is being heavily used by large trucks to access port uses to reach I-5, via Main Street and Boston Avenue. This is currently the most desirable route due to congestion and roadway configurations at other routes that cross the railroad and trolley tracks. Based on preliminary feedback from the Barrio Logan Stakeholder Committee, it is desired that this route be closed to through truck trips. It is recommended, however, that this route remain open until a more viable alternative is constructed. Two such alternatives are suggested below.
- *32nd Street Truck and Capacity Improvements* – Implement improvements being studied by Caltrans to provide direct connections from Harbor Drive to I-15 in the vicinity of 32nd Street. Caltrans is evaluating two concepts, both of which would allow for trucks to from the 10th Avenue Marine Terminal and other sites along Harbor Drive to directly access I-15 without traveling through other streets in Barrio Logan. In addition, Caltrans is encouraged to investigate means to provide for direct access to I-5 at this location, as well.
- *28th Street Capacity Improvements* – Based on feedback from the August 2009 Barrio Logan Stakeholder Committee meeting, trucks should be encouraged to use 28th Street to reach I-5, rather than Schley Street and Main Street. To that end, improvements were identified to better accommodate truck traffic on 28th Street. Improvements to this roadway include adding a third thru lane in each direction and reconfiguring raised islands to better control flow and accommodate truck turn radii. Two concepts have been developed that complement the two 28th Street/I-5 interchange concepts. Figures 5A1 and 5A2 depict these improvements.



LEGEND

① Extend EB left-turn pocket along Harbor Drive to accommodate longer EB left-turn lane from Harbor Drive to Cesar Chavez Parkway.

② Add bike lane.

③ Add parking (4-5 spaces).

④ Add pop-out and chicane.

⑤ Restripe Cesar Chavez Parkway and eliminate outside NB through lane.

⑥ Add exclusive NB right-turn lane at the intersection of Cesar Chavez Parkway and Harbor Drive (this improvement will be completed by Caltrans).

⑦ Extend WB left-turn lane from Harbor Drive to southbound Cesar Chavez Parkway. (this improvement will be completed by Caltrans).



Cesar Chavez Parkway Improvements between Harbor Drive to Main Street - Option A



LEGEND

- ① Add second EB left-turn lane from Harbor Drive to Cesar Chavez Parkway.

② Add bike lane.
- ③ Add exclusive NB right-turn lane at the intersection of Cesar Chavez Parkway and Harbor Drive (this improvement will be completed by Caltrans).

④ Extend WB left-turn lane from Harbor Drive to southbound Cesar Chavez Parkway. (this improvement will be completed by Caltrans).





LEGEND

- ① Add parking along east side of Cesar Chavez Parkway
- ② Add bike lane
- ③ Add 2' wide painted median





LEGEND

- ① Add bike lane
- ② Add 2' wide painted median





LEGEND

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|------------------|---|---------------------------|---|
| ① Add parking. | ③ Add pop-out. | ⑤ Widen parkway/sidewalk. | ⑦ Install pedestrian activated signal that will work as part of the Cesar Chavez Parkway and Logan Avenue signal. Provide exclusive pedestrian phase and restrict Northbound right-turn on red movements from Cesar Chavez Parkway to Logan Avenue. |
| ② Add bike lane. | ④ Close SR-75 ramp entrance along Cesar Chavez Parkway. | ⑥ Realign crosswalk. | ⑧ Existing Bus Stop to remain. |



Cesar Chavez Parkway Improvements between National Avenue and Logan Avenue - Option A



LEGEND

- ① Add parking.
- ② Add bike lane.
- ③ Existing Bus Stop to remain.
- ④ Close SR-75 ramp entrance along Cesar Chavez Parkway.
- ⑤ Widen parkway/sidewalk.
- ⑥ Realign crosswalk.
- ⑦ Install pedestrian activated signal that will work as part of the Cesar Chavez Parkway and Logan Avenue signal. Provide exclusive pedestrian phase and restrict Northbound right-turn on red movements from Cesar Chavez Parkway to Logan Avenue.
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