



4

MOBILITY

- 4.1 PEDESTRIAN ENVIRONMENT
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- 4.5 WAYFINDING SIGNAGE
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4. Mobility

GOALS

- Streets that enhance walking and bicycling connections between parks, historical, and cultural sites, adjacent communities, and the Old Town Transit Center.
- Transit as a mode of choice for residents, employees, and visitors.
- Adequate parking that supports visitor attractions and does not detract the community character.
- A coordinated wayfinding system that supports the visitor experience and enhances the community character.

INTRODUCTION

Old Town San Diego is a pedestrian-oriented community with a mix of residential, hotel, office, and retail uses and cultural and historic attractions on an interconnected grid street network with small blocks. This street network pattern allows frequent intersections, easy connections, and short walking distances between the Community's destinations. Most of the community's streets are narrow, helping to define the urban form and public realm of the community, and relate to the scale of Old Town San Diego's historic context.

The Old Town Transit Center is a focal point for transit and rail access, which supports pedestrian activity for visitors, residents, and employees. The freeways (I-8 and I-5) that bound the Community to the north and west affect the environment for pedestrians and bicyclists by limiting the connections to adjacent communities and the San Diego River. Due to vehicular congestion in the adjacent Midway-Pacific Highway community, traffic from adjacent communities uses Taylor Street to access I-8 which causes congestion in Old Town and detracts from the community's small-town character.

The Community Plan reinforces Old Town San Diego's character as a pedestrian-oriented community by placing an emphasis on walking, bicycling and transit as modes of transportation for visitors, employees and residents. The mobility vision for Old Town is to maintain the existing grid network of streets while enhancing the pedestrian and bicyclist environment to improve the public realm and strengthen connections between visitor destinations, parks, the Core, the Old Town Transit Center and the San Diego River Park. In order to reduce the amount of vehicular traffic circulating through the community searching for parking, the Community Plan envisions a greater share of visitors and employees using transit and supports additional commuter, visitor and employee parking supply at the periphery of the community.

The Mobility Element recommends improvements to reduce conflicts between different transportation modes and enhance pedestrian connections and accessibility. Improvements will be consistent with the historic character of the community and will incorporate design features that relate to Old Town San Diego's small-town scale and history. The Urban Design Element complements the Mobility Element by providing guidance for streetscape design and the provision of gateways, wayfinding signage, pedestrian-oriented lighting, and street trees that will help create a more pleasant walking environment within Old Town San Diego.



The goal of the Mobility Element is to accommodate all modes of transportation to support a vibrant and safe Old Town community.

4.1 Pedestrian Environment

Pedestrian routes establish connections between visitor destinations, parks, the Core, the Old Town Transit Center and the San Diego River Park, as shown in Figure 4-1. The pedestrian route types are defined in Box 4-1 and are based on the City's Pedestrian Master Plan. Cohesive streetscape design along pedestrian routes will improve the pedestrian environment and encourage people to walk to businesses and visitor destinations, as well as reinforce Old Town San Diego's historic character and small-town sense of place. Streetscape improvements can include widening existing sidewalks and designing new sidewalks along pedestrian routes to support pedestrian activity by incorporating landscaping, street furniture and street trees. The Mobility Element recommends focused sidewalk and crosswalk improvements along pedestrian routes to enhance accessibility and the physical environment for pedestrians of all ages and abilities, at the locations identified in Figure 4-4. The components of streetscape design are further addressed in the Urban Design Element. Pedestrian improvements will be consistent with Old Town San Diego's historic character.

POLICIES

- ME-1.1** Improve the pedestrian environment by enhancing pedestrian connections and accessibility between historic and cultural attractions, parks, and the Old Town Transit Center.
- ME-1.2** Provide streetscape improvements that enhance the pedestrian environment and are consistent with the community's historic character.
- ME-1.3** Work with Caltrans and SANDAG to improve the pedestrian connections to adjacent communities at the freeway underpasses at Morena Boulevard, Pacific Highway, and Rosecrans Street and at the Old Town Avenue bridge.

BOX 4-1: PEDESTRIAN ROUTE TYPES

District Sidewalks

Sidewalks with heavy pedestrian levels and with an identifiable focus to encourage walking within a district node.

Corridor Sidewalks

Sidewalks with moderate pedestrian levels that connect to district nodes.

Connector Sidewalks

Sidewalks with lower pedestrian levels that connect to corridor or district sidewalks.

Neighborhood Sidewalks

Sidewalks with low to moderate pedestrian levels within residential areas.

Ancillary Pedestrian Facilities

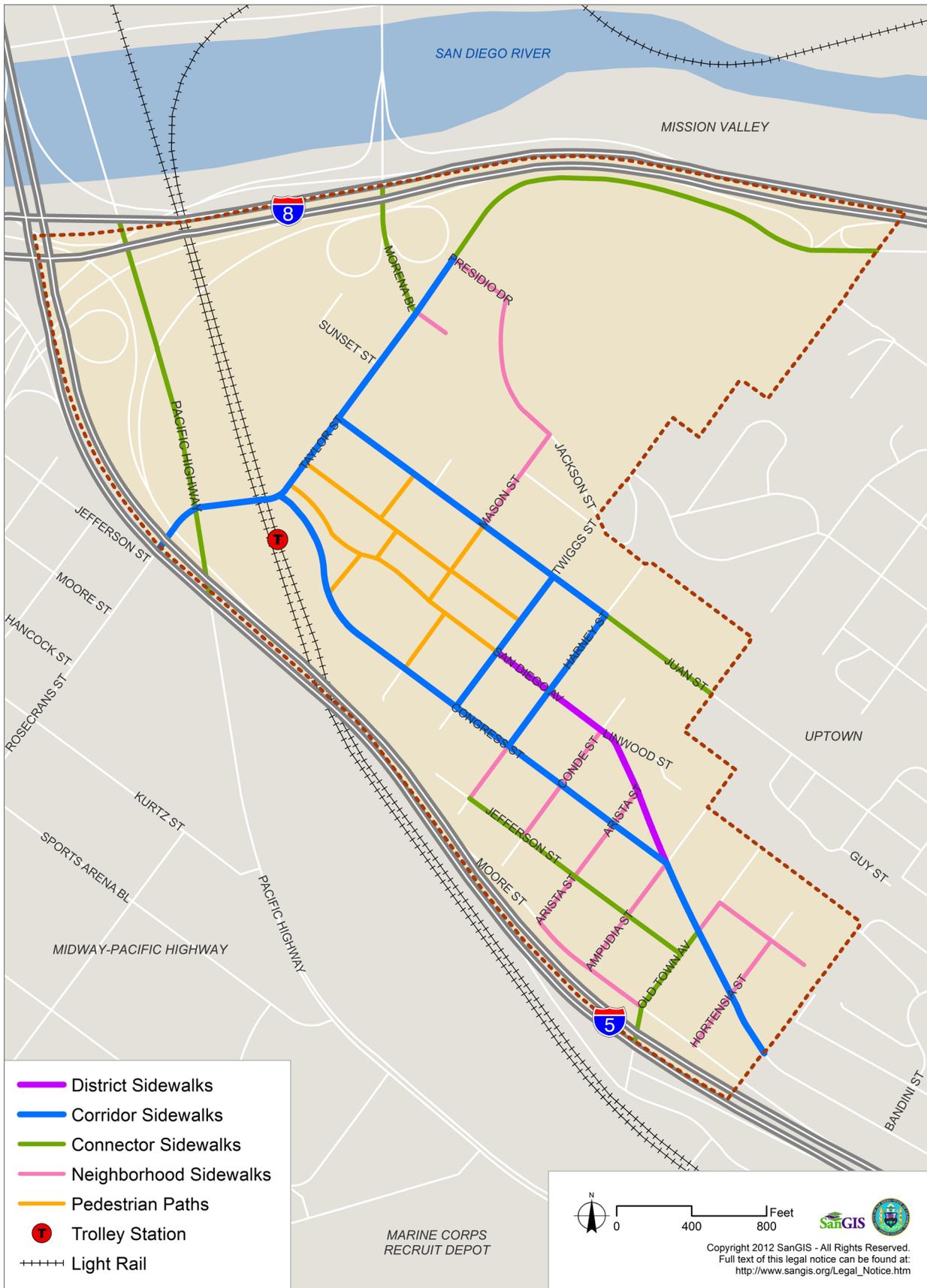
Pedestrian facilities with moderate to high pedestrian levels that include bridges over streets, and plazas, promenades, or courtyards away from streets.

Paths

Routes that are exclusive to pedestrians and bicycles and are not associated with streets.

- ME-1.4** Enhance pedestrian accessibility within the public right-of-way.
 - a. Remove utility poles and other barriers within the pedestrian path of travel.
 - b. Work with utility companies to relocate above-ground utility boxes out of the public right-of-way.
 - c. Install, replace, and retrofit pedestrian ramps, ensuring that these do not detract from the historical character of the community.
 - d. Work with property owners to remove curb cuts that are not in use.
 - e. Support placing newspaper racks into corrals of a design appropriate to the community character of pre-1871 Old Town.

FIGURE 4-1: PEDESTRIAN ROUTES



4.2 Bicycling

Bicycle routes reinforce the connections between visitor destinations, parks, the Core, the Old Town Transit Center and the San Diego River Park, as shown in Figure 4-2. The bicycle route types are defined in Box 4-2, and are based on the City’s Bicycle Master Plan. Old Town San Diego’s street network is primarily composed of narrow streets, many with vehicle parking on both sides of the street, which limits the potential to install marked bicycle lanes. However, San Diego Avenue, Congress Street, and Juan Street have adequate width to support bicycles sharing a lane with motor vehicles. The Community Plan envisions the creation of an enhanced bicycle environment along Pacific Highway and Taylor Street within the existing right-of-way to provide connections to the regional bicycle network including the San Diego River bicycle path. Bicycle improvements along existing streets could include the incorporation of bicycle-oriented wayfinding signage and bicycle parking that are consistent with the community’s historical character, as addressed in the Urban Design Element. Bicycle improvements are identified in Figure 4-4.



Improving bicycle facilities in Old Town will increase the community’s popularity as a recreational and commuter bicycling destination.

POLICIES

- ME-2.1** Enhance bicycle connections between historic and cultural attractions, Old Town Transit Center, the regional bicycle network, and the San Diego River Park as shown in Figure 4-4.
- ME-2.2** Provide bicycle facilities and amenities that enhance the bicycle environment and are consistent with the community’s historic character.
- ME-2.3** Work with Caltrans to improve bicycle connections to adjacent communities and reduce conflicts with motor vehicles at the freeway underpasses at Morena Boulevard, Pacific Highway, and Rosecrans Street and at the Old Town Avenue bridge.

BOX 4-2: BICYCLE ROUTE CLASSIFICATIONS

Class I – Bicycle Path

Routes that are physically separated from vehicular traffic and are constructed in the roadway or have exclusive right-of-way.

Class II – Bicycle Lane

Routes that provide exclusive or preferential bicycle travel with pavement striping and signage on the side of the roadway.

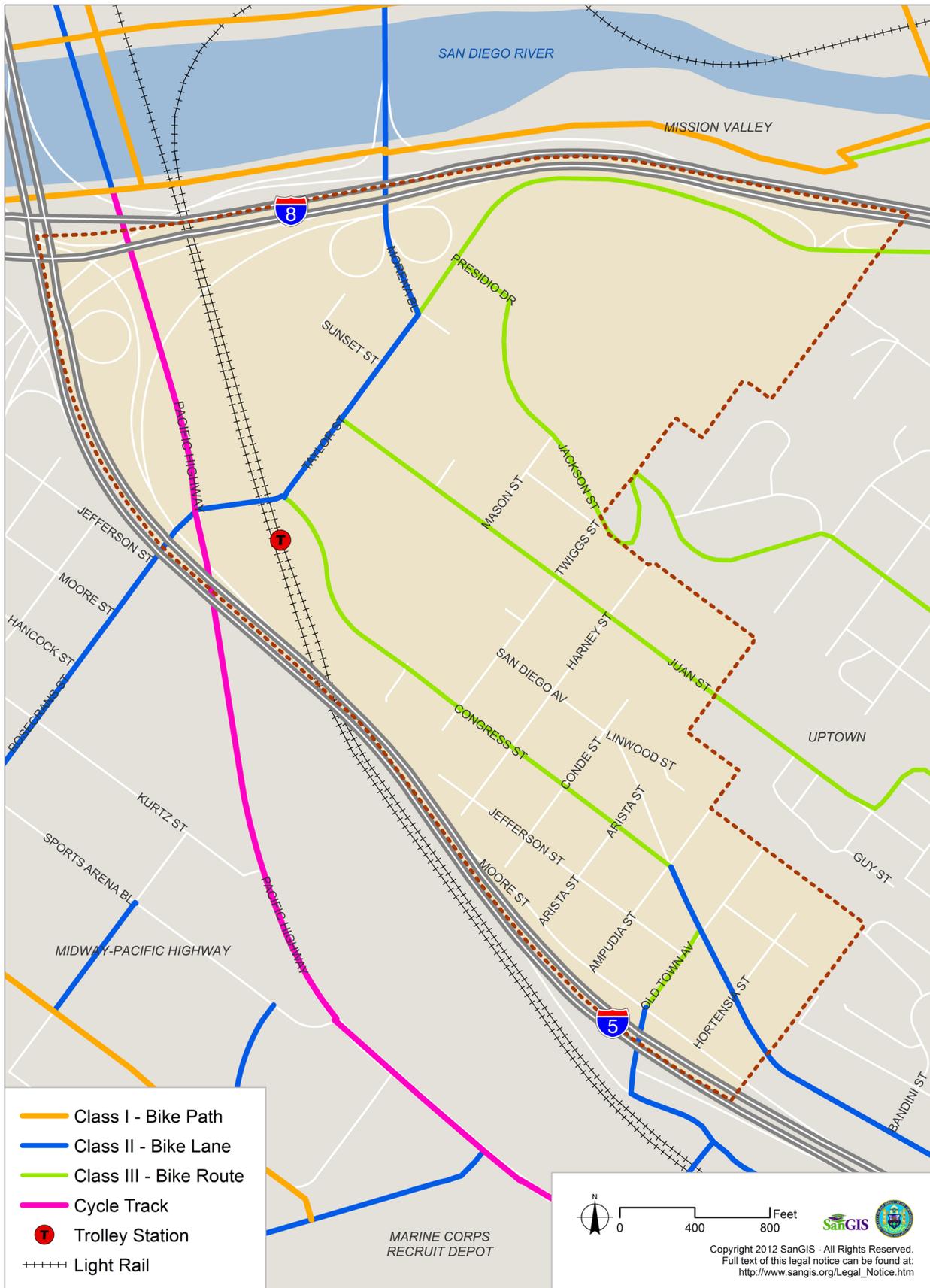
Class III – Bicycle Route

Routes that provide shared use with motor vehicle traffic within the same travel lane.

Cycle Track

Bikeways that are located in the roadway right-of-way but separated from vehicle lanes by physical barriers or buffers.

FIGURE 4-2: BICYCLE ROUTES



4.3 Transit

The Old Town Transit Center is a focal point for transit access for Old Town San Diego and adjacent communities, as described in Box 4-3. The Community Plan envisions maintaining and enhancing the transit-rider experience at the Old Town Transit Center, through the installation of amenities including additional shelters, and seating, lighting, paving, and landscaping consistent with Old Town’s historical character from the 1846-1871 Early American Period.

The Old Town Transit Center surface parking is shared by transit riders and Old Town San Diego State Historic Park visitors. The Parking section of this Element provides policies regarding development of a parking structure that will provide additional capacity for park-and-ride transit riders and Old Town State Historic Park visitors. Also, the Taylor Street at-grade rail crossing is a location where rail-based transit services operations can hinder pedestrian, bicycle, and vehicle circulation. The Streets section includes policies regarding potential improvements for the Taylor Street rail crossing.

POLICIES

- ME-3.1** Work with SANDAG and MTS to support and incorporate transit infrastructure and service enhancements for Old Town San Diego in the Regional Transportation Plan as funded improvements that complement the community’s historic character.
- ME-3.2** Enhance the environment at the Old Town Transit Center through installation of additional shelters, additional seating, lighting, and landscaping consistent with the 1846-1871 Early American Period.
- ME-3.3** Support the installation of additional bicycle parking and bicycle lockers at the Old Town Transit Center to support transit riders.
- ME-3.4** Work with MTS to support the installation of benches and shelters that reflect Old Town’s pre-1871 character at the bus stops along Taylor Street.

- ME-3.5** Work with MTS to discourage the placement of advertising at benches and shelters located at the Old Town Transit Center and at the bus stops within Old Town, which is not consistent with the pre-1871 community character.

BOX 4-3: TRANSIT SYSTEM

San Diego Trolley

The San Diego Trolley, operated by the Metropolitan Transit System (MTS), connects Old Town San Diego to Mission Valley, San Diego State University, El Cajon, and Santee in the east, and to Midway - Pacific Highway, Downtown, National City, Chula Vista, and San Ysidro in the south. The Trolley will be extended from Old Town San Diego to the University of California San Diego and the University community.

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 San Diego, and Downtown.

Rapid Bus

Rapid bus operated by MTS will provide a higher-speed service, which will be available at the Old Town Transit Center. It will use a range of lower-capital cost signal priority treatments, short segments of transit-only lanes, and limited station stops to achieve faster travel times.

Local Bus

Local bus routes are operated by MTS with stops serving the community at the Old Town Transit Center.

Amtrak

Amtrak provides passenger rail service from San Diego to several destinations throughout the state and country. The main route serving San Diego is the Pacific Surfliner which connects major cities along California’s coast.

4.4 Parking

Old Town San Diego's concentration of visitor-oriented commercial uses and cultural and historical attractions creates a high demand for parking. There are several existing public parking areas within Old Town. The Old Town Transit Center parking lot is available for State Historic Park visitors and transit riders. State Historic Park visitors can park within the State Park's parking lots, and general visitors can park in the city-owned lot on Twigg Street or in on-street parking spaces. The Caltrans parking lot provides additional visitor parking during evenings and weekends. Still, visitors and employees in cars circulate within the Core searching for parking, and tour/coach buses travel through the Core to unload passengers and park near the Old Town San Diego State Historic Park. The combination of tour buses and cars circulating within the Core creates traffic congestion and pedestrian challenges and detracts from Old Town's community character.

An increased parking supply located on the periphery of the community will support a pedestrian-friendly environment through the Core and Old Town State Historic Park, as will coordination with tour/coach bus operators to load and unload passengers at the Old Town Transit Center and other appropriate locations. The Community Plan supports the establishment of a transit and visitor-oriented parking structure at the Old Town Transit Center parking lot, which should be designed to be consistent with the pre-1871 Early American architectural style and the existing Transit Center building. The development of future surface parking or a parking structure at the U.S. Navy Public Works property will increase parking supply for State Historic Park visitors and park-and-ride transit riders should the site become available.

The use of parking management and supply strategies for visitor-oriented parking, found in Box 4-4, and the provision of additional parking at the periphery of the community will help reduce the amount of vehicles searching for parking within the Core. This will result in an enhanced public realm that improves the pedestrian and bicycle environment and access to transit. Additionally, employers can provide incentives to employees to commute by transit, bicycling, walking, and ridesharing,

to reduce employee utilization of public on-street and off-street parking.

The Community Plan recognizes the importance of adequate public parking capacity in Old Town and identifies measures which can increase available on-street parking, such as the implementation angled parking on streets with adequate existing width. While on-street parking is important for visitors, parking can compete with pedestrian and bicycle facilities for space within the existing street rights-of-way. The removal of on-street parking should be considered in combination with the creation of additional on- or off-street parking to allow for wider sidewalks and bicycle lanes and parking.

BOX 4-4: PARKING MANAGEMENT AND SUPPLY STRATEGIES

Parking Management Strategies

- Provide wayfinding signage and information to direct vehicles to parking facilities.
- Consider placing time limits on parking to encourage parking turnover in high demand areas of the community.
- Consider valet parking to allow business to maximize private off-street parking facilities.
- Consider shuttle service from peripheral parking facilities to the Core and Historic Core.

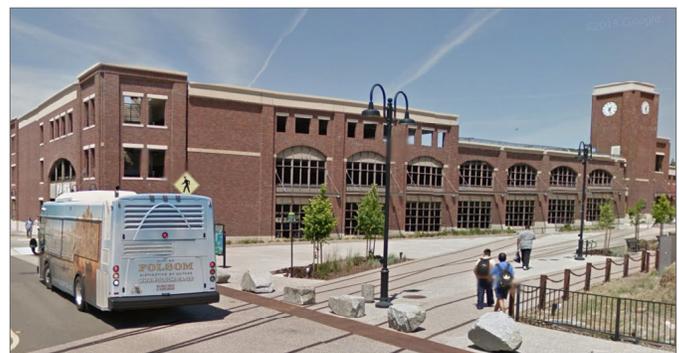
Parking Supply Strategies

- Consider angled parking where street width is adequate and driveway configurations permit.
- Consider curb utilization to evaluate curb-parking restrictions to increase parking inventory where appropriate.
- Identify locations for additional parking on the periphery, near the entrances to the community to reduce vehicles in the Core Sub-District including the Old Town Transit Center and the U.S. Navy property along Pacific Highway should it become available.

POLICIES

- ME-4.1 Encourage the use of parking supply and management strategies (see Box 4-4) for publicly owned on- and off-street parking in order to support businesses and visitor destinations within and near to the Core and Old Town State Historic Park.
- ME-4.2 Support the provision of additional parking facilities at the periphery of the community.
- ME-4.3 Discourage the use of the Old Town Transit Center as remote parking for San Diego International Airport and as an overflow employee parking area for business and government offices and facilities near Old Town.
- ME-4.4 Prevent the net loss of existing on-street and publicly owned off-street parking spaces.
- ME-4.5 Consider the removal of on-street parking to allow for wider sidewalks, bicycle lanes and bicycle parking if it would not result in an overall reduction in public parking supply.
- ME-4.6 Encourage employees and visitors to use transit and other transportation alternatives to single-occupancy vehicle use to reduce parking demand.
- ME-4.7 Encourage the management of tour/coach bus parking spaces in the public right-of-way and publicly owned parking facilities.
 - a. Encourage the creation of a passenger loading and unloading area at the Old Town Transit Center for coach/tour buses.
 - b. Coordinate with tour/coach bus operators to load and unload passengers at the Old Town Transit Center and other appropriate locations.
 - c. Consider appropriate locations for on- and off-street parking for tour/coach buses within the Taylor Sub-District.
- ME-4.8 Support the continuation of the Old Town Community Parking District to seek funding, create, and implement parking related strategies, plans, and programs designed to manage and increase the parking supply within the community.

- ME-4.9 Work with SANDAG for the development of a parking structure transit and visitor-oriented parking and other improvements at the Old Town Transit Center/State Park parking lot to increase the supply of vehicle parking.
 - a. Provide adequate parking supply to meet existing and future parking demand from transit riders and State Park visitors.
 - b. Provide adequate parking supply to meet future parking demands related to planned Trolley system expansions.
 - c. Seek and support local, regional, state, and federal funding and public and private partnerships to fund the development of a parking structure at the Old Town Transit Center/State Park parking lot.
 - d. Design the Old Town Transit Center parking structure to be consistent with the Early American Period architectural style and integrated with the adjacent Transit Center.
 - e. Design the Old Town Transit Center parking structure to break up the exterior façade to convey the appearance of four smaller buildings, such that parked cars are predominantly screened from public view and parking ramps are not visible.
 - f. Create a visually interesting composed façade for the Old Town Transit Center parking structure that incorporates openings, offsetting planes, variation in rooflines and cornice treatments.



The parking garage at the Historic Folsom Station, in Folsom, California, incorporates Early American architectural style elements and building modulation that breaks up the massing of the structure.

4.5 Wayfinding Signage

The Community Plan envisions a wayfinding signage system that will enhance the pedestrian, bicycle and motorist experience by guiding visitors between the community's destinations and emphasizing mobility routes. Wayfinding signs will: guide pedestrians and bicyclists between the Old Town Transit Center and community destinations; direct bicyclists to bicycle parking locations and bicycle routes; and direct vehicular traffic to available parking facilities to support the utilization of parking facilities at the periphery of the community and reduce vehicular traffic in the Core.

POLICIES

- ME-5.1** Encourage the implementation of coordinated wayfinding signage that provides clear guidance for pedestrians, bicyclists and motorists, between the community's visitor-oriented uses, historic and cultural attractions, parks, the Old Town Transit Center, and parking areas.
- ME-5.2** Encourage the installation of wayfinding signage that defines bicycle routes and directs bicyclists to the regional bicycle facilities, bicycle parking locations, and to the San Diego River Park.
- ME-5.3** Encourage the installation of wayfinding signage that directs vehicular traffic to the available parking facilities.
- ME-5.4** Support efforts by the Old Town Community Parking District to seek funding to install and maintain wayfinding signage in Old Town.



Bicycle route wayfinding signage identifies the route for bicyclists, alerts vehicle drivers to share the road, and provides distances to key destinations.



Installation of additional wayfinding signage to parking facilities and to transit will assist visitors in making efficient trips within the community.



Detailed wayfinding display maps can provide comprehensive information on Old Town's attractions.

4.6 Streets

The Community Plan envisions enhancing the pedestrian and bicycle environment along the community's streets to improve connections and accessibility, and to reduce conflicts between transportation modes. The community's existing grid network of streets, shown in Figure 4-3, reflects the historic layout of the Old Town settlement and will be maintained.

The permanent closures of local streets are generally not consistent with the community character, unless the street closure will enhance the pedestrian environment or serve to preserve subsurface archaeological resources. Street widening is also not consistent with the community character. Operational controls such as street signage and intersection controls can be implemented to assist in the management of vehicle circulation without street widening. Street widths or lane widths could be reduced in order to construct enhanced pedestrian or bicycle facilities if it would not result in a net loss of on-street parking.

Commuters traveling primarily from the Midway-Pacific Highway community use Taylor Street to access I-8. The Community Plan envisions freeway access improvements within the Midway-Pacific Highway community and at the Morena Boulevard interchange, and the closure of the Taylor Street I-8 freeway ramps to reduce congestion and cut-through traffic in Old Town.

Key community street corridors are identified below and the mobility vision for each corridor is described. Streetscape design, which unifies the various components of a street, will establish theme consistent with Old Town's character. The Urban Design Element provides additional specific streetscape design direction for the streets listed below.

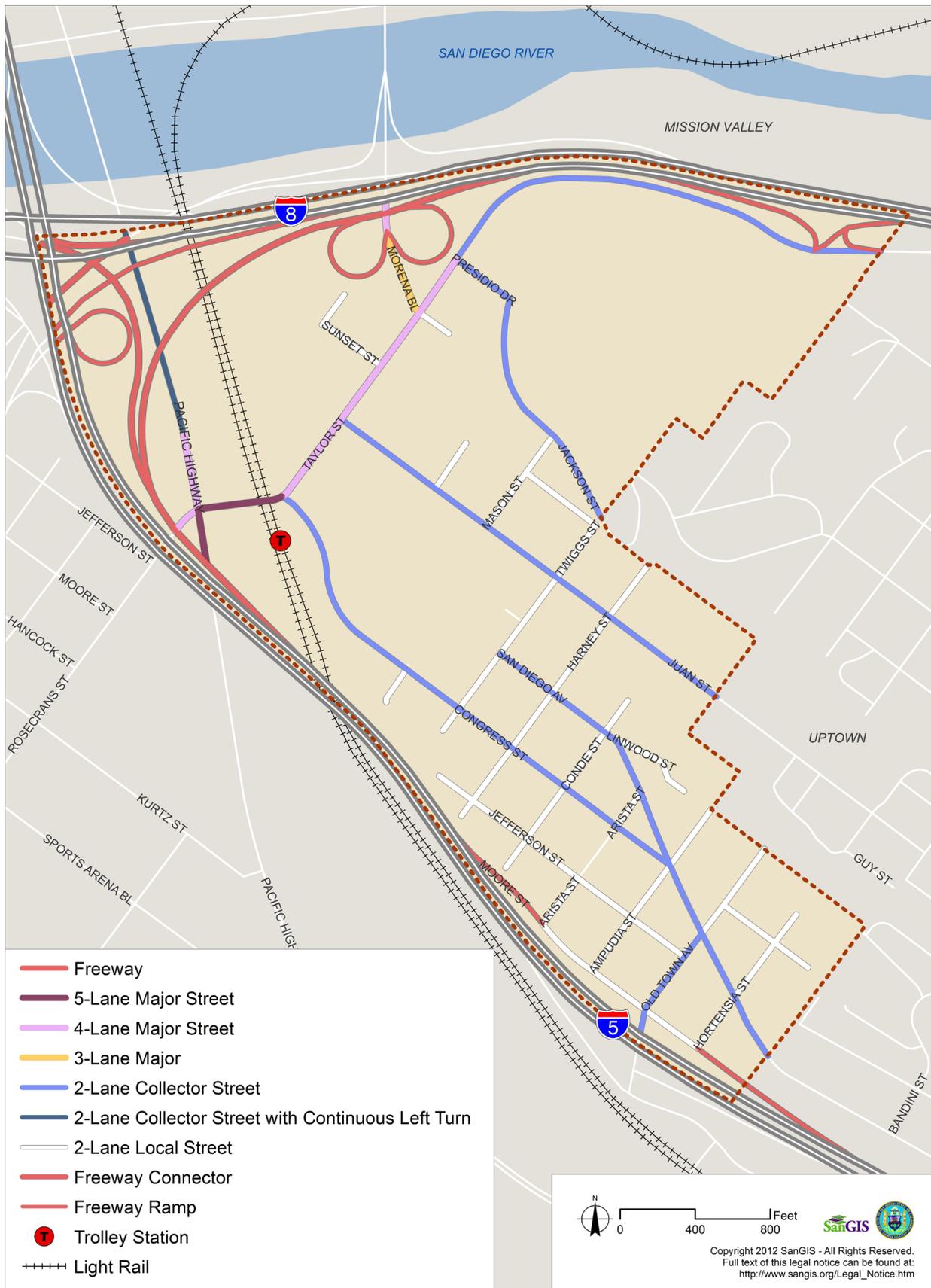


The odd-angled intersection of San Diego Avenue and Congress Street is recommended for pedestrian crossing improvements to improve access and safety.

SAN DIEGO AVENUE

San Diego Avenue is the pedestrian-friendly main street of historic Old Town, which provides a pedestrian connection between the Core and the State Historic Park. The Community Plan envisions improving pedestrian flow from the Core to the State Historic Park through crossing treatments at Twiggs Street, such as a raised intersection with enhanced paving. Also, streetscape enhancements will bring the character of the State Park into the Core, include wider sidewalks to provide space for street trees and landscaping, pedestrian-oriented lighting, street furniture, and improved wayfinding signage. Other improvements that would increase pedestrian comfort and activity include consolidating newspaper racks that constrict the pedestrian environment into corrals that are consistent with Old Town's community character. Other proposed locations for pedestrian crossing enhancements to improve pedestrian circulation and safety are the Conde Street/Linwood Street and Congress Street/Arista Street intersections.

FIGURE 4-3: STREET CLASSIFICATIONS



OLD TOWN AVENUE

The Community Plan envisions enhancing Old Town Avenue from a predominantly automobile gateway to Old Town San Diego into a multi-modal connection that supports pedestrians and bicyclists between Old Town and the Midway-Pacific Highway community. Improvements on Old Town Avenue leading to San Diego Avenue will focus on the pedestrian and bicycle environment, including street trees, parkway landscaping, pedestrian-oriented lighting, wayfinding signage, and bicycle improvements. Desired enhancements to the pedestrian and bicycle environment on the Old Town Avenue bridge, should Caltrans renovate or reconstruct the bridge, would include the incorporation of wider sidewalks and bicycle lanes and improved crosswalks at the intersections with Moore Street and Hancock Street. The Community Plan recommends improving vehicular access at the I-5 southbound on- and off-ramps at Old Town Avenue, which could include reconstructing the ramps and modifying the auxiliary lane length along I-5.



Enhancements to Old Town Avenue will create a gateway for all modes of transportation and improve the connection to the Midway-Pacific Highway community.

CONGRESS STREET

Congress Street provides a pedestrian connection between the Old Town Transit Center, parking facilities along Pacific Highway and the west side of Old Town State Historic Park, and the Core. The vision for pedestrian improvements on Congress Street includes pedestrian-oriented lighting and wayfinding signage to guide pedestrians to the community’s destinations.

Due to the narrow width of Congress Street, the Community Plan recommends the incorporation of enhanced landscaping adjacent to sidewalks along building frontages. The intersection with Arista Street could also be enhanced with crosswalks or other features to improve pedestrian access from San Diego Avenue.



The vision for an improved Congress Street provides a strengthened pedestrian connection between the Core and the Old Town Transit Center.



Enhancement to streetscape design along Congress Street will help individuals walk to destinations throughout the community.

JUAN STREET

The Community Plan envisions Juan Street providing a strengthened pedestrian and bicycle connection between Old Town State Historic Park, Presidio Park and Heritage Park. Juan Street will be enhanced to better support walking and bicycling with bicycle route signage and road markings, pedestrian-oriented lighting, wayfinding signage guiding to the community's destinations, and improved crosswalks at the intersections with Mason Street, Twiggs Street, and Harney Street.

PACIFIC HIGHWAY

Pacific Highway, formerly U.S. Highway 101, has historically provided an automobile connection from Old Town and Downtown. The Community Plan envisions Pacific Highway landscaped boulevard that provides a bicycle and pedestrian connection from the San Diego River Park to San Diego Bay. Transforming Pacific Highway into a boulevard will include the implementation of a unified streetscape theme from Downtown San Diego to Old Town San Diego that includes wider sidewalks, street trees, pedestrian-oriented lighting, landscaped medians, and the incorporation of protected bicycle lanes. Protected bicycle lanes, also known as cycle tracks, are bicycle facilities that combine the user experience of a separated path with the on-street infrastructure of a bicycle lane, and provide space for bicycles separated from vehicle travel lanes, parking lanes, and sidewalks by bollards or curbs/islands.



The vision for Taylor Street is to implement pedestrian and bicycle improvements and continue the La Playa Trail streetscape theme seen on the north side of the street.



Juan Street connects to Presidio Park, the State Historic Park, Heritage Park and Mission Hills.

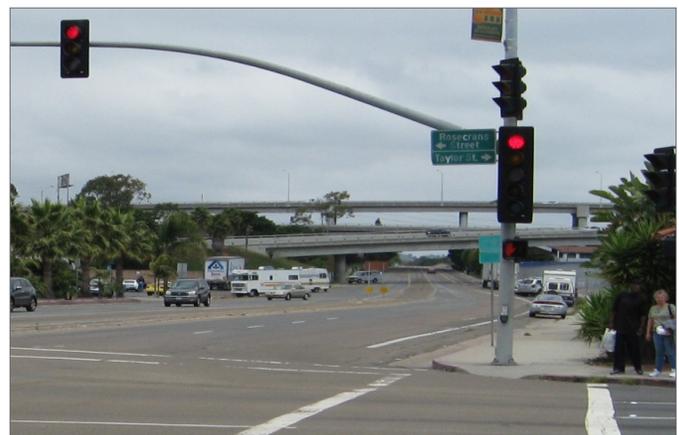
TAYLOR STREET

Taylor Street will serve as a street that accommodates vehicles, pedestrians and bicycles and commemorates the historic La Playa Trail, the oldest European trail on the Pacific Coast. Pedestrian and bicycle improvements will reinforce the La Playa Trail connection between the Presidio Park, Old Town San Diego State Historic Park, the Old Town Transit Center, and Rosecrans Street and define the character of this major community entry point. The proposed improvements within the existing street width include wider sidewalks with landscaping between the sidewalk and the curb, street trees, bicycle lanes, and wayfinding signage to direct visitors to destinations within the community.

The Taylor Street at-grade rail crossing presents a barrier for pedestrians and bicyclists. Pedestrian and bicycle-related conflicts at this intersection include the wait time during train crossings. The Community Plan envisions reducing conflicts at the Taylor Street intersection through near-term improvements, including signal timing changes and pedestrian crossing arms. Grade separation of the rail crossing is a long-term option that could include partial grade separation for pedestrians and bicyclists or full grade separation for automobiles. The Community Plan recommends improving vehicular access to I-8 within the Midway-Pacific Highway community and closing the I-8 eastbound on- and off-ramps at Taylor Street in order to reduce vehicle congestion on Taylor Street.

POLICIES

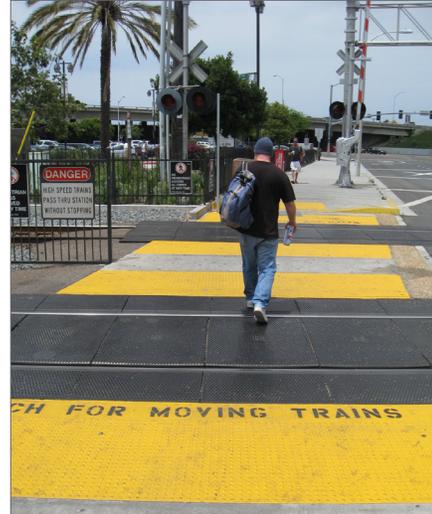
- ME-6.1 Consider the implementation of operational improvements to streets that assist in the management of vehicular circulation and enhance the pedestrian and bicycle environment without widening streets.
- ME-6.2 Maintain the existing grid network of streets.
- ME-6.3 Maintain the existing curb-to-curb width of streets except where pedestrian improvements would narrow curb-to-curb width.
- ME-6.4 Consider local street closures on a limited basis that enhance the pedestrian environment or serve to preserve subsurface archaeological resources.
 - a. Ensure that local street closures do not impact the vehicle circulation system.
 - b. Ensure that local street closures do not alter the block pattern.
 - c. Ensure that local street closures maintain right-of-way open to the public.
- ME-6.5 Coordinate with SANDAG and Caltrans to improve freeway on- and off-ramps through redesign and/or reconfiguration to reduce congestion and cut-through traffic on local streets in a manner that does not detract from the community's historic character.
 - a. Support closing the I-8 on- and off-ramps at Taylor Street in order to reduce cut-through traffic and congestion in Old Town.
 - b. Support improving access to I-8 within the Midway-Pacific Highway Community in order to reduce resulting cut-through traffic and congestion in Old Town.
 - c. Support improvements to Caltrans right-of-way adjacent to on- and off-ramps that increase screening of the freeway and incorporate landscaping and/or gateway elements consistent with the Urban Design Element.
- ME-6.6 Improve Taylor Street with non-contiguous sidewalks, street trees, parkway landscaping, bicycle lanes, and storm water bio-retention/ filtration elements.
- ME-6.7 Retrofit Pacific Highway with non-contiguous sidewalks, cycle tracks, street trees, parkway landscaping, and storm water bio-retention/filtration elements.
- ME-6.8 Improve Congress Street by installing pedestrian-oriented lighting and wayfinding signage.
- ME-6.9 Improve San Diego Avenue with wider sidewalks, street trees, parkway landscaping, and installation of measures to enhance pedestrian access to the State Historic Park at Twiggs Street.
- ME-6.10 Improve Juan Street with additional pedestrian-oriented lighting, crosswalks at Wallace Street and Mason Street, and wayfinding signage.
- ME-6.11 Improve Old Town Avenue with wider sidewalks, street trees, parkway landscaping, pedestrian-oriented lighting, bicycle facilities and wayfinding signage.
- ME-6.12 Enhance the intersections of Old Town Avenue with Moore Street and Hancock Street.
- ME-6.13 Coordinate with Caltrans and SANDAG to incorporate wider sidewalks and bicycle lanes on the Old Town Avenue bridge should it be renovated or reconstructed.



Improvements are planned for auto-oriented Pacific Highway to create a safe and inviting pedestrian and bicycle environment.

- ME-6.14** Provide grade separation of the at-grade railroad crossing at Taylor Street in order to enhance pedestrian, bicyclist and vehicular circulation.
- Ensure that grade separation does not impact Old Town State Historic Park.
 - Ensure that grade separation does not impact access to Congress Street or Juan Street.
 - Ensure that grade separation does not result in the elevation of Taylor Street.
 - Ensure that grade separation does not result in increased curb-to-curb width along Taylor Street east of Congress Street.
 - Seek regional, state, and federal funding for improvements that address motor vehicle congestion at Pacific Highway and Taylor Street intersection due to the rail crossing gates.

- ME-6.15** Seek regional, state, and federal funding for improvements at the Taylor Street at-grade rail crossing to address pedestrian and bicyclist safety and accessibility.

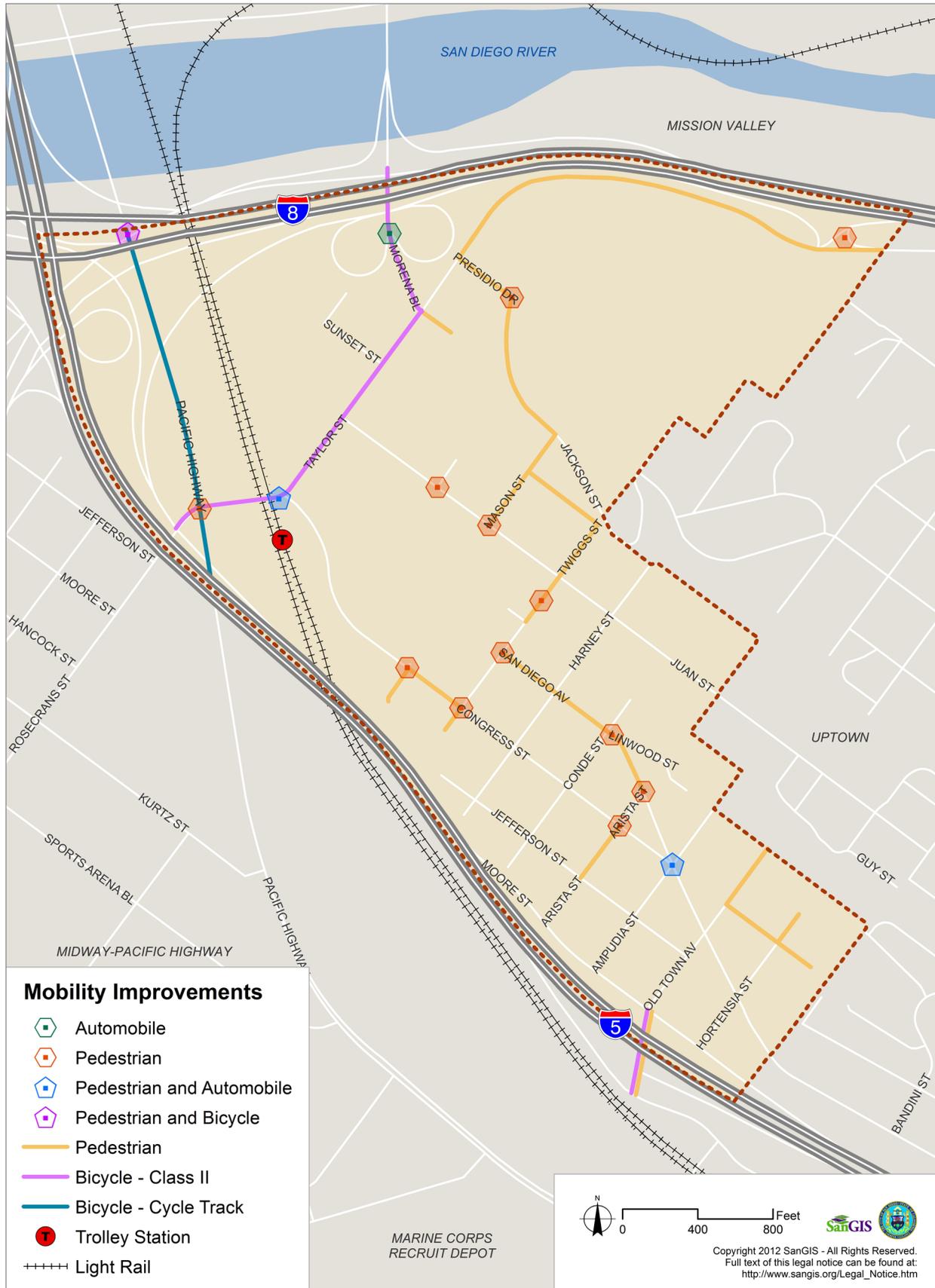


The at-grade rail crossing at the Transit Center on Taylor Street can be improved to reduce crossing delays and enhance safety.



Short-term improvements can be made to the Taylor Street rail crossing while options for grade separation are considered.

FIGURE 4-4: MOBILITY IMPROVEMENTS





San Diego's first streetcar, 1886.