

Mobility Element | 3



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GOALS

- Pedestrian-friendly facilities throughout the community with emphasis on the El Pueblito Viejo Village and Border Village areas in order to minimize or reduce pedestrian/vehicles conflicts.
- An Intermodal Transportation Facility (ITC) at the border.
- A circulation system that provides for the smooth flow of traffic with enhanced transit and bicycle access throughout the border region and within the village areas.
- Efficient use of parking resources through parking management strategies that support more intensive land uses around the El Pueblito Viejo Village, Border Village, and Port of Entry areas.
- Safe and efficient truck access to the San Ysidro Freight Yard, industrial sites located at the northeastern part of the community, and the commercial sites along Calle Primera, west of Via de San Ysidro.
- Wayfinding programs to support efficiency and enhance use of all transportation modes.

3.1 INTRODUCTION

Improving mobility, through development of a balanced multimodal transportation network, is the purpose of the Mobility Element of the General Plan. To this end, the element contains goals and policies relating to walkable communities, transit first, street and freeway systems, Intelligent Transportation Systems (ITS), Transportation Demand Management (TDM), bicycling, parking management, airports, passenger rail, good movement/freight, and regional coordination and financing. Taken together, the policies advance a strategy for congestion relief and increased transportation choices in a manner strengthening the City of Villages vision. The policies and recommendations included in the Mobility Element are designed to support the implementation of the General Plan at the community level and maximize the economic engine for the region, while improving mobility through the development of a balanced multimodal transportation system.

San Ysidro is a community bounded and divided by highways and a rail line, creating an often challenging relationship between achieving neighborhood connectivity and regional access to Mexico. As one of the world’s busiest Port of Entries, San Ysidro’s transportation network has a significant physical and cultural impact on the community of San Ysidro, as well as the economy of the region.



“The Community Plan update presents a unique opportunity to provide the context, the firm implementation and financing plans to mitigate, with creative traffic solutions, the reality of a San Ysidro physically divided by two freeways and the trolley line. The overarching goal is nothing less than ‘re-connecting the community!’”

- Steve Otto, Resident of San Ysidro

The objective of the Mobility Element is to enhance the unique neighborhood feel within San Ysidro while supporting a full, equitable range of choices for the movement of people and goods to, within, and through the community. The unique dynamics of the community and border region provide a challenging landscape to achieve a balanced mobility network. However, the Mobility Element's holistic approach to circulation, transit, and pedestrian and bicycle access will help shape a better and more balanced future mobility system within San Ysidro and the border area. The policies in this section aim to: achieve the desired streetscape character, increase opportunities for pedestrians, provide better access to bicycle and transit facilities, and address the necessary roadway improvements.



Existing San Ysidro Transit Station



Example of scramble pedestrian crossing intersection

3.2 WALKABILITY

Walking is a popular mode of travel in the San Ysidro community. The City's Pedestrian Master Plan ranks San Ysidro as the ninth most walkable community within San Diego. San Ysidro has several important features of a walkable community, including its fine-grained mix of residential and neighborhood-serving commercial uses in the village areas and basic grid network of streets throughout.

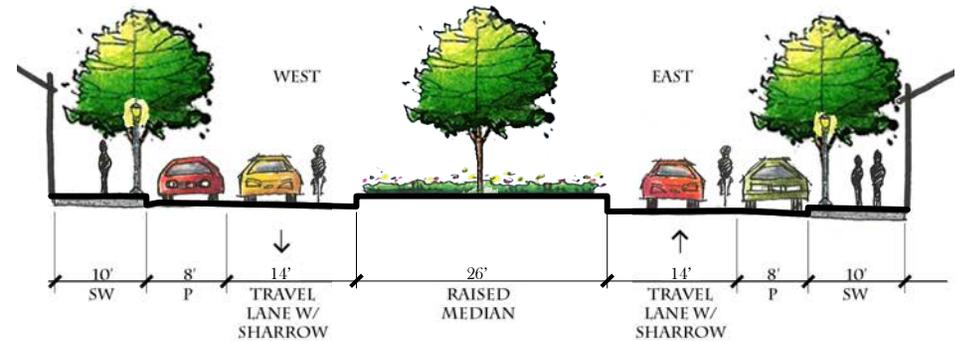
Deficiencies in the pedestrian environment include the barriers presented by the rail and freeway infrastructure and inadequate sidewalks and pedestrian facilities on higher pedestrian and vehicular volume streets. The pedestrian connectivity within San Ysidro is negatively impacted by I-5, I-805, and the Metropolitan Transit System (MTS) Trolley Blue Line. These major transportation facilities divide the community into four areas with a limited number of existing pedestrian crossings. Furthermore, SR-905 provides a barrier that limits pedestrian connections to Otay Mesa Nestor. Many of these crossings are in need of improvements to enhance their safety, accessibility, and attractiveness to pedestrians. The existing pedestrian bridges over I-805 and I-5 are inconvenient, as they are not well-integrated with nearby land uses.

The Mobility Element promotes the concept of "complete streets," in which roadways are designed and operated to enable safe, attractive, and comfortable access and travel for all users. Pedestrians, bicyclists, motorists, and public transport users of all ages and abilities are able to safely and comfortably move along and across a complete street. Complete streets create a sense of place and improve social interaction and may include:

- Sidewalks and buffer areas
- Bicycle lanes
- Well-designed and well-placed crosswalks
- Raised crosswalks, medians, or crossing islands in appropriate mid-block locations
- Transit priority measures

- Accessible pedestrian traffic signals
- Sidewalk bulb-outs
- Street trees, planter strips and ground cover, staggered parking, and other ‘traffic calming’ techniques, which tend to lower speeds and define an edge to travel ways
- Center medians with trees and ground cover
- Reduction in numbers of driveways
- Pedestrian scale lighting

All recommended improvements in the Mobility Element were developed with consideration of implementing complete streets. General Plan policies ME-A.6 through ME-A.9 as well as the Traffic Calming Toolbox, Tables ME-1 and ME- 2, should be consulted for additional policies. For additional pedestrian related policies, cross reference SYCP Element Sections 4.5 and 4.6.



Example of enhanced Streetscape with improved pedestrian connectivity.

Figure 3-1: Olive Drive Concept

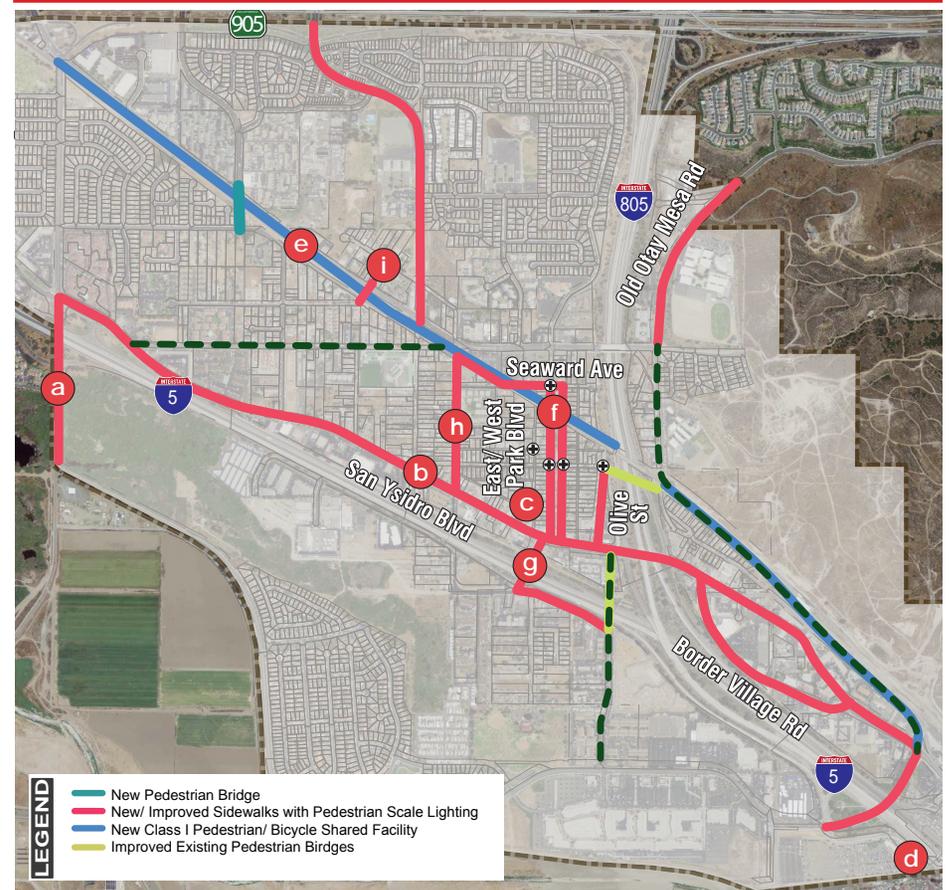


Example Streetscape in plan view, featuring traffic calming and pedestrian improvements.

3.2.1 Support and promote walkability and connectivity through the construction of sidewalk and intersection improvements throughout the community at, but not limited to the following locations:

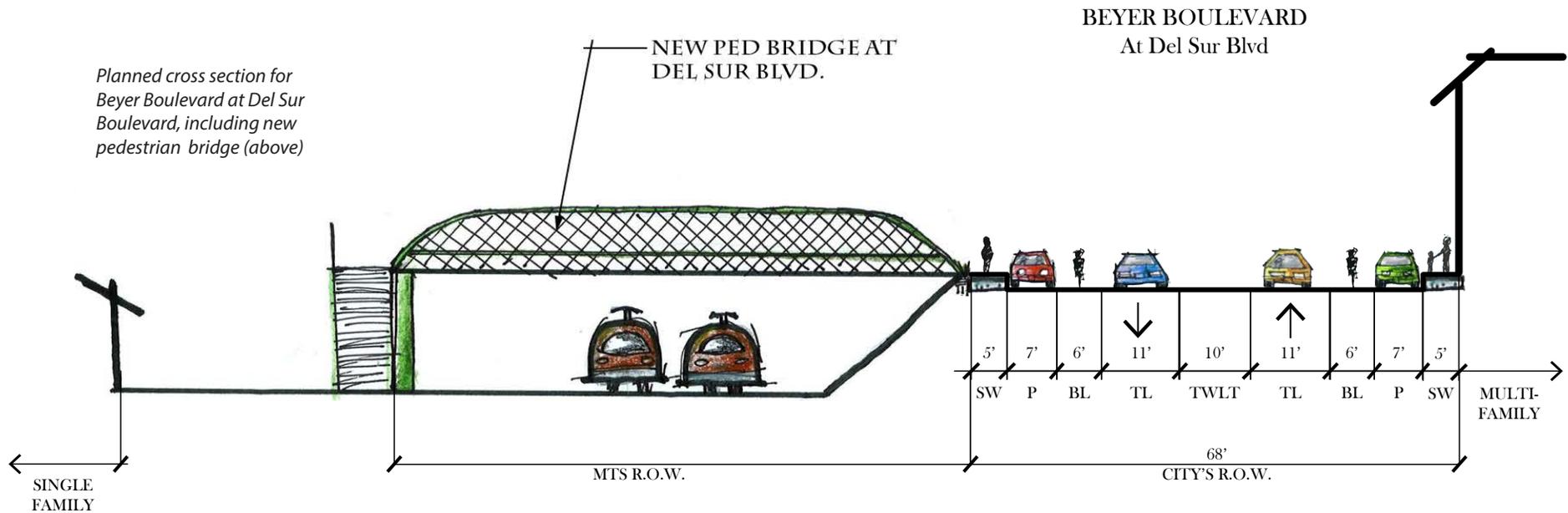
- a. Dairy Mart Road
- b. Smythe Crossing
- c. San Ysidro Boulevard
- d. El Pueblito Viejo Village
- e. Border region
- f. Along the north side of Otay Mesa Road from Beyer Boulevard
- g. Along Seward Avenue and West Park Avenue
- h. At intersections along East Calle Primera, between Willow Road and Via de San Ysidro
- i. Along Cottonwood, between Beyer Boulevard and Foothill Road
- j. Along both sides of Smythe Avenue and Alverson Road
- k. Along Olive Dr. (Refer to Figure 3-1)
- l. Camino de la Plaza
- m. Calle Primera
- n. Howard Street
- o. Alverson Street

Figure 3-2: Improved Street Locations



East San Ysidro Boulevard and I-5 northbound ramp at the Port of Entry is one of the most pedestrian-used intersections within the City of San Diego (left)

Figure 3-3: Del Sur Boulevard Concept



- 3.2.2 Install missing sidewalks and curb ramps and remove accessibility barriers throughout the community. This will include the undergrounding of public utilities and relocation of transit shelters to widen the pedestrian pathways (also see 6.1.18-20).
- 3.2.3 Provide marked crosswalks and pedestrian countdown timers at all signalized intersections.
- 3.2.4 Improve the pedestrian environment, adjacent to transit stops and schools, through the installation and maintenance of signs, lighting, high-visibility crosswalks, and other appropriate traffic calming measures (also see 3.3.1).

- 3.2.5 Provide shade-producing street trees and street furnishings concentrating within the village areas (also see 8.4).
- 3.2.6 Retrofit and/or reconstruct freeway pedestrian overpasses with architectural lighting to foster pedestrian connections between neighborhoods. Design the entrances to the bridges to accommodate public gathering spaces while maintaining the safety and accessibility of pedestrian traffic (also see 4.5.27-29).
- 3.2.7 Transform unused rail and freeway rights-of-way into landscaped features to provide a pleasant and safe route, where possible, for pedestrians. Prioritize improvements for the areas along the south side of Beyer Boulevard, adjacent to the Trolley Blue Line.

- 3.2.8 Pursue a specific plan for the El Pueblito Viejo Village area to help implement walkability concepts and creatively address circulation. Improve existing alleys within the El Pueblito Viejo Village area in order to connect the commercial area along West San Ysidro Boulevard and the transit-oriented development around the Beyer Trolley Station (also see 4.9-Alleys).
- 3.2.9 Construct a new pedestrian bridge crossing over the Trolley Blue Line, at Del Sur Boulevard, to improve connections between residential areas north and south of the trolley tracks.
- 3.2.10 Maintain routes leading to schools by regularly removing debris.
- 3.2.11 Install adequate street lighting along pedestrian corridors throughout the community with priority on key pedestrian/vehicle conflict areas.
- 3.2.12 Install accessible traffic signals at key intersections along major pedestrian corridors to facilitate pedestrian crossings.
- 3.2.13 In village areas include pedestrian paths or paseos between and/or through developments to provide better connectivity to adjacent streets, commercial amenities, parks and schools.



Proposed bridge gateway

3.3 PUBLIC TRANSIT

The San Ysidro community is well-served by transit. A variety of public and private mass transit options are available, including the Metropolitan Transit System (MTS) with trolley and bus services, privately-operated jitneys, and privately-operated intercity buses.

The figure to the right illustrates the transit routes and stops within the community. Approximately 51.6 percent of the community is within one-quarter of a mile, which is slightly lower than the 70% goal for the transit agencies in San Diego County. According to the 2000 U.S. Census surveys, 9% of the residents of San Ysidro use public transportation to get to work. This is higher than the City of San Diego average of 7.5% and the county-wide average of 6.2%. Improving the connection from residential households to transit areas is a priority in San Diego.

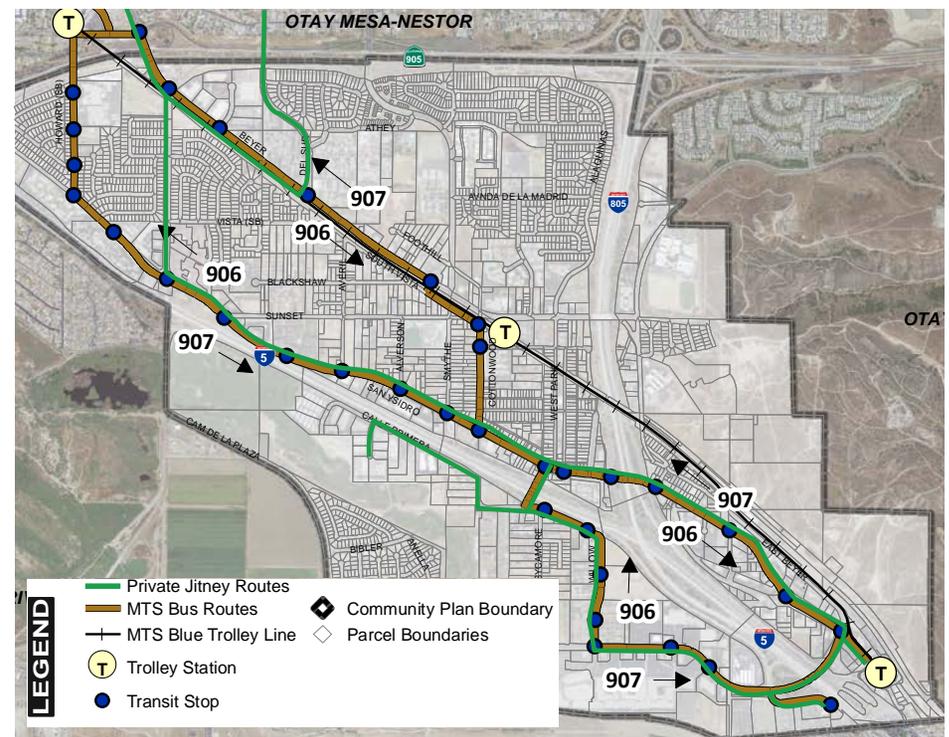
The MTS Trolley Blue Line terminates at the San Ysidro Transit Center Trolley Station near the international border. The Trolley Blue Line travels northward to the Santa Fe Depot in downtown San Diego, and offers transfer locations to the Trolley Orange Line and Trolley Green Line, which serve a majority of the City of San Diego and areas adjacent to cities such as Lemon Grove, La Mesa, El Cajon, and Santee. In addition to the stop at the San Ysidro Transit Center Trolley Station, the Trolley Blue Line has a stop at the Beyer Trolley Station, which is also located within the San Ysidro community. An additional station is located just north of the community at the Iris Avenue Transit Center. The San Ysidro Transit Center Trolley Station is the busiest station on the 53-mile trolley light rail system, with over 17,000 passenger loadings (boarding and alighting) per day in 2014. The trolley operates with three- and four-car trains serving San Ysidro approximately every 7.5 minutes during the weekday peak periods, and 15 minutes during weekday off-peak and during weekends.

Two bus routes (906 and 907) serve the community with stops along Beyer Boulevard, Cottonwood Road, San Ysidro Boulevard, Camino de la Plaza, Willow Road, Calle Primera, and Howard Avenue. For additional transit related policies, cross reference SYCP Element Sections 2.5, 2.6, 3.9, 4.5, and 4.6.

An intercity bus station is located on East San Ysidro Boulevard just south of Camino de la Plaza. The privately operated intercity bus system connects San Ysidro with locations throughout the United States, Canada, and Mexico. General Plan policies ME-B.1 through ME-B.5 should be consulted for further policies and guidance.

- 3.3.1 Improve the environment surrounding bus, trolley, and jitney stops through the installation of curb extensions, shelters, additional seating, lighting, and landscaping, where appropriate (also see 3.2.4).
- 3.3.2 Highlight the presence of the San Ysidro Transit Center Trolley Station and the Beyer Trolley Station through street treatments, wayfinding signage, interpretive kiosk and/or downloadable applications that illustrate pedestrian/bicycle routes to and from each of the transit stations.
- 3.3.3 Improve access to transit by addressing improvement to bicycle and walking accessibility within one mile of the transit stations/centers.
- 3.3.4 Work with the San Diego Association of Governments (SANDAG) to incorporate transit infrastructure and service enhancements for San Ysidro included in the Regional Transportation Plan, including the construction of a new Intermodal Transportation Center (ITC) at the border including the Virginia Avenue Intermodal Center.
- 3.3.5 Encourage higher intensity infill development within walking distance to transit, along with specific transit-oriented development, around the Beyer Trolley Station.
- 3.3.6 Evaluate the implementation of a street car or people mover system along East San Ysidro Boulevard to connect the ITC at the

Figure 3-4: Existing Transit Routes and Stops



- border and the Virginia Avenue Intermodal Center with the El Pueblito Viejo Village.
- 3.3.7 Implement bike share and car share programs to reduce the necessity for auto ownership in the community.
- 3.3.8 Support the construction of a gateway entrance for the Beyer Trolley Station at Cypress Drive that enhance the pedestrian connectivity of the Beyer Trolley Station to the El Pueblito Viejo Village (also see 4.11).

- 3.3.9 Provide adequate areas for passenger pick-up and drop-off around the future ITC at the Border and at the Virginia Avenue Intermodal Center.
- 3.3.10 Coordinate with MTS/SANDAG to improve pedestrian safety and access, circulation, and trolley/vehicle/pedestrian conflicts. Strategies may include elevated tracks/platforms, rail realignment, and aesthetic improvements to strengthen pedestrian access and walkability.

3.4 STREET AND FREEWAY SYSTEMS

New residential, commercial, and industrial development in San Ysidro will generate additional travel in and through the area, see **Figure 3-5 Planned Build-out Street Classifications**, and **Figure 3-6 Year 2035 Proposed Land Use Alternative Roadway Segment ADT Volumes**

This plan envisions shifting a great amount new trips to public transit, walking, and biking, while also accommodating new vehicle traffic and minimizing conflicts between modes. Targeted street improvements, transportation systems management techniques, and traffic calming projects should be implemented and expanded to increase street capacity, reduce congestion, reduce speeding, and improve neighborhood livability. New technologies should be pursued to respond to current traffic conditions and move people and goods safely and efficiently throughout the community, while minimizing conflicts between pedestrians, bicyclist and vehicles, including transit vehicles.

General Plan policies ME-C.1 through ME-C.12 and Table ME-2 Traffic Calming Toolbox should be consulted for further policies and guidance. For additional streets related policies, cross reference SYCP Element Sections 4.8 and 4.9.

- 3.4.1 Maintain the grid network of streets and alleys.
- 3.4.2 Design publicly-accessible alleys to break up the scale of large developments and allow additional access to buildings (also see 4.10).



Examples of well planned and designed transit stations

- 3.4.3 Introduce traffic calming measures, where appropriate, to improve pedestrian safety and comfort, and to reduce speeding and traffic diversion from arterial streets onto residential streets and alleyways.
- 3.4.4 Support the construction of a direct freeway connection from the Camino de la Plaza bridge to the I-805 (also see **Figure 3-9**).
- 3.4.5 Support the reconfiguration of the I-5 southbound off-ramp at Via de San Ysidro to connect directly to Calle Primera (also see **Figure 3-10**).
- 3.4.6 Support the construction of a roadway connection from Calle Primera to Camino de la Plaza (also see **Figure 3-10**).

- 3.4.7 Support the implementation of a complete street improvements along Beyer Boulevard, between Dairy Mart Road and East Beyer Boulevard, to increase parking supply and improve bicycle and pedestrian facilities (**also see Figure 3-11**)
- 3.4.8 Support the implementation of road improvements along East and West Park to increase parking supply and improve bicycle and pedestrian facilities (**also see Figure 3-12**).
- 3.4.9 Support improvements along Hall Avenue, between East and West Park, to reduce the excess travel way width, by providing a large pedestrian refugee area and adding on-street parking (**also see Figure 3-12**).
- 3.4.10 Support intersection improvements at Smythe Crossing and Beyer Boulevard to reduce the conflicts between the trolley, bicyclist, pedestrians, and vehicular traffic (**also see Figure 3-14**).
- 3.4.11 Support intersection improvements (i.e., traffic signal or roundabout) at West San Ysidro Boulevard and Averil Road to reduce the conflicts amongst bicyclist, pedestrians, and vehicular traffic.
- 3.4.12 Support traffic signal improvements at West San Ysidro Boulevard and Alverson Street to reduce the conflicts between bicyclists, pedestrians, and vehicular traffic.
- 3.4.13 Support roadway improvements along Dairy Mart Road to improve vehicular capacity and pedestrian/bicycle connectivity (**also see Figure 3-13**).
- 3.4.14 Support the implementation of traffic calming measures along Willow Road to reduce vehicular speeds and improve pedestrian/bicycle connectivity.

Figure 3-5: Planned Build-out Street Classifications

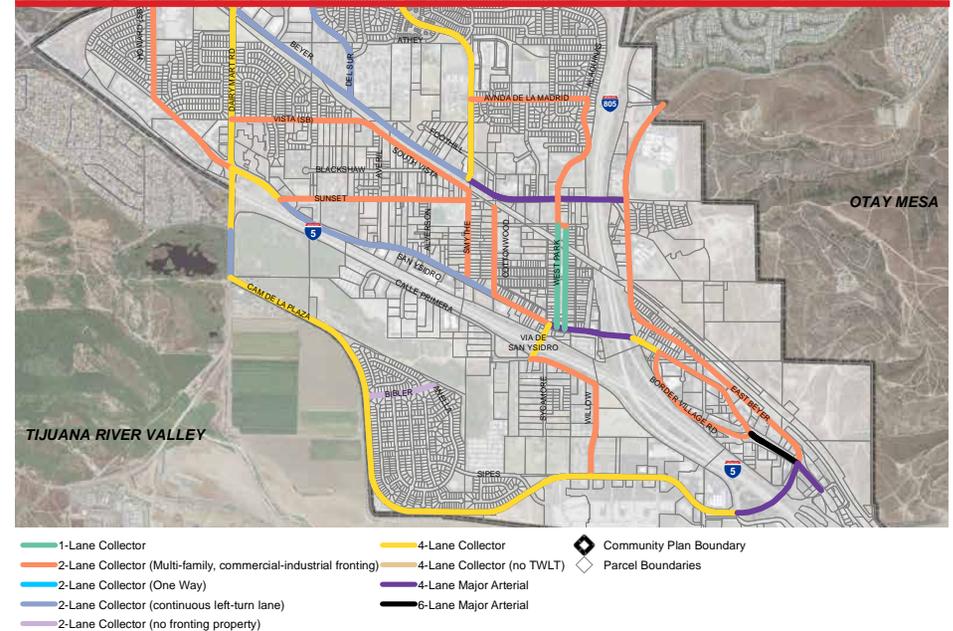
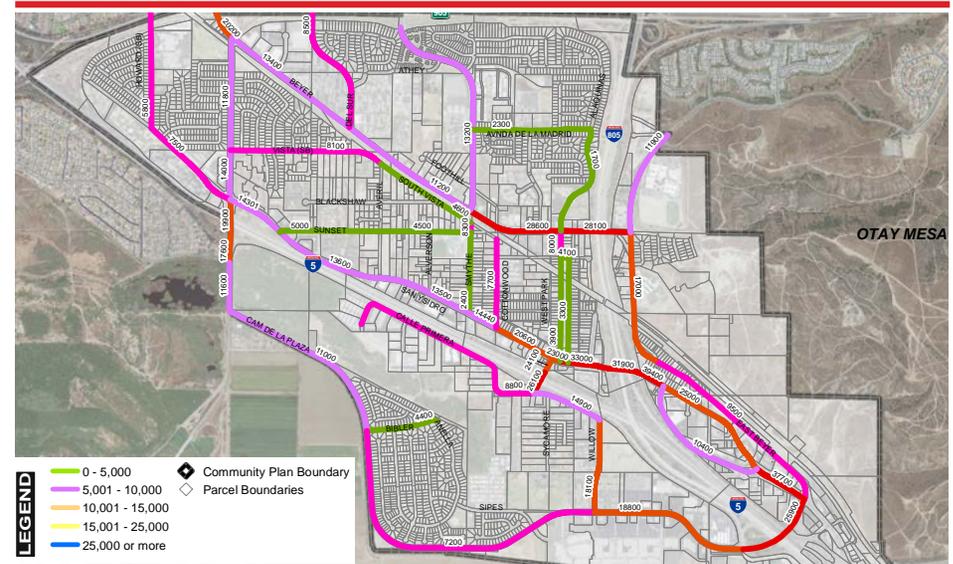


Figure 3-6: Year 2035 Proposed Land Use Alternative Roadway Segment ADT Volumes



- 3.4.15 Support the implementation roadway improvements along Olive Street to increase parking and improve pedestrian/bicycle connectivity (**also see Figure 3-1**).
- 3.4.16 Support the reconfiguration of the intersection at Sunset Lane and Smythe Avenue to increase parking and improve pedestrian/bicycle connectivity (**also see Figure 3-14**).
- 3.4.17 Support the construction of modern roundabouts at the following intersections: West San Ysidro Boulevard and Howard Avenue, West San Ysidro Boulevard and Averil Road, and Via de San Ysidro, Dairy Mart Road, Camino de la Plaza, and Calle Primera.
- 3.4.18 Support the reconfiguration of the I-805 northbound off-ramp at East San Ysidro Boulevard to be aligned with Center Street.
- 3.4.19 Support the regular maintenance of street surfaces for roadways within the community.
- 3.4.20 Support a road connection to Otay Mesa by extending Beyer Boulevard to Caliente Avenue.
- 3.4.21 Encourage shared commercial and residential parking strategies in Village areas.
- 3.4.22 Support intersection improvements (i.e. traffic signal at West San Ysidro Boulevard and Alverson Road to reduce the conflicts amongst bicyclists, pedestrians, and vehicular traffic).

3.5 BICYCLING

Development of a well-connected, effective bicycle network, including protected facilities where feasible, will facilitate cycling and help meet community travel needs. In addition, health studies along the border have helped understand the public health benefits of mobility concepts related to walking and biking. The recommendations in this Plan not only take into consideration the mobility needs for better circulation, but also the positive impact of social and physical improvements on individual and community health.

Separated bicycle facilities are known to be safer and promote increased cycling rates among the general population. Along with deficiencies in the San Ysidro bicycle network, including barriers presented by the rail and freeway infrastructure, the existing bicycle system lacks the connectivity and accessibility required to connect the major attractors within the community. **Figure 3-7 Existing Bicycle Facilities** illustrates the different types of bicycle facilities used in the City of San Diego. **Figure 3-8 Existing and Recommended Bicycle Facilities** shows recommended improvements.

SANDAG's regional bike plan, *Riding to 2050*, identifies three bike routes of regional importance within or near San Ysidro. One such route, the Border Access Corridor, is primarily within San Ysidro. This 6.4-mile route connects the international border crossing in San Ysidro with the Bayshore Bike-way route in Otay Mesa Nestor. Within San Ysidro, the route uses Beyer and East Beyer Boulevard.

The SR-905 Corridor is a nine-mile facility planned to operate as a Class I bike path along the Otay Mesa/SR-905 Corridor. This route would connect to the Border Access Corridor in San Ysidro via Old Otay Mesa Road, and then connect to the third border crossing in eastern Otay Mesa. Within San Ysidro, this portion of the corridor is operating as a Class III bike route.

The Bayshore Bike-way is a 23.8-mile route around the southern portions of San Diego Bay. The route is currently a combination of Class I and II facilities, which pass through San Diego, National City, Chula Vista, Imperial Beach, and Coronado. The route is planned to be upgraded to a Class I bike path for the entire route.

General Plan policies MD-F.1 and ME-D.2 should be consulted for additional policies and guidance. For additional bicycling related policies, cross reference SYCP Element Section 7.3.

3.5.1 Provide and support a continuous network of safe, convenient, and attractive bicycle facilities that connect San Ysidro to the citywide bicycle network and implement the San Diego Bicycle Master Plan and the Regional Bike Plan.

3.5.2 Pursue a specific plan for the El Pueblito Viejo Village area to help implement bicycle connectivity through the village and community. Provide secure, accessible, and adequate bicycle parking, particularly at Beyer Trolley Station and the future ITC within shopping areas, and at concentrations of employment and education throughout the community (see also 3.2.8).

3.5.3 Support and promote increased bike share and connectivity through the construction of bicycle facilities, in conjunction with other improvements discussed in Section 3.4 and as standalone improvements. Improvements include, but are not limited to:

- a. Dairy Mart Road, from West San Ysidro Boulevard to Camino De La Plaza (**also see Figure 3-13**).
- b. Camino de la Plaza bridge, from Camiones Way to East San Ysidro Boulevard (**also see Figure 3-9**).
- c. Class I facility along MTS right-of-way, from the future ITC to the northwestern side of the community.
- d. Beyer Boulevard, between Dairy Mart Road and East Beyer Boulevard (**also see Figure 3-11**).
- e. East and West Park Avenue, from East San Ysidro Boulevard to MTS right-of-way at trolley tracks (**also see Figure 3-12**).
- f. Intersection of Smythe Crossing and Beyer Boulevard (**also see Figure 3-11**).

Figure 3-7: Existing Bicycle Facilities

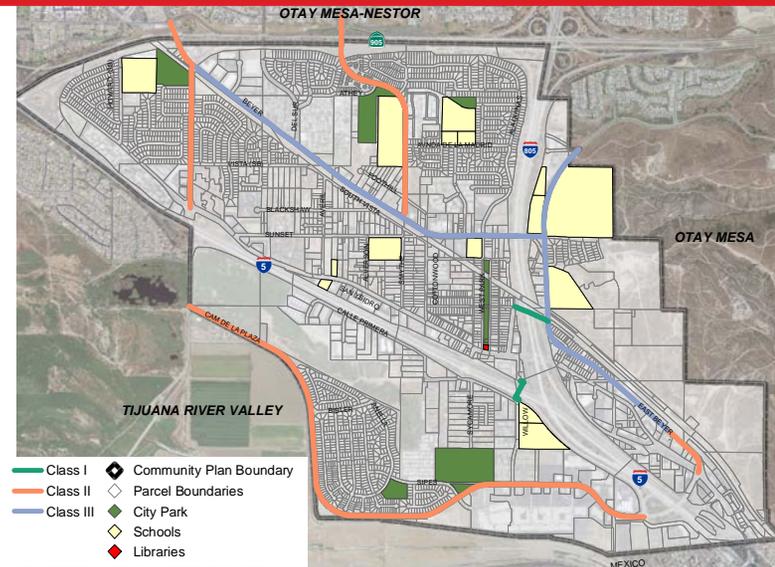


Figure 3-8: Existing and Recommended Bicycle Facilities

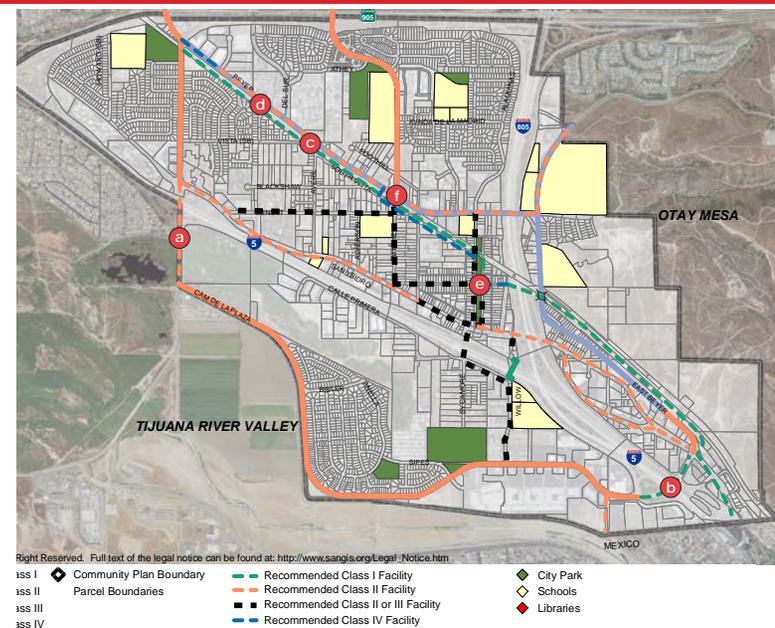
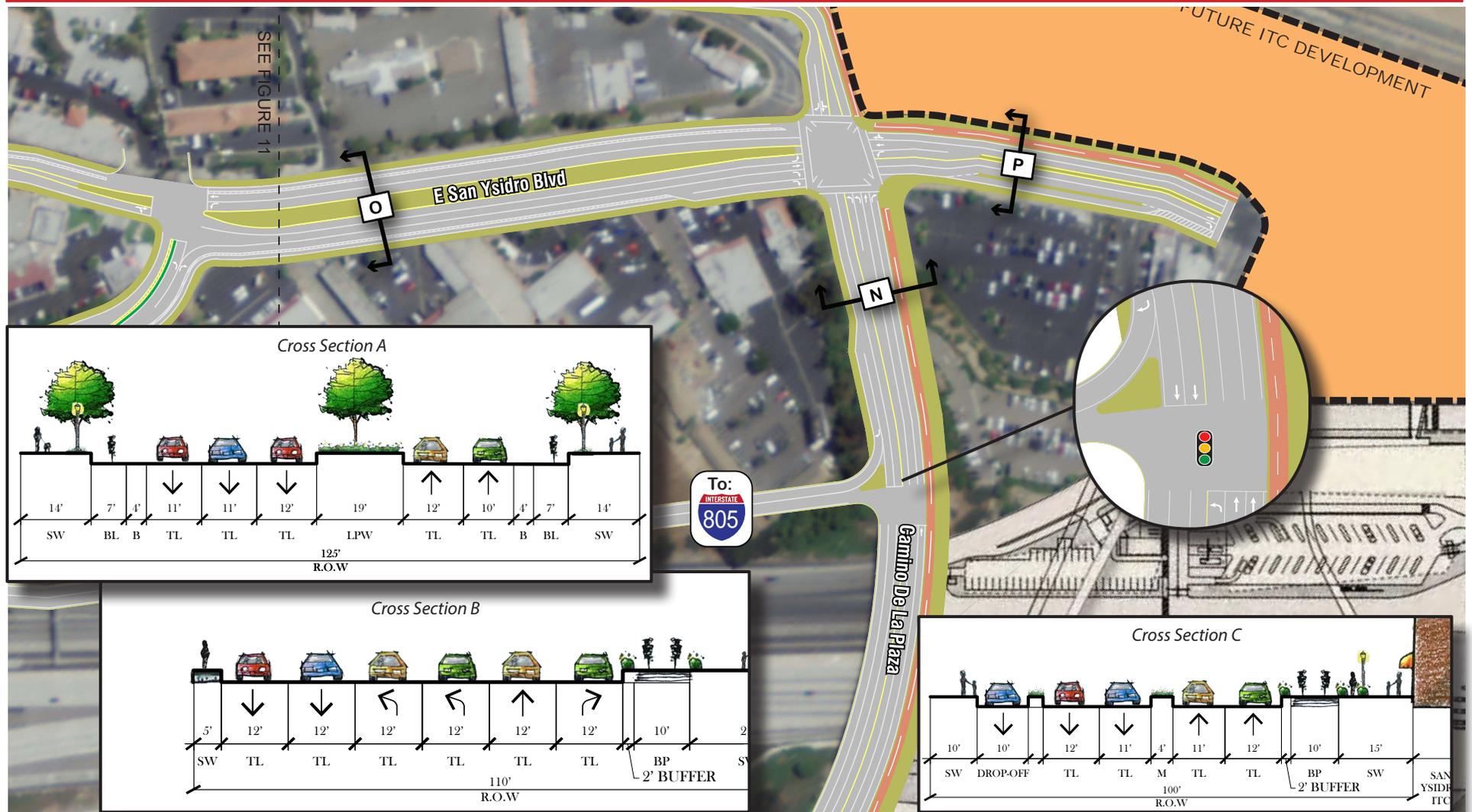


Figure 3-9: Camino de la Plaza and E. San Ysidro Boulevard



- | | | | | |
|----|-------------|------|--------------------|--|
| BL | Bike Lane | TWLT | Two-way Left Turn |  New Traffic Signal |
| P | Parking | BP | Bike Path | |
| SW | Sidewalk | B | Buffer | |
| TL | Travel Lane | LPW | Landscaped Parkway | |

Figure 3-10: Calle Primera



Figure 3-11: Beyer Boulevard



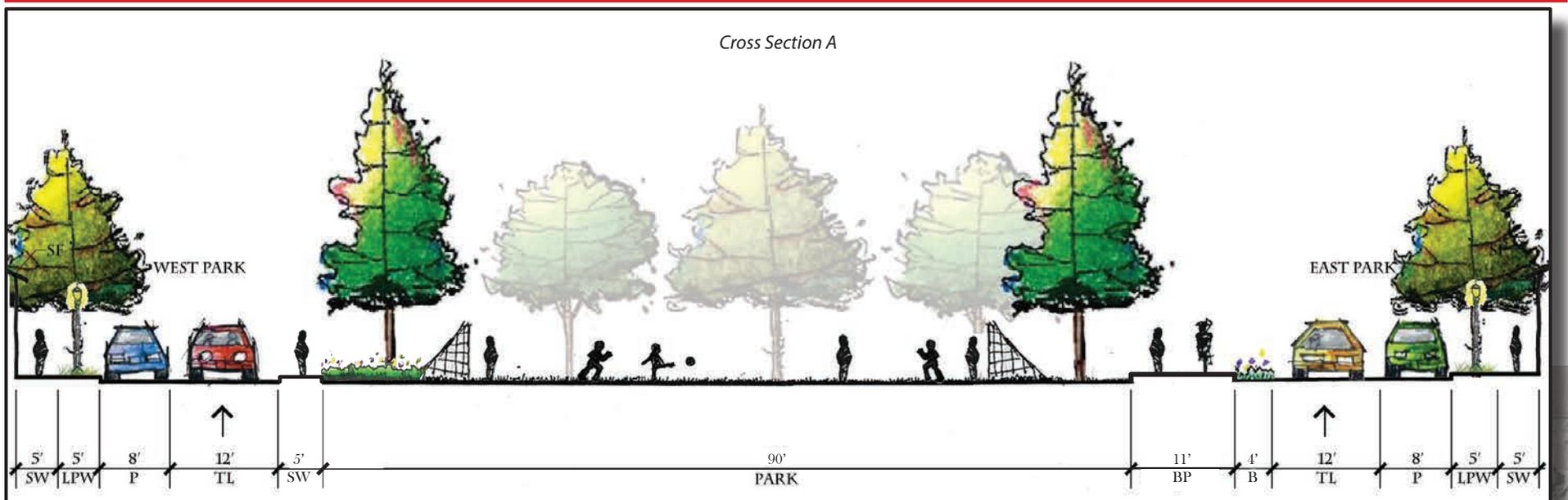
BL Bike Lane
P Parking

SW Sidewalk
TL Travel Lane

TWLT Two-way Left Turn
BP Bike Path

B Buffer
 New Traffic Signal

Figure 3-12: Park Avenues



- | | | | |
|----|-------------|------|-------------------|
| BL | Bike Lane | TWLT | Two-way Left Turn |
| P | Parking | BP | Bike Path |
| SW | Sidewalk | B | Buffer |
| TL | Travel Lane | | |

Figure 3-13: Dairy Mart Road

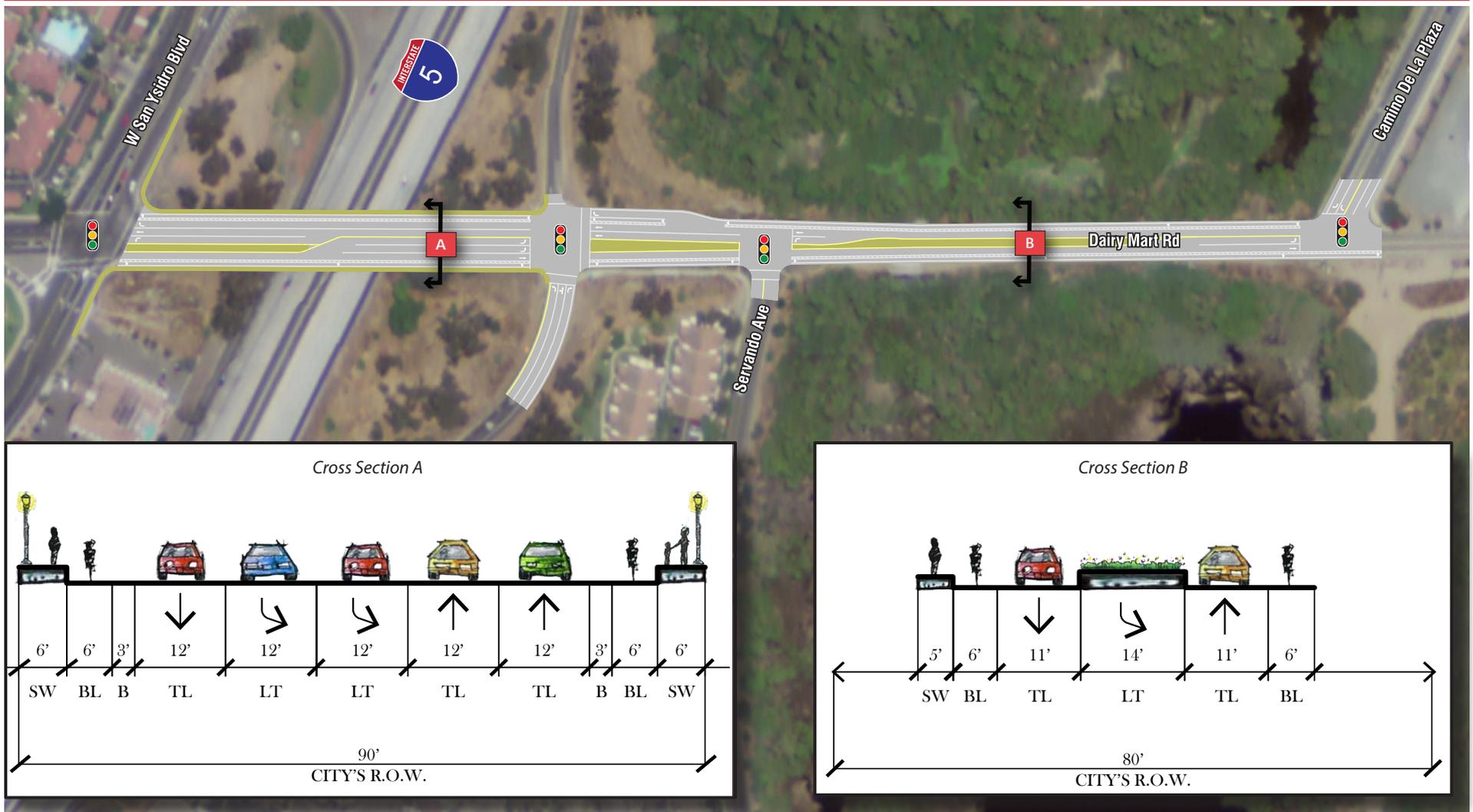
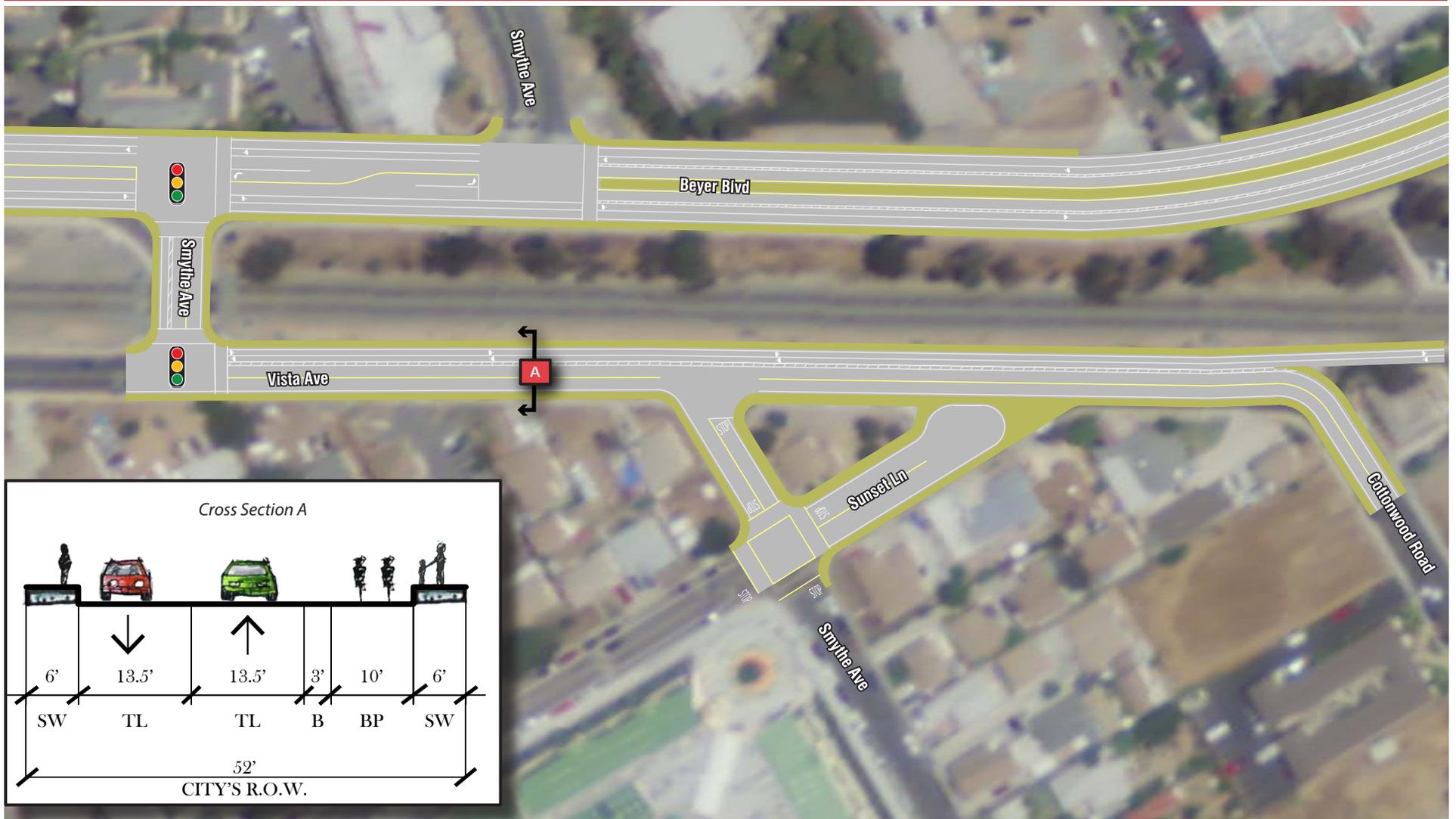


Figure 3-14: Beyer Boulevard, Smythe Avenue, Vista Avenue, and Sunset Lane Improvements

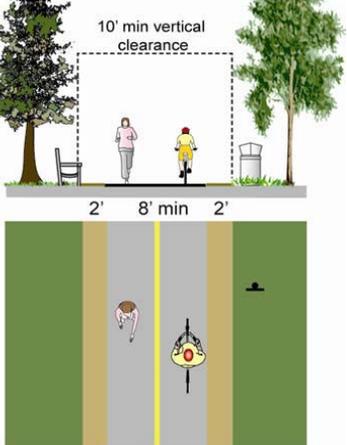
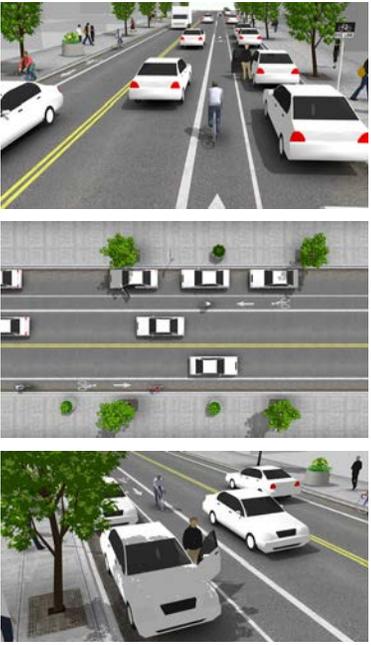
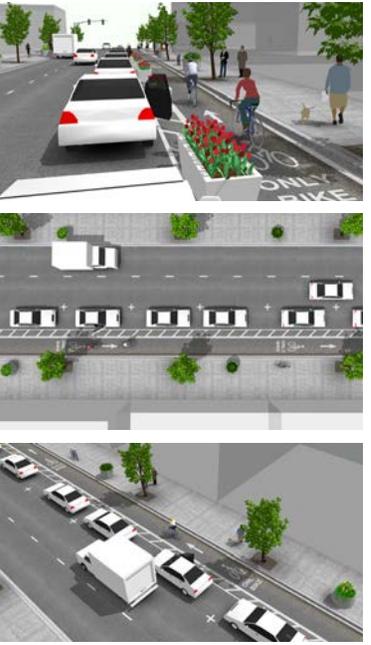


BL Bike Lane
 P Parking
 SW Sidewalk

TL Travel Lane
 TWLT Two-way Left Turn
 BP Bike Path

B Buffer
 New Traffic Signal

Figure 3-15: Types of Bicycle Facilities

Class Description	Example Graphic	Class Description	Example Graphic
<p>Class I – Bike Path</p> <p>Bike paths, also termed shared-use or multi-use paths, are paved right-of-way for exclusive use by bicyclists, pedestrians, and those using non-motorized modes of travel. They are physically separated from vehicular traffic and can be constructed in roadway right-of-way or exclusive right-of-way. Bike paths provide critical connections in the city where roadways are absent or are not conducive to bicycle travel.</p>		<p>Class III - Bike Route</p> <p>Bike routes provide shared use with motor vehicle traffic within the same travel lane. Designated by signs, Bike Routes provide continuity to other bike facilities or designate preferred routes through corridors with high demand. Whenever possible, Bike Routes should be enhanced with treatments that improve safety and connectivity, such as the use of “Sharrows” or shared lane markings to delineate that the road is a shared-use facility.</p>	
<p>Class IV – Cycle Track</p> <p>Bike lanes are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive or preferential bicycle travel. Bike lanes are one-way facilities on either side of a roadway. Whenever possible, Bike Lanes should be enhanced with treatments that improve safety and connectivity by addressing site-specific issues, such as additional warning or wayfinding signage.</p> <p>Bike lanes enable bicyclists to ride at their preferred speed without interference from prevailing traffic conditions. Bike lanes also facilitate predictable behavior and movements between bicyclists and motorists.</p>		<p>Class II – Bike Lane</p> <p>A Cycle Track is a hybrid type bicycle facility that combines the experience of a separated path with the on-street infrastructure of a conventional Bike Lane. Cycle tracks are bikeways located in roadway right-of-way but separated from vehicle lanes by physical barrier or buffers. Cycle tracks provide for one-way bicycle travel in each direction adjacent to vehicular travel lanes and are exclusively for bicycle use. Cycle tracks are not recognized by Caltrans Highway Design Manual as a bikeway facility. A Cycle track is proposed as a pilot project along a 7.6-mile segment of the San Diego bikeway network. To provide bicyclists with the option of riding outside of the Cycle Track to position themselves for a left or right turn, parallel bikeways should be added adjacent to Cycle Track facilities whenever feasible.</p>	

Sources:
 - City of San Diego Bicycle Master Plan Update 2011
 - NACTO Urban Bikeway Design Guide, 2014

- 3.5.4 Implement traffic calming measures along Willow Road to reduce vehicular speeds and improve connectivity.
- 3.5.5 Implement bike share and car share programs to reduce the necessity for auto ownership in the community for everyone.
- 3.5.6 Implement bicycle storage facilities throughout the community with focus on retail, education, and employment centers.

3.6 GOODS MOVEMENT AND FREIGHT CIRCULATION

Within the community of San Ysidro, there are no designated truck routes facilities; freeways provide this function. Trucks are allowed to use major circulation element roads to access the industrial and commercial sites within the community. Along the recommended truck routes, the needs of industry should be provided while still accommodating pedestrians, bicyclists, and cars. General Plan policies ME-F.1 through ME-F.3 should be consulted for additional policies.

- 3.6.1 Implement a recommended truck route to facilitate access to existing and future industrial/commercial areas.
- 3.6.2 Require adequate loading spaces, internal to new non-residential development, to minimize vehicles loading and minimize storage spillover onto adjacent streets.
- 3.6.3 Provide an adequate amount of short-term, on-street curbside loading spaces for existing developments where off-site loading is not accommodated.

Figure 3-16: Regional Bicycle Network



Clip from the updated Regional Bicycle Network, "Riding to 2050" SANDAG Regional Bike Plan

Figure 3-17: Recommended Truck Routes



3.7 INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

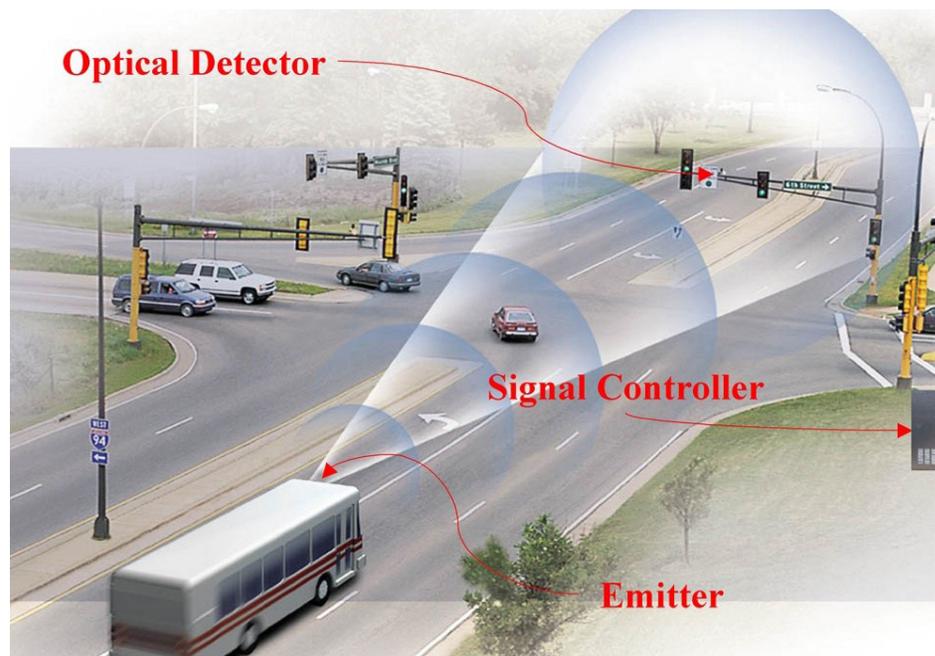
Intelligent transportation systems or ITS is the application of technology to transportation systems including vehicles, roadways, intersections, transit, traveler information and payment systems with the goal to maximize efficiency to those services while increasing vehicle throughput, reducing congestion, and providing quality information to the commuting public. The application of ITS technologies can influence transportation choices across all modes of travel. Given the relatively built-out nature of San Ysidro and the lack of opportunity to enlarge many of the roadway facilities, ITS will play a large role in the future mobility needs of the community.

General Plan policies ME-D.1 through ME-D.6 should be consulted for additional policies and guidance.

- 3.7.1 Support implementation of ITS to improve safety, efficiency, service, and congestion, including but not limited to: traffic signal coordination, traffic and real-time transit information, smart parking technologies, and transit priority measures.
- 3.7.2 Encourage use of or accommodation for emerging technologies such as car charging stations as part of future infrastructure and development projects.
- 3.7.3 Implement Intelligent Transportation Systems (ITS) strategies such as smart parking technology, dynamic message signs, transit signal priority techniques, and adaptive traffic coordination systems to reduce traffic congestion along West and East San Ysidro Boulevard.



Real time parking information at this parking garage provides the number of spaces available and can be linked to a smart phone for efficient access to parking.



Transit signal priority techniques detect transit vehicles as they approach an intersection and adjusts the signal timing dynamically to improve service for the transit vehicle.

3.8 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) combines marketing and incentive programs to reduce dependence on automobiles and encourage use of a range of transportation options, including public transit, bicycling, walking and ride-sharing.

These are important tools to reduce congestion and parking demand and in San Ysidro. General Plan policies ME-G.1 through ME-G.5 should be consulted for additional policies and guidance.

- 3.8.1 Encourage new residential, office, and commercial developments, as well as any new parking garages to provide spaces for car-sharing.
- 3.8.2 Encourage large employers and institutions in the San Ysidro area, such as the Port of Entry tenants and the Community College District, to provide transit passes at reduced rates to employees/students and to allow for flexible work and school schedules in order to shift trips to off-peak periods.
- 3.8.3 Encourage new multifamily residential development to provide discounted transit passes to residents in exchange for reduced parking rates and “sell” their parking separately from the rental cost of the apartments.
- 3.8.4 Encourage new commercial, office, and industrial development to provide discounted transit passes to employees.
- 3.8.5 Encourage employers to participate in regional programs to reduce vehicular trips.
- 3.8.6 Pursue a specific plan for the El Pueblito Viejo Village area to help implement multi modal goals, increase walkability, bicycle uses and shared parking. Encourage transit-oriented development around the Beyer Trolley Station (also see 3.2.8).

- 3.8.7 Evaluate the implementation of a street car or people mover system along East San Ysidro Boulevard to connect the ITC at the border, including the Virginia Avenue Intermodal Center with the El Pueblito Viejo Village (also see 3.3.6).
- 3.8.8 Implement bike share and car share programs to reduce the necessity for auto ownership in the community.



MTS trolley in downtown San Diego (above)
Bike share program in downtown San Diego (right)



Source: SANDAG

3.9 LAND PORT OF ENTRY

Within the community of San Ysidro, is the San Ysidro Land Port of Entry (Port of Entry) between the U.S. and Mexico. This Port of Entry is the busiest international land border crossing in the world. One of every ten people entering the U.S. via sea, air, or land, enters through the San Ysidro Port of Entry (Caltrans San Ysidro Port of Entry Border Investment Strategy, June 2008). This significant level of interaction reflects the interdependence of the San Diego and Tijuana economies. Meanwhile, the magnitude of travel presents crossing with significant local challenges, in providing safe and efficient mobility within San Ysidro.

A number of different transportation projects have been implemented over the years in order to improve access and connectivity at this important area of the San Diego region. Currently, the U.S. General Service Administration (GSA) is constructing a multi-phased Port of Entry reconfiguration and expansion, which when completed, will provide additional vehicular inspection lanes, improved pedestrian crossing facilities, and new administration buildings.

Community support and participation is crucial, in order to assure that the economic development opportunities generated by the Port of Entry improvement can serve as a catalyst for desired development activity in the community. The interaction between the San Ysidro community and the neighborhood community of Tijuana, at the south side of the border, will shape the development of San Ysidro as a whole and significantly impact the future of the San Diego region. For additional related policies cross reference SYCP Element Sections 2.6, 3.3, 4.4, and 5.5.

3.9.1 Work with the General Service Administration (GSA) to incorporate mobility improvements that will enhance multi-modal mobility throughout the Port of Entry, while maintaining safety and security.

- 3.9.2 Improve the environment surrounding bus, trolley, and jitney stops through installation of curb extensions, shelters, additional seating, lighting, and landscaping, where appropriate.
- 3.9.3 Highlight the presence of each of the two trolley stations through street treatments, wayfinding signage, interpretive kiosk and/or downloadable applications that illustrate pedestrian/ bicycle routes to and from each of the transit stations.
- 3.9.4 Work with SANDAG to incorporate transit infrastructure and service enhancements for San Ysidro included in the Regional Transportation Plan, including the construction of a new ITC at the Border and the Virginia Avenue Intermodal Center.
- 3.9.5 Evaluate the implementation of a street car or people mover system along East San Ysidro Boulevard to accommodate redevelopment activity by connecting the ITC at the border and Virginia Avenue Intermodal Center with the El Pueblito Viejo Village.
- 3.9.6 Implement bike share and car share programs to reduce the necessity for auto ownership in the community.
- 3.9.7 Implement adaptive traffic coordination systems and freeway traveler information signs to reduce traffic congestion along West and East San Ysidro Boulevard, Dairy Mart Road, and Camino de

la Plaza to accommodate ever-changing border crossing traffic demand on local street (also see 3.4.4).

- 3.9.8 Support the reconfiguration of East San Ysidro Boulevard to improve pedestrian and bicycle connectivity between the Port of Entry and the rest of the community.
- 3.9.9 Provide secure, accessible, and adequate bicycle parking at the future ITC.
- 3.9.10 Support the creation of a Class I bicycle facility along MTS right-of-way connecting the northwestern side of the community with the future ITC at the border (also see 3.5.3).
- 3.9.11 Encourage public parking structures around the Port of Entry that includes shared parking arrangements to efficiently meet parking demands and avoid dedicating too much land for public parking.



Source: The Miller Hull Partnership, LLP

Images from the San Ysidro Port of Entry redevelopment project



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