3. Mobility

CONTENTS: WALKABILITY | PUBLIC TRANSIT | STREETS | BICYCLING | PARKING | LAND PORT OF ENTRY | BORDER VILLAGE | EL PUEBLITO VIEJO

GOALS

• Pedestrian-friendly facilities throughout the community with emphasis on the El Pueblito Viejo and Border Village areas.

• An Intermodal Transit Facility at or near the border.

• A circulation system that provides for the smooth flow of traffic with enhanced transit and bicycle access.

• A parking management strategy that support more intensive land uses around the Pilot Village and Border Village 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 along Calle Primera west of Via de San Ysidro.
DISCUSSION

(Insert overall discussion about San Ysidro Mobility Element here when Traffic Study is complete. Due to timing mobility recommendations regarding the San Ysidro ITC have not been incorporated into this Discussion Draft. In addition, the Mobility Element will be further refined and figures will be added when the Traffic Study is complete in the Fall of 2014.)

3.1 WALKABILITY

Walking is a popular mode of travel in San Ysidro community. This is apparent in the high concentration of pedestrians walking within the community, as well as through the results of predictive tools. The City’s Pedestrian Master Plan’s Pedestrian Priority Model ranks San Ysidro as the ninth most walkable community in the City.

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, large land parcels, industrial uses interspersed throughout the neighborhood, and inadequate sidewalks and pedestrian facilities on higher pedestrian and traffic volume streets.

The pedestrian connectivity within San Ysidro is negatively impacted by Interstate 5, Interstate 805 and the Metropolitan Transit System (MTS) Trolley Blue Line, as depicted in Figure X-X, Pedestrian Routes. These major transportation facilities divide the community in to four areas with a limited number of existing pedestrian crossings. Many of these crossings are in need of improvements to enhance their safety, accessibility, and attractiveness to pedestrians. Two pedestrian bridges that cross Interstate 805 south of Beyer Boulevard and Interstate 5 west of Via San Ysidro, are not well used because they do not have convenient connections and are isolated from nearby land uses. Pedestrian routes in San Ysidro have been classified based on definitions in the City’s Pedestrian Master Plan and are shown in Figure X-X, Pedestrian Routes.
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 midblock locations
- Special bus lanes
- Accessible pedestrian 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

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.
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Policies

ME.A-1. Support and promote complete sidewalk and intersection improvements along Dairy Mart, San Ysidro Boulevard, and throughout the Villages.

ME.A-2. Install missing sidewalks and curb ramps and remove accessibility barriers.

ME.A-3. Provide marked crosswalks and pedestrian countdown timers at all signalized intersections.

ME.A-4. Improve the pedestrian environment adjacent to transit stops through the installation and maintenance of signs and crosswalks and other appropriate measures.

ME.A-5. Provide shade-producing street trees and street furnishings with an emphasis in the Villages and historic core.

ME.A-6. Retrofit and/or reconstruct freeway pedestrian overpasses with architectural lighting to foster pedestrian connections between the villages. Design the entrances to the bridges to accommodate public gathering spaces while maintaining the safety and accessibility of pedestrian traffic.

ME.A-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 line.

ME.A-8. 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 Development around the Beyer Station.

ME.A-9. Construct sidewalk improvements on the north side of Otay Mesa Road from Beyer Boulevard to just south of Crescent Drive to improve pedestrian connectivity between San Ysidro and the San Ysidro High School.

ME.A-10. Construct sidewalk improvements along Seward Avenue and West Park to improve connection between the Beyer Trolley Station and El Pueblito Village.

ME.A-11. Construct a new pedestrian bridge crossing over the trolley line at Del Sur Boulevard.
3.2 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, private jitneys, and Greyhound intercity buses.

Figure X-X illustrates the transit routes and stops within the community. Approximately XX percent of the community is within one-eighth of a mile or 660 feet of a transit station or stop, and XX percent of the community is within one-quarter of a mile. According to year 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%.

The MTS Trolley Blue Line terminates at the San Ysidro Transit Center near the international border. The line travels northward to the Old Town community of the City of San Diego, and offers transfer locations to the Orange and Green Lines, which serve a majority of the City of San Diego and areas adjacent cities such as the cities of Lemon Grove, La Mesa, El Cajon, and Santee. In addition to the stop at the San Ysidro Transit Center, the Blue Line has a stop at the Beyer Avenue 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 Station is the busiest station on the 53-mile trolley light rail system with over 13,000 trip ends (ons and offs) a day in 2009. 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 weekends.

Two bus routes serve the community with stops along Beyer Boulevard, Cottonwood Road, San Ysidro Boulevard, Camino de la Plaza, Willow Road, Calle Primera and Howard Avenue.

An intercity bus station is located on East San Ysidro Boulevard just south of Camino de la Plaza. The privately operated intercity bus system serves locations throughout the United States, Canada, and Mexico.

General Plan policies ME-B.1 through MEB.10 should be consulted for additional policies and guidance.
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Policies

ME.B-1. Improve the environment surrounding bus, trolley and jitney stops through installation of curb extensions, shelters, additional seating, lighting, and landscaping where appropriate.

ME.B-2. Highlight the presence of each of the two trolley stations through street treatments and way finding signage on pedestrian routes to and from each of the stations.

ME.B-3. 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 Transit Center at the Border.

ME.B-4. Encourage the Transit Oriented Development around the Beyer Boulevard Station.

ME.B-5. Implement a Street Car or people mover system along East San Ysidro Boulevard to connect the Intermodal Transit Center at the Border with the El Pueblito Viejo Village.

3.3 STREETS

New residential, commercial and industrial development in San Ysidro will generate additional travel in and through the area. Figure X-X shows the existing (2010) street classifications and average daily traffic (ADT) volumes. Figure X-X shows the planned buildout street classifications and Figure X-X shows the projected buildout average daily traffic.

Efforts should be made to direct some of the 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.
General Plan policies ME-C.1 through ME-C.7 and Table ME-2 Traffic Calming Toolbox should be consulted for additional policies and guidance.

**Policies**

ME.C-1. Maintain the grid network of streets and alleys.

ME.C-2. Design publicly-accessible alleys to break up the scale of large developments and allow additional access to buildings.

ME.C-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.

ME.C-4. Implement Intelligent Traffic Systems (ITS) strategies such as smart parking technology, dynamic message signs, and adaptive traffic coordination systems to reduce traffic congestion along West and East San Ysidro.

ME.C-5. Implement a one-way couplet street configuration within the Border Village District.

ME.C-6. Construct a direct freeway connection from the Camino de la Plaza bridge to the I-5 and I-805 freeways.

ME.C-7. Reconfigure the I-5 SB off-ramp at Via de San Ysidro to connect directly to Calle Primera.

ME.C-8. Complete the roadway connection from Calle Primera to Camino de la Plaza.

ME.C-9. Implement a road diet along Beyer Boulevard between Dairy Mart Road and Smythe Avenue.

ME.C-10. Implement road improvements along East and West Park to increase parking supply, and improve bicycle and pedestrian facilities.

ME.C-11. Complete improvements along Hall Avenue between East and West Park to reduce the overall roadway width, provide a larger pedestrian refugee area and add on-street parking.
3.4 BICYCLING

The existing conditions evaluation found the community of San Ysidro to have an incomplete bicycle network. The existing bicycle system lacks the connectivity and accessibility required to connect the major attractors within the community.

All recommended bicycle facilities are shown on Figure X-X. Key proposed bike corridors include:

- **Dairy Mart Road** between West San Ysidro Boulevard and Camino de la Plaza (Class II)
- **Camino de la Plaza** between Willow Road and East San Ysidro Boulevard (Class II)
- **East Beyer Boulevard** between East San Ysidro Boulevard and Beyer Boulevard (Class III)
- **Beyer Boulevard** between East Beyer Boulevard and Dairy Mart Road (Potential Class III)
- **East and West Park Avenue** between Beyer Boulevard and West San Ysidro Boulevard (Class III)
- **West and East San Ysidro Boulevard** between Dairy Mart Road and East Beyer Boulevard/Camino de la Plaza (Potential Class III)
- **Via de San Ysidro** between West San Ysidro Boulevard and Calle Primera (Class III)
- **Willow Road** between Calle Primera and Camino de la Plaza (Class III)
- **Smythe Avenue** between Vista Lane and West San Ysidro Boulevard (Class III)
- **Vista Lane** between Dairy Mart Road and Cottonwood Road (Class III)
- **Cottonwood Road** between Vista Lane and West San Ysidro Boulevard
- **Sunset Lane** between West San Ysidro Boulevard and Vista Lane
The 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 Bikeway route in Otay Mesa Nestor. Within San Ysidro, the route uses Beyer and East Beyer Boulevard.

The State Route 905 Corridor is a nine mile facility planned to operate as a Class I bike path along the Otay Mesa/ State Route 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 Bikeway 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 ME-F.1 through ME-F.6 should be consulted for additional policies and guidance.

Policies

ME.D-1. Provide and support a continuous network of safe, convenient and attractive bicycle facilities connecting San Ysidro to the citywide bicycle network and implementing the San Diego Bicycle Master Plan and the Regional Bike Plan.

ME.D-2. Provide secure, accessible and adequate bicycle parking, particularly at Beyer Trolley Station and the future Intermodal Transit Center, within shopping areas, and at concentrations of employment throughout the community.
3.5 PARKING

Many of the goals and policies of this Plan depend heavily on how parking – both on and off street – is managed in San Ysidro. These goals include reduced congestion and vehicle trips, improved transit, vibrant neighborhood commercial districts, housing production and affordability, and good urban design.

The General Services Administration (GSA) is currently under construction for the expansion of the San Ysidro Port of Entry. As the result of the expansion project, existing pay parking lots located within the Port of Entry footprints will be removed. Plans for the relocation of the parking lots have not yet been defined. The removal of the existing parking lots could create a shortage of parking spaces surrounding the port of entry. This parking shortage could potentially affect the parking availability around the commercial district of East San Ysidro Boulevard and Border Village Road.

The Port of Entry expansion currently undertaken by the GSA will remove parking lots currently used for people walking across the U.S./Mexico border. This could create a significant shortage of parking spaces within the vicinity of the Port of Entry. This Plan includes options to address parking shortage caused by the Port of Entry expansion.

General Plan policies ME-G.1 through ME-G.5 as well as Table ME-3 (Parking Strategies Toolbox) should be consulted for additional policies and guidance.

Policies

ME.E-1. Establish parking policies that reduce parking congestion.

ME.E-2. Permit construction of public parking garages around the Border Village that include shared parking arrangements that efficiently use space, are appropriately designed, and reduce the overall number of off-street parking spaces required for development.

ME.E-3. Implement on-street parking management strategies in the Border Village, in order to more efficiently use street parking space and increase turnover and parking availability.
3.6 GOOD MOVEMENT AND FREIGHT CIRCULATION

Within the community of San Ysidro, there are no designated truck routes facilities. Trucks are allowed to use major circulation element roads to access the industrial sites within the community. Along the recommended truck routes shown on Figure X-X, the needs of industry should be prioritized while still accommodating pedestrians, bicyclists and cars. General Plan policies ME-J.1 through ME-J.8 should be consulted for additional policies.

Policies

ME.F-1. Implement a recommended truck route to facilitate access to existing and future industrial/commercial areas.

ME.F-2. Require adequate loading spaces internal to the development to minimize conflicts with users in new non-residential projects.

ME.F-3. Provide an adequate amount of short-term, on-street curbside freight loading spaces.

3.7 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 ridesharing.

These are important tools to reduce congestion and parking demand and are viable in Barrio Logan. General Plan policies ME-E.1 through ME-E.8 should be consulted for additional policies and guidance.

Policies

ME.G-1. Encourage new residential, office and commercial developments, as well as any new parking garages to provide spaces for car sharing.
ME.G-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 and students and to allow for flexible work and school schedules in order to shift trips to off-peak periods.

ME.G-3. Encourage new residential development to provide transit passes to residents.

ME.G-4. Encourage new commercial, office and industrial development to provide transit passes to employees.

ME.G-5. Encourage employers to coordinate with SANDAG to provide commuter transportation programs.