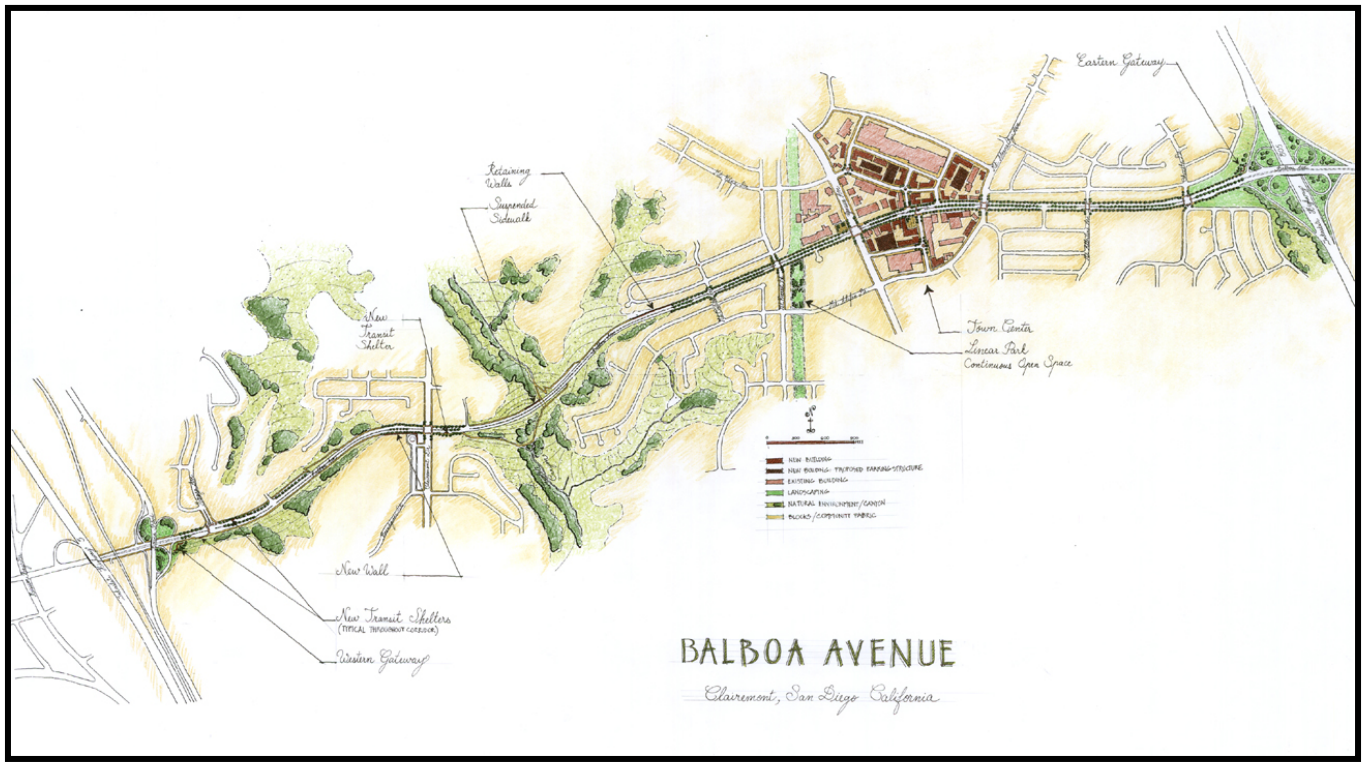
Balboa Avenue

REVITALIZATION ACTION PROGRAM



ADOPTED
SEPTEMBER 12, 2005

THE CITY OF SAN DIEGO

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Balboa Avenue Revitalization Action Program

Adopted September 12, 2005

CITY OF SAN DIEGO

DEPUTY MAYOR
Toni Atkins

COUNCIL
Scott Peters
Tony Young
Brian Maienschein
Donna Frye
Jim Madaffer

CITY ATTORNEY
Michael Aguirre

CITY MANAGER
P. Lamont Ewell

Special Thanks

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BALBOA AVENUE CITIZENS ADVISORY COMMITTEE

Arlene French
Tom Schmidt
Tom Alspaugh
Beverly Boys
Chales Kokes
Dan Hildebrand
Dave Wilhite
Kathy Reagan
Sally Kaufman
Don Steele
Elliot Hurwitz
Billie Hame
Billy Paul
Janet Davé
Eleanor Mang
Butch Biendara
Lynn Little
Dave Schumacher
Martin Schmidt
Glen Schmidt

COUNCIL DISTRICT 6

Steven Hadley, Chief of Staff
Keith Corry, Council Representative
Mary Ann Kempczenski, Council Representative

CITY OF SAN DIEGO STAFF

S. Gail Goldberg, Planning Director
Betsy McCullough, Deputy Planning Director
Bob Manis, Planning Dept. Program Manager
Brian Schoenfisch, Senior Planner
Kevin Guy, Associate Planner
Theresa Millette, Associate Planner
Jennifer Cordeau, Assistant Planner
Siavash Pazargadi, Senior Traffic Engineer
Nicholas Abboud, Associate Traffic Engineer
Abi Palaseyed, Associate Engineer
Mike Arnold, Associate Engineer
Richard Leja, Senior Engineer

CONSULTANTS

Walkable Communities, Inc.
Dan Burden, Director
Michael Wallwork, P.E.
Alan Fujimori, AICP

Trias & Associates
Ramon Trias, AICP, Town Planner
Celine Harden

Community Partners, LLC
Sue Newberry, Principal

Walkable Communities

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Introduction

Balboa Avenue is a public right-of-way traversing the communities of Clairemont and Kearney Mesa in the City of San Diego. In 1996, State Legislators representing San Diego formed the Balboa Avenue Citizens Advisory Committee (BACAC) as the officially recognized community liaison with Caltrans during a repaving project along Balboa Avenue. More than a simple repaving was desired, and community lobbying for additional improvements resulted in partially completed median enhancements. Following the partial completion of the enhancement project in 1999, TEA-21 funds were designated (in 2000) to complete the median enhancements and landscape the Clairemont portion of the corridor. During the same time period, the State negotiated the relinquishment of Balboa Avenue to the City of San Diego. With the relinquishment came an opportunity to obtain pedestrian-oriented improvements that had not been possible under State Highway Code.

The BACAC asked the City to apply for a SANDAG Walkable Communities Demonstration Program grant in order to create a vision plan that included pedestrian-oriented improvements for the Clairemont portion of Balboa Avenue. By late 2001, the City accepted the route from the State, the State provided additional funds to bring Balboa Avenue up to City standards, and the Walkable Communities grant was awarded. The consultant team of Walkable Communities, Inc. was contracted by the City's Planning Department to implement the SANDAG award and to create the Vision Plan for Balboa Avenue. The consultants conducted an intensive collaborative design effort, which consisted of a five-day "charrette" that developed a high degree of public involvement in the planning process for future improvements. The Team also completed a Walkability Study which is used as a base document for this Revitalization Action Program (RAP). This RAP has been developed by the City of San Diego with the support and cooperation of the BACAC. It describes the events of the charrette, examines the current conditions of the corridor, and discusses design concepts that form the basis of the recommendations made. Bold numbers that appear in parenthesis in the text, i.e. **(S4-S3)** refer to the table in Appendix C beginning on page 61, which provides prioritized recommendations for Balboa Avenue. Additional engineering evaluation that considers more detailed information will be necessary before preliminary plans are developed.

Vision Plan Process

Focus groups and public meetings identified community needs and priorities that the consultant team integrated, categorized, and summarized.

This section describes the charrette process that provided the basis for the Vision Plan. The event was conducted from October 11-16, 2001. It provided multiple opportunities for staff, community leaders, and the public to contribute their concerns and ideas to the Vision Plan.

Dan Burden, of Walkable Communities, Inc., toured the corridor in advance of the charrette to help identify challenges and opportunities. On Friday, October 12, 2001, the consultant team conducted focus group sessions with City staff, representatives from area schools, emergency responders, commercial stakeholders, community plan representatives, and special interest advocates. That evening, the consultant team conducted a public presentation on possibilities, priority setting, and brainstorming.

Saturday morning, team facilitators conducted walking audits of the Clairemont Drive and Genesee Avenue neighborhoods of Balboa Avenue. A design training session followed the inspections of street conditions. Afterward, the public was invited to join a hands-on effort to identify and prioritize improvements. Tracing over aerial photos, participants at several design tables devised creative implementations of the concepts they had learned.

On Sunday and Monday, the consultant team worked together to categorize and combine recommendations from the design tables. Further observations were made in the field, and many drawings were made to help visualize the recommendations. Tuesday evening, Dan Burden conducted a final presentation of the design concept recommendations for review and comment by the community.

This report is a summary of the information gathered during the process and the recommendations on how to optimize the Balboa Avenue corridor in Clairemont.

Analysis

Current Conditions

A transit stop at this site was eliminated as a method to reduce mid-block crossing. The new stop is not convenient to the shopping that riders want to access.

Long distance between signalized crosswalks prompt people afoot to seek more convenient crossing.

A typical intersection in the Balboa Corridor.

Balboa Avenue is a public right-of-way stretching between the east and west boundaries of the Clairemont Mesa community planning area in the City of San Diego. Right-of-way width varies from approximately 84 feet to 120 feet. The route has evolved over the years from a rural road into a street treated primarily as a passage connecting heavily congested streets and freeways on either end of the corridor. Street sections vary from two to four lanes, in each direction, throughout the corridor. Drivers pass through natural, commercial, and residential areas adjacent to the street. High speeds promoted by the design of the entry and exit points, big box retailers set back from the street, nondescript strip malls, extended fences, and widely spaced intersections help make Balboa Avenue an environment that is suboptimal for safety and aesthetic reasons.

The overall appearance of the street does not suggest that Balboa Avenue is the heart of a community. Land development patterns do not provide many connections between the natural, commercial, and residential areas or to other sections of the Clairemont community near Balboa Avenue. The street itself creates a divider between neighborhoods because of the difficulty in crossing the street and the lack of continuous sidewalks along the corridor. The street generates traffic noise that disturbs adjacent neighborhoods. The canyon areas are highly valued by the community, but there is poor access to the area, and traffic travels through the canyons often at speeds over 55 mph. The numerous skid marks along the corridor suggest some drivers must stop unexpectedly, possibly because of their high speed. There is no experience of place for those passing through the corridor. The Balboa Avenue corridor has no distinguishing characteristics that highlight its unique identity as a place where people live, work, and play.

Analyses of traffic conditions are based on the limited data available and field observations of traffic conditions during different times of day. “Peak hour flow” means the number of vehicles passing along a road during its busiest hours, usually during the morning and evening commutes. Typically, this number represents ten percent of the average daily traffic count. The peak hours usually reflect normal traffic and high levels of commute trips.

People outside of cars have a variety of needs for safe access.

Although the volumes are quite high, the traffic is distributed throughout the day. Instead of the typical ten percent peak flow during the peak periods, Balboa Avenue is operating at approximately six to eight percent. The road is not as congested as a road carrying the full ten percent during the peak hour. The relative lack of congestion results in higher speeds. Balboa Avenue has some spare capacity as it currently is configured. A road with fewer lanes will carry the traffic without congestion. Providing an excess number of lanes over its traffic-carrying needs generates something akin to a free flow condition. This condition tends to encourage much higher speeds than are desirable, especially in the off-peak periods.

Opportunities

Streets comprise a large percentage of any community’s public space. Streets that are built only to provide access and mobility to vehicles thwart the purpose of communities by isolating and segregating people. Great streets facilitate people acting and interacting, and are desirable places to spend time.

The transfer of ownership from Caltrans to the City of San Diego creates a great opportunity to transform Balboa Avenue into a street that better meets the needs of the community. Funding is available for upgrades to the street, and representatives of the City want to know how area residents would like the funding to be spent. Participants of the charrette asked for a safer, more aesthetically pleasing street. They asked for a sense of unity along the corridor, and for better conditions for those not driving in cars. They asked that the street serve the community first, and drivers passing through secondarily.

The location of pedestrian push buttons and the design of ramps along Balboa Avenue often inconvenience walkers.

The corridor has the elements necessary for the transformation from merely another state highway to a great community street. Streets of any size can be great streets, serving as vital connections, rather than barriers, for people traveling and living along the corridor. Balboa Avenue is rich with opportunity. Its width, excessive for the vehicle volume, holds the promise of safety and convenience for those walking. Its commercial core has the potential of a great stage for activities that bring people together and create a sense of place. Its proximity to Tecolote Canyon allows a glimpse of a zealously guarded natural habitat surrounded by urban development.

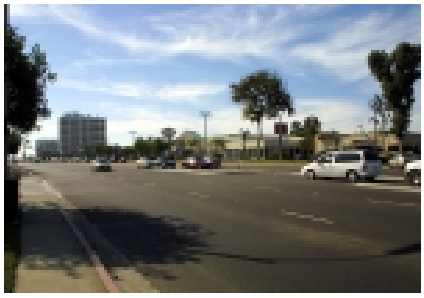
Segments

The vision and conceptual designs that resulted from the charrette are depicted in the Vision Map below. For simplicity, the corridor has been divided into four segments starting in the east. Each segment contains unique opportunities to realize the overall goal of creating a great boulevard that better serves its community.

Segment One: Eastern Gateway (I-805)

This segment starts along the eastern boundary of the Clairemont community beginning at I-805. There is an opportunity to reduce street width in this segment. The space gained could be used to create an aesthetically pleasing entrance designed to reduce speed. Landscape and streetscape elements to identify the boundary of the community could begin near the ramps. A significantly visible gateway at this eastern border would introduce a theme that could continue through the corridor, creating a unified look.

Segment Two: Community Core



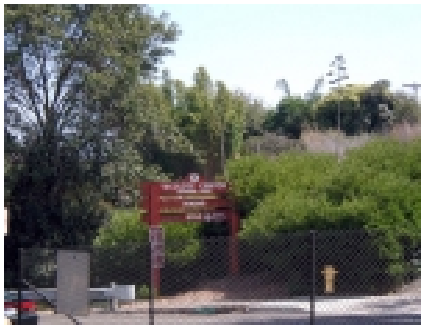
This commercial area on Balboa Avenue is referred to as the Community Core.

The shopping center area that begins at Mt. Abernathy Avenue is central to the entire Clairemont community. Although every community needs a town center, the commercial district does not feel like one now, in part because the traffic patterns have no clear and readable order. However, the large asphalt parking lots create opportunities for private property owners to develop a pedestrian scale environment where foot traffic takes precedence over motor vehicle traffic.

There is adequate acreage to accommodate the buildings needed to create a vital center. Balboa Avenue's wide street section continues through this segment, providing the potential for reallocation of public space to create a more comfortable, slower speed environment. A narrower roadway could accommodate planter strips, rows of trees, and enhanced pedestrian facilities.

Linear space such as the San Diego Gas and Electric (SDG&E) right-of-way is ideal civic space. It could provide linkages to the recreational and shopping areas of Clairemont. The connections can be made not only to Balboa Avenue, but also to other destinations within the community. Precedent for public use has been established by the use of the space as a parking area adjacent to one of the shopping areas. The right-of-way could serve as a north-south axis of the Clairemont community, with Balboa Avenue as the east-west axis.

Segment Three: Tecolote Canyon



Tecolote Canyon is a regional resource-based open space dedicated park system bisected by Balboa Avenue. The canyon is a powerful natural corridor in the community and a key element in unifying the community. The geological formation of the canyon fingers provide an excellent view of the canyon when driving west through the dip. The intricate network of existing pathways in the canyons could serve as non-motorized linkages between neighborhoods as with the utility right-of-way recommendation for Segment Two.

Segment Four: Western Gateway (I-5)

Motorists entering the community at this western entrance are coming from Pacific Beach, Mission Bay Drive, or the freeway. The canyon fingers in this segment provide an excellent view of the ocean. Drivers are traveling fast, and there is currently no landmark to indicate they are entering a place where slower speeds are more appropriate. Ample space at the edge of the road is available for construction of a substantial gateway marker.

Many of the aforementioned design concepts described in the Analysis have been updated, amended, and formalized as a result of recent studies. Please refer to the table in Appendix C for updated information.

Design Concepts

Balboa Avenue already has considerable foot traffic, as shown above. What's missing are the special places where people meet and linger. People want to be buffered from traffic and have a choice of places to sit and talk.

"The best streets are those that can be remembered."
Great Streets, Allan B. Jacobs

Safety, especially that of people walking, emerged as the top issue for charrette participants. But a closer look at the input received during focus groups, walking audits, training sessions, and design tables reveals that the participants are seeking something more complex. They are seeking a community that feels inviting, cohesive, and connected to nature. They envision Balboa Avenue as an activity hub in the approximate center of Clairemont, and want others to readily identify the street as being a unique place, not just a passageway. They want a local street that serves people in adjacent neighborhoods as they access shopping, social gatherings, public space, recreation, schools and other public buildings, work centers, and mass transit by foot, bicycle, or auto. Indeed, the function of great streets for hundreds of years has been to help make community by linking people to goods, services, and other people.

This multiplicity of uses can be reconciled with the need to simply move vehicles from one point to another. Using design features that send a clear message about the space through which people are moving would help accommodate all the road's users. The street must be memorable and it must meet the needs of the community. The concepts that emerged from the charrette event to transform Balboa Avenue are discussed in general terms here.

These photos are examples of how sidewalk areas in some communities have been designed to provide space for people to gather and be social.

Safety

The design of corners influences how drivers treat pedestrians. The Balboa Avenue driver is "pushing" the pedestrian to hurry.

First and foremost, safety concerns must be addressed: safety for motorists, walkers, cyclists, and transit riders. Redesign of the features in the public right-of-way will promote slower vehicle speeds. It is recommended that travel lanes along the corridor should be narrowed to 10.5 feet. Enhanced turning and slower speeds will reduce collisions. The walking environment will be improved with continuous sidewalks, frequent crossing opportunities, shade, resting places, buffers between vehicle traffic and people, and lighting. The treatments to achieve these outcomes offer other benefits, including a more beautiful environment. The space that makes these treatments feasible is gained by reducing the width of travel lanes, and by reducing the number of thru-lanes in the commercial corridor. New, attractive transit shelters and bus bays will benefit the transit rider.

Community Identity

Charrette participants explained that they treasure the natural environment that has been preserved in the vicinity of Balboa Avenue.

The character of the Balboa Avenue corridor varies considerably, being more urbanized east of the Community Core and more oriented to the canyon landscape in the west. Landscape concepts should be simple and reflective of the community's cultural and natural landscapes. The new streetscape will utilize common-day materials and through design, transform the character of these elements to a higher standard that characterizes the community's quality of life and sense of identity.

The native landscape is a tremendous community resource, which should be preserved. Pedestrian and bicycle access should be improved to provide an alternative network of open space linkages that connect the community. The design concept for these sections of Balboa Avenue is very simple. Keep the canyons as natural as possible and minimize introduced elements. When introduced elements are used, make sure they tie in with the design character of the overall streetscape concept. Therefore, the roadway through the canyon should not be defined with street trees along its edges. Instead, allow the natural landscape to be the primary focus. Preserve the native planting and use restoration as the guiding principle. All planting should be low-maintenance, xeriscape varieties.

The upper photo shows Balboa Avenue. The photo below shows a six-lane section in Brea, CA. It demonstrates that wider streets can still be functional and beautiful. Note the continuous facade along the left side.

The urbanized areas of Balboa Avenue need a streetscape concept that will unify the many different land uses. The design should buffer the negative impacts of adjacent land uses while reflecting the inherent character of each. The theme for the eastern half of the corridor should look more man-made than natural, to reflect the development pattern of Clairemont's urbanization of the mesa landscape. This theme will contrast with the natural theme in the western half of the corridor. Clairemont's roots as a post war suburb should be reflected in the design of the street as follows:

1. Use continuous street trees in continuous tree planters to buffer and define the vehicular traffic from the pedestrian sidewalks.
2. Enhance and increase street lighting fixtures.
3. Use natural building materials to build a theme unique to the community.
4. Enhance typical suburban concrete sidewalk with a simple but elegant scoring pattern similar to what is used on the sidewalks of Coronado.
5. Provide bus shelters which provide cover and seating at every stop.
6. Introduce public art wherever possible.

A landscape theme will create the sense of security, beauty, and community identity that residents want. The theme provides a structure that keeps the canyons natural, defines entry points with native planting, and uses ornamental street trees in urban areas. Trees should not be added to the natural canyon areas. Natural materials used in the construction of retaining walls, transit stops, and noise barriers at intervals along the corridor will provide a repetitive feature that underscores the community's connection with the natural environment.

Public art helps bind the community together.

These principles beautify Balboa Avenue and create a design relative to the different zones, but the ideas about identity of the community go further than the beautification of the street. Public space and neighborhood connections created in the utility right-of-way will complement the bicycle lanes and sidewalks that link the community to shopping, the canyons, and Mission Bay.

Community Core

Balboa Avenue already shares some features that make Hillcrest so popular. The photos below show the Hillcrest neighborhood.

Later, when the street is a place of beauty and order, the real work of building a center can take place. This will occur when private developers respond to the needs identified by the community. As demonstrated in the Hillcrest area, San Diego residents are eager for the quality of experience enjoyed in smaller village environments. They are ready to park, walk, relax, shop, and eat in quiet, aesthetically pleasing environments. The new, enlivened streetscape will demonstrate that the time has come for the commercial core to redevelop. The dedication of some space to public use, such as music or other performing arts, will turn the town center at Genesee Avenue and Balboa Avenue into the heart of the community.

Many of the aforementioned design concepts described in the Design Concepts section have been updated, amended, and formalized as a result of recent studies. Please refer to Appendix C for updated information.

Recommendations

This section begins with a discussion of considerations that will influence the final design of the project throughout the corridor. Roadway features such as left turn lanes, driveways, medians, and facilities for bicyclists and people walking are discussed for the overall corridor. The section is then divided by segment, with more specific recommendations for the overall segment followed by recommendations for specific sites within each segment.

"Reduced lane widths allow greater numbers of lanes in restricted right-of-way and allow better pedestrian cross movements because of reduced distance."

A Policy on Geometric Design of Highways and Streets, 1994.

Balboa Avenue: How Wide?

An important design concept is the width of the travel lanes. The wider the lane, the faster drivers travel. Freeways have twelve foot wide lanes to facilitate travel at 70 to 80 mph. Narrow lanes are suitable in low speed areas and in left and right turn lanes. Lanes as narrow as nine feet are used for left and right turn lanes. The reason they are applicable is the lower speed. Nationally recognized guidelines for lane widths in the American Association of State Highway Transportation Officials' manual, Geometric Design of Streets and Highways, permit travel lanes of ten to twelve feet wide on major roads. Like more and more communities nationwide, Clairemont can have narrow lanes, providing space for bike lanes, wider medians, and planter strips (boulevards).

An issue not often raised is the unexamined assumption that road design needs to cater to all users. Nowhere is there a requirement that roads should be designed to cater to any and all drivers who want to use them. Some cities are now designing their streets to meet community needs despite the potential slight decrease in capacity. They see good quality sidewalks, bike lanes, and landscaped medians as being more important than carrying a few extra cars.

One factor that complicates the discussion of the number of lanes needed on Balboa Avenue is that some facts are counter-intuitive. For example, the traditional remedy for real or perceived congestion is to simply make the street wider. However, many charrette participants felt Balboa Avenue is congested now, despite previous increases in width and lower traffic counts than in previous years. This discussion will explore the realities of congestion, its causes, and cures.

What is Congestion?

Though traffic professionals often define relative congestion by "levels of service," for most of us, traffic congestion is an experience. When we are drivers inside a vehicle we typically travel along a road within a group of vehicles. We see vehicles in front, vehicles to the sides, and vehicles in our rear view mirror - we are surrounded by vehicles. We feel hemmed in, surrounded, and congested. Then we stop at the next signal, and we are still surrounded by vehicles. We move off and stop at the next light and we are still surrounded, or maybe we got lucky and moved to the front of the group of vehicles. As we travel along a road, vehicles surround us - going, stopping, and waiting. We see this as congestion.

If we get out of our car and stand on the side of the road for a moment we see a different picture. We see emptiness. Sometime later a bunch of vehicles pass by, then more emptiness. During this emptiness pedestrians cross the road. What is happening is a rarely recognized phenomenon. Traffic signals bunch cars. They take a series of vehicles that are traveling along a road at varying intervals and stop them, and create bunches, or platoons, of vehicles. While vehicles are being formed into a platoon the road ahead is empty, except for a few turning vehicles or vehicles finally able to get out of driveways. Then the traffic signals turn green and the rush is on to reach the next red light. So a bunch of vehicles race down the road and the road looks very busy. When the vehicles stop at the next red light, congestion reigns, but the road in between the two signals is again empty.

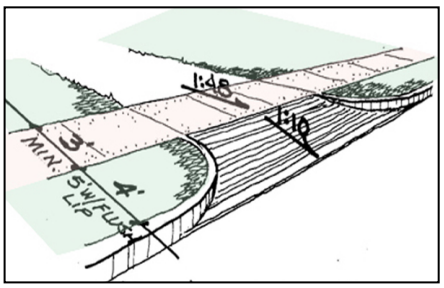
The number of travel lanes on Balboa Avenue is not the limiting factor. The limited thru-put of the intersections is the culprit. A single lane of traffic can carry on average of 1,900 vehicles per hour. When traffic signals are installed the capacity of that lane is reduced to 560-1,200 vehicles per hour. Traffic signals have a single function. They stop traffic on the main road to create gaps in the major traffic flow so vehicles can enter from the side street or make left turns. In doing so, traffic signals transfer time, and hence capacity from the major road to the crossroad. As a result, they reduce the capacity of the major road. To compensate for this reduced capacity caused by traffic signals roads are widened. Often a road is widened for miles to ease congestion at only one intersection.

What's the Potential Cure?

Treat the intersections to improve traffic flow. Some of the treatments recommended to improve intersection efficiency on Balboa Avenue are:

1. Dotted bicycle lanes at intersections
2. Additional left turn lanes
3. Improved signal phasing (reduce split phasing)

Improved driveway location and radii design as recommended will also improve traffic flow. At major driveways, right turn pockets could be installed to further enhance traffic flow.



This sketch shows the preferred driveway design. Note the gentler turn radius and the flat sidewalk setback from the street.

What Are the Benefits?

The overall package of intersection improvements and lane reduction in the Town Center benefits businesses, drivers, and pedestrians in many ways:

1. Improved traffic flow; reduced delay at intersections
2. Easier access to businesses along Balboa Avenue
3. Enhanced appearance of the street that will encourage shopping
4. Slower vehicle speeds
5. Greater safety for all users: drivers, pedestrians, cyclists
6. Improved sense of community identity
7. Decreased conflicts west of Genesee Avenue where the existing six-lane street narrows to four lanes

What About Speed Limits?

The benefits of slower speeds include improved safety, maximum roadway capacity, and the ability of motorists to see roadside businesses and enter the driveways before it is too late. Some participants felt a change in the posted speed limit would produce slower speeds. Posted speed limits that are unrealistic for the environment encourage wholesale violations. Speed studies done before and after changes in speed limits show no substantial change in speeds or crash rates. The package of changes recommended for Balboa Avenue, once fully implemented, will promote slower speeds. That said, however, lowering the speed limit and synchronizing the traffic signals to regulate speed would help slow traffic.

Design Features

Left Turn Storage Space

Based on field observations, (traffic count information was not available) some of the left turn lanes seem to provide more storage than is needed for the traffic volumes. Reduction in the length of any excessively long left turn lane would facilitate the planting of additional trees in the median.

Left Turn Tapers

Some of the turn lanes have very long tapers on them, which could be reduced in conjunction with the overall reduction of posted speed along Balboa Avenue.

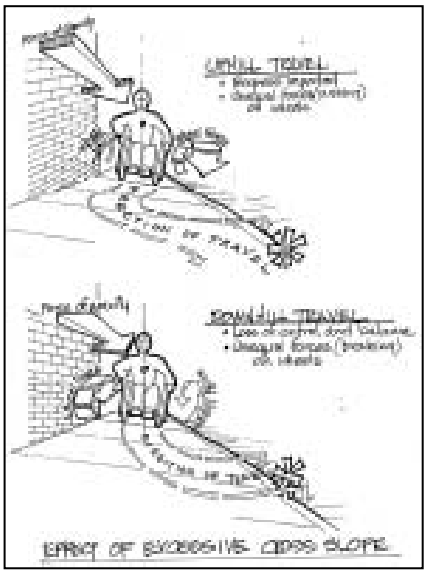
Driveways

The driveway radii, or entry curve, along the entire length of the corridor should be increased. The existing driveways along Balboa Avenue have square corners. When drivers turn into an empty driveway they swing wide and cross to the far side of the driveway to avoid hitting and bouncing over the curb on the corner. If the driveway is partially blocked by an exiting vehicle, the entering vehicle has no choice but to bounce over the curb. In this circumstance, the driver has to come to a near stop to drive over the curb. The result is a much higher probability of being hit in the rear by the vehicle behind them. The crash data clearly shows that the driveway design is resulting in an unusually high number of rear end collisions. Skid marks at a number of the driveways validate this theory. Some drivers, who presumably fear being hit in the rear, are turning into the driveways at high speeds, causing damage to the corner of the driveways, not to mention the suspension of their vehicles.

Another problem with current driveway design is related to sidewalk location. The slope of the driveway must continue through the sidewalk, creating a tilted and potentially dangerous walkway, as well failing to comply with legal accessibility standards, such as the Americans with Disability Act (ADA). For the walkway to be consistently level, the driveway's ramp up must be complete prior to reaching the edge of the sidewalk. The sidewalk will then be farther from the curb and separated from it by a planter strip or paved area such as a transit stop.

The reconstruction project is the ideal time to relocate problem driveways. Studies indicate that driveways located very close to

"Control of driveways and roadside development is an integral part of access management... If access points are numerous and exiting volumes are heavy, the capacity and safety of the facility are reduced."
-American Association of State Highway and Transportation Officials



The sketch illustrates the effect sloped driveways can have on wheelchairs, baby carriages, and other wheeled devices.

intersections on the departure side may be contributing to crashes. Engineers have concluded that driveways placed on the entry side within 100 feet of intersections increase the number of rear end crashes. The critical distance on the departure side is more than twice as long - 230 feet. The current practice is to prohibit driveways within 100 feet of the approach of an intersection and 230 feet of the departure side of the intersection. Driveways should be relocated to conform to these current standards. Typically, properties too small to meet these requirements are exempted.

If the roadway is properly sloped, these gutters are unnecessary. Make the median itself wider instead.

Medians

Medians should be as wide as possible throughout the corridor to provide the shortest street crossing distance and maximum refuge area for pedestrians. The City of San Diego's Street Design Manual recommends raised medians to be sixteen feet wide. This allows six feet of pedestrian refuge areas at intersections after provision of ten-foot wide left turn lanes.

Typically, the road cross section provides for the pavement to slope away from the median so water will flow away from the center. For this reason, gutters adjacent to medians are redundant and superfluous. Medians at left turn lanes should extend to the intersection side of the crosswalk.

In the photo above, note that the sidewalk is set back from the end of the median by a considerable amount. This median nose provides separation between those crossing the street and turning vehicles.

Bicycle Facilities

Five-foot bike lanes through the entire corridor will add to the separation between pedestrians and traffic, improve sight distance for drivers entering the street, and provide more predictable interaction between drivers and bicyclists. Where there are bicyclists, there is also a need for parking facilities. Bicycle racks should be provided in convenient, secure locations throughout the corridor.

Walkways and Crossings

Landscaped planter strips should separate walkways from the street. In the City's Street Design Manual, parkways that include planter strips and the sidewalk must be fifteen to twenty-three feet wide unless physical constraints exist. The revisions give priority to wider parkways over wider medians. These standards will provide space for aesthetically pleasing and comfortable space, which in turn encourages people to walk.

Separate curb ramps that are compliant with ADA should be used. Although a single, angled ramp meets minimum ADA guidelines, best practices such as separated ramps that are described in the U.S. Department of Transportation publications "Designing Sidewalks and Trails for Access, Part I and Part II", should be followed throughout the corridor. Pedestrian scale lighting should be provided as discussed under each segment.

High contrast markings are recommended throughout the Balboa Avenue corridor. The gaps between the markings can be spaced so most tire tracks do not cross the white markings, reducing maintenance requirements. An alley at the center of the crosswalk is free from markings, allowing a smoother surface for wheeled users including strollers and wheelchairs.

Stop Bars and Crosswalk Markings

A large percentage of drivers don't stop short of crosswalks. They cross into the designated crosswalk before coming to a complete stop. Stop bars parallel to the crosswalks and somewhat before them show drivers where to stop. It is essential that stop bars be added at least six feet back from the edge of all crosswalks. High visibility crosswalk markings with both parallel and traverse markings are also part of a safe and functional intersection. In-pavement flashers may be explored as enhancement for visibility of mid-block crosswalks.

Other Features

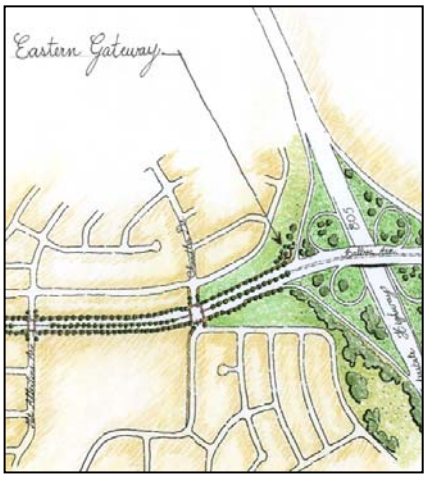
Landscaping, lighting, and pedestrian amenities are also essential to the development of a roadway that fulfills the vision of the charrette participants. Streetscaping will be added in conjunction with the street reconstruction. Rough sketches, such as the one on the next page, were developed during the charrette to define concepts participants wanted for the corridor. Additional design work will be required to refine these ideas.

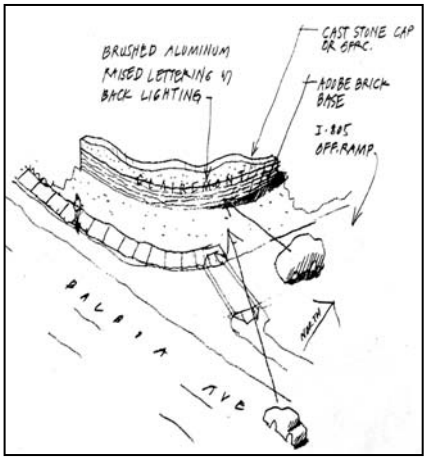
Summary

Smooth traffic flow depends on effective implementation of many design features. If one or more critical elements are overlooked, the solution will fail. The corridor is discussed by segment in the following section. In each segment there is a discussion of landscaping features, street design elements, and other features that impact the street. The recommendations were based on limited data available at the time of the charrette. It will be necessary for additional data to be collected and analyzed before development of preliminary and final designs.

Many of the aforementioned design concepts described in the Recommendations section have been updated, amended, and formalized as a result of recent studies. Please refer to Appendix C for updated information.

Segment One: Eastern Gateway
I-805 to Mt. Abernathy Avenue





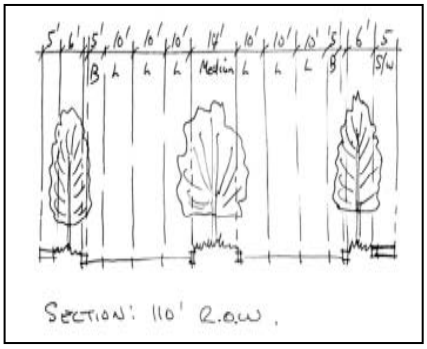
During the charrette, sketches such as the above were used to assess the conditions, needs, and possibilities for the corridor. From this, a vision map was developed. Segment One links the freeway to the town center area, referred to in the text as the "Community Core." The sketch shows tentative placement of gateway features.

Landscaping

Gateways announce arrival at a place and serve as the first in a series of visual cues to prompt motorists to travel at slower speeds more appropriate for the community. The development of large, highly visible gateway entry points will announce that travelers have arrived in a place of distinction. Participants made it clear that they were looking for some way to express how the canyons are integral to their sense of community. One participant suggested a motto; Clairemont: Where the Canyons Meet the Bay. This theme, if adopted by the community, could be incorporated into the gateway designs **(S1-L1)**. A clear marking of boundaries must take place before Clairemont can claim a distinct identity.

Supporting the noticeable boundary markers will be the consistent landscaping uniting the center with both sides of the roadway. After implementation of the proposed street design, plenty of space will be available for planting of suitable trees and shrubs, both in the median and along both sides. The pattern of trees should reflect the development pattern of the urbanized east side in contrast to the more natural canyon landscape in the west. The eastern gateway trees should be appropriate species recommended by the Urban Forester **(S1-L2)**. Heading west, the edges of the right-of-way should be defined by an appropriate tree species, with low evergreen shrubs below, growing in continuous planter strips. The landscaped median should contain appropriate tree species with native cobble stones below **(S1-L3)**.

Pedestrian-scale lighting will be set back from the street along the sidewalks. The boundary markers will be illuminated at night **(S1-L4)**. The standard cobra-style street lighting will be enhanced by installation of bases made of natural materials, repeating the theme found in the gateway, retaining walls, and other features throughout Clairemont **(S1-L5)**.



Conceptual sketches developed during the charrette are based on estimated roadway widths. As more data is gathered, the concepts illustrated can be refined. This sketch shows a concept for incorporating planter strips, landscaping, sidewalks, and medians as described in the opening discussion.

Street Design

The existing right-of-way between I-805 and Mt. Abernathy Avenue appears to be 110 feet. The recommended cross section for this segment is shown in the drawing on the next page. The reduction of the width of the lanes will allow traffic to flow and provide space for tree planting. Balboa Avenue west of Charger Boulevard should be narrowed to three 10.5 ft. lanes by moving the existing curbs toward the center. Additional design details along the corridor will help maintain smooth traffic flow while improving walking conditions **(S1-S1)**.

Roadway width in this segment allows medians of approximately fourteen feet, narrowing where turn pockets are desirable. At turn pockets, medians would narrow to between four and six feet **(S1-S1)**. Five-foot bike lanes through this segment will add to the separation between pedestrians and traffic, improve sight distance for drivers entering the street, and provide more predictable interaction between drivers and bicyclists **(S1-S2)**.

Walkways and Crossings

Continuous curbside planter strips of at least six feet are recommended through this segment. Landscaped planter strips should separate walkways from the street. Sidewalks at least five feet wide are recommended in this segment. Separate curb ramps should be used **(S1-S3)**. Pedestrian scale lighting is recommended to improve visibility for drivers and walkers and to provide a sense of welcome and comfort.

As the commercial core redevelops, building footprints will move closer to the edge of the walkway, providing interest, light, and walkable destinations.

Site Specific Recommendations

Charger Boulevard

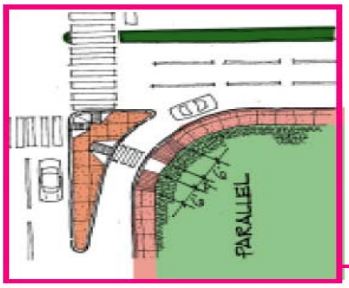
Redesign the south side of the intersection to reduce the expanse of asphalt. This will reduce the pedestrian crossing distance. Add dotted bike lanes to be utilized as right-hand turn lanes **(S1-S4)**. Use design guidelines as described above to ensure slow turning speeds and encourage drivers to yield to pedestrians crossing. Upgrade the bus stop east of the intersection on the south side of Balboa Avenue **(S1-S5)**. Reduce the wide curb lane by moving the curb in toward the center of the road **(S1-S4)**. This will provide additional space for the bus shelter and landscaping.

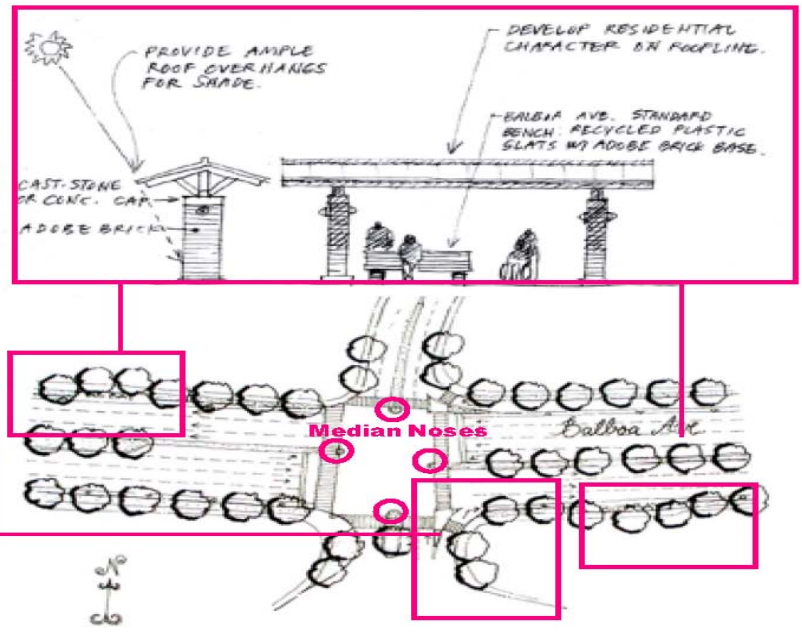
The bus shelter on the north side of Balboa Avenue is currently located away from the intersection to facilitate the free-flow right turn movement. A more convenient location would better serve riders. Relocate the transit stop to the departure side of the intersection and provide a shelter as shown in the drawing **(S1-S5)**. Use wide medians with noses to provide pedestrian refuge areas and reduce exposure to vehicle conflicts **(S1-S4)**.

Mt. Albertine Avenue / Cannington Drive Intersection

Add a crosswalk on the west side of the intersection and dotted bike lanes on each corner to be used as right turn lanes instead of right turn pockets **(S1-S6)**.

Attractive, safe, and convenient transit shelters will encourage ridership

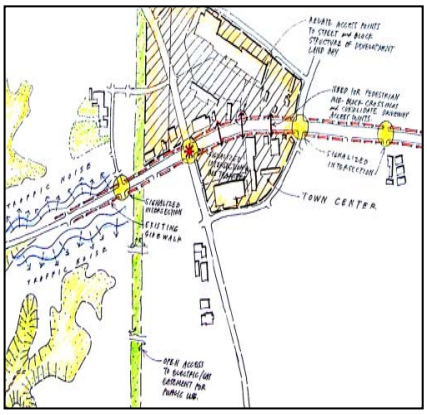




Segment Two: Community Core

Mt. Abernathy Avenue to Mt. Culebra Avenue

The transformation of the core area in the community begins with the reconstructed street. Right-of-way width in this segment appears to be 120 feet, which is more than adequate to serve the traffic volume and provide an aesthetically pleasing, people-scale environment.



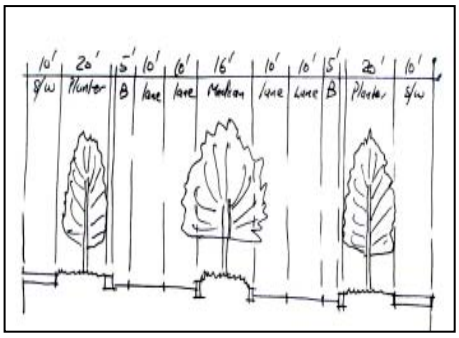
Landscaping

Tall trees planted along both sides of the avenue will underscore the feeling that one has arrived at the center of the Clairemont area. The trees should be broad-canopy and should have a robust architectural form and character. Low evergreen shrubs in continuous curbside planter strips will separate the street from the sidewalk. The center median will be wide enough for trees to be planted as well. The median should incorporate native trees, with continuous native cobble stones below **(S2-L1)**.

Both the street and pedestrian lighting will continue from Segment One. In the Community Core, however, a third source of lighting will come from the commercial development there. Brightly illuminated store fronts, architectural lighting, and tasteful signs should harmonize to create the attractive glow of a healthy downtown district **(S2-L2)**.

Natural building materials will unify this core area with adjacent segments. Such features as transit stops, retaining walls, bases for lighting, and planters should incorporate the natural look. Developers should be encouraged to repeat this theme in mixed-use buildings in the town center **(S2-L3)**

Street Design



This sketch shows the approximate measurements for Segment Two. Based on data available during the charrette, the reduction in lanes, together with the other recommended roadway design changes, will facilitate smooth traffic flow.

Beginning at Mt. Abernathy Avenue, the roadway should be narrowed to two lanes in each direction. As mentioned earlier, this recommendation is contingent on validation of data used during the charrette and will require additional engineering analysis, and would require an amendment to the Clairemont Mesa Community Plan. Move curb and gutter toward the center of the road and add bike lanes along the curb line. At left turn bays, provide localized widening to permit u-turns **(S2-S1)**. Provide bus bays with transition areas at transit stops so that busses won't stop traffic while picking up and discharging passengers **(S2-S2)**.

Reduced lane widths and the reduction of the number of lanes can be tested prior to making permanent changes by re-striping the roadway. However, analysis of only this change excludes changes such as signal timing and right turn slip lanes. It may not accurately reflect the traffic flow that would be achieved if all design changes are implemented.

Walkways and Crossings

Narrow medians in Segments One and Two will be replaced with medians four to six feet at turning pockets and sixteen feet wide between intersections. This will allow pedestrians considerably more safety as well as making the street more beautiful.

Sidewalks should be a minimum of ten feet wide in the commercial area to accommodate the increased walking activity typical in a walkable shopping area. Walkways between the commercial areas and the canyon should be at least five feet wide. Scored concrete will distinguish the sidewalk in this area from the adjacent areas. Planter strips in this area are approximately twenty feet, allowing ample space for landscaping, transit shelter, and benches. Benches matching those in transit shelters should be installed in quiet areas that are secure, welcoming, and shaded in the summer. Other street furniture such as planters and trash containers should match the benches **(S2-S3)**.

The principle of offsetting the pathway in a refuge island was developed to prompt pedestrians to change their direction and look at oncoming traffic. An angled path, as shown in the above photo, or a linear path as shown in the photo below, will both achieve this goal. The path in the bottom photo is fenced to prevent shortcutting.

Most participants wanted a way to safely cross Balboa Avenue on foot between the two large shopping centers in the Community Core. One proposal was for a pedestrian overpass. The benefits and disadvantages were discussed in detail. In brief, pedestrian overpasses can work in certain specialized situations, but fail in more general applications. It was acknowledged that some type of pedestrian crossing needs to be designed near the midpoint between Mt. Abernathy Avenue and Genesee Avenue. This can be accomplished by redesigning the entrance to both shopping centers to allow for a new signalized entrance with pedestrian crossings, or to design a crossing for pedestrians only.

At a minimum, a split-phased signalized pedestrian crossing should be provided between Mt. Abernathy Avenue and Genesee Avenue near Longs Drug Store **(S2-S4)**. The walk interval should be timed adequately, and the flashing hand interval should allow a walker to reach the refuge island before autos are released. Allowing pedestrians to activate a walk cycle will create gaps in the traffic. The gaps will make turning into and out of driveways safer and more convenient.

The preference during design sessions was for a crosswalk that angled through the median **(S2-S4)**. People could cross safely while cars are turning left and right. This design may require the relocation of one or more commercial driveways. At the final presentation, a suggestion was made by a local resident to use a crossing similar to the one in the photos to the left at this site. He noted that the offset design would eliminate the need to relocate driveways **(S2-S4)**. This is an excellent design option and should be pursued during the development of preliminary design.

In-pavement raised markers with LED strobe lights may be a feasible option **(S2-S4)**. These embedded flashing lights are most often used at non-signalized mid-block crossings. The Institute of Transportation Engineers' publication, "Alternative Treatments for At-Grade Pedestrian Crossings", published in December, 2001, contains a complete discussion and guidelines for evaluating different options for mid-block crossings. Other non-signalized mid-block crossings in this segment may be justified **(S2-S4)**.

Site Specific Recommendations

Mt. Abernathy Avenue / Mt. Alifan Drive Intersection

Observations at this intersection in the morning showed it was operating very efficiently, with minimal queuing and good coordination. Evening peak observations revealed a different picture. Cycle time in the evening peak was variable and didn't seem to have any consistency in the phased timing. Balboa Avenue sometimes had very long green times and other times very short cycle times. The result was a very long line of vehicles that blocked the left turn lane. The addition of a second left turn lane from Balboa Avenue onto Mt. Alifan Drive, revised timing, and improved coordination **(S2-S5)** should permit the reduction from three to two lanes at this intersection while reducing congestion. In this segment, Balboa Avenue could be reduced from six lanes to four lanes, but would require an amendment to the Clairemont Mesa Community Plan **(S2-S6)**. Add a second left turn lane from westbound to the south. Retime signals to reduce green time for Mt. Abernathy Avenue **(S2-S5 cont.)**.

In the absence of fully directional peak hour traffic counts, two options for designing this intersection to accommodate the potential transition from six to four lanes are offered. In the first, create a right-turn-only lane for westbound traffic. Widen the two eastbound approach lanes to three lanes on the departure side. The second option is to provide three westbound lanes at the stop bar and taper to two lanes on the far side of the intersection **(S2-S6 cont.)**. This provides a higher intersection capacity than option one. Widen the eastbound approach from two to three lanes in advance of the intersection and continue the three lanes on the other side of the street **(S2-S6 cont.)**.

Genesee Avenue Intersection

Relocate the hedge that is obscuring driver visibility of pedestrians, purchasing right-of-way if necessary **(S2-S7)**.

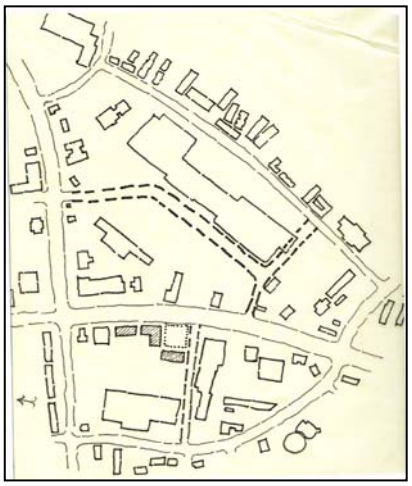
The shopping areas at the intersection of Genesee and Balboa Avenues are well situated to serve as a community core. The close up of the Vision Map above shows this area as it could, if buildings are added in a scale and pattern compatible with a walkable center.

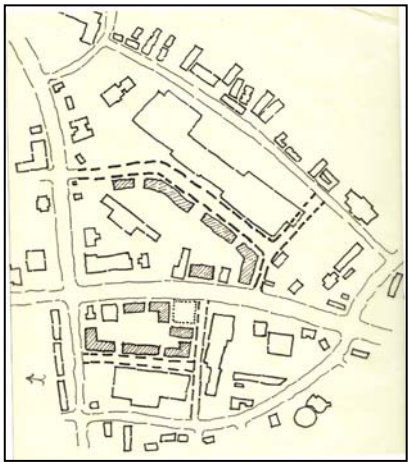
The evolution of the envisioned Community Core is shown in the drawings on this page and the next. Since this type of development is contingent upon public/private partnerships, it is a long-range project. However, the street can be designed with this vision in mind so that funds are not expended on elements that will later need changing **(S2-S8)**.

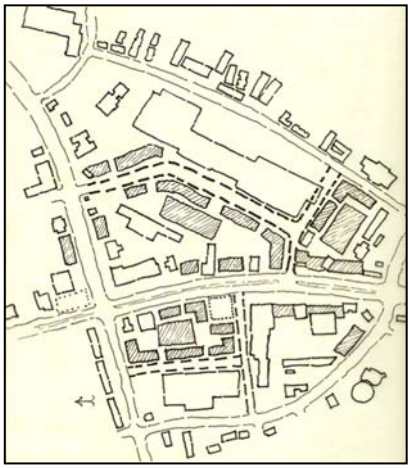
The Community Core can be made more livable by making it more walkable. A walkable community core is defined as a compact neighborhood that is mixed-use, mixed income, and limited in area by a walking distance of five minutes from center to edge (a radius of approximately 1,350 feet). A walkable community core is conceived to fulfill most ordinary human needs, including those of transportation. The community can encourage this by promoting mixed-use and higher density in-fill at existing shopping areas. The community can support provision of facilities to encourage walking and bicycling between nearby residential areas and the community core.

A walkable community core should include:

- A balanced set of activities: shopping, work, schooling, recreation, and dwelling.
- Housing for a variety of incomes. Inclusive housing includes backyard apartments, above shops, and apartment buildings adjacent to workplaces. Healthy communities house the complete spectrum of income levels. High-end and market-rate dwellings are just as important as affordable housing.
- A variety of business types are also accommodated, from retail and professional offices, to live-work units, and outbuildings for business incubation.
- A center and an edge. The combination of a focus and a limit contributes to the social identity of the community. The center is a public space, which may be a plaza, a square, a green, or an important street intersection.







These sketches demonstrate how in-fill development could turn the existing vehicle-oriented shopping mall into a community core. Mixed-use buildings would gradually be built in the spaces now taken up by non-productive parking lots.

- A network of thoroughfares and links; this shortens pedestrian routes and provides multiple routes that diffuse traffic.

- Thoroughfares designed to provide equity between pedestrians and motor vehicles: increasing pedestrian activity encourages casual meetings that form the bonds of community.

- A transit stop, providing access to larger regional transit systems.

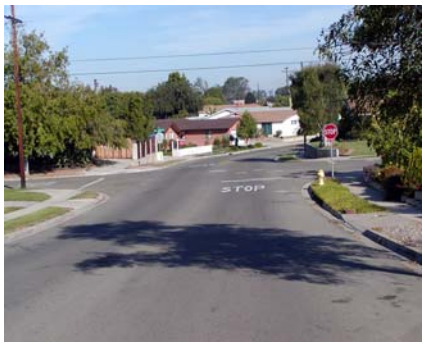
A walkable core should seek to fulfill the goal of balancing uses, such that under ideal conditions, the daily needs of the residents can be met within the area. Achieving even an approximation to this goal fosters community formation, reduces motor vehicles trips, aids in the establishment of a stable tax base and retail sector, and allows residents who do not drive to live full lives. As a rule of thumb for North America, balanced use includes 2.4 residents per household, each household requiring 40 square feet of retail and 120 square feet of workplace.

The walkable core may be contrasted with auto-oriented conventional suburban development. Clairemont was designed using the conventional model. It is a planning system characterized by single-use zones with a housing pod, a shopping center, and a business park as its basic elements, requiring frequent and lengthy automobile trips to move from one single-use zone to another.

Mt. Everest Boulevard Intersection

Many focus group participants were concerned about the safety of children crossing at this intersection. Skid marks at the intersection attest to excessive speeds by drivers who are not expecting a signalized crosswalk. The new cross section will address many of these concerns by encouraging slower speeds. The narrowed lanes will mean less exposure time for pedestrians. A refuge area created by the six-foot median will allow pedestrians an opportunity to assess traffic before continuing.

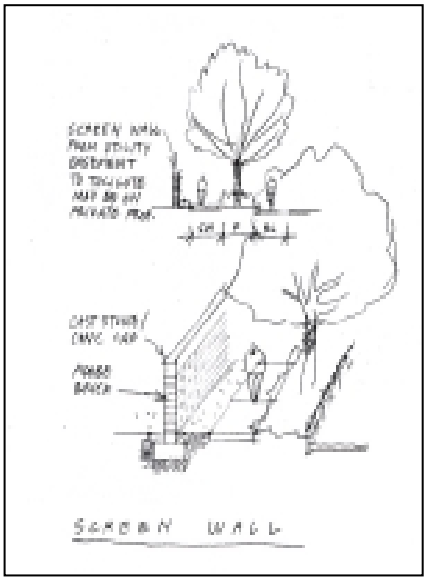
- Add a short median of sufficient width to provide pedestrian refuge to Mt. Everest Boulevard on both sides of Balboa Avenue **(S2-S9)**.
- Move the crosswalks away from the corner to shorten the crossing distance **(S2-S9)**.



- No right on red during school hours **(S2-S9)**. Provide a three-second lead for the walk cycle so right-turning vehicles yield to pedestrians.
- Provide a seven-second walk cycle **(S2-S10)**.
- Provide adequate timing to allow a person to clear travel lanes before the end of the walk cycle. Use 3.0 feet per second for calculations to allow extra time for children **(S2-S10)**.

Mt. Etna Drive Neighborhood

A concern was raised that changes to the Balboa Avenue corridor could create more traffic and congestion in the adjacent neighborhoods of the Mt. Etna Drive area, due to drivers cutting through. Participants stated that traffic backs up at the signal at Balboa Avenue and Genesee Avenue, and diverts traffic through the residential areas north and west of the intersection.



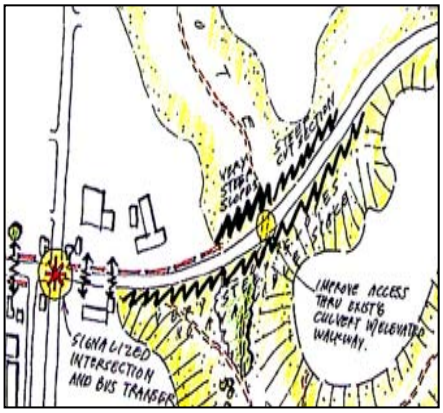
Several speed humps have been installed on Mt. Etna Drive between Mt. Everest Boulevard and Genesee Avenue. The humps are ineffective in reducing speeds because of their low profile. Traffic would be slowed more effectively if the humps were replaced with horizontal treatments, such as chicanes, which are more successful in limiting vehicle speeds **(S2-S11)**.

Noise Walls

Beginning at the western edge of the SDG&E right-of-way, residents whose properties back up to the street complained about noise levels. To reduce noise levels, provide an aesthetically pleasing sound wall with landscaping **(S2-S12)**. The sketch at the left shows a concept for the walls.

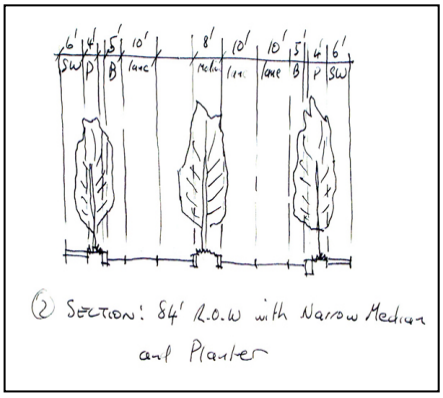
Segment Three: Tecolote Canyon
Mt. Culebra Avenue to Clairemont Drive

Landscaping



Appropriate tree species should be planted on both sides of Balboa Avenue to just beyond Mt. Culebra Avenue, along the edges and in the medians. Low evergreen shrubs should fill the curbside planter strips and native cobble stones should be used to pave the median. At the first view of the canyons, use only native, low-growing shrubs in the median. All planting ceases through the barrier rail portion of the street, then resumes east of Clairemont Drive **(S3-L1)**.

Street Design



Roadway width begins to narrow at this point in the corridor. The number and width of lanes will remain constant, so the design must adapt to the constraints by adjusting median and planter strip widths, as shown in the sketch to the left **(S3-S1)**. Bicycle lanes continue through this corridor with formal markings **(S3-S2)**. Medians will remain as wide as practical through this segment where the right-of-way gradually narrows to approximately 84 feet **(S3-S1)**.

Walkways and Crossings

The proposed cross section, which includes narrowing of the lanes in this roadway segment, will facilitate construction of the sidewalk by reallocating space to the edges of the road. Continuous sidewalks are desired and should be provided through the canyon on both sides of the roadway. Wheelchair users and others who cannot negotiate steeper inclines may not find the walkway usable.

For the first few hundred feet west of the intersection there is adequate right-of-way to provide a sidewalk with some planter strip area. The next section would likely require the construction of low-level retaining walls, however if needed they should be no more than six feet tall and unify the corridor by using natural materials **(S3-S3)**.

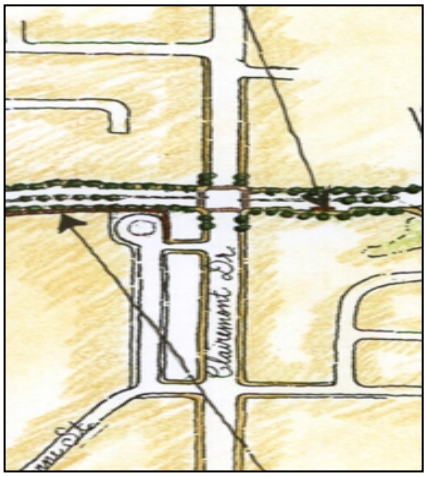
As the road curves to go down into the canyon, the embankment on the north side rises significantly to the trailhead. In this section the sidewalk could probably be included adjacent to the curb within the new cross section. It could also include a planter strip, if a small cut of the embankment and a low retaining wall are provided **(S3-S3)**.

From the trailhead, the canyon becomes very deep and the road embankment is very steep. Although the lanes will be narrowed to ten feet, the added space will be dedicated to bicyclists and a guardrail. It is unlikely there will be sufficient width remaining to provide a safe sidewalk **(S3-S3)**. The distance between the trailhead and the Tecolote Canyon sign west wall of the canyon is approximately 180 feet. A bridge is recommended in this area **(S3-S4)**.

From this bridge westward a sidewalk can be provided with a minimal fill until it reaches the next section of rising embankment. Where the embankment is very high, several options exist for continuing the sidewalk. A sidewalk can be added by narrowing the lanes, and some minor cuts. From the point where the guardrail ends, the embankment rises. Remove the guardrail and replace it with curb and gutter **(S3-S4)**.

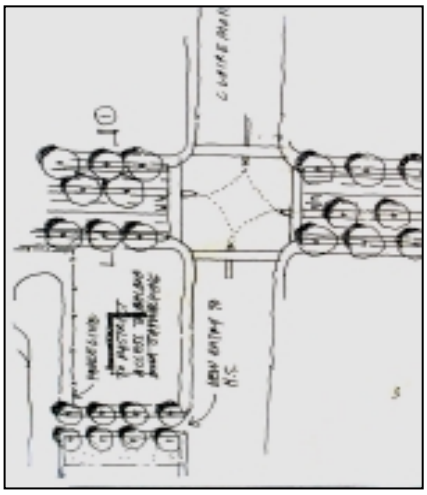
This preliminary field review and conceptual design suggests it is feasible to build a continuous sidewalk on the south side of Balboa Avenue through the canyons, and on the north side in some areas. These concepts were based on field observations and will require additional analysis before preliminary design. The consultant team lacked adequate field time to review the canyon for a crossing. Charrette participants suggested an underpass in the area where a culveret currently exists at the bottom of the gorge. It may be feasible to examine this possibility when more detailed designs are developed.

Site Specific Recommendations



Clairemont Drive Area

Narrowing the lanes throughout the corridor provides the additional space needed to address participant concerns in this section of roadway. Drivers frequently stop in the crosswalk at this intersection, forcing people to walk around them. Right turning drivers are crowding pedestrians who are crossing during the walk interval.

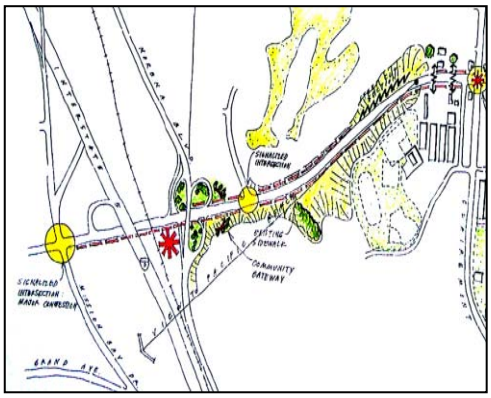


- Replace fencing, as appropriate. Install continuous planters along the planter strips along both sides of Balboa Avenue to discourage mid block crossings and allow removal of the unattractive fence **(S3-S5)**.
- Provide two separate ADA-approved ramps.
- Install stop bars at least six feet before crosswalks **(S3-S6)**.
- Extend median through crossing to provide refuge **(S3-S6).**
- No right on red during school hours. Provide a 3-second lead for the walk cycle if right turning vehicles fail to yield to pedestrians during the green light cycle **(S3-S7)**.
- Provide a seven-second walk cycle **(S3-S7)**.
- Provide adequate timing to allow a person to clear travel lanes before the end of the walk cycle **(S3-S7)**.

Segment Four: Western Gateway- Clairemont Drive to I-5

Landscaping

The comments regarding gateways on page 18 naturally apply here as well. This segment marks the beginning of the Clairemont community when traveling east. Small ornamental trees should be planted along both sides of the street, mirroring the east side and buffering the sidewalks from the traffic. Medians are landscaped to the point where barrier rails are installed. Low growing native shrubs are planted in medians at the edges of the canyon **(S4-L1)**.



Street Design

The roadway continues through this segment with two lanes in each direction **(S4-S1)**, and five-foot bike lanes in this section **(S4-S2)**. Due to the narrow lanes, it is important to provide space for vehicles to leave the traffic flow in the event of an emergency. At the short embankment between the two gullies, on the east bound side, there is no reason to install a guardrail. Instead, this is a good location for emergency parking. The next location possibility is at the eastern end of the rise of the embankment **(S4-S1 cont.)**.

The Clairemont Mesa Community Plan of 1990 contains a recommendation to widen Balboa Avenue to six lanes from Clairemont Drive to I-5 in order to accommodate projected traffic growth as the community's population increases. However, based upon field observations, it is recommended that the Community Plan should be amended to remove this recommendation as the widening of Balboa Avenue along this segment would simply lead to more congestion at the Balboa Avenue, Garnet Avenue, and Mission Bay Drive intersection. However, if the intersection and overpasses are redesigned, a new analysis with updated data should be performed to determine if widening will have a benefit commensurate with the cost. The ten-foot-wide traffic lanes, however, provide many benefits, including space for continuous bicycle lanes and sidewalks.

Walkways and Crossings

Many people ride bicycles through the canyon area. Bike lanes are recommended.

On the north side, immediately west of the Salvation Army, a sidewalk can be added by narrowing lanes and moving the guardrail closer to the center of the road. At the small embankment west of this site, minor removal of a foot or so of the embankment's base would provide adequate width for a sidewalk.

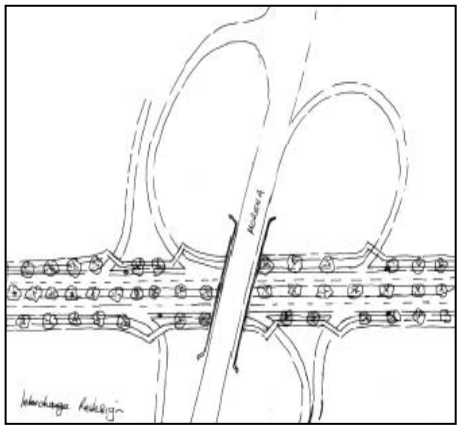
Next, a short, steep gully may require a partial cantilever structure to continue the sidewalk. In the following section, there is a very steep embankment with a bench partway up the embankment. Here it may be necessary to cut the base of the embankment and install a six to eight foot retaining wall. That will create enough width to connect the sidewalk to the next section. As an alternative, the sidewalk could go up the old roadway to the bench where the embankment flattens before rising again. At the western end, a switch-back sidewalk would be required **(S4-S3)**.

On the southern side of Balboa Avenue, the sidewalk extends from Clairemont Drive to just past Moraga Avenue. In the vicinity of Moraga Avenue the sidewalk should be widened to five feet **(S4-S3)**. The sidewalk opposite Moraga Avenue and to the west needs to be provided, extending west to I-5.

Eastbound on Balboa Avenue from Moraga Avenue there is a gully. East of Moraga Avenue an asphalt sidewalk or path continues to the top of the hill where it meets an existing concrete sidewalk. This will enable the sidewalk to be extended to Clairemont Drive with some minor excavation at the base of the embankment with or without a small retaining wall. A small amount of fill will be required in one depressed area. Throughout the remainder of this segment the sidewalk can be installed normally **(S4-S3)**.

Site Specific Recommendations

Moraga Avenue



- Relocate crosswalk from the east side to the west side. This provides better access to the transit stop. This is also the side where pedestrians were observed to be crossing **(S4-S4**.
- Install a transit shelter on the eastbound side of Balboa Avenue near the existing bench **(S4-S4)**.
- Add a median **(S4-S5)**.

Morena Boulevard / I-5 Ramps

Redesign ramps between Moraga Boulevard and I-5 as yield-control exit ramps to reduce speeds and lower crashes and conflicts. A review of the ramps and tire marks on both the north and south sides of the corridor reveal that drivers are having difficulty entering the on-ramps due to the high speed of vehicles exiting the off-ramps. It is obvious there is insufficient weaving distance between the off-ramps and on-ramps. The only solution is to redesign the ramps. The redesign of the ramps will provide the space to connect the sidewalk between Mission Bay Drive and Moraga Avenue - the final element linking the mesa with the ocean **(S4-S6)**.

Implementation and Funding Strategies

Implementation

The transformation of the Balboa Avenue corridor should be undertaken as a whole project, but funding constraints may require reconstructing the street in segments. A comprehensive understanding of the overall vision must be kept in mind. The implementation process will require an ongoing funding effort, through private-project related improvements, grant requests and City allocations.

Everyone agrees that safety is the prime consideration, not moving the largest number of vehicles through the corridor at the maximum speed. Business people want motorists to stop, not drive by quickly. Pedestrians and other street users want to feel safe. Residents want to feel they live in a distinct community.

Some measures to improve safety can be taken immediately. These include the addition of stop bars at crosswalks where they are currently missing re-timing signals to increase pedestrian safety, and signs to prohibit right turns during school hours. Speed limit reduction and travel lane narrowing throughout the corridor can be accomplished as part of planned maintenance.

Other measures will require a much longer amount of time to address. These include addressing the congested conditions of nearby regional streets and freeways, by a change in patterns that will be created when the town center area becomes more walkable.

The table in Appendix C shows proposed implementation steps for the various segments discussed in the report. The table provides a glimpse of the action steps proposed and the potential lead entities to implement them. The overall landscaping plan and street redesign must be considered as a whole, while actual construction will more likely occur in phases throughout the corridor. Building consensus among commercial property owners in the town center must continue throughout the planning process.

The flexible implementation plan permits orderly and consistent improvements to be made at different times and in different segments, while remaining in harmony with the overall vision. It is suggested that some of the initial funds be invested in the Town Center area (one of the highest profile areas), to set the stage for private development. Success of the Balboa Avenue Revitalization Action Program is dependent on a coordinated public/private funding partnership, leveraging City and private funding and improvements, along with state, federal and other grants and general economic conditions. Beyond the specific implementation actions proposed in this document, it is the objective of the Balboa Avenue Revitalization Action Program to foster quality design and development throughout the Balboa Avenue corridor.

Funding Sources

Caltrans provided approximately $8 million for street repairs and maintenance when ownership of the study area was transferred to the City of San Diego. These funds are available under a federal program for roadway enhancements that is implemented by Caltrans.

The development of a landscape theme along the corridor was a critical element of achieving the vision defined by participants as described in the Balboa Avenue Streetscape Improvements (WO# 524960). The landscaping must be done in conjunction with the street improvements in order to become a cohesive part of the corridor.

Although project costs are beyond the scope of this report, similar projects provide some order of magnitude to use as a guideline. The City of Torrence, California rebuilt 1.03 miles of an urban major arterial with five and seven lane cross sections for $6.2 million in the early 1990's. This included $1 million for right-of-way acquisition and $2.3 million to put utilities underground. These numbers suggest that funds are inadequate for the entire project even if the entire $8 million were dedicated to reconstruction.

Walkable Communities, Inc., recommends that street reconstruction begin with Segment Two, the Town Center. This will address many of the safety concerns expressed by participants. It will begin to build community identity and it will create an attractive setting for private investment. The value of street improvements such as those envisioned by participants goes well beyond safety. The Torrence project was very successful in stimulating landowner improvements.

Other Funding

Additional funding will be required to complete the street. Since this street was only recently acquired, City funds have not been dedicated for repair and maintenance. Widening through the Tecolote Canyon was suggested by City transportation planners. It is possible that the funding they would have used for this project could be allocated to implementing the vision of the community. Consultants had little information on this topic and are unable to provide details. Portions of the Balboa Avenue redesign may also qualify for funding under some of the programs described below.

Sewer and Storm Drain Projects

Seattle has added planted medians to several streets at little or no extra cost as part of sewer upgrade projects. In the Clairemont area, construction costs are far above the national average but the same principle applies: by building the street as concurrent construction, savings are possible. Since the storm drain system is largely buried beneath the city's streets, any planned improvements might be combined with the implementation of the street redesign. Opportunities may also arise on various residential streets where traffic calming is desired.

Utility Under-grounding

Utility under-grounding projects often require extensive digging, demolition and replacement. Utility under-grounding typically requires the installation of new conduit, bases and often poles for streetlights (when the lights are on luminaires mounted on the overhead utility poles). Substantial savings may be possible by installing pedestrian-scale lighting (if it is desired for a street) at the same time, rather than digging up the street a second time to provide conduits and bases for pedestrian scale lighting, which typically requires more lights, placed closer together than the existing highway-scale lighting.

Development Impact Fees

Generally, Development Impact Fees are "scheduled charges applied to new development to generate revenue for the construction or expansion of capital facilities located outside the boundaries of new development (i.e. off-site) that benefit the contributing development." As described in A Practitioner's Guide to Development Impact Fees (Nicholas, Nelson & Juergensmeyer, 1991), "Where capital facilities are not adequate, permitting development to occur is contrary to the responsibility of a local government to protect public health, safety and welfare." In order to protect public health and safety, then, the courts have held that cities may charge impact fees in order to recoup from each new development a proportionate share of the cost of providing adequate capital facilities — including the provision of safe streets.

Safe Routes to School: Assembly Bill 1475

This program currently directs $20 million per year in funding to projects providing safe passage to children walking or bicycling to school, including building bicycle paths and lanes, constructing sidewalks where none exist, and implementing "traffic calming" programs in neighborhoods around schools.

Bicycle Transportation Account (BTA)

This state fund, administered by the Caltrans Bicycle Facilities Unit, can be used for numerous items that aid cyclists, including median crossings, bicycle/pedestrian signals and bike lanes. SB 1772, which took effect in July 2001, increased funding for the BTA to $7.2 million per year for Fiscal Years 2001/ 02 through 2005/06. After 2005/06, annual BTA funding will be $5 million. BTA funds pay a maximum of 90 percent of the cost of an eligible project.

Environmental Enhancement & Mitigation

This state fund is worth $10 million annually. Applications are accepted yearly, usually in November, by the California State Resources Agency in Sacramento. Two categories could be appropriate for improving Balboa Avenue: The Highway Landscaping and Urban Forestry category is designed to offset vehicular emissions of carbon dioxide by funding the planting of street trees and other suitable plants. The Roadside Recreation category has been used by cities

to fund parks and trailheads along streets.

Congestion Mitigation & Air Quality

This federal fund, worth over $300 million per year for California, is distributed to regional transportation planning agencies in areas with air quality problems for projects that improve air quality and reduce congestion. Bicycle and pedestrian improvements are specifically eligible for these funds.

Federal Transit Funds

California receives close to $1 billion annually in Federal transit funds, and these funds may now be used not just for buses and trains, but also for projects which improve transit stops and bicycle/pedestrian access to them.

Appendix A

Balboa Avenue
Focus Groups
October 12, 2001

On Friday, October 12, 2001, a series of focus groups were conducted at the Clairemont Community Room. Dan Burden introduced team members, explained their roles, and explained the purpose of the focus groups to each gathering. The bullet points below highlight input from participants. Italicized comments are those of the facilitator.

9 a.m. Key City Departments and Functions

- Transit First strategic plan is a 20 year effort to increase the role of transit in San Diego. Every transit rider is a pedestrian at some point.
- Major transit line proposed along Balboa Avenue.
- Integrate stations into the neighborhood design. The question is how to redesign Balboa Avenue to accommodate transit and integrate station. They emphasize Red car service – trolley-like service with station space every mile; priority service for high-speed service. Trolley-like service.
- On July 1 the street changed hands. The City recently started a corridor study and to determine what needs are for transit, walking bicycling. They are interested in incorporating whatever work we do into their plan.
- Draft facilities finance plan is a capital improvement list and who is going to pay for them. The lists evolved from the community plans, but they are sometimes dated.
- Balboa Avenue has many deficiencies that fall short of the funding offered by Caltrans to upgrade the infrastructure. Pedestrian access is prohibited on some sections of Balboa Avenue. Access to bus stops. Right of way limited.
- Takes two years to update a community plan. General plan is currently being updated. Community plan is the land use plan for the general plan. So this is very timely.
- Facility financing sets priorities for spending: should implement wants and needs contained in the community plan.
- Planning department did two years of outreach and walkability came up again and again. They are trying to find ways to make San Diego more walkable. You would not choose to walk here because it is not a good place to walk.
- Some difference of opinion within the Citizens Advisory Committee about the priorities

for Balboa Avenue: pedestrian overpass, speed. Concerned about how the available funding will be spent. $800,000 available for landscaping. Wanted to bring community together to develop a vision for Balboa Avenue and a discussion of priorities.

What kinds of things do you want in the vision?

- Wants to hear from the community – do they want the traffic to slow down? Expects a consensus about addressing the pedestrian safety issues.

- City of Villages concept is a city-wide strategy is very closely tied to transit. Huge housing shortage in San Diego – short 40,000 units over the next twenty years. People wanted more pedestrian oriented community cores that were well designed and more transit. "Failed shopping center strategy" Also a goal to stay out of single family neighborhoods.

- 42 community plans; 43 community neighborhoods. They are focusing on turning shopping centers into a community center with a walkable environment.

Have you had a chance to implement any of this in the city?

- It is a draft document, but it is based on existing policy. Uptown district in Hillcrest combines residential with commercial. Best local example of a village that has been implemented in San Diego. They have an associated Action Plan. They don't have a lot of money, but they need strategy. This goes to City Council in March 2002.

- There is a lot of pressure to implement that strategy along the Balboa Avenue corridor. The reaction to this is mixed in Clairemont. Many of the older residents are resistant to change.

- There was a vision plan for Clairemont developed through the Clairemont Town Council. Some in the community are concerned about the increased density. Some people don't trust the city.

- There is a fear of more traffic. The City tries to use the term compact.

- Political leaders are very interested in hearing exactly what the community wants along Balboa Avenue and feel there is no real plan despite all the years of planning.

Why has the vision lagged?

- Some of it is jurisdiction. There wasn't funding; now there is 8.1 million dollars as part of the transaction. They are eager to go to council with specific plans before the money is wasted on other things. Council could, for example, use it on maintenance. Tie the money to projects and maintenance. Would like to get something as soon as they can.

- They need cost information linked to projects: justify request to council.

- T-21 enhancement grant of $964,000 is available for landscaping on Balboa Avenue.

- There is a plan but it did not evolve from a public process – would like to get some buy-in from the community if that is the way they want to handle landscaping on Balboa Avenue.

- The $8 million had a list of improvements including widening for additional lanes, which Caltrans took exception to.

- Traffic engineering staff deals with operations. Transportation Planners determine street widths, etc.

Why should it be six lanes?

- In the community plan and it is based on the level of service and traffic congestion.

- It gets to a balancing. Some would say that by widening you are just encouraging through traffic. Some want it to be a commercial street.

- This weekend's input from the community will be key to how that balance is determined. We want to see what their input is. What they talk about will guide these other questions and the timing of which thing comes first.

- From a planning point of view, you have to look at a map and Balboa Avenue is a direct route between point A and B. Alternative routes are indirect.

- The land use policy in the community plan is the tool for finding the balance.

- What Balboa Avenue was in the past may not be what community members want.

- The city is at a point where we are thinking differently about how people get from point A to B.

- They are trying to match transit and land use.

- If the volumes would be reduced there would be no reason to widen. If the transit first approach works it changes predictions.

Is what is missing now going from the theory to implementation?

- For this project we need a very specific plan.

- I have seen big streets that handle large volumes of traffic that are still pedestrian friendly. We can find the balance without huge speeds. Would like to see examples of how that can be accomplished because the regional aspect of the street is not going away.

Ramon Trias talked about how the street design cannot be separated from the land use because it is the things next to the street that make an area walkable. This elicited agreement from the transportation planners, who agreed a viable pedestrian area can be created.

Ramon remarked there is no long distance driving in European cities. The wide boulevards are for stacking, not through traffic. That is a very important distinction – whether you emphasize the through traffic or you are trying to circulate within a certain point. The point is through traffic behaves different than stacking traffic.

Is Balboa Avenue pedestrian friendly?

- Crossing at Genesee Avenue is definitely not friendly.
- The zoning code was recently updated to address pedestrian issues.
- The shopping centers may have been updated during a time when there was no political will
- That is part of the point of the grant program – to look at areas like this and make them more pedestrian friendly.
- Shopping centers followed the review code. In early 90's they started moving stores forward. The parking needs still have to be met. But when you are dealing with a developer you can't always get exactly what you want.
- The best tool we can give them is very specific policy language. Don't feel compelled to stayed within the current plan.
- The grant language focuses on safety. We are thinking you can't go after just safety. Do you want a comprehensive perspective viewpoint or a safety perspective. The community has higher expectation.
- No turning counts available.

10:15 Kids, Schools and San Diego Police Department

What is most important for us to incorporate into the Balboa Avenue Vision?

- Safety, especially for the children crossing at Mt. Everest Boulevard and walking along the street, is her main issue. She'd love landscaping, but puts safety first.

What are the problems that exist today?

- At Mt. Everest Boulevard the children cross to access the school. A traffic signal was installed after a little girl was killed. Several years ago the timing was changed, but there are still problems there. These are kindergarten kids.
- Second problem is the lack of sidewalks. It is just a mile, and we mostly drive them, but there are many kids there. The most beautiful part of Tecelote Canyon has no sidewalks – It should be a safe outlet for kids. Other problems are the traffic and the sun. Would like to see school crossing signs at Mt. Everest Boulevard; they won't put a flashing light. There is no warning. Has a group called Clairemont Action Committee?
- Marston parent (middle school). [Editorial note: These comments refer to Clairemont area intersection] Works on driving issues around getting kids to Holmes. When the kids were old enough to ride bicycles they took turns walking the kids across the street (informal crossing guards) at the signalized intersection of Mt. Everest Boulevard and Balboa Avenue.

- They walked with the police and they were horrified by what they saw. A year and a half ago a child walking across the street with parents was hit. Drivers coming east have no warning that there is someone in the crosswalk. You can't see them until you are at the crosswalk – the crosswalk on that side of the road is too hard to see. Move it to the other side of the intersection even though it is less convenient. There is no a crossing guard there. Drives a child to Marston because it is dangerous for children.

- Speeds are very high at this intersection. There is a need for a sidewalk along Balboa Avenue.

- Kroc Middle School. Pedestrian safety is crucial. A child was killed this summer, and although it wasn't on Balboa Avenue it raised the level of concern.

Do the children get traffic education training?

- Very limited and usually at elementary school. They had a program last year for walking. Middle school does some bicycle education.

- Things look great on the west hill side of Balboa Avenue – wonderful sidewalk and bike areas – just put that on the other side, too. It's scary – cars 55 – 60 mph. Posted at 55 mph. You end up walking on the other side of the guard rail because otherwise you would fall. There are adult joggers and bike riders. It just isn't enough room.

- From Madison High School and has been at Clairemont High School. Balboa Avenue is a dangerous street. It is being driven as a highway although it has become a community street. There are no choices for drivers.

- At Marston Middle School, they have fewer kids on bikes now, but a lot of kids walking now. But many parents won't let them walk. The parents have carpools organized and kids also use the bus. There is a lot of drop off at the gas station and Laundromat, which means the kids must still cross Balboa Avenue.

Is it safe to say all of the school traffic management plans need to be updated?

- Yes and that is true of the plans for the cluster issue. Why are kids in the Holmes area going to Marston?

- The district closed Hale Middle School and zoned some areas to attend Holmes because of the safety issues on Balboa Avenue.

- Walk a Child to School activities at Holmes Elementary last year, included police officers walking with kids. Their limited resources prevent ongoing enforcement and parents behave only when police are present. Council last week is going to look at the crossing guard program warrants. Policies and warrants for school crossing guards and patterns around schools. This is an excellent opportunity to change.

If we were to address the most important issues, are they on or off Balboa Avenue?

- 90% on Balboa Avenue. Speed, crossing, lack of warning, no sidewalks.

Where would you most like to see the improvements?

- The critical area: Balboa Avenue & Clairemont to Balboa Avenue and Mt. Abernathy Avenue
- Slow speeds
- Cross intersections
- Sidewalks
- Identified from high school to 805 – there is no other way for the kids to go other than to go to Balboa Avenue. There are kids that bypass and go up the canyon to avoid walking the dip but that is another safety problem.
- Two most dangerous intersections: Mt. Culebera Avenue and Mt. Everest Boulevard.
- Mt. Acadia which would have been the alternate walking route also has no sidewalks.
- Lindberg-Swizker Elementary on Balboa Avenue – not an issue because most of their kids come from the other side and don't have to cross. They try to discourage anyone on the other side of the street and send them to Lafayette.

What are your thoughts about overpasses?

- People don't use them because people want the shortest route.
- The one over at La Jolla Village Drive and Genesee Avenue that crosses Business Park to shopping center is widely used. It isn't safe to cross that street even in a car.
- Priority: Sidewalks are a primary issue.
- Warning lights at Mt. Everest Boulevard and Balboa Avenue.
- Some protection needed between the sidewalk and the traffic.
- One participant commented: Is there a way to make a bridge at the dip? It would be shorter and easier for those walking and bicycling. A bridge was intended so animals could also go under.
- Holmes Elementary (K-6) students need to cross Balboa Avenue. Parents feel the speeds are too fast and there is no enough time for students to cross. They are hoping for crossing improvements – maybe flashing lights to reduce speed limits. Or a bridge for students to cross over Balboa Avenue was proposed by a parent. Adult cross guard since last March. Since she has been at the school no one has been hit but there have been some near misses especially from traffic traveling east on Balboa Avenue. Beautification would also be nice. I don't know about widening – seems like more permission to go faster. They are going quite fast now. Attendance area is very large. School is located on a cul-de-sac. About 75% white with socioeconomic level. Less than 20% qualify for reduced fee lunch.

11:30 Commercial

What is the potential of Balboa Avenue?

- Second busiest intersection in County of San Diego at Genesee Avenue so it is attractive commercially. There are many, many crashes at the corner.

- ¾ commercial, ¼ residential, speeds high. It is not an intimate, shopping area with a tree lined area. It is going to be difficult to make it safer. You can beautify it with trees.

What would you do mid-block?

- Participant: Why would anyone want to cross mid-block?

- Participant: people may not honor a crosswalk on a busy highway like this.

- There is a pedestrian bridge over to La Jolla area – never see anyone use it.

Is the current set of plazas the right investment for 20 years from now? In Brea, California, they converted shopping plazas and converted them into a village right next to a twelve lane highway. They formed a court in the middle and built multi-story village. Is that far fetched for this kind of location?

- I don't know if this community would support that. Brea set up a destination place. That could work here. The busy intersection is not going to go away. It could become more intense if you could get the big name retailers to come to this area. When they built the development they wanted an attractive retailer. But they couldn't attract the tenant. You need something to attract the retailers. There are a bunch on them in the target center.

- This development is mixed use, not much retail. Mostly office.

- Overpass at Bagel Shop: if it would get used.

2:00 Clairemont-Mesa Planning Committee

What is the difference between a community and a neighborhood?

- Size. 84,000 people in this community; many neighborhoods

What is the most important thing to achieve during the weekend event?

- Important that Balboa Avenue is one of the first streets into the community. It isn't very friendly and doesn't encourage you to stop here and visit. The medians need softened. There is no way to walk between Clairemont and Culebra safely. Traffic is too fast there.

- A couple of things: make the determination if we are going to make it walkable. All the people in city departments must come to an agreement thoroughfare or walkable.

- When we got it from the state want to make sure routine maintenance is done – put the

money in for that. Critical to slow down traffic. Trying to reduce posted limited to 45 mph.

- Don't get to a situation where we have unreasonable expectations. Work within the budget and be very honest about what is doable. The road does go through canyons. Part of the discussion is how do we make sure we maintain the canyon feel and make it walkable. Really incorporate the natural topography of the community.

- Safety is a top priority for her. People do not respect pedestrians. Don't look for just restriping – do a better job of explaining why it's important to stop for pedestrians. We need to get people to care more – it's what is inside in people.

- State assemblywoman: Pilot program or funding may be a possibility. Wants to know what the community wants. Smart growth is a hot issue in Sacramento. People moving to rural areas are exacerbating traffic congestion. Wants to know exactly what the people in Clairemont want.

- The public input driving the decision making process within the parameters of the things we can really do.

- Has grandiose plans but looks out to the fifty year plan. Make it pedestrian and bicycle friendly most important issue. Balboa Avenue – Parkway… make it a greenbelt to Terrasanta, like Fletcher Parkway. Slower traffic.

- Balboa Avenue has a water drainage problem. Install cross gutters in and they will slow people down.

- Overhead monorail from old town to beach, Balboa Avenue, Kearney Mesa. Could be an end point for high rise development. Be careful about density in Clairemont. Places with higher density nearby have six lane roads.

- Urge caution on traffic circles. A lot of people don't like them. They have more appeal to people in the planning groups.
- Between the two shopping centers the pedestrian overpass as planned in the plan should be installed. Put a skateboard place at the foot of the bridge. We don't focus on places for kids and our seniors. To walk into a shopping center you have to pretend you are a car. See the overpass as a priority – use some money for the 20% match and try to get the other.

- Planning committee often votes unanimously on issues but the city overrides their decision. The only thing the city has on the agenda for Balboa Avenue is a widening, which he doesn't think is a priority.

- Overpass is in the existing plan. Don't know why the shopping centers weren't required to install it.

- Caltrans ignored pedestrian issues and walkability.

- Would like things to happen in such a way they can be incorporated into the next community plan. Develop pragmatic solutions that can be attained within a reasonable budget – the relinquishment fund. $683,000 for Clairemont portion of Balboa Avenue for landscaping. $8.1 million set aside to be dedicated to capital improvement and

maintenance annuity for Rosecrans and Balboa Avenue. Maybe half for construction.

What is the maintenance you are talking about?

- Repaving, potholes, landscaping maintenance.
- Used to walk a lot but Balboa Avenue has become unsafe. People shortcut through Target Center and create a dangerous situation. Safety is number one. There are places where the number of lanes are reduced that are very dangerous. No place for people to walk.
- We have none of the things than make it pretty. We were going to have landscaping along the median and instead we got funny rocks.
- Curb cuts are hodge podge and no rhyme or reason. I like bicycle areas to ride on. Some communities have bike lanes. There is a storm drain in the canyon. Is there some way to cross Balboa Avenue without going through a storm drain? Animal migration tunnel would also be useful.
- You would think they would have put a bridge there (at the bottom of the canyon). It should be looked at, then make a trade with the canyon people to get enough width for bike lanes.
- There is a lot of community ownership of the canyon. There are other pots of money that could be used, such as clean water act money. Tecolote Watershed Management Plan and others – integrate those; see where they are in conflict.
- General plan updates: strategic framework element, housing.
- A couple of years ago the zoning code was updated prior to the general plan being updated. Where we are implementing there is no vision.
- Land development code is being used to override community plans.
- We need to get the people with backyards on the street to get on board. Provide incentives for people to clean up their yards. It is dangerous even to just pick up the garbage along Balboa Avenue.
- South end where it attaches to I-5 under the railroad tunnel the walkway is about 2 feet wide on one side. Lanes are wider on one side of the street.
- From Morena Boulevard to Moraga Avenue there is no pedestrian access. There is a trolley station in that corner and the trolley people won't take responsibility for pedestrian walkways beyond their plot. They will provide a sidewalk at the edge of their property and a ramp to a bridge to the other side but they only do their footprint.
- Our community is separated from Mission Bay Park by the freeway. Some access across I-5 is needed. Clairemont Drive at the end is messed up and you can't get through. Can't ride bike to the beach from here.
- At the bottom of Tecolote Canyon at the gully going up on the north side heading west near the senior center – complete pedestrian links.

3:00 Advocates

- There are at least 3 brand new curb ramps that are not useable. There are curb ramps that lead to areas where you cannot turn around. Two angle straight up and do not go anywhere. The angle on them makes them very hard to negotiate.

- The City does not enforce the ADA; they only enforce California code. Even when they see a violation they don't do anything about it. Title 24 is California code and is similar but different than ADA.

- There is support in San Diego for support of regulations coming from compliance board.

- Some of the areas that abut Balboa Avenue are part of the Tecolote Canyon Park. Want to be included so they don't have redundancy. One of their unmet needs is a safe pedestrian underpass. There is an underpass but it doesn't meet any criteria for access.

- We aren't looking for a huge access off Balboa Avenue because it isn't prudent because of the speeds and traffic. One unmet need is an above grade bridge that complies with ADA. Reconfigure underpass is more realistic approach.

Is there any feasible way the folks could walk down into the canyon and get to the other side?

- Several meetings held. On south side – concern would be what kind of structure would have to be built. We would be happy to work with the community because the point is an outdoor education program. We want to appreciate awareness and appreciation of the canyon. There is a potential to do win-win with social and environmental needs. The canyon is funded through the general fund.

- Bicyclist facility is needed, but the added width would make traffic go faster.

- Hope anything proposed is fiscally prudent and benefits widest segment of population.

- Significant problem with the homeless people now; they would be enabled, too, if the access is improved.

- Concern on north side is you would have to do a huge take. Now that it is the City's responsibility we have to be very careful about long term costs.

- Would like to see the space cared for. To greatest need is the intersection of Balboa Avenue and Clairemont. Not attractive for new business; population is increasing something should be done. Make crosswalks safe and attractive.

- Bicyclist needs: street space; signage; make it more welcoming to bicyclists. We don't think it could be a Class I path, but hope for a Class II lane. The city is working on a bike plan now and Balboa Avenue is in the plan.
- Between 163 and 805 would be hard – requires widening or lane narrowing.

- Comfortable with the facility through the canyon now although it is not designated as a bike facility.

- Balboa Avenue has become more of a freeway over the past years. Would like it to be

more of a street. It has become more of a shortcut to take to mitigate traffic on the freeway. I would like it to be a community place. There are a lot of issues for disabled.

- Sidewalks and accessibility are priorities.

How well do crossings work?

- I cannot make it across the street during signal phase so I cross in the middle of the street. Halfway between Mt. Abernathy Avenue and Genesee Avenue between Longs and Blockbuster (site where the pedestrian bridge is planned). There is no place where I can cross the street. The timing isn't adequate anywhere at signalized intersections.
- The 805 metering moved the problem up into the community. It displaced the problem because they didn't look at the big picture.
- I have to drive across the street because the pedestrian crossing is so hard.
- Signal timing for pedestrians at Genesee Avenue and Balboa Avenue inadequate. Agree with safety education for drivers. Signage – no turn on red, stop for pedestrians.
- Headed east on Balboa Avenue there is a hedge blocks driver view.
- Survey 5-6 years ago people said they crossed mid-block because the intersections were so unsafe.
- Caltrans pedestrian count at mid-block site met warrants for a signal but they wouldn't do it because it was too close to the next signal.
- Priority list given to City by planning committee:

    1. Mid block solution to pedestrian overpass site.
    2. Continuous sidewalk along south side of the corridor is a priority for planning
    3. Continuous bike lanes Class II

How widely it is felt within this group that the pedestrian overpass would solve the crossing problem?

- Would be hard to stop people from crossing at the driveways.
- Miramesa overpass is not used – adds too much distance. Kids cross shortest route. It has to be a part of the direct path.

Dan: Once you put in a pedestrian overpass the motorist feels that a pedestrian doesn't belong here.

- There isn't enough room for a wide median.
- People will use it if it is more than just a bridge – if there is more than just a walkway – some shops to access.

- Feel if you put a pedestrian bridge in you surrender the street to the cars. Would rather see the speeds slowed.
- Change the traffic flow between Abernathy and Genesee Avenue – connect the shopping centers.

What we are really trying to do is make sure all of the issues that are important to you are on the table.

- Intersections Balboa Avenue and 805 – very bicycle and pedestrian unfriendly.
- Other end, too.
- Problem at I-5 too. Off ramp.
- 1988 Bike plan didn't show bike lane on Balboa Avenue because it was a Caltrans facility. It is critical for bicycle travel.
- Wouldn't be in favor of creating bike routes there.
- There are many mothers with children near the Islamic Center and elderly in the senior citizens center who shop at Albertsons walking.
- Recommend for you to hire a professional ADA consultant or turn it over to the SCRAB committee.

We will recommend the SCRAB committee review the results of this study.

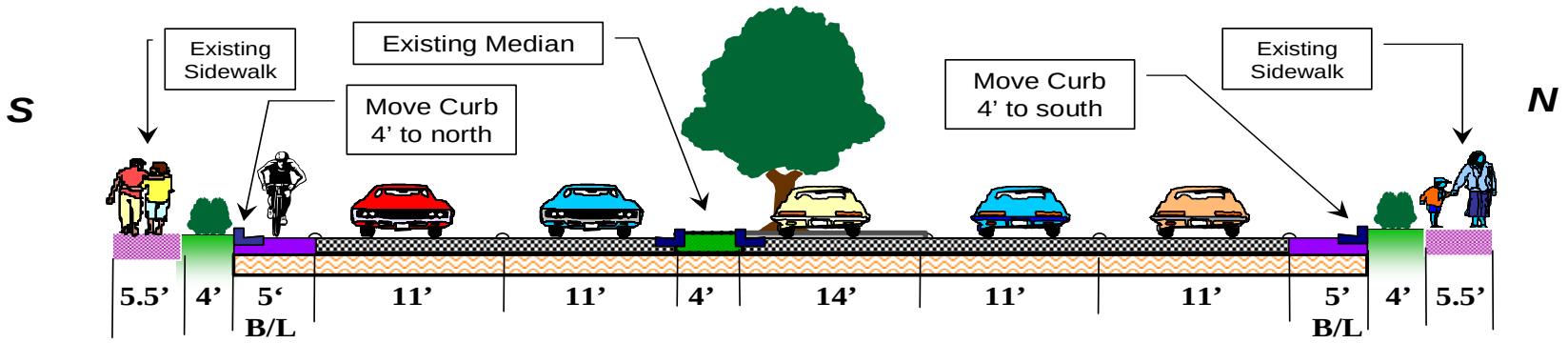
- A participant asked if we are asking people to go somewhere else and not drive through this area. Another responded that there isn't an objection to the cars – just slow them down.
- Linda Vista Road – housing across from shopping – a signal for cars during day.
- Total lack of coordination of traffic flow. Except on Ash Street downtown the signals aren't timed well. The new light also reduced the flow of traffic.
- No, but there is the need for a community road to keep moving and not be stalled all the time.

What about speed? Is there any reason to want speeds of 55 or 60 mph to continue? Should speed limits vary based on land use?

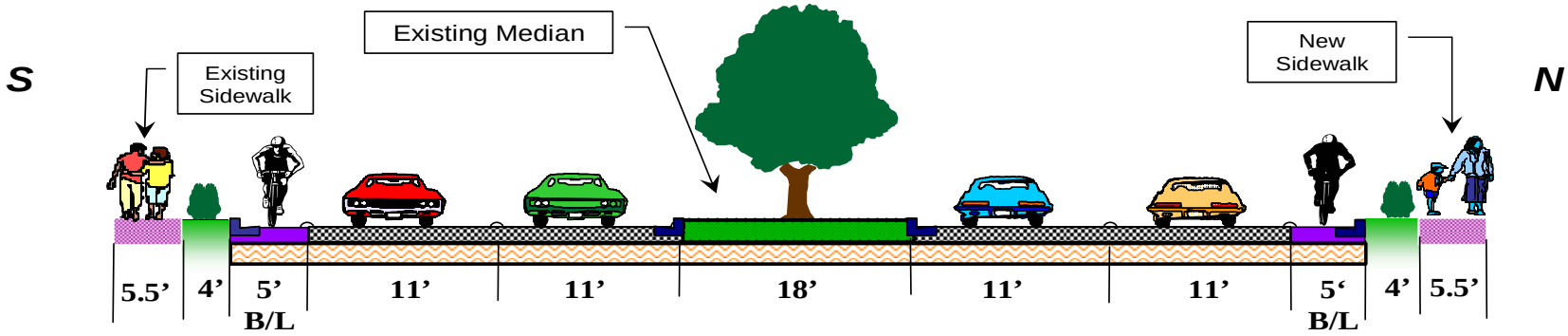
- No, if people go fast through the canyon they expect to keep going fast.
- Area east of shopping centers where the apartments are is very poor for bicyclists.
- Maybe you could have a crosswalk between the shopping center.
- One person mentioned a scramble where all cars stop and pedestrians go.

Appendix B

Balboa Av. at Mt. Culebra



E. Side of Mt. Culebra (No Sidewalk W. of Intersection)

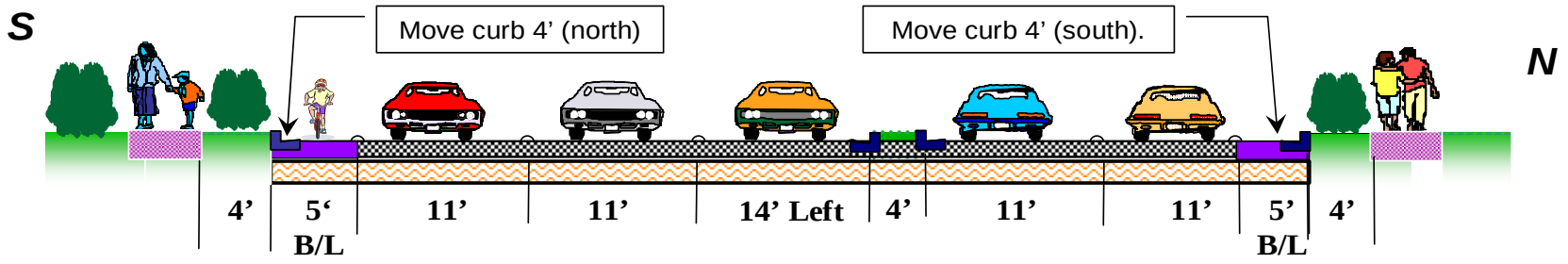


E. of Mt. Culebra (Mid-block btwn. Mt. Culebra & Mt. Everest)

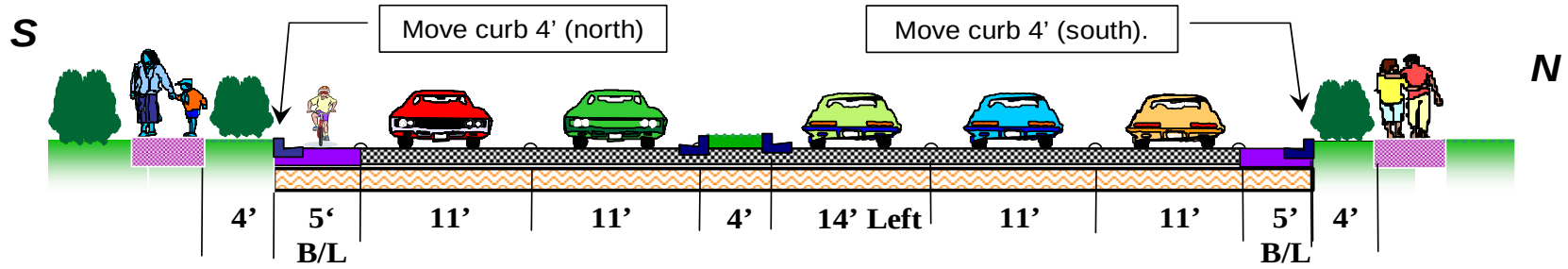
Slide #2

Balboa Av. at Mt. Everest

(No median changes; Requires moving outside curbs 4’ in)



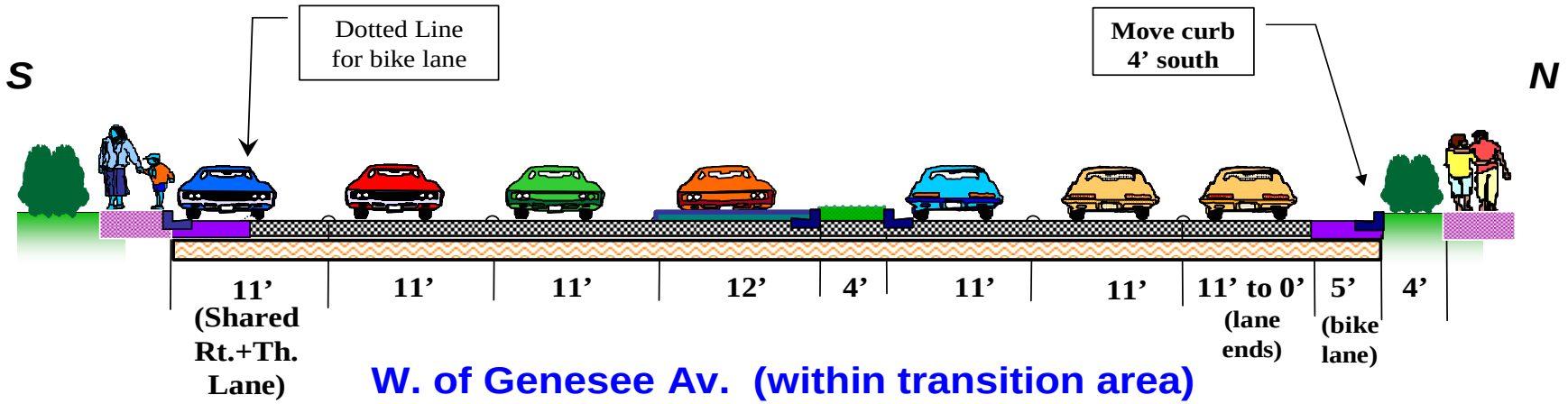
W. of Mt. Everest



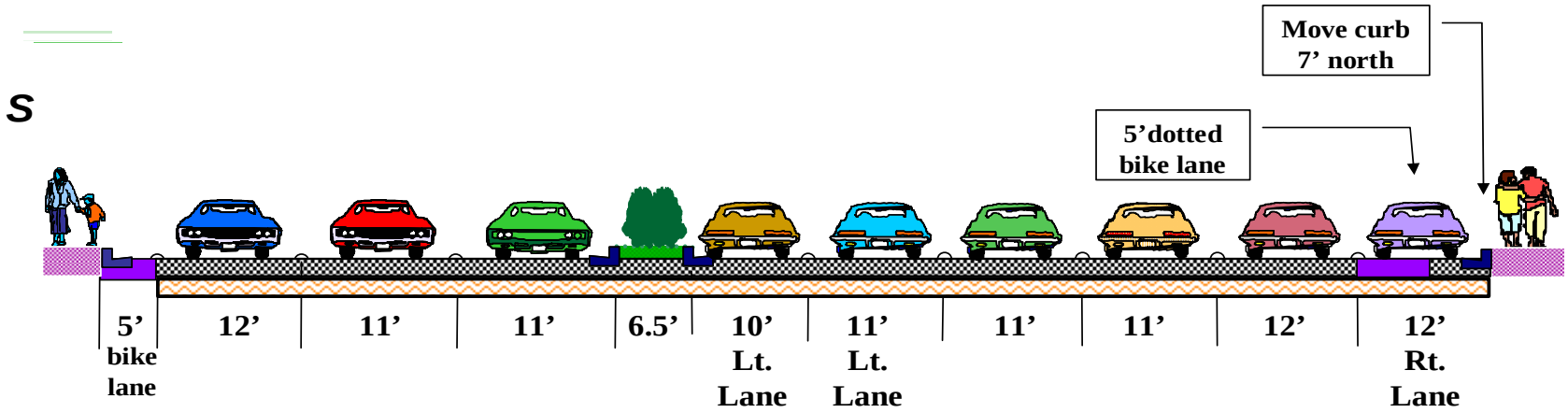
E. of Mt. Everest

Slide #3

Balboa Av. at Genesee



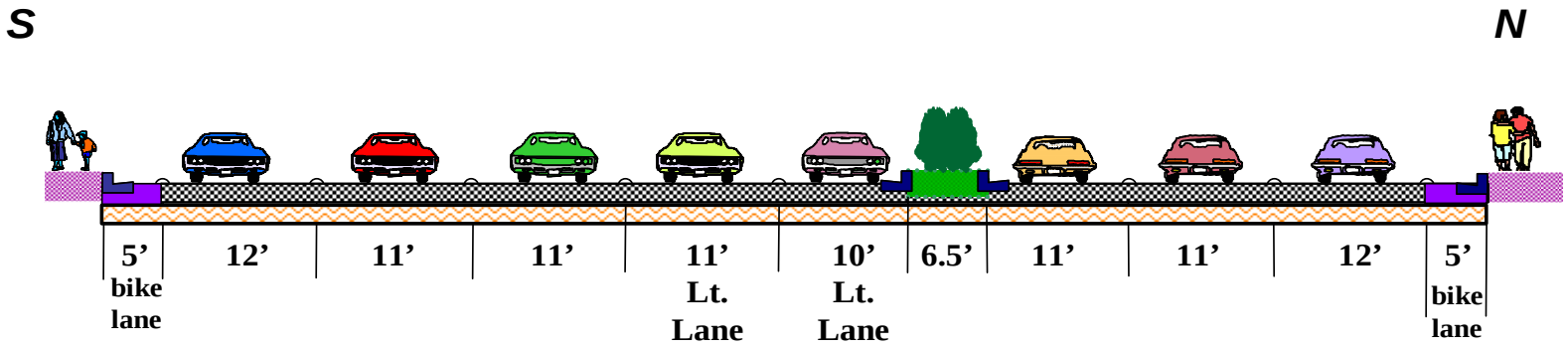
W. of Genesee Av. (within transition area)



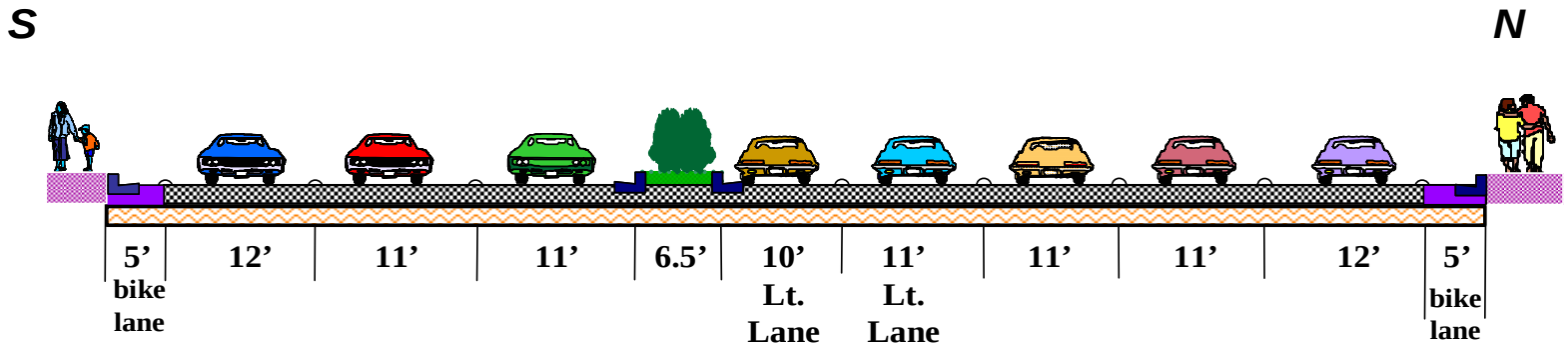
E. of Genesee Av.

Slide #4

Balboa Av. at Shopping Ctr. Signal



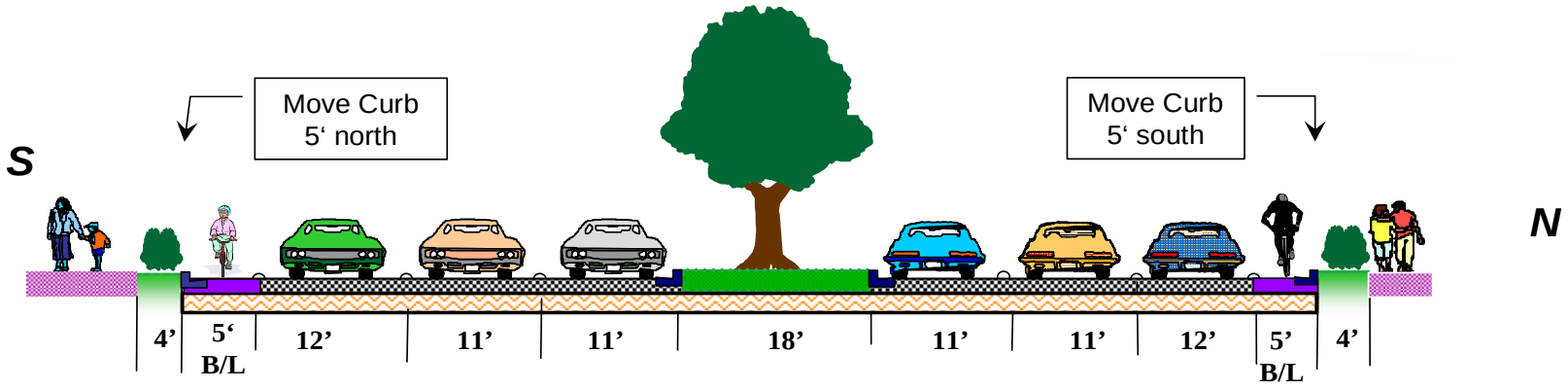
W. Side of New Signal



E. Side of New Signal

Slide #5

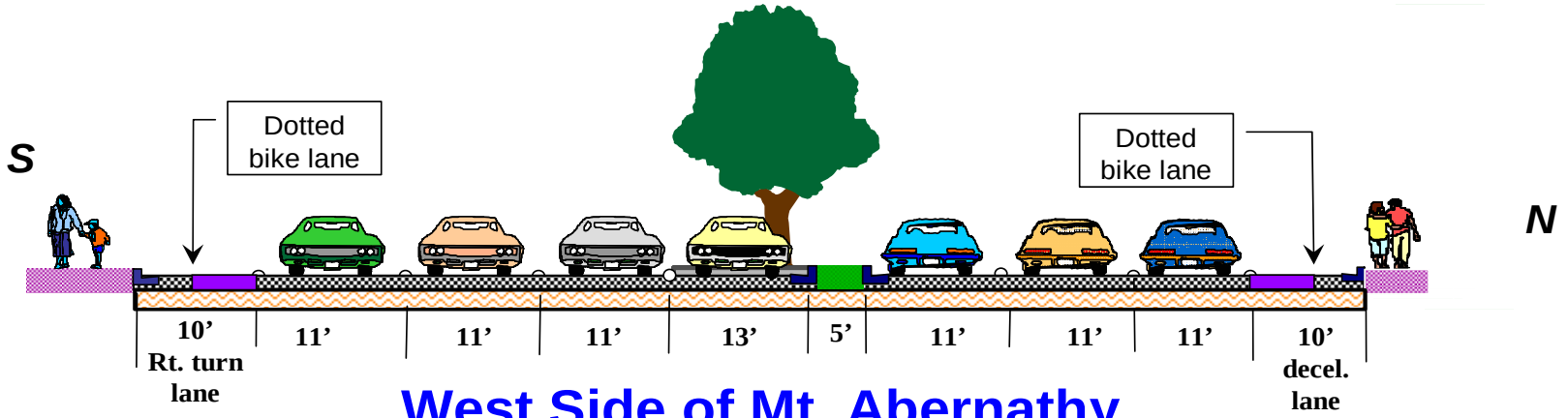
Balboa Av. Between New Signal & Mt. Abernathy/Alifan



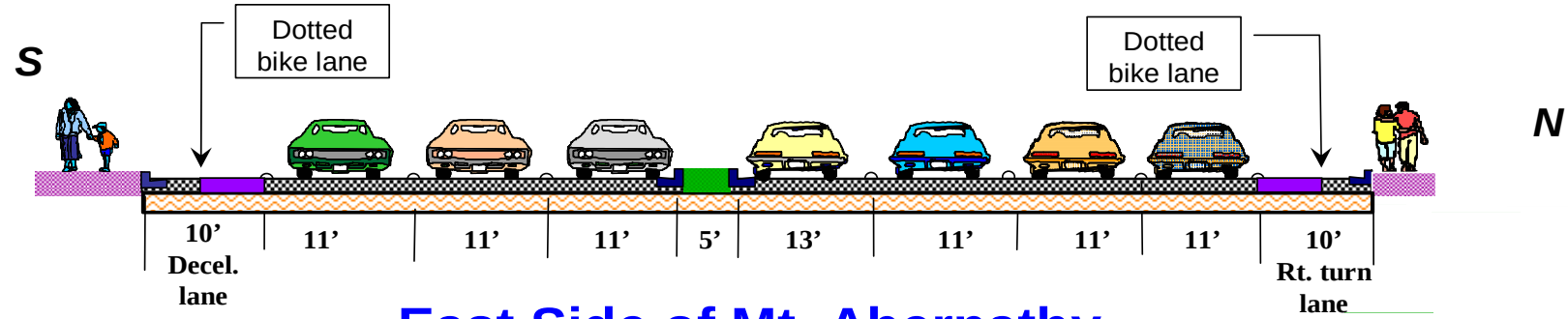
Between New Signal & Mt. Abernathy (Midblock)

Slide #6

Balboa Av. at Mt. Abernathy/Alifan



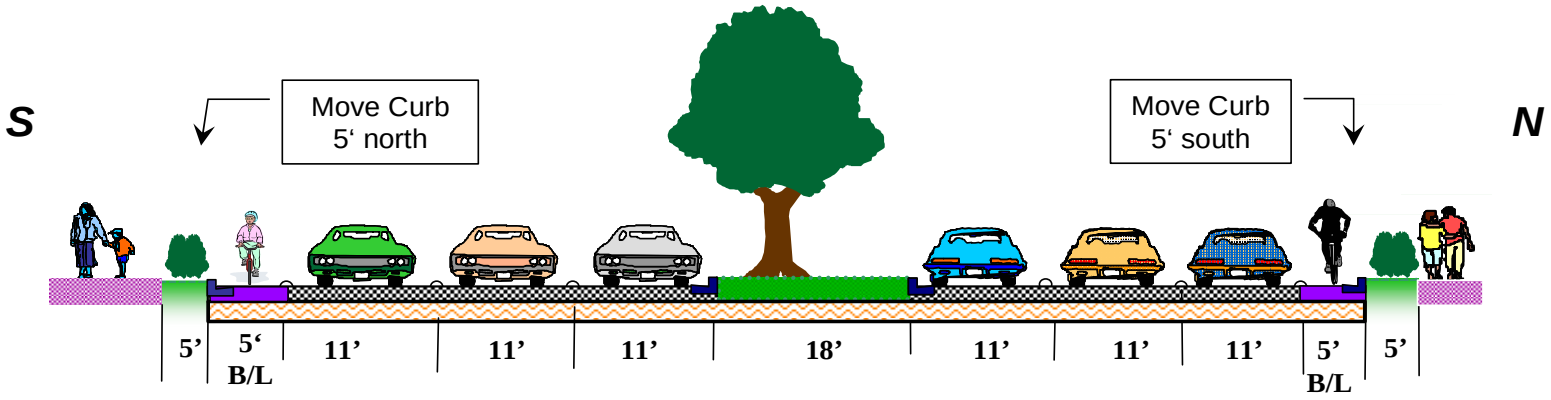
West Side of Mt. Abernathy



East Side of Mt. Abernathy

Slide #7

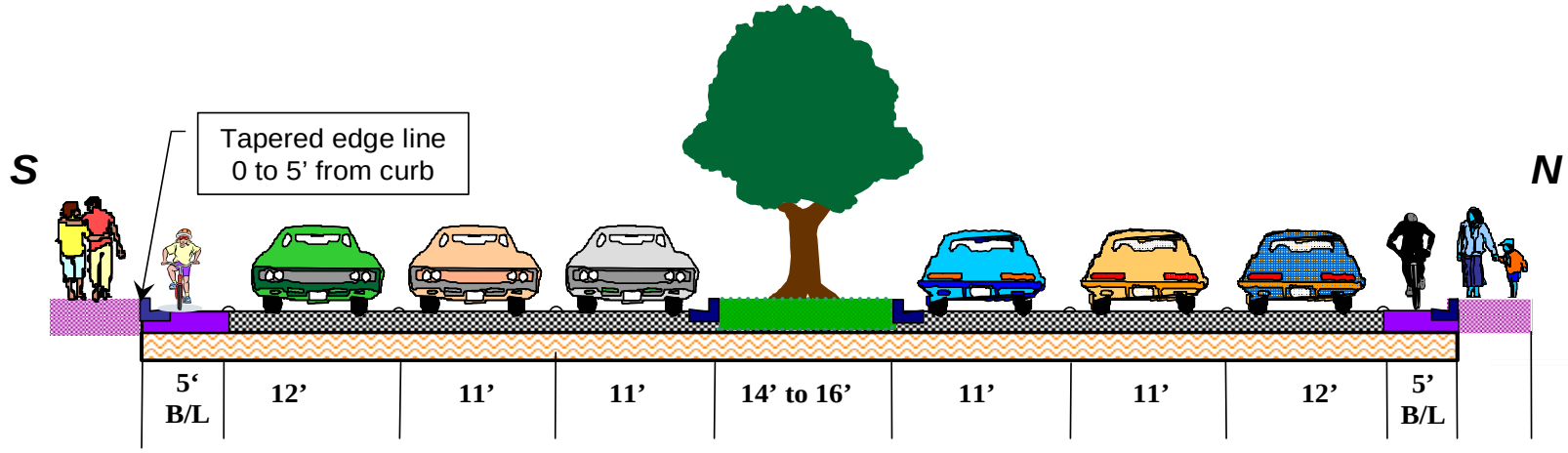
Balboa Av.:
Mt. Abernathy to Mt. Rias



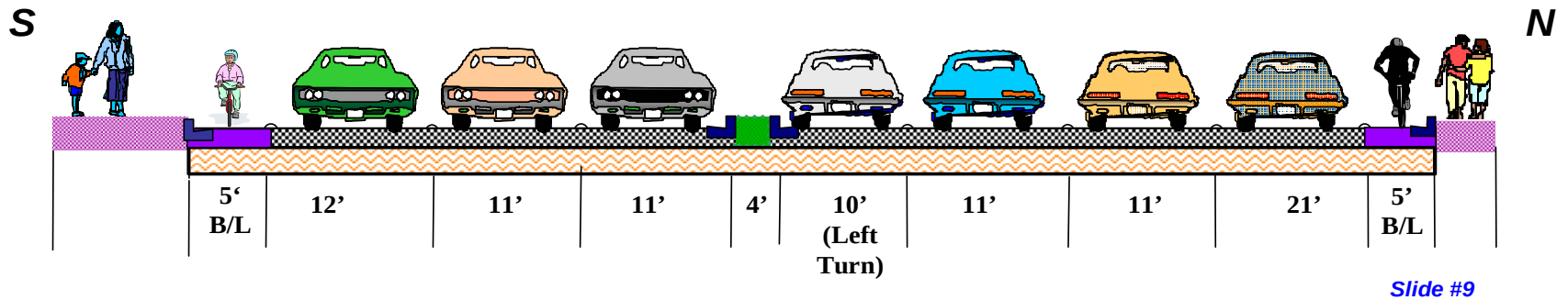
Mid-Block up to 400 ft. W. of Mt. Rias

Slide #8

Balboa Av.:
From 400’ W. of Mt. Rias to Mt. Rias



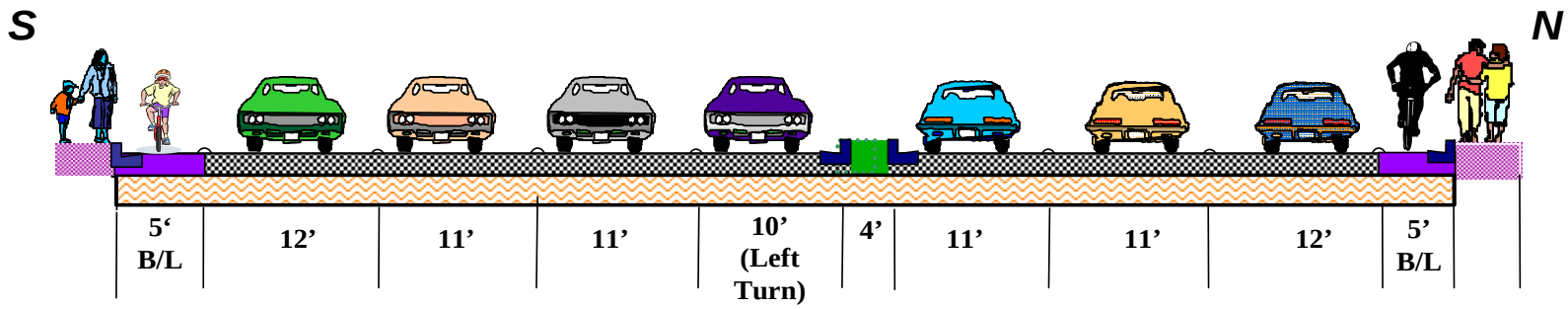
W. Side of Mt. Rias (Taper median from 16’ to 14’)



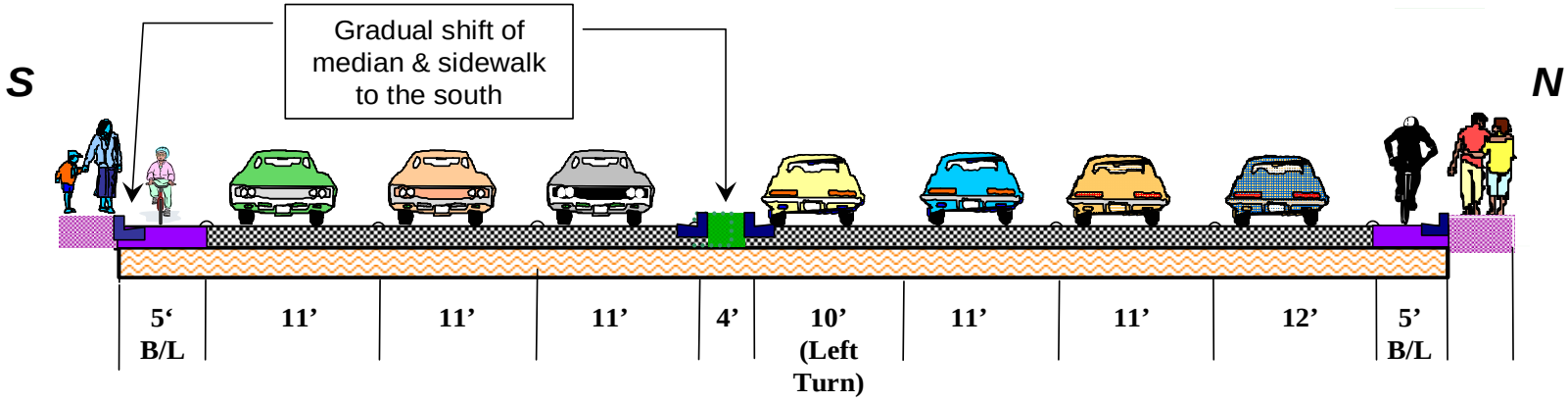
Slide #9

E. Side of Mt. Rias (No change to curbs)

Balboa Av. @ Mt. Albertine

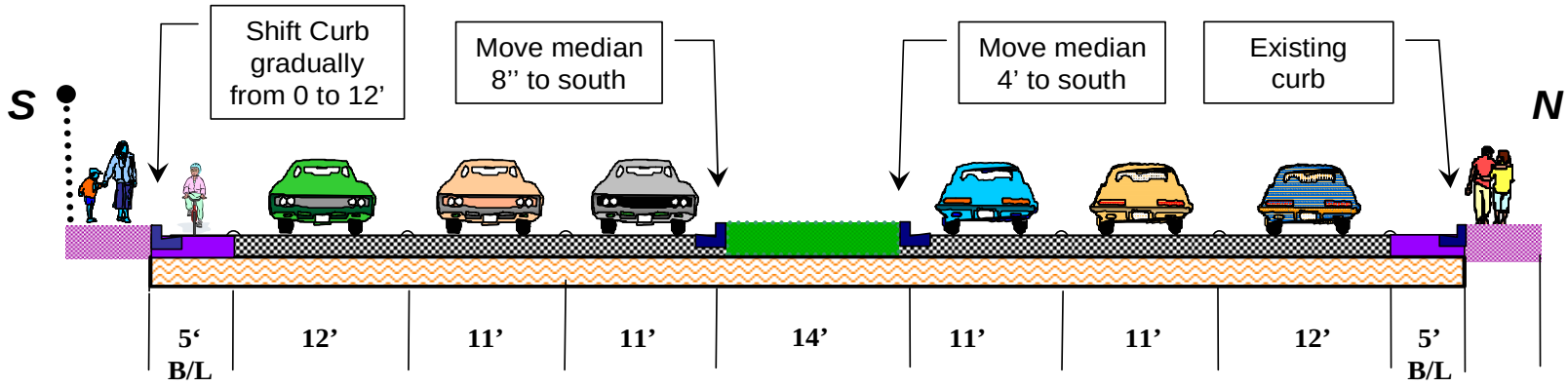


W. Side of Mt. Albertine (No change to curbs)

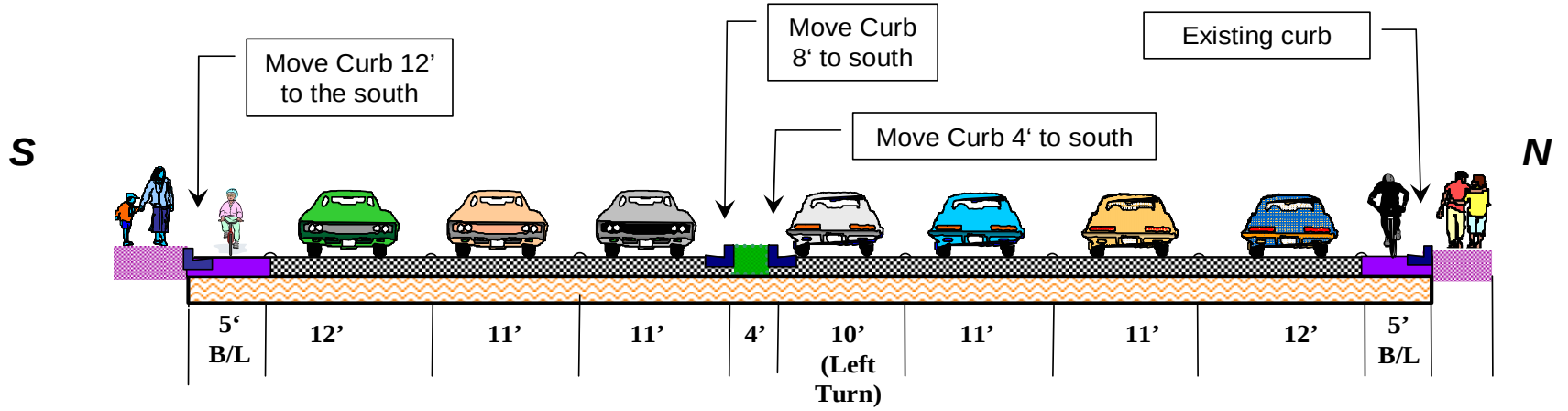


E. Side of Mt. Albertine (requires widening on south side) *Slide #10*

Balboa @ Re-aligned Hathaway

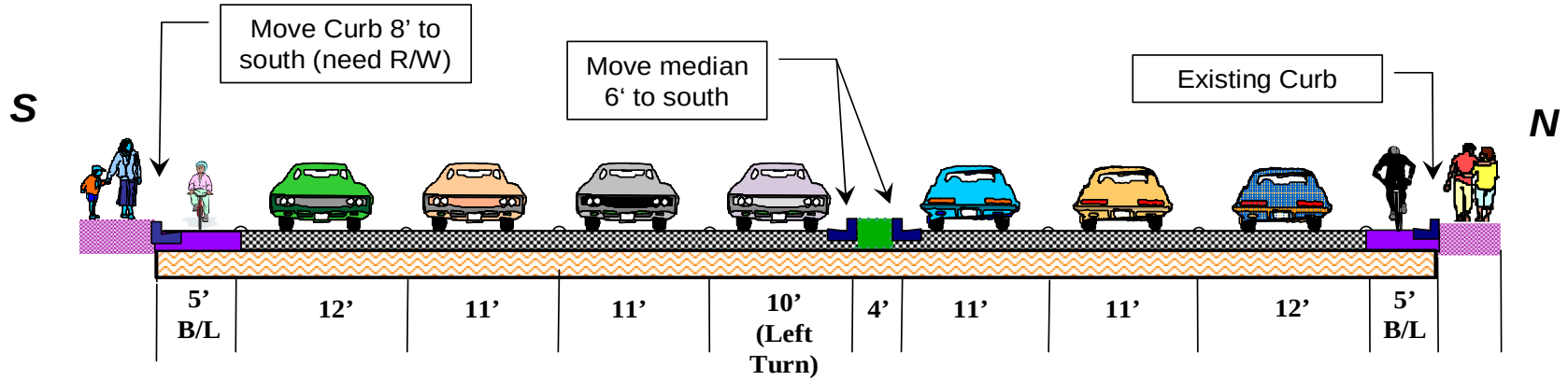


W. Side of New Signal (requires widening on south side)

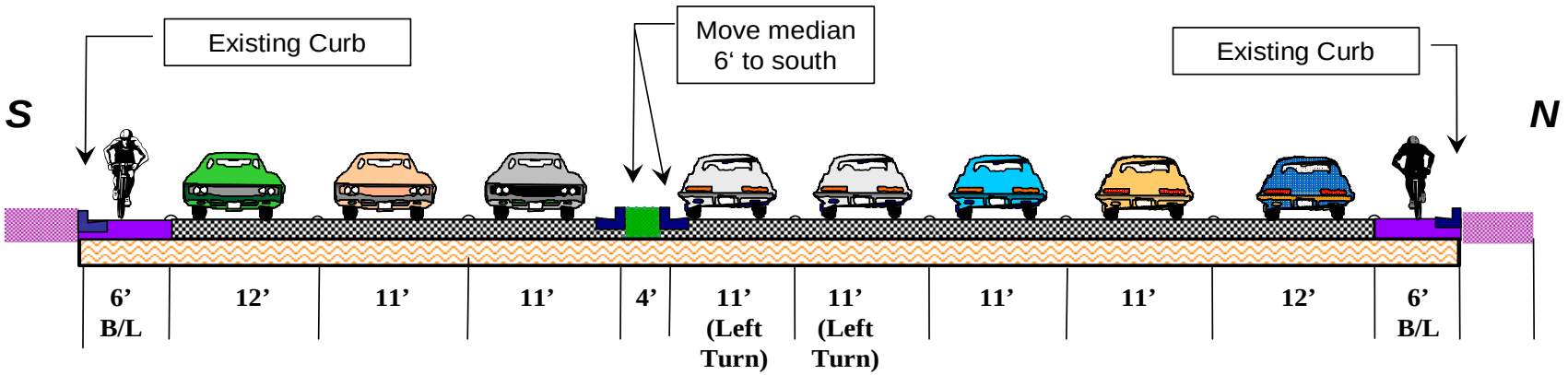


E. Side of New Signal (requires widening on south side) *Slide #11*

Balboa @ Charger/Eckstrom



W. Side of Signal (Requires R/W on south side)



E. Side of Signal (Requires No R/W)

Slide #12

Appendix C

Prioritized Recommendations

Segment One: Eastern Gateway I-805 to Mt. Abernathy Avenue		Landscaping		
Issue # Page #	***Recommendation***	***Implementation***	***Lead***	***Status***
S1-L1 P. 18	Create sense of entry into community.	Develop large, highly visible gateway boundary markers. Develop theme of natural materials and design features which are to be used for boundary markers and throughout the corridor. Adopt motto for incorporation into markers.	City, CMPC	In process. See Balboa Avenue Streetscape Improvements (WO# 524960).
S1-L2 P. 18	Utilize landscaping to enhance sense of entry at gateway and enhance streetscape.	1) Plant medians at "gateway statement" with trees and shrubs with cobble stone below.	City, Private Dev.	Median landscaping design 100% complete, waiting for construction funding. See Balboa Avenue Streetscape Improvements (WO# 524960). Balboa Avenue Corridor Study (BACS) completed in 2004. A Landscape Balboa Avenue Design Development was prepared by ENVIRONS (project 02.050).
		2) Plant edges of right-of-way with trees and shrubs.	City, Private Dev.	Pending; Awaiting funding. See Balboa Avenue Streetscape Improvements (WO# 524960). BACS completed in 2004. A Landscape Balboa Avenue Design Development was prepared by ENVIRONS (project 02.050).
S1-L3 P. 18	West of Charger Boulevard, utilize recaptured area to enhance streetscape and buffer pedestrian environment.	Following implementation of S1-S1, S1-S3: West of Charger Boulevard, plant trees with shrubs below in continuous planter strips within parkways.	City	Contingent upon implementation of Street Design improvements. Awaiting funding. See Balboa Avenue Streetscape Improvements (WO# 524960). BACS completed in 2004. A Landscape Balboa Avenue Design Development was prepared by ENVIRONS (project 02.050).
S1-L4 P. 18	Utilize lighting to enhance pedestrian environment and highlight gateways.	Install pedestrian-scale lighting along sidewalks. Install appropriate lighting at boundary markers.	City	Pending; Awaiting funding.
S1-L5 P. 18	Enhance appearance of existing cobra-style street lighting.	Install bases around existing light standards, incorporating natural materials and elements of corridor theme.	City	Pending; Awaiting funding.

Segment One: Eastern Gateway I-805 to Mt. Abernathy Avenue		Street Design		
Issue # Page #	***Recommendation***	***Implementation***	***Lead***	***Status***
S1-S1 P. 19	West of Charger Boulevard, reduce lane width to slow traffic and recapture area within right-of-way.	1) Expand medians to fourteen feet (four to six feet at turn pockets). 2) Narrow curb-to-curb distance. Relocate, reconstruct curb and gutter. 3) Re-stripe travel lanes to a minimum of 10.5 width.	City	Appropriate lane and median width as indicated in Appendix B has been approved by the BACAC. Final City concurrence is pending in some cases. Balboa Avenue Corridor Study (BACS) completed in 2004.
S1-S2 P. 19	Utilize recaptured area to improve bicycle circulation and safety.	Stripe bike lanes of five-foot width.	City	To be determined. BACS completed in 2004.
S1-S3 P. 19	Utilize recaptured area to enhance and buffer pedestrian environment.	Following implementation of S1-S1: 1) Construct continuous planter strips between sidewalk and curb of minimum six-foot width. Landscape in accordance with S1-L3. City. 2) Reconstruct sidewalks of minimum five-foot width. Provide separated curb ramps aligned with crosswalks.	City, Private Dev.	Contingent upon reduction of lane width.
S1-S4 P. 20	Redesign intersection at Charger Boulevard to reduce pedestrian crossing distance and add crosswalks to both sides.	1) Add dotted bike lanes to be utilized as right-hand turn lanes. 2) Reduce curb lane width on south side of Balboa Avenue. Relocate, reconstruct curb and gutter. Utilize recaptured area to accommodate bus bays with transition areas. 3) Install noses at all four medians.	City City, MTDB City	To be determined. BACS completed in 2004. Contingent upon reduction of lane width and further engineering study. BACS completed in 2004.
S1-S5 P. 20	Upgrade transit facilities at Charger Boulevard intersection.	1) Upgrade existing transit stop on south side of Balboa Avenue. 2) Relocate existing transit stop on north side of Balboa Avenue to departure side of intersection. Upgrade transit stop following relocation.	MTDB	Contingent upon MTDB approval and funding.
S1-S6 P. 20	Improve traffic and pedestrian circulation at Mt. Albertine Avenue / Cannington Drive intersection.	1) Add crosswalk across Balboa Avenue to west side of intersection. 2) Add dotted bike lanes to be used as right-hand turn-lames instead of turn pockets.	City	Pending; Awaiting funding.

Segment Two: Community Core Mt. Abernathy Avenue to Mt. Culebra Avenue		Landscaping		
Issue # Page #	***Recommendation***	***Implementation***	***Lead***	***Status***
S2-L1 P. 21	Utilize landscaping to distinguish core area, enhance streetscape, and buffer pedestrian environment.	Following implementation of S2-S3: Plant medians with broad-canopy trees and cobble stones below. Plant broad-canopy trees with shrubs below in continuous planter strips within parkways.	City, Private Dev.	Median landscaping design 100% complete, waiting for construction funding. Contingent upon implementation of Street Design improvements. See Balboa Avenue Streetscape Improvements (WO# 524960). BACS completed in 2004. A Landscape Balboa Avenue Design Development was prepared by ENVIRONS (project 02.050).
S2-L2 P. 21	Utilize lighting to enhance pedestrian environment and create appearance of a downtown district.	1) Install pedestrian-scale lighting along sidewalks, continued from Segment One.	City	Pending; Awaiting funding.
		2) As Community Core develops per S2-S8, develop coordinated design guidelines and signage program.	Private Dev.	Will occur concurrent with redevelopment of Community Core.
S2-L3 P. 21	Unify core area with adjacent segments by coordinated themes and materials.	1) Incorporate natural materials and elements of corridor theme into such features as transit stops, retaining walls, lighting bases, and street furniture.	City, MTDB	Transit stop improvements contingent upon MTDB approval and funding.
		2) Incorporate natural materials and elements of corridor theme into Community Core redevelopment projects.	Private Dev.	Will occur concurrent with redevelopment of Community Core.

Segment Two: Community Core Mt. Abernathy Avenue to Mt. Culebra Avenue		Street Design		
Issue # Page #	***Recommendation***	***Implementation***	***Lead***	***Status***
S2-S1 P. 22	Recapture area within right-of-way.	1) Reduce number of lanes. This would require an amendment to the Clairemont Mesa Community Plan to reclassify segment from six-lane to four-lane major. 2) Expand medians to sixteen feet. Determine appropriate median width at turn pockets. 3) Narrow curb-to curb distance. Relocate, reconstruct curb and gutter. At left turn bays, provide localized widening for u-turns. 4) Re-stripe travel lanes to a minimum of 10.5 width.	City	Appropriate lane and median width as indicated in Appendix B has been approved by the BACAC. Final City concurrence is pending in some cases. BACS completed in 2004.
S2-S2 P. 22	Utilize recaptured area to improve transit facilities and facilitate traffic flow.	Provide bus bays with transition areas at bus stops.	City, MTDB	Contingent upon MTDB approval and funding.

Issue # Page #	*Recommendation*	*Implementation*	*Lead*	*Status*
S2-S3 P. 22	Utilize recaptured area to enhance and buffer pedestrian environment.	1) Construct continuous planter strips between sidewalk and curb of approximately twenty-foot width. Landscape in accordance with S2-L1. 2) Reconstruct sidewalks of minimum ten-foot width within Commercial Core, and minimum five-foot width in transition areas between commercial area and canyons. Use scored concrete pattern. 3) Install benches, trash containers, and other street furniture in appropriate locations, per S2-L3.	City, Private Dev.	Contingent upon reduction of lane width. BACS completed in 2004.
S2-S4 P. 23	Improve safety for pedestrians crossing Balboa Avenue within Commercial Core.	1) Install new major intersection for shopping centers near midpoint or install split-phased signalized pedestrian crossing between Mt. Abernathy Avenue and Genesee Avenue or install a signalized intersection at the midpoint. Explore use of angled segment of crosswalk through median. 2) Analyze other potential locations for mid-block crossings. 3) Install LED strobe lights to delineate, highlight mid-block crossings.	City, Private Dev.	Contingent upon further engineering study. Preliminary design of a mid-block intersection has been developed by the City and approved by the BACAC.
S2-S5 P. 24	Improve efficiency of traffic flow at Mt. Abernathy Avenue / Mt. Alifan Drive intersection.	1) Install second left turn from Balboa Ave. onto Mt. Alifan Drive. 2) Re-time signal to reduce green light for Mt. Abernathy Avenue. 3) Synchronize signal timing with other intersections along Balboa Avenue.	City	Contingent upon further engineering study. BACS completed in 2004.
S2-S6 P. 24	Transition between six-lane and four-lane segments at Mt. Abernathy Avenue / Mt. Alifan Drive intersection.	1) A reduction from 6 lanes to 4 lanes will require an amendment to the Clairemont Mesa Community Plan. 2) Widen from two to three lanes in advance of intersection for eastbound lanes. 3) Evaluate, implement one of two transition options for westbound lanes: a) Stripe right-turn only lane onto Mt. Abernathy Avenue. b) Taper from three to two lanes west of Mt. Abernathy Avenue.	City	Appropriate number of lanes and lane transition to be determined. BACS completed in 2004.
S2-S7 P. 24	Improve traffic circulation and pedestrian safety at Genesee Avenue intersection.	1) Relocate hedge that is obscuring driver visibility of pedestrians, purchasing right-of-way if necessary.	City	Pending; Awaiting funding.

Issue # Page #	*Recommendation*	*Implementation*	*Lead*	*Status*
S2-S8 P. 25	Redevelop community core to improve pedestrian- and transit-orientation.	Redevelop community core according to recommendations of Balboa Avenue Revitalization Program (RAP) and Clairemont Mesa Community Plan.	City, Private Dev.	Contingent upon market conditions, actions of property owners. May require additional discretionary approvals.
S2-S9 P. 27	Redesign intersection at Mt. Everest Boulevard to reduce pedestrian crossing distance.	1) Install short median to Mt. Everest Boulevard on both sides of Balboa Avenue of sufficient width to provide pedestrian refuge. 2) Relocate crosswalks away from corners. 3) Install signs prohibiting right turns against red lights during school hours.	City	Contingent upon further engineering study. BACS completed in 2004.
S2-S10 P. 27	Reconfigure intersection timing at Mt. Everest Boulevard to improve pedestrian safety.	1) Modify signals to provide three second lead during transition to walk interval. 2) Provide seven second walk interval. 3) Modify timing to allow sufficient time for pedestrians to clear travel lanes prior to end of walk interval. Use 3.0 feet/ second calculation to ensure adequate time for children.	City	Contingent upon further engineering study. BACS completed in 2004.
S2-S11 P. 27	Prevent compensatory increase in traffic on Mt. Etna Drive due to changes on Balboa Avenue.	1) Remove existing speed humps on Mt. Etna Drive. 2) Install appropriate horizontal treatments, such as chicanes, to limit vehicle speeds.	City	Appropriate traffic calming treatment to be determined through further engineering study.
S2-S12 P. 27	Attenuate noise for properties abutting Balboa Avenue.	Beginning at western edge of SDG & E right-of-way, install noise wall which incorporates natural materials and elements of corridor theme, as well as screening landscaping.	City	Pending; Awaiting funding.

Segment Three: Mt. Culebra Avenue to Clairemont Drive		Landscaping		
Issue # Page #	***Recommendation***	***Implementation***	***Lead***	***Status***
S3-L1 P. 28	Utilize landscaping to transition between Community Core and natural canyon areas.	Following implementation of S3-S1, S3-S3: 1) Continue landscaping theme S2-L1 to just beyond Mt. Culebra Avenue 2) At point where canyons become visible, transition landscaping to use only low-growing native shrubs in medians. 3) End landscaping at barrier rail, resuming just east of Clairemont Drive.	City, Private Dev.	Median landscaping design 100% complete, waiting for construction funding. Contingent upon implementation of Street Design improvements. See Balboa Avenue Streetscape Improvements (WO# 524960). BACS completed in 2004. A Landscape Balboa Avenue Design Development was prepared by ENVIRONS (project 02.050).
Segment Three: Mt. Culebra Avenue to Clairemont Drive		**Street Design**		
Issue # Page #	***Recommendation***	***Implementation***	***Lead***	***Status***
S3-S1 P. 28	Reduce lane width to slow traffic and recapture area within right-of-way, accounting for narrower right-of-way in this section.	1) Expand medians to varying widths, keeping them as wide as possible. 2) Relocate, reconstruct curb and gutter to varying curb-to-curb widths. 3) Re-stripe travel lanes to a minimum of 10.5 width.	City	Appropriate lane and median width as indicated in Appendix B has been approved by the BACAC. Final City concurrence is pending in some cases. BACS completed in 2004.
S3-S2 P. 28	Utilize recaptured area to improve bicycle circulation and safety.	Stripe bike lanes of five-foot width.	City	Appropriate lane and median width to be determined. BACS completed in 2004.
S3-S3 P. 28-29	Utilize recaptured area to enhance and buffer pedestrian environment.	Following implementation of S3-S1: 1) Reconstruct continuous sidewalks of minimum six-foot width, where possible. A sidewalk may be infeasible in the 180 foot section between the trailhead and the Tecolote Canyon sign. Refer to S3-S4. 2) In areas where sidewalk construction requires cut, construct retaining walls of six-foot maximum height. Incorporate natural materials and other elements consistent with corridor theme. 3) Construct continuous planter strips, where possible. Planter strip width will vary based on right-of-way width and curb alignment. Landscape per S3-L1.	City, Private Dev.	Contingent upon reduction of lane width. BACS completed in 2004.

Issue # Page #	*Recommendation*	*Implementation*	*Lead*	*Status*
S3-S4 P. 29	Accommodate pedestrian circulation in locations constrained by topography.	1. Construct pedestrian bridge in 180 foot section between trailhead and the Tecolote Canyon sign. 2. Evaluate, implement options for sidewalk west of bridge in areas of steep embankment: a) Construct a sidewalk by narrowing the lanes, and some minor cuts. Remove the guardrail and replace it with curb and gutter. b) Construct a continuous sidewalk on the south side of Balboa Avenue through the canyons, and on the north side in some areas.	City, Private Dev.	Appropriate sidewalk configuration contingent upon further engineering study.
S3-S5 P. 30	Discourage mid-block crossings at Clairemont Drive intersection.	1) Construct continuous planter strips along both sides of Balboa Avenue, per S3-S1. Install landscaping which discourages mid-block crossing. 2) Remove or replace portions of existing fencing.	City	The Median Project will replace the fence with new fence that will be decorated with silhouettes of typical Clairemont activities and plants. BACS completed in 2004.
S3-S6 P. 30	Redesign intersection at Clairemont Drive to enhance pedestrian environment and reduce crossing distance.	1. Provide separate curb ramps aligned with crosswalks. 2. Install stop bars at least six feet before crosswalks. 3. Install noses on median to extend within crosswalk.	City, Private Dev.	Pending; Awaiting funding.
		4. Add dotted bike lanes to provide free-flow of right-hand turning traffic.	City	To be determined. BACS completed in 2004.
S3-S7 P. 30	Reconfigure intersection timing at Clairemont Drive to improve pedestrian safety.	1) Post signs prohibiting right-turns on red signals during schools hours. 2) Modify signals to provide three second lead during transition to walk interval. 3) Provide seven second walk interval. 4) Modify timing to allow sufficient time for pedestrians to clear travel lanes prior to end of walk interval. Use 3.0 feet/ second calculation to ensure adequate time for children.	City	Contingent upon further engineering study.

Segment Four: Clairemont Drive to I-5		Landscaping		
Issue # Page #	***Recommendation***	***Implementation***	***Lead***	***Status***
S4-L1 P. 31	Utilize landscaping to enhance sense of entry at gateway, enhance streetscape, and buffer pedestrian environment.	Following implementation of S4-S1, S4-S3 below: 1) Plant medians with native shrubs from the end of the barrier rail west to the project boundary. 2) Plant small ornamental trees in continuous planter strips within parkways.	City, Private Dev.	Median landscaping design 100% complete, waiting for construction funding. See Balboa Avenue Streetscape Improvements (WO# 524960). Contingent upon implementation of Street Design improvements. BACS completed in 2004.

Segment Four: Clairemont Drive to I-5		Street Design		
Issue # Page #	***Recommendation***	***Implementation***	***Lead***	***Status***
S4-S1 P. 31	Continuing 4-lane configuration from S3-S1, reduce lane width to slow traffic and recapture area within right-of-way, accounting for narrower right-of-way in this section.	1) Transportation analysis indicates that a reduction in lanes is feasible. However, this would require that the Clairemont Mesa Community Plan be amended to reclassify segment from six-lane to four-lane major. 2) Expand medians to appropriate width. 3) Narrow curb-to curb distance. Remove guard rail on eastbound Balboa Avenue east of Moraga Avenue. Relocate and reconstruct curb and gutter. 4) Provide emergency parking at appropriate location. 5) Re-stripe travel lanes to a minimum of 10.5 width.	City	Appropriate lane and median width as indicated in Appendix B has been approved by the BACAC. Final City concurrence is pending in some cases. BACS completed in 2004.
S4-S2 P. 31	Utilize recaptured area to improve bicycle circulation and safety.	Stripe bike lanes of five-foot width.	City	Appropriate bike lane width to be determined. BACS completed in 2004.
S4-S3 P. 32	Utilize recaptured area to enhance and buffer pedestrian environment.	Following implementation of S4-S1: 1) Construct continuous planter strips of an appropriate width between sidewalk and curb. Landscape in accordance with S4-L1. 2) Construct sidewalks of a minimum five-foot width. Portions of sidewalk construction may require minor filling, or minor cuts with retaining walls. Any retaining walls should incorporate natural materials and thematic elements from other improvements.	City, Private Dev.	Contingent upon reduction of lane width.

Issue # Page #	***Recommendation***	***Implementation***	***Lead***	***Status***
S4-S4 P. 33	Upgrade transit accessibility at Moraga Avenue intersection.	1) Relocate crosswalk from east to west side of intersection.	City	Pending; Awaiting funding.
		2) Install enhanced transit shelter on Balboa Avenue east of intersection near existing bench.	MTDB	Contingent upon MTDB approval and funding.
S4-S5 P. 33	Redesign intersection at Moraga Avenue to reduce pedestrian crossing distance.	1) Install median on Moraga Avenue	City	Pending; Awaiting funding. A right-hand turn lane already exists at Moraga Avenue.
S4-S6 P. 33	Reduce vehicle conflicts on Moraga Avenue/I-5 ramps.	1) Analyze appropriate reconfiguration of ramps. Utilize any recaptured area to install sidewalks, per S4-S3.	City, Caltrans	Contingent upon further engineering study, Caltrans approval and funding.
		2) Sidewalks should be added under the railroad bridge.		