IV-G TRANSPORTATION ELEMENT

The transportation network of Mid-City consists of vehicular, bicycle, pedestrian and mass transit components. The transportation network services the internal community with links to the adjacent communities, and the regional freeway system.

Since the adoption of the last community plan in December of 1984, the Mid-City community has experienced many changes in traffic and transportation characteristics. The construction of SR-15 in particular will result in significant changes to traffic circulation and improvements to transit access.

Traffic Circulation

Parking

Mass Transit

Bikeways

Pedestrian Circulation

Bikeways

TRAFFIC CIRCULATION

BACKGROUND

STREET SEGMENTS

About half of the Mid-City planning area has been developed on a rectilinear grid of streets. The portion which does not have a grid pattern at the block level does have a grid system of major streets.

In some locations, based on existing roadway classifications and daily traffic volumes, these roadway segments exceed the maximum desirable traffic volumes that are derived from the City's Traffic Impact Study Manual. **Figure 23** illustrates the existing congested street segments and intersections in Mid-City.

Figure 22
Existing Daily Traffic Volumes

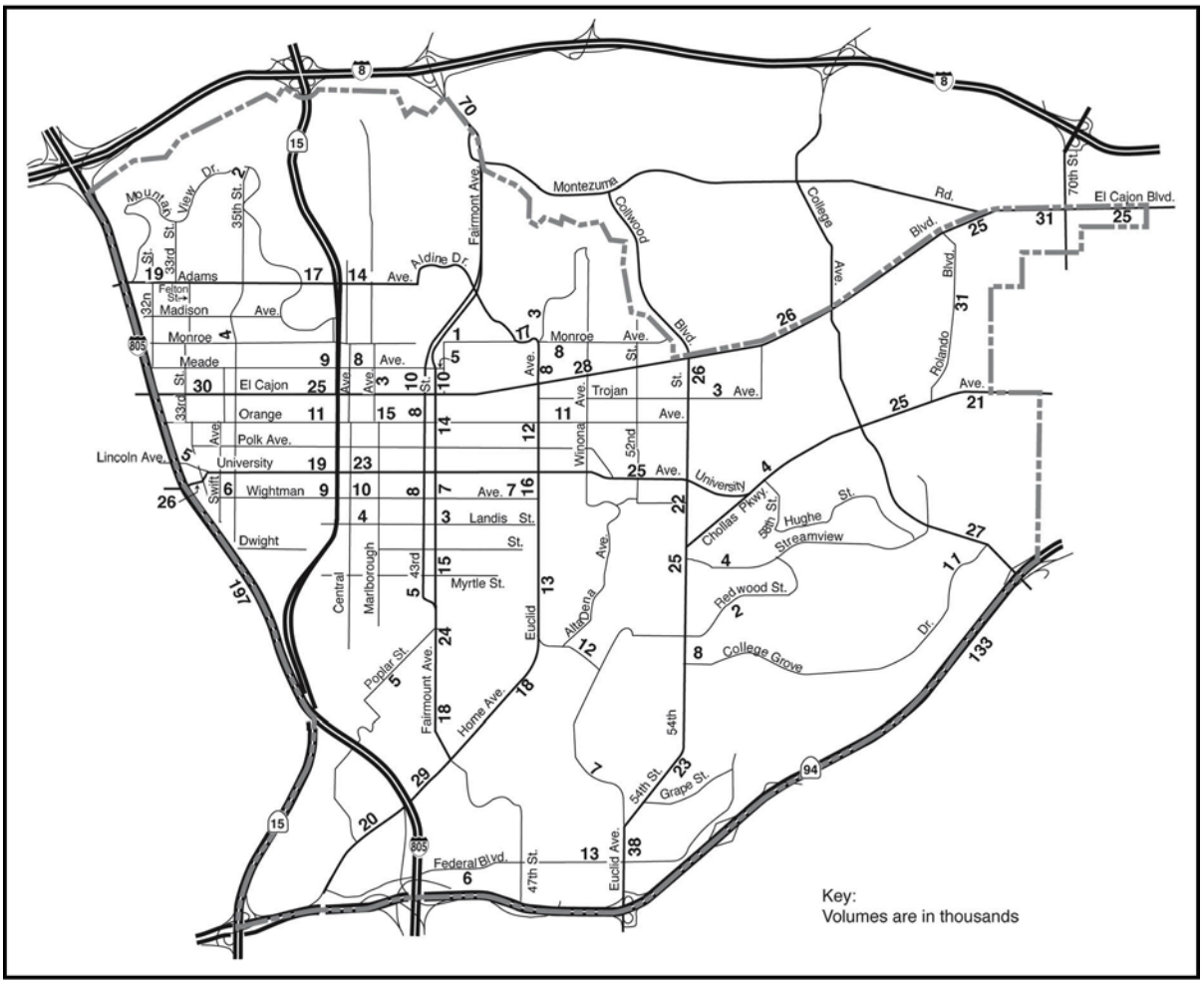
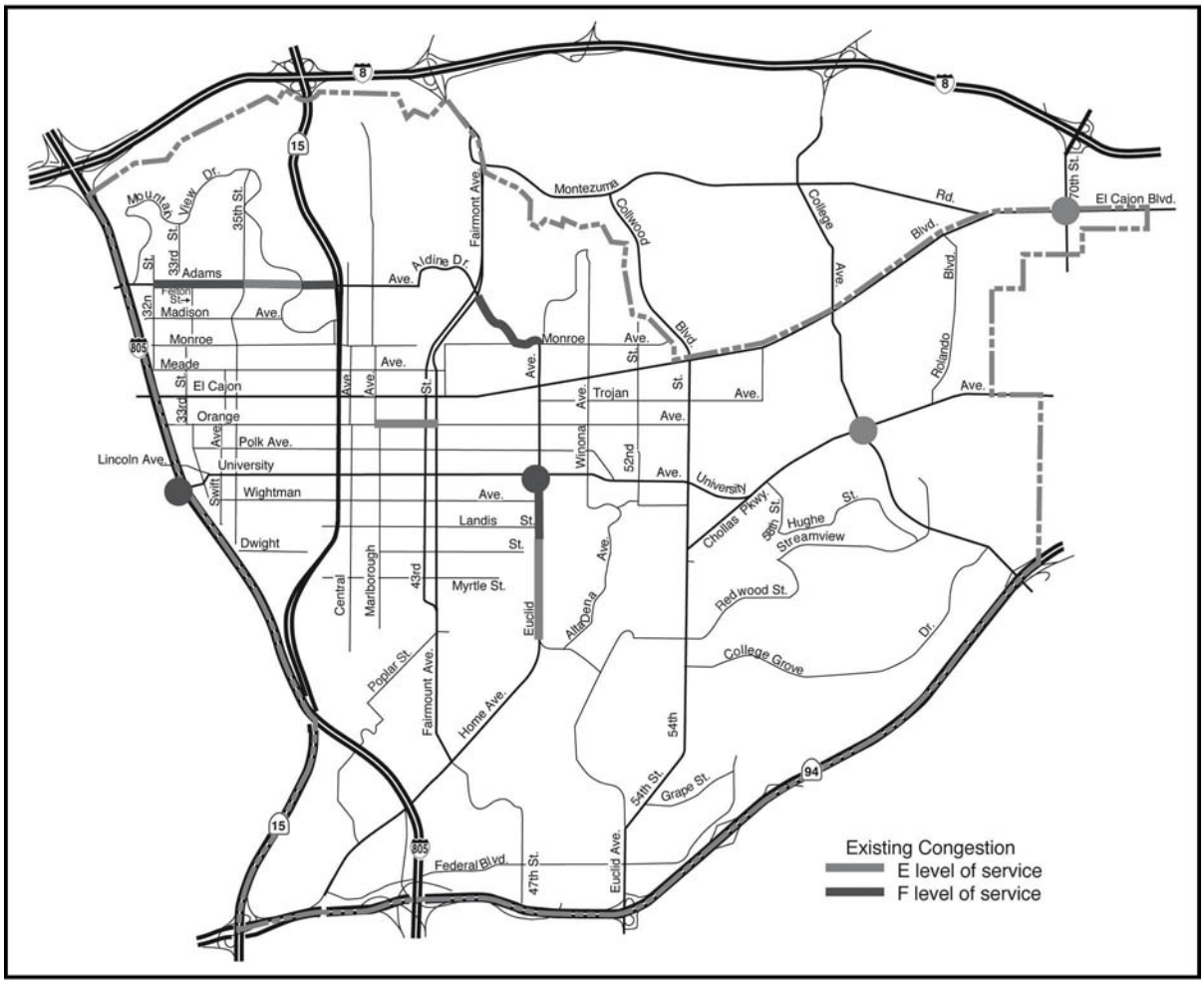


Figure 23

Existing Congested Street Segments and Intersections



INTERSECTIONS

Traffic signals are devices that assign right-of-way for the orderly movement of motorists and pedestrians, increase traffic handling capacity of an intersection, reduce the frequency of certain types of accidents, and can be used to stop the heavy traffic at specified intervals to allow other vehicular and pedestrian traffic to enter the intersection. In addition, under favorable conditions, traffic signals may be coordinated to provide a more efficient continuous traffic movement along a street.

Intersection conditions are measured by the concept of "level of service" (LOS) which is a qualitative measure describing operating conditions within a traffic stream and their perception by the motorists. They are ranked from “A” to “F” with level “A” representing the best operating conditions and level of service “F” the worst. In urbanized areas of this City such as the Mid-City Community Planning area levels of service E and F are considered congested and are undesirable.

The intersections shown below presently have a level of service (LOS) D or worse during the PM peak hour.

- University Avenue and College Avenue (LOS: E)
- El Cajon Boulevard and 70th Street (LOS: E)
- University Avenue and Euclid Avenue (LOS: F)
- University Avenue and Boundary Street (LOS: F)

The intersections that have LOS E or F are considered congested and undesirable. **Figure 23** depicts the existing congested intersections in Mid-City.

Vision: A functioning multi-modal transportation system that connects to the larger regional system and a sensible traffic plan that enhances neighborhood quality and cohesiveness.

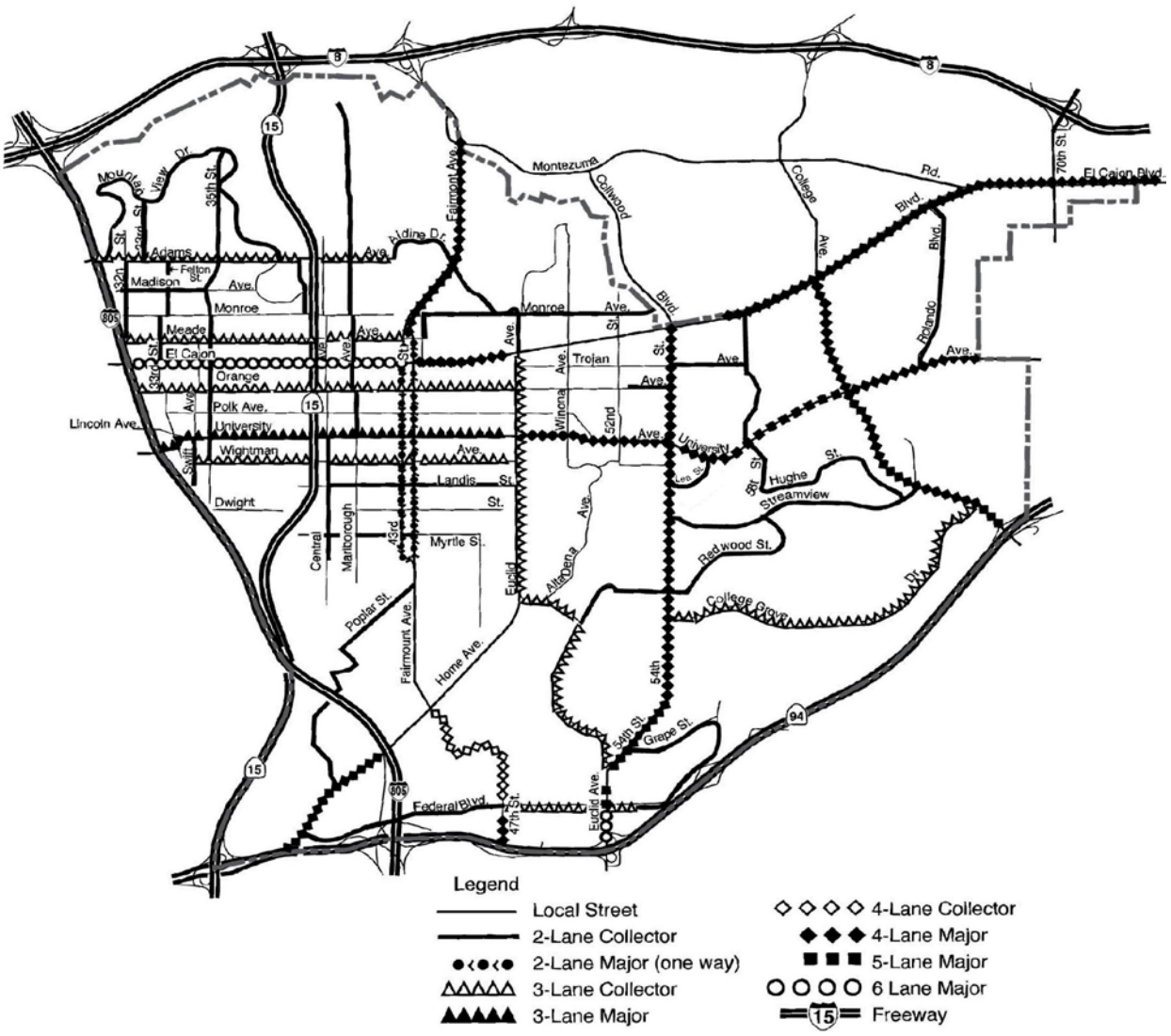
FUTURE CONDITIONS

In order to analyze future traffic, two sets of capacity analysis were conducted:

1. Street segment capacity analysis
2. Intersection capacity analysis

The future daily traffic volumes for each street network alternatives were compared to the carrying capacities of the adopted community plan street classifications based on the City's level of service criteria for street segments. For urbanized areas of the City, including the Mid-City Community Plan area, street segments with levels of service worse than D (i.e., E and F) are considered congested and undesirable.

FIGURE 24. FUTURE RECOMMENDED STREET NETWORK



Streets and Highways

With the exception of State Route 15, which is to be completed, the existing system should be maintained and operational improvements made. Recommendations are based on a proven need to increase efficiency and accommodate planned growth.

The recommended future street network is shown on **Figure 24**. The future daily volumes are shown on **Figure 25**.

Goal

- To provide an adequate traffic circulation system that is balanced with the character and multi-modal tendencies of the community.

Recommendations

Recommended transportation improvements are shown on **Figure 26**.

33rd Street

- Upgrade to a two-lane collector street between North Mountain View Drive and Adams Avenue.
- Upgrade to a two-lane collector street between El Cajon Boulevard and Monroe Avenue.

40th Street

- Downgrade to a two-lane collector street between North Mountain View Drive and Adams Avenue.
- Terminate at intersection with Monroe Avenue and vacate between Monroe Avenue and Meade Avenue when feasible.

43rd Street

- Maintain as a two-lane collector street one-way southbound.

Chollas Parkway

- Vacate the street between 54th Street and University Avenue to allow for the development of a neighborhood park and the restoration of Chollas Creek consistent with the Chollas Creek Enhancement Program.

Lea Street

- Improve Lea Street to a two-lane collector connecting to University Avenue at Promise Drive.

College Grove Drive

- Reduce width to a three-lane collector street (one lane in each direction with a continuous center left-turn lane) between 54th Street and College Grove Way.

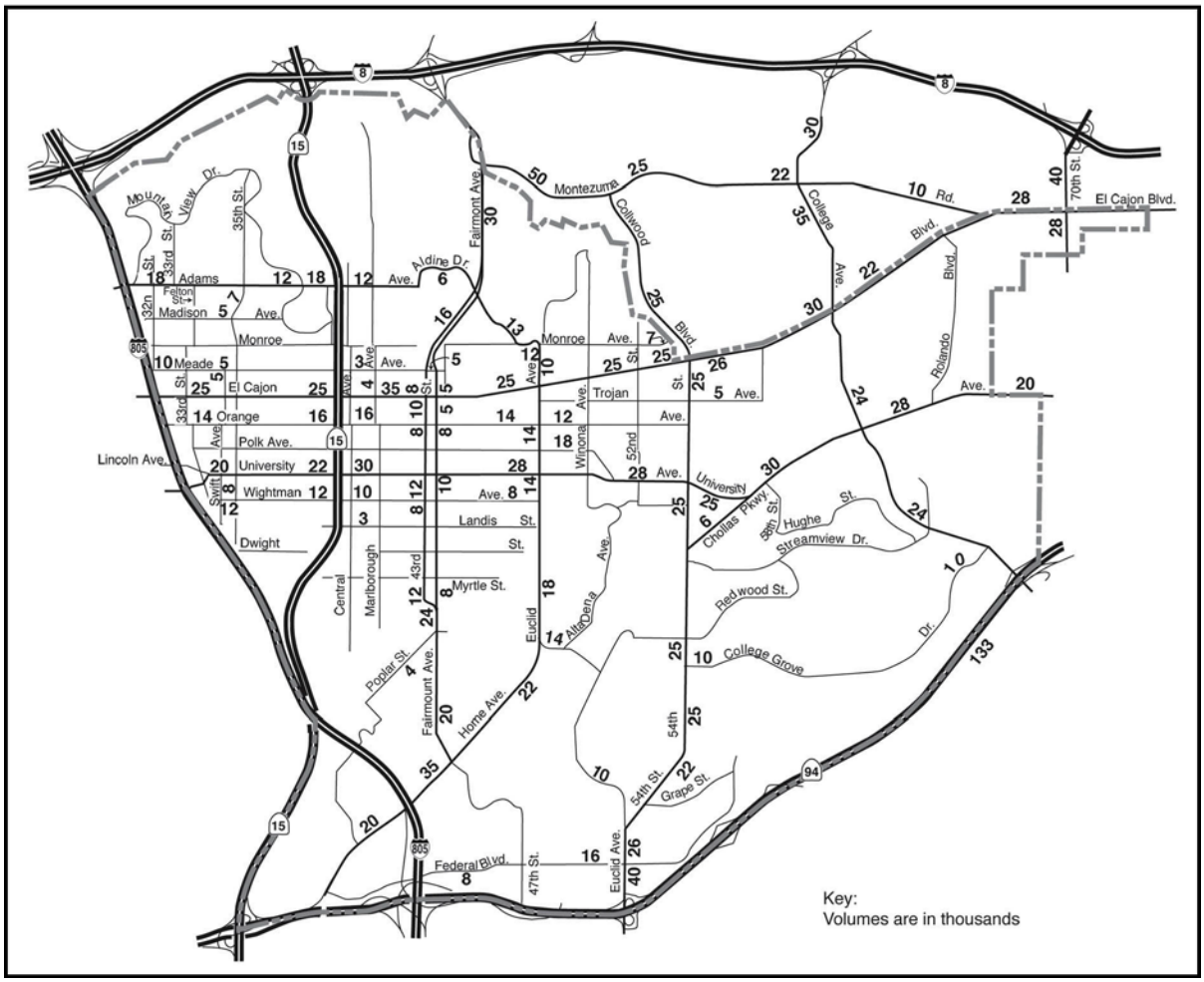
College Grove Way

- Work with Caltrans on the proposed eastbound on- and off-ramps from SR-94 to College Grove Drive as recommended in the College Grove Redevelopment Area Plan.

Euclid Avenue

- High future volumes necessitate upgrading to a three-lane collector street from Monroe Avenue to Westover Place. Widening is necessary south of El Cajon Boulevard but it should not be undertaken until redevelopment occurs and there should be no narrowing of sidewalks. There should be no street vacations or loss of right-of-way.
- Widen to a six-lane major street south of Federal Boulevard.

Figure 25
Future Daily Volumes



Fairmount Avenue

- Change to a two-lane, one-way street northbound between El Cajon Boulevard and the intersection of 43rd Street and Fairmount Avenue.

Home Avenue

- Widen to a four-lane collector street between Euclid Avenue and Fairmount Avenue as adjacent properties develop.
- Improve the median and length of left-turn pockets between 54th Street and Federal Boulevard.

Hughes Street

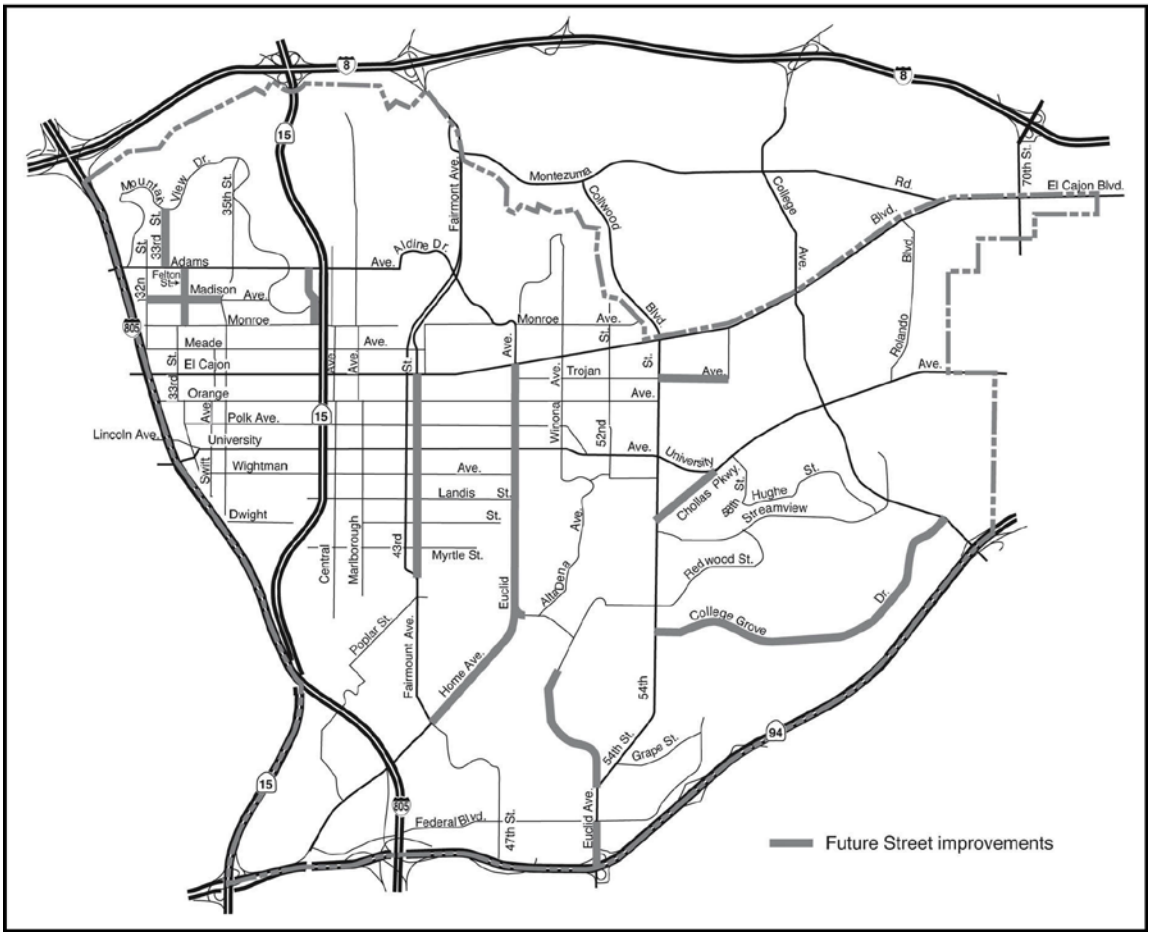
- Identify as a two-lane collector street between 58th Street and Streamview Drive.

Madison Avenue

- Upgrade to a two-lane collector street between I-805 On-Ramp to 35th Street.

Figure 26

Transportation Improvements



University Avenue

- Maintain University Avenue as a three-lane major street between I-805 and Euclid Avenue.

Other additional roadway improvements may be necessary to reduce congestion as shown on **Figure 27**.

INTERSECTIONS

Required intersection improvements to bring intersection levels of service to D or better are as follows:

Federal Boulevard/Euclid Avenue

- Widen southbound Euclid Avenue to provide one left-turn, two through, and a shared right and through lane. Widen eastbound Federal Boulevard to provide two left-turn, one through, and one shared right and through lane.

I-805 Southbound On-Off Ramps/Home Avenue

- Widen westbound approach (Home Avenue) by narrowing and relocating the median, to provide two left-turn and two existing through lanes.

El Cajon Boulevard/70th Street

- Widen El Cajon Boulevard to provide two eastbound left-turn lanes.

University Avenue/Euclid Avenue

- Widen eastbound University Avenue to provide one left-turn, two through, and one right-turn lane as redevelopment occurs.
- There should be no narrowing of sidewalks. Widen northbound Euclid Avenue to provide one left-turn, one through, and one right-turn lane.

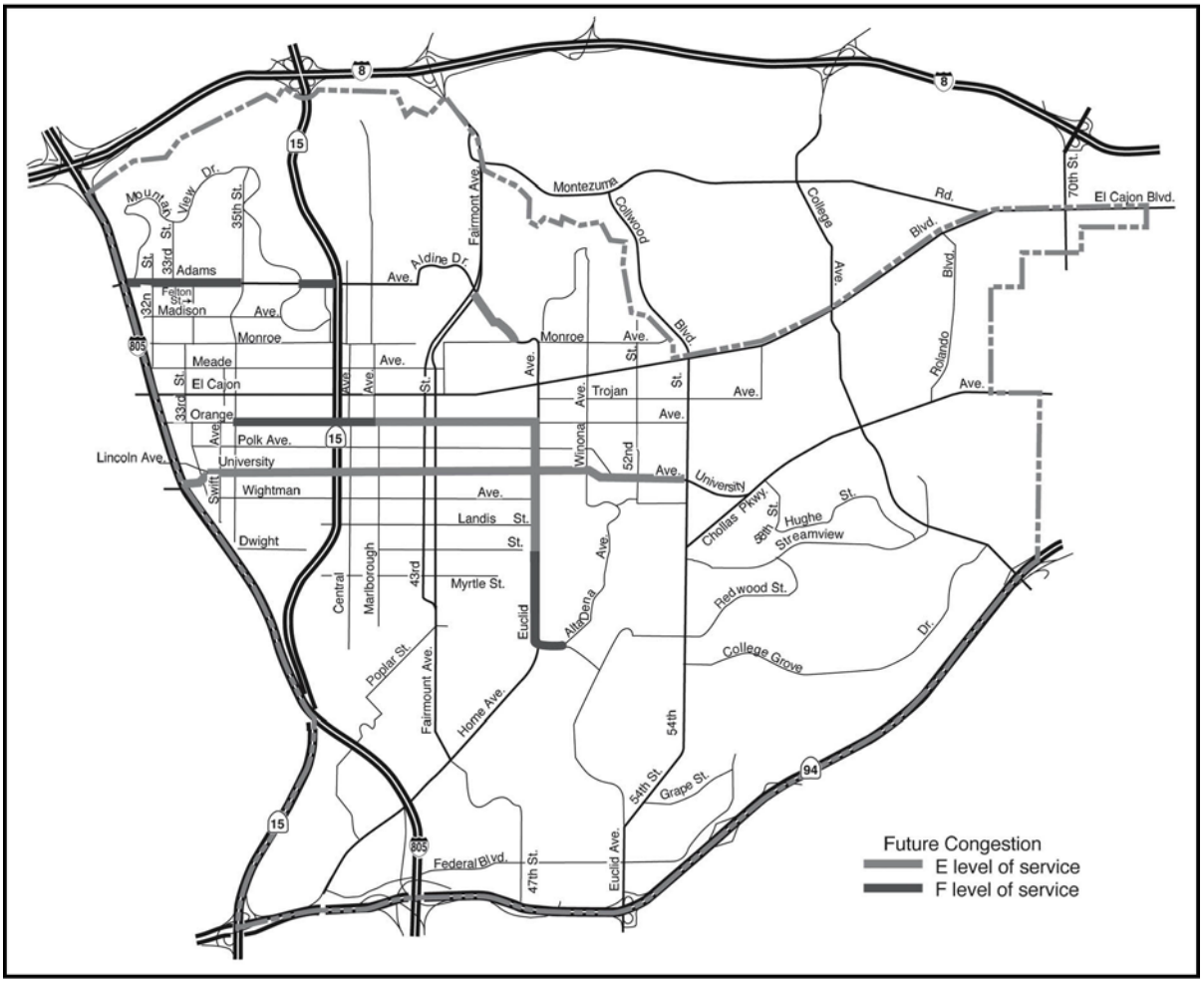
University Avenue/Boundary Street

- Widen the northbound Boundary Street to provide one left-turn lane, one through lane and one right-turn lane.

FUTURE CONGESTION

At the buildout of the community, after implementation of the plan recommendations, several streets would still operate at levels of service E and F, as shown on **Figure 27**.

Figure 27
Future Congestion



PARKING

As a result of historical development patterns, changed demographics and current parking needs, the Mid-City community faces problems with the quantity, location and safety of its existing parking supply. The older, predominantly single-family areas were developed with parking standards that were appropriate for the early 20th Century, but do not meet current demands, even in areas that have remained single-family neighborhoods.

Furthermore, the widespread introduction of multifamily development in single-family dwelling neighborhoods and increases in the average number of residents per multifamily dwelling unit exacerbated the already insufficient supply of parking.

Although commercial areas have an adequate supply of parking, its location and configuration is unsuited to the needs of current businesses. Moreover, security is compromised by large, empty areas devoid of activity in the evening and off-peak hours.

Vision: Adequate, appropriately located and safe parking to service Mid-City.

Goal

- To provide parking that is adequate for its intended use, but that does not produce negative impacts on community character by providing an oversupply of parking.

Recommendations

- The character and viability of commercial development should be considered in the development and application of parking requirements.
- Locate parking so as to minimize impacts on pedestrians.
- Encourage opportunities to share parking among various uses.
- Pursue the establishment of parking districts to provide public parking facilities and services, financed by such devices as in-lieu fees, parking meters and parking permits.
- Where private off-street parking is inadequate, consider the provision of diagonal on-street parking to increase the total supply of parking spaces.
- Locate larger parking areas strategically in relation to transit stops to enhance transit usage.

MASS TRANSIT

BACKGROUND

The San Diego Metropolitan Transit System (MTS) operates the system of buses and the trolley or Light Rail Transit (LRT). They are overseen by the Metropolitan Transit Development Board (MTDB).

The Mid-City community is considered a high-density population center. Many major activity centers are located nearby, including Centre City, Balboa Park, Qualcomm Stadium, Mission Valley, and San Diego State University. A large percentage of the Mid-City population is transit-dependent, especially senior citizens and low-income residents. This is especially true in the higher population density areas, where up to 24 percent of households are without a vehicle compared to ten percent citywide, and over ten percent use transit to get to work, versus four percent citywide.

Public transit is presently provided at levels equivalent to or better than elsewhere in the City.

Vision: An efficient transit system that features fixed rail, electric buses and intracommunity shuttles.

BUS

Mid-City has a very high level of bus transit service as shown on **Figure 28**. Bus service is provided on three major east-west corridors: El Cajon Boulevard, University Avenue, and Adams Street. North-south service is provided on: Fairmount Avenue, 54th Street, and College Avenue.

RAIL

Fixed rail transit has been studied in the past for El Cajon Boulevard and has not been found to be viable.

Goals

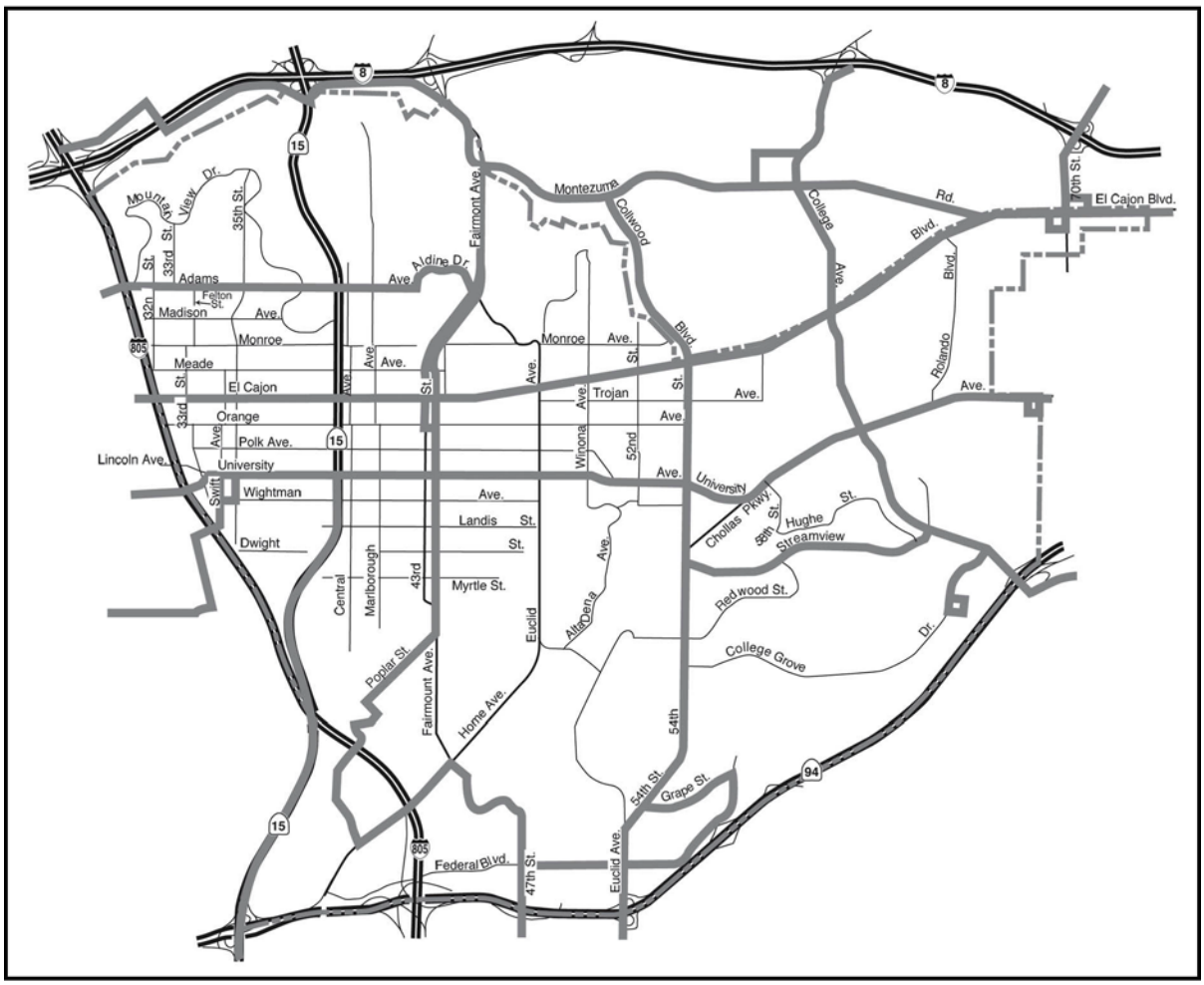
- To provide accessible public transit service for all residents, employees, shoppers and visitors to Mid-City.
- To provide a high level of public transit service along major corridors.
- To provide direct public transit access to major regional employment centers.

Recommendations

- Provide fixed rail transit on I-15 as soon as possible (currently under study by MTDB).

- Reevaluate the feasibility of a fixed rail transit corridor along El Cajon Boulevard or adjacent east-west streets.
- Consider the expansion of express bus service in Mid-City, linking the population centers to major activity centers in San Diego.
- Enhance existing urban level bus service to the extent possible by increasing the frequency of service, adding express service, reducing headway between buses, allowing buses to preempt traffic signals, and improving transit stops and surfacing of streets along bus routes.
- Consider the feasibility of restoring the fixed rail service on University Avenue between I-805 and Euclid Avenue, or provide a "rubber tire trolley" service.
- Provide bus shelters on all transit corridors.
- As a major north-south transit route, there should be no reduction in service along 54th Street.

Figure 28
Bus Routes



PEDESTRIAN CIRCULATION

BACKGROUND

The density and mixture of land uses put residents in close proximity to multiple destinations, allowing walking to be a significant mode of transportation. Pedestrian activity also contributes to the viability of public transit in Mid-City.

Pedestrian travel is accommodated by a sidewalk system along most streets in the community.

Vision: Encourage and enhance pedestrian and bicycling as effective modes of personal transportation.

Goal

- To provide adequate sidewalks and paths.

Recommendations

- Sidewalks should be provided along all street frontages except in steep hillside areas where there is no access to adjoining properties.
- Sidewalks in commercial areas should be paved to the curb with trees spaced along the curb, and extend from the curb to the property line, generally ten feet to 14 feet wide.
- Sidewalks that are replaced in residential areas should maintain the same location with respect to the curb.
- Sidewalks should not be reduced in width through street widening, encroachments, or by other means.
- Provide a sidewalk on the Euclid Avenue bridge over Chollas Creek.
- Cover the curb returns at the drainage channel outlets on Chollas Road and Chollas Parkway.
- All sidewalks with high pedestrian usage should be lighted with pedestrian-oriented streetlights.
- Provide adequate security for pedestrians with lighting and design of landscaped walkways to ensure visibility.
- Street trees should provide maximum shade and be equally spaced.
- Closing streets is discouraged. If a street is closed, to the extent possible, pedestrian and bicycle access should be maintained.
- Garages should face alleys where available or should be set back from the front of the principal structure.
- Private streets and gated developments are discouraged.

- Provide direct pedestrian access from sidewalks to storefronts and residential units where feasible.
- Provide a pedestrian orientation in commercial areas with storefronts and display windows close to sidewalk.
- To the extent possible, encourage implementation of traffic calming programs to reduce vehicle speeds through residential neighborhoods.
- Systematically upgrade deteriorating sidewalks, curbs, and gutters.
- Historic scoring patterns and ID stamps should be retained or duplicated when sidewalks are replaced.

BICYCLE SYSTEM

The existing and proposed bicycle system within the Mid-City Community Plan area is shown in **Figure 29**.

The City has three classifications of bikeways.

The bikeway types and bicycle facilities classifications are shown in **Appendix B**. The pedestrian/bikeway bridge over SR-15 at Monroe Avenue should be a minimum of 12 feet wide.

Figure 29
Bikeways