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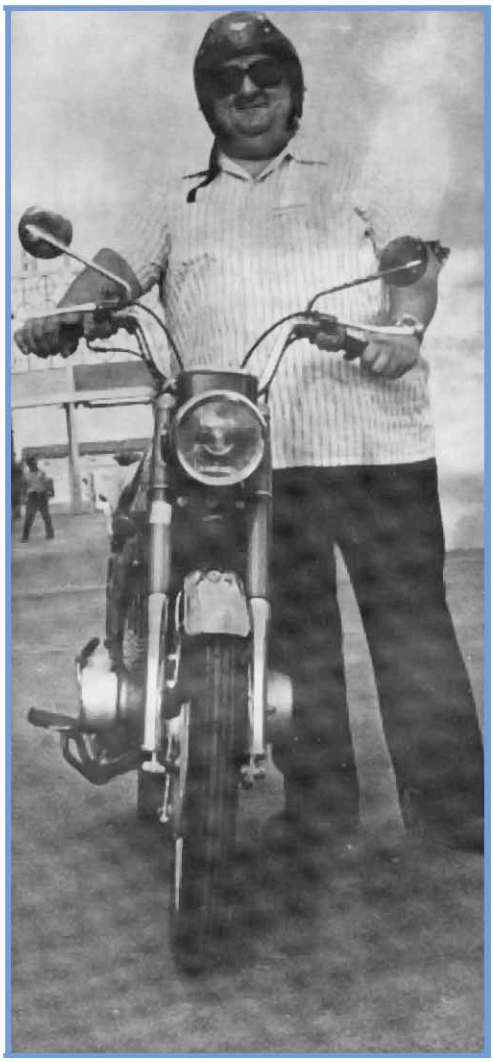
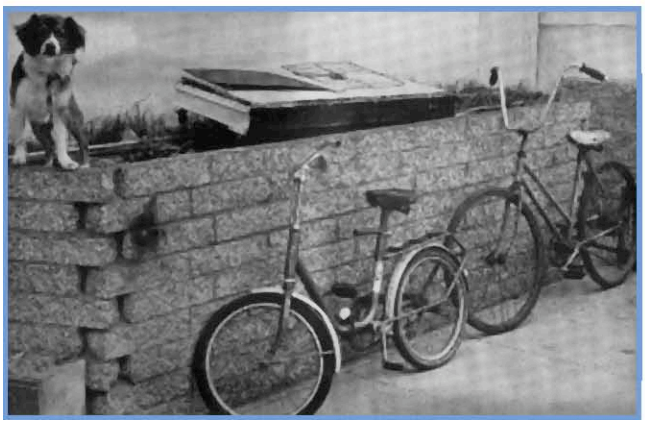




TRANSPORTATION ELEMENT

The basic purpose of transportation is to provide each member of the community with maximum opportunity for access to goods, services and activities, both public and private. The achievement of this purpose will require that a fully integrated system of vehicular, transit, bicycle, pedestrian and parking facilities be considered. The following Transportation Element of the Mission Beach Precise Plan discusses each of these facilities and itemizes goals and proposals for their improvement.

VEHICULAR MOVEMENT

The Mission Beach vehicular circulation system consists of one main street, Mission Boulevard, traversing the length of the community. There are two access points in and out of Mission Beach. Internal vehicular movement is served by two north-south alleys parallel to Mission Boulevard, one to the east and one to the west. By definition these are called streets, although by function and appearance they are alleys. Perpendicular to the north-south movement are a series of east-west alleys, Places and Courts. The alleys and Places serve automobiles, while the Courts are sidewalks serving pedestrians. Basically, alleys and Courts alternate throughout the length of the community, with a Place occurring instead of a Court about every seven Courts north of Santa Clara Place, and every four Courts south of Santa Clara Place.

Alleys provide the only alternative to Mission Boulevard for vehicles.

Mission Boulevard has a right-of-way of 80 feet, with an actual distance of 60 feet from curb to curb. Strandway, parallel to Mission Boulevard to the west, has a right-of-way of 20 feet. Bayside Lane, parallel to the Boulevard on the east, has a right-of-way of 19 feet. Strandway is one-way south and Bayside Lane one-way north. The east-west alleys all have a l6-foot right-of-way while the Places are 24 feet. In the case of all of the alleys and Places, the right-of-way distance is the same as the pavement width. Generally speaking, Mission Boulevard acts as a distributor for all vehicular traffic in Mission Beach. The east-west alleys and the Places provide internal access to and from the garages of residences. Because there are cuts in the Mission Boulevard median only at the Places, those alleys carry somewhat more traffic than the others. The north-south alleys are used for short vehicle movement, usually between the distance from one Place to another. These streets and alleys make up the entire vehicular movement system in Mission Beach.

Mission Boulevard serves over 20,000 automobiles every day. According to the City of San Diego street and highway standards, a street with this volume should have four 12-foot lanes with a curb-to-curb distance in excess of 80 feet. The Boulevard has four ten-foot lanes in a 60- foot curb distance. The most constricting portion of the Boulevard, at present, is the Ventura intersection. During periods of heavy use traffic backs up into both North and South Mission Beach. The alleys are generally adequate to handle local traffic under normal conditions. Unfortunately, the severe lack of parking in the community results in the alleys being used to store automobiles (sometimes illegally) rather than to distribute them. The situation becomes critical when vehicles circulate through the alleys looking for parking. Visitor traffic coupled with local traffic sometimes causes Mission Boulevard to exceed capacity during the summer. These conditions all create an undesirable situation in Mission Beach from a traffic circulation standpoint.

The number of automobiles generated for purpose of employment is unusually large. According to the 1970 U.S. Census of Population, over 80 percent of all persons traveling to work from Mission Beach drive their own automobile, compared to only 65 percent citywide. This is partly because there is virtually no employment base in Mission Beach itself. A high degree of vehicle ownership intensifies the overall traffic and parking problem, while the high rate of usage for employment purposes intensifies the peak hour problem.

GOALS

- The reduction of overall vehicular congestion plaguing Mission Boulevard.
- The reduction and, if possible, elimination of through traffic on Mission Boulevard.
- The curtailment of beach user traffic on Mission Boulevard.
- The reduction of the present pedestrian and vehicular accident rate on Mission Boulevard.
- The improvement of the physical appearance of Mission Boulevard.

EXISTING TRAFFIC CONDITIONS

Mission Beach, at present, houses about 6,000 people in 3,350 dwelling units. It has a limited amount of commercial activity that accounts for some generation of traffic. At least 30 percent of the traffic within the community is through traffic. Actual counts have indicated that this figure, at times, is as high as 40 percent. Because of the generous amount of beach area adjacent to the community, recreational traffic accounts for the difference between winter and summer counts. Winter traffic consists mainly of that generated by the community itself plus through traffic. In the summer, average daily traffic counts are 60 percent higher than in winter. The summer season, defined by mid-June to Mid-September, with its summer weekends, holidays and heat waves, accounts for the peak high counts. Some combination of the above can virtually bring traffic to a stop during the day and evening.

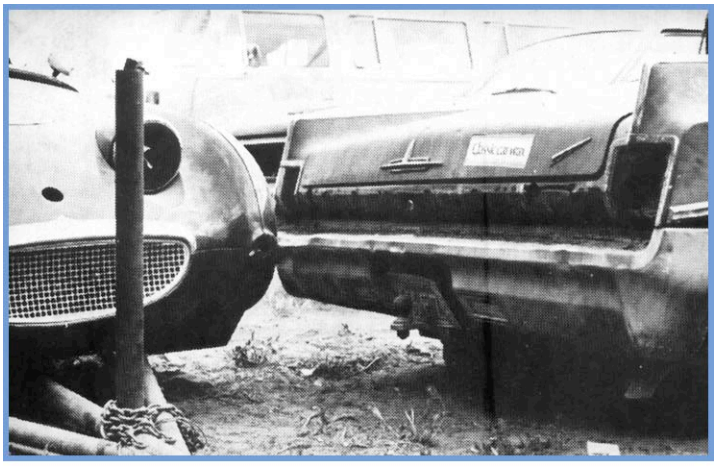
For purposes of evaluating present and future traffic conditions, Mission Boulevard can be divided into two segments, that portion north of Ventura Place and that portion to the south. It is necessary to treat north Mission Boulevard separately because it has the most serious traffic problems. Because of the difference in winter and summer traffic conditions a further breakdown is necessary for purposes of analysis.

Looking at the existing situation first, the northern part of Mission Beach houses 4,200 people in 2,400 total dwelling units while the southern part houses l,800 people in 950 dwelling units. The following table shows the vehicle trip demand generated by residential and commercial uses, through traffic and recreational uses.

EXISTING TRAFFIC SITUATION

	North Mission Boulevard		South Mission Boulevard	
	Winter	**Summer**	**Winter**	**Summer**
Residential	12,800	12,800	6,400	6,400
Commercial	600	600	100	100
Through	5,800	5,800		
Recreational		9,200	700	5,800
TOTAL	**19,200**	**28,400**	**7,200**	**12,300**

The present capacity of North Mission Boulevard is about 24,000 vehicles per day. This is determined by calculating the maximum vehicle load per hour that the most constricted portion of the Boulevard (in this case the Ventura intersection) can accommodate. The figure recognizes that traffic follows a fluctuating pattern everyday, with peak conditions at rush hours, and virtually no traffic late at night. Realistically, then, capacity is less than 24 times the maximum vehicles per hour. The northern part of the Boulevard is somewhat under capacity in the winter, and well over capacity in the summer. The southern part is under capacity year round. Capacity, as used here, is for a level of service "D." By definition (with "A" being the best and "E" the worst), the D level of service involves slowdowns during periods of peak use. On weekdays these are the rush hours, and on summer weekends, the afternoons. Slowdowns in traffic occur, then, even though capacity is not necessarily exceeded. This condition exists at times in South Mission Beach also, because of the Ventura Intersection.



Some vehicles do not move at all.

Mission Boulevard presently reflects a higher than average accident rate. Currently, the accident rate in the north is about that of the citywide average for similar streets. In the south it is also above the citywide average. The majority of the accidents that do occur involve left turn, rear end and parked car conflicts.

FUTURE TRAFFIC CONDITIONS

Because Mission Boulevard is expected to be altered in the near future, projections of future traffic conditions will be based upon its future configuration. At present, Mission Boulevard has four ten-foot lanes, two in each direction, with a median. After reconstruction the Boulevard will have two l5-foot lanes, one in each direction, with left turn pockets at each Place. There remains some question as to whether the two-lane configurations will adequately handle the flow of traffic north of Ventura Place, especially if recreational and through traffic is not curtailed. For this reason the option of returning to four substandard lanes for that portion of the Boulevard must be kept open. In discussing the future vehicle loads and capacities, an analysis for each of the configurations will be considered.

When fully developed, Mission Beach is anticipated to house about 8,000 people in 4,000 total dwelling units. North Mission Beach will contain 2,800 dwelling units accommodating 5,600 people, and South Mission Beach l,200 dwelling units and 2,400 people. The capacity of Mission Boulevard with the two-lane configuration will be about 24,000 vehicles per day, about the same as it is at present. The use of four lanes could potentially increase the capacity to about 30,000 vehicles per day.

VEHICULAR MOVEMENT PROPOSALS

If traffic circulation is to improve, a number of conditions must be met. Through traffic should be drastically reduced and recreational traffic should be excluded from Mission Boulevard. Given these circumstances the reconstructed Mission Boulevard will be capable of handling the vehicle load even with the projected increases in density. The following table details this situation.

FUTURE TRAFFIC SITUATION

	North Mission Boulevard		**South Mission Boulevard**	
	Winter	**Summer**	**Winter**	**Summer**
Residential	16,000	16,000	7,800	7,800
Commercial	1,800	1,800	300	300
Through	1,000	1,000		
Recreational	1,000	3,000	1,000	3,000
TOTAL	**19,800**	**21,800**	**9,100**	**11,100**

When comparing the proposed traffic configuration to the present one, the changes become evident. Both residential and commercial vehicle trips have increased proportionate to the increase in activity of these two land uses. Through traffic has been reduced sharply. Recreational traffic has been severely reduced in the north and the south in the summer. The recreational traffic that remains reflects the generation from those facilities already established within the community. In the north this includes the marinas and boat launching facilities, and in the south the activity adjacent to the jetty, as well as the parking area at Mission Beach Park. The proposed two-lane configuration of Mission Boulevard has a projected capacity greater than the highest level of activity, the 21,800 automobiles anticipated on North Mission Boulevard in the summer. Recognizing, however, that the 21,800 is only an average, there will be occasions when the capacity is exceeded, just as happens now.

Because the elimination of through traffic and recreational traffic is only a goal at present, it is necessary to consider the effects of a continuation of the status quo, accompanied by an increase in density. The following table shows the effects of such action upon vehicle load demands on Mission Boulevard

CONTINUATION OF PRESENT TRAFFIC SITUATION

	North Mission Boulevard		**South Mission Boulevard**	
	Winter	**Summer**	**Winter**	**Summer**
Residential	16,000	16,000	7,800	7,800
Commercial	1,800	1,800	300	300
Through	6,000	7,000		
Recreational	3,000	11,000	2,300	7,000
TOTAL	**24,800**	**35,800**	**10,400**	**15,100**

An increase in residential dwelling units to 4,000, as proposed by the Plan, and an accompanying increase in commercial activity cannot be accommodated if through traffic and recreational traffic increase in the same proportions. The effect of this is to cause an over capacity situation on Mission Boulevard in the north even in the winter. Even if the two land configurations were changed to four lanes (increasing the capacity to 30,000) Mission Boulevard could not function during the summer months. It is evident that changes in traffic patterns are inevitable as the community grows, and as beach usage grows.

In conclusion, the only desirable traffic situation involves a density limitation to slow internal growth, a sharp reduction of through traffic and an elimination of recreational trips from Mission Boulevard. Anything less will involve the continuation of serious traffic problems, with the situation becoming intolerable at some future time.

MISSION BOULEVARD PROPOSAL

At present, Mission Boulevard is defined as a major street north of Ventura Place. It currently serves the community, a high degree of through traffic, and those people using the beaches and other recreational facilities. Mission Boulevard, however, is different from other major streets in San Diego. It has a curb-to-curb width of 60 feet, over 20 feet less than the standard. Also, in its two-mile length, there are presently 6'000 people living within 500 feet of the street. This results in an enormous amount of pedestrian interaction with the Boulevard. A count on an overcast spring day revealed 1,000 pedestrian crossings in an 800-foot segment in a period of one hour.

The Mission Boulevard Improvement Project consists of the construction of four storm drain pump stations and collector drain systems, the installation of local drainage systems in the Boulevard, the construction of new sidewalks between the existing sidewalk and curb, continuous level street light facilities on the Boulevard, the reconstruction of the center island including traffic signals and left turn pockets at certain locations, landscaping of left-turn pockets, the provision of street trees and the conversion of overhead utilities on the Boulevard to underground facilities. When completed, it will be striped for one 15-foot lane in each direction.

Mission Boulevard is presently a ribbon of wires, cars and poles.

The project, as originally proposed, involved an area assessment of about a million dollars, with an additional $700,000 being financed by the City. Delays in the project, however, have raised the cost considerably. Construction is proposed to be in three stages, over a three-year period. The first phase covers the area between Manhattan Court and Pacific Beach Drive, the second between Manhattan and Ventura Place, and the third from Ventura Place south.

Wire and pole removal, landscaping, tree planting and ornamental lighting will all create an atmosphere that enriches the overall community. Left-turn pockets and wide lanes increase pedestrian and vehicular ingress at what are presently the most dangerous intersections along the Boulevard. Along with these improvements, consideration should be given to a speed limit less than the present 30 MPH with strict enforcement in order to ensure that the more efficient movement of traffic does not result in higher speeds along this pedestrian-oriented Boulevard.

Parking along the Boulevard, while necessary for residents at present, should be reduced in the future if off-street accommodation of vehicles is improved. This would further reduce vehicular conflict while making pedestrians more visible. Until such a time parking can be decreased, the placement of fire hydrants, curb cuts, bus stops and loading zones should all be carefully coordinated in order to ensure that as much parking as possible is maintained.

Consideration should be given to closing the entrance to selected east~west alleys at Mission Boulevard. This could increase parking while reducing the conflict points between vehicles entering the Boulevard and moving traffic. Eventual widening of the median should be considered in order to facilitate landscaping and increase the pedestrian reservoir in the center of the street. All of these improvements will eventually lead to the establishment of a desirable community street from the aspect of both form and function.

SUMMARY RECOMMENDATIONS

- That the Mission Boulevard Improvement Project be subject to further study, including the following proposals:

  the elimination of severe drainage problems; the construction of sidewalks between the existing sidewalks and curbs; the provision of unique ornamental street lighting the length of the Boulevard; the construction of four-car left-turn pockets and traffic signals at Santa Clara, El Carmel and Ventura Places, and Pacific Beach Drive, and the construction of two-car left-turn pockets at all other Places; the landscaping of all left-turn pockets; the provision of street trees, spaced one between every Court and alley on both sides of the Boulevard; and the conversion of overhead utility facilities on the Boulevard to underground.

- That directional signing and other traffic control devices in the vicinity of Mission Beach discourage through traffic from entering the community.

- That Mission Beach be removed from the 52-mile scenic drive in order to reduce through traffic.

- That directional signing and other traffic control devices be used to reduce the occurrence of beach user traffic on Mission Boulevard and direct beach users to public parking areas.

- That the restriping of Mission Boulevard upon completion of the improvement project consist of two 15-foot lanes, one in each direction.

- That consideration be given to reducing the speed limit on Mission Boulevard upon completion of the improvement project from the present 30 MPH limit to 25 MPH.

- That careful coordination of fire hydrants, bus stops, loading zones and curb cuts occur in order to maximize the amount of parking on Mission Boulevard at present.

- That the eventual reduction of parking on Mission Boulevard be considered when off-street parking within the community increases.

- That consideration be given to blocking access to some east-west alleys at Mission Boulevard in order to increase parking and reduce the number of points of conflict between vehicles entering and traveling along the Boulevard.

- That the eventual widening of the Boulevard median be considered in order to increase landscaping and provide a larger pedestrian reservoir in the center of the street.

VEHICULAR PARKING

One of the most monumental problems in Mission Beach at present is the lack of adequate parking. This situation exists for residential, commercial and recreational uses. The existing deficit can be identified, but solutions to the problem will take a unified effort by both the public and private sectors. For purposes of analysis, residential, commercial and recreational parking proposals will all be treated separately.

Based on the 1970 Census of Housing, there are approximately 5,000 automobiles in Mission Beach. Field surveys of off-street parking spaces indicate that there are about 3,700 spaces available. This leaves a deficit of at least 1,300 spaces. This deficit is actually somewhat higher when considering that a number of off-street parking spaces and garages are presently used-for storage of boats, trailers and other goods. In addition to the off-street spaces there are approximately 1,000 spaces located on-street. This includes the parking along Mission Boulevard, on the Places and on Strandway and Bayside Lane. The several hundred car parking shortage is made up by residents through the use of recreational parking lots adjacent to residential areas, and through illegal parking on alleys and in yards.

At present, there are about four acres of land in commercial use in Mission Beach. The various commercial uses provide virtually no off-street parking. Almost all commercial uses in the community are adjacent to Mission Boulevard and rely on that street for parking. There are accepted standards that are generally used in order to determine the amount of off-street parking necessary to accommodate traffic generated by various types of commercial uses. These standards are not applicable in Mission Beach for two reasons. First, the commercial uses are more dependent on foot and bicycle traffic than regular neighborhood commercial uses, making the parking requirement somewhat different than the standard. Secondly, the unavailability as well as high cost of land renders the development of generous amounts of off-street parking infeasible. Beach use during the summer months generates more automobiles than there are spaces available. At present, there are about 600 spaces at Santa Clara Point, 100 at El Carmel Point, 600 at Mission Beach Park and 300 adjacent to the jetty in South Mission Beach providing a total of approximately l,600 off-street recreational parking spaces. With the addition of l50 spaces at Mission Point, and 1,200 spaces adjacent to Belmont Park in the Bonita Cove area, there will be a total of almost 3,000 parking spaces for recreational purposes.

GOAL

- The provision of increased residential, commercial and recreational parking in order to reduce the serious deficit that presently exists.

FINANCING ALTERNATIVES

There are a number of financing programs available for use for residential, commercial and recreational parking. Residential parking will probably be improved solely through private individual effort. Commercial parking could be improved through the establishment of parking districts if the benefit of such parking could justify the cost of providing it. Beach

user parking must be improved through public effort. Recreational parking reservoirs could also be used to accommodate some of the residential demand through joint financial arrangements with individual residents.

There are several laws available for use in the establishment of parking districts. The Vehicle Parking District Law of 1943 creates an assessment against those uses benefiting from such a district. The Parking District Law of 1951 permits an ad valorem assessment on property to supplement or completely eliminate parking revenues.

Parking happens wherever there is 20 feet of unused pavement.

General obligation bonds can be sold to finance parking districts, although two-thirds approval of the electorate is required before such sale can occur. This is certainly unrealistic for residential or commercial parking in Mission Beach. For the beach user problem, the Revenue Bond Law of 1941 allows a citywide bond issue for purposes of providing parking. All means of funding, however, should be studied including a means of funding a shuttle service. The cost per space for a parking structure is about $4,000. Such a cost, of course, escalates with time. Part of such a cost could be recovered through revenues generated by the parking, although such a fee should not be so high as to preclude any person from gaining access to the coastline.

Of primary importance, then, is the necessity of establishing funding for the provision of parking reservoirs adjacent to Mission Beach for use by those persons wishing to use the beach resource. Any means of accommodating residential and commercial parking, however, through the establishment of parking districts should also be fully explored if the overall deficit is to be significantly reduced.

RESIDENTIAL PARKING PROPOSALS

It has been proposed that new development in Mission Beach provide more parking than is required at present. The proposals range from l.3 spaces for a studio to 2.0 for a two-bedroom unit or single-family house. While this proposal will ensure adequate parking for future development, it does little to solve the problem for existing units. This problem could be solved if all dwelling units not providing enough parking at present were to increase the number of on-site spaces. Another means would be the establishment of parking reservoirs throughout the community. The latter approach would involve the development of parking districts whereby residences using the facility would be assessed for development and

maintenance costs. Due to the lack of vacant and inexpensive land, this appears to be an unreasonable solution. An extension of the parking district approach involves the possible joint use of recreational parking reservoirs for residential parking, provided that some form of shuttle service could be provided to transport the residents between their homes and cars.

When surveyed, however, residents and property owners in Mission Beach expressed a high degree of unwillingness to park their automobile more than 300 feet from their home. They also expressed displeasure with the idea of paying anything more than five dollars a month for additional parking even if it were available adjacent to their residence. Many were unwilling to pay at all.

With this kind of atmosphere it becomes evident that the only reasonable solution to residential parking is through increases in off-site spaces for existing residences that do not presently provide adequate parking. Until this is accomplished, abundant on-street parking will be necessary in order to accommodate the demand generated by residences.

The most serious problem in the provision of additional parking spaces on-site is the lack of space on developed parcels for such a use. Many older structures are built right to property lines, leaving no room for parking spaces. An overall reduction in vehicular ownership is probably unrealistic since even the completion of a regional mass transit system is projected to have a relatively insignificant effect on automobile ownership patterns. The use of existing parking spaces for storage and other purposes also reduces available spaces. Such spaces should be opened up for vehicular parking. This would help somewhat in reducing the existing deficit.

There is a fortune to be made in the No Parking sign business.

With this climate, it is evident that the residential parking problem will remain acute in the future. Increased requirements for new buildings will hopefully prevent the problem from becoming worse. Enough private efforts to increase on-site parking will reduce the critical shortage that exists. The possible development of residential parking reservoirs is also a means of reducing the shortage. This solution should not be discounted, but should be recognized as being somewhat unrealistic.

In Mission Beach there will always be a need for some on-street parking to accommodate guests of residents. Mission Boulevard serves that purpose now. Should parking eventually be considered for removal from the Boulevard, accommodations on the alleys will be necessary to serve the guest parking need. Such parking should be evenly distributed throughout the community in as great a quantity as is realistically possible. Total parking removal from Mission Boulevard, while desirable, may prove infeasible due to the lack of other street areas to accommodate necessary on-street parking.

COMMERCIAL PARKING PROPOSALS

The Plan suggests that six acres of neighborhood commercial use is adequate to serve Mission Beach. If parking standards were followed, there would be a need for approximately 1,500 spaces to serve that use. While there are programs available for the establishment of parking districts, it is highly unlikely that such a venture would be financially feasible. What is feasible is the establishment of at least a few parking spaces for each neighborhood commercial use. This would allow for brief stops, and for customer loading and unloading. This limited amount of parking should be provided if possible, for each commercial use.

Commercial recreation uses have a greater obligation to provide off-street parking than do neighborhood commercial uses simply because the former generate people from outside of the community that use parking within. Because of the critical shortage, facilities oriented solely to visitors have some obligation to provide for their automobiles. A number of supporting uses such as restaurants and bars that serve both the community and visitors should not necessarily be bound to the parking requirement provision. Hotel and motel units, however, catering strictly to the tourist should be required to provide one space for each unit in the facility.

RECREATIONAL PARKING PROPOSALS

While it is hard to say exactly how many recreational spaces are necessary to meet the potential need, it is easy to get an idea of the existing deficit by applying the current standards for beach use. The oceanside beach contains about two million square feet of sand throughout the length of Mission Beach. The bayside beach contains somewhat less. At capacity the beach can accommodate one person for every 100 square feet of sand. This would permit a maximum attendance of 35,000 to 40,000 people. About 80 percent of those people using the beach are known to arrive by automobile. With the average automobile carrying 3.5 people the maximum number of autos that could be generated on a hot summer day is about 9,000. Recognizing that the beaches will only infrequently be filled to capacity it is not necessary to provide for the maximum situation at present. The difference, however, between the 3,000 spaces that will soon be provided and the 9,000 that could be demanded on a hot summer day points out the potential deficiency.

At present, beach capacity is determined by available parking, not available beach. Hot summer days result in serious traffic and parking problems adjacent to all developed beaches as the available parking facilities reach capacity.

An analysis of traffic circulation problems has indicated the seriousness of beach user traffic entering Mission Boulevard. While some of the present parking spaces are only accessible from the Boulevard, the new Bonita Cove improvement also has an entrance onto West Mission Bay Drive. In the future, every effort should be made to limit automobiles carrying beach users from entering Mission Boulevard.

The most logical location for additional beach user parking is in the vicinity of Bonita Cove and east into Mission Bay Park. A low-profile parking structure on a portion of the Bonita

Cove property should be considered if adequate facilities cannot be provided to the east. A structure should be considered on the Belmont Park site, away from the beach, in order to increase the amount of autos that the site can accommodate. Any such reservoir parking should necessarily be accompanied by a shuttle system of some sort in order to distribute the beach users throughout the length of the community.

SUMMARY RECOMMENDATIONS

- That existing residential structures be encouraged to increase off-street parking where feasible, including the use of existing spaces presently in some other use.

- That new neighborhood commercial development provide a minimum number of off-street parking spaces where feasible.

- That new hotel or motel facilities provide one off-street parking space for each unit.

- That parking reservoirs adjacent to Mission Beach be provided in order to accommodate the vehicles of beach users.

- That consideration be given to the provision of low-rise parking structures in order to use available land more efficiently.

- That the use of shuttle service be explored in conjunction with parking reservoirs in order to distribute people throughout the length of the beach.

- That all available programs be explored relative to the development of parking districts and provision of parking reservoirs.

PUBLIC TRANSIT

Studies are presently underway for the provision of future transit systems in the San Diego region. The outcome will be the selection of some sort of system that will either enhance or replace the present system of local bus service. For Mission Beach, the short- and long-range need includes an improved bus system to meet the special needs of the community. Most important is the need to serve beach users with a means of access to the beach to supplement their private automobiles. The following discussion centers on the question of bus service, future transit service, and special service to beach users in the community.

The San Diego Transit Corporation presently operates one bus line through Mission Beach. The “R” bus originates in downtown San Diego and terminates at the University of California at San Diego. The present route encompasses Midway, Mission Bay Park, Mission Beach, Pacific Beach and La Jolla. Weekday and weekend service is approximately every 30 minutes. The trip from Mission Beach to downtown takes about 20-25 minutes, and the trip from Mission Beach to UCSD about 45 minutes. The average driving time to downtown is about 10 minutes, and to UCSD about 15 minutes.

Transit ridership in Mission Beach, according to the 1970 U.S. Census of Population, encompasses about four percent of all trips. The citywide percentage is about five percent. Existing service is inadequate for two reasons. First, the service to both ends of the line as well as transfers to other points in the city is not competitive with the private auto. Second, service is not oriented toward the specific destinations of the residents. Over 20 percent of the population of the community are college students, yet, in terms of time, no reasonable bus connection exists to the two main campuses, San Diego State University or UCSD.

The Comprehensive Planning Organization is presently studying a variety of means of providing an alternative transportation system to the San Diego Region. Among their considerations are substantial increases in bus service, including express buses with intra-community feeder lines, and a variety of fixed rail systems. Present studies indicate that no system will involve the introduction of hardware into Mission Beach itself. Fixed rail proposals range from a service along Interstate 5 (I-5) in one case, to spurs along Garnet turning north on Mission Boulevard in another, and along Interstate 8 (I-8) in another. The Garnet proposal would have terminals north of Mission Beach, at Garnet and Mission Boulevard while the I-8 proposal would terminate across the San Diego River flood channel. The southern terminal would serve Mission Beach if it were linked via a pedestrian and bicycle bridge over the channel.

GOALS

- The provision of necessary to meet the the needs of Mission Beach residents.

- The integration of Mission Beach into an area-wide system.

- The development of intra-community shuttle service to transport beach users from their automobiles to the beaches and to distribute residents throughout the community.

BUS SERVICE PROPOSALS

A private bus line has recently begun operation as a shuttle between the beach communities and the SDSU campus, offering free transportation. Such a shuttle represents the type of specialized service necessary to meet the transit needs of Mission Beach. Ideally, such a service should be available between the concentration of students in Mission Beach and all of the campuses in San Diego, especially SDSU and UCSD.

The transit corporation has considered an express service in connection with the "R" bus, with non-stop service from downtown to Mission Bay. This improvement would make the trip from Mission Beach to downtown more desirable to those persons who now commute by automobile. These types of improvements, along with others, such as more frequent bus scheduling, can absorb additional riders into public transportation and away from the automobile. The result could be some reduction in automotive congestion and pollution, an overall cost savings to the consumer and, most importantly, the provision of expanded service to those people unable to drive automobiles.

Public transportation, unfortunately, is always less convenient than the automobile, and more limiting in terms of mobility. Consequently, while an expanded bus service does provide benefits, it will not have any dramatic impact on travel characteristics or congestion problems in Mission Beach.

What kind of image does this bus stop reflect?

In terms of facilities within Mission Beach, consideration should be given to improving bus stops by providing benches away from the curbs, providing more attractive markings, and by posting schedules for the convenience of users. Bus stops, themselves, should be carefully coordinated with loading zones, curb cuts, and fireplugs in order to minimize the loss of parking on the Boulevard. Spacing of stops should be limited to the vicinity of Places, at the frequency of every other Place. Greater than average distances between stops are acceptable in Mission Beach because the distance from the furthest residence to the main route in no case exceeds 500 feet. The proposed spacing, which would reduce the present number of stops from 22 to about ten, would leave a stop within 1,200 feet of every residence in North Mission Beach, a distance far less than the citywide average.

South Mission Beach, at present, has no bus service. This situation, while less than desirable, is acceptable in the future because the distance from the furthest point to the bus line is a reasonable walking distance. Addition of regular service to the south would substantially increase the travel time of a scheduled bus.

MASS TRANSIT PROPOSALS

Preliminary analysis of such alternatives has shown that the maximum ridership in Mission Beach of any transit system would be about ten percent of all trips. With the present ridership at four percent, the maximum increase in the use of such a system would be 150 percent. Some systems, however, show no increase in ridership at all. As with bus service, future transit systems may, indeed, increase non-automotive travel trips, provide added convenience to those people dependent upon such systems, and reduce the economic and environmental costs of personal travel. They are not likely, however, to substantially reduce the vehicular traffic problems that presently exist in Mission Beach.

BEACH USER SHUTTLE PROPOSALS

Operating during the summer months, a shuttle system could connect parking reservoirs with Sea World, Mission Bay hotels and distribution points along Mission Boulevard. A monitoring system could be incorporated in order to ensure that beach users were distributed to those locations where beach use was the lightest.

The San Diego Transit Corporation is presently developing a fleet of 25 passenger mini-buses for special use in the San Diego area. This type of vehicle is ideal for use in a demonstration project to test the performance of such a system. When the Bonita Cove parking area is completed, the 1,800 parking spaces adjacent to the Belmont Park will become a primary parking reservoir.

Consideration in the future should be given to the development of a more specialized vehicle if such a service proves feasible. An open air, side-loading vehicle is one possibility. The primary consideration in development of such a vehicle should be the accommodation of persons loaded with beach accessories in a safe, enjoyable, and efficient manner.

All of this pavement could accommodate alternative forms of transportation.

Any such system can be expected to operate under a subsidy. Fare should not be charged if it would detract from the higher goal of providing a means to make the beach most accessible to the greatest number of people without disrupting the existing community.

Consideration should be given to accommodating intra-community trips by residents with such a shuttle system as well. Should such a system receive support from the community, and reduce the vehicular traffic load on Mission Boulevard, it could be adopted as a permanent service. Over half of the residents and property owners in Mission Beach, when surveyed, expressed a willingness to use mini-bus transportation. Almost all of those willing to use it also were receptive to paying for such use.

Because of the physical configuration of Mission Beach, adoptation of a mini-bus type shuttle service has the potential to receive high use, resulting in a reduction of the serious vehicular traffic problems that presently occur. Adoption of such a system for beach users is particularly important because of the severe congestion problems occurring in the summer months. A trial project during the summer, using mini-buses, would demonstrate the feasibility of such a system with a minimum investment. Any permanent system should be based on the results of such a trial.

SUMMARY RECOMMENDATIONS

- That a regular shuttle service between Mission Beach and all area colleges be developed.

- That bus stop facilities be reduced in number and up, graded in Mission Beach through the provision of benches away from the curb, more attractive marking, and the provision of schedules at all stops.

- That a shuttle service be instituted as a demonstration project between parking reservoirs and the entire length of the beach.

PEDESTRIAN MOVEMENT

Mission Beach is characterized by a network of pedestrian paths. Two north-south corridors, Ocean Front Walk and Bayside Walk, bound the community on the west and east respectively. These are linked by over 40 pedestrian Courts, which traverse the community in an east-west direction. In addition to these exclusively pedestrian paths there are sidewalks along both sides of Mission Boulevard.

Ocean Front Walk is presently l2 feet in width, although another l5 feet of right-of-way exists on the eastern edge. Many residences have landscaping, fences and terraces encroaching into this area. The walk is a full 27 feet wide adjacent to the Belmont Park area. Bayside Walk is presently six feet in width. The pedestrian Courts have a ten-foot right-of-way with a five-foot sidewalk. The sidewalks adjacent to Mission Boulevard are eight feet in width with two feet of unpaved area between the walk and the curb. The Mission Boulevard Improvement Project includes the widening of sidewalks to a full ten feet by paving the two-foot strip adjacent to the curb.

GOALS

- To maximize pedestrian safety through the separation of people and vehicles, including bicycles.

- To maintain and enhance the physical appearance of the pedestrian paths in Mission Beach.

PEDESTRIAN WAY PROPOSALS

Any public or private development in the future should necessarily preserve and enhance this unique pedestrian system, especially the separation that exists between pedestrians and vehicles. Marked bikeways are necessary not only to accommodate and direct bike users but to provide a separation between these vehicles and pedestrians for safety reasons. The median in Mission Boulevard provides an island for pedestrian crossings. This median should continue as a pedestrian reservoir and, if possible, be widened in the future. In the event of future landscaping of the median, breaks should be left for pedestrians at each Court. Ocean Front Walk and Bayside Walk should both be widened in order to safely accommodate pedestrians and bicycles.

The community is blessed with a circulation system free from autos.

Pedestrian Courts are a Mission Beach landmark, but not all deserve that title at present.

In addition to safety, consideration should be given to the aesthetic treatment of pedestrian paths. Any improvement of such facilities should include their enhancement through the provision of landscaping and street furniture. Further, development adjacent to pedestrian paths should consider the relationship between the structures and people. Building facades should be interesting, rather than blank. Fences and walls should be constructed with the same considerations. Shops should accommodate window shoppers, and should attempt to relate to the outside environment through the use of exterior space. Such space could be used for displays or, in the case of restaurants, tables and chairs.

SUMMARY RECOMMENDATIONS

- That Ocean Front Walk and Bayside Walk be widened primarily to accommodate pedestrians, and secondarily to accommodate bicycles.

- That routine maintenance, including litter control by the residents, be performed on all pedestrian paths.

- That any development adjacent to pedestrian paths give specific consideration to the relationship between the structure and the people passing by.

BIKEWAYS

The City of San Diego is establishing a citywide system of bikeways. The long-range goal is to link all of the communities within the City. An integral part of this system is a north-south bikeway along the San Diego coastline. Mission Beach has the responsibility of providing a bikeway for itself, and one as a link between Pacific Beach and the San Diego River.

At present, bicycles in Mission Beach receive high use by both residents and visitors. Because the community is so compact they are the basic unit of transportation for many intra-community trips. Also, traffic congestion and lack of parking make them a more convenient form of transportation than the automobile. The popularity of the area among bicycle enthusiasts also accounts for the high degree of usage.

The main bicycle activity in Mission Beach presently occurs on Ocean Front Walk, a two-mile long concrete bicycle and pedestrian path reaching from one end of the community to the other. Some activity occurs on Bayside Walk, although this sidewalk receives less use than other routes because it is narrower and less accessible. The north-south alleys also provide a riding area. Because vehicular activity is very light, they are excellent for a more utilitarian rather than recreational use of the bicycle. Mission Boulevard serves more experienced bike riders. Because of the high volume of automobile traffic, however, this route is the most hazardous.

GOAL

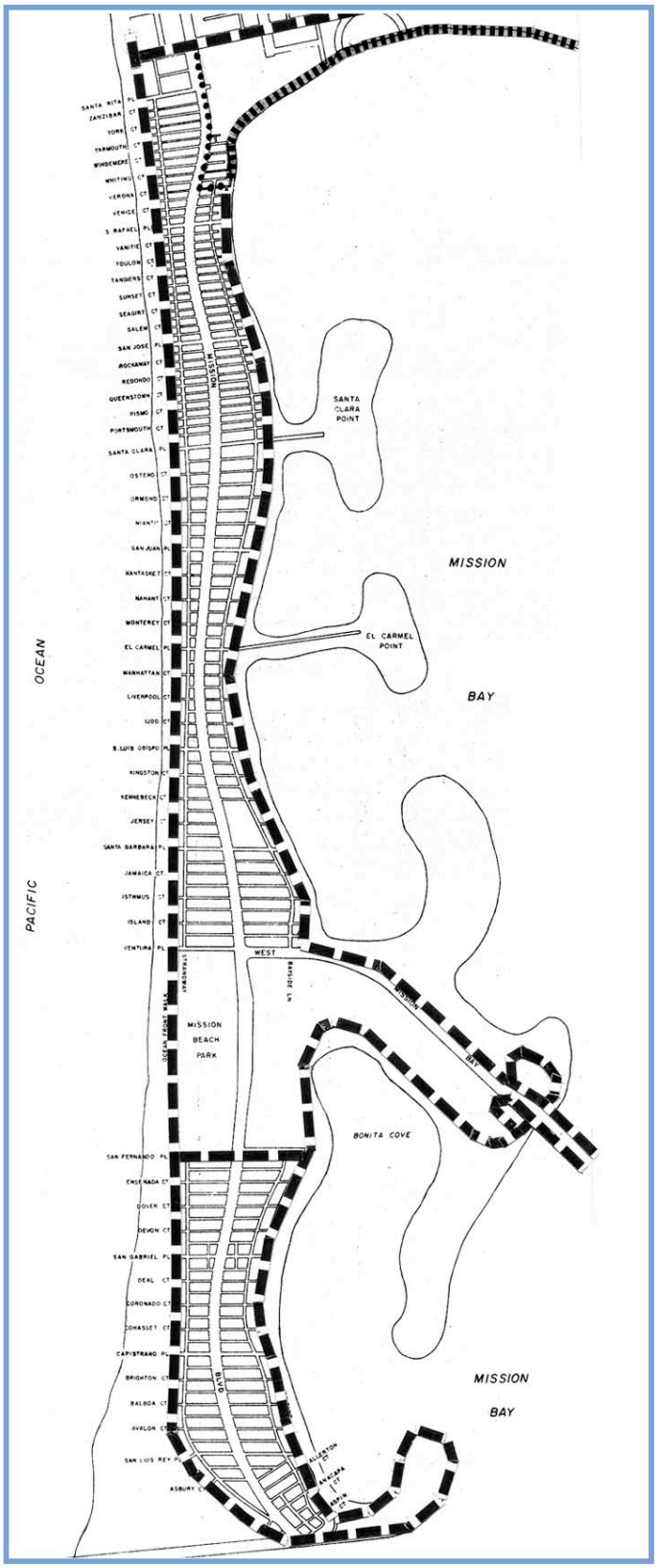
To develop a bicycle path that serves Mission Beach, links it to adjacent communities and ties it to the citywide bikeway system.

BIKEWAY PROPOSALS

There are three possible routes that could be developed as bikeways; the Ocean Front and Bay Front Walks, the two north-south alleys, or Mission Boulevard. Because of the visual appeal and popularity of the ocean and the bay front, these two spines should be the primary routes. The alleys and Mission Boulevard will receive usage by some bicyclists although neither meets the criteria and guidelines necessary to be striped as a bikeway.

Within Mission Beach the routes should extend the entire length of the community. Opportunities should be provided for crossing over Mission Boulevard from the ocean to the bay. The route should connect with the present West Mission Bay Drive bikeway via a connection through the proposed Bonita Cove parking facility.

Primary consideration should be given to widening both Ocean Front Walk and Bayside Walk in order to accommodate bicycle traffic, as well as pedestrian traffic. When striping bikeways, a width of at least ten feet is desirable. This permits three standard bike lanes. Striping on the pavement will help to segregate the bicycles and pedestrians in order to minimize the chance of accidents. The entire bicycle system should be created in accordance with the bikeway planning criteria and guidelines set forth by the City of San Diego Bikeways Technical Report and Design Guidelines.



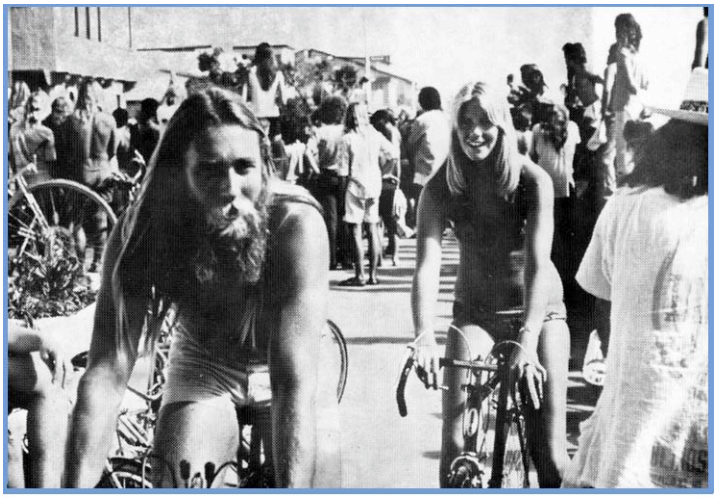
legend

- bikeway system
- temporary connection
- future connection

Bikeway Proposals

Mission Beach Precise Plan

The bikeway system in Mission Beach should include striped lanes the entire length of Ocean Front Walk and Bayside Walk. Connectors between the two should occur at San Fernando Place, south of the heaviest concentration of vehicular traffic, and at the southern tip of the community, along the jetty if feasible.



The bicycle is an integral part of the Mission Beach circulation system.

The Ocean Front Walk route should be in the center of the walkway. This permits pedestrians to have use of the boardwalk adjacent to the sea wall while also permitting people to enter and leave residences without stepping into the bikeway. This route serves the entire length of Mission Beach along the ocean, from Pacific Beach to the jetty.

Bayside Walk, even after widening, will not have the width of Ocean Front Walk, hence a narrower bikeway will be necessary. Because there is no sea wall, the bikeway should be striped adjacent to the beach side of the walk. As with the ocean side, this will permit people to enter and leave residences fronting on the Walk. In South Mission Beach this bayside bikeway will connect the jetty crossover with the Bonita Cove parking area. In North Mission Beach it will connect the West Mission Bay Drive bikeway with an eventual improvement around Crescent Bay when private leases on the beach are terminated in that area. In the meantime, the only connection point at the north end is onto Mission Boulevard.

Upon completion of the Bonita Cove parking improvement, the West Mission Bay Drive bikeway should be connected directly to Bonita Cove, under the Ventura Bridge. This will deter bicyclists from entering the very congested intersection of West Mission Bay Drive and Mission Boulevard.

The proposed connections of the easterly and westerly routes at San Fernando Place and the jetty offer a complete system from Pacific Beach into Mission Bay Park. The top of the jetty should be improved to accommodate bicycle traffic in order to isolate it from vehicular traffic. While the San Fernando connection does involve conflict with automobiles, it provides a shortcut in the system at a point where traffic is relatively light.

SUMMARY RECOMMENDATIONS

- That Ocean Front Walk be widened as part of an overall design plan for the Boardwalk; and that at least ten feet be set aside for a bikeway.

- That Bayside Walk be widened and that, as part of an overall design, at least nine feet be set aside for a bikeway.

- That links be established between the two boardwalks at San Fernando Place and the jetty in order to facilitate crossover bike traffic.
- That a connection to the West Mission Bay Drive bikeway be established through the Bonita Cove parking area.
- That adequate signs be established to identify the bikeways.
- That a bikeway be established on Mission Boulevard if on-street parking is eventually removed.