

Transportation

TRANSPORTATION ELEMENT

STREETS AND FREEWAYS

Existing Conditions

The Uptown planning area is bounded by two major freeways and traversed by a third. Interstate 5 forms the southwest boundary of the community, with access to the community provided at Washington Street, Sassafras Street, Hawthorn Street and Sixth Avenue. Interstate 8 parallels the north boundary of Uptown within the Mission Valley community, with no direct access to Uptown. State Route 163 (SR-163) bisects Uptown through the easterly portion of the community, connecting Interstate 8 to Interstate 5 and providing access to Uptown at Sixth Avenue, Washington Street, Tenth Street, Robinson Avenue, Richmond Street and Quince Street. Most of these access points do not provide full interchanges.

Many of the surface streets within Uptown are segmented by canyons, focusing the majority of east-west traffic onto Washington Street, University Avenue, Robinson Avenue and Laurel Street. North-south traffic is concentrated on India Street, Reynard Way, First, Fourth, Fifth and Sixth Avenues and on Park Boulevard. This focusing effect contributes to the congestion found on most of these streets.

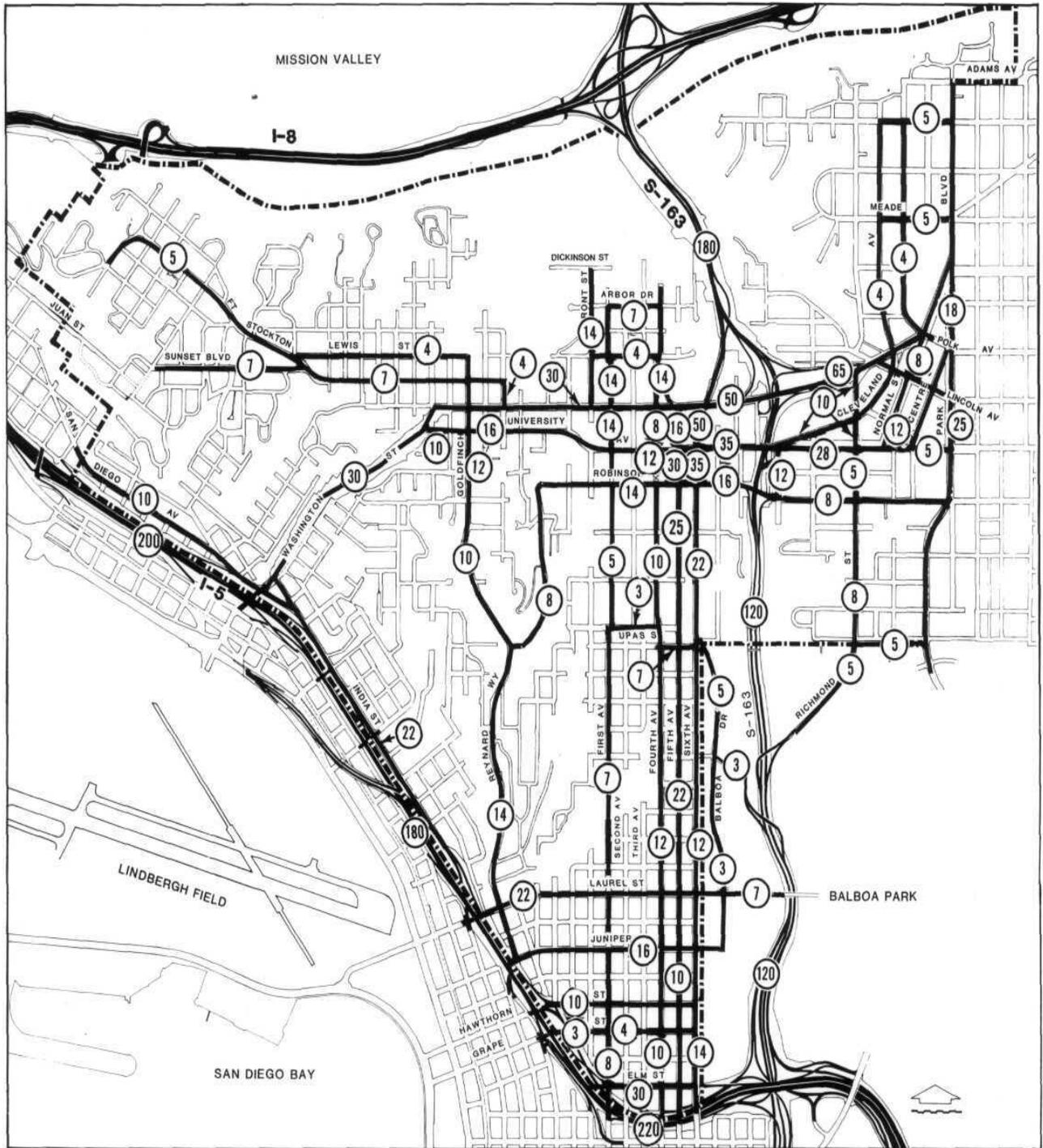
The high volume of traffic in Uptown results from both a high intensity of use within the community and from a significant amount of through traffic generated by Centre City and other surrounding regional facilities such as Balboa Park (Figure 8).

Objectives

- Give highest priority to improving local traffic circulation and enhancing the pedestrian environment.
- Route through traffic onto freeways and onto major arterials such as Washington Street.
- Redesign specific access ramps to and from State Route 163 to reduce congestion and traffic hazards.
- Facilitate the use of alternative modes of transportation.

Recommendations

The following recommendations will not fully resolve existing or future congestion in Uptown, but rather are considered the minimum necessary to prevent complete stagnation of traffic. Street widenings beyond these recommendations are not desirable due to the disruptive effects on the pedestrian environment, landscaping or community character. Many of the recommendations are consequently limited to operational improvements to achieve more efficient use of the existing roadways. All major operational improvements, including but not



⓪⓪ = Average Weekday Traffic in 1000's



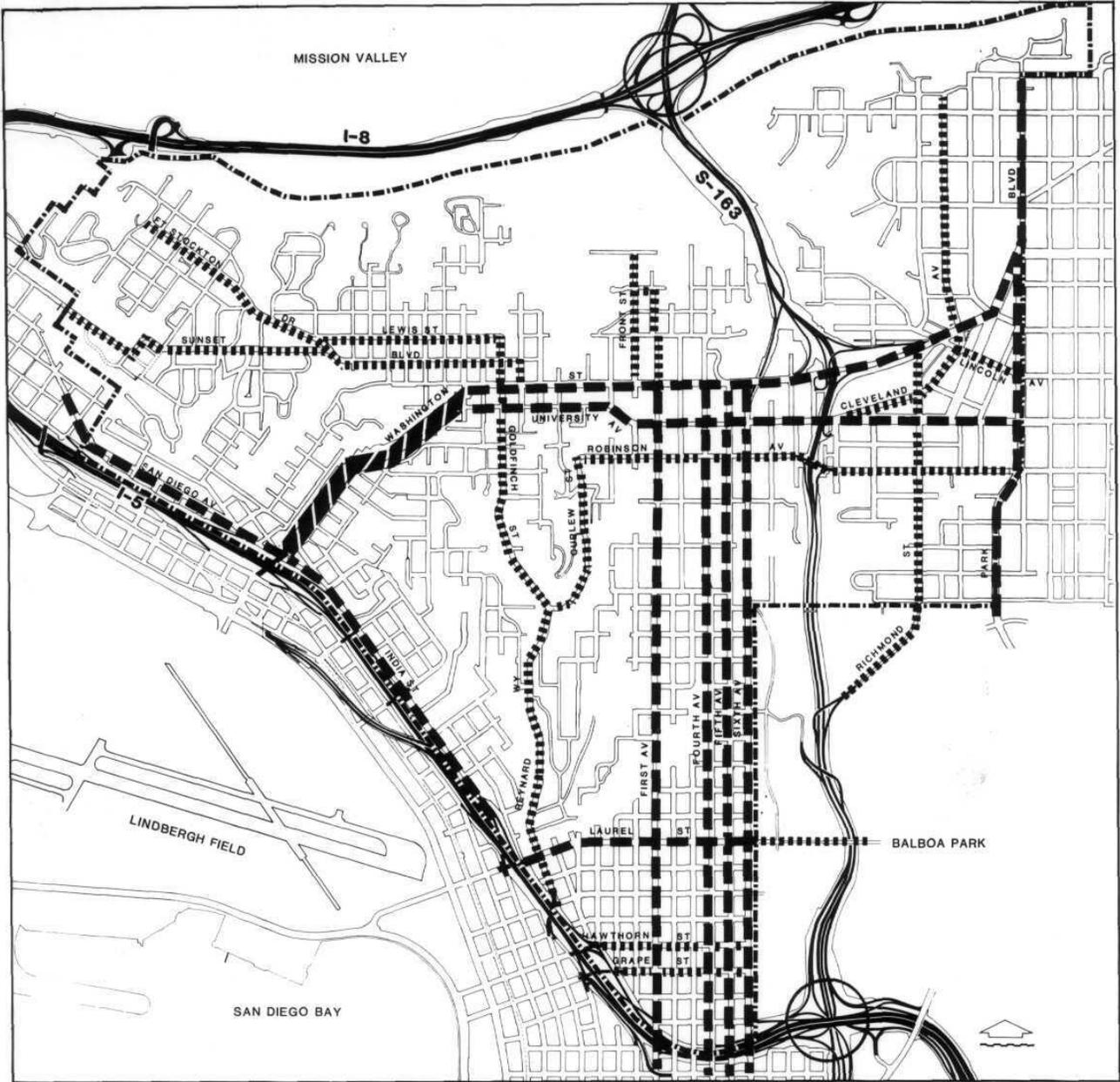
FUTURE TRAFFIC VOLUMES

UPTOWN Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT

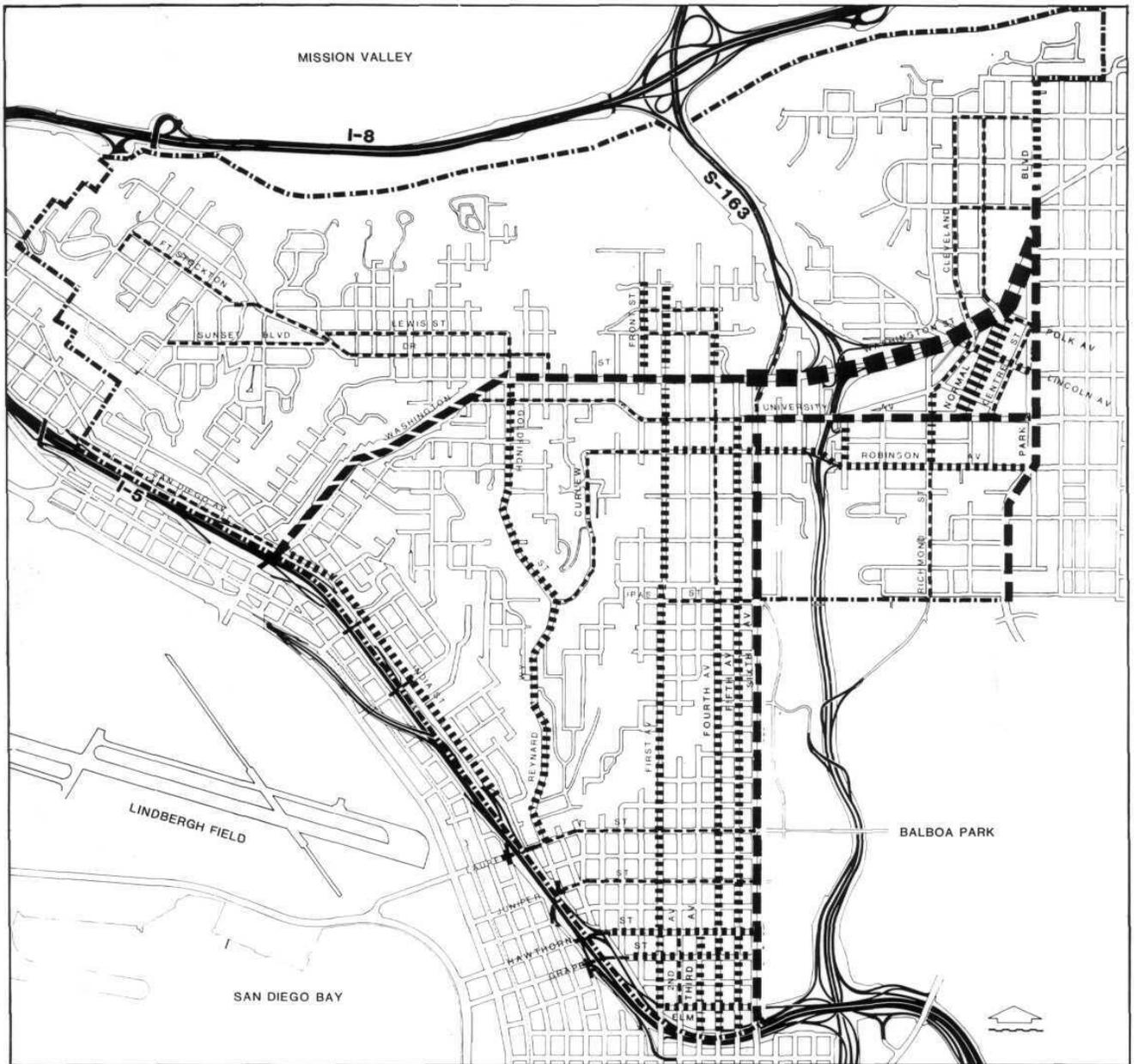
FIGURE

9



1987 STREET CLASSIFICATIONS
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
10



- | | | | |
|---|---|--|-------------------------|
|  | FREEWAY |  | 4 LANE COLLECTOR |
|  | 6 LANE MAJOR |  | 3 LANE COLLECTOR |
|  | 4 LANE MAJOR |  | 2 LANE COLLECTOR |
|  | 4 LANE MAJOR (RESTRICTED ACCESS) | | |



FUTURE STREET CLASSIFICATIONS
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
11

limited to those listed below, should be reviewed by the Planning Department and Uptown planners prior to implementation.

1. WASHINGTON STREET

- a. Widen Washington Street from Fifth Avenue to Richmond Street to provide for three lanes in each direction including the State Route 163 and Sixth Street extension bridges. Prohibit parking.
- b. Improve access to the north and southbound on-ramps from Washington Street to State Route 163. Signalization or other traffic control improvements should be implemented at the intersection of Washington Street, Richmond Street and the on-ramp. Caltrans should also investigate new or improved ramps at other locations along State Route 163.
- c. Improve pedestrian access across and along Washington Street east of Highway 163.

2. ROBINSON AVENUE

- a. Widen the State Route 163 overpass to provide greater safety for auto, bicycle and pedestrian traffic.
- b. Close the northbound off-ramp from Highway 163 to Robinson Street if an alternative off-ramp can be provided.

3. UNIVERSITY AVENUE

As redevelopment occurs, increase the right-of-way to 72 feet between First Avenue and Fifth Avenue for the purpose of increasing sidewalk widths to 14 feet.

Recommended Operational Improvements

4. LINCOLN AVENUE

Lincoln Avenue between Washington Street and Park Boulevard should be restriped as a three-lane collector street with parking allowed. This will require the removal of a short raised median at Washington Street.

5. UNIVERSITY AVENUE

Parking on the block surrounding Florence Elementary School should be restricted to short-term passenger loading and bus loading only. In the event Florence Elementary School is converted to any other public use on a permanent basis, only that portion of the north side of University Avenue abutting the Florence Elementary School site shall be restricted to passenger or bus loading.

6. ROBINSON AVENUE

Between Tenth Avenue and Park Boulevard, Robinson Avenue should be restriped as a three-lane collector street with parking allowed.

7. GOLDFINCH STREET

Goldfinch Street between Sutter Street and Fort Stockton Drive should be restriped as a three-lane collector street with parking allowed. It is presently striped for three lanes from Curlew Street to Sutter Street.

8. FRONT STREET/FIRST AVENUE

First Avenue should be restriped as a three-lane collector street between Grape Street and Laurel Street with parking allowed.

9. FIFTH AVENUE

If feasible, divert through traffic from Fifth Avenue to Sixth Avenue at an appropriate location south of Pennsylvania Avenue.

10. SIXTH AVENUE

Sixth Avenue between Laurel Street and State Route 163 (currently two lanes each way) should have parking prohibited on both sides of the street during the peak hours if needed. Parking lanes should not be converted to traffic lanes at bus stop locations.

PARKING

Existing Conditions

Much of the older commercial and multifamily development in Uptown provides little or no off-street parking. As people have become more reliant upon the automobile, this lack of adequate parking causes inconveniences and may adversely affect individual businesses, especially in light of competition from shopping centers with ample parking.

Compounding the parking problem is the elimination of on street parking by driveways in new development, and by the prohibition of parking to accommodate traffic movement.

Objectives

- Screen off-street parking facilities.
- Minimize the loss of on-street parking caused by curb cuts.
- Reduce conflicts between pedestrians and auto traffic entering parking facilities.

- Concentrate parking on the periphery of commercial districts and/or above street level retail.
- Develop off-street parking facilities.

Recommendations

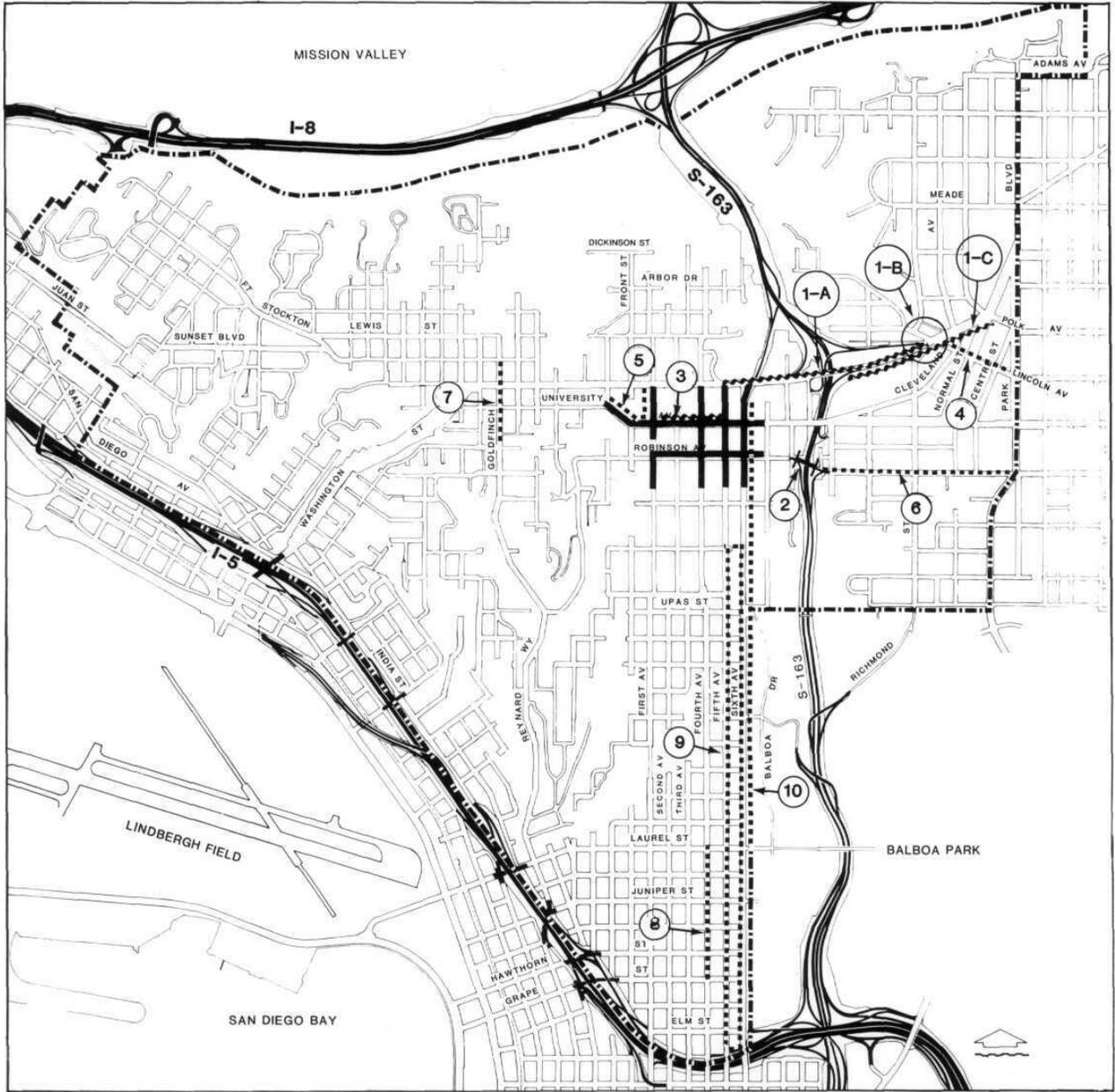
1. Off-Street Parking Requirements - Modify parking requirements using input from the citywide parking study, the Mid-City Communities Planned District, and the Sears study. Both commercial and residential parking requirements would be generally increased, and could be adjusted based upon some or all of the following:
 - a. Availability of transit
 - b. Mix of use
 - c. Proposed intensity
 - d. Quantity of adjacent on-street parking
 - e. Availability of alley access
 - f. Lot size

New curb cuts should be minimized to preserve existing on-street parking, especially where older, in-place development is dependent on such parking. Existing curb cuts should be reduced or consolidated when redevelopment occurs. Alley access to parking areas and garages is encouraged for both commercial and residential projects.

2. Parking District - Establish a parking district, in which a property owner would have the option of providing required parking on-site, or paying an "in-lieu fee" to be used for the provision of public parking facilities off-site.

Although more than one parking district may ultimately be feasible, the first district should be located in the Hillcrest area. The parking facilities should be located within a one-quarter mile radius of the intersection of Fifth Avenue and University Avenue, and should be carefully located with adequate signage to ensure their use. The Hillcrest Business Improvement District should be involved in the establishment of the parking district.

3. Assessment District - As an alternative or in combination with a parking district, consider the establishment of an assessment district whereby commercial property owners are assessed to finance the construction of parking facilities.



PHYSICAL IMPROVEMENTS - - - - -

OPERATIONAL IMPROVEMENTS ·····

STREETS WITH CONGESTION EXPECTED ———



STREET RECOMMENDATIONS
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
13

4. On-Street Parking - Optimize the use of street rights-of-way for parking:
 - a. Minimize parking prohibitions
 - b. Provide diagonal parking where feasible
 - c. Establish time limits for parking where appropriate
 - d. Expand the use of residential permit parking if needed
 - e. Modify right-of-way development standards

TRANSIT

Existing Conditions

The major trip attractors in and around Uptown provide support for major transit links within the community. The high number of elderly persons in the area also lends support to the transit system. The major east-west and north-south transit corridors include Washington Street and University Avenue; and First, Fourth, Fifth and Sixth Avenues and Park Boulevard (Figure 14).

A transit study of the Uptown area was conducted in 1986 by the Metropolitan Transit Development Board (MTDB). The purpose of this study was to identify and prioritize transit-related improvement projects which could best alleviate existing or potential transportation problems resulting from the area's near-term (five-year) development.

Objectives

- Provide improved transit service, efficiency and route coordination.
- Promote transit use to and within the community, in particular by major employers.
- Provide shuttle services for neighborhoods with either no or inadequate transit services and for those persons with special needs such as the elderly and handicapped.
- Provide transit improvements through both public and private participation, particularly from development proposing a reduced ratio of off-street parking.

Recommendations

1. TRANSFER FACILITY

Provide a focal point to coordinate transit activity on University Avenue between Fifth Avenue and Sixth Avenue. This facility will be a catalyst for other transit improvements, enhancing transfer coordination and providing a base for shuttle service (if implemented), and should include a shelter, seating, posted timetables and route maps. The facility should not interfere with other pedestrian activities. Funding should be from development impact fees and/or assessment districts.

Depending upon the final design of this facility, the traffic and land use recommendations should be reassessed in the immediate area as appropriate.

2. TRANSIT ROUTES AND SCHEDULES

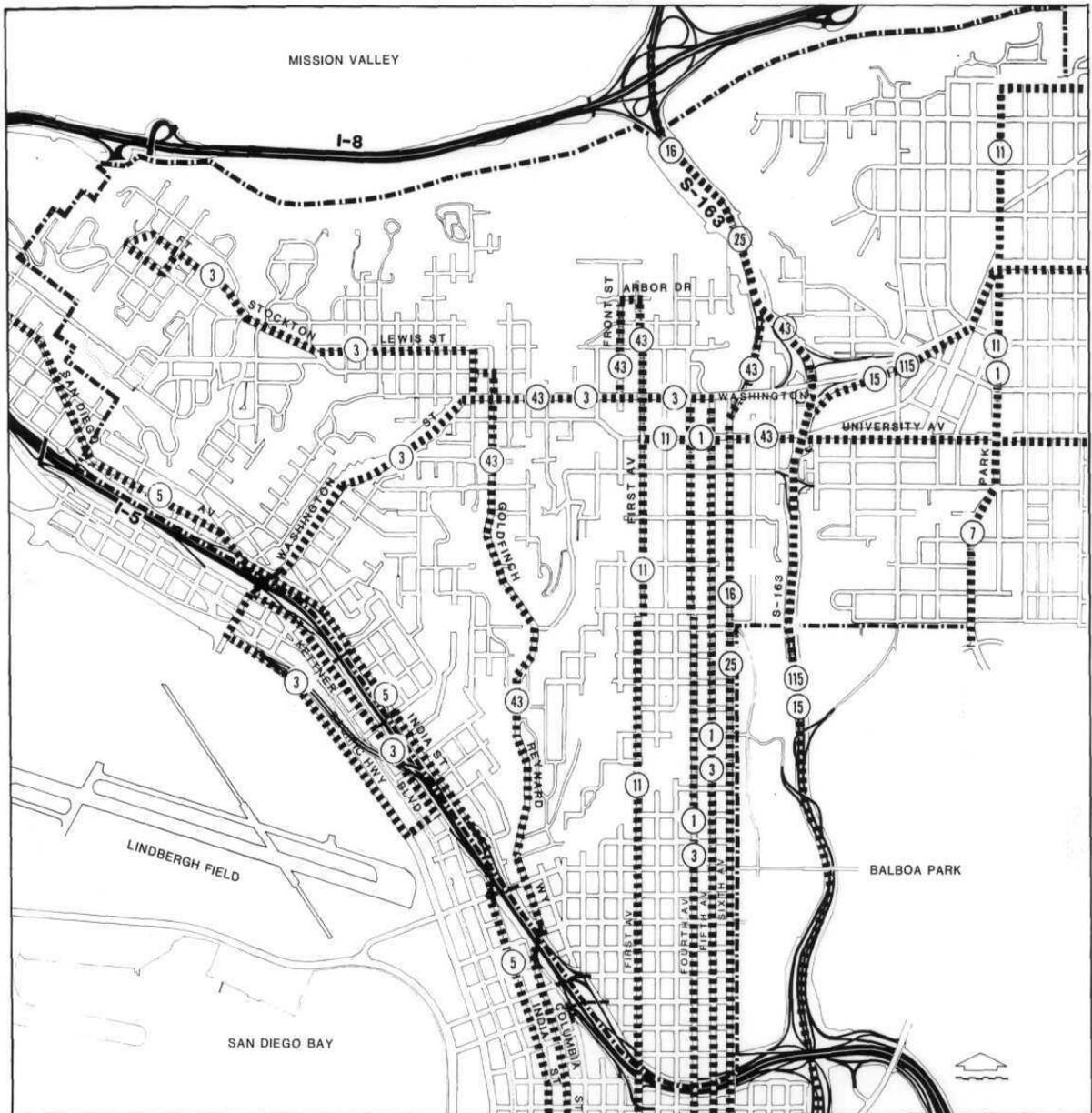
Adjustments to transit routes, schedules and stops should be undertaken to reduce travel times, even out headways, reduce headways during peak hours and facilitate transfers.

A. The following service improvements are programmed in the "San Diego Short Range Transit Plan FY 88-92" (Metropolitan Transit Development Board, 1987):

- Route 1: Improve peak service direction frequency from 30 minutes to 15 minutes.
- Route 11: Improve weekend service frequency from 45 minutes to 30 minutes.
- Route 43: Improve weekday service frequency from 60 minutes to 30 minutes.

B. The following proposals are recommended for implementation:

- Improve service frequency on Route 3 to 15 minutes.
- To enhance transfer opportunities, reroute Route 3 to serve the proposed transfer facility on University Avenue between Fifth and Sixth Avenues.
- Delete the Route 3 loop to UCSD Hospital (it takes through passengers out of direction) and replace service to UCSD with a shuttle from the transfer facility. The shuttle would also serve Mercy Hospital and possibly other locations in the medical complex area. Passengers could transfer to the shuttle at the transfer facility from all routes serving Uptown, thereby improving access to the hospital area.
- Coordinate service between Uptown and downtown along the Fourth, Fifth and Sixth Avenue corridor. Possibilities include operating all routes along Fourth and Fifth Avenues to improve service frequency on these streets and spacing buses more evenly to minimize wait times.
- Implement a cross-town route from the Euclid Avenue Trolley Station, along University Avenue Transfer Facility and along Washington to the future Old Town Transit Center (trolley station). This route will provide a direct transit connection to Mid-City/North Park and Old Town/Point Loma that is currently possible only with one or more transfers.



ROUTE/APPROXIMATE SERVICE POINTS

- 1** DOWNTOWN - KENSINGTON
- 3** MISSION HILLS - CENTRE CITY - SOUTHEAST
- 5** UNIVERSITY CITY - SAN DIEGO STATE - COLLEGE GROVE - UTC - CENTRE CITY
- 11** SAN DIEGO STATE - UPTOWN - SOUTHEAST
- 15** CENTRE CITY - UPTOWN - LA MESA

ROUTE/APPROXIMATE SERVICE POINTS

- 15/115** CENTRE CITY - SAN DIEGO STATE - PARKWAY PLAZA
- 16** COLLEGE GROVE - SOUTHEAST - CENTRE CITY - UPTOWN - MISSION VALLEY - MISSION VILLAGE
- 25** CENTRE CITY - UPTOWN - MISSION VALLEY - CLAIREMONT
- 43** CLAIREMONT - DOWNTOWN - SAN DIEGO STATE



BUS ROUTES
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
14

- Create an Uptown Transit Task Force comprised of representatives from the community, Caltrans, the City of San Diego and MTDB to promote the transit (and transportation improvements) recommended in the Uptown Community Plan, the Metropolitan Transit Development Board's "Uptown Transit Study" and the "Short Range Transit Plan."

3. CROSSTOWN TRANSIT ROUTE

Provide a new transit route through Uptown along the Washington Street/University Avenue corridor. This route could improve regional service to Old Town and Point Loma to the west; and to North Park, Mid-City and Southeast San Diego to the east.

4. SHUTTLE SERVICE

Implement shuttle service; initial routes could include the UCSD Medical Center and Mission Hills. Appropriate adjustments to other routes would improve service for all riders.

5. MOBILITY PLANNING

A major component of the City's Urban Design Program is mobility planning. The goal of this effort is to optimize personal mobility and minimize traffic congestion through the coordination of policies for the management of traffic, transit, trip demand, parking and land use. Examples of programs include employer transit pass subsidies and flexible work hours to reduce peak hour traffic.

6. BUS SHELTERS

Provide bus shelters at appropriate locations. The design and location of the shelters should be coordinated with community and business groups.

7. FINANCING

Sources of financing for proposed transit improvements should include developer contributions and/or an assessment district based upon development impact on the community and degree of benefit from transit improvements. Trade-offs between the provision of off-street parking and transit contributions should be considered, as well as property owner assessments for transit operating costs. Major employers such as hospitals should also participate in public transit programs or provide their own shuttle service.

FIXED RAIL TRANSPORTATION

Existing Conditions

Long range planning for the expansion of the trolley system currently calls for a north extension from the Santa Fe Depot to Old Town San Diego and an eastern extension from Old Town

through Mission Valley. The alignment of this route would be generally west of Interstate 5 and north of Interstate 8, outside of the Uptown community plan area.

Preliminary efforts are underway to develop a Bay-Park link, joining San Diego Bay with Balboa Park. This linkage may include the extension of the proposed Gaslamp trolley along Fifth Avenue to Laurel Street.

A possible trolley route linking Centre City with Mid-City via El Cajon Boulevard has been analyzed but is considered infeasible at this time.

Objective

- Provide a fixed rail transit linkage to Centre City.

Recommendation

Explore the feasibility of extending the Gaslamp trolley to the Hillcrest commercial core.

BIKEWAYS

Existing Conditions

Uptown is a very popular biking area due to its proximity to major recreation and employment centers. The often-congested traffic also encourages bicycling to work, to the store or for pleasure.

There are several existing bikeways in Uptown. These include both Class II facilities, which are striped lanes with signage; and Class III facilities, which provide signage only. An east-west route connects Presidio Park to Balboa Park via Fort Stockton Drive, University Avenue, Third Avenue and Upas Street. Existing north-south routes include Goldfinch Street/Reynard Way, Fourth and Sixth Avenues south of Upas Street, and Fifth Avenue south of Juniper Street (Figure 15).

Objective

- Develop a comprehensive bikeway system which would not only provide a safe connection between neighborhoods, schools and commercial areas, but which would connect with bikeways in neighboring communities and Centre City.

Recommendations

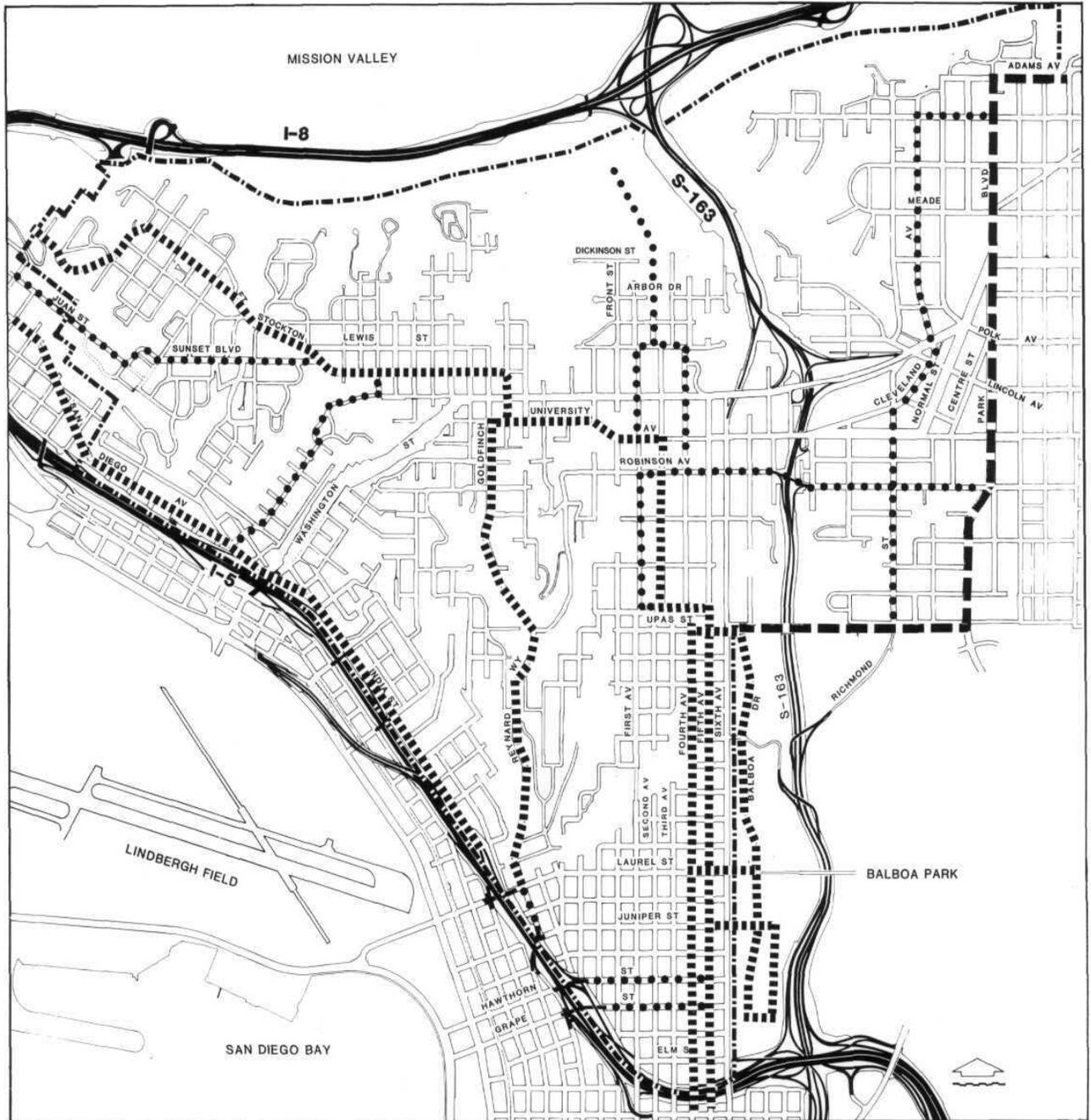
A bikeway system should not only provide access throughout the community, but should provide access to and from Balboa Park and adjacent communities. Given Uptown's urban environment and proximity to employment centers and other activity centers, it is logical that the bicycle will continue to be an important alternative means of personal transportation.

The proposed bikeways shown in Figure 15 provide additional linkages throughout the community. The San Diego Avenue bikeway provides a connection between Old Town and Centre City, as well as access to the Middletown area. The Washington Street, University Avenue and Robinson Street bikeway provides cross-town access from the Pacific Highway corridor to North Park. A direct route from the bay to Balboa Park is provided by the Hawthorn Street and Grape Street routes. Access from University Heights to Balboa Park is provided by the Park Boulevard bikeway. And finally, a bikeway system in the medical complex area provides access to that area and to Mission Valley via Bachman Canyon.

Bicycle routes should be adequately identified by proper signage. Destination plates should be added to selected bicycle route signs for the purpose of identifying the routes to major activity centers and to secure parking facilities in these activity centers.

Whenever possible, bicycle lockers or areas of restricted access should be provided for employees who commute to work by bicycle. In addition, bicycle racks should be provided for customers who travel by bicycle. These bicycle racks should be placed in visible locations near store entrances, but should not impede pedestrian circulation. The bicycle racks should be of a secure and stable design. Small signs should identify the bicycle parking areas.

Employer incentives such as flexible hours to avoid peak traffic congestion should be considered for bike commuters.



- ▬▬▬▬ Existing Class III
- Proposed Class II
- ▬▬▬▬ Proposed Class III



UPTOWN BIKEWAYS
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
 15