
TRANSPORTATION ELEMENT

PRIMARY TRANSPORTATION GOAL

Provide a transportation system which maximizes access to community activity centers and to destinations within the metropolitan area and minimizes adverse environmental effects.

EXISTING CONDITIONS

Street System

Skyline Drive and Paradise Valley Road provide the major east-west access to and from the community. North-south access is provided primarily by Woodman Street, and to a lesser extent by Reo Drive, Briarwood Road, Meadowbrook Drive and Cardiff Street. In addition to the surface street system, the community has access to the regional freeway system. There is direct access to the South Bay Freeway (SR-54) via Reo Drive, Woodman Street, and Manzana Lane. The existing traffic volumes, as of 1986, are shown on **Figure 10**.

The streets in San Diego are classified according to their function, width, and expected traffic volume, as follows: freeways, primary arterials, major, collector and local streets.

Freeways are designed to carry high volumes of traffic at higher speeds over longer distances. They are usually four lanes or more with access control and full grade separation at intersections. Freeways are under the jurisdiction of the state of California Department of Transportation (CALTRANS). State Route 54 (the South Bay Freeway), when fully improved, will serve this purpose for Skyline-Paradise Hills.

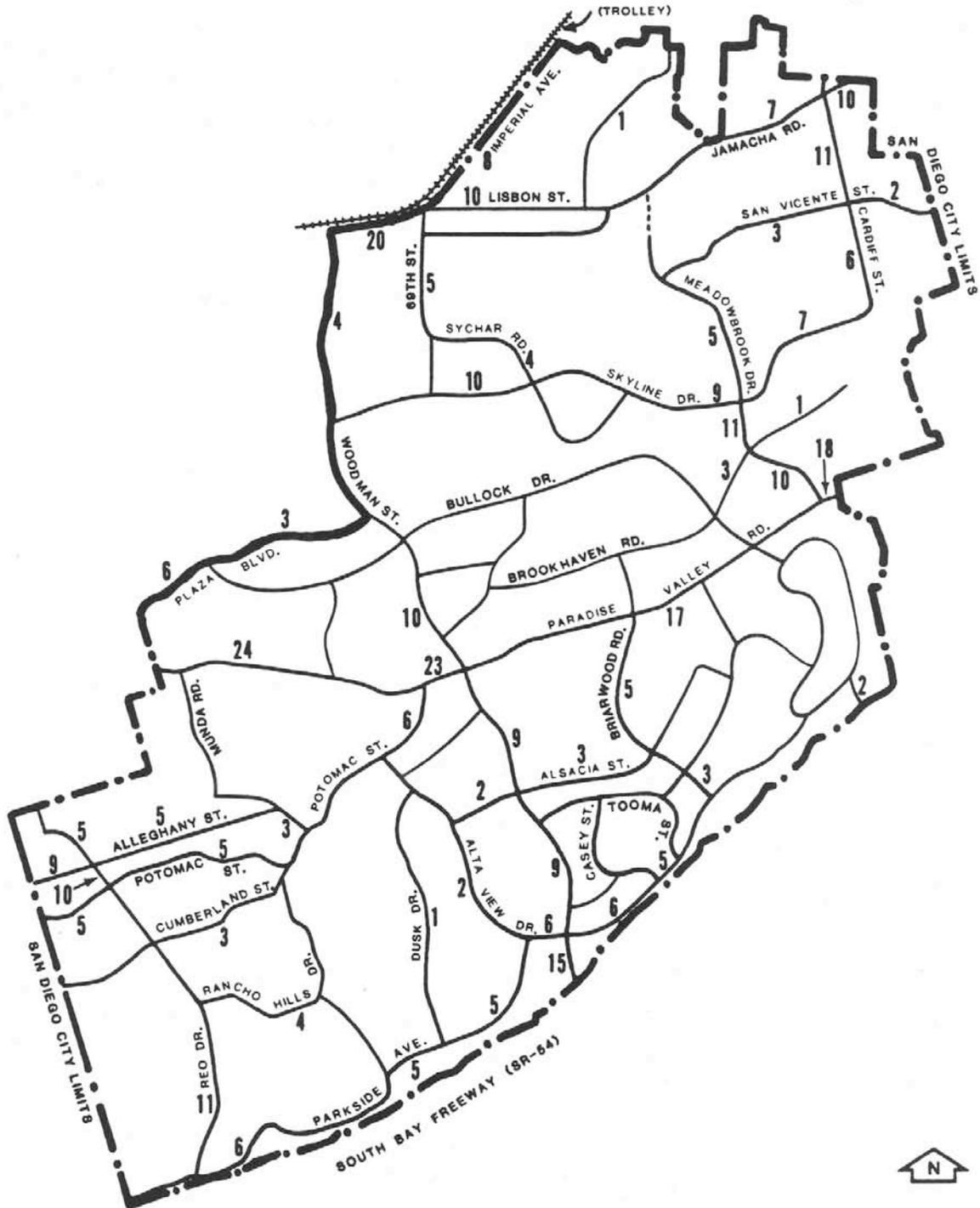
Primary arterials are usually four lanes or more and are designed to carry through traffic and provide a network connecting to the state Highway system. Access from abutting property is generally restricted. There are no streets in the planning area that are performing or classified as primary arterials.

Major streets are usually four lanes or more and are designed to carry through traffic without restricting access to abutting property. The location of recommended major streets in the planning area is shown on **Figure 11**.

Collector streets may be either two or four lanes. They are intended to provide for local traffic movement and access to abutting property, and to function as a feeder of traffic to the major street system. The locations of recommended two- and four-lane collector streets are shown on **Figure 11**.

Local streets are usually two lanes and provide direct access to abutting property. All streets not otherwise classified are local streets. Local streets are not shown on the **Circulation Element map**.

FIGURES REPRESENT WEEKDAY TRAFFIC VOLUMES IN THOUSANDS



Existing Average Daily Traffic (1986)
Skyline-Paradise Hills Community Plan

10
FIGURE



Since portions of the community planning area were developed a number of years ago, many of its streets are not designed according to the Council-approved street design standards (Council Policy 600-4). The majority of these streets lack sufficient curb-to-curb width for their classification for a portion or all of their length. These streets include Cardiff Street, Paradise Valley Road, Jamacha Road, Reo Drive, Lisbon Street, Skyline Drive and Potomac Street.

Some major and collector streets in the community have accident rates which exceed citywide averages. The citywide average accident rate for major streets in 1986 was 6.45 per million vehicle miles. The following major street sections exceeded this rate in 1986:

- Reo Drive, from Alleghany to the City limits
- Woodman Street, from Imperial to Skyline
- Woodman Street, from Alsacia to Alta View

The citywide average accident rate for collector streets in 1986 was 7.92 per million vehicle miles. The following collector street sections exceeded this rate in 1986:

- Alleghany Street, from Munda to Potomac (via Saipan)
- Alsacia Street, from Alta View to Woodman
- Alta View Drive, from Potomac to Alsacia
- Brookhaven Road, from Paradise Valley Road to Meadowbrook (via Briarwood)
- Cardiff Street, from Carlisle to San Vicente
- San Vicente, from Cardiff to the City limits
- Potomac, from Calle Tres Lomas to Paradise Valley Road
- Rancho Hills Drive, from Reo to Landscape

Public Transportation

Public transportation is currently provided through bus service and a taxi-feeder service. Future plans to expand public transportation include the extension of the San Diego Trolley along the San Diego and Arizona Eastern Railroad right-of-way, which is adjacent to Imperial Avenue. These modes service different locations in the community and tie in to one another to offer public transit mobility. Bus routes and the proposed trolley extension service the community north of Paradise Valley Road and east of Woodman Street. The remainder of the community south of Paradise Valley Road has access to bus lines through a taxi-feeder service, as described below.

Bus Routes

Bus service within the community is furnished by the San Diego Transit Corporation. Four bus routes (4, 11, 36A, 12) are provided offering local (urban) service.

Local or urban routes service main arterial streets making frequent stops to serve people traveling moderate distances within the community, and to connect with other local routes.

The following information describes the service area of each route:

Route 4: Connects the northern portion of the community with downtown San Diego, Old Town, Clairemont, and many points in between, including Mesa Community College.

Route 11: Connects the northern portion of the community with downtown San Diego, Kensington, San Diego State University and intervening points.

Route 36A: Connects the extreme northern portion of the community with Lemon Grove, San Diego State University and intervening points.

Route 12: Provides service from the northeastern portion of the community to the Euclid Avenue Trolley Station.

Future improvements to fixed-route service include the extension of National City Transit Route 602 into Paradise Hills in September, 1987.

Paratransit: DART

San Diego Transit Corporation currently contracts with private taxicab companies in order to operate a taxi feeder service within the community (**Figure 12**). DART (Direct Access to Regional Transit) is a demand responsive service available Monday through Saturday, 5:30 a.m. to 7:30 p.m. Residents call DART one hour in advance of their destination arrival time for a taxi ride to one of three locations where they can transfer to San Diego Transit, National City Transit, or Chula Vista Transit buses. DART can also be used for trips within the Paradise Hills and South Bay Terraces neighborhoods. Regular riders can subscribe to their service so that they do not have to call everyday. DART currently carries approximately 200 riders per weekday.

San Diego Trolley

Plans to extend the Trolley's East Urban line to El Cajon are currently underway. The first segment of the line from downtown San Diego to Euclid Avenue and Martin Luther King Jr. Way opened for service in March 1986. Groundbreaking for the El Cajon segment took place in November 1986 and the line is tentatively scheduled to open in July 1989.

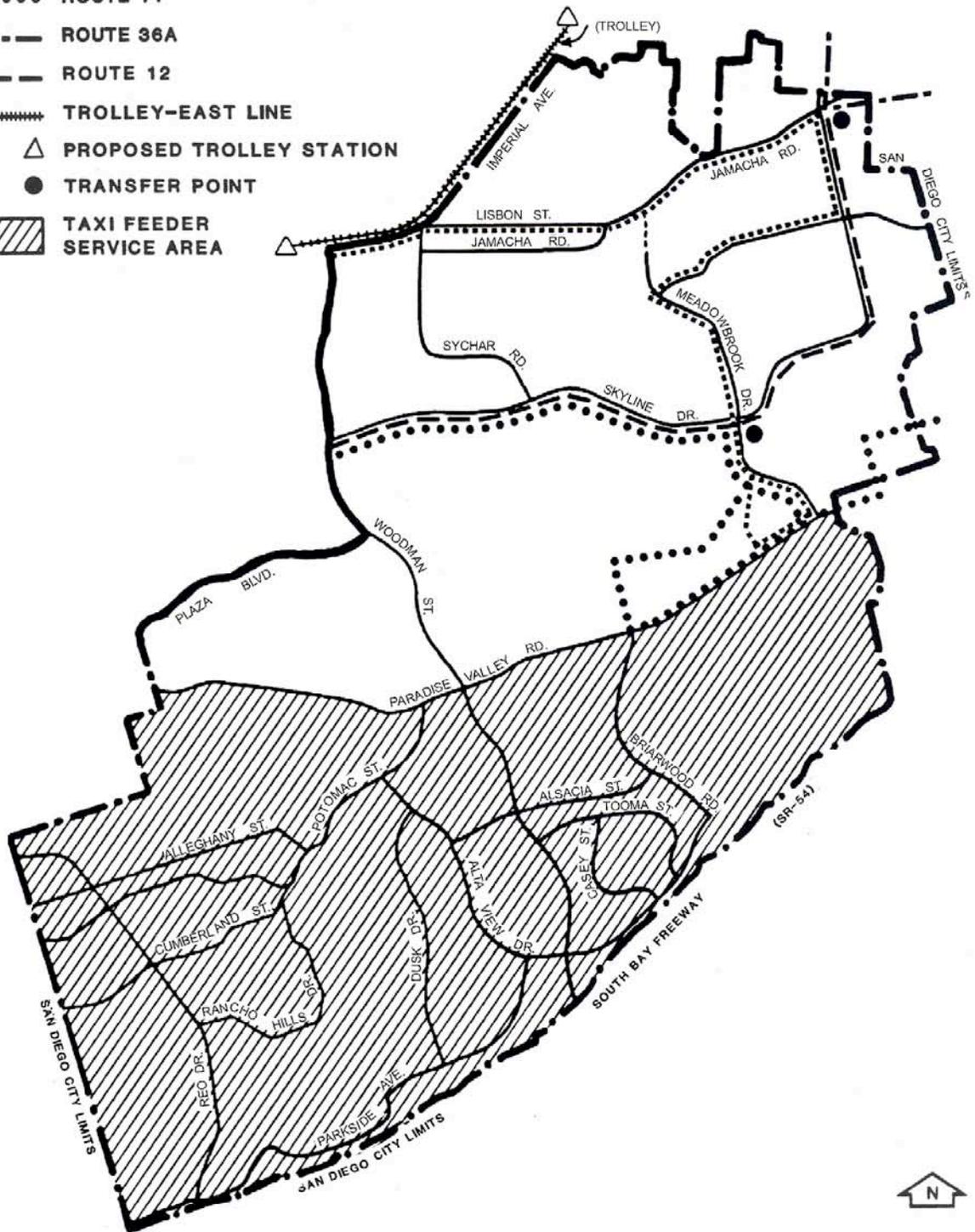
The Skyline-Paradise Hills community will be served by this easterly route. The East Urban line will be constructed on the San Diego and Arizona Eastern Railroad right-of-way adjacent to Imperial Avenue. Trolley stations are planned for 62nd Street in the Southeast San Diego community and Massachusetts Avenue in the city of Lemon Grove. Both of these locations are near the northern boundary of the community and will provide additional transit service to the community. Additional stations are spaced at approximate 1-1/4 mile intervals.

- ROUTE 4
- ROUTE 11
- ROUTE 36A
- ROUTE 12
- TROLLEY-EAST LINE

△ PROPOSED TROLLEY STATION

● TRANSFER POINT

▨ TAXI FEEDER SERVICE AREA



Public Transit Routes
Skyline-Paradise Hills Community Plan

12
FIGURE

Bikeways

The Bikeway Map, adopted by City Council in April 1982, designates a number of streets within the Skyline-Paradise Hills community that are to be improved with bike routes, however, none of these designated routes has been implemented.

Bike routes are classified into three types as shown on **Figure 15**:

Bike Path: A completely graded separated right-of-way designed for the exclusive use of bicycles.
(Class I)

Bike Lane: A restricted right-of-way for bicycles. Through travel by motor vehicles or pedestrians is not allowed, however, crossflows by pedestrians and vehicles are allowed. Vehicle parking is allowed between the curb and the bike lane.
(Class II)

Shared Bikeway: A shared right-of-way designated as such by signs placed on vertical posts or stenciled on the pavement.
(Class III)

Pedestrian Circulation

Within the community the necessity of pedestrian walkways is greatly dependent upon the character and design of each neighborhood. A number of areas throughout the community have sidewalks provided in a piecemeal fashion. Some are located in narrow public rights-of-way causing congestion of pedestrian and vehicular traffic and visual clutter from inconsistency.

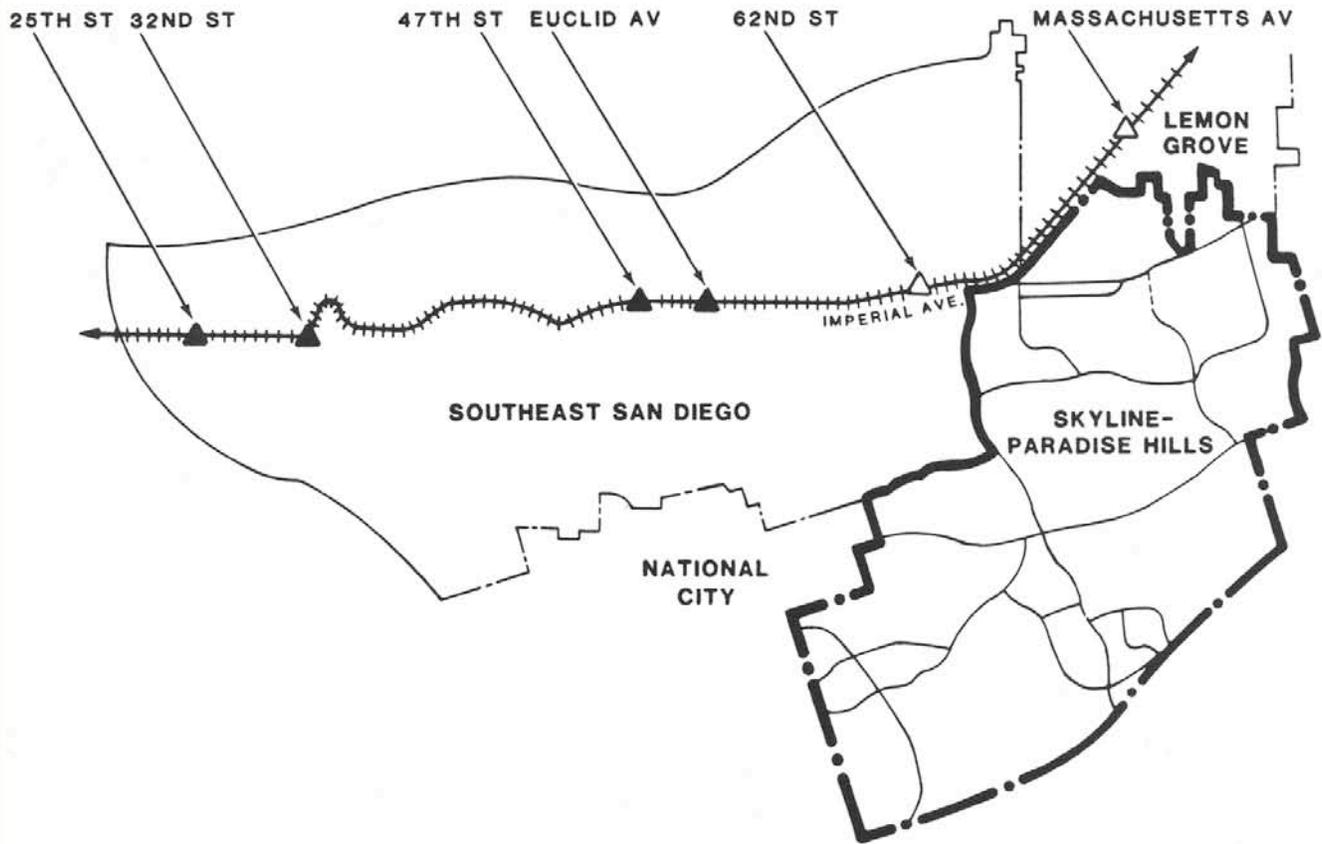
A lack of adequate pedestrian walkways is particularly noticeable at the Reo Drive and Meadowbrook/Paradise Valley Road commercial centers. Areas along the right-of-way that could be used for pedestrians are being utilized as parking lanes between the street and store frontage. Some areas of sidewalk paving are in need of repair.

Jamacha Road has insufficient walkways for pedestrian use. The narrow road combined with peak pedestrian times associated with Keiller Middle School hours creates congestion and potential safety hazards.

OBJECTIVES

1. Improve existing street systems in conformance with Council Policy 600-4 to accommodate residential and commercial growth.
2. Develop a system of bikeways to join parks and open space throughout the community.
3. Provide a safe and more accessible pedestrian circulation system, minimizing conflicts with vehicular traffic.
4. Provide an efficient and high level of public transit within and surrounding the community. Design and plan for land uses that will complement and make use of the new San Diego Trolley East Line.
5. Visually enhance transportation corridors to improve the community's image.

- ▲ EXISTING STATIONS
- △ PROPOSED STATIONS



The San Diego Trolley-East Line Location and Stations

Skyline-Paradise Hills Community Plan

13
FIGURE

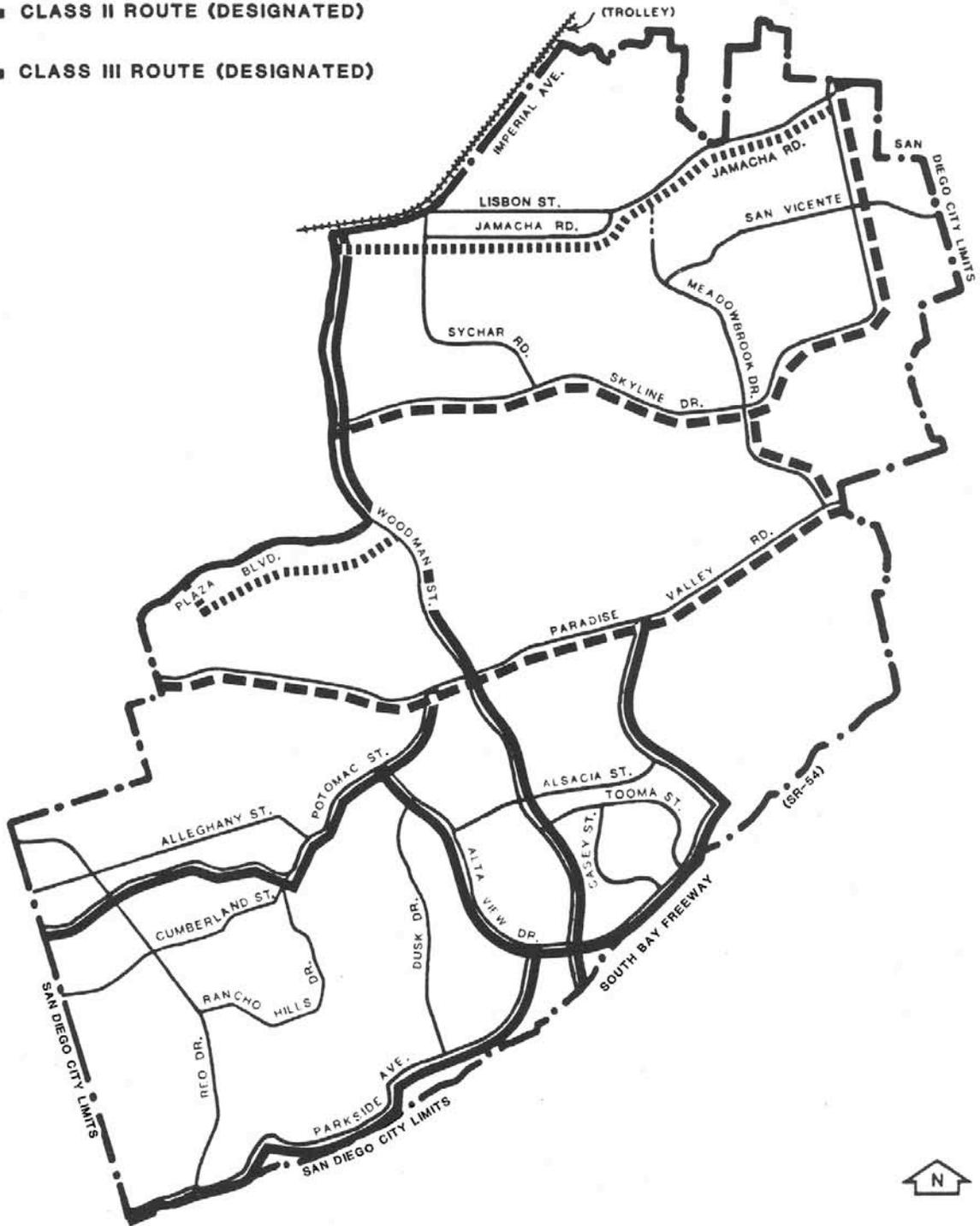
RECOMMENDATIONS

Street System

The future travel forecast for Skyline-Paradise Hills has projected traffic volume increases for several streets within the community, however, no street facilities are recommended to be upgraded in classification. The travel forecast recommends widening those streets that are not yet fully improved and prohibiting on-street parking on some streets in order to accommodate the increased volumes. The recommendations resulting from the travel forecast are listed below.

1. Lisbon Street/Jamacha Road, between 69th Street and Meadowbrook Drive, currently varies from 25 feet to 40 feet in width. It should be widened to a four-lane collector street, 64 feet wide from curb-to-curb with a transition to two lanes east of Meadowbrook. This widening will require the acquisition of additional right-of-way.
2. Jamacha Road, between Meadowbrook Drive and Glencoe Street, should be improved to two-lane collector street standards, 40 feet wide from curb-to-curb. The current width varies between 25 and 40 feet.
3. Meadowbrook Drive, which currently ends at Blackstone Court, should be extended to Jamacha Road as a four-lane collector, with a left-turn lane and signal at Jamacha Road.
4. Skyline Drive should be widened to four-lane major street standards between 58th Street and 69th Street with left-turn lanes at the major intersections. The current width varies between 25 and 68 feet. The south side of Skyline Drive between Sienna Street and Deerock Place should be widened to four-lane major street standards with a center median as development occurs. The current street width is 32 feet.
5. Woodman Street should have a suitable transition from a four-lane major street with a 78-foot curb-to-curb width south of Skyline, to a two-lane collector street with a 40-foot curb-to-curb width north of Skyline Drive.
6. The south side of Paradise Valley Road, between Woodman Street and Zest Street, should be widened to major street standards, 82 feet from curb-to-curb. The current width varies between 65 and 82 feet.
7. Paradise Valley Road, between the westerly City limits and Potomac Street, should be widened to major street standards with an 82-foot curb-to-curb width. The current width varies between 48 and 82 feet. This widening should be coordinated with the city of National City to improve Plaza Boulevard/Paradise Valley Road within National City.
8. Briarwood Road, which currently ends at Alta View Drive, should be extended as a four-lane collector street, 64 feet from curb-to-curb, to connect with Briarwood Road south of SR-54 via an overpass. A freeway interchange at Briarwood and SR-54 is planned by Caltrans, although construction has not been scheduled.

- CLASS I ROUTE (PROPOSED)
- CLASS II ROUTE (DESIGNATED)
- CLASS III ROUTE (DESIGNATED)



Bicycle Routes **14**
 Skyline-Paradise Hills Community Plan FIGURE

9. Reo Drive should be extended at its northern terminus (in National City) to connect to Harbison Street. The section between Plumas Street and Harbison is recommended to be constructed as a four-lane major street, 68 feet wide curb-to-curb, by the city of National City.
10. Reo Drive, between Rancho Hills Drive and the South Bay Freeway (SR-54), should be widened to 68 feet from curb-to-curb with parking prohibited at intersections to provide separate left-turn lanes. The current width varies between 26 and 68 feet.
11. A new freeway interchange on SR-54 is planned by Caltrans to replace the existing intersection of Reo Drive and SR-54, although construction has not been scheduled. The new interchange would connect with the Valley Road interchange south of SR-54 in National City. The existing Reo Drive intersection should be maintained until the new facility is constructed.

These improvements have been determined by the City Engineering and Development Department to provide an adequate level of service and keep future traffic congestion to a minimum. Future congestion is anticipated on Potomac Street, between Alta View and Saipan, on Parkside Avenue between the Valley Road/South Bay Freeway interchange and Landscape Drive, and on Briarwood from Goode Street to the South Bay Freeway interchange.

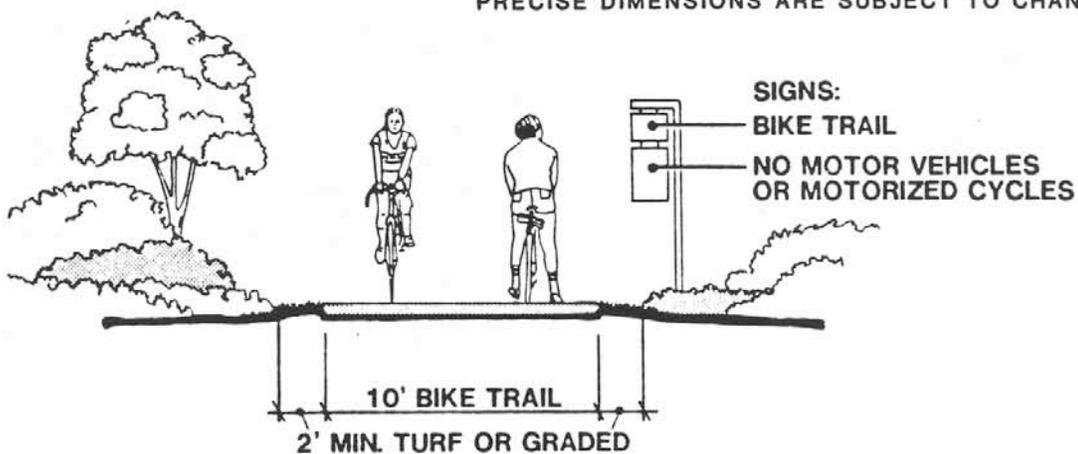
Public Transportation

Public transit needs should continue to be monitored in order to provide adequate transit circulation within the community. Improvements to existing and future transit stops should include covered waiting areas and street improvements to minimize conflicts between buses or the trolley and other vehicular traffic movements.

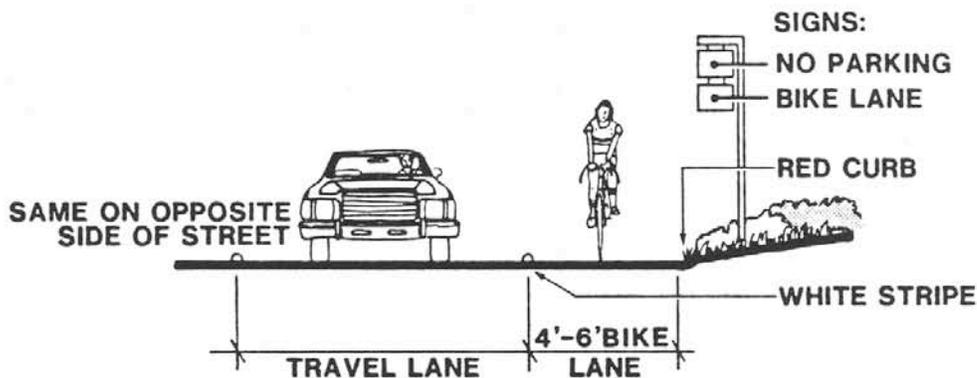
Due to the existing inaccessibility of bus service to the area south of Paradise Valley Road and the steady increase in patronage for taxi-feeder service, continued operation of DART service is recommended. Future plans to expand DART include the addition of the area bordered by National City to the west, Plaza Boulevard to the north, Woodman Street to the east and Paradise Valley Road to the south.

An additional trolley stop should be considered along Imperial Avenue at 68th or 69th Street if conditions warrant as a result of land use intensification or development of a project with the ability to construct a transit station as part of the project. The specific proposals should be reviewed by the City and MTDB, based on standard criteria for such evaluations. The site evaluation criteria should include considerations such as the proposal's impact on the overall service of the line which may result in closing other stations in favor of the new one, the proposal's minimum effects on the existing transit line schedules and patronage, and the new station's financing by private development.

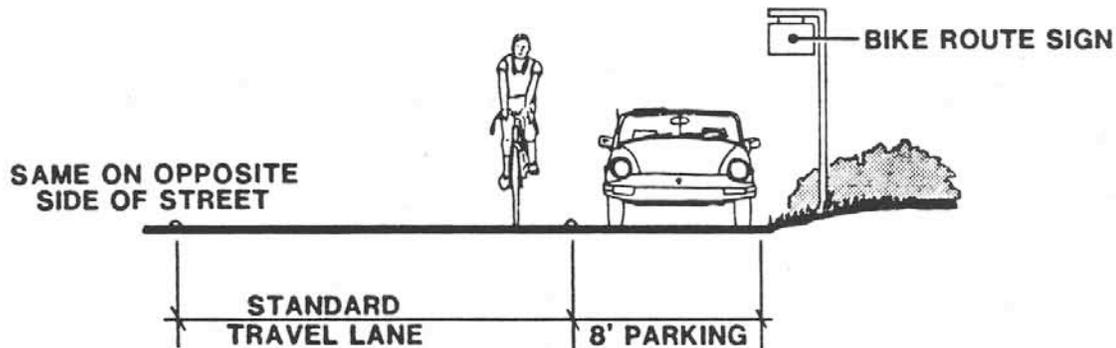
PRECISE DIMENSIONS ARE SUBJECT TO CHANGE



CLASS I Openspace



CLASS II Major Street



CLASS III Neighborhood Street



Bikeways

The bikeway system should be implemented as shown on **Figure 14** to provide access throughout the community and to adjacent communities. In addition to those bikeways in the master plan, priority should be given to development of bicycle paths within the Encanto open space area, allowing alternative modes of transportation and passive recreational use of open space corridors.

In developing the bikeway system, consideration should be given to possible negative impacts on vehicular traffic lanes or on-street parking, as well as to any safety problems which may exist for bicyclists.

Pedestrian Circulation

Pedestrian activity should be encouraged through improvement of the quality of the walking environment. Street trees and increased landscaping, special lighting, seating areas, pedestrian-scale signage, special paving materials and transparent building facades are possible methods of orienting the street toward the pedestrian and are discussed more fully in the **Urban Design Element**.

Providing sidewalks for new development should be reviewed according to the type of development and surrounding neighborhood. Due to the semi-rural character of some neighborhoods, sidewalks may not be desirable. An alternate treatment may be preferred to the use of standard curbs, gutters and sidewalks, such as rolled curbs or sidewalks with more natural appearing surfaces. (See **Neighborhood Element** for additional recommendations.) Any new development or redevelopment/rehabilitation of the Reo Drive commercial area should be required to replace the sidewalks in the public right-of-way that have been covered with asphalt to accommodate parking.