

Transportation Inventory

Approach

This appendix examines a multi-modal view of the San Diego River Park's potential circulation issues; the inventory studies vehicular, pedestrian, bicycle and transit circulation. The Master Plan effort made use of previous studies that have been conducted in areas along or adjacent to the River corridor. It is particularly important to note that the San Diego River Park corridor and study area is influenced by circulation patterns that are not fully contained within the Master Planning Area, such as Interstates 5, 8, 805 and 15, SR163, and Friars Road.

Corridor Description

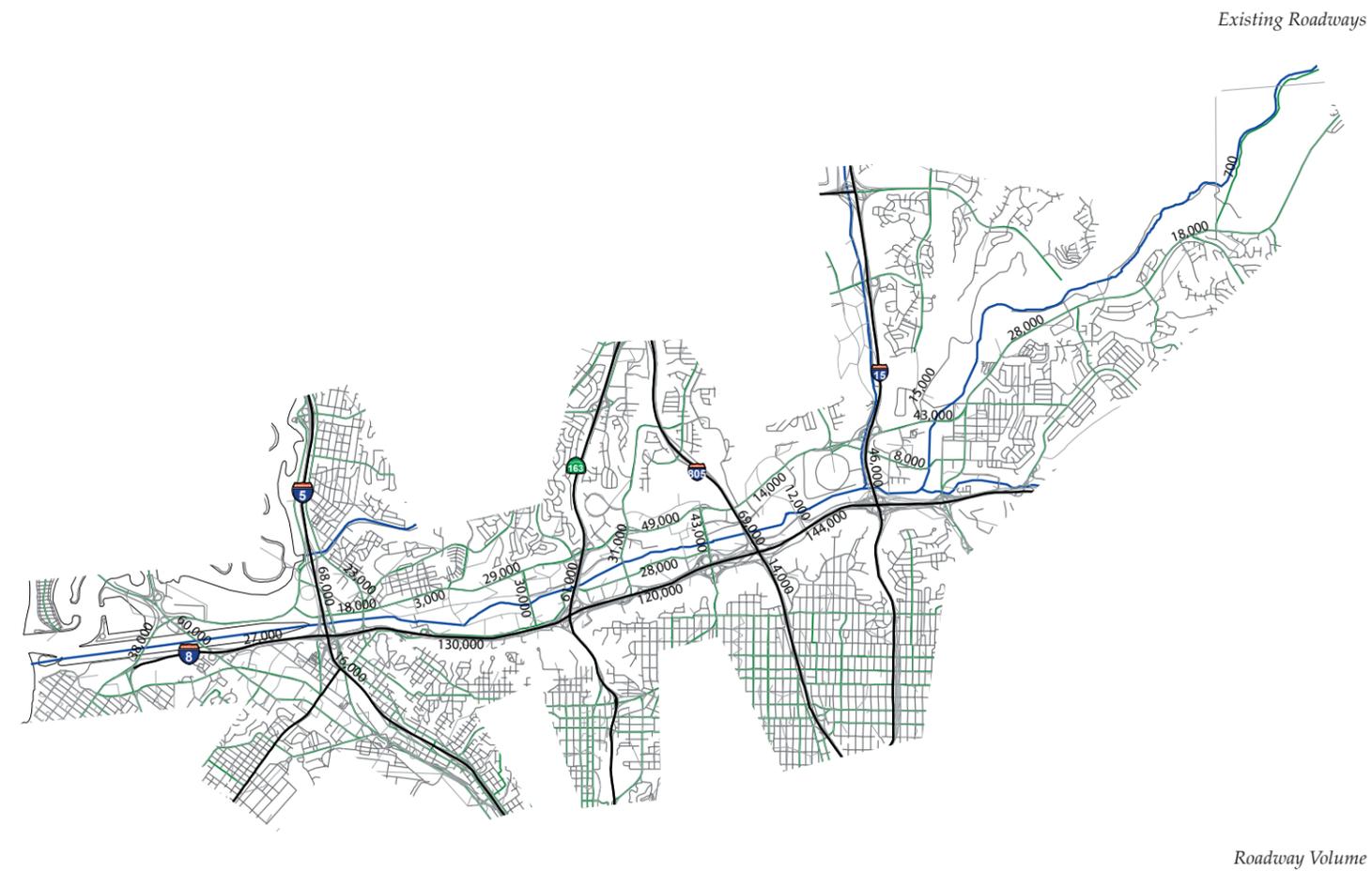
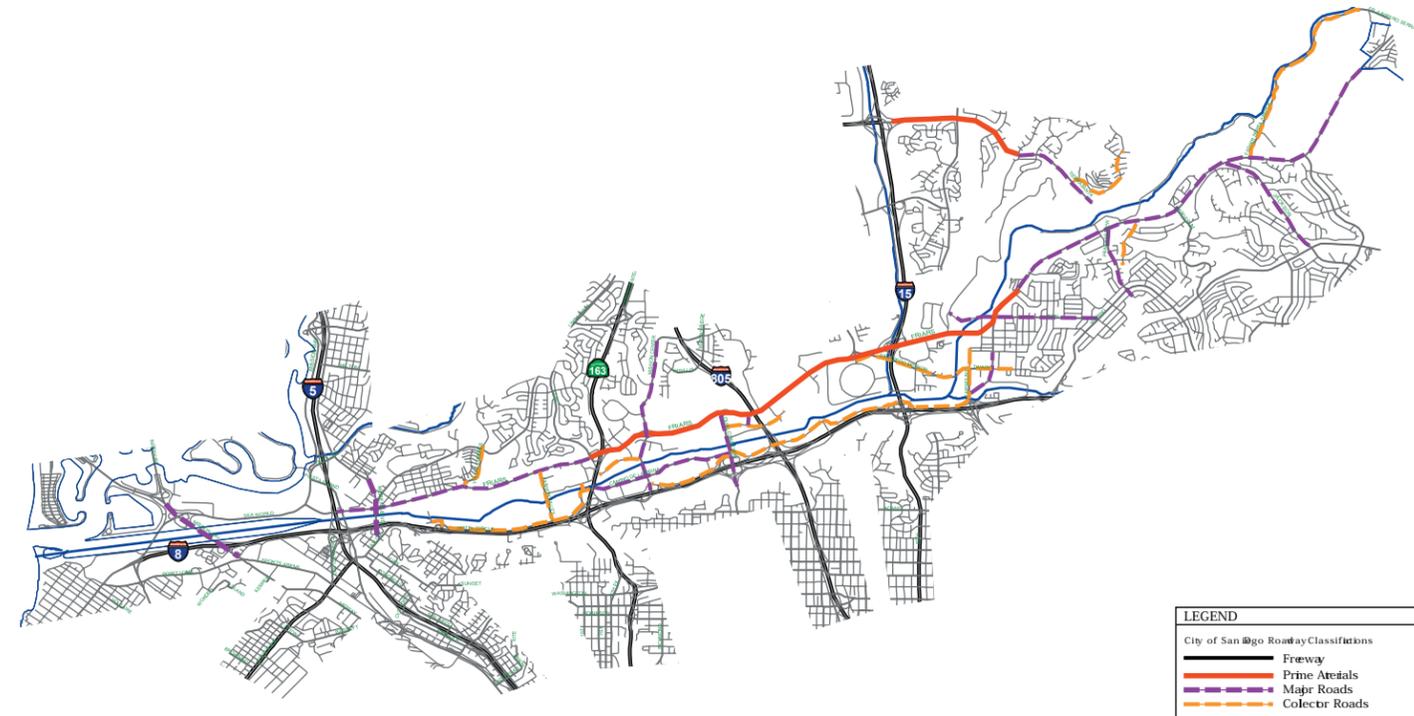
The San Diego River Corridor is characterized by frequent interstate highway crossings and by several major roads running roughly parallel to the river corridor. I-5, SR-163, I-805 and I-15 all traverse the river within a 6-mile segment. A large number of arterial roadways also cross the river; these roadways include Sunset Cliffs Boulevard, West Mission Bay Drive, Morena Road, Fashion Valley Road, Mission Center Road, Camino Del Este, Qualcomm Way, Ward Road, San Diego Mission Road and Friars Road.

Friars Road runs roughly parallel to and north of the river before it crosses the river and links with Mission Gorge Road to the south of the river. Direct roadway access to the river is somewhat limited, with indirect or local road access being typical for most of the river corridor. The main exception is the access to Dog Beach and nearer the ocean.

Vehicular Circulation

Roadway segments in the area generally operate at their optimal capacities, with the exception of Sports Arena Boulevard between I-8 and Midway Drive and Rosecrans/Camino Del Rio West between Midway and I-8/I-5 interchange. These segments and adjacent intersections are highly congested during peak hours. The most significant circulation observation is the peak period congestion on road segments at or near the freeway interchanges.

I-8 and many of its interchanges also exhibit substantial congestion during peak hours; congestion extends to adjacent surface streets as they try to serve the east-west traffic unable to use I-8. Given the proximity of freeways to the river corridor, many users' prime access to the river and its amenities would be via these roadways, making river access extremely difficult during peak traffic periods.



Executive Summary

Introduction

Principles

Recommendations

Design Guidelines

Implementation

Appendices

Planned Roadway Improvements

SANDAG's Regional Transportation Plan for 2030 directs improvements to many freeways and major roads that cross or are in the immediate vicinity of the river. These plans include:

- **I-5**
An additional 2 general traffic lanes and 2 HOV (High Occupancy Lanes) by 2020.
- **I-805**
Add 4 Managed Lanes (lanes on which the number of vehicles using the facility be limited, and/or where the direction of the lanes can be changed, e.g. HOV lanes or toll roads) by 2030
- **SR-52**
Add 2 general traffic lanes and 1 Managed Lane by 2030
- **Friar's Road**
Arterial modifications from Morena Boulevard to Fashion Valley Road

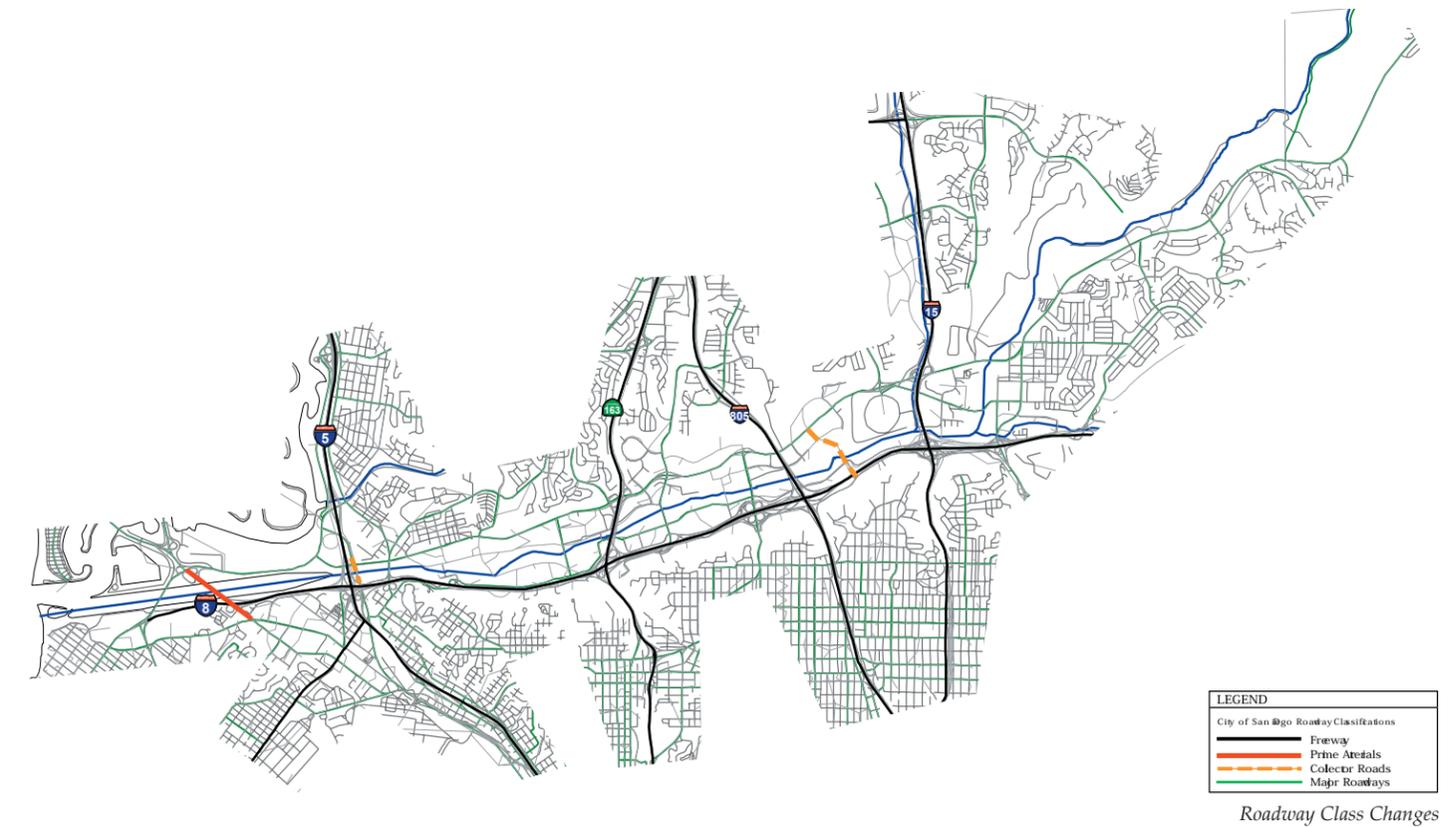
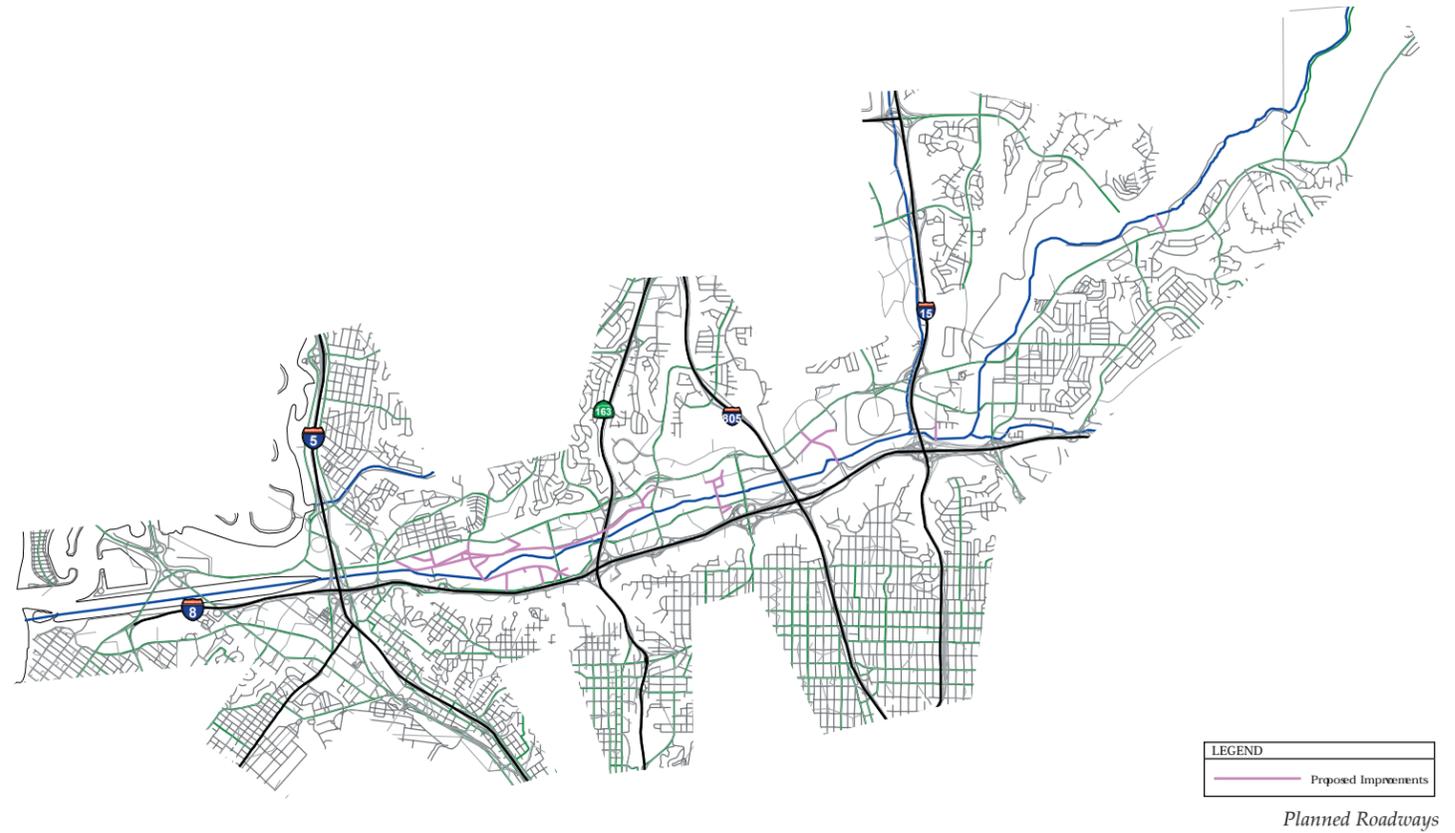
It should be noted that some proposed road improvements are not fully supported by the public and other are not funded. Proposals experiencing these constraints include:

- Via Las Cumbres which would connect Friars Road and Hotel Circle North near the Taylor/I-8 interchange
- Milley Way river crossing between I-805 and I-15
- Tierrasanta Boulevard connecting to Princess View
- Jackson Drive extending to the north

Pedestrian and Bicycle Circulation

Pedestrian access and facilities in the immediate vicinity of the river fall into two categories:

- Access via sidewalks adjacent to roads for vehicular access.
- Trails and dedicated facilities for pedestrians, cyclists and other non-motorized travel



Bikeways

Several types of bicycle facilities are provided in the study area. These facilities include:

- Class I (Bike Path or Trail)
Completely separate right-of-way for the exclusive use of non-motorized travel.
- Class II (Bike Lane)
Lane painted on the pavement for one-way, bicycle-only travel. Crossings by pedestrians and motorists permitted.
- Class III (Bike Route)
Designated solely by signs or other such markings; shared with motorists and pedestrians.

A Class II Bike Lane is provided along Friars Road and Mission Gorge Road. A Class III Bike Route exists along a portion of Sea World Drive. A Class I Bike Path/Trail is also designated along Friars Road (from near Fashion Valley Road) and Sea World Drive, crossing the river at Sunset Cliffs Boulevard and continuing to the Ocean. Another Class I Bike Lane is in Mission Trails Regional Park, adjacent to the River for approximately 1.5 miles.

Transit Circulation

Several transit lines service the river corridor, connecting the river with most major destinations within San Diego. Options include bus service, trolley, and commuter rail.

The San Diego Trolley stops at many stations along the river corridor, including transit centers at Old Town, Morena/Linda Vista and Fashion Valley. The Old Town Transit Center offers convenient access to the San Diego Trolley, the Coaster and ten bus routes. The Metropolitan Transit Development Board (MTDB) provides the trolley service.

Both local routes and express routes run throughout the study area. Mission Valley is the community within the study area with the highest amount of bus service. The Metropolitan Transit Development Board (MTDB) provides the bus service.

The North County Transit District (NCTD) provides the Coaster service that links communities and travelers from Oceanside to San Diego, with additional stops in Carlsbad (2), Encinitas, Solana Beach, Sorrento Valley and Old Town.

Amtrak provides the regional Pacific Surfliner Route rail service from San Diego to San Luis Obispo. In the San Diego region, there are stations at San Diego (Santa Fe), Old Town (on weekends), Solana Beach and Oceanside.