Midway Pedestrian Plan
Pedestrian Master Plan – Phase 4

Midway/Pacific Highway Corridor Community Description
The Midway/Pacific Highway Corridor Community (i.e. Midway) is situated north of the Centre City area between Old Town and Point Loma. Midway encompasses approximately 800 acres of mostly flat land and is comprised of two basic elements: the central Midway area and the narrow, linear-shaped Pacific Highway Corridor.

Central Midway has an urbanized commercial core containing numerous shopping centers and institutional facilities. The area is characterized by wide streets, flat topography, and a varied mixture of flat-roofed large and small commercial buildings. The Pacific Highway Corridor, between Interstate 5 and Lindbergh Field, contains some of the City’s oldest industrial areas. The corridor is defined by large scale buildings and unscreened commercial parking lots in the southern portion, and a group of smaller scale, low lying industrial buildings located between Witherby Street and Washington Street in the northern portion.

There are a few multifamily residential complexes located in the western portion of the community, adjacent to the Point Loma area. The planning area is generally characterized by a variety of commercial retail activities, and wide, multi-directional traffic intersections.

Community Outreach
The project was presented to the Midway/Pacific Highway Community Planning Group in May 2012. Midway/Pacific Highway residents and business owners were also invited to attend two Open House events held in December 2012 to review the recommendations for their community. At each Open House, recommendations for all Phase 4 communities were presented and participants were encouraged to provide input and complete surveys to share their thoughts and ideas on the plan. The survey feedback collected was specific to each community. Open House participants returned a total of 41 survey forms, including two for the Midway/Pacific Highway community.

Since Midway-Pacific Highway was going through a community plan update process that began before this project, significant community input related to pedestrian had already been collected and this input was utilized for the pedestrian Master Plan process as well.

Inventory of Missing Sidewalks and Curb Ramps
The City of San Diego and SANDAG provided detailed information regarding missing sidewalks and existing curb ramps. GIS files for existing sidewalks and curb ramps were provided by SANDAG and the City for inclusion in the base mapping efforts. A visual inspection of field conditions was conducted to verify the accuracy of the information provided and to identify the presence of sidewalk obstructions,
pedestrian activity and other pedestrian issues in this community. Missing sidewalks and curb ramps are illustrated in Exhibit M-1.

**Route Types**

All roadways within the Midway Community were classified based on pedestrian functionality as defined in the Phase I Framework Document. There are four key route types included in the Midway Area: District, Corridor, Connector and Neighborhood. Exhibit M-2 illustrates the Route Type Classifications defined within the Midway Community.

**Focus Areas**

Focus Areas narrow down the routes within each community studied in the Master Plan. In most cases routes that are not within the Focus Area are located in low density residential areas, industrial areas, or areas with low demand for pedestrian activity.

The Pedestrian Priority Model (PPM) was used to calculate a priority score for all routes within the Midway Community. Point values associated with each of the five key priority factors, as defined in the Phase I Framework Document, were summed to provide an overall priority score. Once the routes had an associated score, the mean and standard deviation was calculated specific for the Midway Community, which was used to determine the Tier 1 (highest ranking) and Tier 2 (second highest ranking) routes. Tier 1 and Tier 2 routes were included in the Focus Area. Focus areas were refined as a result of the existing conditions needs assessment and input from the community. Exhibit M-3 illustrates the Midway Focus Area routes.

**Improvement Areas**

Overlaying the existing conditions, physical conditions assessment and community input, Improvement Areas were defined within the Focus Area for the Midway Community. Improvement Areas are defined as either intersection improvements or corridor improvements. Intersection improvements focus on a single intersection or a group of intersections within a reasonable proximity of one another. Corridor improvements focus on improvements either along a roadway or through a series of intersections.

For the Midway Community, ten Improvement Areas were defined, which are illustrated in Exhibit M-4 and summarized in the following table. On the pages following the exhibit and table, recommendations for each Improvement Area are described in detail.
The Pedestrian Master Plan improvement concepts address deficiencies and provide recommendations based largely on existing conditions. It should be noted that the Midway-Pacific Highway community is undergoing a Community Plan Update (CPU) process that is developing a long term vision of the community. The Pedestrian Master Plan contains recommendations that could be implemented in a shorter time frame than many potentially larger-scale projects being considered for the long term as part of the CPU.

**Priority Score**

The Improvement Areas and recommended projects within each improvement areas were then evaluated against priority ranking criteria established during Phase I of the Pedestrian Master Plan. Priority scores were based on issues and recommendations associated with walkability, safety, connectivity and accessibility.
### Improvement Area Recommendations

<table>
<thead>
<tr>
<th>Improvement Area</th>
<th>Recommendations</th>
<th>Priority Score</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>M-1</strong>&lt;br&gt;Camino Del Rio and Rosecrans Street Connectivity Study</td>
<td>Improve pedestrian connectivity, especially at key intersections. Improve walking environment along Kurtz Street, Moore Street, and Jefferson Street.</td>
<td>23</td>
</tr>
<tr>
<td><strong>M-2</strong>&lt;br&gt;Kurtz Street Access Improvements (Rosecrans to Pacific Hwy)</td>
<td>Implement improvements to increase walkability along this corridor.</td>
<td>12</td>
</tr>
<tr>
<td><strong>M-3</strong>&lt;br&gt;Enterprise Triangle Connectivity Improvements</td>
<td>Implement improvements to improve connectivity and walkability along Barnett Avenue and at the Enterprise/Midway intersection.</td>
<td>15</td>
</tr>
<tr>
<td><strong>M-4</strong>&lt;br&gt;Pacific Highway at Witherby Street Intersection Improvements</td>
<td>Improve connectivity from Barnett Avenue to the Pacific Highway corridor.</td>
<td>14</td>
</tr>
<tr>
<td><strong>M-5</strong>&lt;br&gt;Lytton Street-Barnett Avenue Corridor Improvements (Rosecrans to Durham Ridge Place)</td>
<td>Improve pedestrian connectivity on north side of street.</td>
<td>10</td>
</tr>
<tr>
<td><strong>M-6</strong>&lt;br&gt;Midway Drive and Sports Arena Boulevard Intersection Improvements</td>
<td>Evaluate the feasibility of reconfiguring the intersection to reduce crossing distance and improve pedestrian visibility.</td>
<td>39</td>
</tr>
<tr>
<td><strong>M-7</strong>&lt;br&gt;Sports Arena Boulevard /Hancock Street Intersection Improvements</td>
<td>Implement improvements to existing pedestrian facilities to improve walkability. Evaluate the feasibility of an additional marked crosswalk between the Valley View Event Center and nearby retail centers.</td>
<td>14</td>
</tr>
<tr>
<td><strong>M-8</strong>&lt;br&gt;Midway Drive Corridor Improvements (Sports Arena Boulevard to Rosecrans)</td>
<td>Implement sidewalk improvements to remove obstructions. Evaluate the feasibility of installing additional marked and/or controlled crosswalks.</td>
<td>13</td>
</tr>
<tr>
<td><strong>M-9</strong>&lt;br&gt;W. Palm Street Connectivity Improvements</td>
<td>Narrow Kettner Boulevard crossing distance by adding curb extensions and improve visibility of pedestrians near pedestrian bridge.</td>
<td>12</td>
</tr>
<tr>
<td><strong>M-10</strong>&lt;br&gt;Implement Rosecrans Mobility Study Recommendations</td>
<td>Address pedestrian and multimodal access through modifications to road cross-sections and intersection configurations.</td>
<td>Refer to Prioritization in Mobility Study</td>
</tr>
</tbody>
</table>
Exhibit M-1: Missing Sidewalk and Curb Ramps

San Diego Pedestrian Master Plan Phase 4: Midway - Pacific Highway - Old Town
San Diego Pedestrian Master Plan Phase 4: Ocean Beach - Midway - Pacific Highway - Old Town
Exhibit M-3: Focus Area
Exhibit M-4: Improvement Areas

[Diagram of improvement areas with feedback codes]

Feedback Code:
- 00: Missing curb ramp
- 01: Defensive design of barriers, enclosures, trees, objects, etc.
- 02: Unperceived crosswalks or turning movements
- 03: Intersection
- 04: Sidewalk
- 05: Sidewalk tangent in all directions
- 06: Sidewalk too narrow
- 07: Sidewalk too narrow for wheelchairs
- 08: Sidewalk too narrow for buses
- 09: Pedestrian facilities
- 10: Sidewalk too narrow for pedestrians
- 11: Sidewalk too narrow for bicycles
Recommendations: Improve pedestrian connectivity, especially at key intersections. Improve walking environment along Kurtz Street, Moore Street, and Jefferson Street. (See Table M-1 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

Evaluate to close Riley St at western side of Camino del Rio and convert to a two-way street with a turnaround. Include "No Outlet" sign.

Close southbound left turn lane on Camino Del Rio at Moore; extend median south to restrict outbound lefts from Moore St and maintain northbound left turns.

Implement sidewalk on north side of Moore St with ADA compliant curb ramps.

Implement sidewalk on south side of Hancock St from Gaines St to Rosecrans St with ADA compliant curb ramps.

Complete missing sidewalk on west end of Jefferson St with ADA compliant curb ramps and improve existing sidewalk to conform with ADA.

Implement sidewalk on north side of Moore St from GA St to two-way street with ADA compliant curb ramps.

Implement sidewalk on south side of Moore St and connect to two-way street with a turnaround; include No Entry.

Evaluate to close 4th St at east side of Camino del Rio and connect to 4-way street with a turnaround; include No Entry.
Recommended Improvements to Increase Walkability along the Kurtz Street Corridor:

1. Install marked crosswalk on southeast leg of Kurtz St / Rosecrans St (Complete)
2. Implement ADA compliant curb ramps on southeast leg of Kurtz St / Rosecrans St
3. Retime signal to provide lead pedestrian interval on southeast and southwest legs of Kurtz St / Rosecrans St
4. Add "Turning Vehicles Yield to Pedestrians" sign for northbound right turns at Kurtz St / Rosecrans St
5. Implement sidewalk on south side of Kurtz St and maintain on-street parking

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

(See Table M-2 for more detailed descriptions)
Recommendations: Implement improvements to improve connectivity and walkability along Barnett Avenue and the Enterprise/Midway intersection.

See Table M-3 for more detailed descriptions.

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is completed.

- Implement sidewalk on one or both sides of Jessop Lane with ADA compliant curb ramps
- Widen sidewalk and implement landscaped buffer on south side of Barnett Ave from Midway Dr to Pacific Hwy and maintain bike lanes. Include ADA compliant curb ramps at intersections.
- Install additional street lighting along Barnett Ave
- Implement curb extensions with ADA compliant curb ramps on Enterprise St at Midway Dr. Implement pedestrian refuge island on north leg of intersection and adjust street light.
- Replace existing marked crosswalk across eastbound right on Midway with an enhanced crosswalk.
- Implement ADA compliant paths in splitter and median islands.
Recommendaions: Improve connectivity from Barnett Avenue to the Pacific Highway corridor. (See Table M-4 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary to form engineering design.

- Resurface and widen existing pedestrian path and install landscape buffer
- Install street lighting along pedestrian path
- Install pedestrian way-finding signage on Pacific Hwy to direct pedestrians to Frontage Rd
- Install ADA compliant curb ramps along Pacific Hwy
- Remove existing staircase at Witherby St undercrossing
- Evaluate the feasibility of implementing a pedestrian bridge over Pacific Highway
- Improve sidewalk on east side of Witherby St and install street lighting
- Evaluate the feasibility of installing an enhanced marked crosswalk across Frontage Rd
- Evaluate the feasibility of installing a pedestrian bridge over Pacific Highway

Recommended: Improve connectivity from Barnett Avenue to the Pacific Highway.
Recommendations:
- Improve pedestrian connectivity on north side of street
- See Table M-5 for more detailed descriptions

Note: These concepts are illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary for the engineering design to be complete.

1. Implement missing sidewalk along north side of Lytton St
2. Improve existing sidewalk to meet ADA standards and install ADA compliant curb ramps at all intersections
3. Evaluate feasibility of installing an enhanced marked crosswalk across Lytton St at St Charles St
Recommendations: Evaluate the feasibility of reconfiguring the intersection to reduce crossing distance and improve pedestrian visibility. (See Table M-6 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before enhancements are completed.

Install signal to control traffic exiting free right turn lane on northeast corner
Evaluate options to reconfigure intersection. Consider removing right turn pork chop islands on northwest and southeast corners or adding an active pedestrian control at these locations across right turning vehicles.
Replace all pedestrian heads with countdown timers on all corners
Install ADA compliant curb ramps and push buttons at all crossings

Pedestrian Movement Improvements
Midway Drive and Sports Arena Boulevard Intersection
Improvement Area M-6

See Table M-6 for more detailed descriptions: Recommendations: Evaluate the feasibility of reconfiguring the intersection to reduce crossing distance and improve pedestrian visibility.
Recommendations:

- Implement improvements to existing pedestrian facilities to improve walkability.
- Evaluate the feasibility of an additional marked crosswalk between the Valley View Event Center and nearby retail centers.
- Replace existing pedestrian heads with countdown timers.
- Realign crosswalks and extend median nose on east leg to new crosswalk.
- Install ADA compliant curb ramps at corners to align with crosswalks.
- Add "Turning Vehicles Yield To Pedestrians" sign on south leg at driveway.
- Regrade existing pedestrian heads with curb ramps.
- Improve walkability by enhancing the visibility of additional median crosswalks.

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.
Recommendations: Implement sidewalk improvements to remove obstructions. Evaluate the feasibility of installing additional marked and/or controlled crosswalks. (See Table M-8 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

- Widen sidewalk on north side of Midway Dr from Duke St to Kemper St
- Replace existing pedestrian heads with countdown timers on all corners at Midway Dr / Kemper St
- Repair deteriorating and missing sidewalk on south side of Midway Dr at East Kemper St
- Repair deteriorating and missing sidewalk on south side of Midway Dr from Duke St to Kemper St
- Evaluate the feasibility of installing additional marked and/or controlled crosswalks

See Table M-8 for more detailed descriptions
Recommendations:

- Narrow Kettner Boulevard by adding curb extensions and improve visibility of pedestrians near pedestrian bridge.

(See Table M-9 for more detailed descriptions)

- Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

- Install street lighting on pedestrian bridge ramps and replace street lighting on bridge.

- Evaluate feasibility of installing an enhanced marked crosswalk across Kettner Blvd at bridge ramp and remove overhead sign and flashing beacon.

- Install ADA compliant curb ramps.

- Implement curb extensions at proposed crosswalk at Palm / Kettner.

- Evaluate feasibility of installing an enhanced marked crosswalk across Kettner bridge.

- Improve visibility of pedestrians near pedestrian bridge.
Implement overall pedestrian and multimodal improvements from Rosecrans Mobility Study Recommendations: Address pedestrian and multimodal access through modifications to road cross-sections and intersection configurations. (See Table M-10 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.
Improvement Area M-1: Camino Del Rio and Rosecrans Street Connectivity Study

Purpose & Need:
There are multiple narrow streets that provide access to industrial and commercial businesses between Camino Del Rio and Rosecrans Street. From Jefferson Street to Kurtz Street there are a series of lower volume streets with speed limits from 25 to 30 mph and on-street parking on both sides. Many of these streets lack sidewalks and pedestrian amenities. The combination of narrow one-way streets and frequent driveways make this area difficult to navigate by car. Fatalities were reported at multiple locations in this area; in particular the intersection of Kurtz Street and Camino Del Rio had three pedestrian related accidents reported over a five-year period. This project would improve walkability and safety for pedestrians in the area.

Recommended Improvements:
Improve pedestrian connectivity, especially at key intersections along these streets. Improve walking environment along Kurtz Street, Moore Street, and Jefferson Street.
<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
<th>Goal</th>
<th>Objective</th>
<th>Est. Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rosecrans Mobility Study</td>
<td>Street closures, turn restrictions and sidewalks recommended along Rosecrans Street.</td>
<td>W</td>
<td>Improve walkability along Rosecrans Street</td>
<td>Refer tp Cost Estimate included in Mobility Study</td>
</tr>
<tr>
<td>Riley Street at Camino Del Rio W.</td>
<td>1) Evaluate to close Riley Street at western side of Camino Del Rio and convert to a two-way street w/turnaround. Include “No Outlet” sign.</td>
<td>S, W</td>
<td>Reduce conflicts between pedestrians and vehicles at 5-legged intersection</td>
<td>$240,500</td>
</tr>
<tr>
<td>Camino Del Rio W. at Moore Street</td>
<td>2) Close southbound left turn lane and extend median south to restrict outbound lefts from Moore Street but maintain northbound left turns</td>
<td>S, W</td>
<td>Reduce cut-through traffic on Moore Street and improve walkability</td>
<td>$270,700</td>
</tr>
<tr>
<td>Moore Street</td>
<td>3) Implement sidewalk on north side of street with ADA compliant curb ramps if right of way is available</td>
<td>C, W</td>
<td>Improve pedestrian walkability and connectivity</td>
<td>$189,800</td>
</tr>
<tr>
<td>Hancock Street</td>
<td>4) Implement sidewalk from Gaines to Rosecrans on south side of street with ADA compliant curb ramps</td>
<td>C, S</td>
<td>Provide connection between Camino Del Rio and Rosecrans and separation from parked cars for pedestrians</td>
<td>$189,800</td>
</tr>
<tr>
<td>Jefferson Street</td>
<td>5) Complete missing sidewalk on west end of street including ADA compliant curb ramps and improve existing sidewalk to remove existing obstructions</td>
<td>C, W</td>
<td>Improve pedestrian walkability and connectivity</td>
<td>$189,800</td>
</tr>
<tr>
<td>Camino Del Rio at Kurtz Street</td>
<td>6) Implement curb extension on southeast corner of intersection and include ADA compliant curb ramp</td>
<td>S</td>
<td>Reduce vehicle turning speed of northbound rights and improve pedestrian visibility</td>
<td>$27,000</td>
</tr>
<tr>
<td>Gaines at Kurtz Street</td>
<td>7) Evaluate to close to through traffic and convert to two-way street w/ turnaround. Include “No Outlet” sign.</td>
<td>S</td>
<td>Eliminate leg in 5-legged intersection</td>
<td>$190,500</td>
</tr>
<tr>
<td>Gaines Street</td>
<td>8) Implement sidewalk on west side of street from Moore Street to Jefferson Street with ADA curb ramps</td>
<td>C</td>
<td>Improve pedestrian walkability and connectivity</td>
<td>$192,800</td>
</tr>
<tr>
<td><strong>TOTAL ESTIMATED COST</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>$1,490,500</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>A = Access</th>
<th>S = Safety</th>
<th>C = Connectivity</th>
<th>W = Walkability</th>
</tr>
</thead>
</table>
Improvement Area M-2:
Kurtz Street Access Improvements (Rosecrans to Pacific Hwy)

Purpose & Need:
Kurtz Street in this study area transitions from a two-way street east of Rosecrans to a west-bound one-way street west of Rosecrans with a posted speed limit of 30 mph. There is on-street parking provided on both sides of the street. The intersections on either end of the corridor have high traffic volumes and carry pedestrians from the industrial/businesses near Pacific Highway to the retail centers near Rosecrans Street. Pedestrian conditions need to be improved to complete missing or incomplete sidewalks, install ADA compliant curb ramps and improve visibility of pedestrians at intersections.

The intersection of Rosecrans and Kurtz Street has had 1 pedestrian fatality and 3 pedestrian involved accidents reported in the last five years. This project would improve walkability on the corridor as well as improve safety for pedestrians.

Recommended Improvements:
Implement improvements to increase walkability along this corridor.
### Midway Pedestrian Plan

**Table M-2: Kurtz Street Access Improvements (Rosecrans to Pacific Hwy)**

<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
<th>Goal[^1]</th>
<th>Objective</th>
<th>Est. Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kurtz Street and Rosecrans</td>
<td>1) Install marked crosswalk on southeast leg of intersection (completed in 2013)</td>
<td>S</td>
<td>Improve pedestrian visibility</td>
<td>$750</td>
</tr>
<tr>
<td>Street</td>
<td>2) Implement ADA compliant curb ramps on southeast leg</td>
<td>A</td>
<td>Improve access for all users</td>
<td>$6,000</td>
</tr>
<tr>
<td></td>
<td>3) Retime signal to provide a lead pedestrian interval on the southwest and southeast legs of intersection</td>
<td>S, W</td>
<td>Improve visibility for pedestrians crossing with yielding vehicles</td>
<td>$1,000</td>
</tr>
<tr>
<td></td>
<td>4) Add “TURNING VEHICLES MUST YIELD TO PEDESTRIANS” sign for northbound right turns.</td>
<td>S</td>
<td>Improve driver awareness</td>
<td>$250</td>
</tr>
<tr>
<td>Kurtz Street</td>
<td>5) Implement sidewalk on south side of Kurtz Street and maintain on-street parking</td>
<td>C</td>
<td>Provide missing pedestrian link from west of Rosecrans Street</td>
<td>$681,000</td>
</tr>
</tbody>
</table>

**TOTAL ESTIMATED COST** $689,000

[^1]: A = Access  
S = Safety  
C = Connectivity  
W = Walkability

**Additional Notes:**

The Public Facilities Financing Plan (PFFP, 2004) includes the widening of Kurtz Street to four lanes as part of redevelopment in this community (Project T15). Improvements to add sidewalks to the south side of Kurtz Street are also included in the City’s Transportation Unfunded Needs List (2012).

The recommended marked crosswalk on the southeast leg was striped in 2013 as a result of recommendation from this study.
Improvement Area M-3:
Enterprise Triangle Connectivity Improvements

Purpose & Need:
The Enterprise Triangle includes Pacific Highway, Barnett Avenue and Enterprise Street from Pacific Highway to Midway Drive. Adjacent land uses and facilities include the United Launch Alliance to the north, the U.S. Marine Corps with services including a Recruit Depot, Relief Society, Credit Union, and a Branch Medical Clinic to the south, and various commercial uses and eateries off Midway Drive to the west. Despite the potential for pedestrian trips in this area, the walking environment is generally uninviting and few connections are offered between uses. The intersection of Enterprise Street/Midway Drive/Barnett Avenue is large with multiple legs, making crossing difficult for pedestrians. This project would improve connectivity between uses and improve walkability at intersections.

Recommended Improvements:
Implement improvements to improve connectivity and walkability along Barnett Avenue and at the Enterprise/Midway intersection.
# Table M-3: Enterprise Triangle Connectivity Improvements

<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
<th>Goal</th>
<th>Objective</th>
<th>Est. Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jessop Lane</td>
<td>1) Implement sidewalk on one or both sides of the street with ADA compliant curb ramps</td>
<td>C</td>
<td>Provide connection from Enterprise Street to Barnett Avenue</td>
<td>$381,450</td>
</tr>
<tr>
<td>Barnett Avenue</td>
<td>2) Widen sidewalk and implement landscaped buffer on the south side of the street from Midway Dr to Pacific Hwy and include ADA compliant curb ramps</td>
<td>S, W</td>
<td>Provide buffer from busy street to improve walkability</td>
<td>$381,450</td>
</tr>
<tr>
<td></td>
<td>3) Install additional street lighting along the segment</td>
<td>S</td>
<td>Improve pedestrian visibility at crossings and near pedestrian path</td>
<td>$6,000</td>
</tr>
<tr>
<td>Enterprise Street at Midway Drive</td>
<td>4) Implement curb extensions with ADA compliant curb ramps and pedestrian refuge island on north leg to shorten crossing distance narrow travel way from Midway to Enterprise St</td>
<td>S, W, C</td>
<td>Reduce vehicular turning speed and reduce pedestrian crossing distance</td>
<td>$96,400</td>
</tr>
<tr>
<td>Midway Drive / Barnett Avenue</td>
<td>5) Replace existing marked crosswalk with an enhanced crosswalk across the eastbound right turn</td>
<td>S, W, A</td>
<td>Improve ADA access and improve visibility of pedestrians in marked crosswalk</td>
<td>$15,750</td>
</tr>
<tr>
<td></td>
<td>6) Implement ADA compliant paths in splitter and median islands to connect crossing on Midway Dr</td>
<td>A, C</td>
<td>Improve ADA access and connect pedestrian path of travel</td>
<td>$50,200</td>
</tr>
</tbody>
</table>

**TOTAL ESTIMATED COST**  
$931,250

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**Notes:**  
- **A** = Access  
- **S** = Safety  
- **C** = Connectivity  
- **W** = Walkability
**Improvement Area M-4:**
Pacific Highway at Witherby Street Intersection Improvements

**Purpose & Need:**
A pedestrian underpass is provided at Witherby Street that connects the Old Town and Midway communities. The pedestrian path from Barnett Avenue also runs along Pacific Highway and ends at Witherby Street. Both the pedestrian underpass and the pedestrian path are in poor condition with uncomfortable walking environments due to high traffic speeds. Sweeping right turns for vehicles result in high turning speeds that conflict with pedestrian crossings. The sidewalk along Pacific Highway between Barnett Avenue and Witherby Street lacks ADA compliant curb ramps at most intersections. Street lighting is lacking both along Pacific Highway and on the underpass. On the north side of Pacific Highway, sidewalks are close to high speed vehicles with no buffer, resulting in an uncomfortable walking environment. This project would improve walkability along the pedestrian path and the Pacific Highway underpass.

![Entrance to pedestrian underpass on south side of Pacific Highway](image1)

![Pedestrian path from Barnett Avenue](image2)

![Sidewalk on north side of Pacific Highway after exit off underpass](image3)

![End of pedestrian path – crossing to Pacific Highway](image4)
**Recommended Improvements:**
Improve connectivity from Barnett Avenue to the Pacific Highway corridor.

**Table M-4: Pacific Highway at Witherby Street Intersection Improvements**

<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
<th>Goal 1(1)</th>
<th>Objective</th>
<th>Est. Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pacific Highway</td>
<td>1) Resurface and widen existing pedestrian path and install landscape buffer</td>
<td>S, W</td>
<td>Improve walkability and separate pedestrians and vehicles</td>
<td>$78,500</td>
</tr>
<tr>
<td></td>
<td>2) Install street lighting along pedestrian path</td>
<td>S</td>
<td>Improve visibility of pedestrians</td>
<td>$18,000</td>
</tr>
<tr>
<td></td>
<td>3) Install pedestrian way-finding signage to direct pedestrians to Frontage Rd east of Witherby Street</td>
<td>C,W</td>
<td>Provide clear path of travel</td>
<td>$500</td>
</tr>
<tr>
<td>Witherby Undercrossing</td>
<td>4) Install ADA compliant curb ramps along Pacific Highway</td>
<td>A, C</td>
<td>Provide access for all users</td>
<td>$15,000</td>
</tr>
<tr>
<td></td>
<td>5) Remove existing staircase</td>
<td>S</td>
<td>No connection under Pacific Highway removes connectivity issue</td>
<td>$750,000</td>
</tr>
<tr>
<td></td>
<td>6) Evaluate the feasibility of implementing an ADA compliant pedestrian bridge over Pacific Highway</td>
<td>C, A, W, S</td>
<td>Provide pedestrian crossing across Pacific Highway linking MCRD, Veterans Village and Old Town</td>
<td>$250,000</td>
</tr>
<tr>
<td>Witherby Street</td>
<td>7) Improve sidewalk on east side of Witherby Street and install street lighting</td>
<td>S, A</td>
<td>Provide safety connection under R/R tracks from Pacific Highway and remove obstructions on pedestrian path</td>
<td>$81,500</td>
</tr>
<tr>
<td>Couts Street</td>
<td>8) Evaluate the feasibility of installing an enhanced marked crosswalk</td>
<td>C, S</td>
<td>Provide clear path of travel to frontage road and improve visibility of pedestrians</td>
<td>$17,500</td>
</tr>
</tbody>
</table>

TOTAL ESTIMATED COST  $1,210,900

(1) **Goal:**
- A = Access
- S = Safety
- C = Connectivity
- W = Walkability
**Improvement Area M-5:**
Lytton Street-Barnett Avenue Corridor Improvements (Rosecrans to Durham Ridge Place)

**Purpose & Need:**
The corridor of Lytton Street and Barnett Avenue is a connection for surrounding neighborhoods to the Sail Ho Golf Club and local businesses on Lytton Street although sidewalks are improved on the south side of the street (along the golf course), sidewalks on the south side are discontinuous and broken up by on-site parking and driveway. The discontinuous sidewalk on the north side of the street limits connectivity and “head in” on-site parking along the corridor results in poor pedestrian visibility. This project would improve connectivity along the street and between uses.

![Discontinuous sidewalk along north side of street](image)

**Recommended Improvements:**
Improve pedestrian connectivity on north side of street.

**Table M-5: Lytton Street-Barnett Avenue Corridor Improvements (Rosecrans to Durham Ridge Place)**

<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
<th>Goal</th>
<th>Objective</th>
<th>Est. Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lytton Street</td>
<td>1) Implement missing sidewalk along north side of street</td>
<td>C</td>
<td>Improve continuity on corridor</td>
<td>$27,200</td>
</tr>
<tr>
<td></td>
<td>2) Improve existing sidewalk to meet ADA standards and install ADA compliant</td>
<td>C, W</td>
<td>Improve connectivity and walkability for</td>
<td>$36,200</td>
</tr>
<tr>
<td></td>
<td>curb ramps at all intersections</td>
<td></td>
<td>all users</td>
<td></td>
</tr>
<tr>
<td>Lytton Street at St Charles Street</td>
<td>3) Evaluate feasibility of installing enhanced marked crosswalk across west leg of intersection</td>
<td>C, S</td>
<td>Reduce jaywalking and conflicts with vehicles</td>
<td>$18,300</td>
</tr>
</tbody>
</table>

**TOTAL ESTIMATED COST**

|                      | $81,600 |

---

A = Access  
S = Safety  
C = Connectivity  
W = Walkability
### Improvement Area M-6:

**Midway Drive and Sports Arena Boulevard Intersection Improvements**

**Purpose & Need:**
The intersection of Midway Drive and Sports Arena Boulevard connects residential and commercial uses within the community and has a high potential for pedestrian trips. The alignment of the intersection is skewed such that crossing distances are long. Sweeping right turns result in high vehicle turning speeds that conflict with pedestrians crossings. The free right turn lane on the westbound approach presents crossing challenges for pedestrians with poor visibility and little to no yielding by vehicles to pedestrians in the marked crosswalk. This project would improve safety at the intersection.

**Recommended Improvements:**
Evaluate the feasibility of reconfiguring the intersection to reduce crossing distance and improve pedestrian visibility.

**Additional Notes:**
The Public Facilities Financing Plan (PFFP, 2004) includes physical improvements to this intersection to increase vehicular capacity (Project T-17).

#### Table M-6: Midway Drive and Sports Arena Boulevard Intersection Improvements

<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
<th>Goal*</th>
<th>Objective</th>
<th>Est. Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sports Arena Boulevard / Midway Drive</td>
<td>1) Install signal to control traffic in exiting free right turn lane on northeast corner</td>
<td>S</td>
<td>Improve pedestrian visibility and reduce pedestrian-vehicle conflicts</td>
<td>$50,000</td>
</tr>
<tr>
<td></td>
<td>2) Evaluate options to reconfigure intersection. Consider removing right turn pork chop islands on northwest and southeast corners or adding an active pedestrian control to these locations across right turning vehicles.</td>
<td>S, W</td>
<td>Reduce crossing distances and improve pedestrian visibility</td>
<td>$68,000</td>
</tr>
<tr>
<td></td>
<td>3) Replace existing pedestrian heads with countdown timers on all corners</td>
<td>S</td>
<td>Reduce pedestrian-vehicle conflicts by preventing pedestrians from walking at end of phase</td>
<td>$24,000</td>
</tr>
<tr>
<td></td>
<td>4) Install ADA compliant ramps and push buttons at all crossings</td>
<td>A</td>
<td>Provide access for all users</td>
<td>$80,000</td>
</tr>
</tbody>
</table>

**TOTAL ESTIMATED COST** | $222,000

* A = Access    S = Safety    C = Connectivity    W = Walkability
Improvement Area M-7:
Sports Arena Boulevard /Hancock Street Intersection Improvements

Purpose & Need:
Along the Sports Arena Boulevard corridor there were two pedestrian related accidents reported at the Hancock Street intersection and one accident reported near East Drive over the past five years. The daily traffic volumes along Sports Arena Boulevard range from 19,200 to 26,800 with a posted speed limit of 35 mph. During special events at the Valley View Casino Events Center, volumes along this corridor can significantly increase along with increased pedestrian activity. This commercial area includes many shopping centers and restaurants and is a commercial hub for the Midway community. There is also a popular concert venue on the north side of the street just west of East Drive. All of these uses result in an area with both high pedestrian and vehicular traffic.

Recommended Improvements:
Implement improvements to existing pedestrian facilities to improve walkability. Evaluate the feasibility of an additional marked crosswalk between the Valley View Event Center and nearby retail centers.

Table M-7: Sports Arena Boulevard /Hancock Street Intersection Improvements

<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
<th>Goal [1]</th>
<th>Objective</th>
<th>Est. Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sports Arena Boulevard at Hancock Street</td>
<td>1) Replace existing pedestrian heads with countdown timers</td>
<td>S, W</td>
<td>Increase pedestrian awareness; decrease potential for pedestrians to start walking towards end of pedestrian phase</td>
<td>$18,000</td>
</tr>
<tr>
<td></td>
<td>2) Realign crosswalks and extend median nose on east leg to new crosswalk. Install ADA compliant curb ramps</td>
<td>W</td>
<td>Provide direct path; decrease crossing distance</td>
<td>$15,750</td>
</tr>
<tr>
<td></td>
<td>3) Add “Turning Vehicles Yield To Pedestrians” sign on south leg of intersection at driveway</td>
<td>S</td>
<td>Increase vehicle awareness of pedestrians at driveway exit</td>
<td>$250</td>
</tr>
</tbody>
</table>

TOTAL ESTIMATED COST $34,000

[1] A = Access, S = Safety, C = Connectivity, W = Walkability

Additional Notes:
Project T23 in the Public Facilities Financing Plan (PFFP, 2004) includes widening Sports Arena Boulevard to six lanes and implementation of Class II bicycle lanes. Also included in the City’s Transportation Unfunded Needs List (2012) is project 1227 which would replace all existing sidewalks on the south side of the street from Rosecrans Street to Pacific Highway.
Improvement Area M-8:
Midway Drive Corridor Improvements (Sports Arena Boulevard to Rosecrans)

Purpose & Need:
Midway Drive runs through the commercial core of the Midway community and provides access to multiple hotels, shops and restaurants. Throughout the corridor, sidewalk obstructions like newspaper stands and benches block the path of travel for pedestrians. There also multiple transit stops along the corridor resulting in a high potential for pedestrian activity. Many stops do not correspond to signal controlled intersections; therefore pedestrians cross at uncontrolled intersections through this section. High volumes and speeds along Midway make crossing at uncontrolled locations difficult due to lack of gaps and drivers who do not yield to pedestrians. A combination of high traffic volumes and long distances between marked, controlled crossings result in an unfriendly pedestrian environment. This project would improve sidewalk conditions to encourage pedestrians to cross at controlled locations. Midblock marked crossings are likely infeasible along this corridor.

Recommended Improvements:
Implement sidewalk improvements to remove obstructions. Evaluate the feasibility of installing additional marked and/or controlled crosswalks.

Table M-8: Midway Drive Corridor Improvements (Sports Arena Boulevard to Rosecrans)

<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
<th>Goal</th>
<th>Objective</th>
<th>Est. Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Midway Drive from Duke Street</td>
<td>1) Widen sidewalk on north side of street</td>
<td>W</td>
<td>Improve walking environment and remove obstructions</td>
<td>$504,000</td>
</tr>
<tr>
<td>to Kemper Street</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Midway Drive at Kemper Street</td>
<td>2) Replace existing pedestrian heads with countdown timers on all corners</td>
<td>S</td>
<td>Reduce pedestrian-vehicle conflicts by preventing walking at</td>
<td>$24,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>end of phase</td>
<td></td>
</tr>
<tr>
<td>Midway Drive at East Street</td>
<td>3) Repair deteriorating and missing sidewalk on south side of street</td>
<td>C, W</td>
<td>Improve connectivity for pedestrians</td>
<td>$504,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL ESTIMATED COST</td>
<td></td>
<td></td>
<td></td>
<td>$1,032,000</td>
</tr>
</tbody>
</table>

(1) A = Access  S = Safety  C = Connectivity  W = Walkability
Improvement Area M-9:
W. Palm Street Connectivity Improvements

Purpose & Need:
The W. Palm Street pedestrian bridge crosses over I-5 and connects Kettner Boulevard and Pacific Highway to India Street on the north side of the freeway. The bridge terminates at the intersection of West Palm Street / Kettner Boulevard. At this intersection, there is no marked crosswalk and the sidewalk on the north side of the street is in need of repair. In order to improve pedestrian safety, street lighting is recommended along the bridge and ramps. Pedestrian visibility across Kettner Boulevard can be improved by installing curb extensions and an enhanced crosswalk with a Hawk signal. These improvements will reduce pedestrian crossing distance and improve visibility and safety of the marked crosswalk.

Recommended Improvements:
Narrow Kettner Boulevard by adding curb extensions and improve visibility of pedestrians near pedestrian bridge.
Table M-9: W. Palm Street Connectivity Improvements

<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
<th>Goal(s)</th>
<th>Objective</th>
<th>Est. Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>W. Palm Street/Kettner Boulevard</td>
<td>1) Install street lighting on pedestrian bridge ramps and replace existing street lights on pedestrian bridge</td>
<td>S</td>
<td>Improve visibility of pedestrians</td>
<td>$30,000</td>
</tr>
<tr>
<td></td>
<td>2) Evaluate feasibility of installing an enhanced marked crosswalk and remove overhead sign and flashing beacon</td>
<td>A,S,W</td>
<td>Improve walkability along Rosecrans Street</td>
<td>$18,250</td>
</tr>
<tr>
<td></td>
<td>3) Install ADA compliant curb ramps</td>
<td>A</td>
<td>Improve access for all users</td>
<td>$12,000</td>
</tr>
<tr>
<td></td>
<td>4) Implement curb extensions to reduce pedestrian crossing distance</td>
<td>C,S</td>
<td>Improve pedestrian visibility around parked vehicles</td>
<td>$30,000</td>
</tr>
<tr>
<td>W. Palm St./ India St.</td>
<td>5) Evaluate feasibility of installing an enhanced marked crosswalk on south leg of intersection (remove overhead flashing beacon). Install ADA compliant ramps.</td>
<td>A,S,W</td>
<td>Improve visibility of pedestrians in crosswalk and overall walkability</td>
<td>$18,250</td>
</tr>
</tbody>
</table>

**TOTAL ESTIMATED COST** $108,500

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Explanation of Goal Codes:
- A = Access
- S = Safety
- C = Connectivity
- W = Walkability
Improvement Area M-10:
Implement Rosecrans Mobility Study Recommendations

Purpose & Need:
The Rosecrans Corridor presents challenging conditions for pedestrians due to large intersections, high traffic volumes and high speeds. The Rosecrans Mobility Study was prepared for the City of San Diego and addresses pedestrian and multimodal access through the Midway community. Improvement identified in the study includes modifications to road cross-sections and configurations at intersections. Detailed improvements are provided in the Study to address pedestrian accessibility, walkability and safety.

High traffic volumes and speeds through Rosecrans Street

Recommended Improvements:
Address pedestrian and multimodal access through modifications to road cross-sections and intersection configurations.

Table M-10: Rosecrans Mobility Study

<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
<th>Goal [1]</th>
<th>Objective</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rosecrans Mobility Study</td>
<td>Implement overall pedestrian and multimodal improvements and modifications to cross sections and intersection configurations</td>
<td>A,S,W</td>
<td>Improve walkability along Rosecrans Street</td>
</tr>
</tbody>
</table>

[1] A = Access  
    S = Safety  
    C = Connectivity  
    W = Walkability