Pacific Beach Pedestrian Plan

Pedestrian Master Plan – Phase 4

Pacific Beach Community Description

The Pacific Beach Community is located along the western edge of the mid-coastal region of the City of San Diego. It is bounded on the north by La Jolla, on the east by Interstate 5 and Clairemont Mesa, on the south by Mission Bay Park and Mission Beach, and on the west by the Pacific Ocean.

Pacific Beach is 76% residential and a majority of the community was built out after 1930. The community is physically identified by its proximity to water—both the coastal bluffs and beaches of the Pacific Ocean, and the beaches of Mission Bay to the south. The coastal plain that encompasses the majority of Pacific Beach rises to steep hillsides to the north, bordering La Jolla.

Streets in the flat areas of Pacific Beach are laid out in a traditional grid pattern, with east-west Garnet Avenue and Grand Avenue providing regional access to I-5. Garnet is a "Main Street"-type commercial district with most buildings fronting directly on the street. Grand Avenue is predominantly lined with multi-family residential uses.

Community Outreach

The project was presented to the Pacific Beach Planning Group in November 2012. At that time, the Focus Area was presented and community members were encouraged to complete Walk Audits and the Online Survey.

A total of 50 surveys were completed online for the Pacific Beach Community. Survey respondents from Pacific Beach said they walk frequently on sidewalks and along the beach/bay, and that there are destinations within walking distance. Their key concerns: the **volume and speed of traffic**, as well as issues related to other people in the roadway or walkway—including **inattentive or intoxicated drivers**, **intoxicated pedestrians**, and **homeless people**. Locations causing concern included Garnet Avenue, Grand Avenue, and boardwalks. Compared to these issues, improving physical facilities was less of a concern, but participants had suggestions about these types of improvements as well—including implementation of additional sidewalks.

Pacific Beach 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 five for Pacific Beach.

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 of San Diego 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 PB-1**.

Route Types

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

District: A district route includes sidewalks in the more intensive mixed use and concentrated areas of the city.

Corridor: A corridor sidewalk is associated with major arterials and linear corridors with a moderate level of density.

Connector: A connector sidewalk is often along a lower density corridor with few connections to adjacent land uses.

Neighborhood: A neighborhood sidewalk is limited to areas of lower density and single use residential areas.

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 Pacific Beach 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 Pacific Beach 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 PB-3** illustrates the Pacific Beach 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 Pacific Beach 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 Pacific Beach Community, 12 Improvement Areas were defined, which are illustrated in **Exhibit PB-4** and summarized in the table on the following page. On the pages following the exhibit and table, recommendations for each Improvement Area are described in detail.

Priority Score

The Improvement Areas and recommended projects within each improvement area 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

Improvement Area	Recommendations	Priority Score
PB-1 **Garnet and Balboa Intersection Modifications**	Widen existing sidewalks and implement new sidewalk to improve the walking environment around this intersection and consider adding pedestrian crossing phase at the intersection.	**30**
PB-2 **Bond Street Connectivity Improvements**	Implement corridor enhancements that improve connectivity and walkability between community activity centers.	**16**
PB-3 **Jewell Street and Pacific Beach Drive Intersection Modifications**	Conduct focused intersection reconfiguration study to evaluate potential scenarios to improve pedestrian access.	**8**
PB-4 **Mission Boulevard Corridor Mobility Study**	Prepare a comprehensive Corridor Mobility Study that addresses pedestrian walkability, access to transit, bicycle facilities and vehicular circulation. In advance of the Corridor Mobility Study, specific intersection improvements should be implemented to address existing connectivity and walkability issues.	**26**
PB-5 **Rose Creek Trail Improvement Assessment**	Evaluate feasibility of improving the street/trail transitions at key access points.	**18**
PB-6 **La Jolla Boulevard and Mission Boulevard Merge Intersection Improvements**	Evaluate the feasibility of implementing curb extensions and speed and improve line of sight on the southwest corner of La Jolla Blvd/Loring St.	**11**

Improvement Area	Recommendations	Priority Score
PB-7 **Grand/Garnet Corridor Mobility Study**	Conduct a comprehensive corridor study including a detailed assessment of the Grand Avenue and Balboa Avenue intersection. Evaluate feasibility of implementing an enhanced pedestrian crossing (lighted marked crosswalk with in-pavement flashers) at Morrell Street.	**15**
PB-8 **Ingraham Street from Fortuna to La Playa Corridor Improvements**	Improve sidewalks to meet minimum clearance standards near mail boxes, transit stops and fire hydrants along the corridor. Evaluate for all-way stop at Fortuna / Ingraham to improve connectivity to school.	**21**
PB-9 **Pacific Beach Drive Sidewalk/Trail Connectivity Project**	Complete the connection from Mike Gotch Memorial Bridge to existing bicycle & pedestrian facilities.	**10**
PB-10 **Mission Bay Drive and Grand Avenue Intersection Improvements**	Evaluate feasibility of installing a signalized pedestrian phase on the north leg of the intersection crossing Mission Bay Drive.	**19**
PB-11 **Boardwalk Improvements Feasibility Assessment**	Evaluate feasibility and cost of community and City projects.	**Pending Review by City**
PB-12 **Mid-coast Trolley Accessibility Study**	Coordinate with SANDAG on station design and prepare a connectivity study to improve pedestrian and bicycle linkage from Pacific Beach to the new station.	**Refer to the Midcoast Trolley Study**

This page is intentionally blank.

Exhibit PB-1: Missing Sidewalk and Curb Ramps

San Diego Pedestrian Master Plan Phase 4: **Pacific Beach**

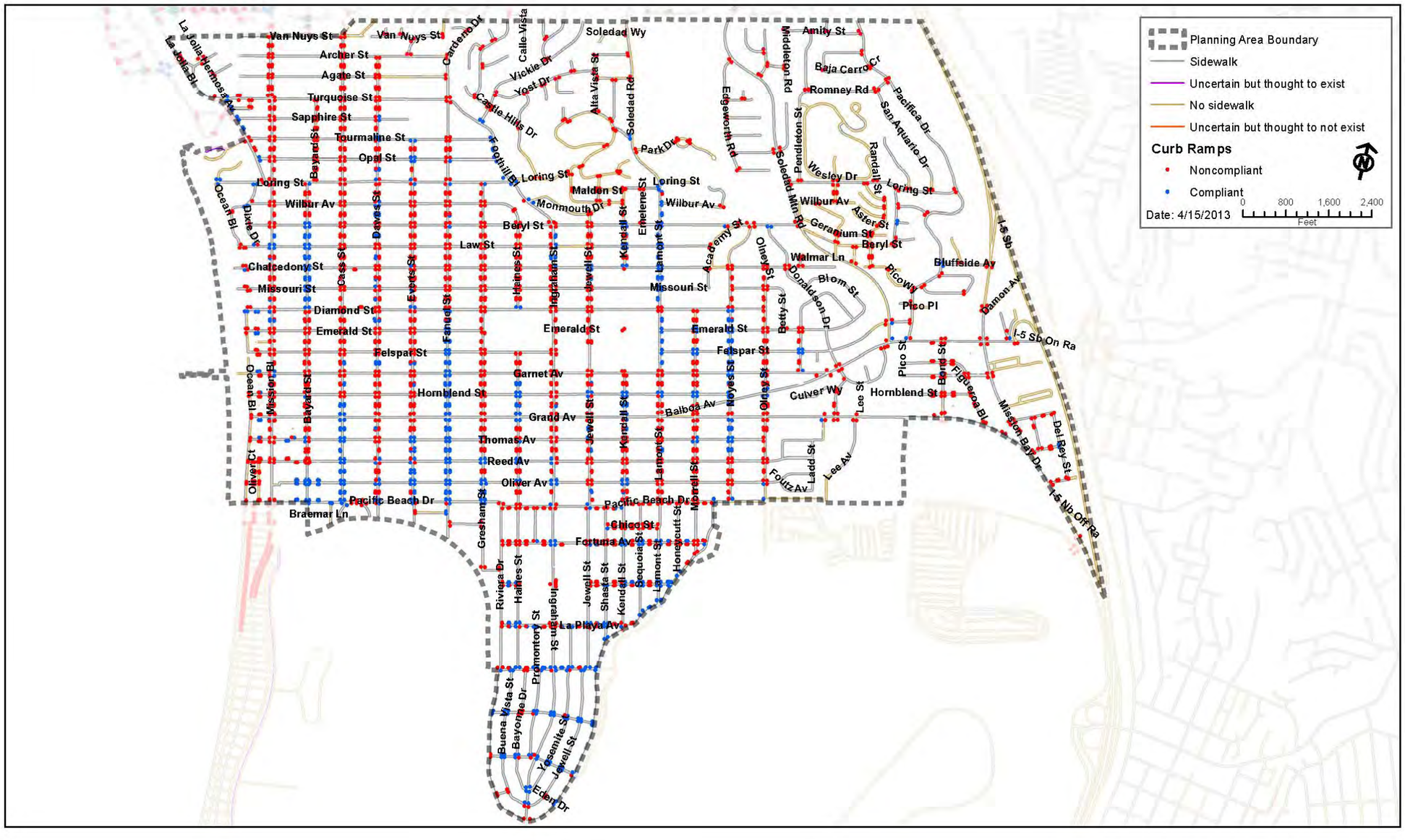


Exhibit PB-2: Route Type Classifications

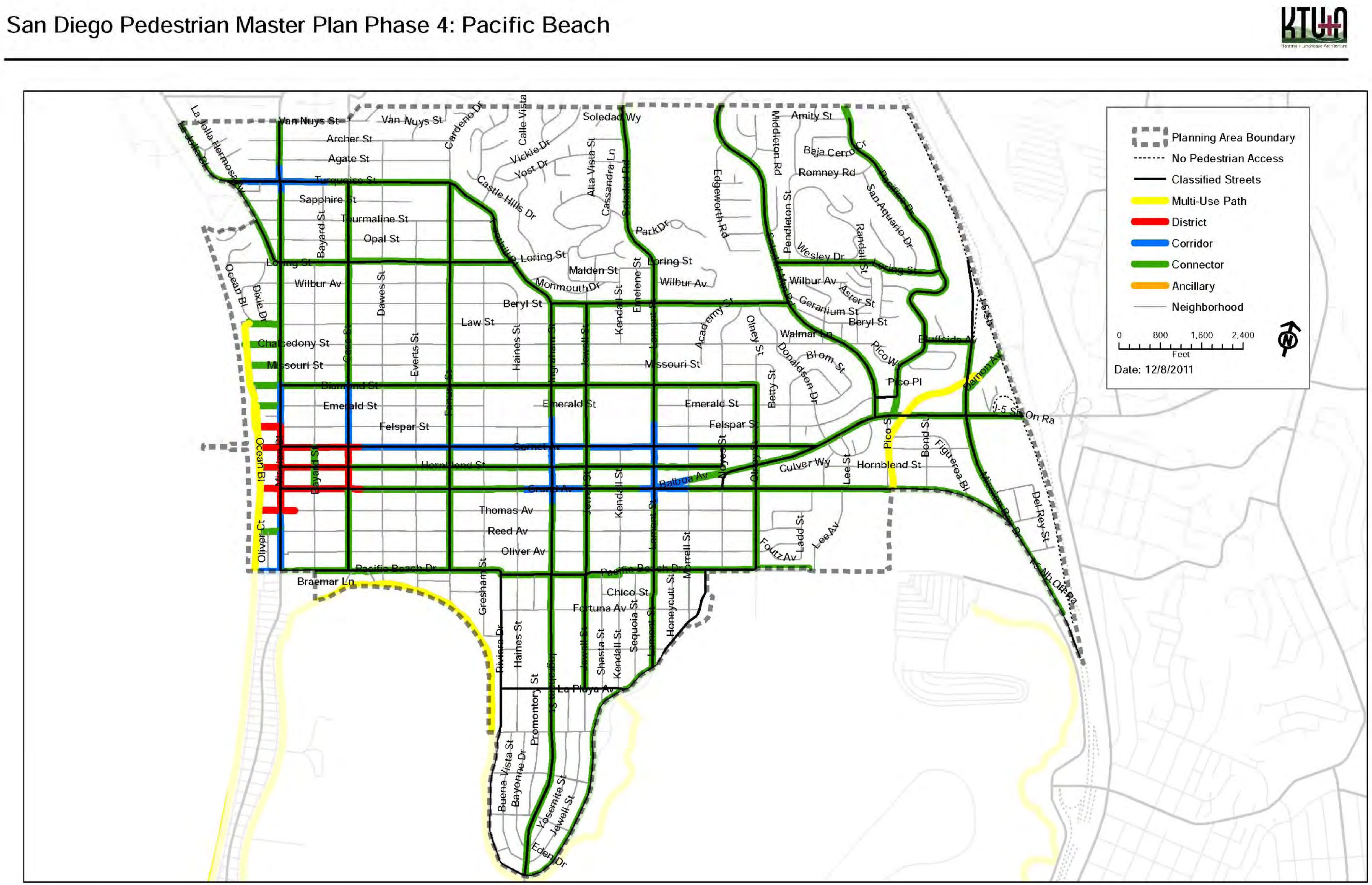


Exhibit PB-3: Focus Area

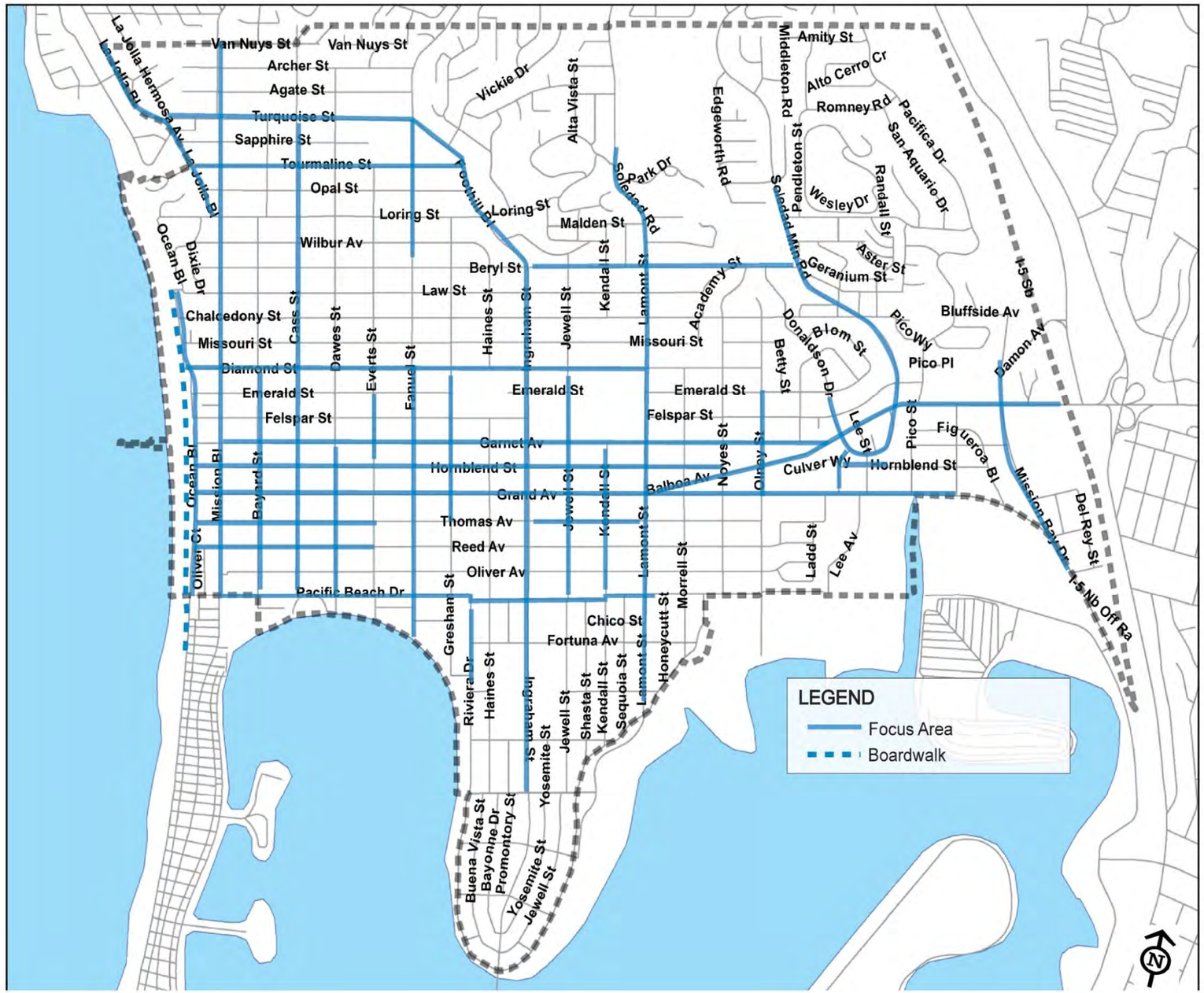
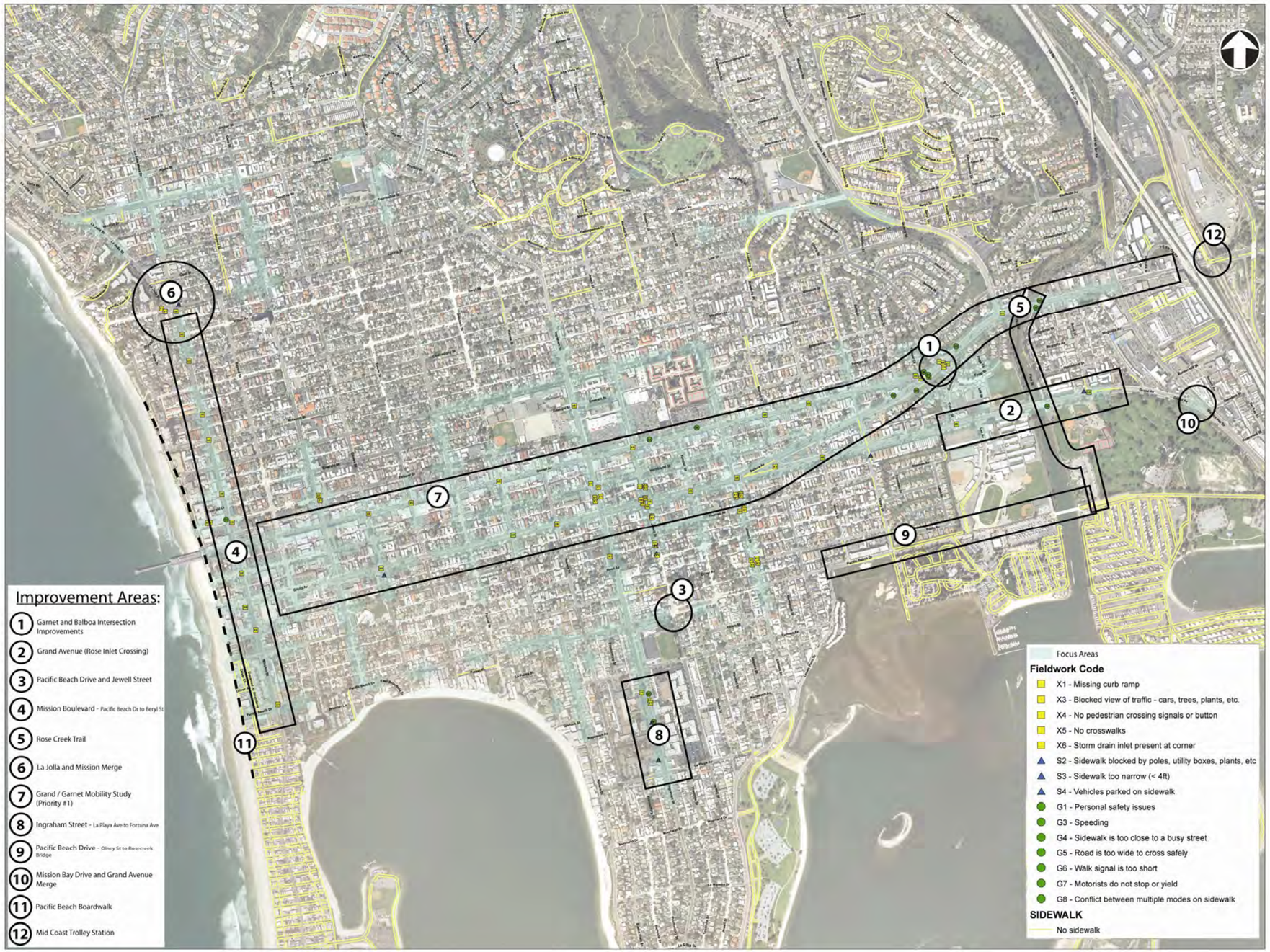


Exhibit PB-4: Improvement Areas

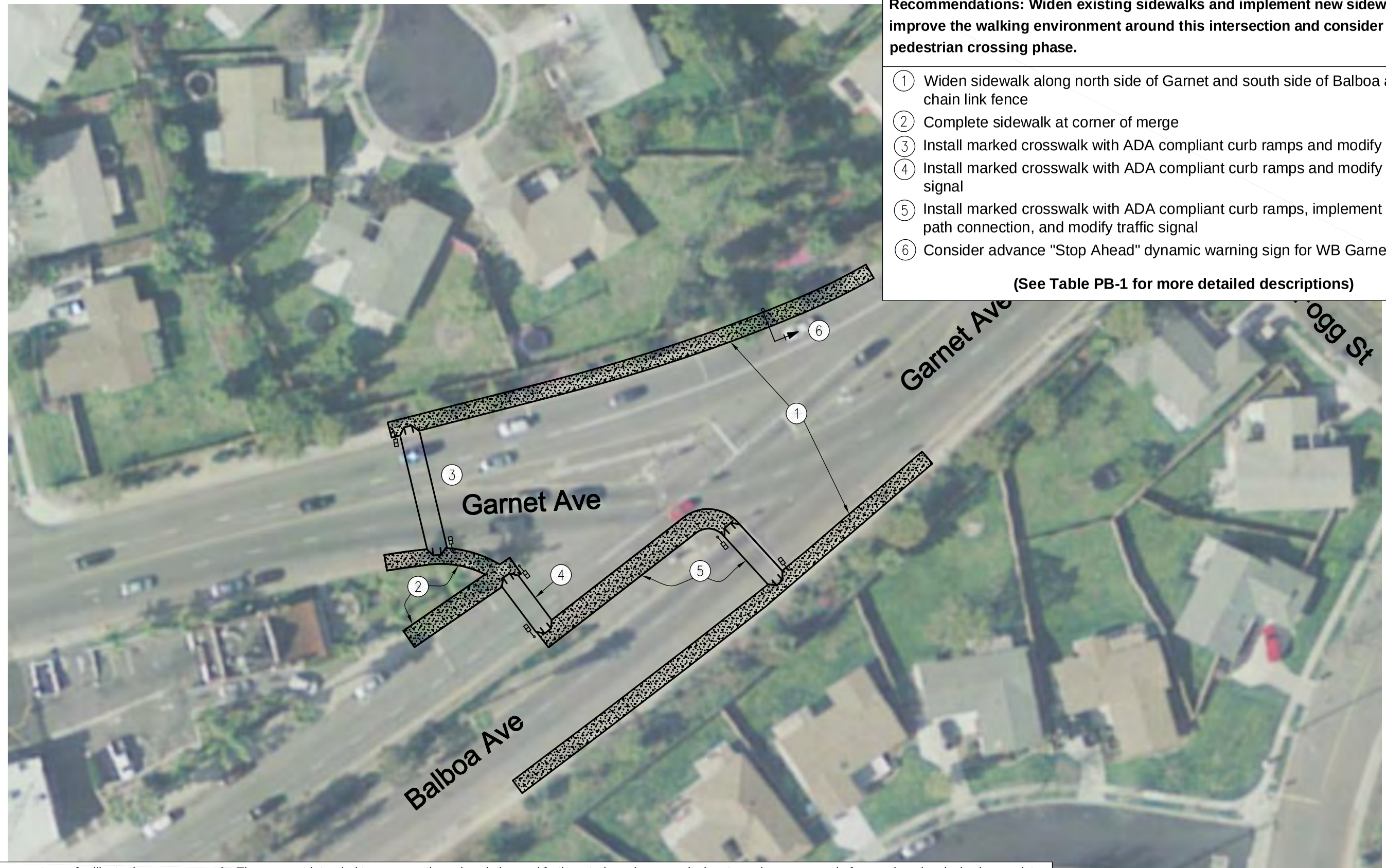


Recommendations: Widen existing sidewalks and implement new sidewalk to improve the walking environment around this intersection and consider adding pedestrian crossing phase.

1. Widen sidewalk along north side of Garnet and south side of Balboa along chain link fence
2. Complete sidewalk at corner of merge
3. Install marked crosswalk with ADA compliant curb ramps and modify traffic signal
4. Install marked crosswalk with ADA compliant curb ramps and modify traffic signal
5. Install marked crosswalk with ADA compliant curb ramps, implement median path connection, and modify traffic signal
6. Consider advance "Stop Ahead" dynamic warning sign for WB Garnet

NOT TO SCALE

(See Table PB-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.

IMPROVEMENT AREA PB-1

Garnet and Balboa Intersection Modifications

Pedestrian Master Plan - Phase 4

Recommendations: Implement corridor enhancements that improve connectivity and walkability between community activity centers.

1. Widen sidewalk and path to improve Rose Creek Trail transition to sidewalk
2. Evaluate for new marked enhanced crosswalk with ADA compliant curb ramps and Hawk signal
3. Implement sidewalk
4. Widen sidewalk near bus stop

(See Table PB-2 for more detailed descriptions)

NOT TO SCALE

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 PB-2

Bond Street Connectivity Improvements

Pedestrian Master Plan - Phase 4

Recommendations: Conduct a focused intersection reconfiguration study to evaluate potential scenarios to improve pedestrian access.

1. Evaluate the feasibility of converting the couplet to align intersection
2. Implement curb extension with ADA compliant curb ramp on northeast corner
3. Extend center median on Pacific Beach Drive and add marked crosswalks
4. Install ADA compliant curb ramp and pedestrian path at south end of new crosswalk
5. Restripe north and west yellow school crosswalks and install ADA compliant curb ramps. Remove existing curb ramp on northwest corner
6. Install highly reflective school signs on Pacific Beach Drive
7. Repaint school pavement markings on Pacific Beach Drive with highly reflective paint

(See Table PB-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 complete.

IMPROVEMENT AREA PB-3

Jewell Street and Pacific Beach Drive Intersection Modifications

Pedestrian Master Plan - Phase 4

Recommendations: Prepare a comprehensive Corridor Mobility Study that addresses pedestrian walkability, access to transit, bicycle facilities and vehicular circulation. In advance of the Corridor Mobility Study, specific intersection improvements should be implemented to address existing connectivity and walkability issues.

NOT TO SCALE

1. Conduct Corridor Mobility Study from Pacific Beach Drive to La Jolla Boulevard

SPECIFIC IMPROVEMENTS:

2. Implement curb extensions with ADA compliant curb ramps on all corners at Mission Blvd / Emerald St
3. Evaluate feasibility of installing a marked crosswalk at Emerald St
4. Implement curb extensions with ADA compliant curb ramps on all corners of intersection
5. Implement curb extensions with ADA compliant curb ramps on side street only (Hornblend St)
6. Evaluate feasibility of installing an enhanced marked crosswalk on north leg of intersection at Hornblend St
7. Evaluate feasibility of installing an enhanced marked crosswalk on south leg of intersection at Diamond St (completed)
8. Implement curb extensions with ADA compliant curb ramps on side street only (Chalcedony St)
9. Evaluate feasibility of installing an enhanced marked crosswalk on south leg of intersection at Thomas Ave

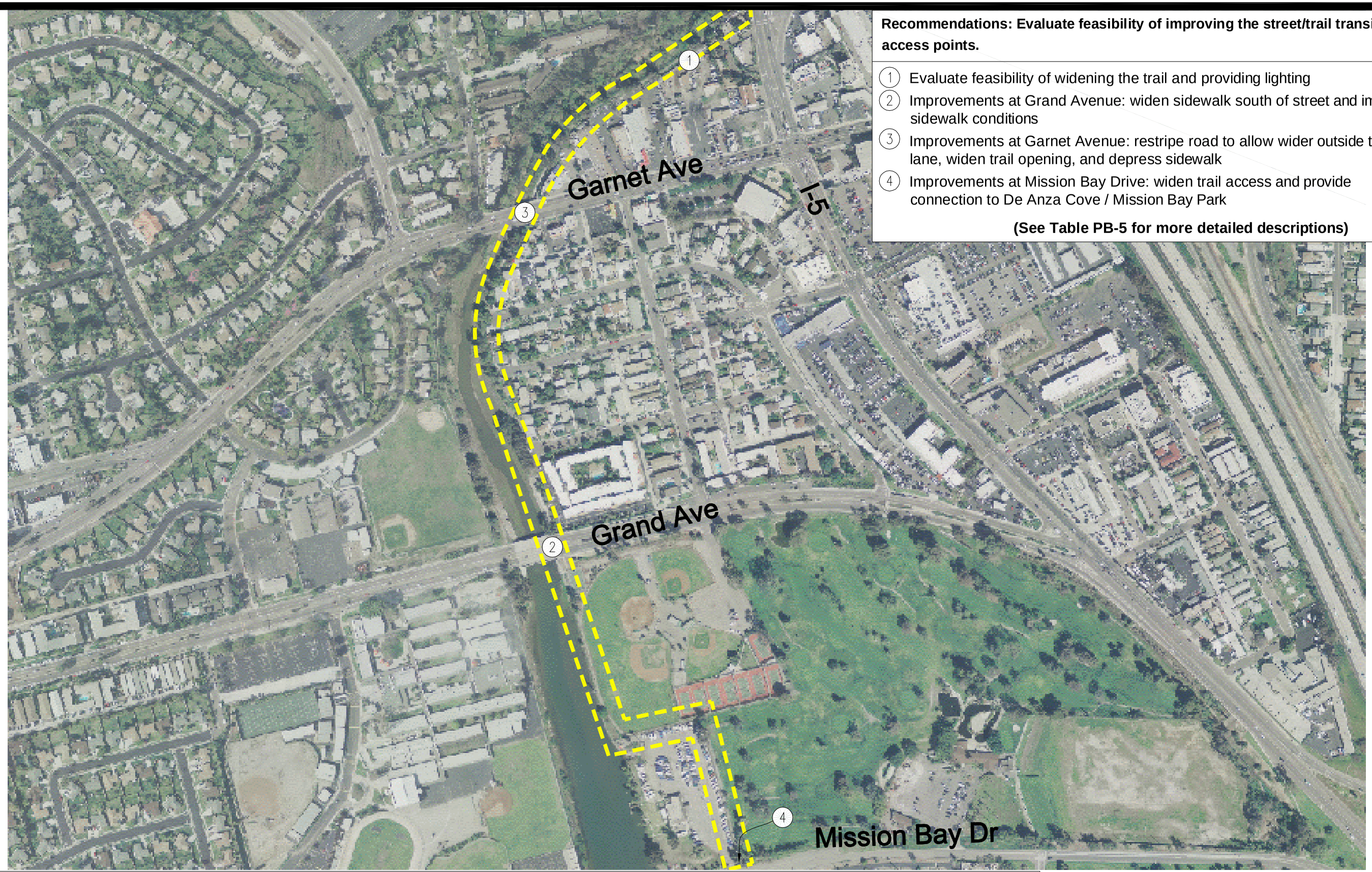
(See Table PB-4 for more detailed descriptions)

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 before engineering design is complete.

IMPROVEMENT AREA PB-4

Mission Boulevard Corridor Mobility Study

Pedestrian Master Plan - Phase 4



Recommendations: Evaluate feasibility of improving the street/trail transitions at key access points.

1. Evaluate feasibility of widening the trail and providing lighting
2. Improvements at Grand Avenue: widen sidewalk south of street and improve sidewalk conditions
3. Improvements at Garnet Avenue: restripe road to allow wider outside travel lane, widen trail opening, and depress sidewalk
4. Improvements at Mission Bay Drive: widen trail access and provide connection to De Anza Cove / Mission Bay Park

(See Table PB-5 for more detailed descriptions)

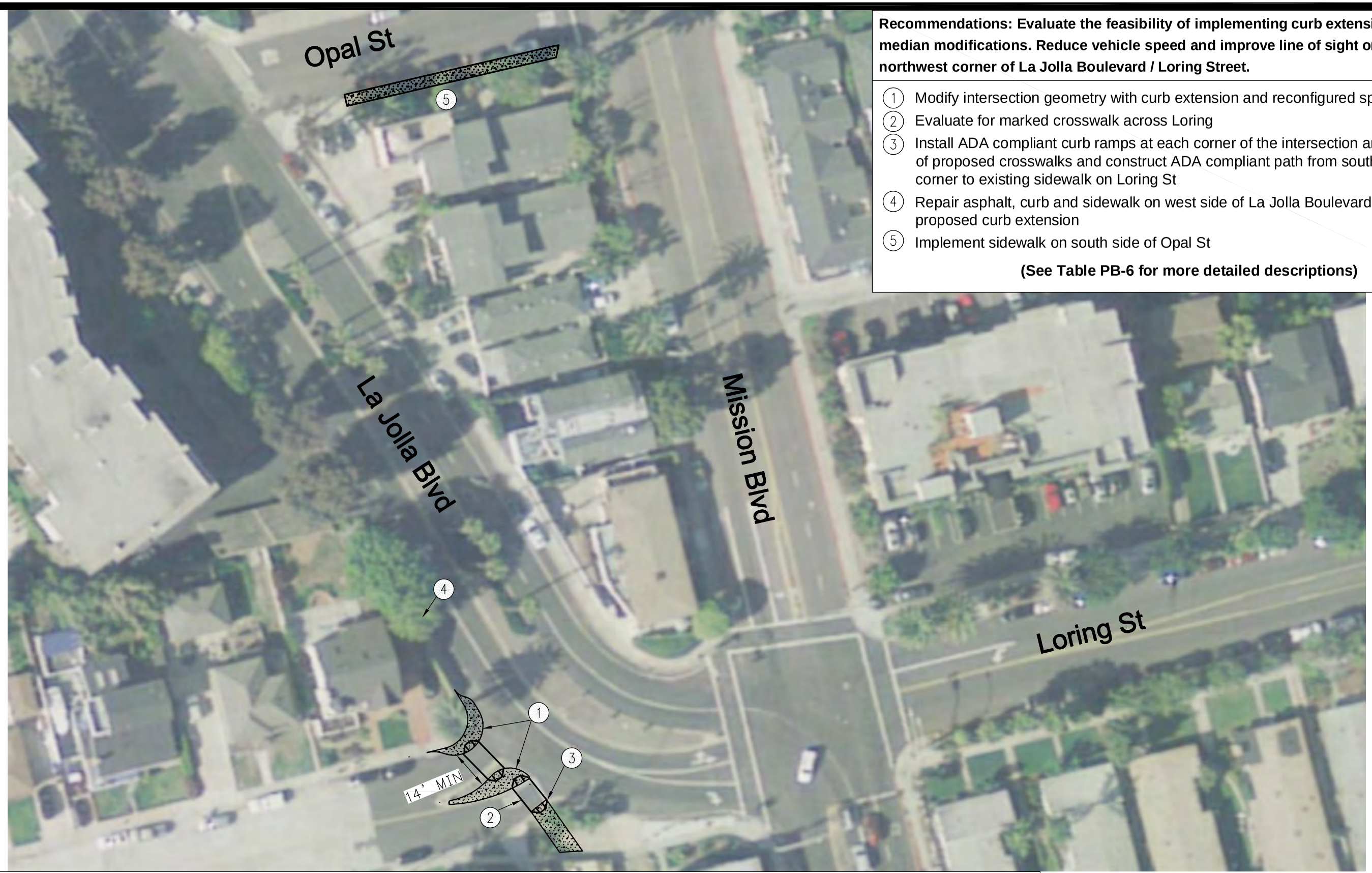
NOT TO SCALE

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 PB-5

Rose Creek Trail Improvement Assessment

Pedestrian Master Plan - Phase 4



Recommendations: Evaluate the feasibility of implementing curb extensions and median modifications. Reduce vehicle speed and improve line of sight on the northwest corner of La Jolla Boulevard / Loring Street.

1. Modify intersection geometry with curb extension and reconfigured splitter island
2. Evaluate for marked crosswalk across Loring
3. Install ADA compliant curb ramps at each corner of the intersection and ends of proposed crosswalks and construct ADA compliant path from southwest corner to existing sidewalk on Loring St
4. Repair asphalt, curb and sidewalk on west side of La Jolla Boulevard north of proposed curb extension
5. Implement sidewalk on south side of Opal St

NOT TO SCALE

(See Table PB-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 engineering design is complete.

IMPROVEMENT AREA PB-6

La Jolla Boulevard and Mission Boulevard Merge Intersection Improvements

Pedestrian Master Plan - Phase 4

Recommendations: Improve sidewalks to meet minimum ADA clearance standards near mail boxes, transit stops and fire hydrants along the corridor. Evaluate for all-way stop at Fortuna / Ingraham to improve connectivity to school.

1. Implement new sidewalks along corridor to remove obstructions
2. Implement curb extensions at east parking lot driveway with ADA compliant curb ramps
3. Implement curb extensions at west parking lot driveway with ADA compliant curb ramps
4. Replace existing marked crosswalk on Ingraham St with enhanced crosswalk
5. Implement chokers at crosswalk with ADA compliant curb ramps. Re-landscape median.
6. Implement curb extensions with ADA compliant curb ramps at Ingraham St / Fortuna Ave
7. Evaluate for a traffic signal
8. Implement curb extension with ADA compliant curb ramps on northeast corner of Ingraham St / La Playa Ave
9. Replace existing pedestrian heads with countdown timers (CT) at Ingraham St / La Playa Ave

NOT TO SCALE

(See Table PB-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.

IMPROVEMENT AREA PB-8

Ingraham Street from Fortuna Ave to La Playa Ave Corridor Improvements

Pedestrian Master Plan - Phase 4

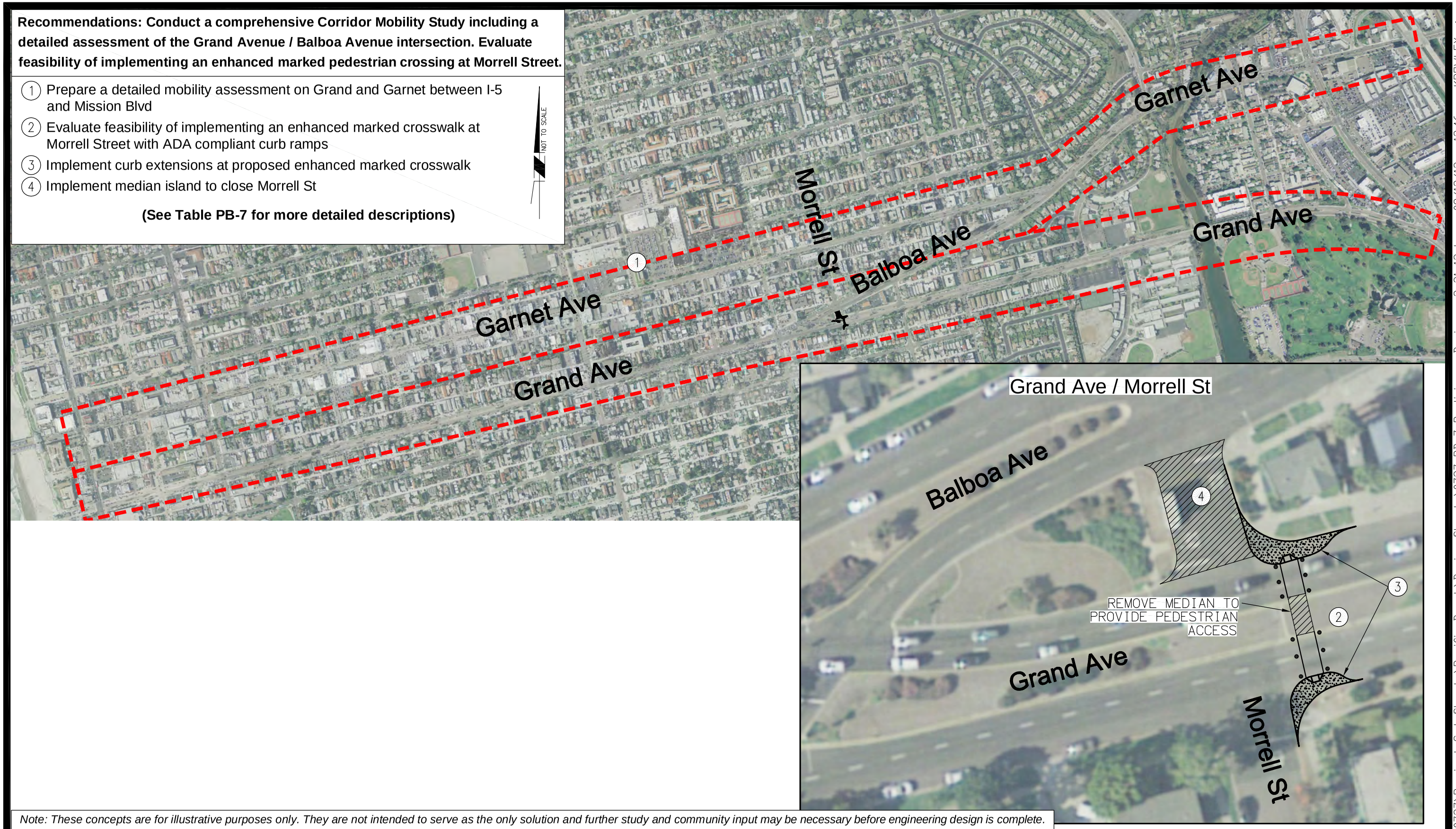
H:\PDATA\55100737\Project Cut Sheets\Pacific Beach\Design Sheets\0737-PB-8 Preliminary Design - 2-21-13.dwg 08/13/13 - 11:45am KRDWLEY

Recommendations: Conduct a comprehensive Corridor Mobility Study including a detailed assessment of the Grand Avenue / Balboa Avenue intersection. Evaluate feasibility of implementing an enhanced marked pedestrian crossing at Morrell Street.

1. Prepare a detailed mobility assessment on Grand and Garnet between I-5 and Mission Blvd
2. Evaluate feasibility of implementing an enhanced marked crosswalk at Morrell Street with ADA compliant curb ramps
3. Implement curb extensions at proposed enhanced marked crosswalk
4. Implement median island to close Morrell St

(See Table PB-7 for more detailed descriptions)

NOT TO SCALE



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 PB-7

Grand / Garnet Corridor Mobility Study

Pedestrian Master Plan - Phase 4

Recommendations: Complete the connection from Mike Gotch Bridge to existing bicycle and pedestrian facilities.

1. Implement 10' shared pedestrian/bike path to connect bridge to Mission Bay path
2. Evaluate for a marked crosswalk across De Anza Rd and implement pedestrain/bike path adjacent to traffic circle
3. Install bollards before Mike Gotch bridge

(See Table PB-9 for more detailed descriptions)

NOT TO SCALE

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 PB-9a

Pacific Beach Drive Sidewalk/Trail Connectivity Project (East of Mike Gotch Memorial Bridge)

Pedestrian Master Plan - Phase 4

Recommendations: Complete the connection from the Mike Gotch Memorial Bridge to existing bicycle and pedestrian facilities.

1. Implement sidewalk on north side of Pacific Beach Dr east of Olney St with ADA compliant curb ramps
2. Restripe Pacific Beach Dr east of Olney St to include bike lanes and two 10' travel lanes
3. Implement sidewalk on east side of Olney St
4. Install sidewalk on south side of Pacific Beach Dr from Crown Point Dr to Mike Gotch bridge with ADA compliant curb ramps
5. Restripe Pacific Beach Dr west of Olney St to include bike lanes, travel lanes and maintain parking.

(See Table PB-9 for more detailed descriptions)

NOT TO SCALE

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 PB-9b

Pacific Beach Drive Sidewalk/Trail Connectivity Project (West of Mike Gotch Memorial Bridge)

Pedestrian Master Plan - Phase 4

Recommendations: Evaluate feasibility of installing a signalized pedestrian phase on the north leg of the intersection crossing Mission Bay Drive.

1. Install enhanced marked crosswalk with ADA compliant curb ramps, signage and lighting
2. Extend pork chop island to accommodate crosswalk
3. Install marked crosswalk with ADA compliant curb ramps and modify traffic signal
4. Restripe limit line to accommodate crosswalk

(See Table PB-10 for more detailed descriptions)

NOT TO SCALE

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 PB-10

Mission Bay Drive / Grand Avenue Intersection Improvements

Pedestrian Master Plan - Phase 4

Improvement Area PB-1:

Garnet and Balboa Intersection Modifications

Purpose & Need:

Garnet Street and Balboa Avenue come together near Donaldson Street/Fogg Street in the eastern portion of Pacific Beach just north of Bayview Terrace Elementary School. There are a number of pedestrian circulation issues in the general vicinity of the Garnet Street/Balboa Avenue intersection. There are currently no pedestrian crossings available, diverting pedestrian trips to nearby intersections. Sidewalks are narrow and traffic speeds are high, yielding an uncomfortable walking environment along the existing fences. This project will improve connectivity and reduce pedestrian-vehicle conflicts through this heavily traveled intersection.

Garnet Avenue at Fogg Street

Corner of Balboa and Garnet, missing sidewalk connection across median

Recommended Improvements:

Widen existing sidewalks and implement new sidewalk to improve the walking environment around this intersection and consider adding pedestrian crossing phase at the intersection. The table below provides potential improvements that should be considered.

Westbound Garnet Avenue at Balboa Avenue

Table PB-1: Garnet and Balboa Intersection Modifications

Location	Description	Goal (1)	Objective	Est. Cost
Garnet Street / Balboa Avenue	1) Widen sidewalk along the north side of Garnet and south side of Balboa along the chain link fence	C, W	Provide buffer between pedestrians and vehicular traffic and improve capacity of sidewalk	$209,250
	2) Complete sidewalk at corner of Garnet & Balboa near Mexican food restaurant	C	Provide connected pedestrian path of travel	$83,700
Garnet Avenue	3) Install marked crosswalk from north side of Garnet to corner of merge with ADA compliant curb ramps. Modify signal to include new pedestrian phase, ADA compliant push buttons & count down timers	C	Provide clear path of travel for pedestrians	$18,750
Balboa Crosswalk per Community Comments	4) Install marked crosswalk across Balboa from corner of merge to Balboa median and include ADA compliant curb ramps. Modify signal to include new pedestrian phase, ADA compliant push buttons & count down timers	C, S	Provide clear pedestrian path of travel across Balboa Avenue	$18,750
	5) Install marked crosswalk across Balboa from median to south side of street with ADA compliant curb ramps and implement path in median to connect two crosswalks. Modify signal to include new pedestrian phase, ADA compliant push buttons & count down timers	C, S	Provide safe and clear connection for pedestrians to cross Balboa Avenue	$60,600
	6) Consider advance stop ahead dynamic warning sign for westbound Garnet	S	Alert drivers to new pedestrian crossing	$50,000
TOTAL ESTIMATED COST				**$441,050**

(1) A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area PB-2:

Bond Street Connectivity Improvements

Purpose & Need:

Grand Avenue runs east-west and crosses over the Rose Inlet of Fiesta Bay. The segment to the west of the Rose Inlet is a pedestrian corridor for both Bayview Terrace Elementary School and Mission Bay High School, which are both immediately adjacent to the street. This segment of Grand Avenue also connects the schools to the Mission Bay Athletic Area on the east side of the Rose Inlet. Crossing Grand Avenue to the athletic field at Bond Street is difficult due to a lack of gaps in traffic. Additionally, high traffic speeds along with missing or incomplete sidewalks along the corridor make for an uncomfortable walking environment. Despite the multiple pedestrian activity centers, there are limited pedestrian amenities along Grand Avenue and infrequent crossings. This project aims to implement corridor enhancements that improve connectivity and walkability between the community activity centers.

Grand Avenue at Bond Street (Athletic Field entrance)

Recommended Improvements:

Implement corridor enhancements that improve connectivity and walkability between community activity centers.

Table PB-2: Bond Street Connectivity Improvements

Location	Description	Goal [1]	Objective	Est. Cost
Grand Avenue / Rose Creek Trail	1) Improve Rose Creek Trail transition to sidewalk	W, S	Reduce conflicts between modes and improve pedestrian comfort	$51,000
Grand Avenue / Bond Street	2) Evaluate for a new marked enhanced crosswalk on west leg of intersection with ADA compliant curb ramps and Hawk signal.	C, W	Improve visibility of pedestrians near the park and connect sports fields to residential homes	$18,250
Grand Avenue east of Bond Street	3) Implement sidewalk on north side of street	W, A	Improve access and walkability	$76,500
Grand Avenue west of Bond Street	4) Widen sidewalk near bus stop	W	Improve comfort by reducing obstacles	$25,500
TOTAL ESTIMATED COST				**$171,250**

[1] A = Accessibility; C = Connectivity; S = Safety; W = Walkability

Improvement Area PB-3:

Jewell Street and Pacific Beach Drive Intersection Modifications

Purpose & Need:

The intersection of Jewell Street and Pacific Beach Drive is a main connection for surrounding residential homes and Crown Point Elementary School, located on the southwest corner. The east leg of Pacific Beach Drive at this location has a 45-foot-wide median, creating a complex intersection with long crossing distances and an unclear pedestrian path of travel. The school striping and signs at this intersection do not meet the latest CA-MUTCD standards. This project aims to improve pedestrian access and update intersection striping and signs to meet current CA-MUTCD standards. The table below provides potential improvements that should be considered.

Couplet on Pacific Beach Drive creates long skewed crossing distances

Pacific Beach Drive at Jewell Street

School zone on Pacific Beach Drive

Recommended Improvements:

Conduct focused intersection reconfiguration study to evaluate potential scenarios to improve pedestrian access. Update all intersection striping and signs to meet current CA-MUTCD standards.

Table PB-3: Jewell Street and Pacific Beach Drive Intersection Modifications

Location	Description	Goal [1]	Objective	Est. Cost
Pacific Beach Drive at Jewell Street	1) Evaluate the feasibility of converting the couplet to align intersection.	A, S	Eliminate couplet to reduce pedestrian exposure through the intersection	$100000
	2) Implement curb extension on northeast corner of Pacific Beach. Include ADA compliant curb ramp.	A	Reduce crossing distance and improve visibility of pedestrians	$18,000
	3) Extend center median on Pacific Beach Drive to the west and add marked crosswalks.	A	Reduce crossing distances	$90,750
	4) Install ADA compliant curb ramp at the south end of the new crosswalk with a pedestrian path connecting to the existing sidewalk	A, C	Connect pedestrian path of travel to existing facilities	$4,800
	5) Restripe yellow school zone crosswalks on all legs of intersection to straighten path of travel and install ADA compliant curb ramps on northwest corner. Remove existing curb ramp on corner.	A	Provide clear path of travel for pedestrians	$7,500
Pacific Beach Drive	6) Install new highly reflective School Zone signs	S	Meet current CA-MUTCD standards and improved school safety	$350
	7) Use highly reflective pavement markings to be seen on existing concrete surface	S	Meet current CA-MUTCD standards and improve school safety	$500
TOTAL ESTIMATED COST				**$221,900**

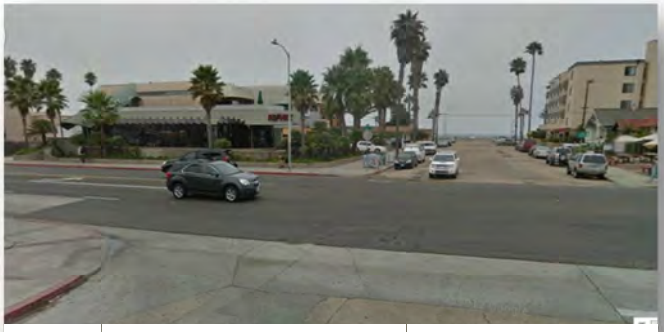
[1] A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area PB-4:

Mission Boulevard Corridor Mobility Study

Purpose & Need:

Mission Boulevard runs north-south through the heart of Pacific Beach. Shops, restaurants and tourism related uses flank Mission Boulevard resulting in high pedestrian traffic year round. West of the intersection of Mission Boulevard / Garnet Avenue is public access to the beach and pier.



Mission at Hornblend Street

Despite the high volume of pedestrians, there are limited marked crossings along Mission Boulevard. High traffic volume and speed result in limited gaps for pedestrains waiting to cross Mission Boulevard. The corridor lacks channelization for all modes which lowers mobility. A Corridor Mobility Study should be conducted to address key pedestrian issues including reducing pedestrian crossing distances, improving pedestrian visibility at intersections, and improving access to transit. Interim improvements should be made to improve east-west pedestrian access across Mission Boulevard through both installation of curb extensions and marked crosswalks.

Mission Boulevard

Recommended Improvements:

Prepare a comprehensive Corridor Mobility Study that addresses pedestrian walkability, access to transit, bicycle facilities and vehicular circulation. In advance of the Corridor Mobility Study, specific intersection improvements should be implemented to address existing connectivity and walkability issues. The table below provides potential improvements that should be considered.

Table PB-4: Mission Boulevard Corridor Mobility Study

Location	Description	Goal [1]	Objective	Est. Cost
Mission Boulevard – Pacific Beach Drive to La Jolla Boulevard	1) Conduct a Corridor Mobility Study to evaluate multimodal improvements along Mission Boulevard	S, C, W, A	Identify comprehensive mobility solutions	$350,000
Specific Improvements:				
Mission Boulevard / Emerald	2) Implement curb extensions on all corners of the intersection with ADA compliant ramps.	S, W	Improve visibility of pedestrians; Provide additional capacity at intersection for queued pedestrians; Improve walking environment	$72,000 + $2,500
	3) Evaluate the feasibility of installing a marked crosswalk at Emerald			$74,500
Mission Boulevard / Felspar Mission Boulevard / Garnet Mission Boulevard / Reed Avenue	4) Implement curb extensions on all corners of intersection with ADA compliant curb ramps	W, S	Improve capacity at intersection for pedestrians (signalized); Reduce crossing distance for pedestrians	$216,000
Mission Boulevard / Hornblend	5) Implement curb extensions with ADA compliant curb ramps on side street only	W, S	Reduce pedestrian crossing distance; Reduce vehicle turning speed	$72,000
	6) Evaluate the feasibility of installing an enhanced marked crosswalk on north leg of intersection	S	Improve visibility of pedestrians	$2,500
Mission Boulevard / Diamond St	7) Evaluate the feasibility of installing an enhanced marked crosswalk on south leg of intersection (completed)	S	Improve visibility of pedestrians	$2,500
Mission Boulevard / Chalcedony St	8) Implement curb extensions with ADA compliant curb ramps on side street only	W, S	Reduce pedestrian crossing distance; reduce vehicle turning speed	$72,000
Mission Boulevard / Thomas Ave	9) Evaluate the feasibility of installing an enhanced marked crosswalk on south leg of intersection	S	Improve visibility of pedestrians	$2,500
TOTAL ESTIMATED COST				**$792,000**

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

Improvement Area PB-5:

Rose Creek Trail Improvement Assessment

Purpose & Need:

The existing Rose Creek Trail is narrow, unlit and needs repair. Access at streets like Garnet, Grand and Mission Bay Drive are narrow and difficult to navigate. In particular, the transition of the Rose Creek Trail to Garnet Avenue poses safety and walkability issues. There are no ramps for bicycles from the trail to the street, resulting in multiple modes on the sidewalk. This is a safety concern for both pedestrians using the path and those looking to cross the trail outlet on the Garnet Avenue sidewalk. At Mission Bay Drive, the trail is connected by rough pavement and has no nearby sidewalks. This project evaluates the feasibility of improving the trail and the transition of the trail at key access points.

Rose Creek Trail entrance/exit

Recommended Improvements:

Evaluate feasibility of improving the trail/street transitions at key access points.

Table PB-5: Rose Creek Trail Improvement Assessment

Location	Description	Goal [1]	Objective	Est. Cost
Rose Creek Trail	1) Evaluate feasibility of widening the trail and providing lighting	S, W, A, C	Improve walking and bicycling conditions as well as safety along this recreational facility	$350,000
Rose Creek Trail at Grand Ave	2) Widen sidewalk on south side of street and improve sidewalk conditions	S, W	Provide ample space for bikes and pedestrians at Rose Creek Trail entrance/exit	$54,000
Rose Creek Trail at Garnet Avenue	3) Restripe road to allow wider outside travel lane	S, W	Provide wider lane for bicycles transitioning onto Garnet Avenue	$12,500
	3) Widen opening to trail and depress sidewalk	S, A	Improve access to trail and provide ramp for bicycles to transition into outside lane	$19,500
Rose Creek Trail at Mission Bay Drive	4) Widen trail access point and provide pedestrian/bicycle connection to De Anza Cove area/ Mission Bay	C, W	Improve connection between Mission Bay Park and Rose Creek Trail	$13,500
TOTAL ESTIMATED COST				**$449,500**

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

Improvement Area PB-6:

La Jolla Boulevard and Mission Boulevard Merge Intersection Improvements

Purpose & Need:

La Jolla Boulevard runs generally north-south before taking a sharp turn east to merge with Mission Boulevard. The geometry at this intersection makes visibility of pedestrians difficult to the west of the La Jolla Boulevard curve. Recently a tall wall was reduced to a 3 foot wall to improve visibility at the intersection. Loring Street runs through the intersection east to west, continuing on the west side of La Jolla Boulevard to provide direct access to the beach. This beach access route generates pedestrian activity and a need for improved visibility. A feasibility study should be conducted that would evaluate potential intersection modifications to improve visibility and safety at this intersection.

Westbound La Jolla Boulevard at Mission

Eastbound Loring Street at La Jolla Boulevard

Recommended Improvements:

Evaluate feasibility of implementing curb extensions & median modifications to reduce vehicle speed and improve line of sight for the northwest corner. Recent modification to the extended wall reduced the blind corner southbound La Jolla Boulevard onto Loring Street, however addition treatments are recommended.

Table PB-6: La Jolla Boulevard and Mission Boulevard Merge Intersection Improvements

Location	Description	Goal [1]	Objective	Est. Cost
Loring Street at La Jolla Boulevard T-intersection	1) Modify the intersection geometry. Consider installing a curb extension on the north side of Loring Street and reconfiguring the splitter island to maintain a 14 foot travel lane.	C,S	Reduce the blind corner southbound on La Jolla Blvd and provide protected pedestrian access to the beach	$78,750
	2) Evaluate for a marked crosswalk across Loring Street at La Jolla Boulevard	A, C	Provide clear path of travel for pedestrians	$2,500
	3) Install ADA compliant curb ramps at each corner of the intersection and an ADA path from southwest corner to existing sidewalk on Loring.	A,C	Provide connection to beach	$16,500

Location	Description	Goal [1]	Objective	Est. Cost
	4) Repair asphalt, curb and sidewalk on west side of La Jolla Blvd north of proposed curb extension			$27,000
Opal Street	5) Implement sidewalk on south side of street	C	Provide connected pedestrian path of travel	$40,500
TOTAL ESTIMATED COST				**$165,250**

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

Improvement Area PB-7:

Grand/Garnet Corridor Mobility Study

Purpose & Need:

Grand and Garnet run parallel through the core of Pacific Beach. Connecting I-5 to the coast, Grand and Garnet carry high traffic, bicycle, and pedestrian volumes throughout the year. Narrow streets, high demands for parking, and busy sidewalks make immediate, short term improvements difficult. Therefore a comprehensive corridor study is recommended. The study should include a detailed assessment of the Grand Avenue and Balboa Avenue intersection which offers few options for pedestrians. There is no clear pedestrian path of travel across either street and vehicle speeds and few gaps result in difficult crossing conditions. This project aims to improve overall mobility along these two key corridors and address specific improvements for pedestrians at this key intersection.

Morrell Street at Grand Avenue

Balboa Avenue facing west at Morrell Street / Grand Avenue

Recommended Improvements:

Prepare a comprehensive Corridor Mobility Study including a detailed assessment of the Grand Avenue/Balboa Avenue Intersection and an evaluation for an enhanced marked crossing at Morrell Street. The table below provides potential improvements that should be considered.

Table PB-7: Grand/Garnet Corridor Mobility Study

Location	Description	Goal [1]	Objective	Est. Cost
Grand/Garnet Corridor Mobility Study	1) Prepare a detailed mobility assessment to improve access and circulation for all modes	W, A, S, C	Improve the pedestrian and bicycle environment and address vehicular circulation between I-5 and Mission Avenue	$350,000
Specific Improvements:				
Grand Avenue at Morrell Street	2) Evaluate feasibility of implementing an enhanced marked crossing (lighted marked crosswalk with in-pavement flashers) to the east of Morrell Street. Include ADA compliant curb ramps.	A, C	Connect pedestrian path of travel	$23,500
	3) Implement curb extensions at proposed enhanced marked crosswalk	A	Reduce pedestrian crossing distances	$30,000
Morrell Street	4) Implement median island to close Morrell between Balboa and Grand	S	Reduce vehicle – pedestrian conflict potential	$45,000
TOTAL ESTIMATED COST				**$448,500**

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

Improvement Area PB-8:

Ingraham Street from Fortuna to La Playa Corridor Improvements

Purpose & Need:

Ingraham Street is enclosed by the Bay Pointe Apartments to the west and the Avalon Mission Bay Apartment Community to the east. Pedestrian levels are high along the corridor, which is also a school zone due to Crown Point Elementary School. MTS Route 9 runs along the corridor at 20-30 minute intervals. Sidewalk obstructions on both sides of Ingraham Street affect the pedestrian path of travel. High traffic volumes and speeds past Crown Point Elementary School at the north end of the corridor cause an uncomfortable walking environment. Plans should be prepared to implement sidewalk improvements and improve safety along the corridor.

Mid-block crossing on Ingraham Street

Crown Point Elementary School – Ingraham Street at Fortuna Avenue

Recommended Improvements:

Prepare a plan and improve sidewalks to meet minimum clearance standards near mail box, transit stops and fire hydrants along the corridor. Evaluate feasibility of all-way stop at Fortuna / Ingraham to improve connectivity to school.

Table PB-8: Ingraham Street from Fortuna to La Playa Corridor Improvements

Location	Description	Goal [1]	Objective	Est. Cost
Ingraham Street	1) Implement new sidewalks along corridor to remove obstructions	C, W	Meet minimum clearance standards near mail box, transit stops, and fire hydrants along the corridor	$324,000
Ingraham Street at east parking lot driveway	2) Implement curb extensions at driveway with ADA compliant curb ramps	S	Improve pedestrian visibility at driveway entrance and decrease turning speed	$36,000
Ingraham Street at west parking lot driveway	3) Implement curb extensions at driveway with ADA compliant curb ramps	S	Improve pedestrian visibility at driveway entrance and decrease vehicle turning speed	$36,000
Ingraham Street at mid-block crossing	4) Replace existing marked crosswalk with enhanced crosswalk	S	Improve pedestrian visibility	$15,000
	5) Implement choker on both sides of crosswalk with ADA compliant curb ramps. Re-landscape median.	S, W	Improve pedestrian visibility at crosswalk and decrease crossing distances	$36,000
Ingraham Street at Fortuna Avenue	6) Implement curb extensions with ADA compliant curb ramps on all four corners of the intersection	A	Provide access for all users	$72,000
	7) Evaluate for a traffic signal	S, W	Reduce traffic speeds and improve pedestrian visibility near school	$5,000
Ingraham Street at La Playa Avenue	8) Implement curb extension with ADA compliant curb ramps on northeast corner of intersection	S	Provide buffer from parked cars and decrease crossing distance	$18,000
	9) Install countdown timers	S	Increase pedestrian awareness for crossing time	$8,000
TOTAL ESTIMATED COST				**$550,000**

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

Improvement Area PB-9:

Pacific Beach Drive Sidewalk/Trail Connectivity Project

Purpose & Need:

Pacific Beach Drive ends east of Olney Street in the parking lot to Campland on the Bay. From there, an expansive parking lot and recreational fields separate pedestrians from the Bay. Currently there is no pedestrian or bicycle connection from Pacific Beach Drive to the Mike Gotch Memorial Bridge over the Rose Inlet. This project would complete that connection. The City is currently considering interim modifications to this segment to address short-term connectivity issues. Long term improvements should include sidewalks and bicycle improvements consistent with the Bicycle Master Plan.

Missing sidewalks on Pacific Beach Drive

Trail access from Mission Bay Park

Recommended Improvements:

Complete the connection from Mike Gotch Memorial Bridge to existing bicycle & pedestrian facilities. The table below provides potential improvements that should be considered.

Table PB-9: Pacific Beach Drive Sidewalk/Trail Connectivity Project

Location	Description	Goal [1]	Objective	Est. Cost
PB-9a East of Mike Gotch Memorial Bridge				
Mission Bay Drive and De Anza Road	1) Implement 10' shared pedestrian/bike path on south side of Mission Bay Drive and west side of De Anza Road to connect existing Mission Bay path to Mike Gotch bridge	C, W	Complete recreational link from Mission Bay to Rose Creek and Rose Canyon	$197,900
De Anza Road	2) Evaluate for marked crosswalk on De Anza Road and implement 10' shared path adjacent to existing traffic circle	C	Connect pedestrians from proposed shared path on west side to existing Mission Bay path on the east side	$98,400
Mission Bay Drive	3) Install bollards before Mike Gotch bridge just after Mission Bay Boat and Ski Club driveway	S, W	Emphasize no outlet for vehicles and to minimize conflicts	$3,000
PB-9b West of Mike Gotch Memorial Bridge				
Pacific Beach Drive east of Olney Street	1) Implement sidewalk on north side of street with ADA compliant curb ramps	C, W	Complete connection from Mike Gotch bridge to Olney Street	$197,900
	2) Restripe road to include bike lanes and two travel lanes	S	Reduce conflicts with bikes on sidewalk	$7,500
Olney Street	3) Implement sidewalk on east side of street	C	Connect pedestrian path of travel	$101,900
Pacific Beach Drive from Crown Point Drive to Mike Gotch Bridge	4) Install sidewalk on south side of street with ADA compliant curb ramps to tie in with existing sidewalk just east of Crown Point Drive	C	Provide connection from Crown Point Drive to Mike Gotch Bridge	$22,500
Pacific Beach Drive west of Olney Street	5) Restripe to include bike lanes, two travel lanes and maintain parking	S	Reduce conflicts with bikes on sidewalk	$389,800
TOTAL ESTIMATED COST	**PB-9a**			**$299,300**
	PB-9b			**$719,600**

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

Improvement Area PB-10:

Mission Bay Drive and Grand Avenue Intersection Improvements

Purpose & Need:

Mission Bay Drive and Grand Avenue come together near Glendora Street in the eastern portion of Pacific Beach. There is a bus stop located on Grand Avenue at the northwest corner of this intersection that is very difficult to access from the east side of Mission Bay Drive or the south side of Grand Avenue. There are currently no pedestrian crossings at any point at this busy signalized intersection. This project will improve access to and from the bus stop and improve safety around this heavily traveled intersection. The table below provides potential improvements that should be considered.

Grand Avenue at Mission Bay Drive bus stop

Southbound Mission Bay Drive at Grand Avenue

Northbound Mission Bay Drive at Grand Avenue

Recommended Improvements:

Evaluate feasibility of installing a signalized pedestrian phase on the north leg of the intersection crossing Mission Bay Drive.

Table PB-10: Mission Bay Drive and Grand Avenue Intersection Improvements

Location	Description	Goal [1]	Objective	Est. Cost
North side of Grand Avenue at Mission Bay Drive	1) Install enhanced marked crosswalk with ADA compliant curb ramps and appropriate signage and lighting.	A, S	Provide access to and from the Grand Avenue bus stop to the west side of Mission Bay Drive and increase visibility of pedestrians.	$15,000
Mission Bay Drive at Grand Avenue	2) Extend pork chop island to accommodate proposed crosswalk	S	Improve visibility of pedestrians	$7,500
	3) Install marked crosswalk with ADA compliant curb ramps from the west side of Mission Bay Drive to the east side on the north side of the intersection. Add a pedestrian phase pedestrian heads, accessible and ADA compliant push buttons and 1-A poles to the existing signal.	C, A	Provide connected pedestrian path of travel and accommodate pedestrians at the intersection	$7,500
	4) Restripe south approach of intersection to align limit line with crosswalk	S	Improve visibility at intersection	$250
TOTAL ESTIMATED COST				**$30,250**

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

Improvement Area PB-11:

Boardwalk Improvements Feasibility Assessment

Purpose & Need:

The Ocean Front Walk in Pacific Beach is a popular recreational corridor for both pedestrians and casual bicyclists. Access along the boardwalk is limited and needs repair. There has been an increase in volume over the years, and increased capacity is needed. While the City has prepared plans to improve the boardwalk, the community of Pacific Beach has also developed plans for improvements. This project would evaluate the feasibility of these planned improvements.

Grand Avenue at the Boardwalk

Boardwalk at Pacific Beach Drive

Thomas Avenue at Boardwalk

Recommended Improvements:

Evaluate feasibility and cost of community and City projects.

Table PB-11: Boardwalk Improvements Feasibility Assessment

Location	Description	Goal [1]	Objective	Est. Cost
Boardwalk (Pacific Beach Drive to Law Street)	Evaluate feasibility and cost of widening the boardwalk to improve access for pedestrians and bicyclists	W, C	Improve walking/biking environment along the beach and increase capacity for pedestrians and bicycle activity	$350,000
TOTAL ESTIMATED COST				**$350,000**

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

Improvement Area PB-12:

Mid-coast Trolley Accessibility Study

Purpose & Need:

SANDAG has identified a new trolley line that connects downtown to UTC. Along this route will be several new trolley stations including a station at Balboa Avenue, which is intended to serve the Pacific Beach and surrounding communities. SANDAG anticipates construction on this line to begin in 2015 with service beginning in 2018. The project was in the Preliminary Engineering and Environmental review phase when the Pedestrian Master Plan was prepared. SANDAG is designing station improvements, but connections from the station to the community are not proposed in their plan. This study would identify connections from the community to the Pacific Beach new station.

Recommended Improvements:

Coordinate with SANDAG on station design and prepare a connectivity study to improve pedestrian and bicycle linkage from Pacific Beach to the new station.

Table PB-12: Mid-coast Trolley Accessibility Study

Location	Description	Goal [1]	Objective
Mid-coast Trolley Station Connectivity Assessment	Evaluate pedestrian and bicycle connectivity from new trolley station, under I-5 and into the Pacific Beach community	A, W, C, S	Provide a clear path of travel and accessible routes to encourage transit ridership
	Planning efforts should be coordinated with SANDAG as station design and connection are refined as part of the mid-coast trolley final design effort		

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