San Ysidro Pedestrian Plan

Pedestrian Master Plan – Phase 4

San Ysidro Community Description

The San Ysidro Community is located in the southernmost part of the City of San Diego, adjacent to the international border with Mexico; pedestrians crossing the San Ysidro border make up part of the traffic at the busiest international border in the world. San Ysidro is bounded by the Otay Mesa-Nestor Community and State Highway 905 in the north, by the Tijuana River Valley in the west, by the Otay Mesa Community in the east, and by the international border in the south.

The San Ysidro Community has a patchwork of residential developments of varying ages and densities that are served by their own internal streets. The community is physically divided by the trolley line and Interstates 5 and 805. Access to freeways is provided by several major streets. Pedestrian bridges are provided across the I-5 and I-805.

Commercial activity occurs along the historic San Ysidro Boulevard which is the primary thoroughfare and has a mix of auto-oriented and pedestrian-oriented commercial and residential development. The Las Americas Center is an auto-oriented regional shopping center on Camino de la Plaza in the southernmost portion of the community.

Community Outreach

The project was presented to the San Ysidro Community 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. No surveys were completed online for the San Ysidro community.

Since San Ysidro was going through the Community Plan Update process that began before this project, significant community input related to pedestrian issues had already been collected. This input was utilized for the Pedestrian Master Plan process as well.

San Ysidro 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. In addition, the Pedestrian Master Plan project was presented at the Community Plan Update Meeting in January 2013. A comprehensive Powerpoint presentation was given at this community wide event.

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 SY-1**.

A detailed list of community concerns was provided by the planning group. The list identified the top priorities in the community pertaining to pedestrian access, connectivity, and safety.

Route Types

All roadways within the San Ysidro Community were defined based on pedestrian functionality as defined in the Phase I Framework Document. There are four key route types included in the San Ysidro Area: District, Corridor, Connector and Neighborhood. **Exhibit SY-2** illustrates the Route Type Classifications defined within the San Ysidro 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 San Ysidro 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 San Ysidro 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 SY-3** illustrates the San Ysidro 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 San Ysidro 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.

The Pedestrian Master Plan improvement concepts address deficiencies and provide recommendations based largely on existing conditions. It should be noted that San Ysidro 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.

For the San Ysidro Community, ten Improvement Areas were defined, which are illustrated in **Exhibit SY-4** and summarized in the table on the following page. Following the exhibits 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
SY-1 Via De San Ysidro / I-5 Northbound Ramp Intersection Improvements	Improve pedestrian safety at freeway ramps By installing a traffic signal (funded by private development)	**22.5**
SY-2 Calle Primera Walkability Improvements	Implement new sidewalk along north side of Calle Primera to improve access to transit and access to the existing pedestrian bridge.	**17**
SY-3 Beyer Boulevard Corridor Enhancements (Dairy Mart Road to Smythe Avenue)	Evaluate the feasibility of reducing Beyer Boulevard from 4 to 2 lanes with a two-way left turn lane and integrate pedestrian and bicycle enhancements.	**16**
SY-4 Beyer Boulevard Walkability Improvements (North Lane to Old Otay Mesa Road)	Install missing sidewalks and street lights to improve safety and walkability.	**15**
SY-5 Smythe Avenue Connectivity Improvements	Improve connectivity in the San Ysidro community by removing sidewalk obstructions and increasing capacity along Smythe Avenue. Provide an improved connection from San Ysidro Boulevard to the trolley tracks and improve pedestrian safety and visibility.	**21**
SY-6 Seaward Avenue and R/R Tracks Sidewalk Project	Improve pedestrian safety along rail ROW by installing pedestrian scale lighting and completing sidewalks to improve connectivity.	**15**
SY-7 Sunset Lane Safety Improvements	Improve pedestrian safety by reducing traffic speeds and improving visibility of pedestrians.	**15**
SY-8 East and West Park Avenue Improvements	Improve pedestrian circulation around the Recreation Center with wider sidewalks and traffic calming.	**16**
SY-9 E. Beyer Boulevard Walkability Improvements	Improve visibility of pedestrians and school children through lighting, signage, and traffic calming.	**15**

Improvement Area	Recommendations	Priority Score
SY-10 Old Otay Mesa Road Connectivity Improvements	Improve walkability, safety, and connectivity from San Ysidro Community to local high school.	**7**
SY-11 Future Multiuse Connection to Bayshore Bikeway	Improve connectivity between facilities by providing a multiuse trail from the San Ysidro community to the Bayshore Bikeway	**Pending findings of feasibility study**
SY-12 Border Crossing Mobility Study	Numerous pedestrian connections are recommended in the Mobility Study. Future projects within the study area should implement identified recommended improvements and provide improved accessibility near the border.	**Refer to recommendations of Mobility Study**

Exhibit SY-1: Missing Sidewalk and Curb Ramps

San Diego Pedestrian Master Plan Phase 4: **San Ysidro**

Exhibit SY-2: Route Type Classifications

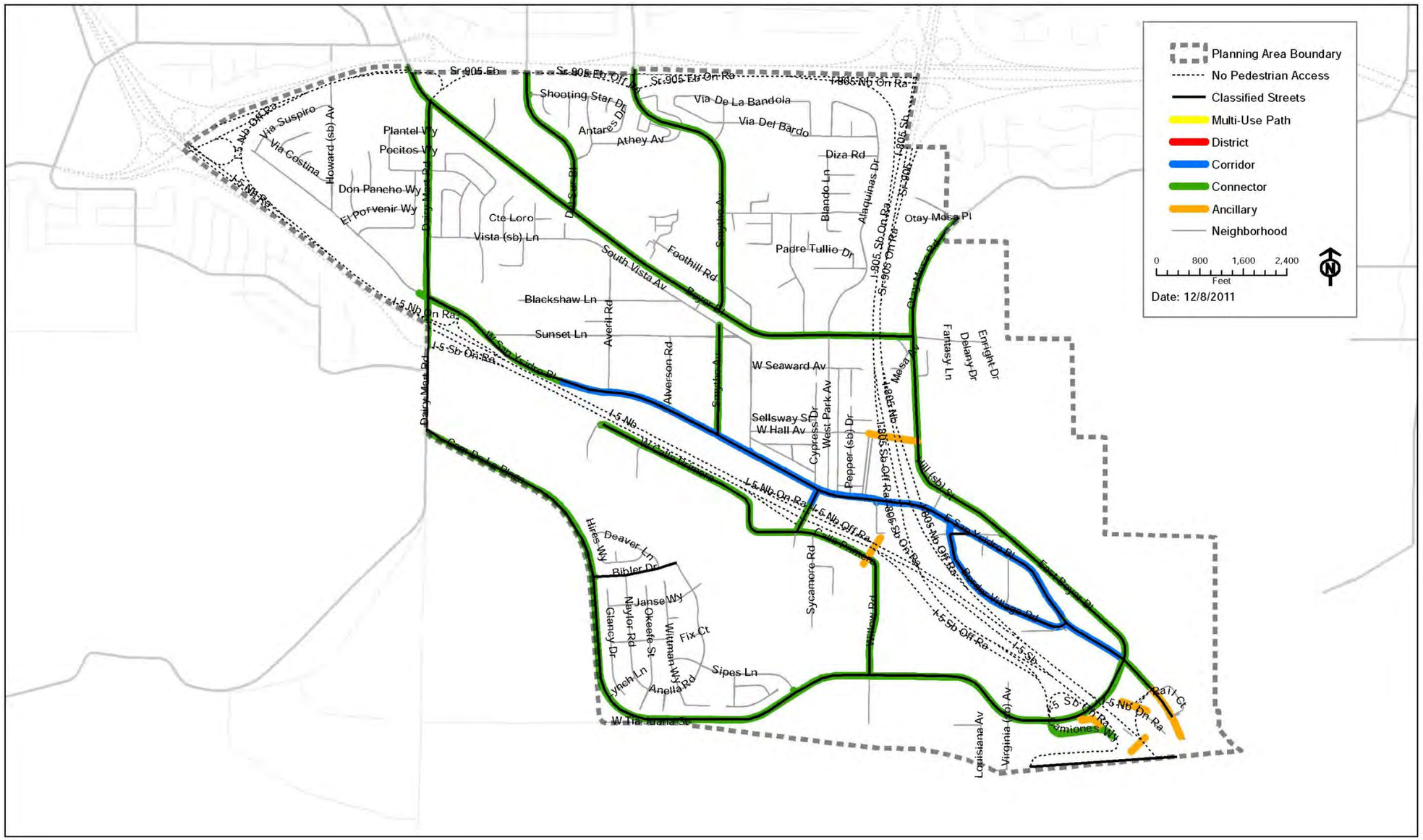


Exhibit SY-3: Focus Area

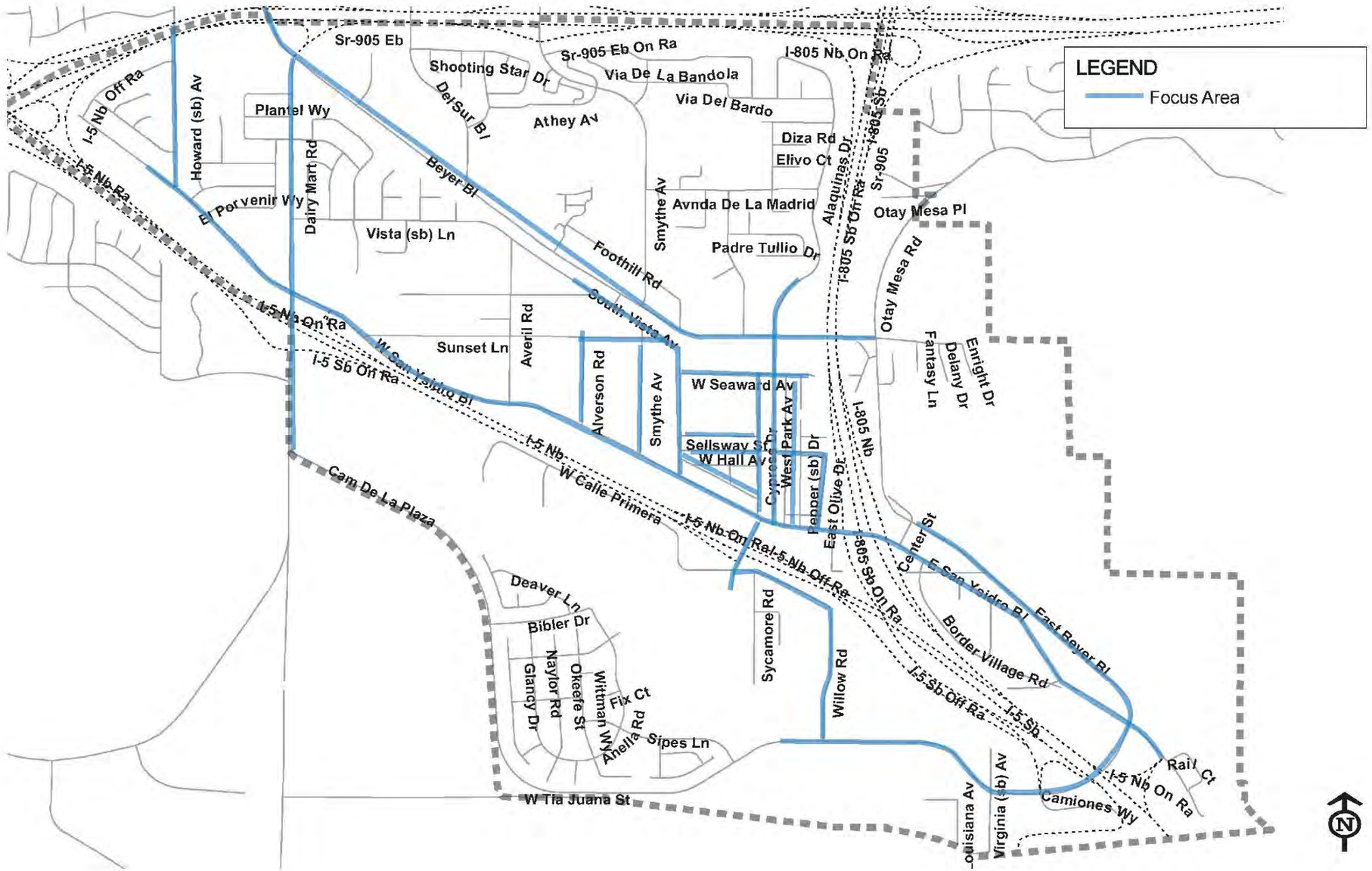
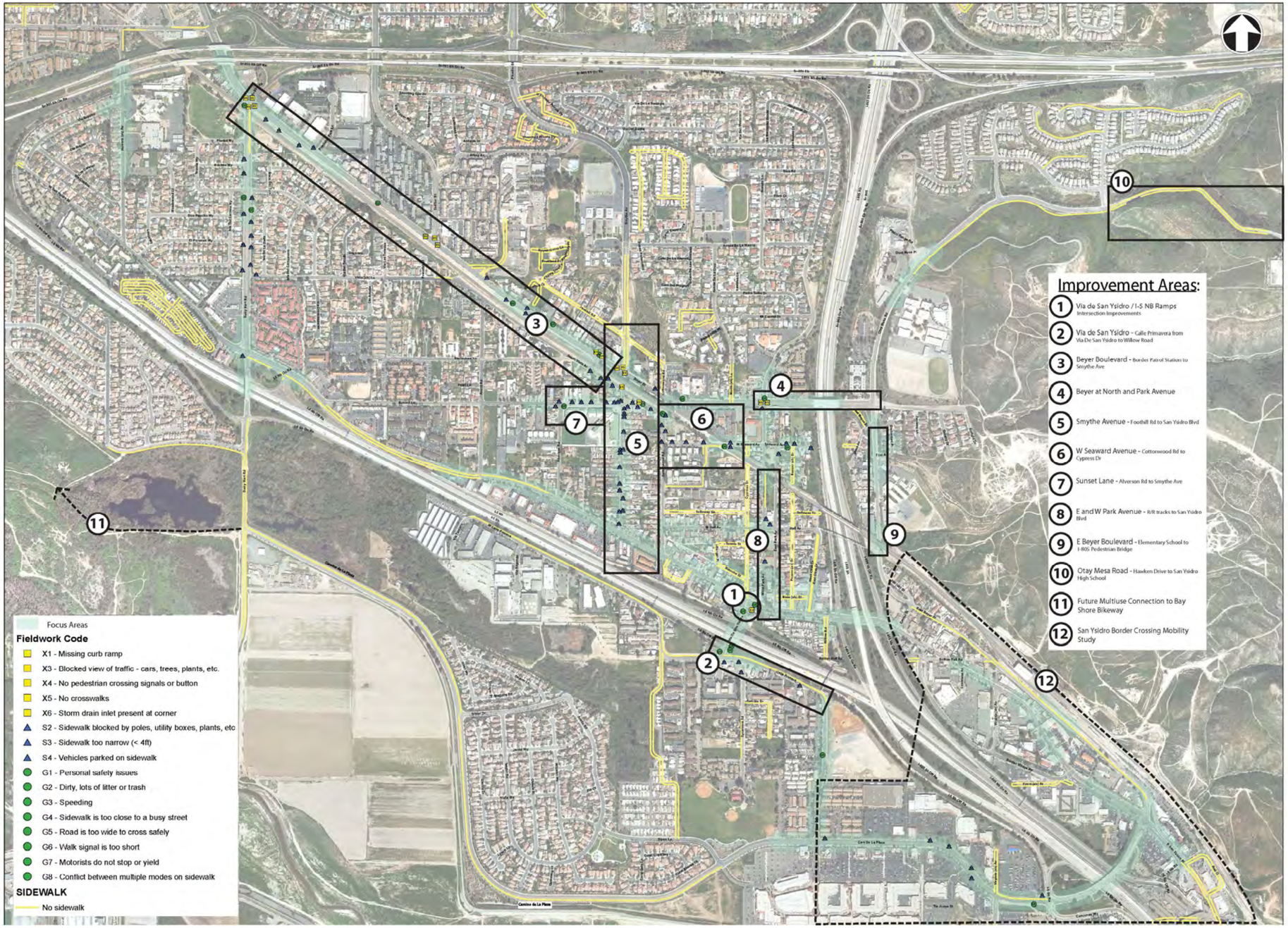


Exhibit SY-4: Improvement Areas



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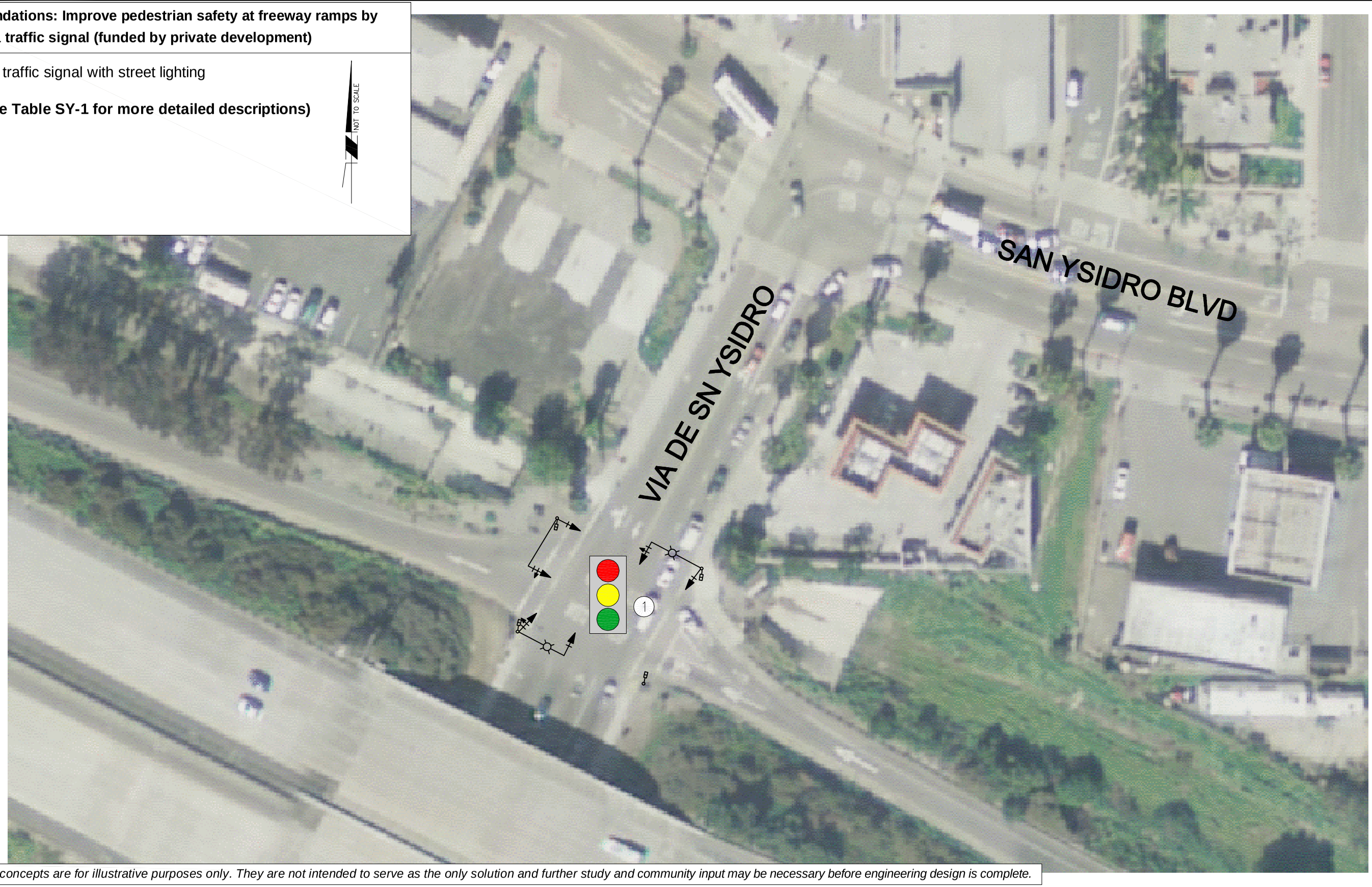
Recommendations: Improve pedestrian safety at freeway ramps by installing a traffic signal (funded by private development)

1. Install traffic signal with street lighting

(See Table SY-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 SY-1

Via De San Ysidro / I-5 Northbound Ramp Intersection Improvements

Pedestrian Master Plan - Phase 4

Recommendations: Implement new sidewalk along north side of Calle Primera to improve access to transit and access to existing pedestrian bridge.

1. Implement sidewalk on north side of street
2. Install street lights along Calle Primera from Via de San Ysidro to pedestrian bridge
3. Restripe marked crosswalks. Install ADA compliant curb ramps at Via De San Ysidro
4. Improve transit stop immediately west of Via de San Ysidro

(See Table SY-2 for more detailed descriptions)

NOT TO SCALE

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IMPROVEMENT AREA SY-2

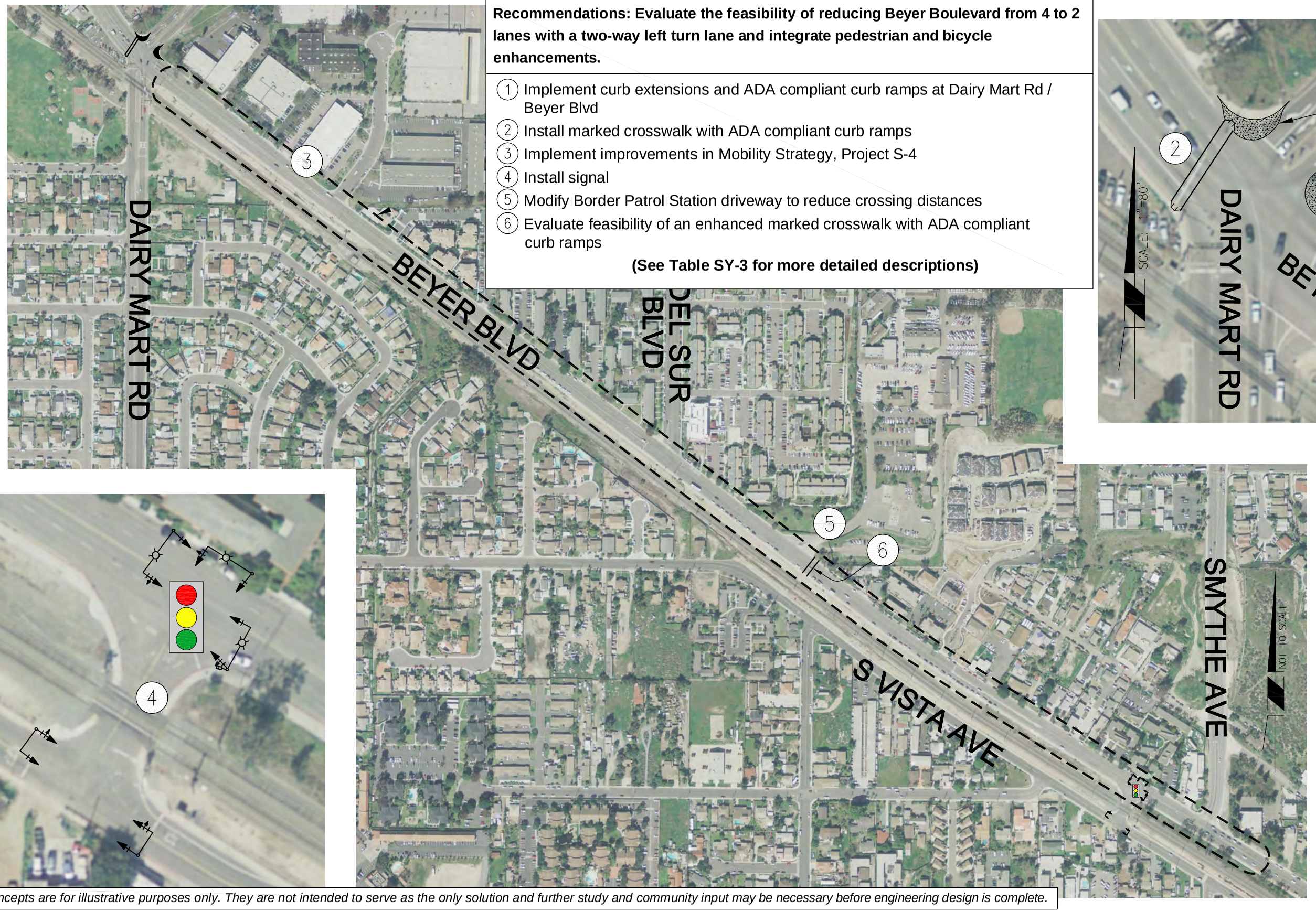
Calle Primera Walkability Improvements

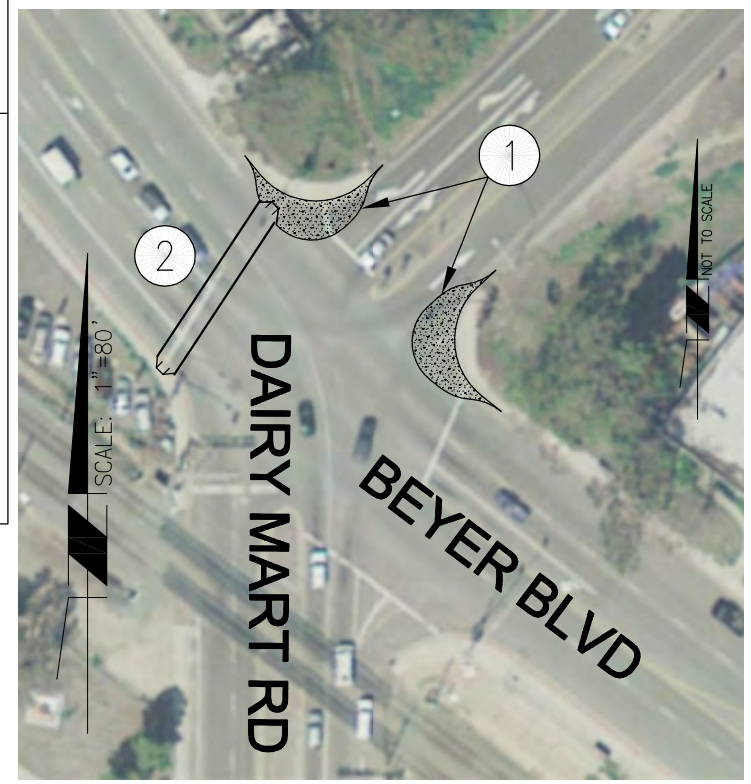
Pedestrian Master Plan - Phase 4

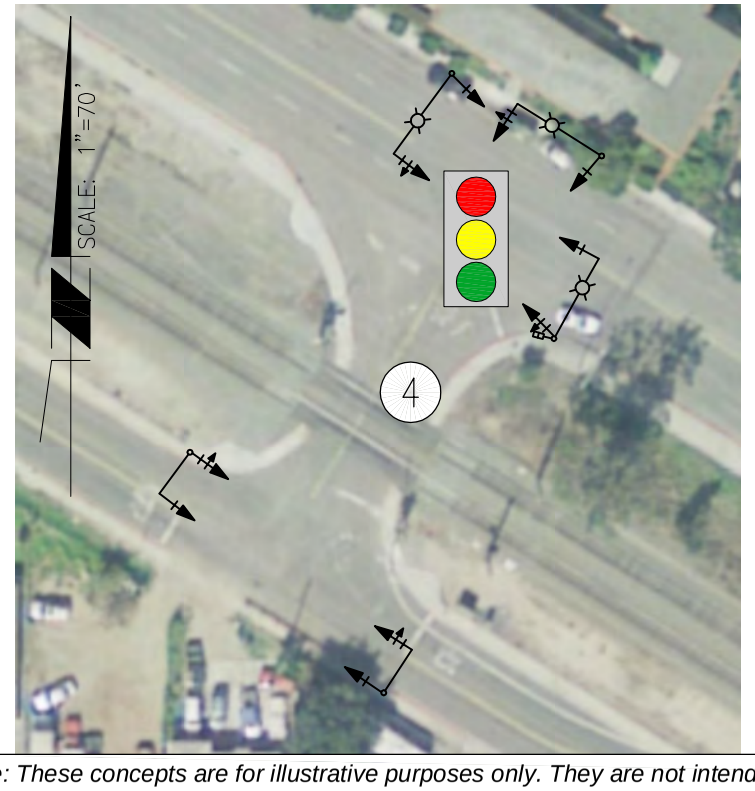
Recommendations: Evaluate the feasibility of reducing Beyer Boulevard from 4 to 2 lanes with a two-way left turn lane and integrate pedestrian and bicycle enhancements.

1. Implement curb extensions and ADA compliant curb ramps at Dairy Mart Rd / Beyer Blvd
2. Install marked crosswalk with ADA compliant curb ramps
3. Implement improvements in Mobility Strategy, Project S-4
4. Install signal
5. Modify Border Patrol Station driveway to reduce crossing distances
6. Evaluate feasibility of an enhanced marked crosswalk with ADA compliant curb ramps

(See Table SY-3 for more detailed descriptions)







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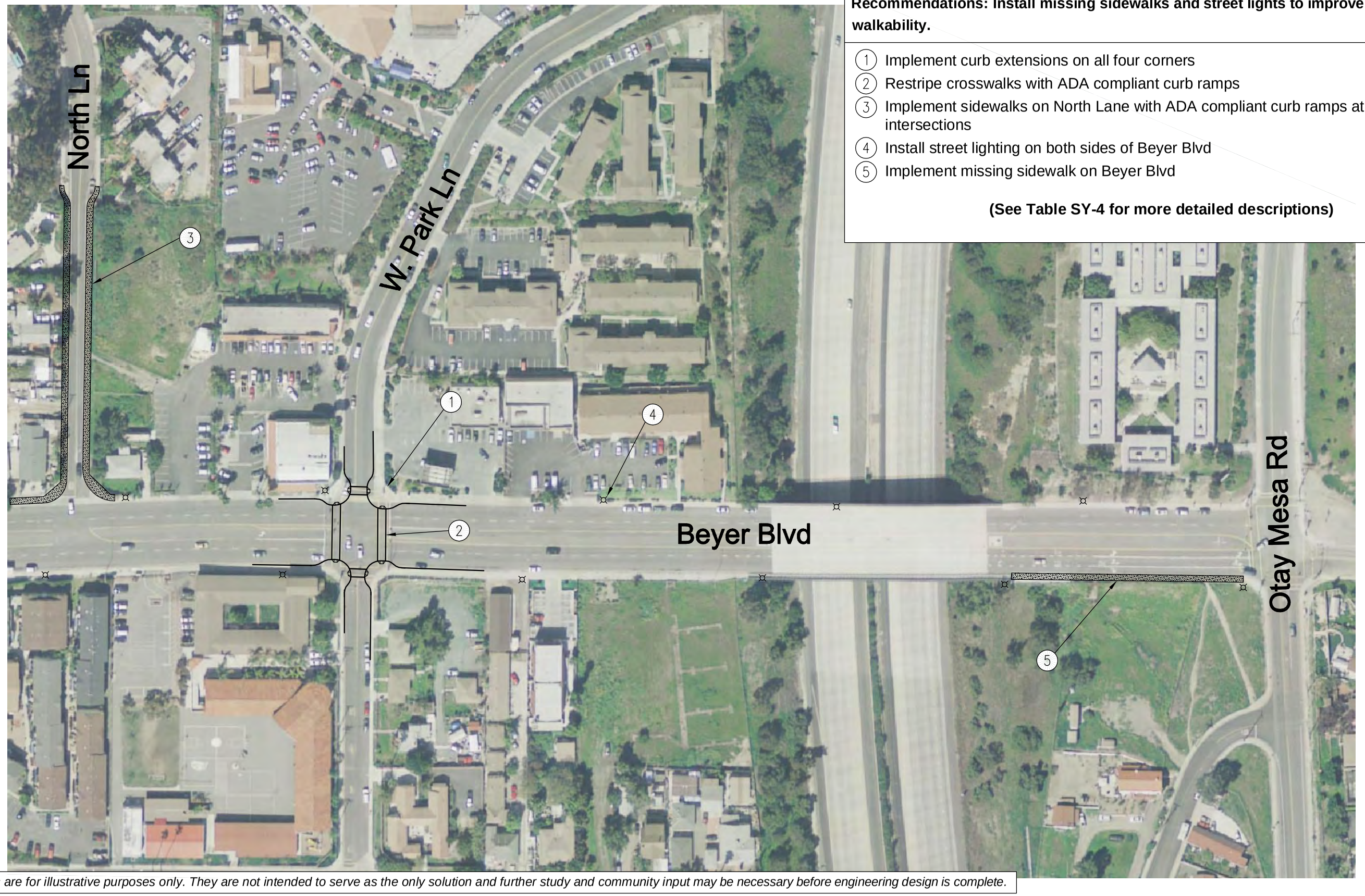
IMPROVEMENT AREA SY-3

Beyer Boulevard Corridor Enhancements

Pedestrian Master Plan - Phase 4



Recommendations: Install missing sidewalks and street lights to improve walkability.

1. Implement curb extensions on all four corners
2. Restripe crosswalks with ADA compliant curb ramps
3. Implement sidewalks on North Lane with ADA compliant curb ramps at intersections
4. Install street lighting on both sides of Beyer Blvd
5. Implement missing sidewalk on Beyer Blvd

(See Table SY-4 for more detailed descriptions)

NOT TO SCALE

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IMPROVEMENT AREA SY-4

Beyer Boulevard Walkability Improvements

Pedestrian Master Plan - Phase 4

Recommendations: Improve connectivity in San Ysidro community by removing sidewalk obstructions and increasing capacity along Smythe Avenue. Provide an improved connection from San Ysidro Boulevard to the trolley tracks and improve pedestrian safety and visibility.

1. Install street lights along corridor
2. Widen sidewalk on one side of street to remove existing obstructions
3. Evaluate feasibility of installing enhanced marked crosswalk or pedestrian signal. Install ADA compliant curb ramps.
4. Replace existing school signage and add pavement markings to comply with CA-MUTCD
5. Evaluate for a traffic signal. Implement curb extensions, marked crosswalks, ADA curb ramps and countdown timers

NOT TO SCALE

(See Table SY-5 for more detailed descriptions)

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IMPROVEMENT AREA SY-5

Smythe Avenue Connectivity Improvements

Pedestrian Master Plan - Phase 4

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Recommendations: Improve pedestrian safety along rail ROW by installing pedestrian scale lighting and completing sidewalks to improve connectivity.

1. Widen sidewalk on north side of street and remove obstructions
2. Implement missing sidewalk on south side of street
3. Widen sidewalk and install ADA compliant curb ramps
4. Install street lights at railroad crossing
5. Provide ample lighting along rail ROW
6. Widen sidewalk on east side of Cottonwood Rd

(See Table SY-6 for more detailed descriptions)

NOT TO SCALE

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IMPROVEMENT AREA SY-6

Seaward Avenue and R/R Tracks Sidewalk Project

Pedestrian Master Plan - Phase 4

Recommendations: Improve pedestrian safety by reducing traffic speeds and improving visibility of pedestrians.

1. Replace existing school sign on Sunset Ln to meet current CA-MUTCD standards
2. Replace existing speed hump with speed table
3. Repair existing sidewalk on north side of street and remove obstructions
4. Install curb extensions on all corners with ADA compliant curb ramps
5. Restripe yellow marked crosswalks with highly reflective paint
6. Implement curb extensions on both corners with ADA compliant curb ramps
7. Restripe existing yellow marked crosswalk and install new yellow marked crosswalk on south leg

(See Table SY-7 for more detailed descriptions)

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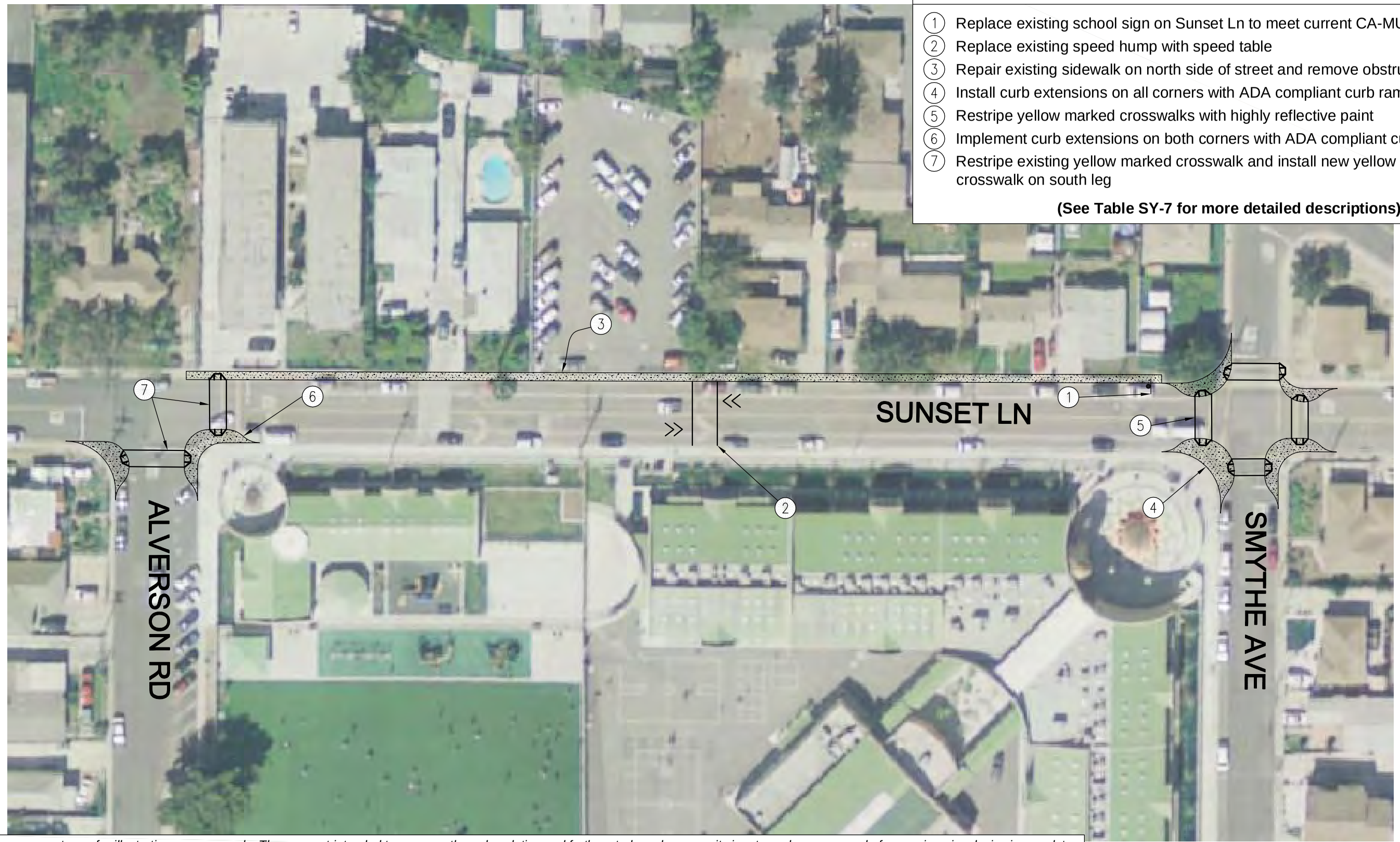

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IMPROVEMENT AREA SY-7

Sunset Lane Safety Improvements

Pedestrian Master Plan - Phase 4

Recommendations: Improve pedestrian circulation around the Recreation Center with wider sidewalks and traffic calming.

1. Widen sidewalk (min 5') along basketball and tennis courts
2. Implement curb extensions with ADA compliant curb ramps
3. Install marked crosswalks on stop-controlled legs of E and W Park Ave with ADA compliant curb ramps
4. Stripe diagonal parking
5. Implement ADA accessible path through park
6. Implement new sidewalk

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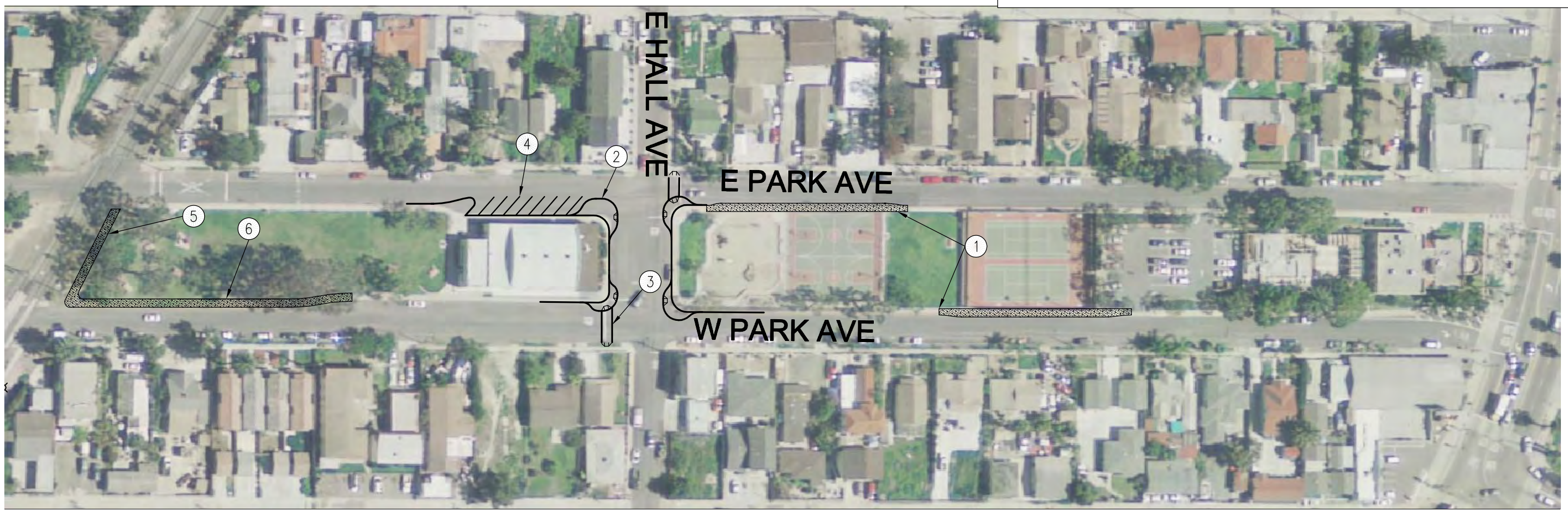
(See Table SY-8 for more detailed descriptions)



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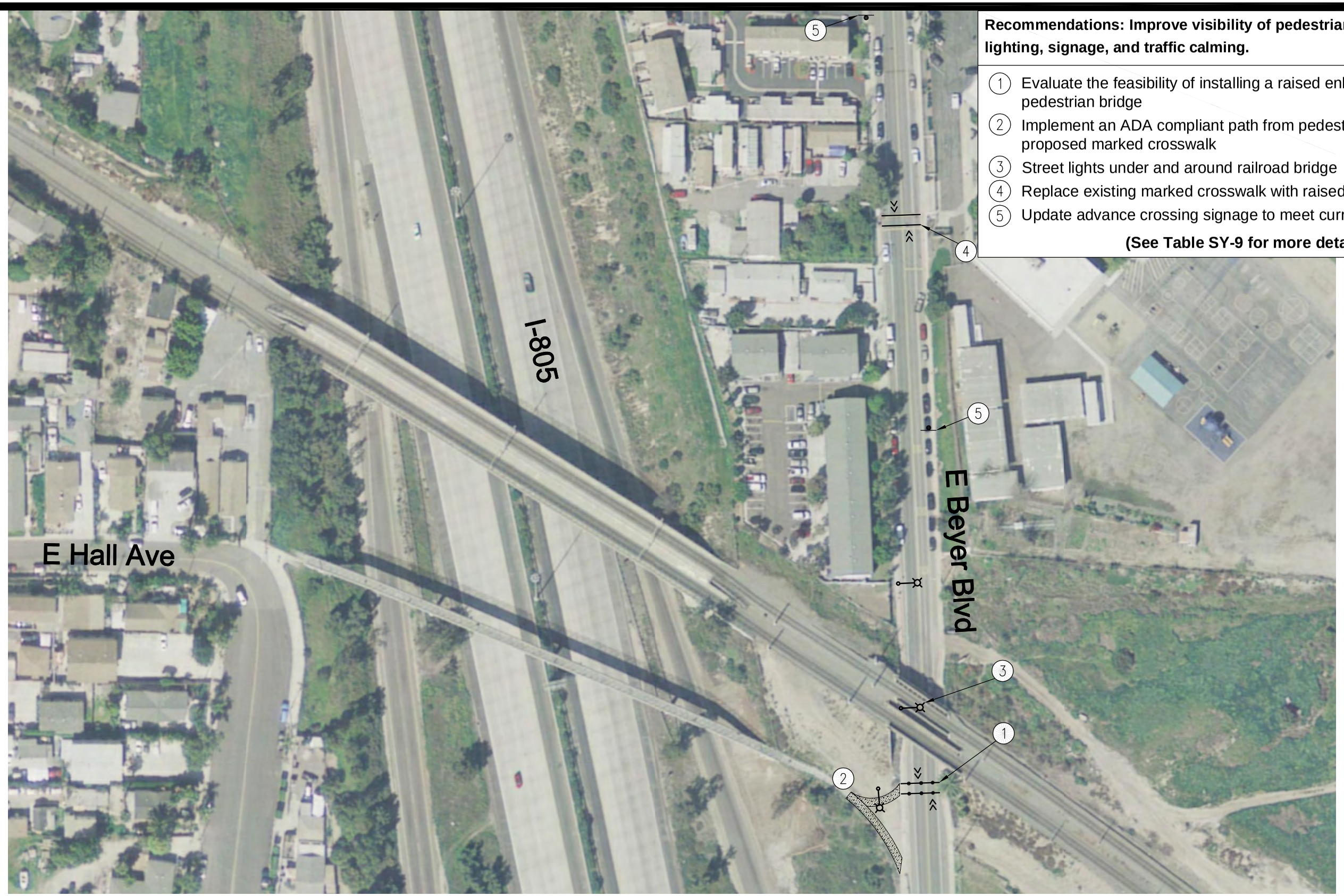
IMPROVEMENT AREA SY-8

East and West Park Avenue Improvements

Pedestrian Master Plan - Phase 4



Recommendations: Improve visibility of pedestrians and school children though lighting, signage, and traffic calming.

1. Evaluate the feasibility of installing a raised enhanced crosswalk at pedestrian bridge
2. Implement an ADA compliant path from pedestrian bridge to sidewalk and proposed marked crosswalk
3. Street lights under and around railroad bridge
4. Replace existing marked crosswalk with raised enhanced crosswalk
5. Update advance crossing signage to meet current CA MUTCD standards

(See Table SY-9 for more detailed descriptions)

NOT TO SCALE

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IMPROVEMENT AREA SY-9

E. Beyer Boulevard Walkability Improvements

Pedestrian Master Plan - Phase 4

Recommendations: Improve walkabilty, safety, and connectivity from San Ysidro Community to local high school.

1. Complete sidewalk on north side of street
2. Install street lighting between Hawken Dr and high school
3. Install ADA compliant curb ramps at all intersections along corridor

(See Table SY-10 for more detailed descriptions)

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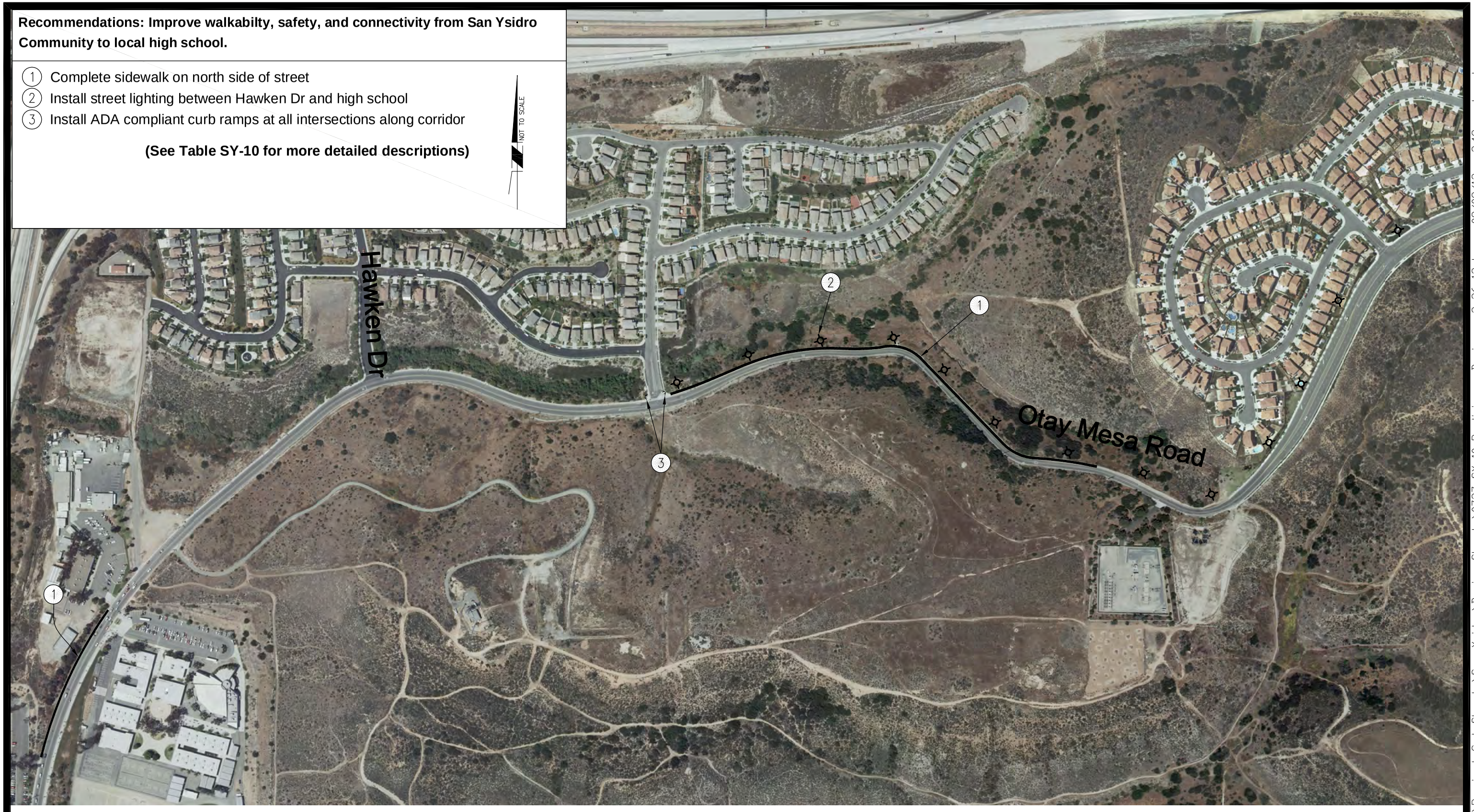

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IMPROVEMENT AREA SY-10

Old Otay Mesa Road Connectivity Improvements

Pedestrian Master Plan - Phase 4

Improvement Area SY-1:

Via De San Ysidro / I-5 Northbound Ramp Intersection Improvements

Purpose & Need:

Turning vehicles at the I-5 Northbound Ramps located at Via De San Ysidro pose a safety risk for pedestrians crossing at that intersection. As a result of vehicles not yielding to pedestrians, there have been several pedestrian-related accidents at this location. In order to improve pedestrian safety at the freeway ramps, a traffic signal at the I-5 Northbound on/off ramp is recommended.

I-5 Northbound Off-Ramp

Via de San Ysidro / I-5 Northbound

I-5 Northbound On-Ramp

Recommended Improvements:

Improve pedestrian safety at freeway ramps by installing a traffic signal.

Table SY-1: Via De San Ysidro / I-5 Northbound Ramp Intersection Improvements

Location	Description	Goal [1]	Objective	Est. Cost
Via De San Ysidro / I-5 on ramp	1) Install traffic signal (funded by private development)	S	Improve pedestrian safety	$250,000
TOTAL ESTIMATED COST with/ street lighting				**$250,000**

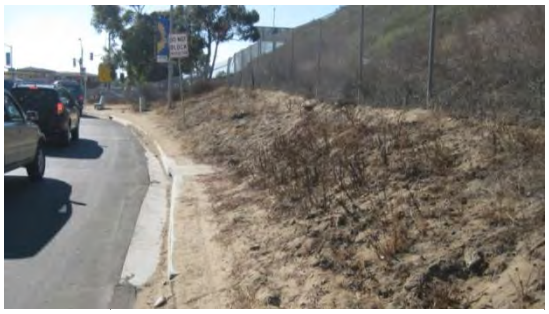
[1] A = Access S = Safety
C = Connectivity W = Walkability

Improvement Area SY-2:

Calle Primera Walkability Improvements

Purpose & Need:

Calle Primera is used as an access route between the MTS transit stop and the existing pedestrian bridge located south of Via de San Ysidro. However, there are missing sidewalks on the north side of the street and insufficient street lights along the corridor and near the pedestrian bridge. In order to improve walkability, new sidewalks, ADA compliant curb ramps, as well as improved street lighting are recommended.



Missing sidewalk along Calle Primera

Insufficient lighting near pedestrian bridge

Recommended Improvements:

Implement new sidewalk along north side of Calle Primera to improve access to transit and access to existing pedestrian bridge.

Table SY-2: Calle Primera Walkability Improvements

Location	Description	Goal [1]	Objective	Est. Cost
Calle Primera (Via de San Ysidro to pedestrian bridge)	1) Implement sidewalk on north side of street	W,C	Improve connectivity from Via de San Ysidro to bridge overcrossing	$144,000
	2) Install street lights along Calle Primera from Via de San Ysidro to pedestrian bridge	S,W	Improve pedestrian safety and visibility	$30,000
Via de San Ysidro / Calle Primera	3) Restripe marked crosswalks on north, south, and west legs to straighten paths. Install ADA compliant curb ramps to align with crosswalks.	A	Decrease crossing distances for pedestrians	$20,250
	4) Improve transit stop immediately west of Via de San Ysidro	C	Improve passenger waiting area and provide seating, shelter, etc to encourage transit usage.	$15,000
TOTAL ESTIMATED COST				**$209,250**

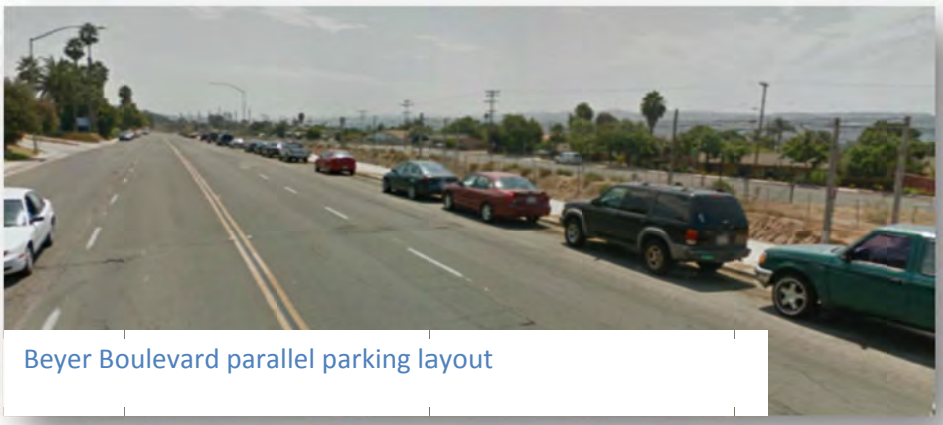
[1] A = Access S = Safety
C = Connectivity W = Walkability

Improvement Area SY-3:

Beyer Boulevard Corridor Enhancements (Dairy Mart Road to Smythe Avenue)

Purpose & Need:

The current configuration of Beyer Boulevard is two through lanes in each direction with parallel parking on the both sides of the street. Since the rail road tracks run along the south side of the corridor, there are no fronting land uses along that side. Vehicles parked on both sides of the street and pedestrians cross mid-block from their cars to access land uses on the north side. There are currently no marked crosswalks along the corridor. Currently there is a railroad crossing at Smythe Avenue that is a stop-controlled intersection. This is a key pedestrian link in the San Ysidro community, as it is the only trolley track crossing along the corridor. Pedestrian safety is a concern at this location.



Beyer Boulevard parallel parking layout

Railroad Crossing at Smythe

Recommended Improvements:

Evaluate the feasibility of reducing Beyer Boulevard from 4 to 2 lanes with a two-way left turn lane and integrate pedestrian and bicycle enhancements.

Table SY-3: Beyer Boulevard Corridor Enhancements (Dairy Mart Road to Smythe Avenue)

Location	Description	Goal [1]	Objective	Est. Cost
Dairy Mart Road / SR-905 and Beyer Boulevard	1) Implement curb extensions & ADA compliant curb ramps at the north and east corners of the intersection	A, S	Reduce pedestrian crossing distance and improve safety	$36,000
	2) Install marked crosswalk on northwest leg with ADA compliant curb ramps	A	Provide clear access across Beyer Blvd	$6,750
Beyer Boulevard from Dairy Mart Road to Smythe Avenue	3) Implement San Ysidro Mobility Strategy, Project S-4. This includes restriping to one lane in each direction with a two-way left turn lane, providing diagonal parking on the north side of the road and new sidewalks, trees, etc. along south side	W, A	Improve access from to and from land uses on the north side and eliminating mid-block crossings from the south side to the north. Improving walkability along RR tracks with the "Green Spine".	$105,600
Smythe Avenue R/R crossing	4) Install traffic signal	S	Provide phase for pedestrians and improve safety	$250,000
Border Patrol Station	5) Modify driveway to narrow crossing distance	W, A	Reduce pedestrian crossing distance and remove obstructions	$5,400
	6) Evaluate feasibility of an enhanced marked midblock crosswalk just east of Border Patrol driveway with ADA compliant curb ramps	C	Provide connection between north and south side of Beyer Boulevard	$2,500
TOTAL ESTIMATED COST				**$406,250**

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

Improvement Area SY-4:

Beyer Boulevard Walkability Improvements (North Lane to Old Otay Mesa Road)

Purpose & Need:

Beyer Boulevard links churches, schools, and residential homes within the San Ysidro community. Although there are marked crosswalks at the signalized intersection of Beyer Bouleveard / W. Park Avenue, the crossing distances are long and uninviting for pedestrians. North Lane connects a large residential area to Beyer Boulevard. The sidewalk on this corridor ends on Avenida de La Cruz and transitions to a raised asphalt shoulder on North Lane, which is often obstructed by overgrown foliage. There are no street lights along Beyer Boulevard, making this route dark and uninviting for pedestrians. It is also a primary route for High School students heading toward Otay Mesa Road.

Asphalt shoulder along North Lane

Recommended Improvements:

Install missing sidewalks and street lights to improve walkability.

Table SY-4: Beyer Boulevard Walkability Improvements (North Lane to Otay Mesa Road)

Location	Description	Goal [1]	Objective	Est. Cost
Beyer Boulevard and West Park Lane	1) Implement curb extensions at each corner of the intersection	W, S	Reduce pedestrian crossing distance and improve visibility	$60,000
	2) Restripe marked crosswalks and install ADA compliant curb ramps	A, S	Enhance visibility of crosswalks and pedestrian access for all users	$27,000
North Lane	3) Implement sidewalk on both sides of street with ADA compliant curb ramps at intersections	W, A	Improve access for pedestrians	$97,500
Beyer Boulevard	4) Install street lighting on both sides of street	S	Improve visibility of pedestrians	$48,000
	5) Implement missing sidewalk from I-805 crossing to Otay Mesa Road (south side)	A,C	Improve access for pedestrians	$289,500
TOTAL ESTIMATED COST				**$522,000**

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

Improvement Area SY-5:

Smythe Avenue Connectivity Improvements

Crowded sidewalks in residential area

Railroad tracks along Smythe Avenue

Purpose & Need:

Smythe Avenue connects from the commercial zone on San Ysidro Boulevard in the south area of the community to the residential area located north near the trolley tracks and Beyer Boulevard. Many residential homes as well as Sunset Elementary School have direct access to this corridor. The sidewalks are narrow, often crowded and not well lit, especially near the railroad tracks. Fire hydrants, utility poles, and street signs obstruct the pedestrian path within the existing sidewalks. North of the railroad tracks there are no sidewalks provided on the street network in this improvement area.

Recommended Improvements:

Improve connectivity in San Ysidro community by removing sidewalk obstructions and increasing capacity along Smythe Avenue. Provide an improved connection from San Ysidro Boulevard to the trolley tracks and improve pedestrian safety and visibility.

Table SY-5: Smythe Avenue Connectivity Improvements

Location	Description	Goal [1]	Objective	Est. Cost
Smythe Avenue (San Ysidro Boulevard to Trolley ROW)	1) Install street lights	S	Improve pedestrian visibility at night	$54,000
	2) Widen sidewalks on one side of street to remove existing obstructions	A, W	Provide ADA compliant route	$270,000
	3) Evaluate the feasibility of installing an enhanced marked crosswalk or a pedestrian signal on the west leg of the intersection at San Ysidro Boulevard. Install ADA compliant curb ramps.	C	Establish preferred pedestrian route	$2,500
Smythe Avenue at Sunset Elementary School	4) Replace existing school zone signage and add pavement markings to meet current CA- MUTCD standards	S	Improve visibility of school zone	$1,400
Smythe Avenue / Beyer Boulevard	5) Evaluate for a traffic signal. Implement curb extensions on all corners with ADA compliant curb ramps, marked crosswalks and countdown timers	A, S, W	Improve safety at intersection, reduce pedestrian crossing distances and provide ADA compliant intersection	$77,000
TOTAL ESTIMATED COST				**$405,950**

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

Improvement Area SY-6:

Seaward Avenue and R/R Tracks Sidewalk Project

Purpose & Need:

Seaward Avenue runs east-west and crosses the railroad tracks near the Beyer Boulevard Trolley Station. It also fronts Our Lady of Mt. Carmel School and connects to many neighboring residential areas. The sidewalks along Cottonwood Road to the west and along Seaward Avenue contain many obstructions that block the pedestrian path of travel including utility poles, fire hydrants, and street signs. The trolley crosses Seaward Avenue east of Cottonwood Road. Safety and pedestrian visibility at the railroad crossing is of particular importance. There is currently no sidewalk on the south side of Seaward Avenue from the Casa de Miranda residential community to the railroad crossing. A trolley stop is located north of Seaward Avenue. Sidewalks run parallel to the rail ROW providing access to the trolley station and continue south of Seaward Avenue to San Ysidro Boulevard. The section of sidewalk along the rail ROW is not lit from Seaward Avenue to East Park Avenue resulting in a very dark corridor in the evenings.

Obstacles along sidewalk on Cottonwood Road

Railroad crossing at Seaward Avenue

Recommended Improvements:

Improve pedestrian safety along rail ROW by installing pedestrian scale lighting and completing sidewalks to improve connectivity. Improvement details are provided in the table below.

Table SY-6: Seaward Avenue and R/R Tracks Sidewalk Project

Location	Description	Goal [1]	Objective	Est. Cost
Seaward Avenue	1) Widen the sidewalk along the north side of the street and remove existing sidewalk obstructions	A, W	Improve pedestrian comfort by eliminating conflict with obstacles	$19,350
Seaward Avenue west of R/R Crossing	2) Implement missing sidewalk on south side of street from rail ROW to existing sidewalk	W, A	Provides continuous path of travel on Seaward Avenue	$38,700
Seaward Avenue at R/R Crossing	3) Widen sidewalk on north and south side of tracks to increase pedestrian storage area	S	Improve safety	$96,750
	4) Install street lights at railroad crossing	S	Improve pedestrian visibility at night	$12,000
Trolley Station and Rail ROW Sidewalk	5) Provide ample lighting along sidewalks from Cottonwood to Otay Mesa Road	S	Improve safety and pedestrian visibility along railroad tracks	$12,000
Cottonwood Road	6) Widen sidewalk north of Seaward Avenue to transit stop to remove sidewalk obstructions	W	Improves pedestrian comfort by eliminating conflict with obstacles	$154,600
TOTAL ESTIMATED COST				**$333,600**

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

Improvement Area SY-7:

Sunset Lane Safety Improvements

Purpose & Need:

Sunset Lane fronts Sunset Elementary School and provides a connection from the Smythe Avenue trolley crossing to the surrounding residential areas and churches. Traffic calming devices have been installed (speed humps) to address traffic speed on this corridor. There are few street lights in the area which results in dark sidewalks after sunset. Additional street lighting is needed to improve pedestrian safety. The intersection of Alverson Road and Sunset Lane is located on the western edge of the elementary school. Improvements for pedestrian crossing distance and visibility are recommended. A field review of signs in the area indicate that existing school signs do not meet current CA-MUTCD standards. All signs and pavement markings should be replaced.

Sunset Lane residential area

Sunset Lane / Alverson Road Intersection at Sunset Elementary School

Recommended Improvements:

Improve pedestrian safety by reducing traffic speeds and improving visibility of pedestrians.

Table SY-7: Sunset Lane Safety Improvements

Location	Description	Goal [1]	Objective	Est. Cost
Sunset Lane (Alverson Road to Smythe Avenue)	1) Replace existing school zone sign on Sunset Lane at Smythe Ave and add pavement markings to meet current CA-MUTCD standards	S	Improve visibility and awareness of school zone.	$350
	2) Replace existing speed hump midblock on Sunset with speed table (near teacher parking)	W, S	Reduce speed of vehicles along school frontage	$10,000
	3) Repair existing sidewalk on north side of street and remove obstructions	A,W	Improve pedestrian access and walkability	$111,000
Sunset Lane / Smythe Ave	4) Install curb extensions on all corners with ADA compliant curb ramps	W, S	Reduce turning speed of vehicles and improve pedestrian visibility	$84,000
	5) Restripe existing yellow crosswalks with highly reflective paint	S	Improve visibility of crosswalks	$3,000
Sunset Lane / Alverson Road	6) Implement curb extensions on both corners of T-intersection with ADA compliant curb ramps	W, S	Reduce turning speed of vehicles and improve pedestrian visibility	$39,000
	7) Restripe existing yellow marked crosswalk on east leg and install new yellow marked crosswalk on south leg	C, S	Improve visibility of crosswalks and provide clear path of travel for pedestrians	$1,500
TOTAL ESTIMATED COST				**$248,850**

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

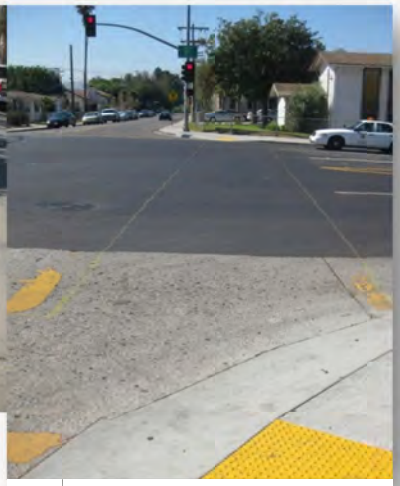
Improvement Area SY-8:

East and West Park Avenue Improvements

Purpose & Need:

East and West Park Avenue is a one-way couplet that runs parallel to a linear park that includes recreational facilities, playgrounds, and athletic courts. Running north-south, the couplet connects San Ysidro Boulevard to Beyer Boulevard and to many neighboring residential areas along the way. The San Ysidro Community Park Recreation Center is a popular place for community events, and attracts pedestrians from around the community. The sidewalks along the park are too narrow along the basketball and tennis courts to meet current ADA standards. There are currently no crosswalks at San Ysidro Boulevard, a busy and difficult street for pedestrians. There is no sidewalk on West Park Avenue south of the tracks and no ADA compliant path between East and West Park Avenue parallel to the tracks.

Limited sidewalk access to San Ysidro Community Park Recreation Center



No crosswalk present at San Ysidro Boulevard

Recommended Improvements:

Improve pedestrian circulation around the Recreation Center with wider sidewalks and traffic calming.

Table SY-8: East and West Park Avenue Improvements

Location	Description	Goal [1]	Objective	Est. Cost
East & West Park Avenue	1) Widen sidewalk to minimum of 5' along basketball & tennis courts	A	Provide ADA compliant path of travel	$78,000
E & W Park Avenue at Hall Avenue	2) Implement curb extensions on all corners with ADA compliant curb ramps	S	Reduce vehicle speeds and improve pedestrian visibility.	$93,000
	3) Install marked crosswalks on stop-controlled legs of east & west Park Ave with ADA compliant curb ramps	A	Provide ADA compliant intersections	$13,500
	4) Stripe diagonal parking to north of curb extension on west side of E Park Ave	S, W	Provide buffer from traffic for pedestrians adjacent to park	$225
E & W Park Avenue at Trolley Crossing	5) Implement ADA accessible path through the park between E & W Park Avenue	C	Complete an ADA path of travel	$58,500
W Park Avenue South of Trolley Tracks	6) Implement sidewalk along the west side of the park.	C	Complete an ADA path of travel from the RR tracks to the existing sidewalk south of Haile.	$97,500
TOTAL ESTIMATED COST				**$340,725**

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

Improvement Area SY-9:

E. Beyer Boulevard Walkability Improvements

Purpose & Need:

There is a high level of pedestrian activity along E. Beyer Boulevard due to an adjacent elementary school and the existing pedestrian bridge that connects E. Beyer Boulevard to areas west of the I-805 freeway. Pedestrian visibility can be improved by installing lighting and signage along Beyer Boulevard. ADA compliant curb ramps and an enhanced crosswalk are also proposed at the pedestrian bridge.

Access from E. Beyer Boulevard to pedestrian bridge crossing I-805

Recommended Improvements:

Improve visibility of pedestrians and school children through lighting, signage, and traffic calming.

School crosswalk on E. Beyer Elementary

Table SY-9: E. Beyer Boulevard Walkability Improvements

Location	Description	Goal [1]	Objective	Est. Cost
E. Beyer Boulevard at existing pedestrian bridge	1) Evaluate the feasibility of installing a raised enhanced crosswalk at the end of the existing pedestrian bridge with ADA compliant curb ramps	C	Connect east and west Beyer Boulevard and improve visibility of pedestrian at the bridge landing	$8,500
	2) Implement ADA compliant path from existing pedestrian bridge to E Beyer Blvd and proposed marked crosswalk	A	Provide ADA compliant access to pedestrian bridge	$45,000
Beyer Boulevard under RR Bridge	3) Install street lights under and around railroad bridge	S	Improve safety and pedestrian visibility under existing unlit bridge	$12,000
School Crossing on Beyer Boulevard	4) Replace existing marked crosswalk with a raised enhanced crosswalk.	S	Improve visibility of school children at existing school crossing.	$33,000
	5) Update advance crossing signage to meet current CA MUTCD standards	S	Improve safety of children at existing school crossing.	$350
TOTAL ESTIMATED COST				**$98,850**

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

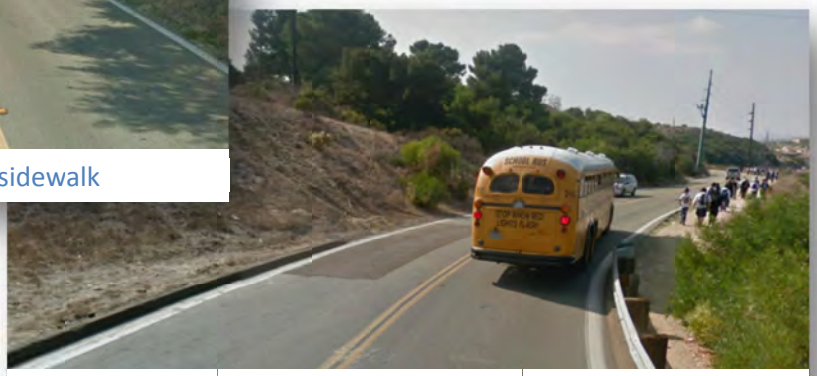
Improvement Area SY-10:

Old Otay Mesa Road Connectivity Improvements

Purpose & Need:

The community has raised concerns for the safety of high school students walking along Otay Mesa Road between San Ysidro High School and the community west of the school due to lack of an existing sidewalk. In order to improve walkability, safety, and connectivity, a sidewalk should be installed on one side of the road, as well as street lights and ADA compliant curb ramps at all intersections along Otay Mesa Road.

Children walking in street due to missing sidewalk



No pedestrian lighting or sidewalks along Otay Mesa Road

Recommended Improvements:

Improve walkability, safety, and connectivity from San Ysidro community to local high school.

Table SY-10: Otay Mesa Road Connectivity Improvements

Location	Description	Goal (1)	Objective	Est. Cost
Otay Mesa Road	1) Complete sidewalk on north side of street	W, C	Complete the pedestrian route between San Ysidro community and the local high school.	$900,000
	2) Install street lighting between Hawken Drive and San Ysidro High School	S	Improve pedestrian visibility along school route	$72,000
	3) Install ADA compliant curb ramps at all intersections along the corridor	A	Provide ADA compliant access	$6,000
TOTAL ESTIMATED COST				**$978,000**

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

Improvement Area SY-11:

Future Multiuse Connection to Bayshore Bikeway

Purpose & Need:

The Bayshore Bikeway is a 24-mile facility around the San Diego Bay consisting of bike paths and on-street bike lanes/routes. Currently the bikeway is a self-enclosed loop which includes bike lanes and paths in Chula Vista along the west of the bay, a ferry connection to Coronado, and the Silver Stand Bike Path in Coronado along the west of the bay. This project would connect the Bayshore Bikeway to the San Ysidro community by providing a multi-use trail. Further study is needed to assess the feasibility of providing this connection, cost and connection points into the San Ysidro community.

Recommended Improvements:

Improve connectivity between facilities by providing a multi-use trail from the San Ysidro community to the Bayshore Bikeway.

Existing Bayshore Bikeway and Local Bicycle Facilities

Table SY-11: Future Multiuse Connection to Bayshore Bikeway

Location	Description	Goal [1]	Objective	Est. Cost
TBD	Evaluate potential routes for a multi-use path to connect to the Bayshore Bikeway	C	Provide a connection for pedestrian and bicyclists to neighboring facilities and communities	$350,000
TOTAL ESTIMATED COST				**$350,000**

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

Improvement Area SY-12:

San Ysidro Border Crossing Mobility Study

Purpose & Need:

The General Services Administration (GSA) has plans to upgrade and expand both pedestrian and vehicular border inspection facilities at the San Ysidro Port of Entry (POE), the busiest international border in the world, in order to accommodate higher volumes of pedestrians and vehicles. However, the existing transportation facilities already experience deficiencies and lack the capacity to handle this increase in volume. As a result, the San Ysidro POE Reconfiguration Mobility Study has presented goals to reconfigure the border area to improve mobility, circulation, and access as part of the expansion in order to mediate the potential increase in mobility conflicts.

Stakeholders indicated the desire to create a border that improves pedestrian and vehicular connections and mobility to, from, and within the community and that creates a gateway to the community to encourage economic development. An overarching goal between the community and stakeholders was to consolidate transportation facilities and services at the border into an Intermodal Transportation Center (ITC) that combines elements of the Grand Central Station and international gateway goals from the San Ysidro Community Plan.

"Reconfiguring the area into an ITC that provides sufficient physical facilities, efficient operations, and proximity to both the border and community for all modes of transportation serving the border was seen as a solution to resolving existing and future conflicts and deficiencies, and supporting community goals for an iconic gateway and economic catalyst."

Recommended Improvements:

Numerous pedestrian connections are recommended in the Mobility Study. Future projects within the study area should implement identified recommended improvements and provide improved accessibility near the border.

Table SY-12

Location	Description	Goal [1]	Objective
Border Station	Implement improvements identified in the San Ysidro Border Crossing Mobility Study and provide pedestrian connectivity to the future Intermodal Transportation Center	A, C	Create a vibrant and seamless connection from Mexico to the community of San Ysidro and provide improved pedestrian access to the community

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