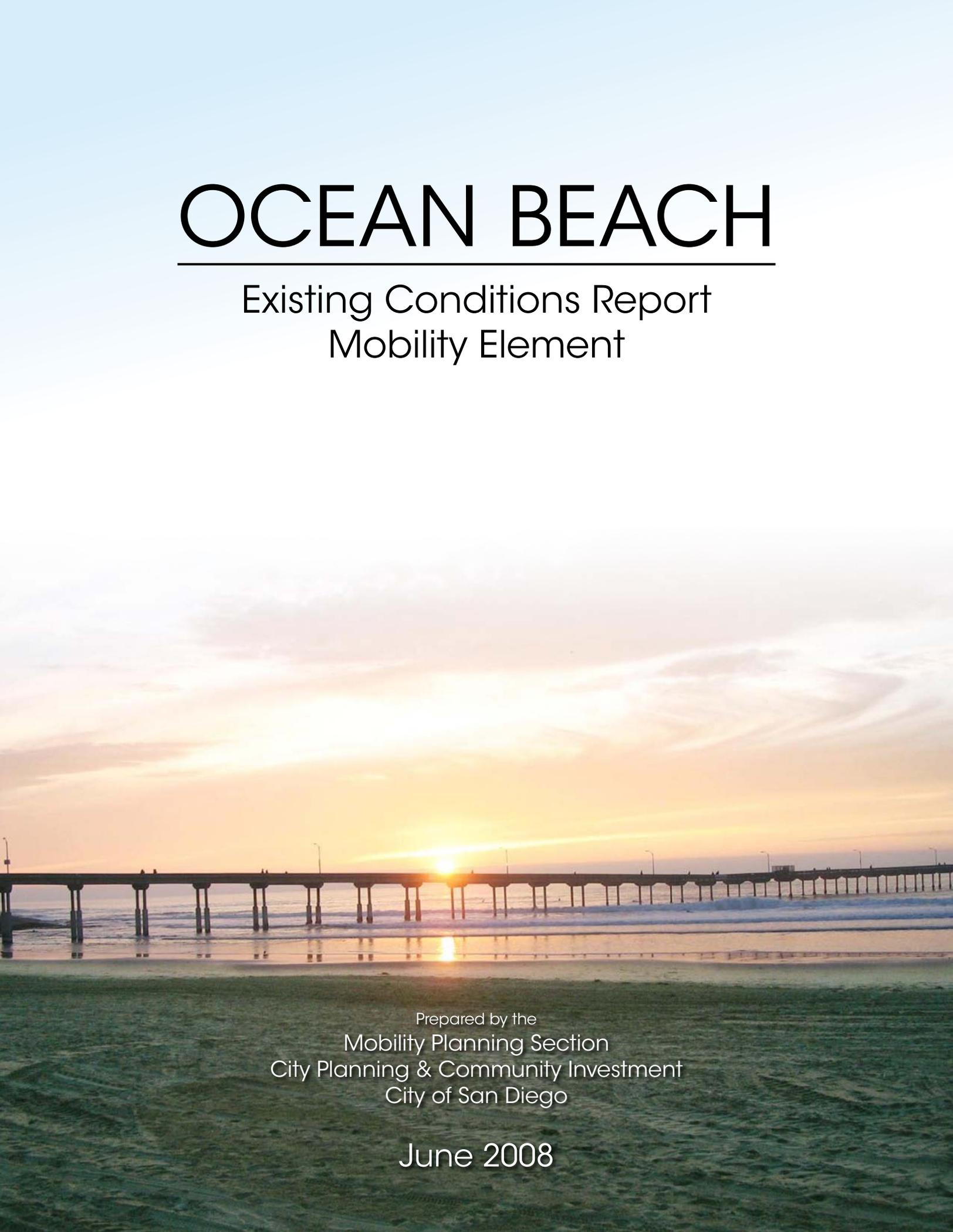


OCEAN BEACH

Existing Conditions Report Mobility Element



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City of San Diego

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OCEAN BEACH

EXISTING CONDITIONS REPORT MOBILITY ELEMENT

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OCEAN BEACH

EXISTING CONDITIONS REPORT

MOBILITY ELEMENT

This report addresses the current main motorized and non-motorized modes of travel in Ocean Beach that provide mobility opportunities for residents and visitors. Modes of travel include vehicles, public transit, bicycles, and walking. It is important that transportation be considered in conjunction with land use patterns so that proper access and circulation can be provided. Also, a balanced transportation system is required to provide equal opportunities to all modes of travel.

PEDESTRIAN CIRCULATION

Ocean Beach's grid network of two-lane streets with sidewalks allows its residents to walk to local commercial districts, community facilities, and recreational attractions such as beaches and parks.

The City's Pedestrian Master Plan defines pedestrian route classifications based on the functionality of pedestrian facilities. Pedestrian routes in Ocean Beach were classified based on these definitions and are shown on Figure 1, along with planned land uses and community facilities. Figure 2 shows available data on the number of pedestrians crossing at various intersections in Ocean Beach. The intersection of Cable Street and Newport Avenue shows the greatest numbers of pedestrians crossing the streets with over 200 in the morning peak hour and almost 600 in the evening peak hour.

Pedestrian Facility Assessment

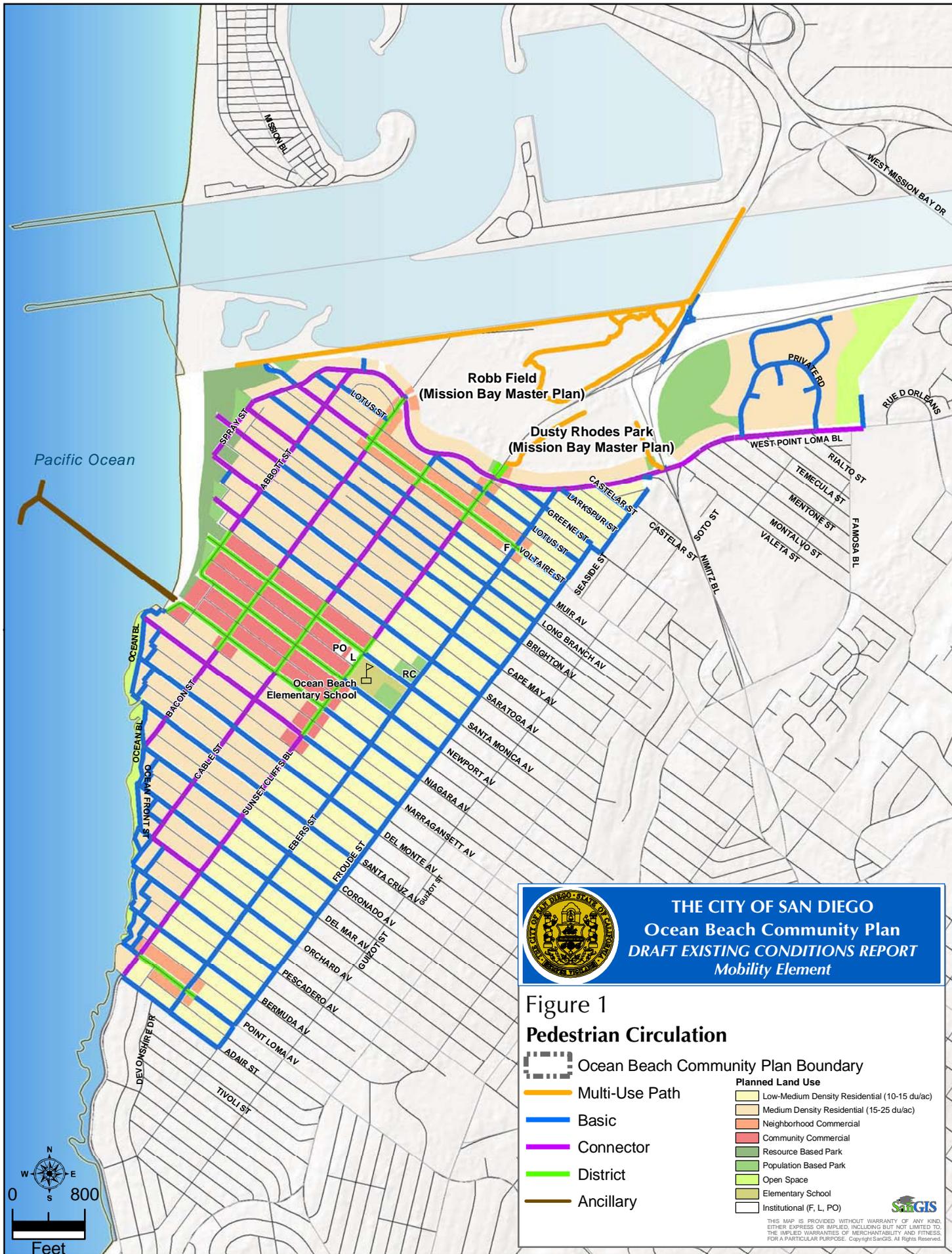
The City is developing a Pedestrian Master Plan to identify pedestrian improvements where needed in a smart, cost effective, orderly, and consistent manner throughout the City. As part of that effort, an inventory of pedestrian facilities in high pedestrian priority areas of Ocean Beach will be undertaken in order to identify deficiencies. The following discussion is a general community-wide assessment of pedestrian conditions that will provide direction for the more detailed Pedestrian Master Plan effort to follow.

Safety

Pedestrian-involved crash data for Ocean Beach is under evaluation to be compared with citywide data. Once completed, the data will be summarized in Table 1.

The following locations experienced three or more pedestrian crashes from 2003 through 2007 but detailed review of the collision data did not reveal a pattern.

- Cable Street and Newport Avenue
- Cable Street and Santa Monica Avenue
- Newport Avenue and Sunset Cliffs Boulevard
- Nimitz Boulevard and West Point Loma Boulevard



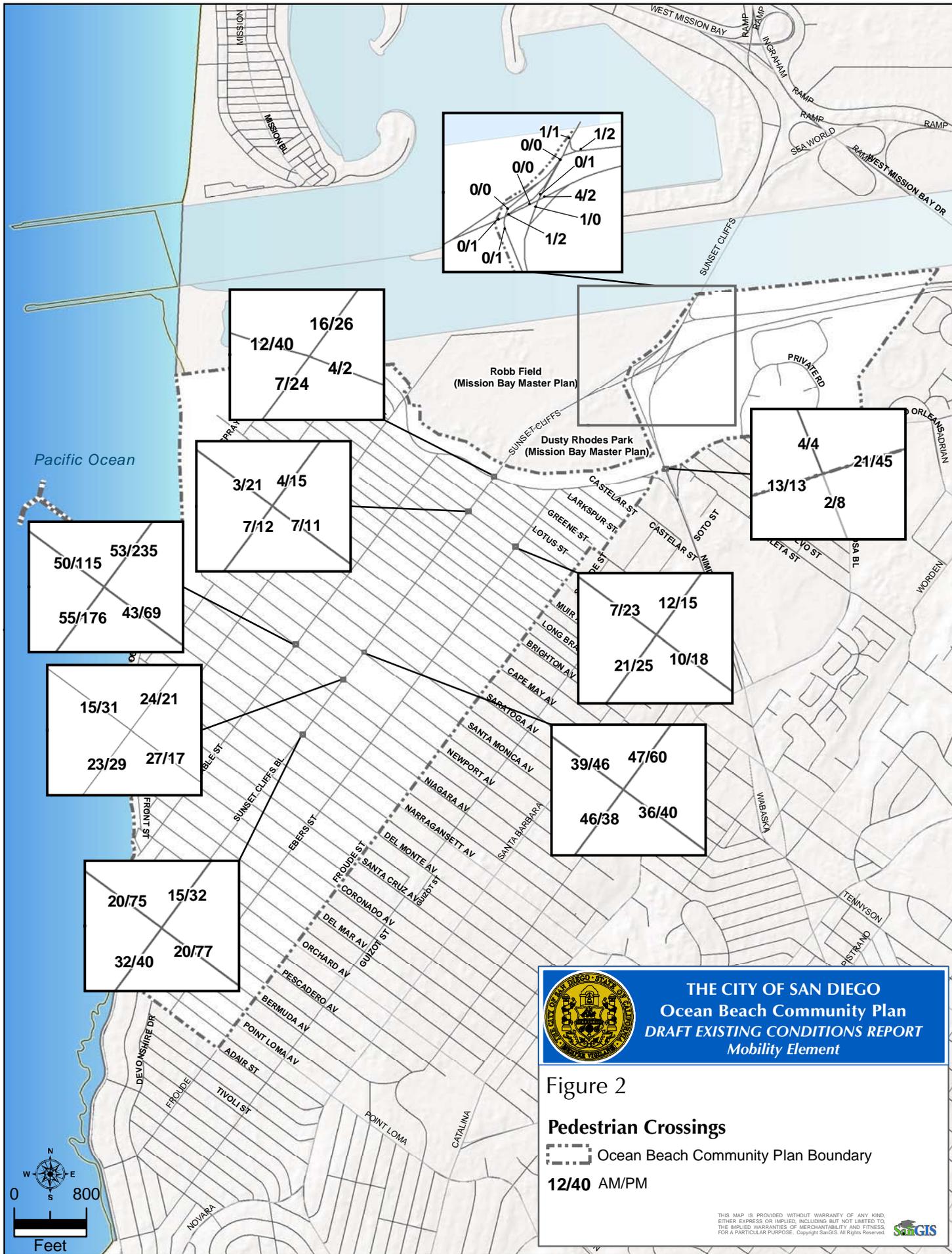


Table 1: Pedestrian-involved Collision Data (2003-2007)

2003 – 2007		Ocean Beach	Citywide
Pedestrian-involved crashes	number		
	percent of total		
Ped-involved crashes normalized by average population	number		
	percent of total		
Location Type			
Intersection	number		
	percent of total		
Midblock	number		
	percent of total		
Alley	number		
	percent of total		
Other	number		
	percent of total		
Party at Fault			
Pedestrian	number		
	percent of total		
Driver	number		
	percent of total		
Top three primary causes			
Ped at fault	number		
	percent of total		
Improper start	number		
	percent of total		
Ran stop sign	number		
	percent of total		
Unsafe movement	number		
	percent of total		
Violated peds row	number		
	percent of total		
Age Group			
Under 16	number		
	percent of total		
16-65	number		
	percent of total		
65 and over	number		
	percent of total		
Lighting			
Dark/Dusk	number		
	percent of total		
Daylight	number		
	percent of total		

Based on field observations, the following intersection locations pose difficulty for pedestrians attempting to cross the street due to intersection alignments, crossing distances, and vehicle speeds.

- West Point Loma Boulevard at Ebers Street/Larkspur Street
- West Point Loma Boulevard at Castelar Street
- West Point Loma Boulevard at Cable Street
- West Point Loma Boulevard at Bacon Street

Accessibility

As a community, Ocean Beach's pedestrian facilities are generally accessible to persons with disabilities due to its network of mostly barrier-free sidewalks and presence of curb ramps at most intersections and alleys. Exceptions to this will be inventoried and specific recommendations for access-related pedestrian improvements will be identified as part of the City's Pedestrian Master Plan effort.

Connectivity

Generally, pedestrian connectivity within Ocean Beach is excellent due to its complete grid network of streets. There are pedestrian facilities within the parks that could be better connected to adjacent sidewalks, and pedestrian connections along the beach could be improved.

Pedestrian connections to other communities are provided as follows:

- Sunset Cliffs Boulevard sidewalk along the bridge that leads to paths to Mission Bay Park, Linda Vista and Mission Valley
- West Point Loma Boulevard across Nimitz Boulevard – sidewalk exists on the north side but is missing on the south side of West Point Loma Boulevard leading to the inbound (eastbound) transit stop on West Point Loma at Nimitz.
- Voltaire Street, Point Loma Avenue, and other local streets that connect over the hill to the Peninsula community.

Pedestrian Level of Service

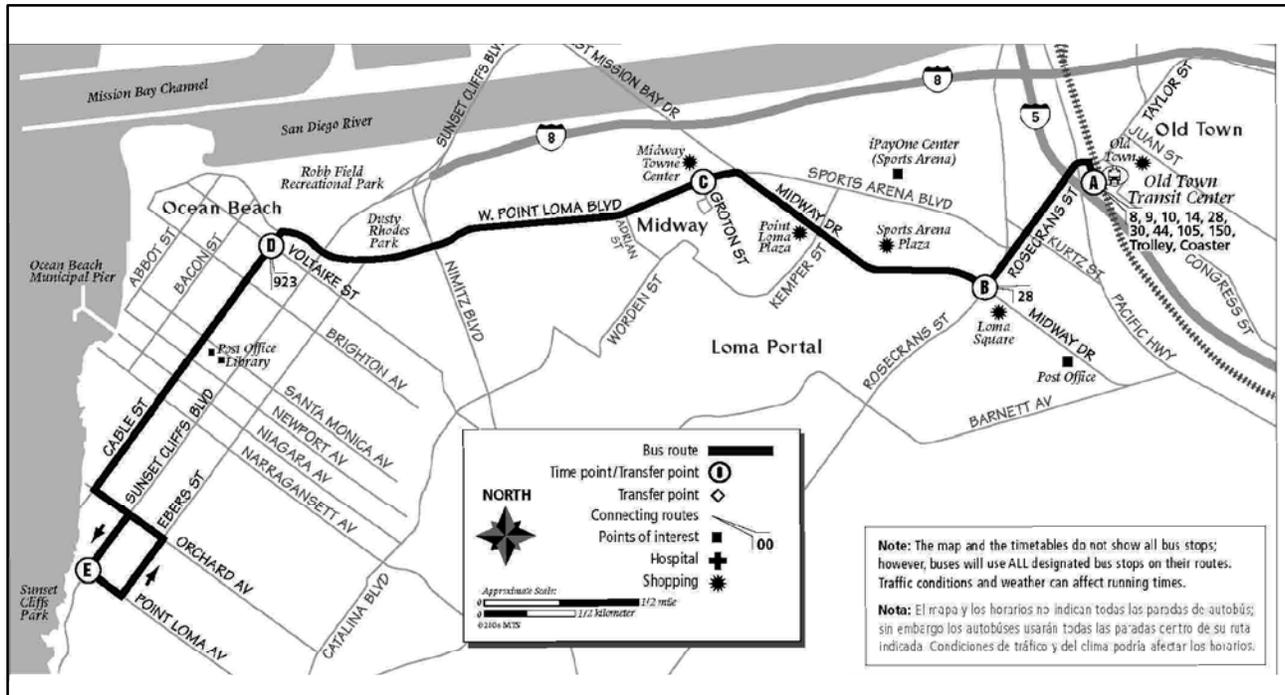
A new methodology is being developed to determine the level of service for pedestrian facilities. This section will be completed when the methodology is applied to the pedestrian data in the community.

PUBLIC TRANSIT

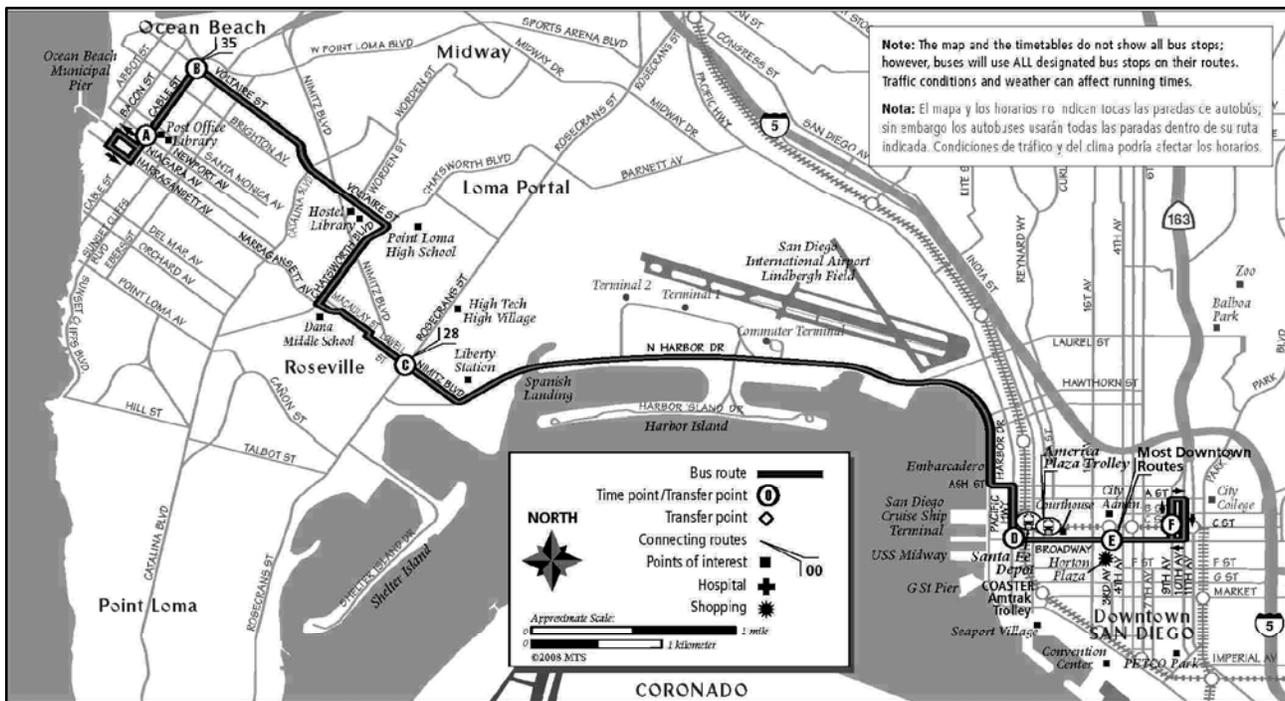
Ocean Beach is currently served by Metropolitan Transit System (MTS) Bus Routes 35 and 923. A detailed description of these services is presented in this section.

Route 35

MTS Route 35, depicted on Figure 3, extends from the Old Town Transit Center to the intersection of Point Loma Avenue and Sunset Cliffs Boulevard in Ocean Beach. The Old Town Transit Center provides regional access to the COASTER, San Diego Trolley Blue and Green Lines, and MTS Routes 8, 9, 10, 14, 28, 30, 44, 105, and 150. From Old Town, the outbound Route 35 goes through the Midway community via Rosecrans Street, Midway Drive and West Point Loma Boulevard, where it enters Ocean Beach. From West Point Loma Boulevard, Route



MTS Route 35



MTS Route 923


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Figure 3

Bus Routes 35 and 923 Service

35 follows Cable Street to Orchard Avenue to Sunset Cliffs Boulevard to Point Loma Avenue. The return trip continues from Point Loma Avenue to Ebers Street to Orchard Avenue to Cable Street where it then follows the outbound route back to Old Town. The Ocean Beach post office and library are served by this line.

Route 35 weekday service spans from approximately 5:00 AM to 11:00 PM with 35 trips in each direction at approximately 30-minute headways and 23-33 minute travel times. Weekend and holiday service spans from approximately 7:00 AM to 11:00 PM with 33 inbound trips (from Ocean Beach to Old Town) and 32 outbound trips (from Old Town to Ocean Beach) at 30-minute headways and 22-30 minute travel times. Schedule timetables for Route 35 are included in Appendix A. All buses that serve this route are equipped with wheelchair lift or ramp service and bicycle racks.

Route 923

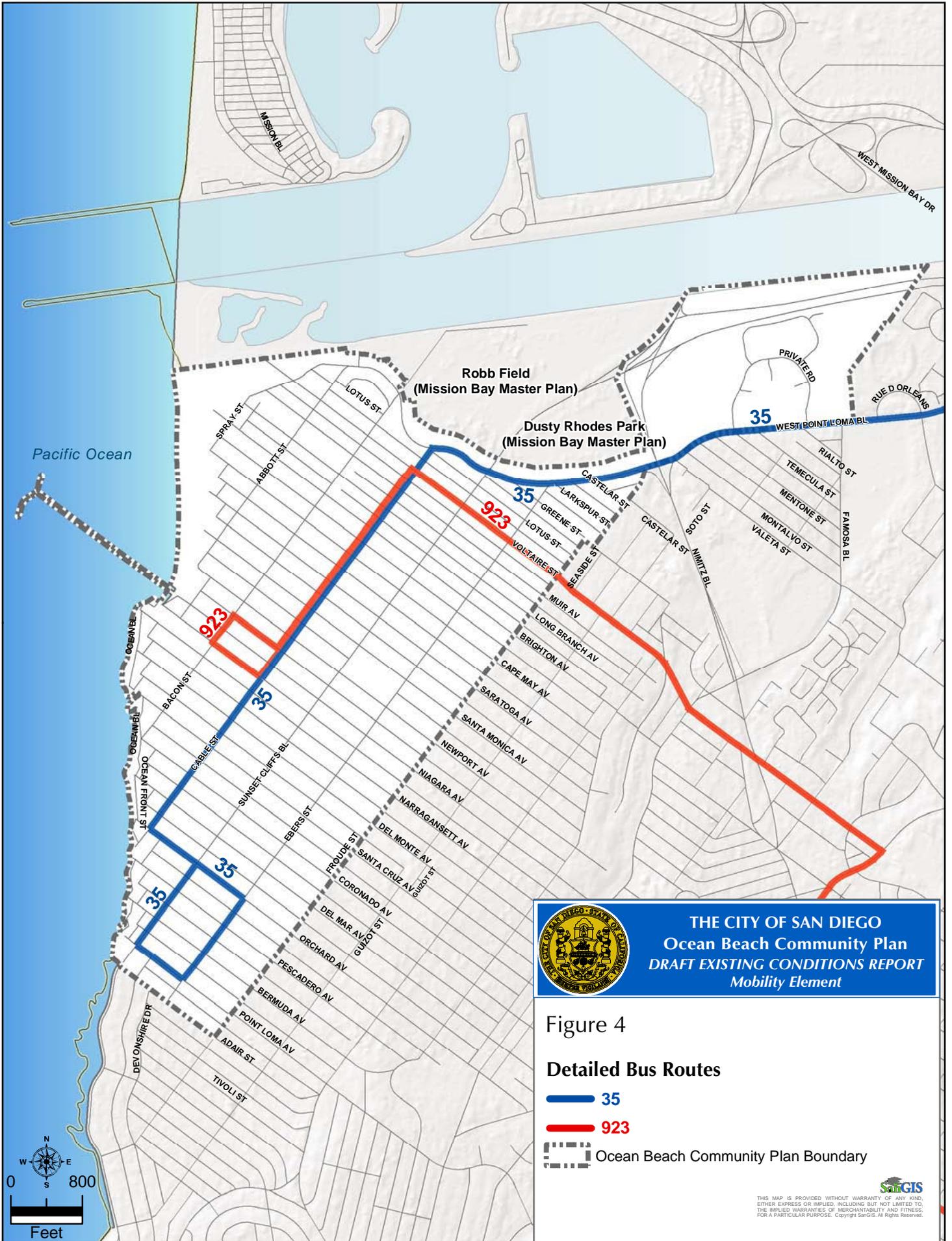
MTS Route 923, also depicted on Figure 3, extends from Downtown San Diego to the intersection of Cable Street and Newport Avenue in Ocean Beach providing access to San Diego International Airport, Santa Fe Depot with connections to Amtrak, the COASTER, San Diego Trolley Blue and Orange Lines; and other MTS routes that connect in Downtown. From Downtown Route 923 goes through the Peninsula community via Broadway, Pacific Highway, Harbor Drive, North Harbor Drive, Nimitz Boulevard, McCaulay Street, Chatsworth Boulevard and Voltaire Street where it enters Ocean Beach. From Voltaire Street, Route 923 follows Cable Street to Niagara Avenue where it makes a loop via Bacon Street and Narragansett Avenue back onto Cable Street for the return trip to Downtown. The Ocean Beach Post Office and Library are served by this route.

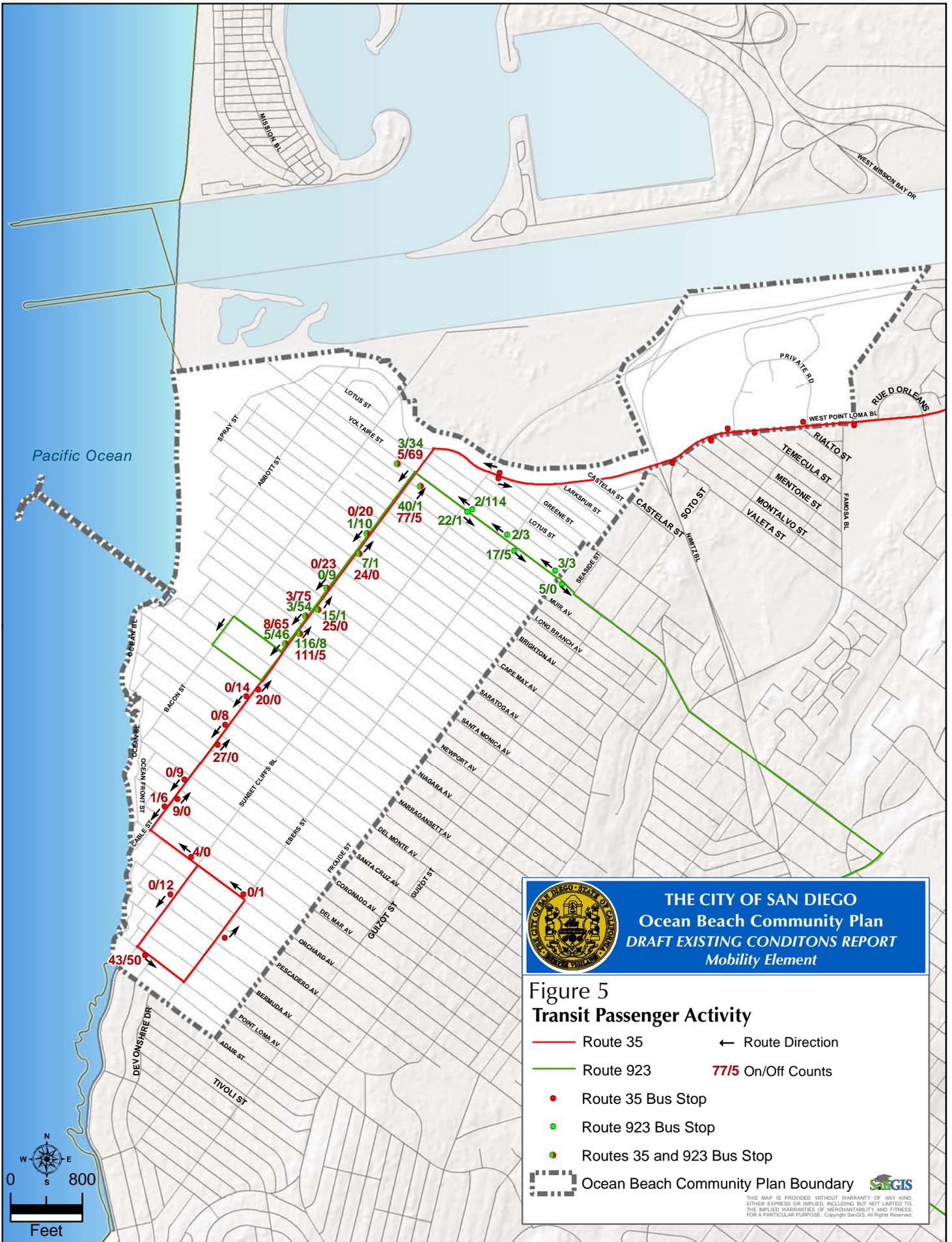
Route 923 weekday service spans from approximately 5:15 AM to 11:00 PM with 32 trips in each direction at 30-minute headways until 8:00 PM when headways become hourly, and 34-48 minute travel times. Weekend and holiday service spans from approximately 6:15 AM to 11:00 PM with 17 trips in each direction at 60-minute headways and 33-45 minute travel times. Schedule timetables for Route 923 are included in Appendix B. All buses that serve this route are equipped with wheelchair lift or ramp service and bicycle racks.

Transit Ridership Counts

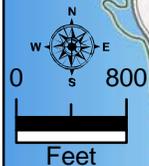
Transit ridership data was provided by SANDAG and MTS. At the time of data collection, Route 35 had approximately 840 and Route 923 had approximately 550 daily weekday riders whose trips originated or ended in Ocean Beach. Detailed route alignment for MTS service in Ocean Beach is illustrated on Figure 4. A summary of transit stop use within Ocean Beach based on information collected in Fiscal Year 2006 for Route 35 and Fiscal Year 2007 for Route 923 is presented on Figure 5. Since the time of data collection, Routes 35 and 923 were changed somewhat as part of an MTS system-wide transit service restructuring; therefore data is not available for all existing transit stops and doesn't fully reflect the current service. However, these counts still provide a good indication of the level of passenger activity along the routes. Locations with the most passenger activity were:

- Cable Street and Newport Avenue with 364 boardings (ons) and alightings (offs)
- Cable Street and Voltaire Street with 223 boardings and alightings





Pacific Ocean



- Cable Street and Santa Monica Avenue with 176 boardings and alightings
- Point Loma Avenue and Sunset Cliffs Blvd with 152 boardings and alightings

Tables from the SANDAG Transit Passenger Counting Program showing passenger activities for each of the routes in their entirety and in more detail, including utilization of the services by time of day, are included in Appendix C for Route 35 and in Appendix D for Route 923.

Bus Stops

There are a total of 29 bus stops in Ocean Beach with a spacing of approximately every two blocks. Route 35 serves 23 stops and Route 923 serves 14 stops, with both routes serving 9 stops on Cable Street. An inventory of bus stops including a photograph and information on the routes served, number of daily boardings and alightings, and presence of shelter, seating, lighting, trash receptacles, and concrete pad is provided in Appendix E. Fifteen of the 29 stops that serve Ocean Beach have one or two benches; twenty-two have lighting (nearby street lighting); seven have permanent trash receptacles; and two have a concrete pad or concrete street. Concrete pads prolong the life of the street by protecting it from the wear and tear of repeated bus decelerations and accelerations, which can cause asphalt deform over time.

Stop and Operations Assessment

The primary deficiency for bus stops in the community is the inconsistency of amenities. The bus stop inventory found that no bus stops currently have shelters/kiosks and several stops do not have benches, lighting, and/or trash receptacles. The stops with the highest number of boardings, such as Cable Street and Newport Avenue, and Cable Street and Voltaire Street have the highest number of amenities. Based on providing a strong profile for public transit in the community and considering the passenger activity at individual bus stops, a list of deficiencies was developed in consultation with MTS staff. Table 2 presents the deficiencies identified for bus stops in Ocean Beach.

Additionally, although it is a maintenance issue, Cable Street is in need of resurfacing to address cracking and potholes to improve the quality of the ride and the experience for bus riders.

Operational Issues

Ocean Beach transit services provide good regional connectivity due to their connections to Old Town Transit Center and Downtown. They also provide good local connectivity by serving the community public facilities and commercial areas. Most of the community is within one-quarter mile of a transit stop with the maximum distance to a transit stop of approximately 2,000 feet for just a small residential area of the community.

Table 2: Bus Stop Deficiencies

Existing Bus Stop (direction)*	Shelter	Bench	Lighting	Trash Container	Concrete Pad	Sidewalk Concrete
W Pt Loma at Nimitz (IB)	X			X		
Cable at Voltaire (IB)	X					
Cable at Voltaire (OB)				X		
Cable at Brighton (OB)						X
Cable at Cape May (IB)			X			
Cable at Saratoga (OB)						X
Cable at Santa Monica (IB)		X				
Cable at Newport (IB)	X					
Cable at Narragansett (IB)		X	X			X
Cable at Narragansett (OB)						X
Cable at Santa Cruz (IB)			X			
Cable at Coronado (OB)						X
Cable at Del Mar (IB)		X	X			
Pt Loma at Sunset Cliffs (both)			X			
Ebers at Pescadero (IB)						X
Orchard at Sunset Cliffs (IB)			X			
Voltaire at Ebers (IB)	X					

* IB = inbound (from Ocean Beach to Old Town or Downtown)
 OB = outbound (from Old Town or Downtown to Ocean Beach)

Operational issues contribute to delays and affect the quality of transit service. Based on field observations and in consultation with MTS staff the following location was determined to adversely impact transit travel times:

- West Point Loma Boulevard at Nimitz Boulevard outbound (westbound) – Buses experience delays of up to two to three traffic signal cycles on westbound West Point Loma Blvd at Nimitz Boulevard as a result of congestion and queuing, especially during the evening peak period. This intersection approach has one left-turn, one through, and one right-turn lane. Traffic queues in the center through lane, especially during the evening peak period.

Transit operating conditions outside the community, such as on Midway Drive also impact travel times to and from Ocean Beach.