

**DATE:** January 15, 2013

**TO:** Maureen Gardiner

**FROM:** Traffic & Parking Subcommittee  
Pacific Beach Planning Group (PBPG)

**RE:** City of San Diego Pedestrian Masterplan  
Pacific Beach Pedestrian Plan

**CC:** Katherine Johnston; Kevin Faulconer

**Note:** This document was prepared by the PBPG Traffic and Parking Subcommittee and from public meeting and community input. It has not been formally endorsed by the PBPG. However, given the need for immediate response, is intended to promote communication and cooperation between the PBPG and City on the proposed updated master pedestrian plan in Pacific Beach.

This document communicates the Pacific Beach Planning Group Traffic and Parking subcommittee and community members' feedback to proposed recommendations presented by city consultants regarding the pedestrian plan for the Pacific Beach Community.

Our first request is a workshop be publicly noticed and held in Pacific Beach in which residents and city consultants may discuss the many pedestrian concerns. The pedestrian plan will have major impact on our community.

Our second request is that a more comprehensive corridor study be conducted with emphasis on Mission Boulevard, Garnet Avenue, Grand Avenue, and Ingraham Street. Residents and visitors access the Pacific Beach community through the four main thoroughfares. We feel it is imperative that these four corridors be the initial basis for improving the walkability, biking, automobile access and egress to and from Pacific Beach. It is not just critical to Pacific Beach residents but for visitors and business owners as well. For our community to thrive, these main thoroughfares need to be safe and welcoming for all. The appropriate solution is not in a patch-work of proposals but a comprehensive plan that takes into consideration all modes of travel.

Following is our feedback on the list of "Recommended Improvement Areas" prepared and provided by the City as well as additional suggestions, concerns, and potential solutions by priority. Thank you for reviewing the community's feedback on recommended pedestrian improvements. We hope to have a workshop that is in Pacific Beach and targeted to our community.

Priorities:

1.) Four Corridors: Mission Boulevard, Grand Avenue, Ingraham Street, and Garnet Avenue.

a. Comprehensive study of main thoroughfares.

i. Garnet Avenue

1. Concerns

- a. High traffic volume and speed resulting in unsafe cycling on streets. To avoid traffic, cyclists often ride on sidewalks making it unsafe for pedestrians.
- b. Discourage diverting bike traffic off of Garnet Ave. as it would be a detriment to businesses.

2. Recommendations

- a. As part of the corridor study mentioned above, the study should address the vehicular traffic, parking, biking and pedestrian access. There is a need to evaluate feasibility of converting Garnet into a one-way street to allow more room for a bike lane, and widening sidewalks. It is important to make Garnet Avenue more walkable and bikeable.

3. Potential Improvements

- a. Widen Sidewalks
- b. Bike Lane
- c. Traffic Calming Tactics

ii. Mission Boulevard Mobility Improvements

1. Concerns

- a. High pedestrian activity at most intersections along Mission Avenue with limited marked crosswalks
- b. Lack of channelization affects overall mobility along corridor
- c. High traffic volume and speed result in limited crossing gaps

2. Recommendations

- a. Conduct a comprehensive mobility study that develops a plan to improve pedestrian accessibility, access to transit, bicycle facilities and vehicular circulation.
  - i. This study would be addressed in the more comprehensive four corridor study mentioned above. For the Mission Blvd. study in particular, the study should evaluate Mission Blvd from Pacific Beach Drive to La Jolla Blvd.

3. Potential Improvements

- a. Potential improvements include lighted marked crosswalks with in pavement flasher and curb extensions at:
  - i. Hornblend
  - ii. Diamond
  - iii. Thomas
  - iv. Emerald

iii. Balboa and Grand Merge Intersection and Sidewalk improvements

1. Concerns

- a. No clear pedestrian path of travel across Balboa or Grand

- b. Vehicle speeds and gaps result in difficult crossing conditions
  - 2. Recommendations
    - a. Conduct a more comprehensive study on the flow of traffic.
    - b. Evaluate the feasibility of constructing a midblock pedestrian crossing (lighted marked crosswalk with in-pavement flasher) at Morell Street does not seem to solve the problem. The intersection is poorly designed to allow pedestrian crossing.
  - 3. Potential Improvements
    - a. Current potential improvements listed in the City study does seem to solve the pedestrian crossing (1. Median island to close Morell between Balboa and Grand, 2. Conduct crosswalk warrant for both Grand and Morell and Grand and Balboa, 3. Warrant to construct crosswalks across both Balboa and Grand and Morell)
    - b. Warranting for a crosswalk at those intersections is not recommended due to the high speed traffic. A plan needs to be devised to reroute the pedestrian or vehicular traffic.
- iv. Garnet and Balboa Intersection
  - 1. Concerns
    - a. Narrow sidewalk and traffic speed yield uncomfortable walking environment along existing fences
    - b. No pedestrian crossing results in diverted pedestrian trips to nearby intersections
  - 2. Recommendations
    - a. Widen existing sidewalks and construct new sidewalk to improve walking environment around this intersection
    - b. Add crosswalk on Balboa side
  - 3. Potential Improvements
    - a. Widen existing sidewalk along existing barrier fence on both sides of intersection
    - b. Construct sidewalk near Fresh Mexican Restaurant
- v. La Jolla Boulevard and Mission Boulevard Merge intersection Improvements
  - 1. Concerns
    - a. Limited visibility of pedestrian west of La Jolla Boulevard
    - b. Loring Street provides direct access to the beach resulting in pedestrian activity and need for improved visibility
  - 2. Recommendations
    - a. The recommendation of evaluating the closing of Loring west of from La Jolla Boulevard to approximately Crystal Drive in order to reduce the blind corner southbound La Jolla Boulevard onto Loring Street *is not* feasible. This would put a burden on smaller residential streets causing yet another pedestrian safety hazard.
    - b. Construct a right turn only lane and stop sign with a crosswalk at the corner of La Jolla Boulevard
    - c. Conduct a Code Enforcement study of the wall that is aiding to the blind corner.
  - 3. Potential Improvements

- a. Providing ADA complaint ramps at the eastbound Loring at La Jolla Boulevard
  - b. Construct a right turn lane southbound La Jolla Boulevard, install a stop sign and crosswalk.
  - c. The other two potential improvements recommended in the current study do seem to be feasible. (1. Construct curb and median island to close Loring at La Jolla Boulevard would put a burden on smaller residential streets; 2. Install a marked crosswalk across the west leg (eastbound stop controlled) Loring Avenue would only be feasible if previous recommendation of closing Loring Street occurred. Otherwise, it would be a safety hazard for pedestrian due to the current double turn lane.
- vi. Ingraham Street from Fortuna to La Playa Corridor Improvements
  - 1. Concerns
    - a. Sidewalk obstructions on both sides of Ingraham affect path of travel
    - b. Traffic travels fast past Crown Point Elementary School at north end of corridor
  - 2. Recommendations
    - a. Prepare a plan & reconstruct sidewalks to meet minimum clearance standards near mailbox, transit stops and fire hydrants along the corridor.
    - b. Evaluate feasibility of all-way stop at Fortuna/Ingraham to improve connectivity to school
    - c. Evaluate other solutions like roundabouts with lights or lighted intersection.
  - 3. Potential Improvements
    - a. Construct new sidewalks along the corridor to meet minimum clearance standards
    - b. Evaluate feasibility of all-way stop and other traffic calming measures such as curb extensions to reduce traffic speeds and improve pedestrian visibility near the school.
      - i. The all-way stop mentioned above should be a 4-way stoplight. Ingraham is a main thoroughfare into Pacific Beach and installing a 4-way stop with stop signs would impact the traffic flow negatively. The stoplight would help to calm the traffic and give a crosswalk/connection to the school.
- vii. Grand Avenue Improvements
  - 1. Concerns
    - a. As one of the main streets of the Pacific Beach Community it is important that Grand Avenue allow for safe access for all pedestrians and are ADA complaint.
    - b. Many of the cross streets curbs do not have ADA complaint ramps
  - 2. Recommendations
    - a. Install ramps at each cross street curb
  - 3. Potential Improvements
    - a. Installation of ADA complaint ramps at each cross street curb

## 2.) Bay Connections

- a. After a comprehensive study has evaluated the main thoroughfares in and out of Pacific Beach, the next top priority is the connection to the bay. Many residents and visitors come to Pacific Beach to enjoy the views and the outdoors. It is very important that Pacific Beach have safe routes for people to be able walk, run, or bike in the community. As we try to improve the quality of life it is important we look to address recreational routes.

### i. Pacific Beach Drive Sidewalk/Trail Connectivity Project

#### 1. Concerns

- a. The bridge was constructed to connect De Anza Cove to Crown Point. This connection would allow for safer travels (pedestrian and bicycles) around the entire bay by avoiding Grand and/or Garnet Avenue as a route. Currently there is not a connection to Mike Gotch Memorial Bridge to Pacific Beach Drive that provides a safe route for pedestrians or bicycles. It is not only on the West side of the bridge, but the east side as well.

#### 2. Recommendations

- a. Complete the connection from Rose Inlet bridge to existing bicycle & pedestrian facilities (east and west sides of the bridge)

#### 3. Potential Improvements

- a. City currently considering interim modifications to this segment to address short-term connectivity issues.
- b. Long-term improvements should include sidewalks as well as Class II & Bicycle Boulevard improvements consistent with the Bicycle Master Plan.
- c. Improve the connection on the east side of the bridge to Bayside walk by painting the street to provide bike lane and pedestrian.

## 3.) Rose Creek/Trails

- a. Extending the concern for safe and convenient recreational routes, the plan should address the Rose Creek Trail and inlets.

### i. Rose Creek Trail

#### 1. Concerns

- a. Current state of trail is unsafe and narrow for pedestrian and bike use and access

#### 2. Recommendations

- a. A feasibility plan needs to be conducted to assess the trail for multi-use (pedestrian and bikes).
- b. The trail needs to be enhanced from the Mike Gotch Bridge, Grand, Garnet, to the Canyon connection.

#### 3. Potential Improvements

- a. Trail improvements on both sides of Rose Creek to connect each inlet and the trail from the Mike Gotch Bridge to the Canyon.
  - i. Improvements would also allow for safe passage.

### ii. Rose Inlet Crossing on Grand Avenue.

#### 1. Concerns

- a. Uncomfortable walking environment between school and park due to traffic speed.
      - b. Missing or incomplete sidewalks
      - c. Lack of gaps in traffic make crossing Grand difficult at Bond
    - 2. Recommendations
      - a. Construct corridor enhancements that improve connectivity and walkability between community activity centers
    - 3. Potential Improvements
      - a. Curb extensions at Grand/Bond (Document incorrectly says Garnet currently)
      - b. Construct missing sidewalk near Bond
      - c. We believe there is no point to evaluate potential for signalized crosswalk at Grand/Bond
  - iii. Garnet Avenue Connection to Rose Creek Trail Improvements
    - 1. Concerns
      - a. Lack of ramps from bicycle path to street results in multiple modes on sidewalk
    - 2. Recommendations
      - a. Evaluate feasibility of improving the transitional from trail to Garnet Avenue
    - 3. Potential Improvements
      - a. Restripe Garnet to allow for wider outside travel lane
      - b. Widen opening to trail to allow improved access and depress sidewalk to provide ramp for bicycles into outside lane
      - c. Improve sidewalk conditions
- 4.) Boardwalk
- a. Many residents and visitors enjoy the beach. The boardwalk is a staple attraction for Pacific Beach. It is important that a plan be devised to address the access and use of the boardwalk from Pacific Beach Drive to Law Street.
    - i. Boardwalk Improvements
      - 1. Concerns
        - a. High pedestrian activity along the coast
        - b. Limited access in need of repair and increased capacity
      - 2. Recommendations
        - a. City has prepared plans to improve boardwalk
        - b. Community has developed plans for improvements
          - i. Need to consult the Pacific Beach Parks Plan
        - c. Need to evaluate the entire Boardwalk from Pacific Beach Drive to Law Street
      - 3. Potential Improvements
        - a. Evaluate feasibility and cost of community and city projects.
        - b. Widening boardwalk
        - c. Improvements to Mission Blvd to address the access (pedestrian, bicycle, and vehicular parking)
        - d. Connection Drives change to pocket parks and pedestrian crossings
        - e. Improvement to alleys

- ii. Boardwalk improvements at Law Street
    - 1. Concerns
      - a. Boardwalk is narrow and unsafe for pedestrian use.
    - 2. Recommendations
      - a. Widen sidewalks
      - b. Connect the boardwalk to Palisades Park
    - 3. Potential Improvements
      - a. Widen sidewalks, better access, and safer routes for pedestrians
      - b. Connection to Palisades Park would promote use of Park
- 5.) Mission Bay Drive and Trolley
- a. Access to Pacific from Mission Bay Drive and Balboa (westbound) are not only impacting by vehicular traffic, but will soon be impacted by the planned Trolley Stop at Balboa. It is important to start planning the proper flow of traffic and pedestrian access.
    - i. Future Trolley stop at Balboa
      - 1. Concerns
        - a. High traffic volume and no current pedestrian crossings
        - b. No pedestrian plan for Balboa/Grand Trolley Station
      - 2. Recommendations
        - a. Evaluate the pedestrian access
        - b. Evaluate a different site for the future Trolley Station
      - 3. Potential Improvements
        - a. The current proposed location of the Trolley Stop does not have a safe access or route for pedestrians. The goal of the trolley stop is to bring more visitors to Pacific Beach. The current plan does not provide a safe route for pedestrian or cyclist to travel from the Trolley stop to Pacific Beach.
        - b. If a plan that provides safe community for pedestrians and cyclists can be developed then the proposed location of the trolley stop could work; however, we feel that the proposed location is problematic. We believe that a different location for the trolley stop should be evaluated.
    - ii. Mission Bay Drive and Grand Avenue Intersection Improvements
      - 1. Concerns
        - a. High traffic volume intersection with no pedestrian crossings
        - b. Lack of crossings at signalized intersection restricts connectivity to transit stops on Grand Avenue
      - 2. Recommendations
        - a. Evaluate feasibility of installing a signalized pedestrian phase on the north leg of the intersection crossing Mission bay Drive.
      - 3. Potential Improvements
        - a. Restripe southbound approach aligning the limit line with the pork chop island
        - b. Install crosswalk across north leg of intersection including ADA ramps, count-down timers and street lighting.
- 6.) Lamont/Kate Sessions Access

- a. Kate Sessions Park is another staple to the Pacific Beach Community and provides excellent views of the bay and downtown. It is important that access is open for all modes of transportation (walking, biking, cars).
    - i. Access to Kate Sessions via Lamont.
      - 1. Concerns
        - a. High traffic, hills, and curved roads make it hard for vehicles and pedestrians to see one another.
      - 2. Recommendations
        - a. Create a bike lane and pedestrian crossing on Lamont from the West Side to East side
      - 3. Potential Improvements
        - a. Install a crosswalk enabling pedestrians to enter Kate Sessions park
        - b. Install speed-calming tactics to make it safer for pedestrians crossing the street from traffic coming down the curved hill.
- 7.) Jewel/Pacific Beach Drive
- a. Jewell Street & Pacific Beach Drive Intersection Modifications
    - 1. Concerns
      - a. Complex intersections with unclear pedestrian path of travel
      - b. School zone striping and sign do not meet current CA-MUTCD standards
    - 2. Recommendations
      - a. Conduct focused intersection reconfiguration study to evaluate potential scenarios to improve pedestrian access.
      - b. Update all intersection striping and signs to meet current CA-MUTCD standards
    - 3. Potential Improvements
      - a. Modifications to center median in “couplet” to reduce crossing distances.
      - b. Install new highly reflective School Zone signs
      - c. Use highly reflective pavement markings so they can be seen on existing concrete surface.
- 8.) Van Nuys
- a. In order to promote walking in the community, it is important to insure that parks, beaches, and canyons have proper access.
    - i. Van Nuys Canyon Way
      - 1. Concerns
        - a. Currently, the path to access the canyon appears to be going into a resident’s private drive due to poor markings.
        - b. Residents and visitors miss the opportunity to walk through the canyon.
      - 2. Recommendations
        - a. Make improvements for a walking trail
        - b. Make use of the 30 feet of right of way
      - 3. Potential Improvements
        - a. Clearly marked signs and access to canyon trail to promote use of trail