SANDAG



Urban Core+Connections

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Acronyms/Abbreviations

Acronym	Definition
BID	business improvement district
EQI	Caltrans Transportation Equity Index
I-5	Interstate 5
ITS	Intelligent Transportation System
MAD	maintenance assessment district
MCRD	Marine Corps Recruit Depot
MTS	Metropolitan Transit System
PDT	Project Development Team
SDIA	San Diego International Airport
TAP	Technical Assistance Panel
TSP	transit signal priority
UCC	Urban Core+Connections
ULI	Urban Land Institute
VRUs	vulnerable road users

1 Introduction

The purpose of the Urban Core+Connections (UCC) project is to strengthen connectivity between Downtown San Diego and key regional destinations while advancing accessibility and enhancing quality of life for all who live, work, or visit the region's urban core. The project focuses on developing integrated concepts to enhance rail connections, prioritize bus service, improve safety and comfort for active transportation users, and incorporate urban design elements that enrich the public realm and overall user experience.

Six (6) corridors, as shown in **Figure 1-1**, were evaluated for their role as key connectors that support principles of sustainability, accessibility, diversity, open space, land use integration, transit compatibility, adaptability, and community identity. These include:

Three Community Corridors

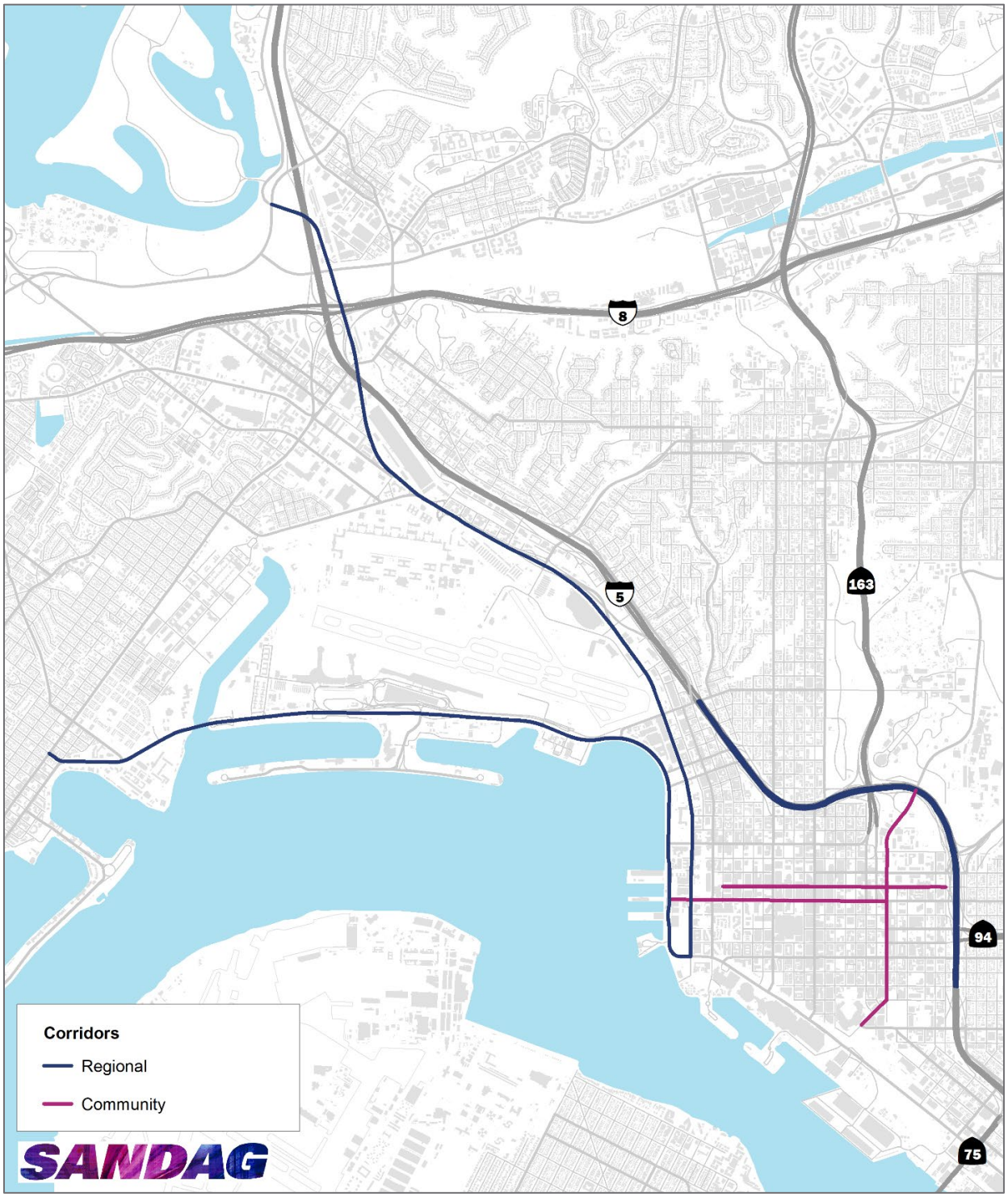
- Broadway (North Harbor Drive to Park Boulevard)
- C Street (America Plaza Station to City College Station)
- Park Boulevard (Petco Park to Interstate 5)

Three Regional Corridors

- Pacific Highway (Mission Bay to Seaport Village)
- North Harbor Drive (Rosecrans to Seaport Village)
- Interstate 5 (S-Curve)

This report, supported by several appendices, presents the findings of analyses conducted for each of the six corridors, integrating a comprehensive review of existing challenges and opportunities, alignment with relevant planning documents, considerations related to engineering and operational feasibility. The resulting improvement recommendations were shaped through close collaboration with partner agencies and organizations, including the City of San Diego, Metropolitan Transit System (MTS), Caltrans, the Port of San Diego and the San Diego County Regional Airport Authority, Downtown Partnership, and NAVWAR.

Figure 1-1. Corridor Study Areas



2 Corridors Overview & Context

This chapter summarizes the historical and situational context for each corridor, providing critical background to inform the development of recommendations. The identified challenges and opportunities were shaped by input from stakeholders participating in the Project Development Team (PDT) through a series of working group meetings, as well as a Design Charrette with local industry subject matter experts.

In addition to working with stakeholders, the project team also reviewed and leveraged findings from dozens of regional and local planning documents to fully understand the needs, priorities, and recommendations for each of the study corridors. These documents include, but are not limited to, the SANDAG 2021 Regional Plan, the Draft Proposed 2025 Regional Plan Transportation Network, the Airport Transit Connection Concept Evaluation Study, the San Diego International Airport Master Plan, the Port Master Plan, the Downtown San Diego Mobility Plan, the Midway-Pacific Highway Community Plan, two Harbor Drive Corridor Studies, and major development projects within the study area.

2.1 Community Corridors

Community corridors provide mobility connections within Downtown San Diego and facilitate movement to key activity centers. These corridors support short-distance travel and are designed to enhance multimodal access, particularly for pedestrians, bicyclists, and local transit users. They play a critical role in strengthening walkability, fostering social and economic interaction, and creating vibrant, people-oriented public spaces. Broadway, C Street, and Park Boulevard, primarily serve local circulation within the urban core by linking neighborhoods, employment centers, civic institutions, and major transit stations in Downtown San Diego.

2.1.1 Broadway

Broadway is one of San Diego's most iconic and historic thoroughfares, serving as both a ceremonial gateway and key view corridor in the heart of Downtown. The corridor stretches from the waterfront at Harbor Drive to the base of the civic core, connecting landmarks such as the historic Santa Fe Depot, the Spreckels Theater, Horton Plaza, two courthouses, and numerous hotels and office buildings. Between Fifth Avenue and Park Boulevard, Broadway transitions into a more commercial and mixed-use environment, bordering the Gaslamp Quarter and East Village. Regardless of the varying adjacent land use types and intensities, Broadway remains a major transit corridor, with frequent bus services and connections to north-south Trolley lines.

As the most bus-intensive corridor in Downtown San Diego, Broadway requires a careful balance between prioritizing efficient bus movement and effective station placement, enhancing pedestrian experience, and moving vehicular traffic. While there are numerous parallel multilane east-west one-way streets with continuous parking lanes, Broadway's multilane two-way circulation with turn restrictions and very few feet of curb space for parking prioritizes bi-directional travel by maximizing space for, and reducing conflicts with, moving vehicles and pedestrians. This corridor presents a unique opportunity to be reimagined as a grand parkway or promenade - one that links historically harder to reach communities , such as East Village and Golden Hill, to key civic and recreational destinations including Horton Plaza Park, Lane Field, and the Embarcadero. Strategic investment in both

transit and public realm would position Broadway as an efficient and inviting multimodal showpiece for Downtown San Diego.

Figure 2-1. Broadway



Challenges

Broadway faces several implementation challenges, including variable right-of-way widths and diverse corridor characteristics that complicate the implementation of a standardized design. The corridor also experiences bus bunching during peak hours, impacting service reliability. Additionally, the surrounding one-way street network contributes to increased vehicular circulation on Broadway, further straining its multimodal function. Broadway is one of only 9 roadways in the region included in the bicycle, pedestrian, motor vehicle, and motorcycle Safety Focus Networks in SANDAG's Vision Zero Action Plan.

Opportunities

Today, Broadway remains a vital east-west artery and a symbolic gateway into the heart of San Diego. It is one of the few streets that span the full length of Downtown uninterrupted, enhancing the corridor with a human-centered design would powerfully demonstrate the benefits of prioritizing complete streets in a dense urban environment. As the region's busiest bus transit corridor, serving both local and rapid bus routes, improving bus reliability and priority is essential to realizing Broadway's full potential as a multimodal backbone for the city.

2.1.2 C Street

C Street has historically served as one of San Diego's principal Trolley corridors, playing a vital role in shaping San Diego's public transportation network and civic identity. With the launch of the San Diego Trolley in the 1980s, C Street became a central segment of the light rail network. The corridor is home to several important civic landmarks, including City Hall and the Civic Theater. Over the years, C Street has been the focus of various streetscape and transit-oriented enhancement discussions aimed at restoring its function as an active, pedestrian-friendly, and transit-oriented corridor within the evolving urban fabric of Downtown San Diego.

Between Union Street and Fifth Avenue, C Street is defined by embedded Trolley tracks and restricted vehicle access, creating a strong transit environment. Over many years, codes have ensured the few ingress or egress driveways are being served on perpendicular frontages instead, allowing the irregular and conflict-inducing blocks of private vehicle access to be repurposed for more users. However, the streetscape is currently characterized by inactive building frontages, vacant retail spaces, and limited pedestrian amenities - contributing to a sense of disinvestment and a lackluster public realm. Some sidewalks are narrow, landscaping is sparse, and lighting is inadequate, all of which contribute to safety concerns and reduced foot traffic. East of Fifth Avenue to Park Boulevard, the corridor continues to exhibit persistent physical and economic challenges. East of Park Boulevard the corridor features a parking protected bi-directional cycle track which extends to the Pershing Bikeway, this section is also a multilane one-way street with improved intersections for pedestrian crossings serving the San Diego City College campus. The entirety of C Street remains riddled with surface parking lots, aging buildings, and a lack of cohesive design elements which diminish the street's appeal and contribute to a disjointed urban experience.

Figure 2-2. C Street



Challenges

Revitalizing C Street involves addressing several interrelated challenges. The corridor's unique roadway configuration, with intermittent vehicle lanes running alongside the Trolley tracks, creates complex traffic patterns and introduces safety risks for all users, particularly pedestrians and cyclists. This physical fragmentation, combined with a notable lack of active street frontage and amenities, contributes to a diminished sense of safety and vibrancy along the corridor, especially during off-peak hours. In addition, the short downtown blocks impose operational constraints on MTS's ability to operate four-car trains, reducing system capacity and operational efficiency.

Opportunities

Despite its challenges, C Street presents a compelling opportunity to reimagine a historic transit corridor as a vibrant, multimodal spine that supports both mobility and community life. As density along the corridor continues to increase, there is growing momentum to integrate public spaces with arts, culture, and civic identity, particularly around the new Civic Center. Improving the public right-of-way will create a more welcoming environment for pedestrians and benefit small businesses that line the corridor. By improving Trolley operations and creating a more engaging streetscape, C Street can be transformed into a high-performing, people-centered corridor that reflects San Diego's urban and transit future.

2.1.3 Park Boulevard

Park Boulevard is a key north-south arterial corridor that functions both as a gateway for regional visitors and as a vital spine for local multimodal circulation. The corridor traverses a series of distinct urban contexts and plays an important role in linking San Diego's major civic, cultural, recreational, and entertainment destinations. Along its length, Park Boulevard supports a mix of vehicle, transit, bicycle, and pedestrian travel, with varying streetscape conditions that reflect its surrounding land uses.

Incremental improvements have been made to support cyclists, pedestrians, and transit riders along Park Boulevard, including the installation of protected bike lanes, dedicated bus lanes, and enhanced sidewalks and crosswalks. However, these upgrades remain somewhat fragmented, primarily implemented north of the study area and resulting in a disconnected experience between Downtown, Balboa Park, and Uptown neighborhoods. Notably, the dedicated bus lanes currently terminate just south of Village Place, outside the northern extent of the study area, leaving a critical gap in high-quality transit connectivity to the Smart Corner 1.5 miles further south. To better serve residents, workers, and visitors, more continuous and cohesive improvements are needed to strengthen connections to destinations and jobs.

Figure 2-3. Park Boulevard



Challenges

Park Boulevard presents several design and implementation challenges. The corridor is defined by varied terrain and significant grade changes, which creates additional challenges for consistent streetscape or active transportation treatments. The alignment also crosses over Interstate 5 (I-5), introducing structural and right-of-way constraints that affect design flexibility. In addition, the presence of overhead catenary wires for the Trolley system imposes vertical clearance limitations, restricting the placement of street trees, lighting, and other vertical infrastructure elements.

Opportunities

Park Boulevard functions as a major destination corridor, connecting Downtown and Uptown communities while linking key east-west Downtown roadways such as Broadway and Market Street. It provides critical access to Balboa Park, a cultural and civic landmark that regularly hosts large-scale events like the Rock 'n' Roll Marathon, December Nights, and Earth Day. Strengthening multimodal connections along Park Boulevard would not only improve safety and efficiency during these events but also strengthen the corridor's everyday function as a vital connector between San Diego's major destinations. With targeted investments in active transportation and transit infrastructure, Park Boulevard can be transformed into a cohesive parkway or promenade. This Paseo concept was first introduced in John Nolen's City of San Diego Comprehensive Plan more than a century ago for improving mobility, reducing auto dependence, and elevating the user experience from Bay to Park across one of San Diego's most important north-south corridors in the urban core.

2.2 Regional Corridors

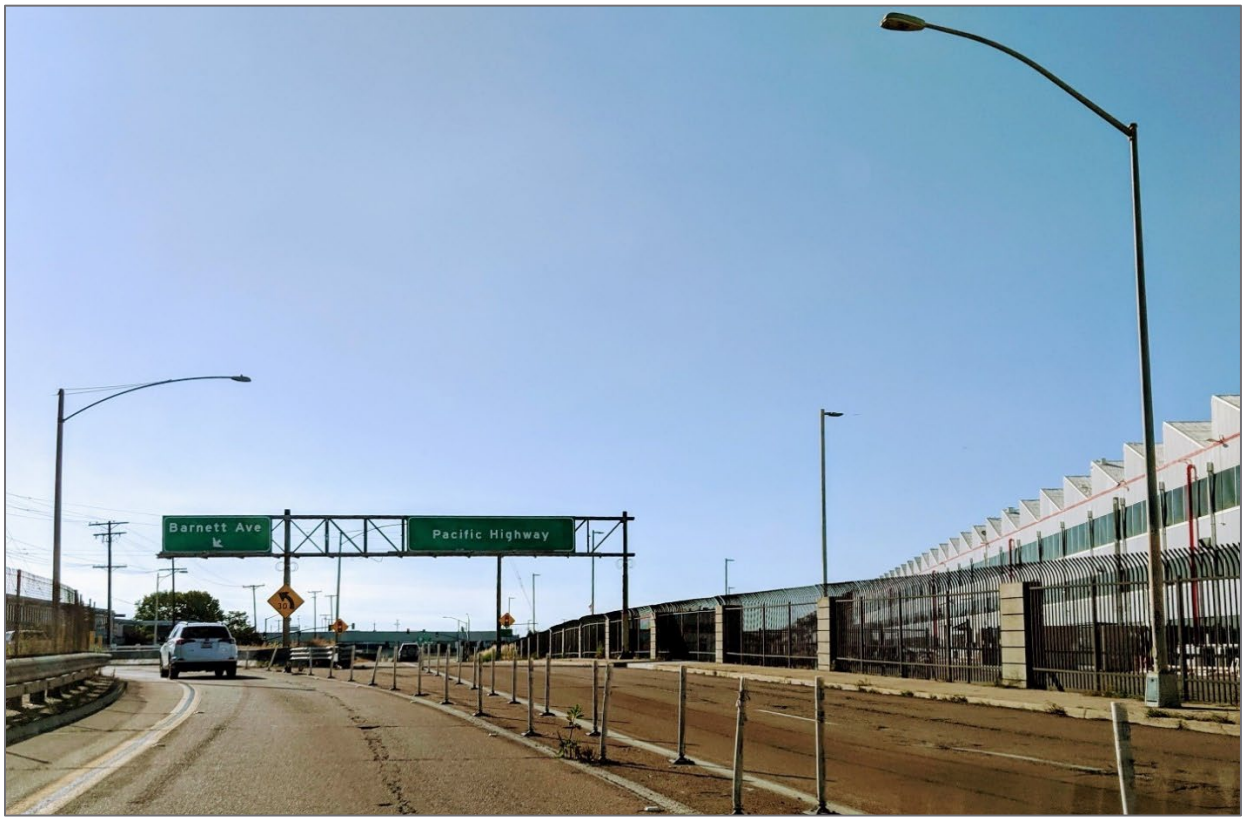
Regional corridors are typically wider, more infrastructure-intensive routes that prioritize throughput and operational efficiency. These corridors link the urban core to major activity centers such as San Diego International Airport, the Port of San Diego, military facilities, and regional employment hubs. Regional corridors play a critical role in supporting regional mobility by accommodating high volumes of vehicular traffic, freight movement, and transit services. Pacific Highway, North Harbor Drive and the I-5 S-curve, are high-capacity arterials that facilitate longer-distance travel between Downtown San Diego and key regional destinations.

2.2.1 Pacific Highway

The Pacific Highway corridor, stretching from Mission Bay to Seaport Village, has its origins in the early 20th century as a key segment of US 101, California's primary coastal route. Its development was shaped by the establishment of nearby military installations, such as Naval Training Center San Diego and Marine Corps Recruit Depot (MCRD), which spurred the growth of businesses serving service members. This history helped shape a vibrant corridor marked by motels, diners, military-oriented shops, and tourist attractions like the Midway Drive-In. During World War II, parts of the highway north of downtown were even converted into a semi-freeway to support the war effort given the need to move aircraft to and from the Naval Information Warfare Systems Command (NAVWAR).

Today, Pacific Highway has evolved into an auto-centric high-capacity expressway serving employment centers in the Midway-Pacific Highway community, including NAVWAR and various light industrial uses. However, there is an opportunity to shift its function from a vehicular throughway to a locally serving, people-centered corridor that prioritizes walking, biking, and transit. The corridor's redundancy with I-5, which already serves as the primary auto route, opens the door to reimagining Pacific Highway as a more balanced transportation corridor. Retrofitting elements such as flyovers and off-ramps can reduce conflicts and improve the experience and safety of all roadway users with updated designs.

Figure 2-4. Pacific Highway



Challenges

Despite its potential, the Pacific Highway corridor faces several significant challenges. The area is lacking in a diversity of land use types, dominated by auto-oriented infrastructure, including airport parking facilities and the large rental car center. These create substantial barriers to the adjacent transit, pedestrian, and biking connections, bisecting coastal communities from the urban core. Fixed land uses, such as the MCRD, San Diego International Airport, and NAVWAR further constrain flexibility in corridor design and land use transformation. These inflexible boundaries compress areas of the corridor's developable footprint and limit opportunities for integrated land use change. In addition, high-speed cut-through traffic using Pacific Highway to bypass congestion on I-5 undermines complete streets goals by creating hostile and uncomfortable conditions for non-motorized users. Addressing these issues will require coordinated planning, innovative design solutions, infrastructure investment, and a long-term commitment to reprioritizing how space is allocated within the corridor.

Opportunities

Pacific Highway is strategically positioned as a regional connector linking Downtown, Old Town, Mission Bay, Mission Hills, and the Midway District. The proximity to the Old Town Transit Center and the NAVWAR site strengthens its role as a multimodal mobility hub. As residential density increases in the surrounding areas, especially around NAVWAR and within Midway, there is growing demand for infrastructure that supports transit, walking, biking, and goods movement. Thoughtful redevelopment can also reintroduce active and public-facing land uses, building on the area's eclectic commercial character, home to consignment

stores, specialty markets, and niche retailers like Vespa shops. With strategic investment and careful planning, Pacific Highway can evolve into a dynamic, inclusive, and multimodal corridor and support both regional movement and vibrant community life.

2.2.2 North Harbor Drive

North Harbor Drive is a critical transportation corridor in San Diego, serving as a primary connection between SDIA, the Port of San Diego, Downtown, and prominent waterfront destinations such as Shelter Island, Harbor Island, and the Embarcadero. This corridor features a variety of lane configurations, median treatments, and speed limits, reflecting its dual role as both a high-speed arterial for regional traffic and a key waterfront route intended to support pedestrian activity and tourism.

Within Downtown, the corridor is lined with civic amenities that should be accessible to all residents and visitors. This section of the corridor presents an opportunity to promote improved access via transportation alternatives to driving, improve public safety, and enhance user experience through strategies such as traffic calming, vehicular lane reductions, or, where feasible, pedestrianization. From Grape Street to Nimitz Boulevard, the corridor carries high traffic volumes, particularly from airport-related travel, port operations, regional commuters, and tourists.

Figure 2-5. North Harbor Drive



Challenges

Improving the North Harbor Drive corridor presents several complex challenges. Between Harbor Island Drive and Grape Street, airport-related activity and regional traffic accessing I-5 contribute to high traffic volumes and heavy congestion. South of Grape Street, traffic volumes decrease but the ROW width remains unchanged, allowing vehicles to pick up speed. With more pedestrians and cyclists present in this section of the roadway, traffic safety has become a concern for non-vehicular road users. Limited crossing opportunities along the corridor create a disconnect between key destinations, such as Waterfront Park and the Embarcadero, making Harbor Drive feel more like a barrier than a connector.

Opportunities

North Harbor Drive presents a unique opportunity to enhance multimodal connectivity between several key regional destinations, including Downtown San Diego, Liberty Station, Point Loma, SDIA, Seaport Village, and Barrio Logan. The recently adopted Port Master Plan Update outlines a forward-thinking strategy for the corridor, featuring a Bayfront Circulator, multiple mobility hubs serving regional, local gateway, and connector functions, a Class I multi-use path along the waterfront, and a continuous waterside promenade. These enhancements are anticipated following new SDIA roadway additions that will allow the repurpose of two existing travel lanes, supporting improved access for people walking, biking, and using transit. Planned right-of-way upgrades near Navy Pier Park, the Maritime Museum, and Seaport Village further reinforce the corridor's potential to be reimagined as a people-centered, accessible, and visually unified waterfront spine—one that strengthens both local vibrancy and regional mobility.

2.2.3 Interstate 5

I-5 was constructed in the 1950s and 1960s as part of the national Interstate Highway System, replacing U.S. Route 101 with a higher-speed, higher-capacity corridor through San Diego. Today, I-5 remains a vital north–south spine for local, regional, and international travel, connecting Downtown, the U.S.–Mexico border, the Port of San Diego, and key interchanges such as I-8 and SR-163. However, its construction displaced communities including Barrio Logan, Logan Heights, Middletown, and Little Italy, creating a long-standing divide between Downtown and its surrounding neighborhoods. Among the most constrained and impactful segments is the S-curve, where the freeway sharply bends along the bayfront adjacent to major destinations like the Convention Center, Seaport Village, and Barrio Logan.

Figure 2-6. Interstate 5



Challenges

A primary challenge along the S-curve is the outdated interchange configurations nestled among an overbuilt network of on/off-ramps. This combined with Downtown San Diego's one-way street system is a primary reason so many of these connecting streets are represented on the Safety Focus Network. Navigating the area on foot or by bike is often confusing and uncomfortable, particularly where ramps intersect with local streets. Because interchange improvements are inherently complex and costly, advancing meaningful change will require detailed feasibility studies, engineering analysis, and close coordination among multiple agencies and stakeholders.

Opportunities

Despite its challenges, the S-curve presents major opportunities for transformative investment. Enhanced pedestrian and bicycle crossings could reconnect adjacent neighborhoods and improve access to the bayfront. Urban design interventions, such as improved lighting, public art, and landscaping, can transform underpasses into safer and more inviting public spaces. Sound mitigation measures and context-sensitive design treatments can reduce noise and visual impacts while contributing to a more cohesive streetscape. Given its visibility and strategic location, the S-curve also offers a testing ground for innovative projects such as freeway caps, deck plazas, or shared-use pathways that better integrate transportation infrastructure with the surrounding community.

3 Mobility Improvement Recommendations

This chapter presents mobility improvement recommendations that address the identified challenges and opportunities and support a safer, more connected, and more accessible multimodal transportation network. The recommendations are shaped by stakeholder input, technical analysis, and community priorities, and are aligned with the project's overarching goals of enhancing access, encouraging mode shift, and fostering a vibrant urban core.

As in Chapter 2, the following sections are organized by corridor type, Community Connectors followed by Regional Connectors. Each section includes a summary of relevant planned improvements from previous planning efforts, as well as new recommendations developed through this study. For Community Connectors, design concepts are illustrated across the entire study extents. For Regional Connectors, given their length, plan views are provided at typical sections to convey key design strategies.

Table 3-1 provides a summary of the mobility improvement recommendations for each connector under both near-term, if applicable, and long-terms conditions. It is assumed that near-term improvements could be implemented within 0-3 years.

Table 3-1: Improvement Recommendations Summary

Corridor	Near-Term	Long-Term
Broadway	Quickbuild/non-capital improvements per concurrent SANDAG-led On the Move project: • "Right turn-only, except bus" lanes in each direction, with bike conflict and shared lane markings • Modular bus loading platforms • Buffered bike lanes • Pedestrian and stop improvements	• One transit-only lane in each direction • Bus pull-outs • Transit signal priority treatment • One-way cycle track in each direction west of State St
C Street	• Close Fifth Ave Trolley Station • Close C St between 6th Ave and 10th Ave to vehicular traffic • Two-way cycle track between 3rd Ave and Park Blvd, connect to the existing cycle track on C St	• 4-car Trolley (322 feet) • Close C St between State St and 2nd Ave to vehicle traffic • Extend the two-way cycle track westerly to State St, connect to the planned State St cycle track • Upgrade signal system to improve Trolley priority along corridor
Park Boulevard	• One-way cycle track between I-5 and C St • Implement Downtown Mobility Plan bikeway along Park Blvd south of C St • Bus only lanes between I-5 and Broadway	• 4-car Trolley (322 feet) • Upgrade signal system to improve Trolley priority along corridor

Corridor	Near-Term	Long-Term
Pacific Highway	• One-way cycle tracks • Lane width reductions • Improved intersection treatments at minor crossings	• Intersection improvements for all modes at major and minor crossings • One-way and two-way cycle tracks with expanded sidewalks • Transit-only lanes south of Taylor St
Harbor Drive	• Raised crosswalks and ADA upgrades at Scott St, Nimitz Blvd, and Harbor Island Dr intersections • Flex posts and conflict striping to convert buffered bike lanes to protected cycle tracks (Scott St to Hawthorne St) • New one-way cycle tracks between Rosecrans and Scott St • Convert northbound bike lane (Grape St to Ash St) to parking-protected cycle track • Evaluate and close underutilized driveways on west side of North Harbor Dr between Grape St and Broadway	• Consistent with the Port Master Plan with multi-use path and transit-only lanes (Bayfront Circulator), as well as a number of mobility hubs • Expand the Bayfront Circulator route to include a mobility hub and stop at the South Point area of Liberty Station • Leverage the planned transit-only lanes on PacHwy and provide transit access to SDIA via Palm St on PacHwy
I-5 S-Curve	• None - all recommendations would require extensive federal, state, and local review, process, and coordination to enact in the longer-term.	• Hawthorn St & I-5 NB Ramps: Restrict WB vehicular traffic from making through movement past Brant St and use this space for a bicycle only lane • 2nd Ave & I-5 SB Off-Ramp: Close this off-ramp with two options for the space (1) demolition; and (2) repurpose existing structure into an elevated park • 6th Ave & I-5 NB Off-Ramp: Remove free left-turn lane and square up the intersection. • I-5 & SR-163: Disconnect to eliminate merging movement from I-5 (SB ramp) to SR-163 (NB ramp) and remove SR-163 off-ramp to Date St • Pershing Dr & I-5: Reconfigure this interchange and the Pershing Bikeway will not be impacted

3.1 Broadway

As the only continuous east-west corridor from the waterfront through Downtown and beyond I-5, Broadway presents a significant to connect harder to reach communities like East Village and Golden Hill to Horton Plaza Park, Lane Field and the Embarcadero. As the most bus-centric corridor within the study area, Broadway requires prioritizing bus operations while simultaneously enhancing the pedestrian environment to support business vitality. Additionally, by virtue of its directness and flat grades, Broadway will continue to serve as a key gateway for cyclists, linking the waterfront to surrounding neighborhoods and expanding access to the broader active transportation network.

3.1.1 Previously Planned Improvements

The Downtown San Diego Mobility Plan (2016) designates Broadway between Kettner Boulevard and 13th Street as a Transitway with transit signal priority (TSP) treatment, however, bus only lanes were not proposed. Between Harbor Drive and 3rd Avenue, Broadway is planned to be a Cycleway with one-way cycle tracks on each side. This segment serves to continue the east-west connection through the center of Downtown, with B Street and C Street providing connections east of Third Avenue. Narrowing travel lanes are required to accommodate the cycle track. The cycle track will intersect with north-south cycle tracks at Pacific Highway, State Street, 6th Avenue, and Park Boulevard.

3.1.2 Corridor Recommendations

Broadway is one of San Diego's most critical bus transit corridors, currently served by numerous local bus routes and Rapid services, with plans for increased routes and frequencies. Improving transit operations along Broadway was a central focus throughout the concept development process.

While the idea of fully closing Broadway to vehicular traffic was evaluated, it was ultimately not recommended. Broadway plays a key role in Downtown San Diego's circulation system due to the surrounding one-way street network and the lack of continuous alternative routes on parallel streets like B Street, C Street, E Street, and F Street.

The Broadway concept includes the following long-term improvement recommendations:

- Designate bus-only lanes by converting one general-purpose lane in each direction between Pacific Highway and Smart Corner *(New recommendation)*
- Pull-out bus loading zones, where feasible, to minimize delays and allow Rapid buses to bypass stopped local buses *(New recommendation)*
- One-way cycle tracks between Harbor Drive and State Street to provide a safe connection to the planned State Street two-way cycle track *(Downtown Mobility Plan has the cycle tracks extending on Broadway to 3rd Avenue)*
- Flexible curb-adjacent space between State Street and Smart Corner to accommodate various treatments, such as:
    - Additional bus boarding and alighting zones
    - Pedestrian bulb-outs to shorten crossing distances
    - Wider sidewalks to enhance pedestrian safety and comfort

- Optimized Transit Signal Priority (TSP) to improve bus reliability by allowing transit vehicles to advance through intersections ahead of general traffic *(Recommendation upgrade)*

Plan views illustrating the recommended long-term improvements for the Broadway Connector are provided in **Figure 3-1** on the following pages. While near-term improvements were not displayed in this report, however, the project team collaborated closely with SANDAG's ongoing On-the-Move effort to support the development of transit enhancements along Broadway that can be implemented quickly.

Other future considerations include:

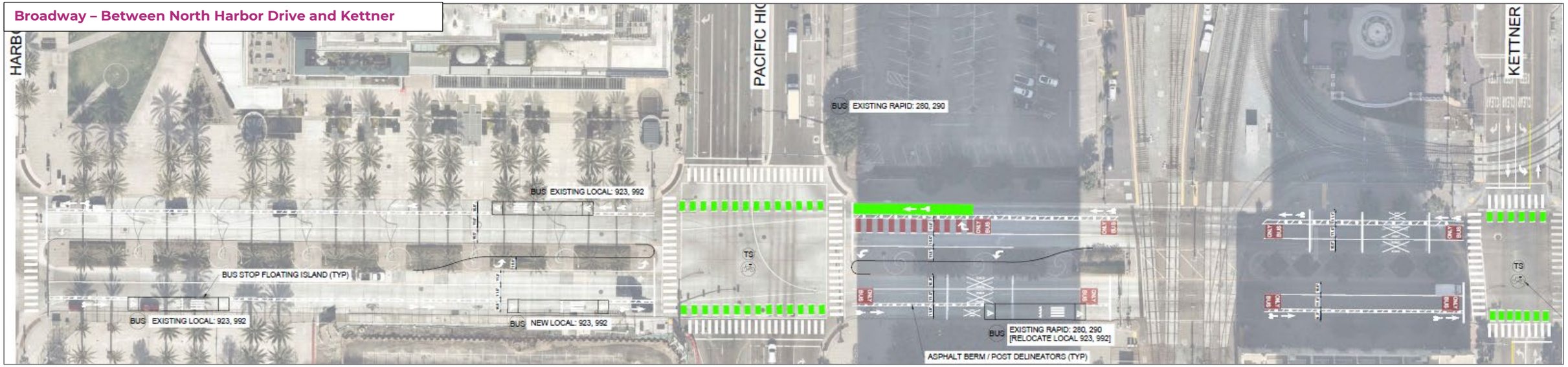
- Additional streetscape beautification treatments
- Design development to continue advancing the bus stop boarding islands
- Continued collaboration with MTS and City of San Diego

An evaluation of existing and future transit service and coverage along the Broadway Corridor was conducted and is included in **Appendix A**, which also contains a report on potential transit priority treatments. Traffic operational analyses for Broadway and C Street, comparing conditions with and without the recommended improvements, were conducted and a summary is documented in **Appendix B**. In addition, **Appendix C** provides planning-level cost estimates for Broadway.



Figure 3-1. Broadway Long-Term Recommendations (Page 1 of 3)

Broadway – Between North Harbor Drive and Kettner



Broadway – Between Kettner Boulevard and State Street

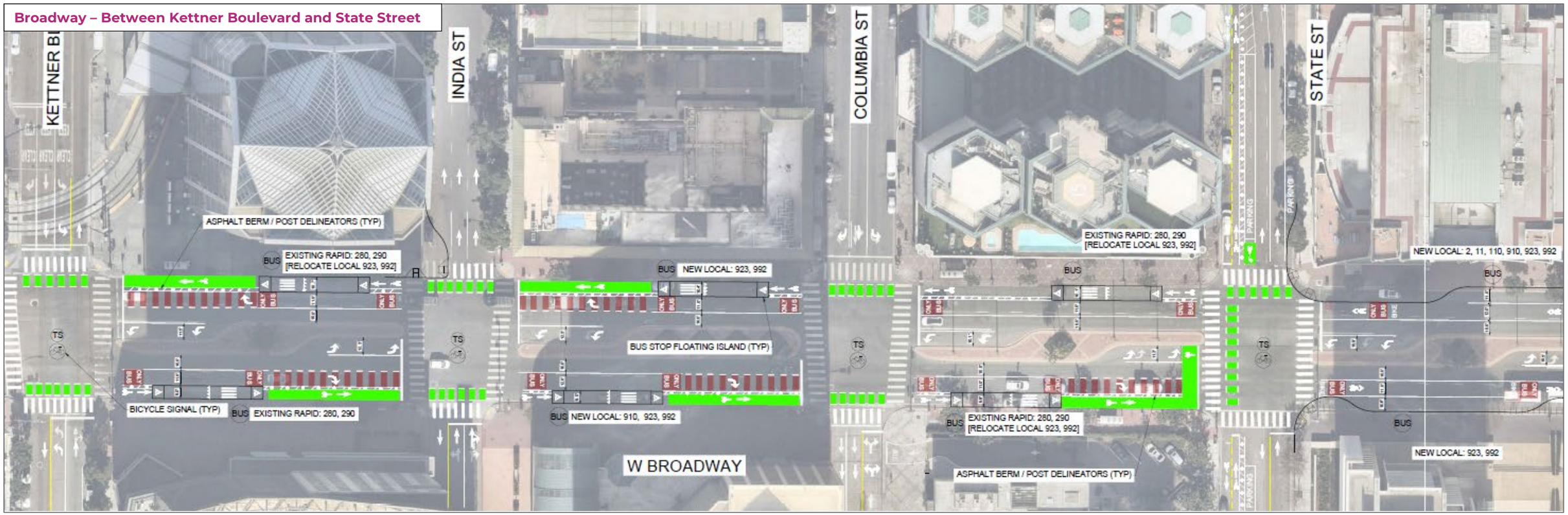


Figure 3-1. Broadway Long-Term Recommendations (Page 2 of 3)

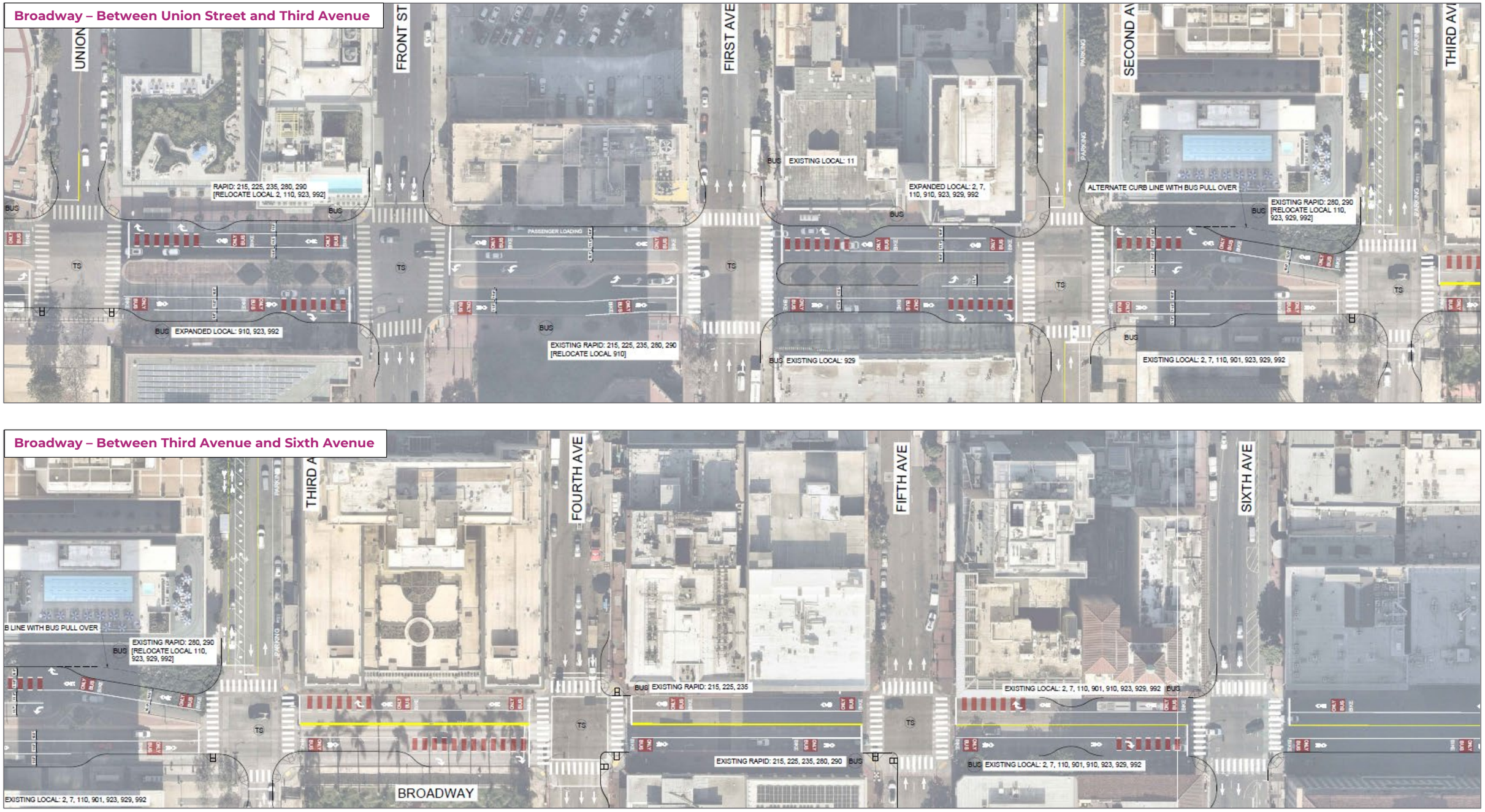
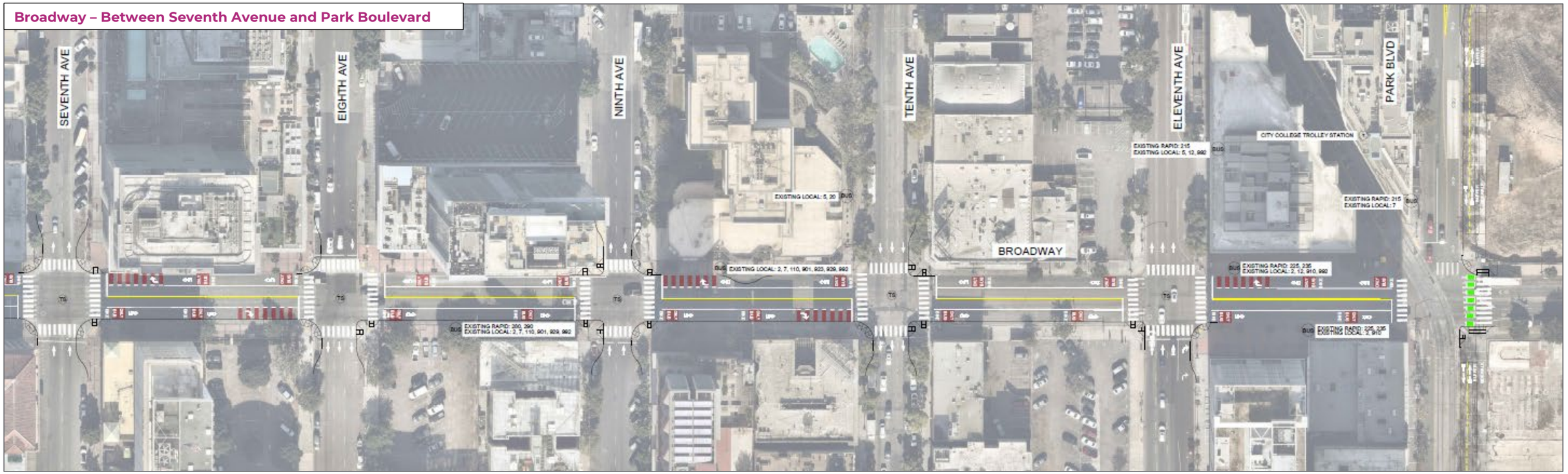


Figure 3-1. Broadway Long-Term Recommendations (Page 3 of 3)



3.2 C Street

C Street plays a critical role in supporting the vitality of the Trolley system, yet the corridor is currently impacted by vacant storefronts that contribute to a sense of blight and raise safety concerns for residents, riders, and visitors. Removing redundant and confusing one-way travel lanes parallel to the Trolley tracks would allow C Street to be reimagined as a dedicated transit corridor, prioritizing service for transit riders, pedestrians, and cyclists while enhancing safety and improving Trolley operations. With a two-way cycle track already in place east of Park Boulevard connecting to the Pershing Bikeway, C Street presents a valuable opportunity to serve as a continuous east–west bikeway connection through Downtown.

3.2.1 Previously Planned Improvements

The Downtown San Diego Mobility Plan envisions C Street as a revitalized high-capacity Transitway that integrates pedestrian activity, public life, and multimodal access into its core function. East of 6th Avenue within the Downtown footprint, C Street is also a Cycleway with a two-way cycle track running along the north side. This segment serves to continue the east-west connection through the center of Downtown with Broadway and B Street providing connections west of Sixth Avenue. The cycle track will intersect with north-south cycle tracks at Sixth Avenue and Park Boulevard.

In 2023, the Urban Land Institute (ULI) San Diego–Tijuana Chapter put together a Technical Assistance Panel (TAP) to collaborate and develop an action report for C Street. The TAP identifies C Street as a corridor in need of reinvestment and recommends comprehensive improvements such as streetscape enhancements to promote safety and comfort, ground-floor activation and infill development, stronger connections to adjacent districts and mobility hubs, and reclaim C Street as a walkable, transit-friendly destination in the heart of Downtown.

3.2.2 Corridor Recommendations

The C Street corridor is served by both the Orange and Blue Trolley Lines, with the Blue Line being one of the busiest in the region. To accommodate growing demand, MTS has expressed interest in expanding Blue Line service by adding a fourth Trolley car to train sets. In support of this vision, the project team evaluated station platform lengths and current Trolley operations in Downtown San Diego. The analysis found that all stations along the corridor can physically accommodate four-car trains, except for the Fifth Avenue Station.

As previously noted, the one-way cycle tracks on Broadway terminate at State Street, creating a need to shift east–west bikeway connections onto C Street moving eastward. This alignment provides a more direct and continuous route for cyclists traveling toward the Pershing Bikeway on a route with less exposure to motorists than all alternatives.

To realize this multimodal vision, a phased implementation approach is recommended, including both near-term and long-term improvements.

<u>Near-Term</u>

- Install a two-way cycle track on the north side of C Street, between 3rd Avenue and Park Boulevard, connecting directly to the existing cycle track east of Park Boulevard and the Pershing Bikeway *(Consistent with the Downtown Mobility Plan)*
- Close C Street to vehicular traffic between 6th Avenue and 10th Avenue to accommodate the cycle track *(Consistent with the Downtown Mobility Plan)*

- Close the Fifth Avenue Trolley Station, facilitating both the near-term installation of the cycle track and long-term support for expanding Blue Line service from three to four cars. The station is located only 600 feet east of the Civic Center Station, which offers a viable alternative for transit riders *(New recommendation)*

Long-Term

- Enhance transit operations by introducing four-car Trolley service and implementing a state-of-the-art signal system to prevent Trolleys from blocking cross streets. The concept includes upgrading intersections along C Street and Park Boulevard with GPS-based adaptive TSP to improve efficiency and reliability *(New recommendation)*
- Extend the two-way cycle track westward to connect with the planned State Street cycle track, which in turn links to the Broadway cycle tracks leading to the waterfront, creating a seamless east–west bikeway through Downtown *(New recommendation)*
- Close C Street to vehicular traffic between State Street and 2nd Avenue to accommodate the extended cycle track and improve overall safety. This improvement would require the redevelopment of two existing buildings that currently rely on direct vehicular access from C Street *(New recommendation)*

Plan views illustrating the recommended near-term and long-term improvements for the C Street Connector are provided in **Figures 3-2 and 3-3** on the following pages.

An evaluation of existing and future transit service and coverage along the C Street Corridor was conducted and is included in **Appendix D**, which also contains a report on potential transit priority treatments. **Appendix E** provides planning-level cost estimates for C Street.



Figure 3-2. C Street Near-Term Recommendations

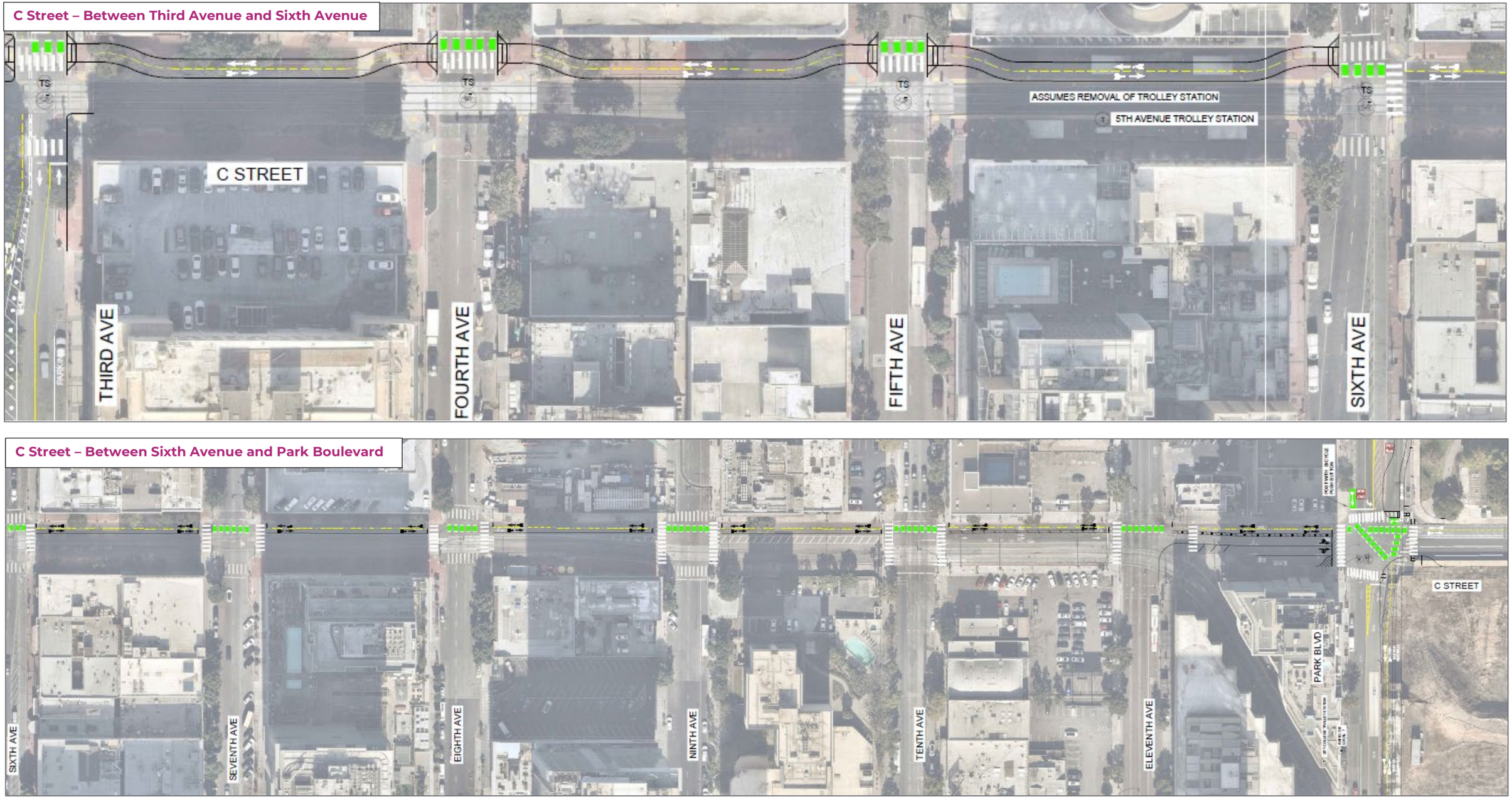


Figure 3-3. C Street Long-Term Recommendations



3.3 Park Boulevard

The Park Boulevard Connector, extending from I-5 near Balboa Park to its southern terminus near Petco Park, serves as a key north–south arterial and acts as both a regional gateway and a critical spine for local multimodal circulation. The corridor traverses a diverse urban landscape, connecting major civic, cultural, recreational, and entertainment destinations, including Balboa Park, San Diego City College, the Central Library, and the East Village. It is served by local bus routes, the Mid-City Rapid, and both the Blue and Orange Trolley Lines. Needless to say, establishing a cohesive parkway or promenade experience is essential to support the safe, efficient, and enjoyable movement of people throughout the corridor.

3.3.1 Previously Planned Improvements

The Downtown San Diego Mobility Plan designates Park Boulevard as both a Transitway and a Cycleway, reflecting its importance as a multimodal corridor. Planned improvements include the implementation of TSP treatments to enhance transit operations, though exclusive bus lanes are not proposed. For bicyclists, one-way cycle tracks are planned along both sides of Park Boulevard between I-5 and C Street, with intermittent on-street parking removed to accommodate the facility. South of C Street, a two-way cycle track is proposed along the east side of Park Boulevard on a widened sidewalk extending to E Street. At E Street, the facility will transition to the west side of the corridor, where the existing southbound vehicle lane will be converted into a two-way cycle track with vehicular access prohibited, except between Market Street and Island Avenue. In this segment, Park Boulevard will remain open to vehicle traffic, with northbound bicyclists accommodated via a contraflow cycle track and southbound bicyclists using a Class III bikeway marked by sharrows. On-street parking will be retained along this segment.

3.3.2 Corridor Recommendations

North of the study area, Park Boulevard has undergone several recent infrastructure improvements, including the installation of Bus-Only lanes and one-way cycle tracks. However, the Bus-Only lanes currently terminate near the northern boundary of the corridor, despite the fact that Mid-City Rapid 215 continues south to Broadway. Similar to C Street, Park Boulevard is served by both the Blue and Orange Trolley Lines and will need to be considered for the same four-car Trolley capacity enhancements to accommodate anticipated ridership growth.

The project team evaluated whether to maintain vehicular access between Market Street and Island Avenue but ultimately recommended closing this segment to vehicles and removing on-street parking while repurposing curb space to facilitate loading on the perpendicular blocks in order to provide a continuous two-way cycle track along Park Boulevard between C Street and K Street.

Both near-term and long-term improvements are illustrated as follows.

<u>Near-Term</u>

- Extend Bus-Only lanes between I-5 and Broadway by converting one general-purpose lane in each direction *(New recommendation)*
- Install one-way cycle tracks between I-5 and C Street and remove on-street parking *(Consistent with the Downtown Mobility Plan)*

- Install a two-way cycle track on the east side of Park Boulevard (on the sidewalk) between C Street and E Street. Note that the adjacent parcel is under construction, providing an opportunity for the City to implement this segment in coordination with ongoing development. *(Consistent with the Downtown Mobility Plan)*
- Install a two-way cycle track on the west side of Park Boulevard by converting the existing southbound travel lane *(Consistent with the Downtown Mobility Plan with the exception of between Market Street and Island Avenue)*
- Close Park Boulevard between E Street and 11th Avenue to vehicular traffic *(Consistent with Downtown Mobility Plan with the exception of between Market Street and Island Avenue)*

Long-Term

- Enhance transit operations by introducing four-car Trolley service and implementing a state-of-the-art signal system to prevent Trolleys from blocking cross streets. The concept includes upgrading intersections along C Street and Park Boulevard with GPS-based adapt
- Install adaptive TSP to improve efficiency and reliability *(New recommendation)*

Plan views illustrating the recommended near-term improvements for the Park Boulevard Connector are provided in **Figure 3-4** on the following pages. The long-term improvements mirror the near-term recommendations, with the addition of four-car Trolley operations to accommodate increased transit demand. As such, the long-term concepts are not shown separately in order to avoid duplication.

An evaluation of existing and future transit service and coverage along the Park Boulevard Corridor was conducted and is included in **Appendix F**. Traffic operational analyses for Park Boulevard, comparing conditions with and without the recommended improvements, were conducted and a summary is documented in **Appendix G**. In addition, **Appendix H** provides planning-level cost estimates for Park Boulevard.



Figure 3-4. Park Boulevard Near-Term Recommendations (Page 1 of 3)

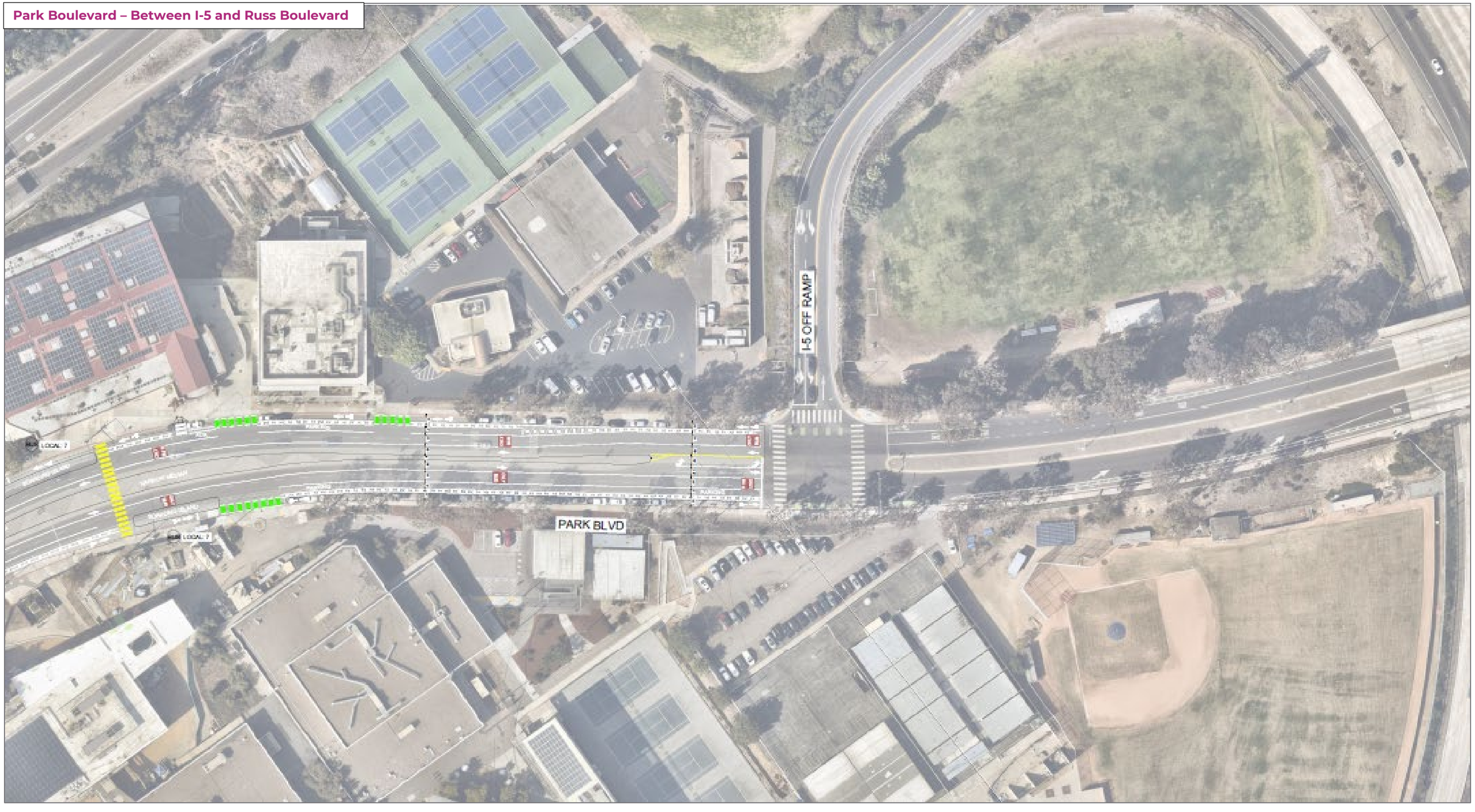


Figure 3-4. Park Boulevard Near-Term Recommendations (Page 2 of 3)

Park Boulevard – Between Russ Boulevard and C Street



Park Boulevard – Between C Street and E Street



Figure 3-4. Park Boulevard Near-Term Recommendations (Page 3 of 3)



3.4 Pacific Highway

Pacific Highway is a major transportation corridor that winds through several diverse neighborhoods, including Old Town, the Midway District, Mission Hills, Little Italy, and Downtown San Diego. It also provides primary access to nearby military installations like the Marine Corps Recruit Depot (MCRD) and the NAVWAR Old Town Campus, though traffic volumes reduce by more than half adjacent to NAVWAR compared to MCRD on account of the Barnett interchange contributing significantly to higher volumes south to the Pacific Highway ramp connections with I-5.

With its current auto-oriented design, such as grade separations, frontage roads, and flyovers, Pacific Highway presents a strong opportunity for transformation by prioritizing active and alternative transportation modes. This transformation can be achieved by retrofitting existing infrastructure to create space for a new generation of sustainable mobility options, including walking, biking, micromobility, and enhanced transit access and services.

3.4.1 Previously Planned Improvements

The Midway-Pacific Highway Community Plan (2018)'s Mobility and Urban Design Elements designate Pacific Highway as a Linear Gateway with both a Class I multi-use urban path and Class IV cycle tracks. In addition, Linear Gateways also feature wider sidewalks, street trees, and landscaped medians. The Mobility Element also calls out specified intersection improvements along Pacific Highway including converting Barnett Avenue and Witherby Street into at-grade intersections to reduce uncontrolled turning movement conflicts and create crossing / turning opportunities for all modes.

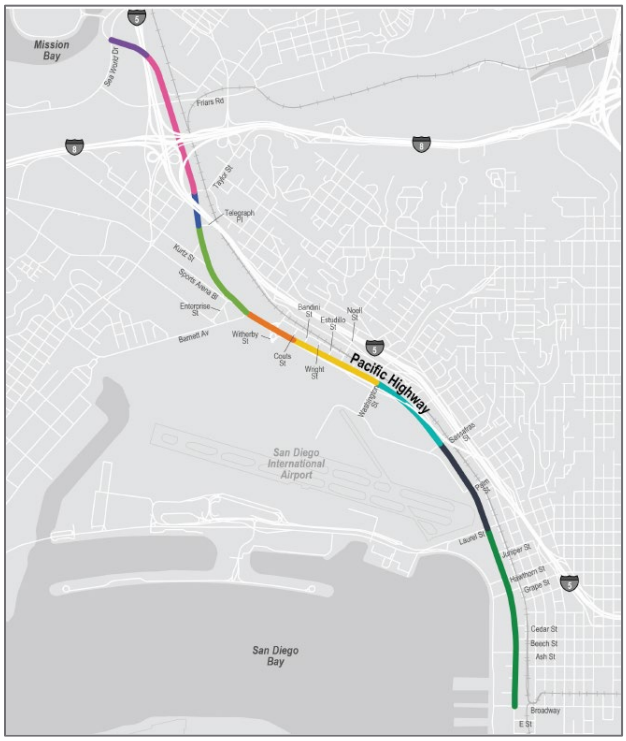
3.4.1 Corridor Recommendations

This section provides a summary of concept recommendations for each section of Pacific Highway, as illustrated in **Figure 3-5**. While the proposed improvements generally complement the Mobility Element of the Midway–Pacific Highway Community Plan, some may necessitate a Community Plan Amendment. Therefore, it is recommended that SANDAG and the City of San Diego continue coordinating with related and cumulative projects, incorporating the recommended improvements into each project's planning process wherever feasible.

Typical cross-sections, both near-term and long-term, represent each section along with the plan view under long-term improvements which are presented in **Figures 3-6 through 3-16** on the following pages. While these cross-sections represent the varying lane configurations and right-of-way along Pacific Highway, they don't capture the intersection reconfiguration alternatives. The intersections have the greatest potential for providing new accessibility, particularly for pedestrians, where prohibitions currently exist. Improvements such as protected intersections, high-visibility crosswalks, two-stage crossings, lead pedestrian intervals, and dedicated bicycle signals are some of the potential treatments for this corridor. Alternatives will be studied and rendered as concepts for comparison during SANDAG's Pacific Highway Multimodal Access Corridor Study (PacMAC), the San Diego At-Grade Crossing Elimination Study (SD ACES), and the Airport Transit Connection (ATC) projects.

Traffic operational analyses for Pacific Highway, comparing conditions with and without the recommended improvements, were conducted and a summary is documented in **Appendix I**. **Appendix J** provides planning-level cost estimates for Pacific Highway.

Figure 3-5. Pacific Highway Alignment



Section A:
Sea World Drive to I-5 Overpass

Section B:
I-5 Overpass to Taylor Street

Section C:
Taylor Street to Telegraph Place

Section D:
Telegraph Place to Barnett Ave

Section E:
Barnett Ave to Couts Street

Section F:
Couts Street to Washington Street

Section G:
Washington Street to Sassafras Street

Section H:
Sassafras Street to Laurel Street

Section I:
Laurel Street to Broadway

3.4.1.1 Section A: Sea World Drive to I-5 Overpass

This segment of Pacific Highway connects Mission Bay Park through the Morena / Linda Vista and Mission Valley community planning areas via an Interstate 5 (I-5) overpass. It's key in facilitating local connections between tourist attractions like Mission Bay, Sea World, Fiesta Island, and Old Town. Due to the nature of the attractions on the route, there can be significant traffic volumes as well as some seasonal variation.

The segment currently has one general travel lane for cars in each direction. There are painted bike lanes on each side of the road, which disappear on either side of the bridge over I-5. There is no sidewalk in either direction for over ¼ mile on this segment and an even farther distance between the crossing opportunities.

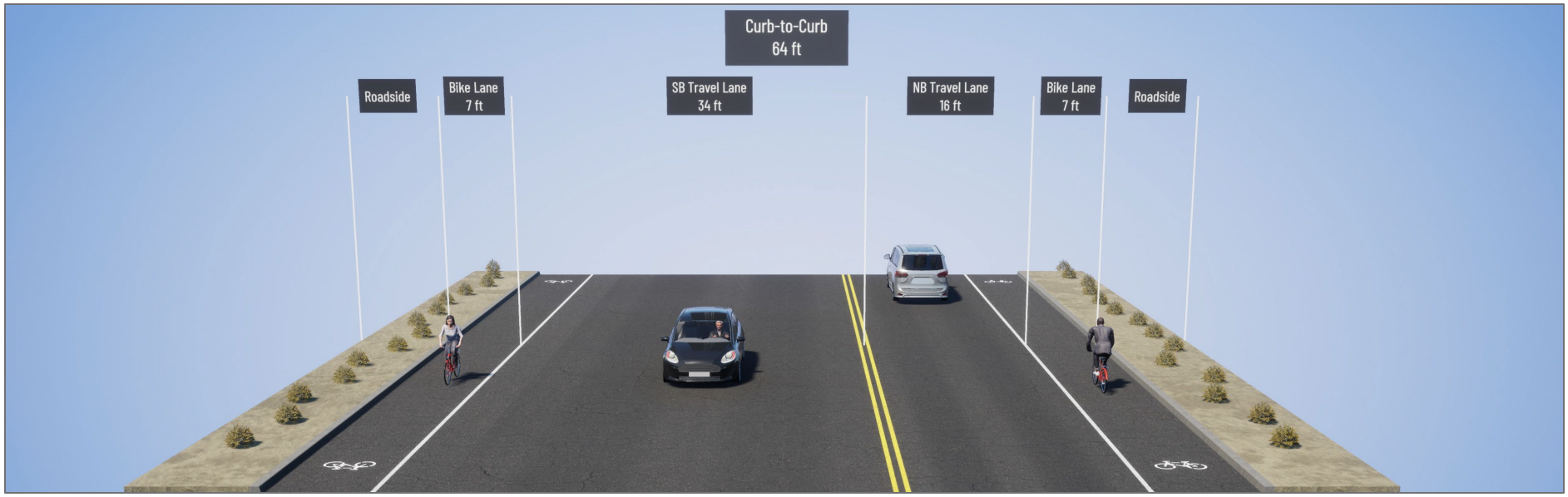
Near-Term/Non-Capital Improvements

The first step in improving this segment is to better define the width of the travel lanes for cars. This allows for a wider striped center median as well as separated bikeways on either side. The bikeways would have protection in the form of flex posts; thus enhanced safety for vulnerable road users could be achieved without requiring capital improvement.

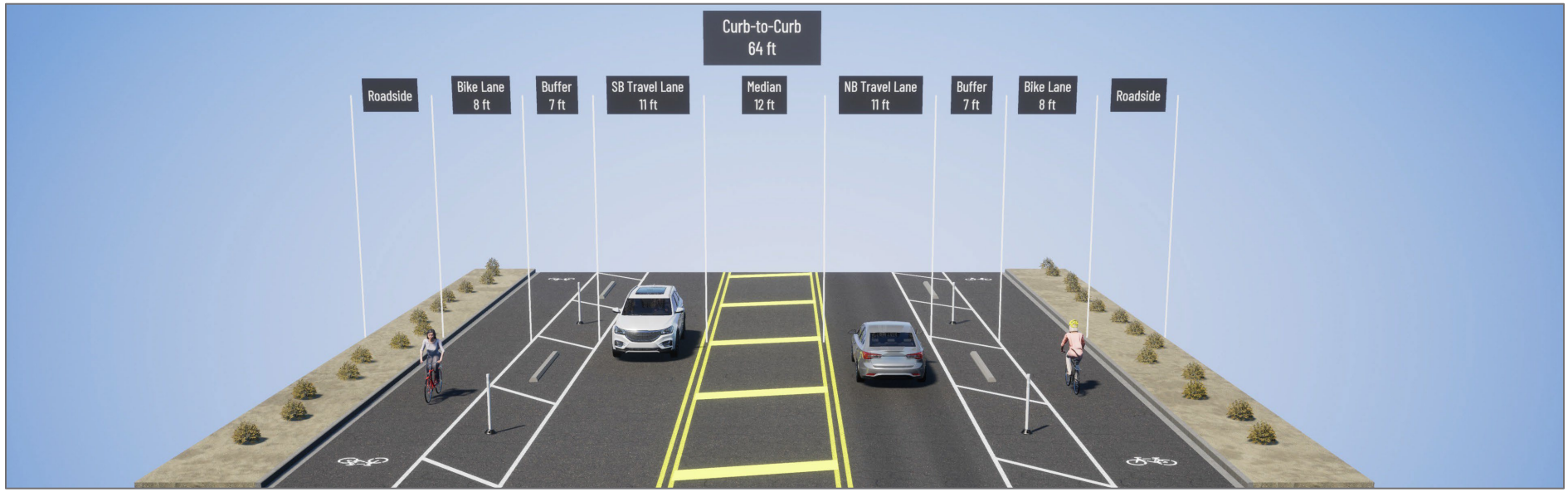
Ultimate Vision/Capital Improvements

Long-term improvements would include bikeways on each side fully separated from traffic by raised medians. These would require capital improvement but it increases safety, separation, and predictability for all roadway users and allows for beautification. A sidewalk would also be introduced on both sides in City right-of-way. On the I-5 overpass travel lane widths would be reduced enough to implement either non-standard (4') continuous bike lanes, an alternating standard bike lane in the uphill direction only or, at the very least, shoulders to better delineate travel lanes.

Figure 3-6. Section A1: Sea World Drive to I-5 Overpass (Page 1 of 2)



Existing Conditions



Near-Term Conditions: Non-Capital/Quickbuild Project

Figure 3-6. Section A1: Sea World Drive to I-5 Overpass (Page 2 of 2)

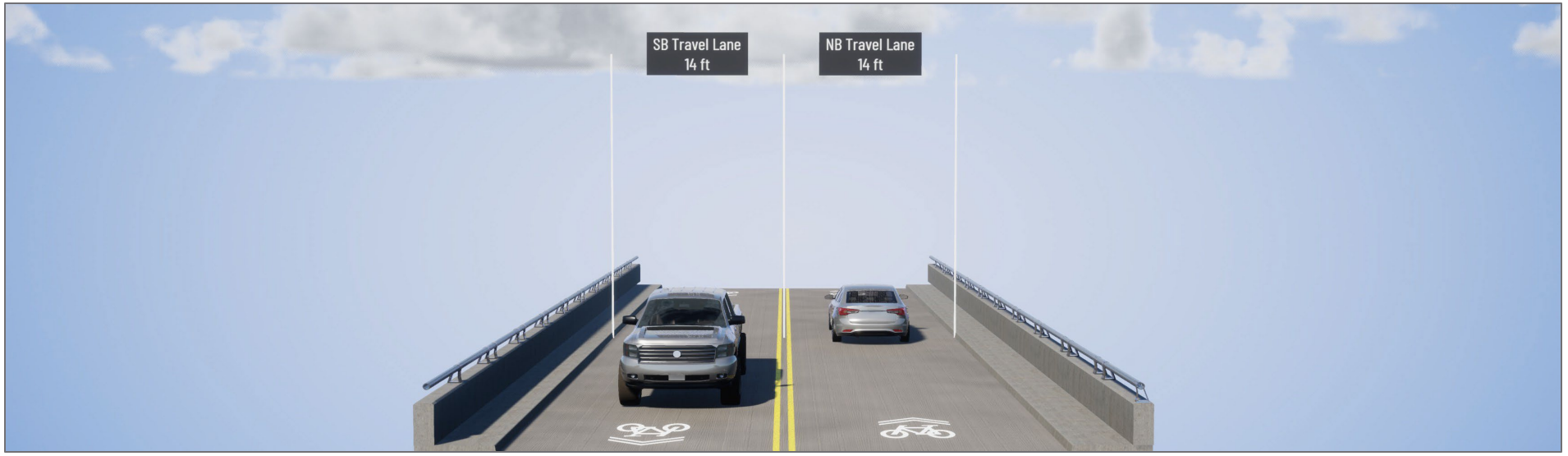


Long-Term Conditions

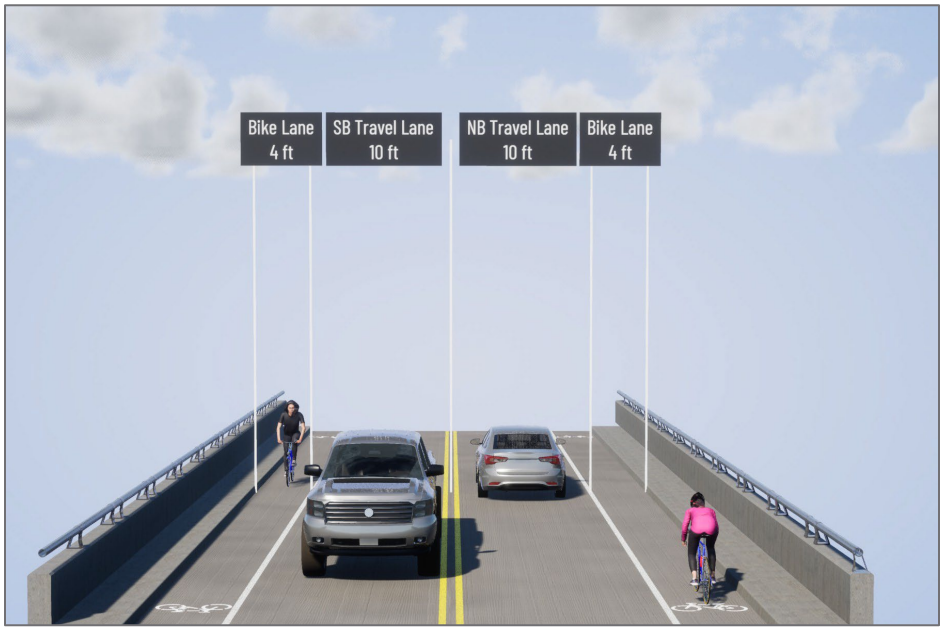


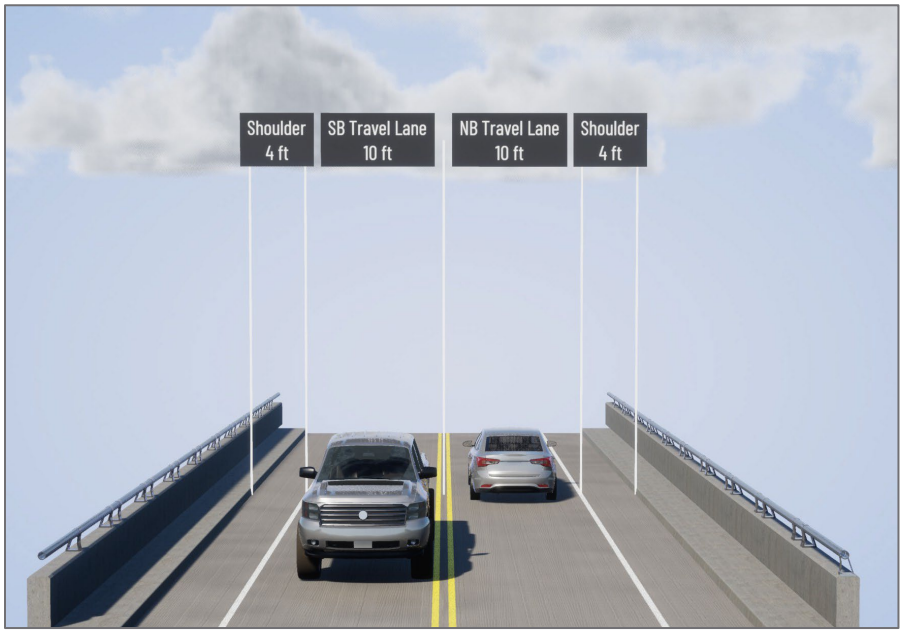
Long-Term Conditions - Plan View

Figure 3-7. Section A2: I-5 Overpass (Page 1 of 2)



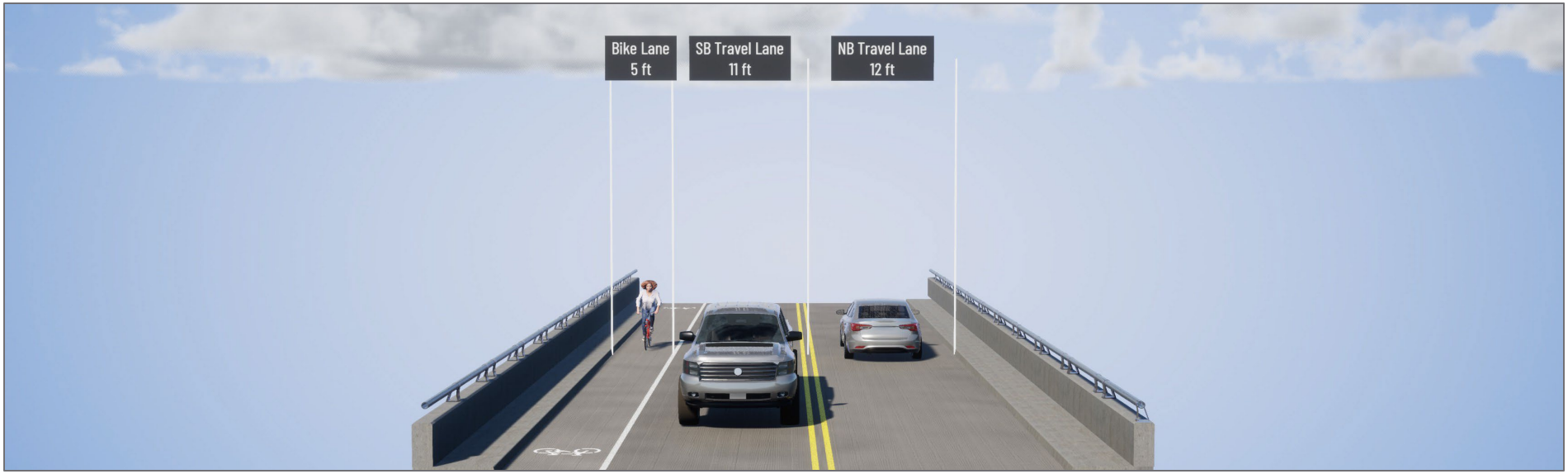
Existing Conditions



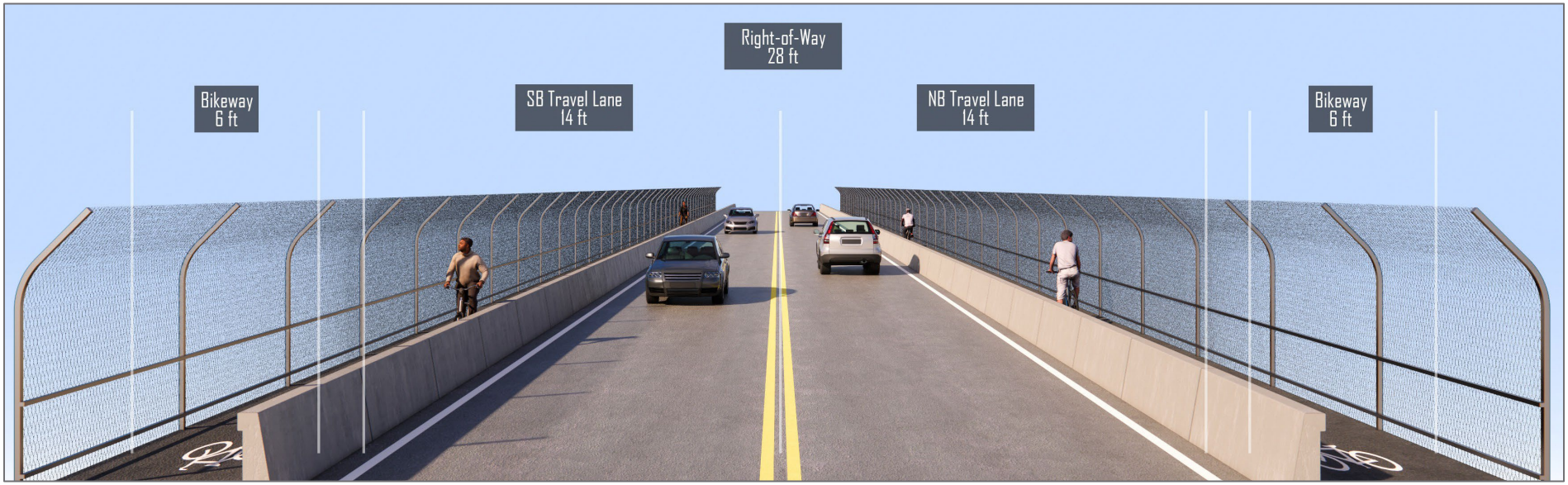


Near-Term Conditions Alternative 1: Non-Capital/Quickbuild Project

Figure 3-7. Section A2: I-5 Overpass (Page 2 of 2)



Near-Term Conditions Alternative 2: Non-Capital/Quickbuild Project



Long-Term Conditions: Capital Improvement Project

3.4.1.2 Section B: I-5 Overpass to Taylor Street

This segment largely facilitates the same connections as Section A, it is key in connecting Old Town, the Midway Pacific Highway communities, and Mission Bay Park while traveling through both Linda Vista and Mission Valley Community Planning Areas. In the southern portion of the segment, the City of San Diego is considering a redevelopment of Perry's Diner site into a 223-unit multi-family residential complex.

Existing conditions on this segment include one general travel lane for cars in each direction along with a two-way left turn lane.

There are narrow bike lanes present, but there is no physical barrier between cyclists and traffic. There are connections in both directions to the San Diego River Trail Class I Bike Path, as well as an undercrossing, but there are no marked crossings on this segment until the Taylor Street intersection. There is also a small 5-foot sidewalk for pedestrians on each side. Finally, parking exists on each side of the street and is predominantly used for long durations by Recreational Vehicles with occupants camping in the right-of-way, motorists must cross over the bike lane to park their vehicles.

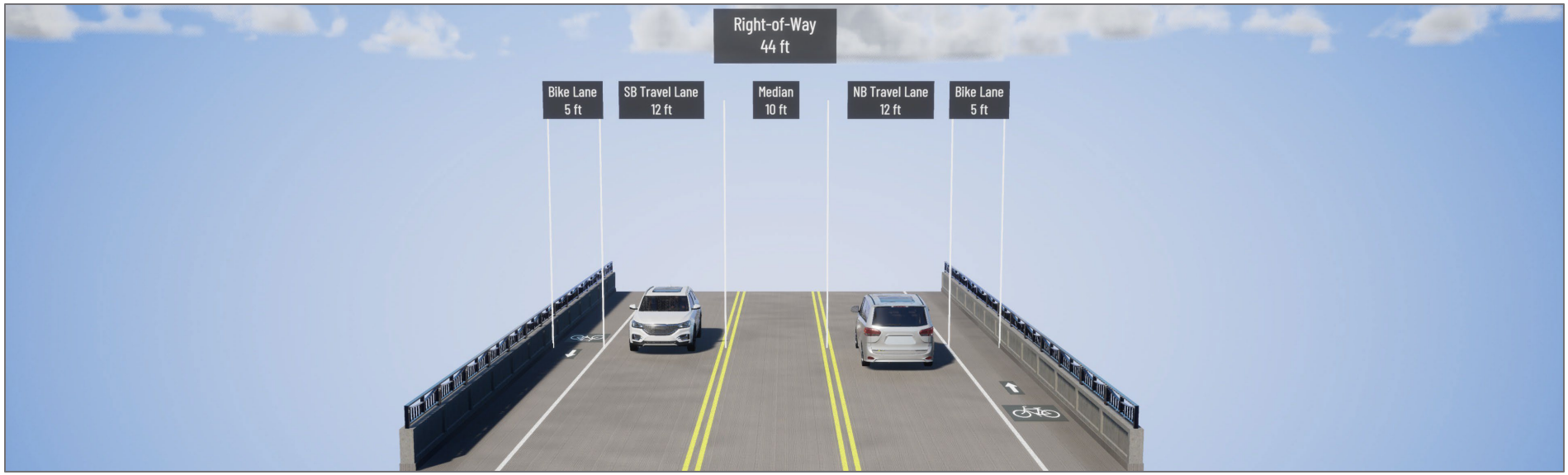
Near-Term/Non-Capital Improvements

The Near-Term/Non-Capital Improvements begin with removing the on-street parking in each direction. The two-way left turn lane is also removed in this scenario. These removals result in bikeways separated by flexible posts and slightly narrower lanes for cars to help reduce vehicle speeding.

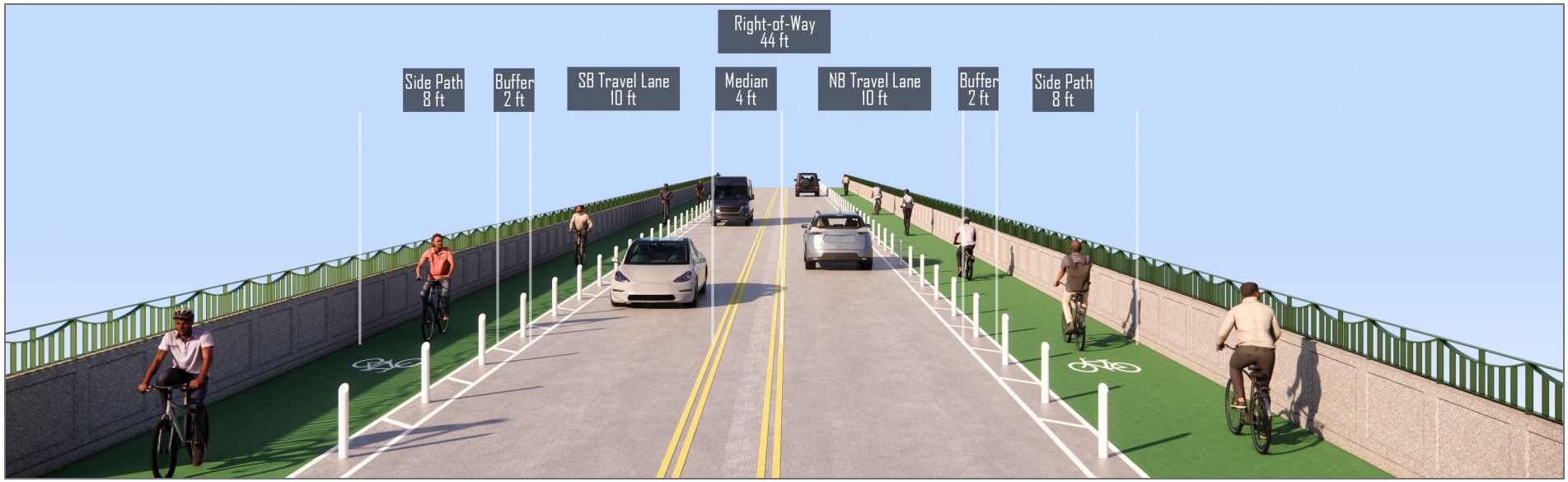
Ultimate Vision/Capital Improvements

Under the final scenario, bikeways are separated by raised and planted medians, fully protecting cyclists from vehicles and improving the aesthetic character of the segment. The sidewalks on each side are also widened slightly to offer more room for pedestrians.

Figure 3-8. Section B1: San Diego River Bridge (Page 1 of 2)

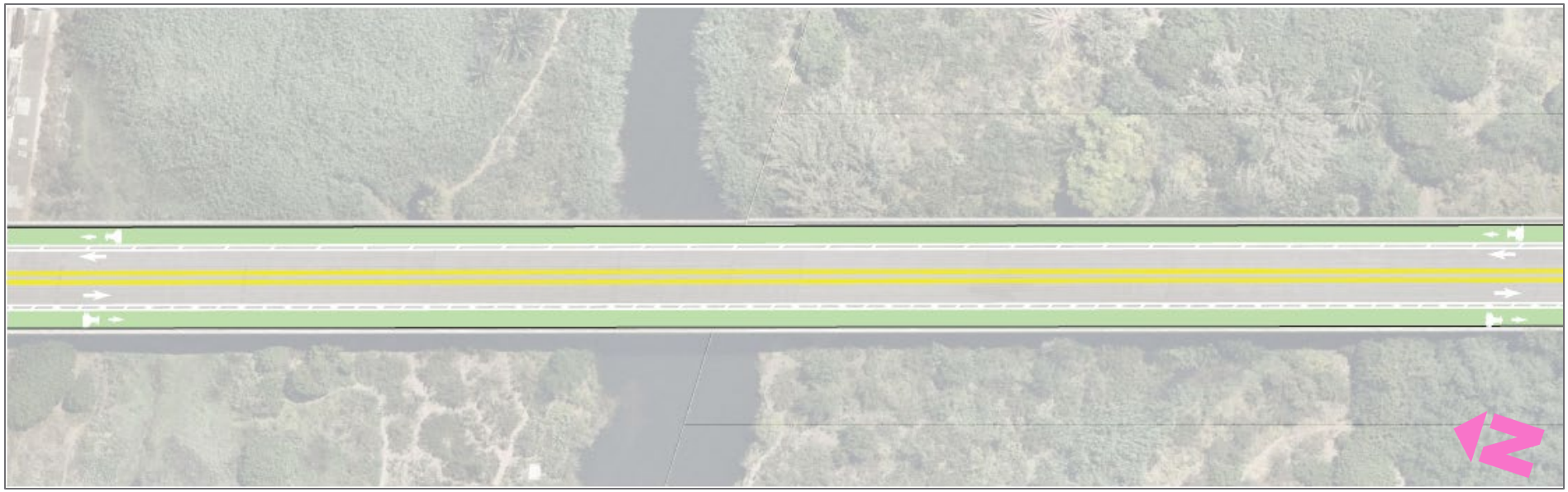


Existing Conditions



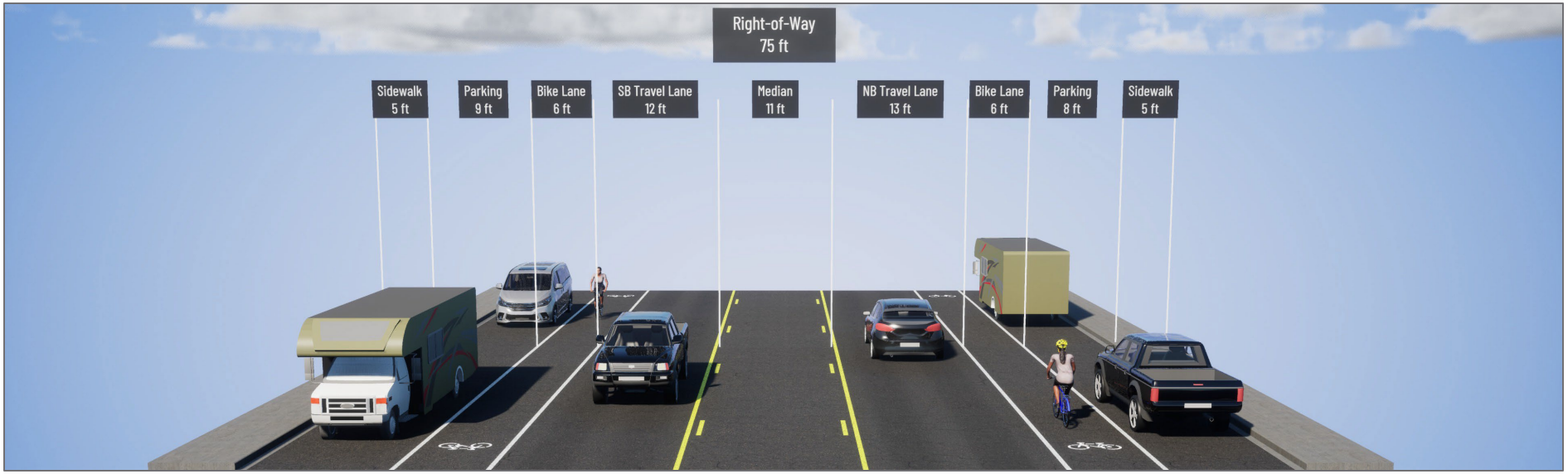
Long-Term Conditions

Figure 3-8. Section B1: San Diego River Bridge (Page 2 of 2)

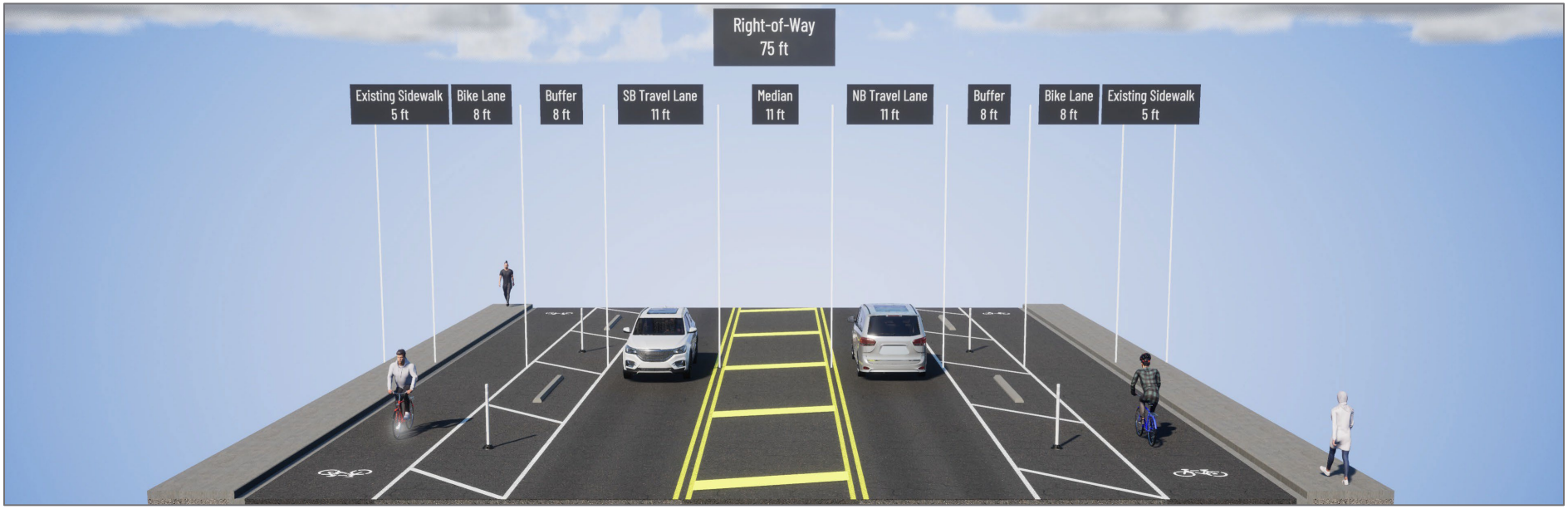


Long-Term Conditions Plan View

Figure 3-9. Section B2: Pacific Highway, North and South of San Diego River Bridge (Page 1 of 2)

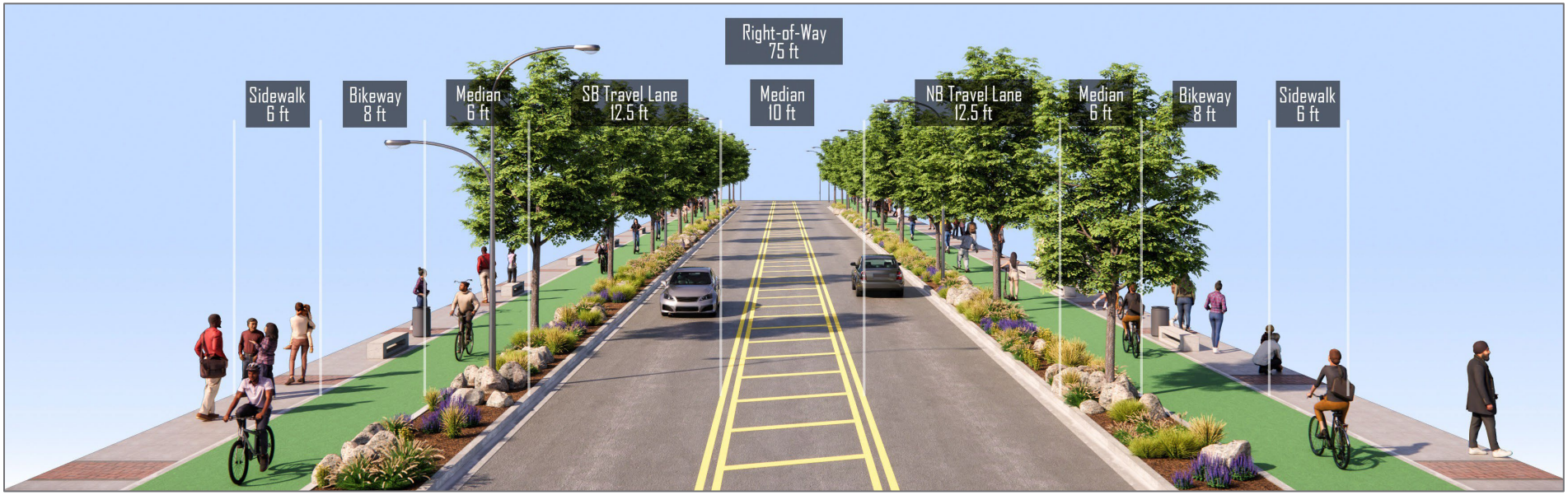


Existing Conditions



Near Term Conditions: Non-Capital/Quickbuild Project

Figure 3-9. Section B2: Pacific Highway, North and South of San Diego River Bridge (Page 2 of 2)



Long-Term Conditions: Capital Improvement Project



Long-Term Conditions Plan View

3.4.1.3 Section C: Taylor Street to Telegraph Place

Section C facilitates travel between Old Town and the Midway Pacific Highway communities as well as connecting to Point Loma via Rosecrans Street. The segment runs right in front of the Old Town Transit Center and local buses access Pacific Highway here via Telegraph Place.

Currently the segment consists of three general travel lanes for cars in each direction, with a small, raised center median. There are painted bike lanes on each side offering no protection from fast-moving cars, but each side does have a reasonably wide sidewalk. On the northbound side there is a brief transit-only lane that allows buses to easily access the bus parking facility behind the transit center.

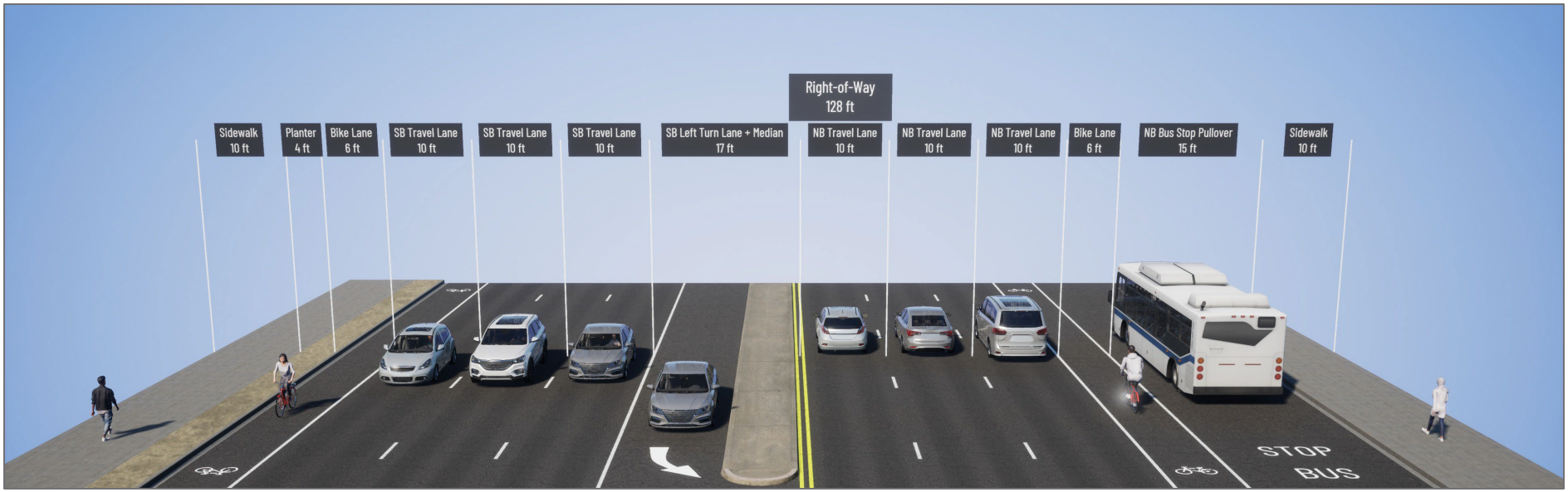
Near-Term/Non-Capital Improvements

Under this scenario, one travel lane is removed in each direction. This allows for the implementation of separated bikeways with flexible posts providing a vertical barrier between motorists and bicyclists on this popular commuter and recreational route. The transit-only lane on the northbound side remains as well as the sidewalks.

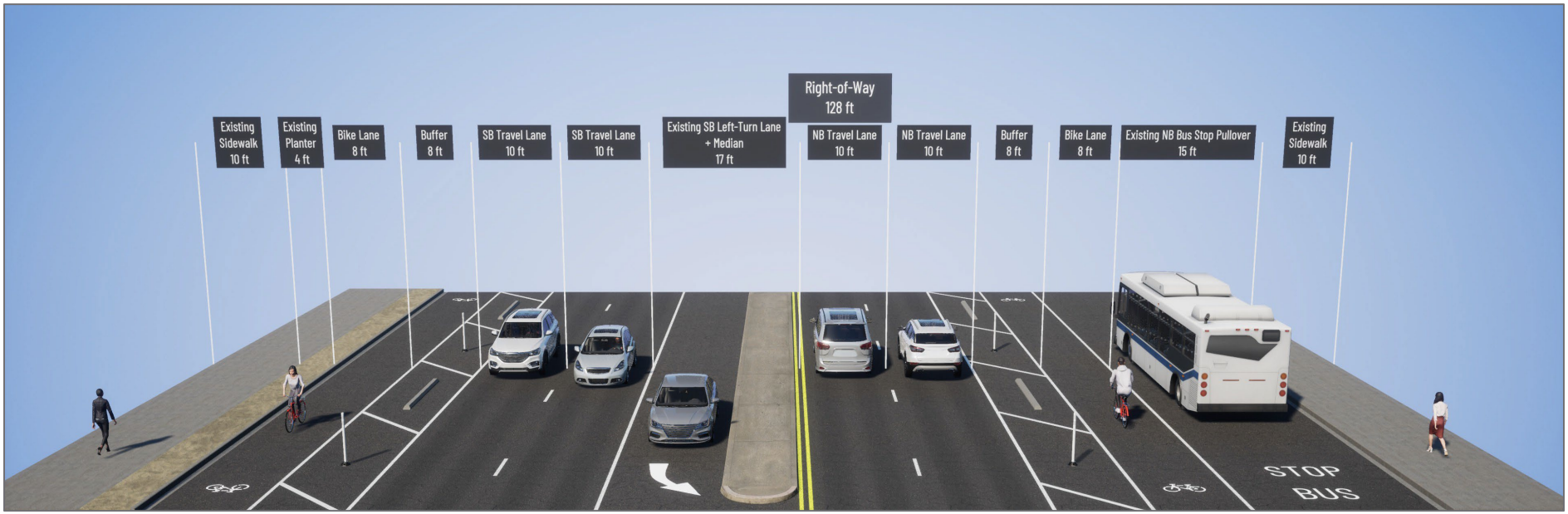
Ultimate Vision/Capital Improvements

The Ultimate Vision/Capital Improvements introduces bikeways separated by planted medians. A transit-only lane is implemented on the southbound side while preserving the northbound transit lane, and a transit-only turn lane is proposed for routes using Rosecrans to improve on time performance on a challenging segment for these routes and their operators and users. These transit lanes are separated from the bikeways by the planted median; thus cyclists are fully separated from any vehicular traffic. The sidewalk on the southbound side, opposite the transit center, is reduced by 4 feet to help accommodate these changes but the northbound sidewalk remains at a width of 10 ft.

Figure 3-10. Section C: Taylor St to Telegraph Place (Page 1 of 2)

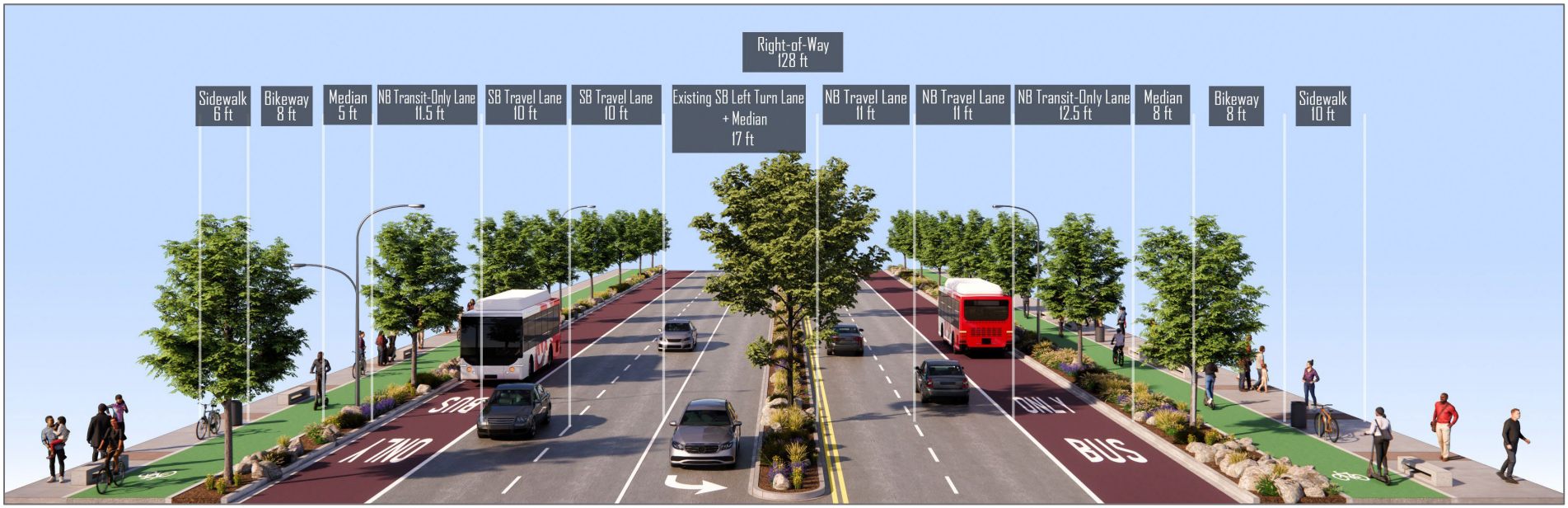


Existing Conditions

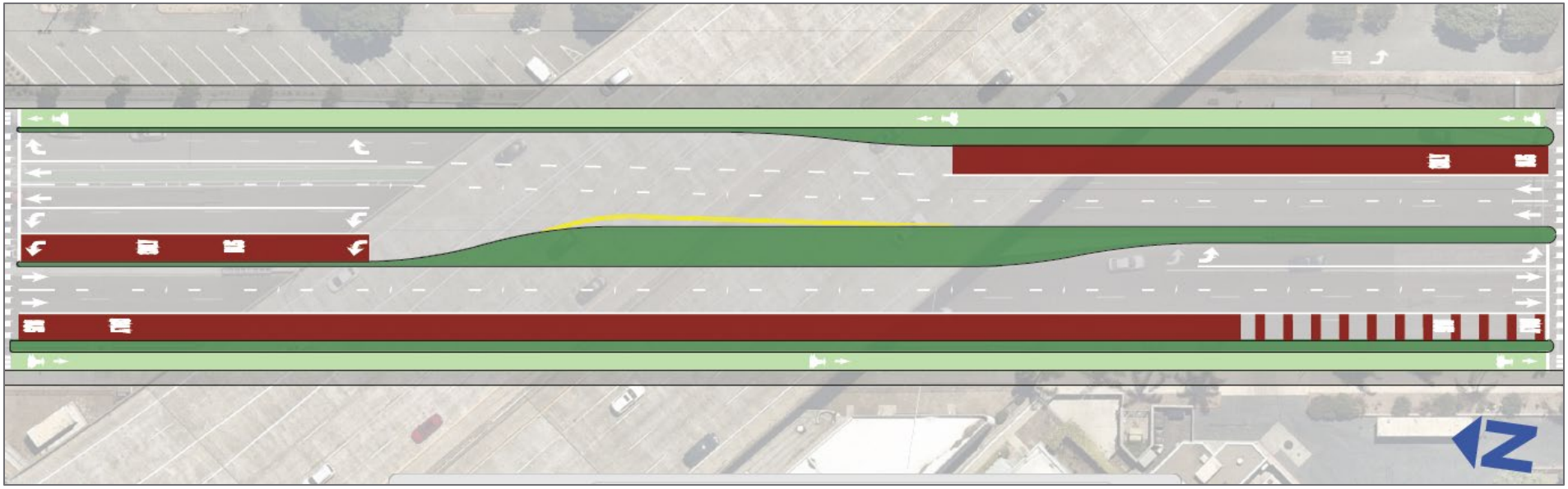


Near-Term Conditions: Non-Capital/Quickbuild Project

Figure 3-10. Section C: Taylor St to Telegraph Place (Page 2 of 2)



Long-Term Conditions: Capital Improvement Project



Long-Term Conditions Plan View

3.4.1.4 Section D: Telegraph Place to Barnett Avenue

Section D is surrounded by military, commercial, and industrial developments oriented to the NAVWAR site. This section includes the intersecting Barnett Avenue which provides a direct connection to the Peninsula community and attractions such as Sunset Cliffs, Shelter Island, Cabrillo National Monument, and Liberty Station.

The NAVWAR site will undergo a significant redevelopment that introduces more multi-family and commercial development, along with park space, making it easier to enhance mobility, safety, and accessibility along this stretch of the corridor.

The current conditions include three general travel lanes in each direction, unprotected bike lanes on each side, and intermittent sidewalks. There are no crossing opportunities for pedestrians between Telegraph Place and Enterprise Street, a nearly ½ mile long segment of Pacific Highway.

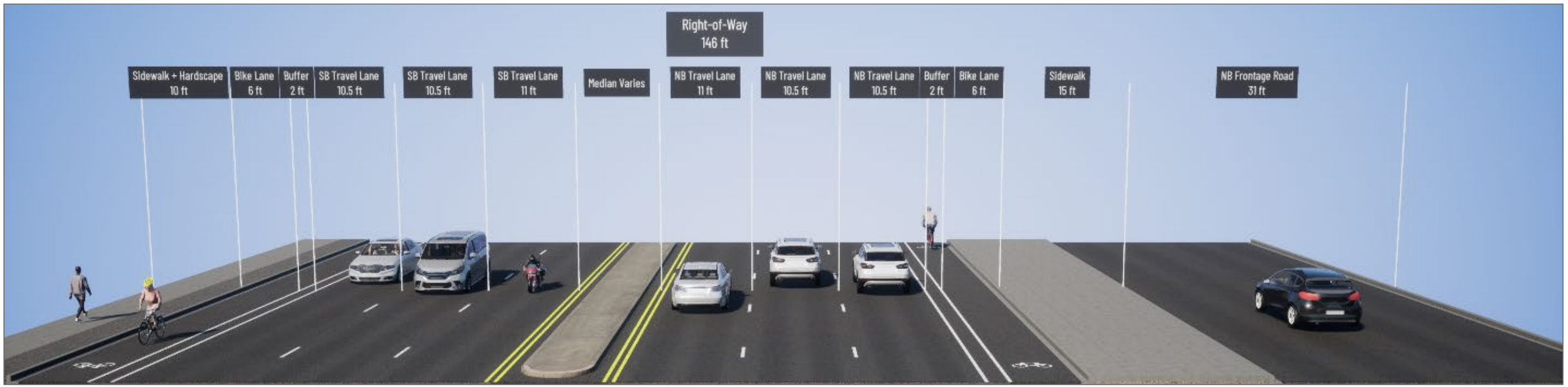
Near-Term/Non-Capital Improvements

Near-Term/Non-Capital Improvements for this segment begin with removing one travel lane in each direction. As noted previously, traffic volumes drop significantly north of Barnett Avenue. Separated bike lanes buffered by flexible posts and intermittent curbs are introduced and the sidewalks remain intact. On the east side, the travel lane, formerly a frontage road now fenced off from the NAVWAR site as underutilized City ROW, is removed and transit-only lanes are implemented travelling in each direction.

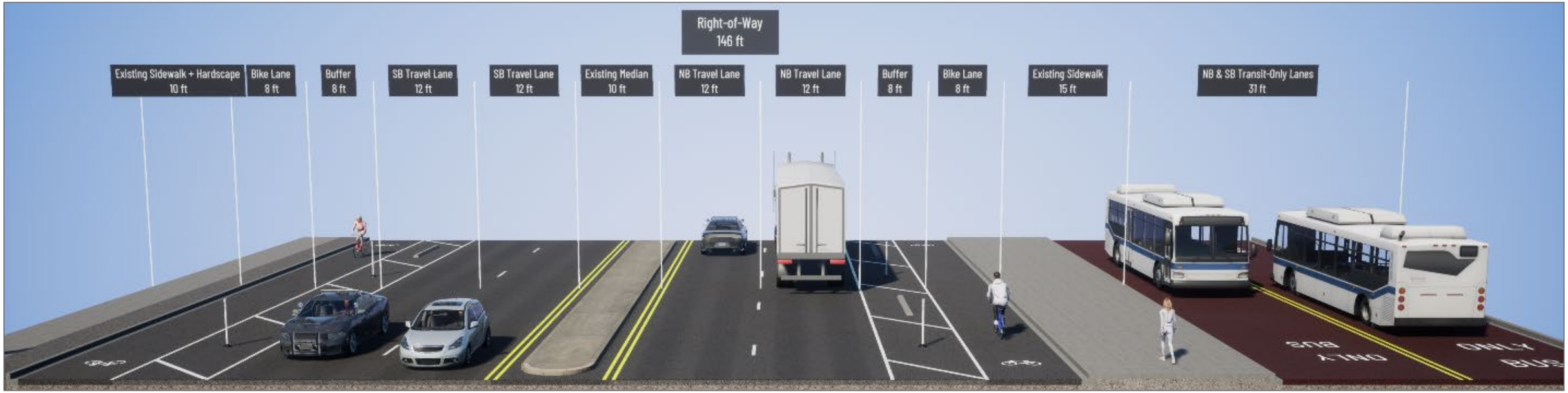
Ultimate Vision/Capital Improvements

The Ultimate Vision/Capital Improvements sees one travel lane in each direction replaced with a transit-only lane. Raised and planted medians are implemented and provide a buffer for separated bikeways on each side. On the far east side, the transit-only lanes have been relocated, and this creates space for a two-way cycle track along with a continuous sidewalk, separated by a planted median. These improvements introduce symmetry and predictability to a street with a history of collisions, with the goal of reducing conflicts, increasing multimodal throughput, and significantly enhancing safety for all roadway users.

Figure 3-11. Section D: Telegraph Place to Barnett Avenue (Page 1 of 2)



Existing Conditions

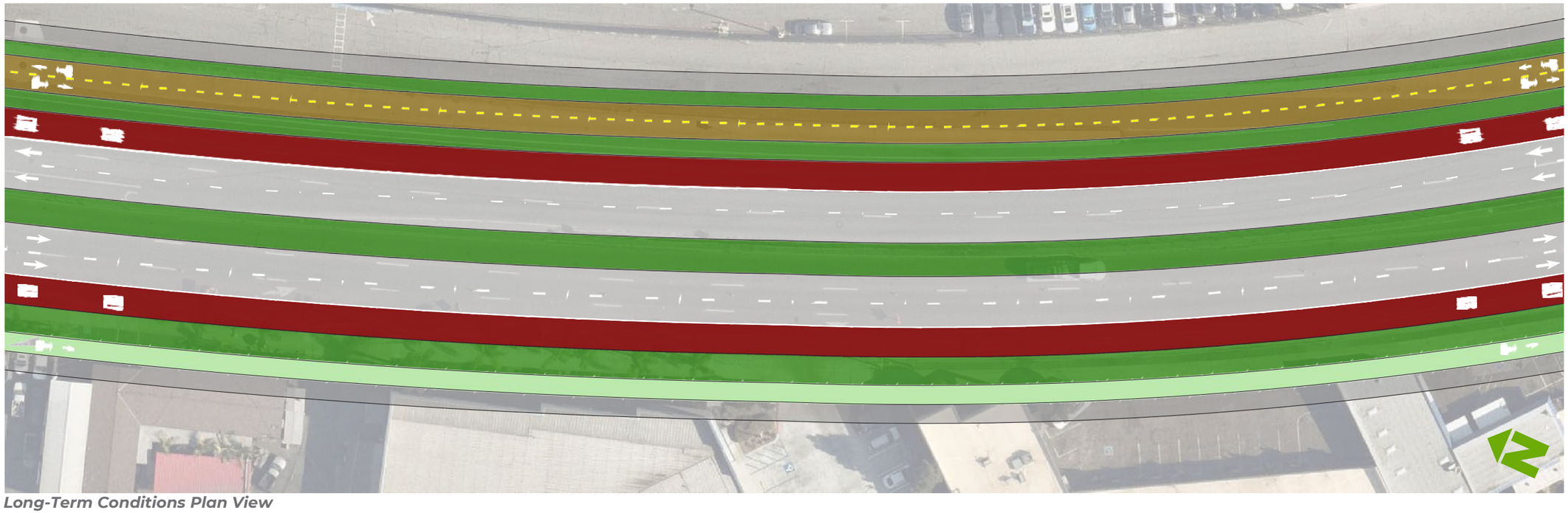


Near-Term Conditions: Non-Capital/Quickbuild Project

Figure 3-11. Section D: Telegraph Place to Barnett Avenue Recommendations (Page 2 of 2)



Long-Term Conditions: Capital Improvement Project



Long-Term Conditions Plan View

3.4.1.5 Section E: Barnett Avenue to Couts Street

The segment intersects Witherby Street, which is utilized as a key point of access for Marine Corps Recruit Depot (MCRD) to the west via underpass and cloverleaf ramps. To the east, Witherby also serves as part of a direct route to the I-5 ramps at Old Town Avenue.

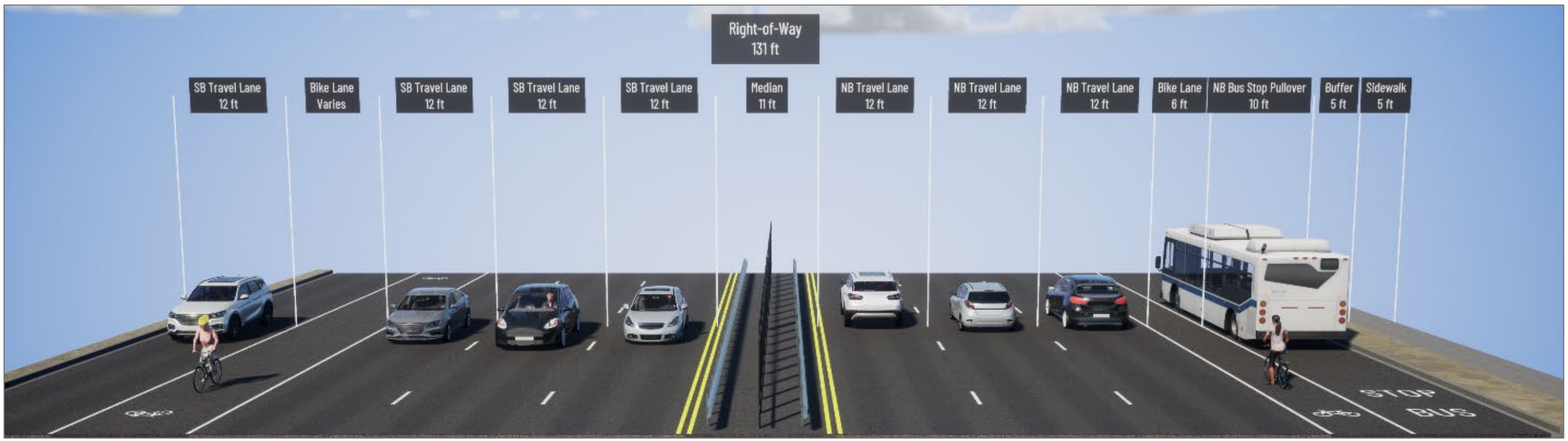
Near-Term/Non-Capital Improvements

The near-term concept would protect in place the existing median metal beam guard rails and fencing and narrow the travel lane widths to provide a combination of one-way separated bikeways and Class II buffered bike lanes on each side. The southbound merge lane and the northbound bus stop pullover would remain.

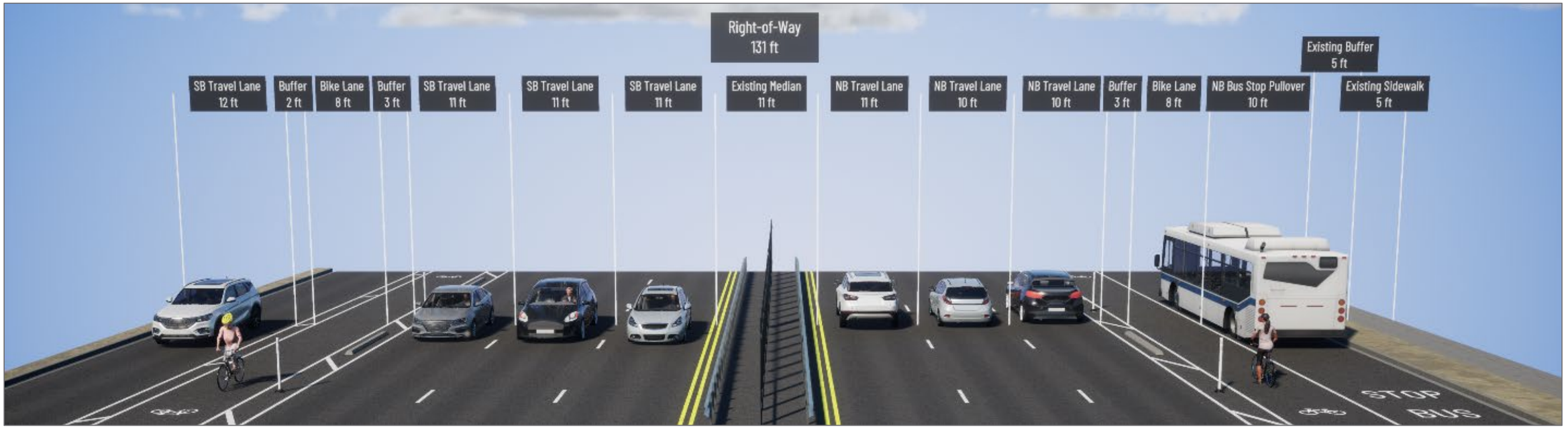
Ultimate Vision/Capital Improvements

The long-term concept reduces one general travel lane in each direction, replaces the median metal beam guard rails and fencing with a raised and planted center median, and eliminates the southbound merge lane to provide a one-way southbound separated bikeway on the west side, a street-level two-way separated bikeway on the east side, and transit only/flex lanes on both sides. A to-be-determined solution for facilitating the heavy turn volumes to / from Barnett Avenue while creating accessibility opportunities that don't currently exist for all users requires additional study that will compare alternatives and the tradeoffs with each.

Figure 3-12. Section E: Barnett Avenue to Couts Street (Page 1 of 2)

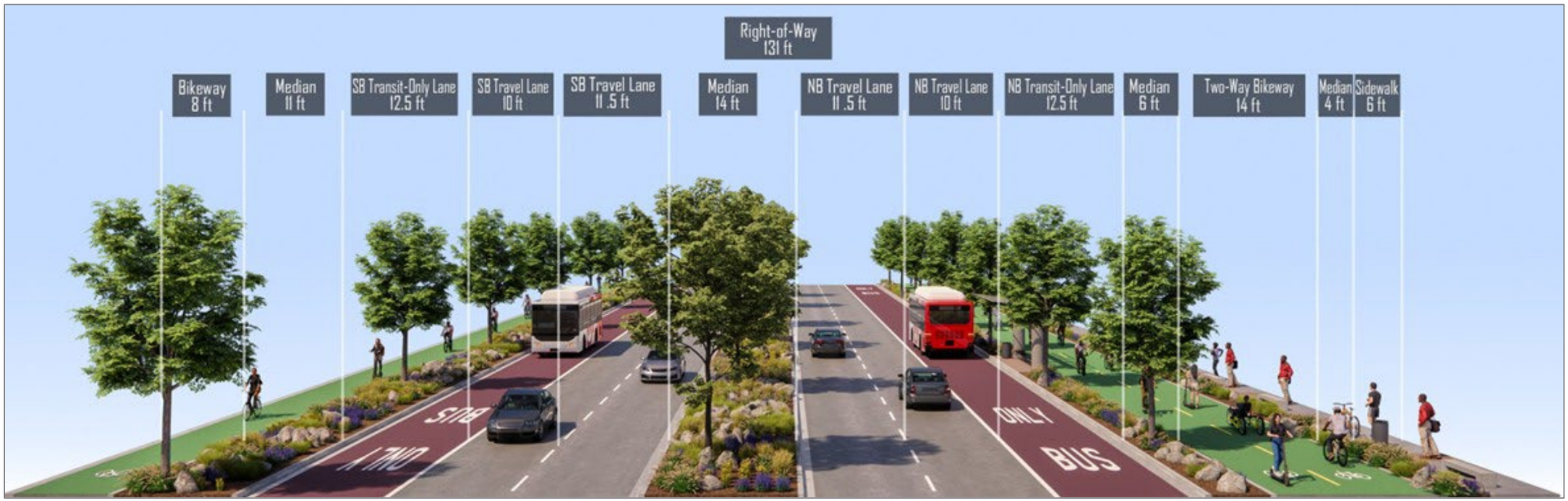


Existing Conditions

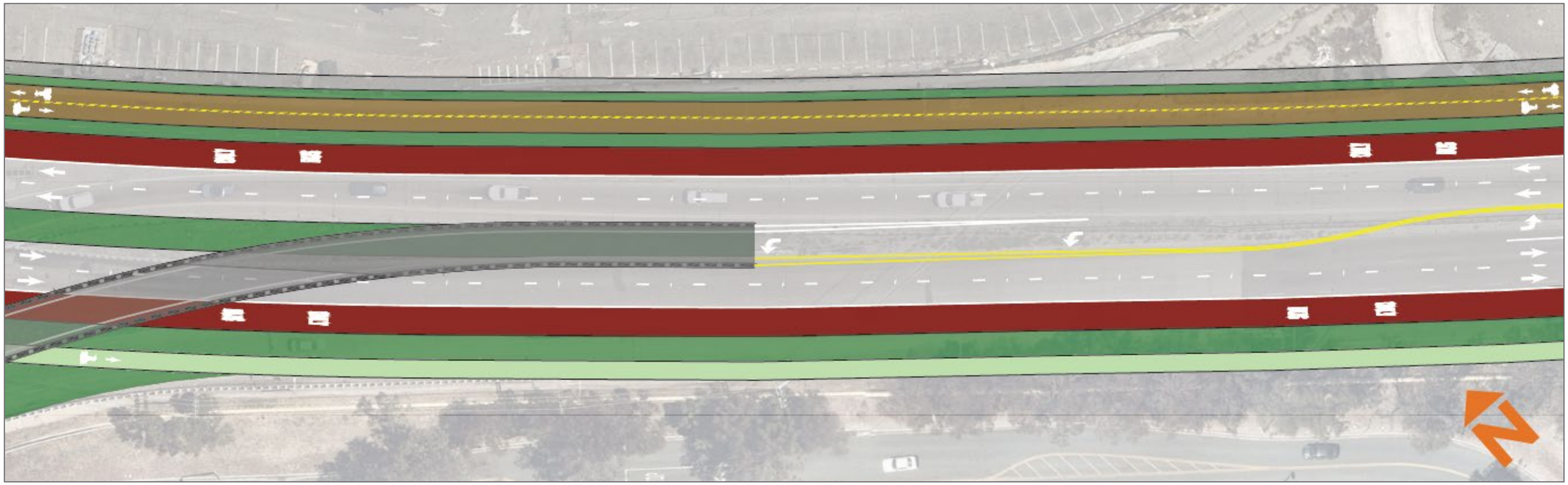


Near Term Conditions: Non-Capital/Quickbuild Project (Pacific Highway Only)

Figure 3-12. Section E: Barnett Avenue to Couts Street Recommendations (Page 2 of 2)



Long Term Conditions: Capital Improvement Project



Long-Term Conditions Plan View

3.4.1.6 Section F: Couts Street to Washington Street

This segment is a vital link for multimodal transportation, with connections to I-5 and transit infrastructure, such as the Washington Street Station. It is fronted on the west side by Marine Corps Recruit Depot (MCRD), which influences traffic patterns due to military operations and access needs.

This segment is currently very auto-centric with four travel lanes in each direction and it is nearly impassable for anyone not in a motor vehicle. The segment also is adjoined by Frontage Road which has commercial and retail land uses supporting the neighborhood with business district setbacks, there is one lane in each direction and parking for cars on the northbound side. With low volumes and a speed limit less than half what is posted on the adjacent Pacific Highway segment, it is a lower-stress alternative for a short stretch of Pacific Highway, and opportunities exist to better integrate this area in the corridor. There are narrow painted bike lanes on each side of Pacific Highway here, but they are not protected and in some sections are missing entirely. There are no crossing opportunities for pedestrians or cyclists between Enterprise Street and Washington Street, a nearly mile-long segment of Pacific Highway featuring transit stops in both directions but intermittent non-ADA compliant sidewalks.

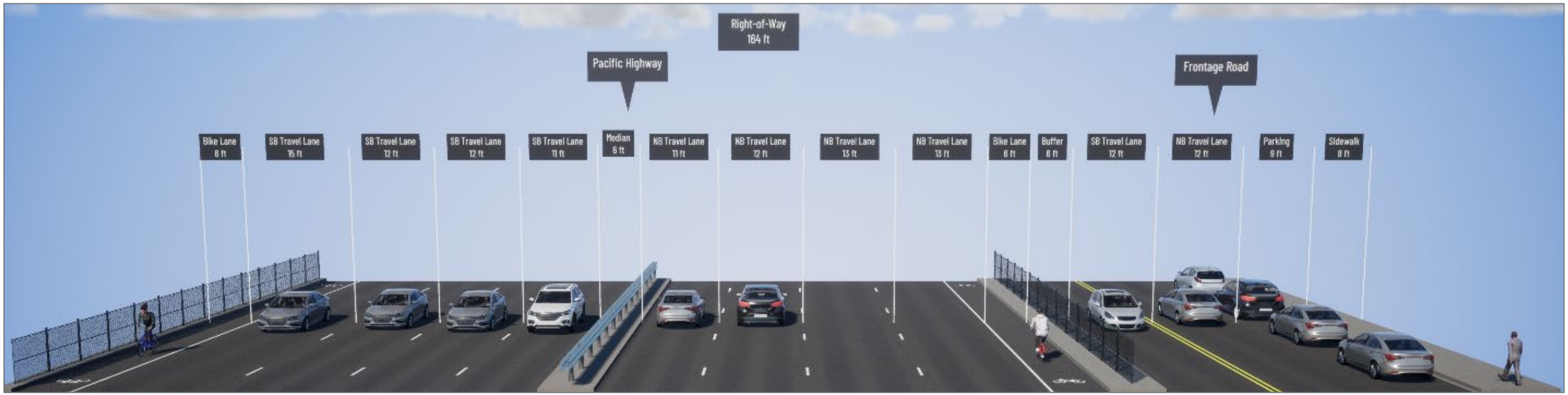
Near-Term/Non-Capital Improvements

This scenario involves separating the bikeways with flexible posts on each side. The third lane on the northbound side is reduced to make space for the separated bikeway. Finally, parking is removed on Frontage Road in areas with off-street parking or opportunities for replacing the removed parking on perpendicular streets, in order to accommodate the separated bikeway.

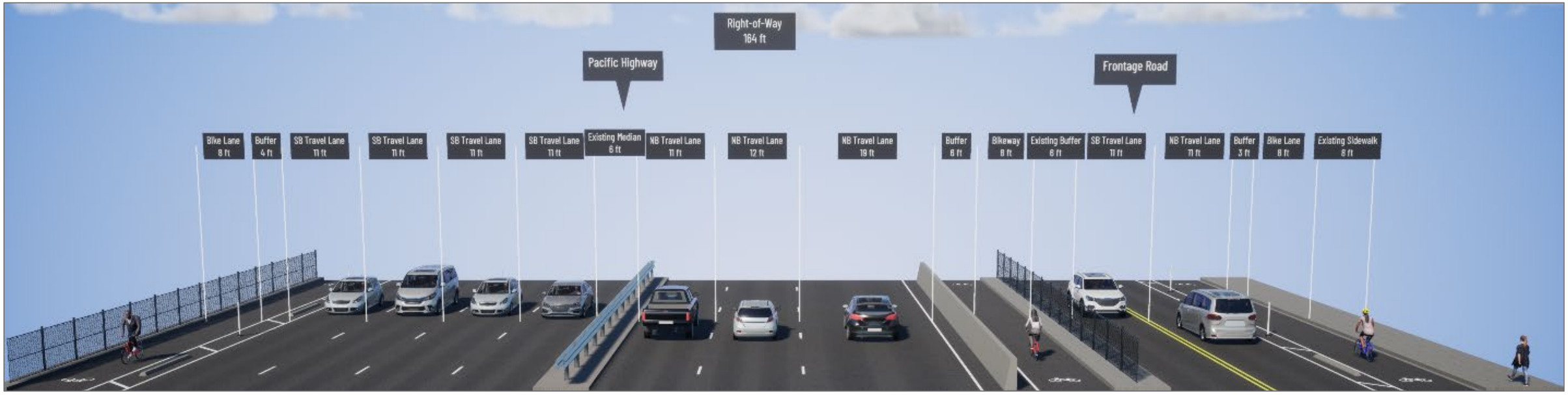
Ultimate Vision/Capital Improvements

This final scenario removes travel lanes for cars in each direction, making space for expanded planted medians as well as a transit-only lane going southbound. On Frontage Road, the southbound general travel lane is removed, short-term parking is reinstated, and a two-way cycle track is implemented and buffered by the parking. Additionally, the concept includes a one-way couplet between Frontage Road (northbound) and Kurtz Street (southbound). Northbound buses will utilize Frontage Road, and corresponding bus stops would be placed along Frontage Road. There is the potential for a business improvement district (BID) and / or a maintenance assessment district (MAD) to be formed that could provide maintenance funding for the enhanced streetscape elements on a human-scale corridor better connected to the neighboring communities.

Figure 3-13. Section F: Couts Street to Washington Street Recommendations (Page 1 of 2)

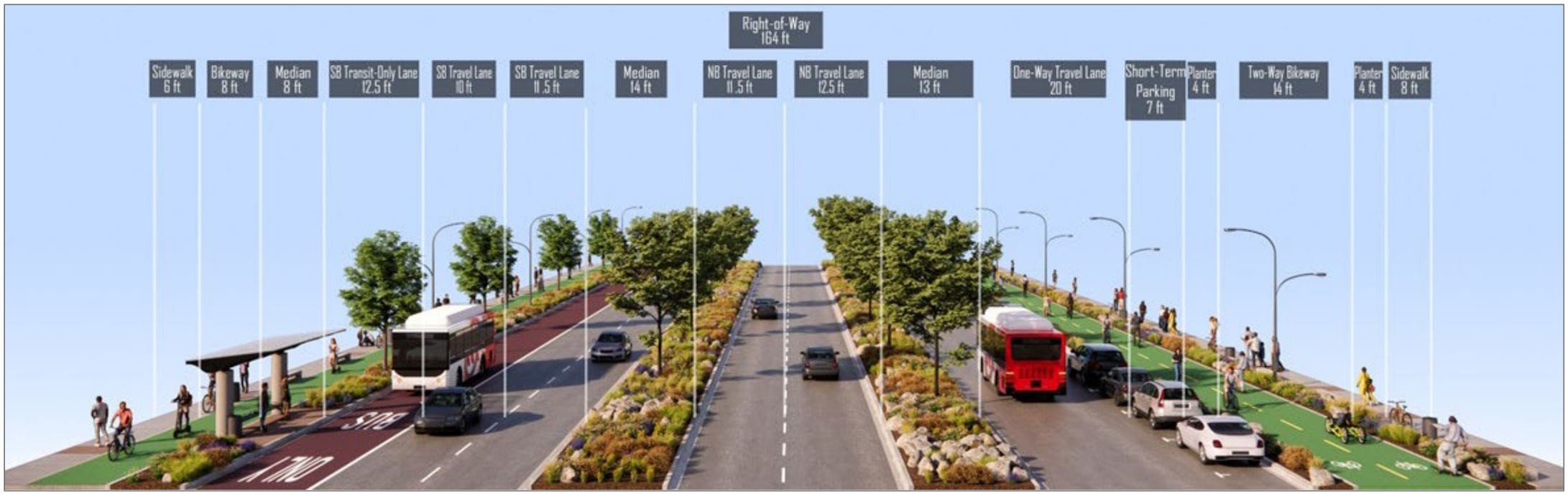


Existing Conditions

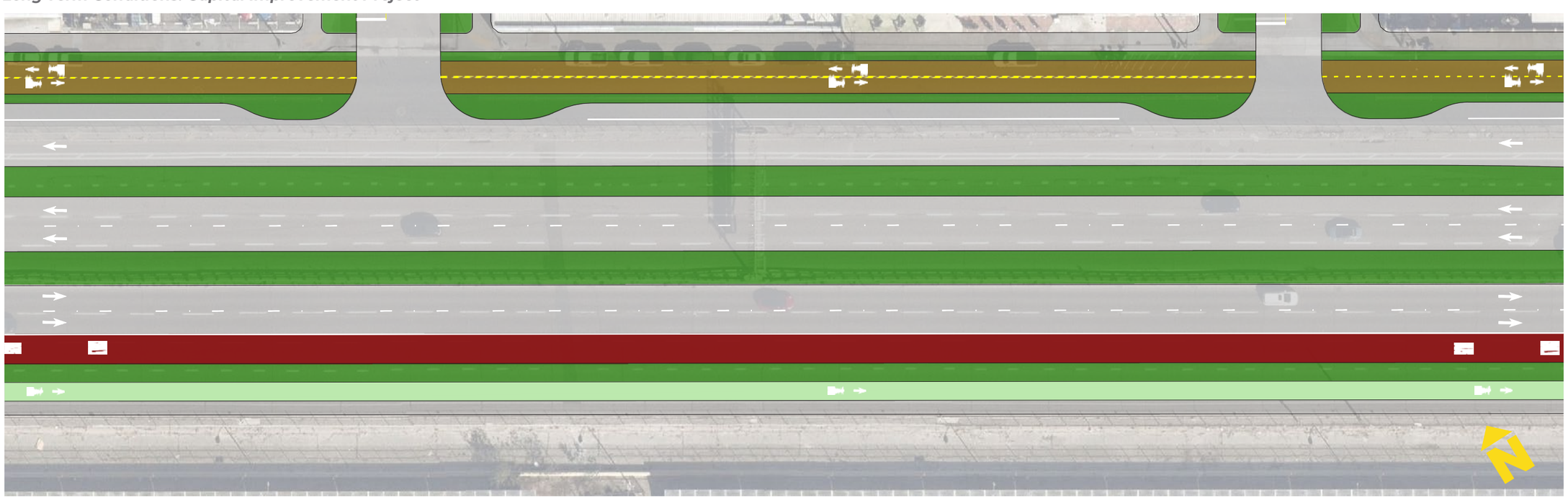


Near-Term Conditions: Non-Capital/Quickbuild Project

Figure 3-14. Section F: Couts Street to Washington Street Recommendations (Page 2 of 2)



Long Term Conditions: Capital Improvement Project



Long-Term Conditions Plan View

3.4.1.7 Section G: Washington Street to Sassafras Street

Section G has significant above-grade separated sections for freeway on/off-ramps, and traffic volumes at-grade in Section G are largely influenced by airport traffic including airport shuttles, vehicles accessing rental car facilities, and employee centers. The airport traffic and local activity make improving connectivity through Section G essential.

Section G of Pacific Highway includes three general travel lanes in both directions and on-street parking in the northbound direction. There is no bike lane for the northbound direction and little safety measures for the southbound bike lane. While there are sidewalks in both directions, there are few traffic control elements that prioritize safety for bikes and pedestrians with a distance of nearly ½ mile between Washington Street and Sassafras Street where bicycle and pedestrian crossings are prohibited.

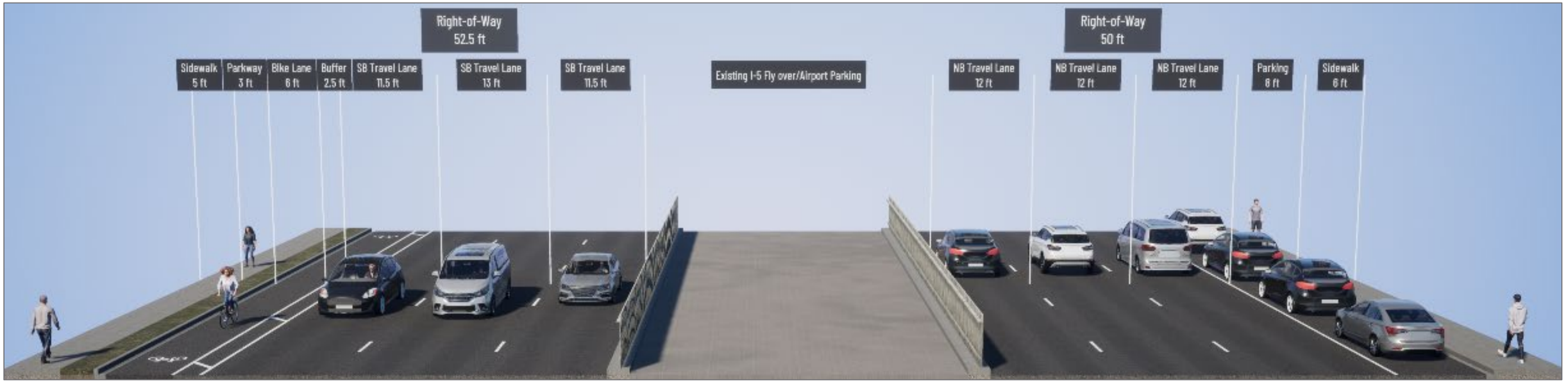
Near-Term/Non-Capital Improvements

Two travel lanes in each direction remain in the near-term, and bike lanes with painted buffers would be added to both directions along with floating parking to protect cyclists. The addition of bike lanes in the northbound direction will improve connectivity through Section G and match the presence of bikeways, existing or planned, on adjacent segments. These bikeway represent a significant upgrade over the existing conditions to enhance safety for cyclists without significantly impeding general traffic lanes.

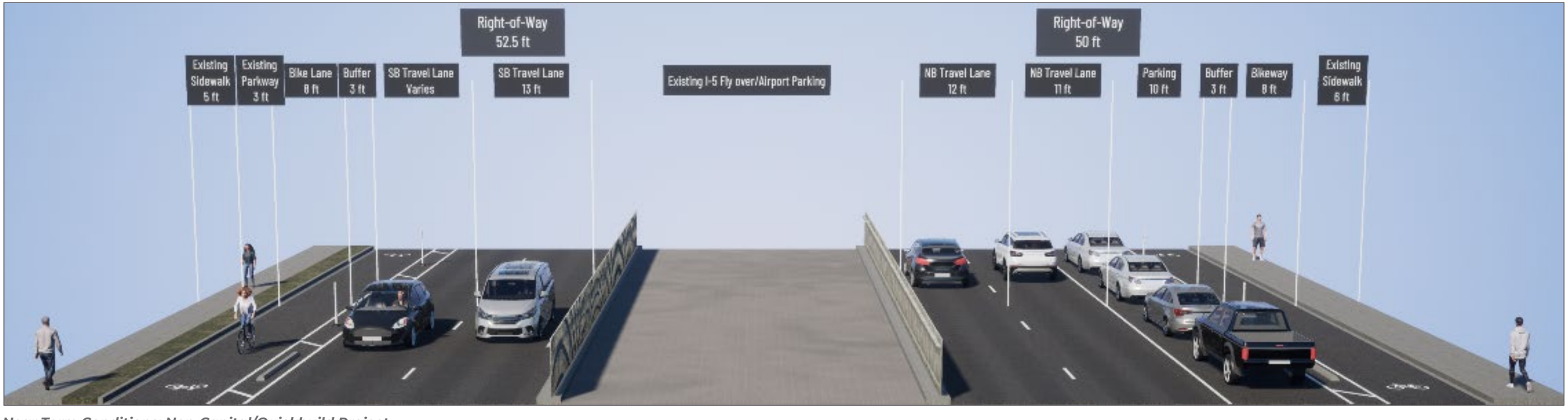
Ultimate Vision/Capital Improvements

Two travel lanes for cars remain in the long-term concept. Additionally, a transit-only lane in each direction will support Section G's need for a more reliable bus service. Greenery and pedestrian amenities will make the walking experience more enjoyable and better contribute to a shared public space.

Figure 3-14. Section G: Washington Street to Sassafras Street Recommendations (Page 1 of 2)

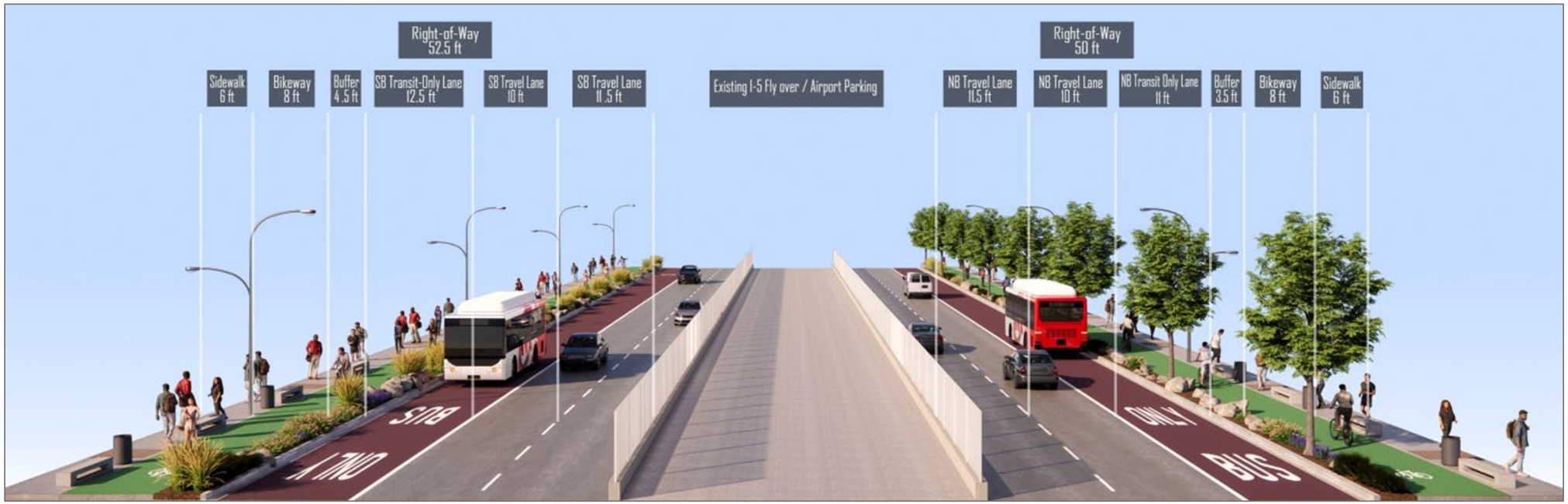


Existing Conditions

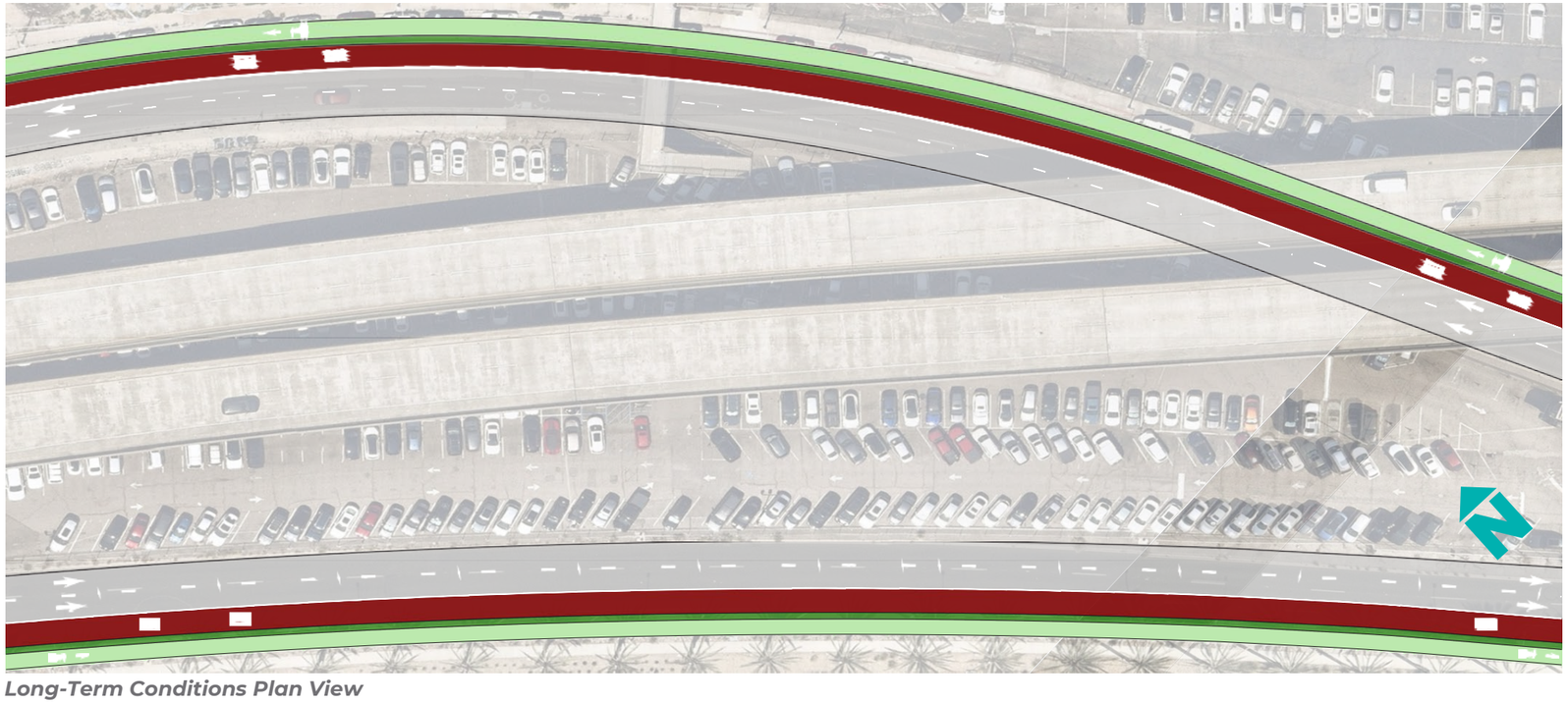


Near Term Conditions: Non-Capital/Quickbuild Project

Figure 3-14. Section G: Washington Street to Sassafras Street Recommendations (Page 2 of 2)



Long Term Conditions



Long-Term Conditions Plan View

3.4.1.8 Section H: Sassafras Street to Laurel Street

Section H supports airport activity and connectivity to key areas such as Little Italy. Airport traffic and local activity creates moderate traffic but a history of collisions illustrate the areas need for enhanced solutions for regional mobility, especially with closer proximity to the waterfront and denser land uses generating more cyclist and pedestrian trips. Pacific Highway from Taylor Street to Laurel Street is a 2.5-mile-long corridor that significantly reconfigured the early ~300x300' street grid. Though evidence of these former intersections are still visible on parallel and perpendicular streets, Section H can be a catalyst for reintroducing this east-west connectivity to the Pacific Highway corridor which, in turn, greatly improves accessibility in a multimodal network and reestablishes Pacific Highway as a gateway.

Today's experience prioritizes general travel lanes for cars, while the airport, hotel, and other community shuttles are not prioritized. The current conditions include a buffer between bikes and cars in the southbound direction but no bikeway designation for significant portions of the northbound direction extending all the way to Palm Street. The existing general travel lanes mix bus operations with general traffic, causing delays for bus service.

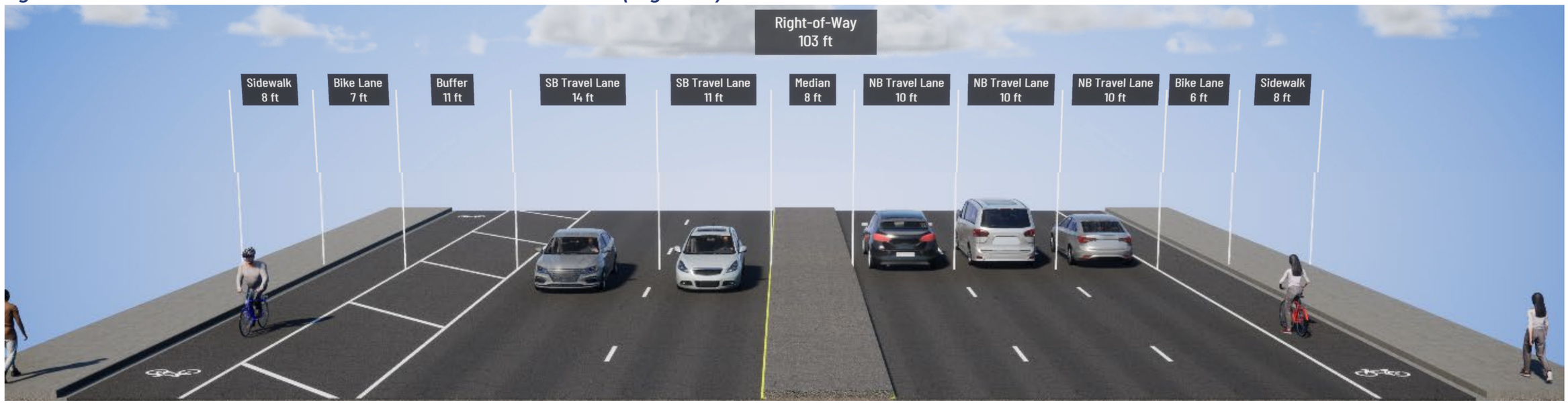
Near-Term/Non-Capital Improvements

In the near-term, the southbound bike lane is enhanced with some safety measures, and the northbound bike lane will extend through the entire section. The implementation of vertical delineation between the travel lanes and bikeway closes a gap in the regional bike network and creates a more consistent streetscape for all roadway users throughout Section H. Crossing improvements can improve accessibility across Pacific Highway and to / from the Middletown Station for transit users.

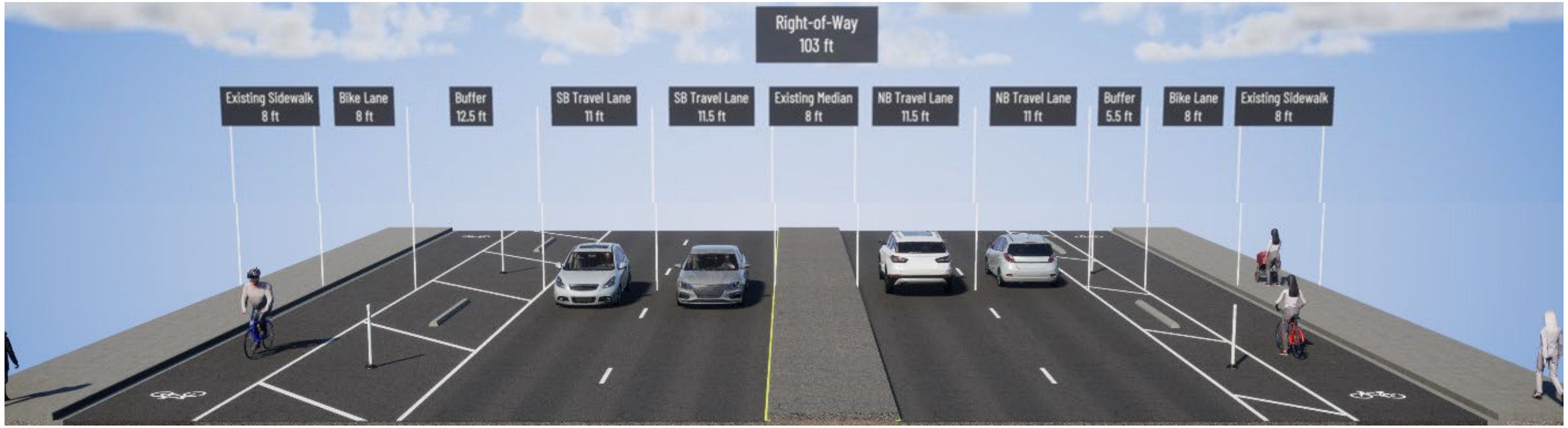
Ultimate Vision/Capital Improvements

The long-term vision enhances travel for bikes, buses, and pedestrians while maintaining two lanes for general travel from the existing conditions. A major change from the near-term to long-term conditions is the addition of transit-only lanes in both directions. The transit-only lanes act as a buffer between cars and bikes, supporting connectivity through the section.

Figure 3-15. Section H: Sassafras Street to Laurel Street Recommendations (Page 1 of 2)



Existing Conditions



Near Term Conditions: Non-Capital/Quickbuild Project

Figure 3-15. Section H: Sassafras Street to Laurel Street Recommendations (Page 2 of 2)



Long-Term Conditions: Capital Improvement Project



Long-Term Conditions Plan View

3.4.1.9 Section I: Laurel Street to Broadway

Section I experienced significant improvements with the implementation of the City of San Diego's Downtown Mobility Plan. Laurel Street to Broadway is a key route north / south route with intersections that handle dense airport activity through Little Italy and Downtown. This segment includes commercial, hotel, and industrial land uses and facilitates travel to major waterfront attractions, local businesses, and tourism destinations. Lastly, Santa Fe Depot is located within this corridor and supports mobility to the region.

Today, Laurel to Broadway includes a raised median, two travel lanes, and a flexpost-separated bikeway in both directions. The bikeway and buffers provide additional separation between vehicles and pedestrians using the sidewalk, particularly in the southbound direction which also includes a parking lane between the travel lanes and bikeway.

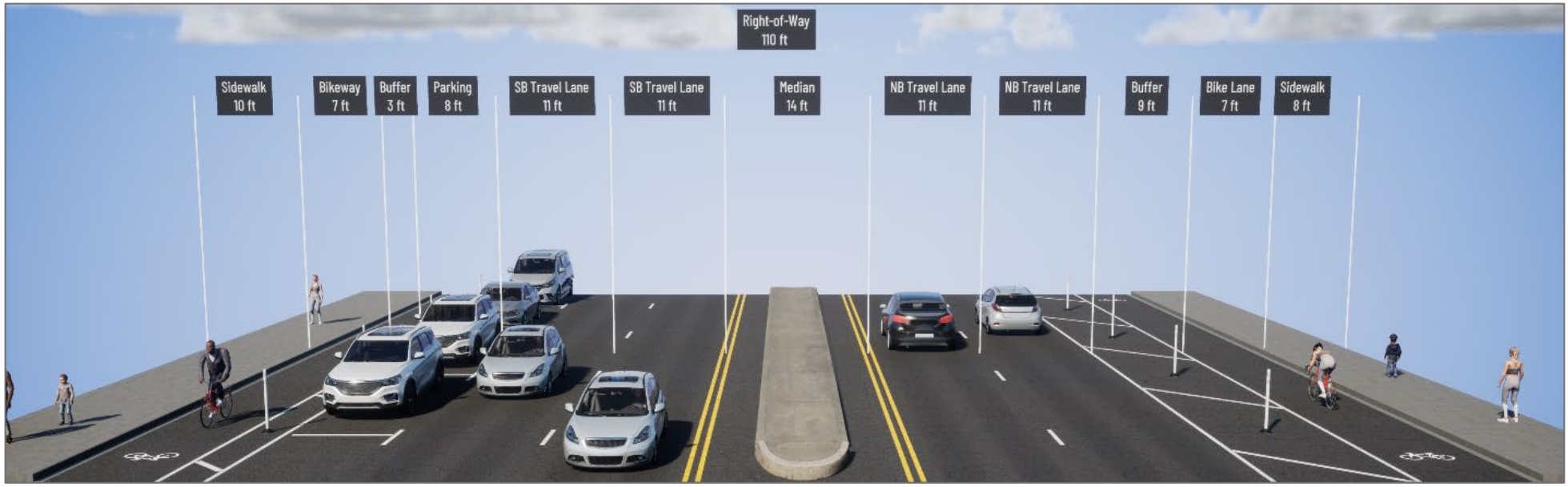
Near-Term/Non-Capital Improvements

No near-term conditions were prepared for Section I because most improvements identified in the City of San Diego's Downtown Mobility Plan have already been implemented.

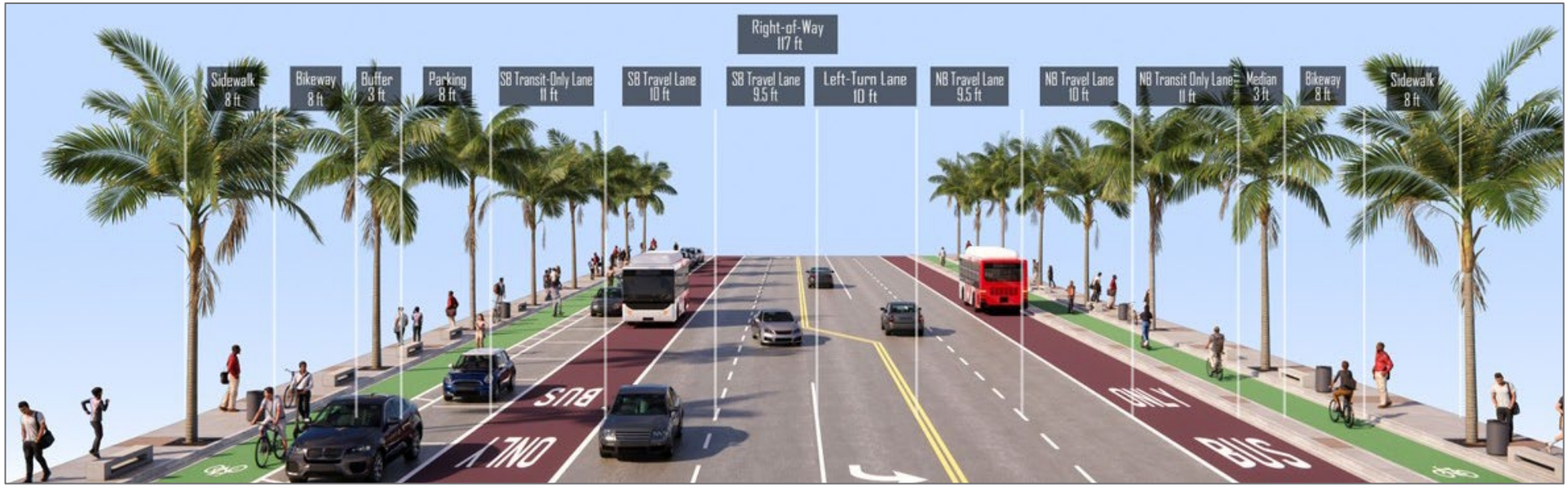
Ultimate Vision/Capital Improvements/Long-Term Vision

Long-term, capital improvements reallocate street space with a transit-only lane and a left-turn lane in each direction. The dedicated transit lanes prevent general purpose travel from interfering with bus services and provides additional separation between cyclists and cars. Section I will benefit greatly from dedicated transit lanes where currently only intermittent dedicated transit lanes exist.

Figure 3-16. Section I: Laurel St to Broadway Recommendations (Page 1 of 2)



Existing Conditions



Long Term Conditions: Capital Improvement Project

Figure 3-16. Section I: Laurel St to Broadway Recommendations (Page 2 of 2)



Long-Term Conditions Plan View

3.5 North Harbor Drive

Harbor Drive is a critical coastal transportation corridor that traverses several of San Diego's most dynamic waterfront neighborhoods, including Point Loma, the Midway District, the Port District, and Downtown. This segment of the corridor provides essential connectivity between the city center and key regional destinations such as the San Diego International Airport, the Embarcadero, the B Street Cruise Terminal, and various maritime and industrial facilities.

Due to the mix of civic, industrial, commercial, and recreational land uses along the corridor, Harbor Drive accommodates a wide range of transportation demands, including commuter, freight, and tourist traffic. The corridor features varied lane configurations, intersection designs, and roadway widths, reflecting its dual function as both a regional freight and commuter route and a gateway to San Diego's waterfront and visitor destinations.

3.5.1 Previous Planned Improvements

The Port Master Plan (2024) designates North Harbor Drive between Rosecrans Street and Grape Street as a four-lane roadway, transitioning to two lanes south of Grape Street. Travel lanes in each direction are planned to be repurposed for non-vehicular modes, supporting a shift toward more sustainable mobility. The plan includes a Bayfront Circulator and a multi-use path running the length of the corridor, complemented by multiple mobility hubs. This forward-thinking approach is intended to improve connections for people walking, biking, and riding transit, enhancing access to key waterfront destinations such as Liberty Station, Point Loma, the Midway District, and Downtown San Diego.

3.5.2 Corridor Recommendations

While the long-term vision for North Harbor Drive remains the same as the Port Master Plan, near-term improvements are recommended at a number of intersections to improve pedestrian safety. Design concepts for these locations are presented in Figures 3-17 through 3-16 on the following pages. Mobility analysis for North Harbor Drive was conducted and documented in **Appendix K**. In addition, **Appendix L** provides planning-level cost estimates.

3.5.2.1 Rosecrans St to Nimitz Boulevard

The section of Harbor Drive between Rosecrans Street and Nimitz Boulevard serves as a key connection between Naval Base Point Loma, Shelter Island, and the broader Point Loma community. While it supports commuter and military access, the corridor also accommodates recreational traffic headed to waterfront parks and marinas. The roadway is wide and auto-oriented, with limited pedestrian and bicycle infrastructure, creating challenges for non-motorized users.

It features a four-lane divided roadway with two general-purpose travel lanes in each direction, separated by a raised median. The corridor contains Class II buffered bicycle facilities, and sidewalks are present but narrow, limiting pedestrian comfort. The absence of dedicated turn lanes can lead to vehicular delays during peak hours, especially with the mix of commuter and freight traffic accessing nearby naval facilities. The roadway's configuration reflects its primary function as a connector between Point Loma and the broader San Diego region.

Holistic recommendations aligned with the PMP and are listed as follows:

- Lane Configuration & Traffic Flow: The section will retain two lanes in each direction while incorporating Intelligent Transportation System (ITS) technologies to improve traffic operations. Additionally, the PMP explores converting one existing through lane in each direction into a transit priority lane to accommodate the planned Bayfront Circulator, bus route 923, and other future transit services.
- Bicycle and Pedestrian Enhancements: While the Port Master Plan identifies a future multiuse path along North Harbor Drive beginning at Fenelon Street and connecting to the existing path at Spanish Landing, it does not include a conceptual layout or specify where right of way would need to be repurposed or acquired to accommodate the facility. Because the recommendations in this memo prioritize quick build implementation strategies, this long-term improvement was not evaluated in detail. Advancing the multiuse path would require substantial design and capital investment, including utility and traffic signal relocations, potential driveway closures, and right of way acquisition.
- Transit Upgrades: The PMP includes potential bus priority lanes along North Harbor Drive, the development of mobility hubs at Shelter Island Pier and Point Loma Marina Park, and wayfinding improvements to support future transit expansions.

Building upon these recommendations, the project team proposes expanding the Bayfront Circulator route to include a mobility hub and stop at the South Point area of Liberty Station. This additional stop would improve connectivity to Liberty Station, High Tech High Schools, nearby hotels, and other port-related land uses. Please refer to **Appendix M** for the Liberty Station Mobility Hub Analysis with the cost estimates of this mobility hub displayed in **Appendix N**.

The following additional recommendations are intended to enhance the existing infrastructure at critical locations:

- Rosecrans St: Refined Lane Markings and Turning Paths to clarify lane use and turning movements for vehicles and bicycles
- Scott Street: two new raised crosswalks are proposed: one across Harbor Drive (east leg) and one across Scott Street (south leg), new and reconstructed ADA ramps, sidewalk realignment and replacement
- Nimitz Blvd: A raised crosswalk is proposed where pedestrians cross the northbound right-turn slip lane from Nimitz Boulevard to Harbor Drive, new and reconstructed ADA Ramps, sidewalk realignment and replacement

Figure 3-17. Harbor Drive and Rosecrans Street Recommendations



Figure 3-18. Harbor Drive and Scott Street Recommendations

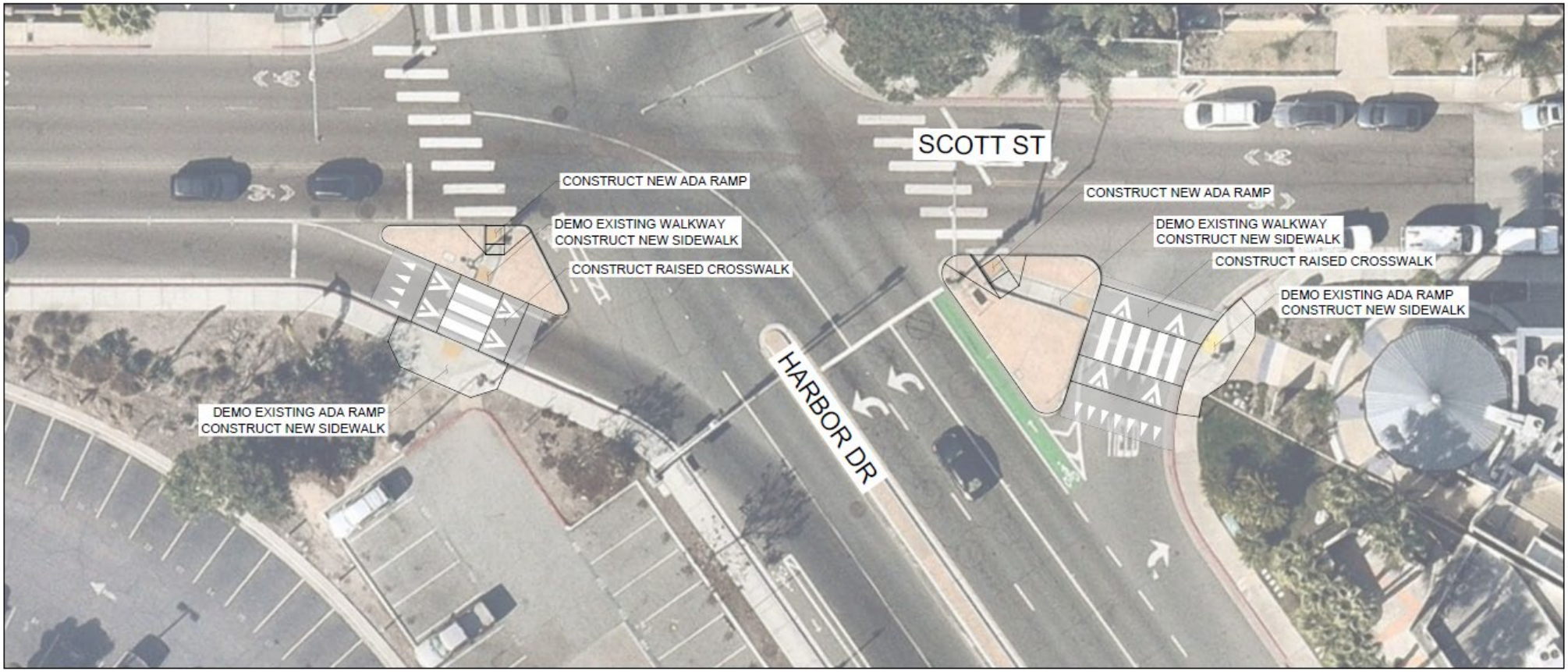


Figure 3-19. Harbor Drive and Nimitz Boulevard Recommendations



3.5.2.2 Nimitz Boulevard to Grape Street

The section of Harbor Drive between Nimitz Boulevard and Grape Street functions as a high-volume arterial serving both regional traffic and access to San Diego International Airport. It provides direct access to SDIA terminals, adjacent parking lots, Harbor Island, and major employment centers in the area. The corridor also offers critical freeway connections to I-5 via Laurel Street, Hawthorn Street, and Grape Street, while linking to surrounding Downtown neighborhoods. It is a vital route for freight, commuter vehicles, and airport travelers, yet offers limited infrastructure for people walking or biking. The roadway's wide cross-section, multiple driveways, and frequent signalized intersections create a challenging and often uncomfortable environment for non-motorized users.

Between Nimitz Boulevard and Grape Street, Harbor Drive expands to six lanes, offering three general-purpose travel lanes in each direction without a central median. This section serves as a primary access route to San Diego International Airport, resulting in high traffic volumes and frequent congestion. Sidewalks are present but often interrupted by driveways and lack buffering from vehicular traffic, while bicycle infrastructure is minimal, creating a challenging environment for non-motorized users. The roadway's design prioritizes vehicular throughput, reflecting its role in regional connectivity.

This section of North Harbor Drive primarily serves SDIA and Harbor Island. The PMP and SDIA Master Plan outline the following key recommendations for this corridor:

- Lane Configuration & Traffic Flow: The SDIA Master Plan includes the construction of a new Terminal Link Roadway, an on-airport roadway designed to divert airport traffic away from North Harbor Drive, significantly reducing congestion. Currently under construction as part of the SDIA Terminal 1 project, this roadway is expected to be completed by late 2027. It will provide a direct connection to both Laurel Street and North Harbor Drive at their intersection, easing traffic flow along this section of the corridor.
- Leveraging this new infrastructure, the PMP proposes reducing North Harbor Drive to four lanes while incorporating dedicated transit lanes to support the Bayfront Circulator Shuttle and bus route 923.

To enhance transit efficiency and accessibility for Bus Route 992, which connects San Diego International Airport (SDIA) to Downtown San Diego via Harbor Drive, the project team evaluated potential improvements that build upon previous studies and SDIA's improvement plan. Please refer to **Appendix O** for the MTS Route 992 and San Diego Flyer Analysis. The recommended option would bypass the congested North Harbor Drive & Laurel Street intersection by routing transit vehicles along planned transit-only lanes on Pacific Highway to access SDIA via Palm Street. Under this configuration, transit vehicles would require special authorization from SDIA to use the secured internal airport roadway currently designated for the SAN Rental Car Center shuttle. Upon exiting the secured area, a transit priority signal and dedicated transit-only lanes would ensure efficient travel between Terminals 1 and 2. Additionally, new transit stations at each terminal's departure area would be necessary to create a seamless and comfortable transit experience.

The following additional recommendations are intended to enhance the existing infrastructure at critical locations:

- Harbor Island Dr: A raised crosswalk is proposed across the slip lane from Harbor Island Drive to westbound Harbor Drive; new and reconstructed ADA ramps; sidewalk reconstruction to improve accessibility and pedestrian connectivity.

- Grape Street: Installation of shared-lane markings ("sharrows") along the south side of Harbor Drive to improve bicycle visibility and reinforce shared use of the roadway by motorists and cyclists.

3.5.2.3 Grape Street to Broadway

The section of Harbor Drive between Grape Street and Ash Street functions as a key gateway to San Diego's waterfront, serving major civic and cultural destinations including Waterfront Park, the County Administration Center, the Star of India, and the broader Embarcadero. It also provides critical connections to the Green Line County Center/Little Italy Trolley Station and adjacent Downtown neighborhoods. Despite its importance as a multimodal hub, the corridor is currently dominated by high vehicle volumes and limited pedestrian and bicycle infrastructure.

Between Ash Street and Broadway, Harbor Drive serves as a vital access point to the Embarcadero, accommodating cruise ship operations, waterfront hotels, and the Water Taxi at Broadway Pier. It also supports high volumes of pedestrian activity and visitor traffic, while providing key connections to Downtown San Diego, the Santa Fe Depot transit hub, and the Broadway thoroughfare. Despite its role as a regional and tourist gateway, the corridor prioritizes vehicle movement, with limited infrastructure for people walking and biking.

It comprises a four-lane roadway with two general-purpose travel lanes in each direction, accompanied by a narrow central median. This area serves key destinations such as Waterfront Park, the County Administration Center, and the Star of India. Despite the high pedestrian activity associated with these attractions, the corridor lacks dedicated bicycle facilities and features limited pedestrian crossings, leading to potential conflicts between vehicles and non-motorized users. The current configuration emphasizes vehicular movement over multimodal accessibility.

Under current conditions, buffered bike lanes are already in place on both sides of North Harbor Drive, except for a 230-foot gap north of the North Harbor Drive & Grape Street intersection. To align with the PMP's vision, this study recommends reconstructing the median west of this gap to ensure a continuous buffered bike lane along the entire corridor.

In addition to the planned PMP improvements, this study recommends the following:

- Evaluate and close underutilized parking access points on the western side of North Harbor Drive. While the PMP envisions relocating existing parking spaces to a nearby mobility hub or parking structure, in the interim, SANDAG should collaborate with the Port of San Diego to assess and close select access points to improve safety for cyclists and reduce vehicle conflict points. Closing these access points may also create additional on-street parking spaces. Potential closures include access points approximately 500 feet and 950 feet south of the North Harbor Drive & Grape Street intersection.
- Relocate the existing bike lane on the eastern side of North Harbor Drive to run adjacent to the sidewalk, shifting diagonal parking westward to create a buffer between traffic and cyclists. This modification would likely require intersection reconstruction at North Harbor Drive & Grape Street, including bulb-outs and traffic flow enhancements to align the new bicycle facility with the section north of this intersection. A similar treatment is recommended between Ash Street and Broadway, including the reconstruction of the North Harbor Drive & Ash Street intersection to integrate bicycle infrastructure improvements.

Figure 3-20. Harbor Drive and Harbor Island Drive Recommendations

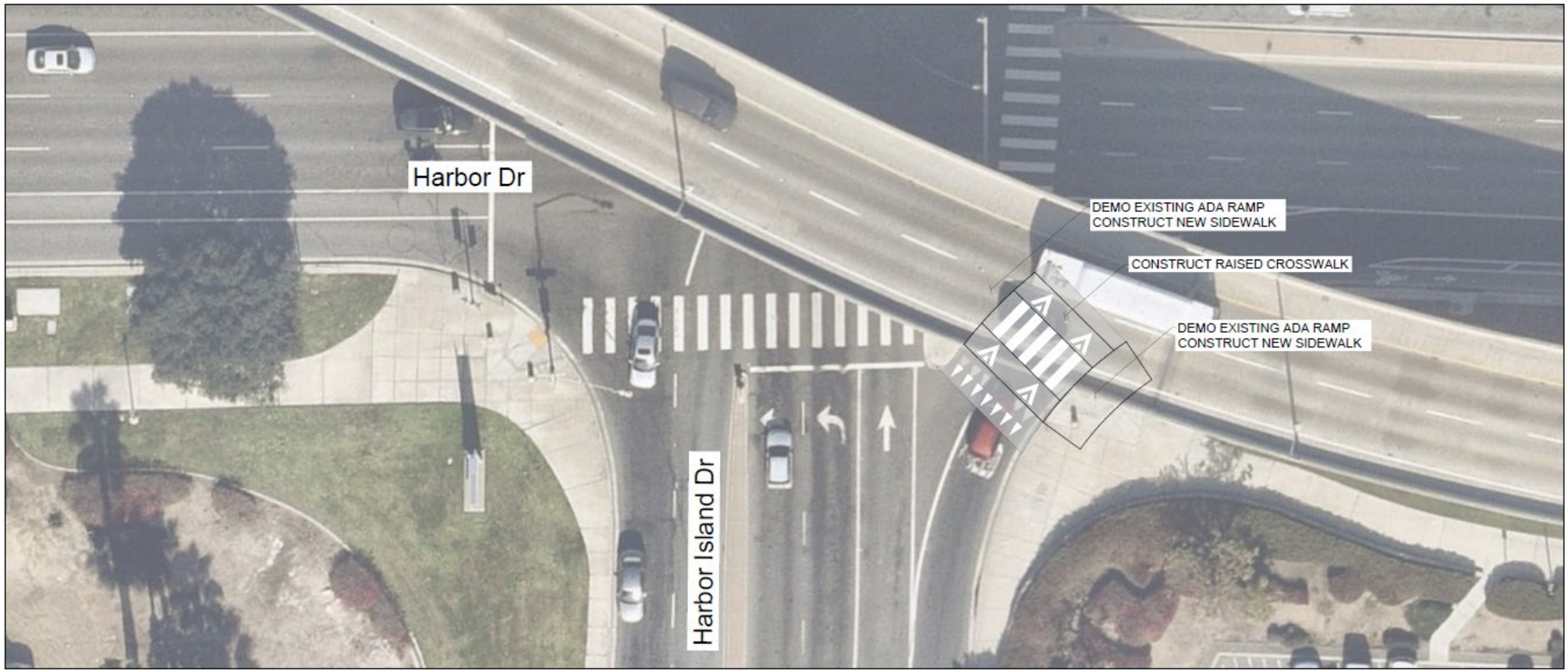
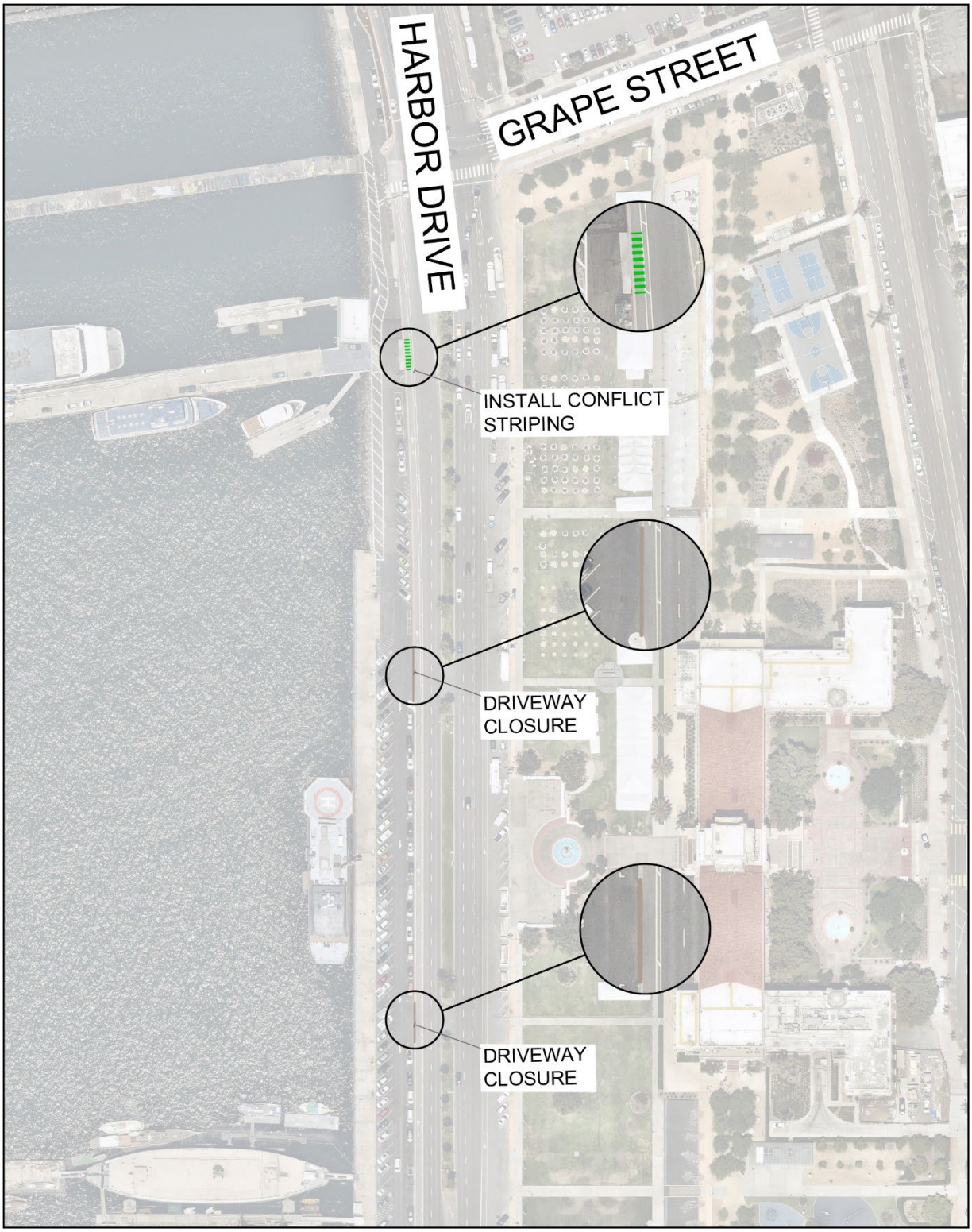


Figure 3-21. Harbor Drive and Grape Street Recommendations



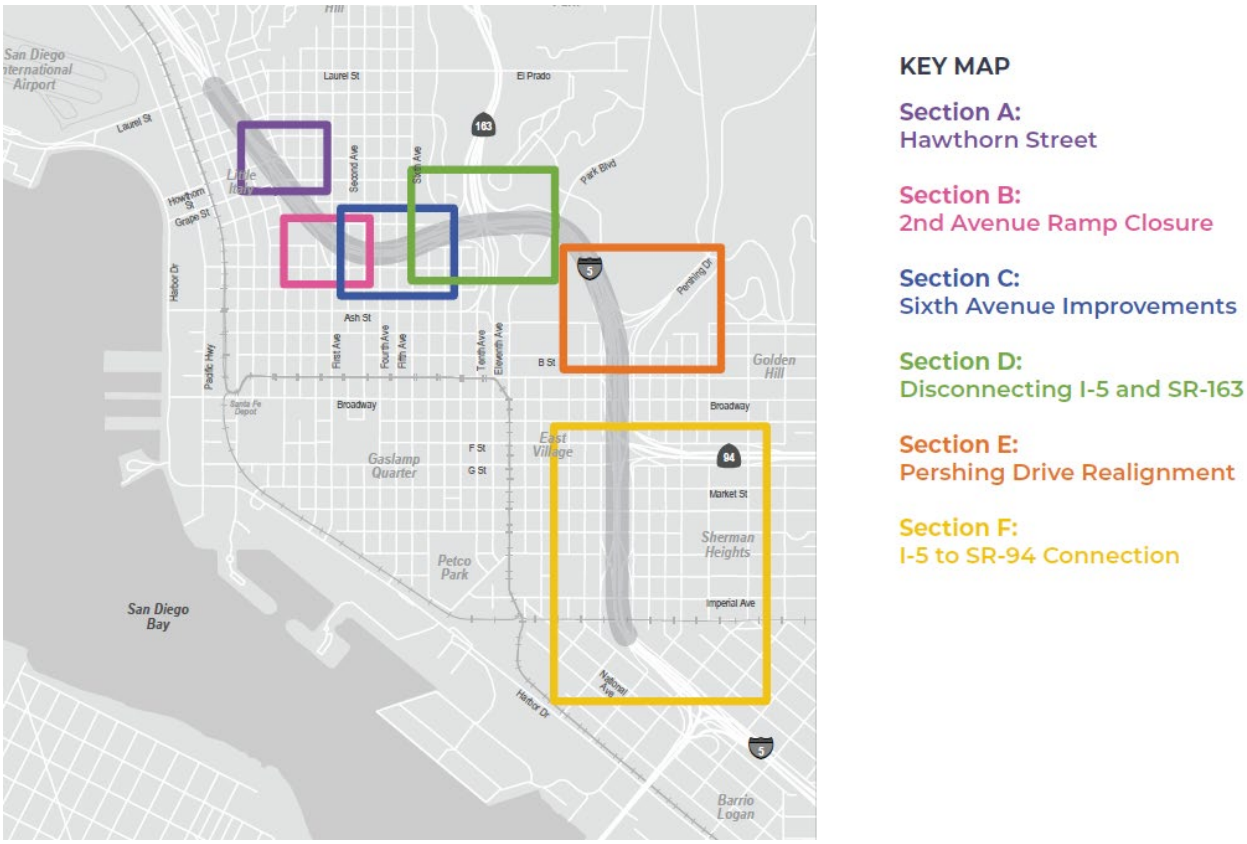
Figure 3-22. Parking Access Points Recommendations



3.6 Interstate 5

This section outlines existing conditions and long-term recommendations for each section of the I-5 study corridor. Each section includes an evaluation of existing conditions, long-term recommendations, and high-level mobility evaluations. It is important to note that the concepts and recommendations outlined are preliminary and subject to further development. As previously noted, freeway modifications require extensive studies and approvals at local, state, and federal levels before implementation can occur. While the project team has conducted thorough analyses based on the most current information available, additional planning and engineering studies will be necessary to advance these recommendations.

Figure 3-23. Interstate 5 S-Curve



3.6.1 Corridor Recommendations

3.6.1.1 Section A: Hawthorn Street & I-5 Northbound Ramps

This section serves as a key multimodal gateway linking the Little Italy and Downtown neighborhoods with both the San Diego International Airport and the San Diego Harbor. It facilitates north–south connectivity between Harbor Drive and the I-5 corridor, while also supporting local access to waterfront attractions and transit services. Peak-hour volumes here are driven by a mix of commuter, airport-bound, and local circulation, with significant pedestrian and bicycle activity as travelers move between Little Italy, the Port area, and nearby residential districts. The five-legged configuration creates operational bottlenecks for

both motor vehicles and non-motorized users, particularly given the lack of continuous bike facilities and incomplete crosswalks.

The concepts for this section focus on reducing conflict points and improving safety and accessibility for all users by shortening crossing distances, providing protected bike lanes, and enhancing pedestrian crossings.

Currently, this section comprises of a five-legged interchange where I-5 northbound ramps intersect Hawthorn Street. Hawthorn Street itself contains one general travel lane in each direction, but lacks dedicated bicycle facilities. Crosswalks are provided on the northwest and south legs, while the east leg has no crosswalk and pedestrian crossings are prohibited on the north leg. Peak hour queues on the I-5 off-ramp often spill onto the freeway mainline, and heavy northbound left-turn movements onto Hawthorn conflict with westbound through traffic. Meanwhile, vehicles entering the I-5 on-ramp are in conflict with pedestrians and cyclists.

Long-Term

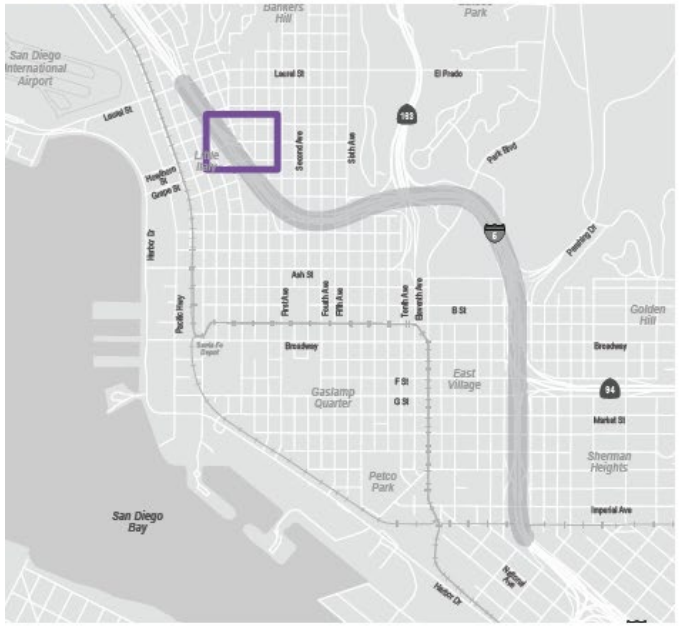
The long-term concept reconfigures the intersection into a four-legged intersection by removing vehicular access to Little Italy from Hawthorn Street, fully repurposing Hawthorn's existing curb-to-curb width to enhance multimodal safety and connectivity. Travel lanes are narrowed to accommodate raised, planted center medians that calm traffic and provide landscaping benefits. On each side of Hawthorn Street, one-way protected bike lanes are introduced, separated from vehicular traffic by raised curbs and landscaped buffers, continuing across the I-5 ramps with protected Class II bike lanes on the overpass.

Enhanced pedestrian amenities include high-visibility continental crosswalks on all legs (including a new east-leg crossing), curb extensions that shorten crossing distances, and refuge islands within the raised median. Existing crosswalks on the northwest and south legs are upgraded, and previously prohibited crossings on the north leg are reintroduced where feasible. Signal timing is adjusted to prioritize pedestrian phases and reduce conflicts with left-turning traffic. Intersection geometry is refined through tighter curb radii, improving sightlines for all users.

By diverting airport- and harbor-bound vehicles away from Hawthorn Street (via West Laurel Street or Cedar Street), the design reduces peak-hour queues on the I-5 off-ramp and minimizes conflicts at the intersection. All shoulder space formerly used for ramp queuing is repurposed into the pedestrian and bicycle network, creating a continuous, safe corridor for non-motorized users.

Figure 3-24. Section A: Hawthorn Street & I-5 Northbound Ramps Recommendations (Plan View)

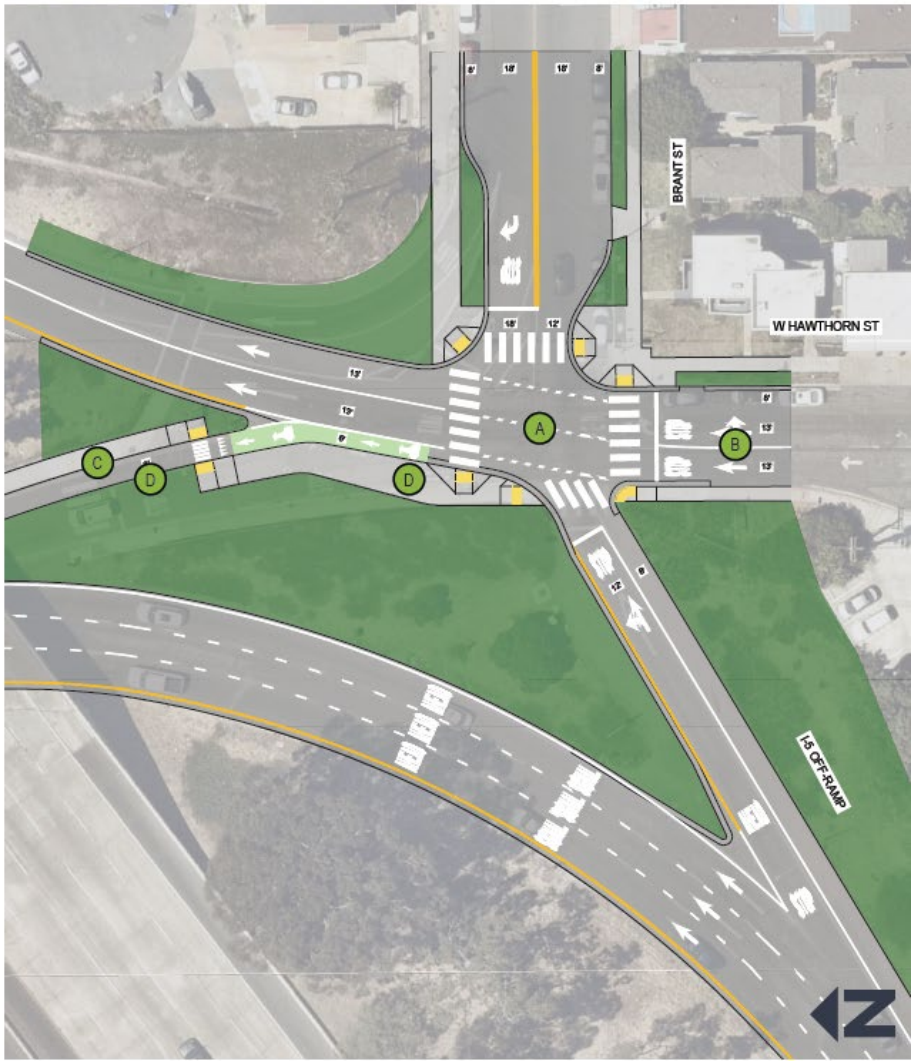
KEY MAP



LEGEND

- A RECONFIGURE INTO 4-LEGGED INTERSECTION
- B REDIRECT AIRPORT/HARBOR TRAFFIC FROM WEST-BOUND HAWTHORN STREET TO LAUREL STREET OR CEDAR STREET
- C REMOVE WESTBOUND THROUGH ACCESS ON HAW-THORN STREET, EXCEPT PED/BIKES
- D ADD PROTECTED BIKE LANES AND IMPROVED PE-DESTRIAN CROSSINGS

ULTIMATE CONDITIONS CONCEPT





3.6.1.2 Section B: Second Avenue Off-Ramps

This section functions as the primary I-5 southbound exit serving Cortez Hill, Bankers Hill, and adjacent Downtown neighborhoods. As vehicles depart the freeway, they decelerate from 55 mph to local speed zones within a short distance, creating abrupt speed differentials that endanger pedestrians and cyclists at the first intersection (I-5 SB Off-ramp & Second Avenue), which does not include a full stop. Instead, southbound traffic stops one block later at Cedar Street & Third Avenue, forcing non-motorized users to navigate an unprotected crossing under freeway speeds. Beneath the off-ramp bridge, the area exhibits a blighted condition characterized by fencing, graffiti, and poor lighting. These are deterring factors for pedestrian activity in this high-demand corridor.

Currently, I-5 SB traffic destined for Cortez Hill and Bankers Hill can exit via two separate ramps at Exit 17:

- Front Street/Civic Center Ramps: Two travel lanes (widening to three lanes south of Date Street) provide access to Front Street and Civic Center Drive.
- Second Avenue Off-Ramp: A single travel lane with a narrow shoulder drops directly onto Second Avenue. Vehicles exiting the freeway are not required to stop at the immediate intersection and continue through to Cedar Street & Third Avenue for signal control.

Without stop control on Second Avenue, drivers merge into the urban grid at speed, forcing pedestrians and cyclists to traverse an uncontrolled crossing. Beneath the Second Avenue off-ramp bridge, there are no sidewalks or bike lanes. The fencing and poor illumination under the structure also create an unsafe, unwelcoming environment.

Long-Term

The long-term concept eliminates and replaces the Second Avenue off-ramp, redirecting vehicular traffic to the Front Street & Cedar Street intersection located two blocks west from their current entry onto Cedar Street. The bridge footprint is reclaimed to offer the following two alternatives:

- Demolition & Roadway Realignment: The Second Avenue off-ramp is demolished, allowing for an eastbound travel lane between First Avenue and Second Avenue. The existing traffic signal at First Avenue would be improved to include movements associated with the new receiving lane. At Second Avenue & Cedar Street a new traffic signal would be installed to replace the former uncontrolled merge of I-5 traffic. Additionally, the cleared right-of-way can be converted to ground-level linear parkland, creating green connections between Cortez Hill and the Embarcadero.
- Elevated Park: The Second Avenue off-ramp is retained and transformed to an elevated park spanning from Second Avenue over Cedar Street and overlooking the Downtown skyline and Cedar Street corridor. The public space could include seating areas, landscaping, lighting, wayfinding, decorative railings, and would be accessible via ramps and staircases. The public space could host pop-up events, art installations, farmers markets, and other events for the nearby neighborhoods. In this alternative, vehicular traffic is redirected to the Front Street & Cedar Street intersection, where after traveling one block south onto Beech Street they can reach their destination.

Both concepts eliminate the high-speed merge at Second Avenue, remove undesirable under-ramp conditions, and create new public spaces that connects the neighborhood while significantly improving pedestrian and cyclist travel.

Figure 3-25. Section B: Cedar Street with Eastbound Through Lane Recommendations (Alternative 1)

KEY MAP



LEGEND

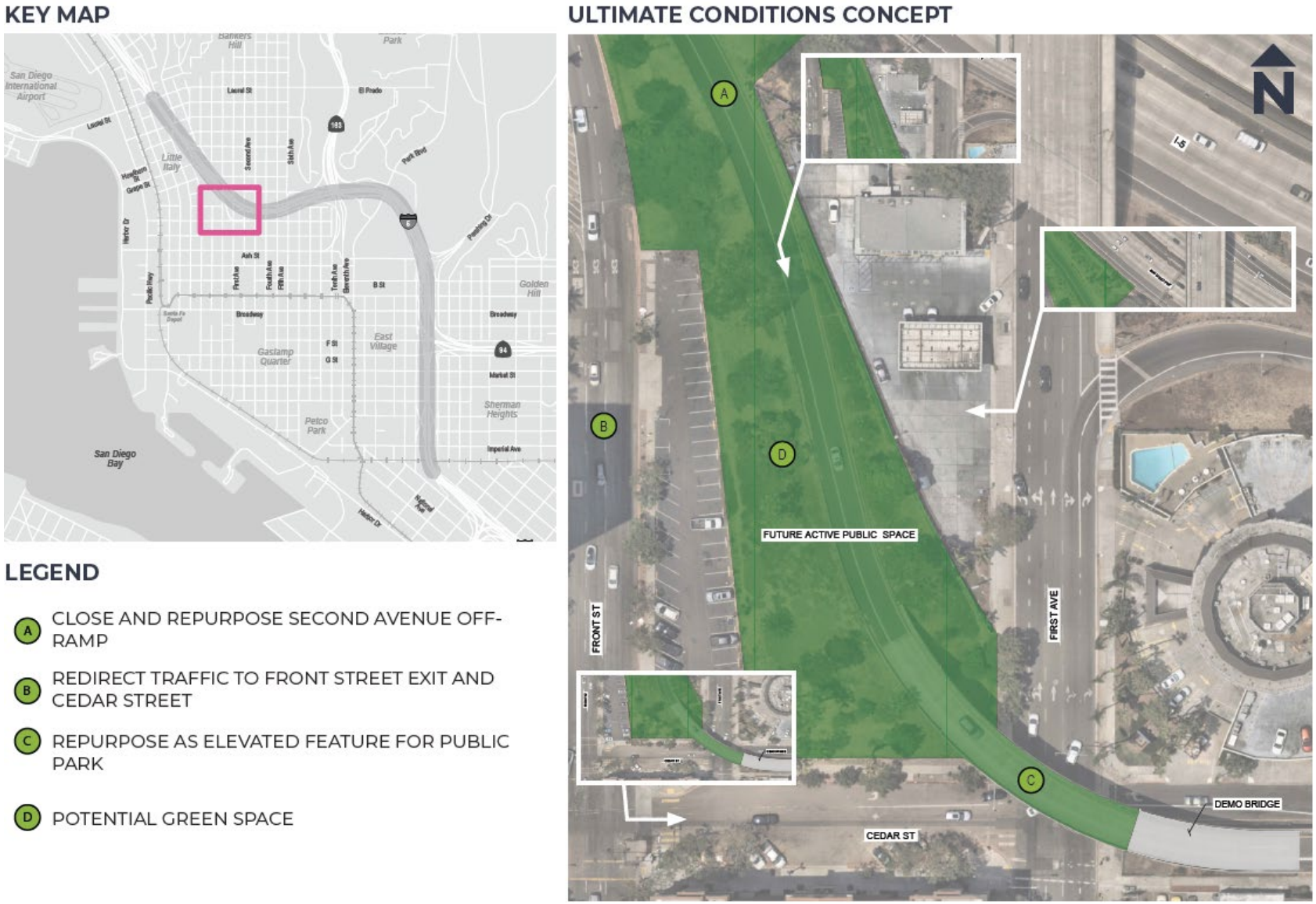
- (A) CLOSE AND REPURPOSE SECOND AVENUE OFF-RAMP
- (B) REDIRECT TRAFFIC TO FRONT STREET EXIT AND CEDAR STREET
- (C) DEMOLISH EXISTING STRUCTURE AND REPURPOSE AS GREEN SPACE, TRAVEL LANE, AND/OR PARKING
- (D) POTENTIAL GREEN SPACE OR AFFORDABLE HOUSING USE

ULTIMATE CONDITIONS CONCEPT





Figure 3-26. Section B: Convert Ramp to Elevated Park Recommendations (Alternative 2)





3.6.1.3 Section C: Sixth Avenue Off Ramp Improvements

This section provides a critical linkage for vehicles and pedestrians traveling between Balboa Park/Bankers Hill and Downtown San Diego. As drivers exit I-5 northbound, they decelerate rapidly from freeway speeds into the dense urban grid of Sixth Avenue, which also serves as a key pedestrian route between the park and the city center. Prior to March 2020, heavy morning queues on the off-ramp often backed onto the I-5 mainline, compounding safety risks. Furthermore, the westbound left-turn slip ramp onto Sixth Avenue operates without a traffic control device, forcing pedestrians to navigate an uncontrolled crossing at a high-speed conflict point. The Downtown San Diego Community Plan envisions a vibrant pedestrian connection that bridges Balboa Park and Downtown, yet the existing configuration undermines that goal.

Currently, the I-5 northbound off-ramp to Sixth Avenue is configured as follows:

- Two general travel lanes that expand to three lanes (two through lanes and one right-turn lane) as they approach the intersection.
- A westbound left-turn slip ramp onto Sixth Avenue, marked by a continental crosswalk with a pedestrian crossing sign. Drivers yield to pedestrians but no signal controls the movement.
- Class II bike lanes exist north of the intersection along Sixth Avenue but terminate abruptly at the southbound approach. South of Elm Street, there are no dedicated cycling facilities.
- Sidewalks are narrow, and pedestrian crossings at the slip ramp occur without signalization, creating challenges for bicyclists and pedestrians.

Under these conditions, morning congestion routinely extends onto the freeway mainline. Pedestrian and cyclists travel is compromised by the lack of protected crossings and the high-speed left-turn movement.

Long-Term

The long-term concept focuses on eliminating the uncontrolled left-turn slip ramp, extending Sixth Avenue's pedestrian realm, and introducing continuous, protected bicycle facilities south to Beech Street (two blocks from the off-ramp). Two ultimate condition alternatives are proposed, both aligned with the Downtown Mobility Plan and designed to enhance pedestrian safety, bicycle connectivity, and streetscape amenities.

- Enhanced Pedestrian & Green Corridor: This design removes the left-turn slip ramp and extends the southeast curb of Sixth Avenue at the off-ramp intersection, tightening curb radii to reduce crossing distances. South of Elm Street, on-street parking on the east side is removed to widen sidewalks and create space for a landscaped buffer (shade trees and planters) between the sidewalk and travel lanes. The widened sidewalks, planted medians, and street trees establish a green corridor that visually and functionally connects Balboa Park to Downtown. By prioritizing pedestrian comfort and shaded walkways, this alternative transforms Sixth Avenue into a tree-lined, amenity-rich boulevard.

  Preliminary analysis indicates that the modest lane reductions would have a minimal impact on vehicular throughput at the intersections of Elm Street & Sixth Avenue and Beech Street & Sixth Avenue.

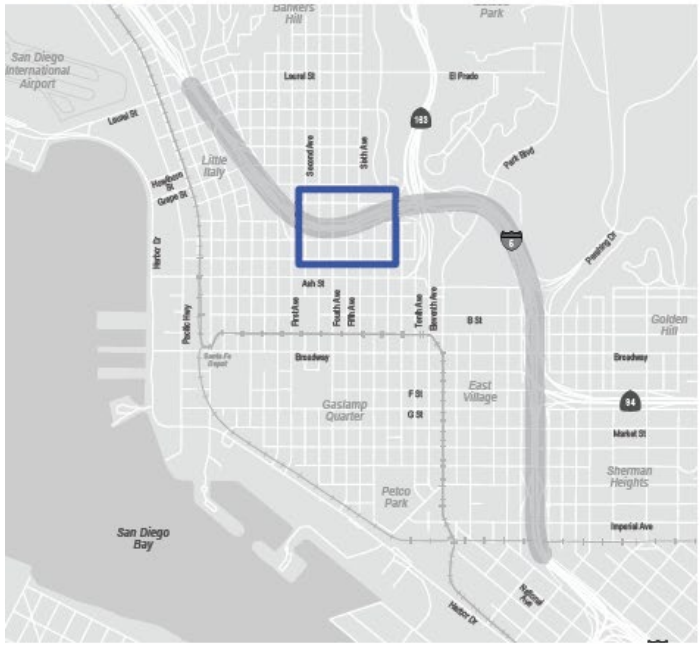
- Comprehensive Multi-Modal Thoroughfare: This concept, similar to the previous, removes the slip ramp and extends the southeast curb at Sixth Avenue. However, it converts one southbound travel lane between Elm Street and Beech Street into a two-way shared-use path on the east side, paired with a Class II bike lane on the west side. Sidewalks on the east side are slightly narrower than the previous alternative, sacrificing some green-buffer space for the shared-use path, while still accommodating planters and small shade trees where feasible. This configuration provides continuous, protected space for pedestrians and bicyclists, though with a reduced landscaped buffer compared to the other alternative.

  Similar to the other alternative, preliminary analysis suggests the intersections along Sixth Avenue would continue to operate at acceptable conditions while significantly improving multimodal connectivity.

Both alternatives eliminate the high-speed slip-ramp conflict, introduce traffic calming through curb extensions and tightened radii, and create safer, more direct pedestrian and bicycle routes between Balboa Park and Downtown San Diego. The first alternative maximizes green space and shading, fostering a linear park-like environment, whereas the second alternative balances active-mode facilities with a narrower landscaped corridor.

Figure 3-27. Section C: Sixth Avenue Off Ramp Improvement Recommendations (Alternative 1)

KEY MAP



LEGEND

- (A) REMOVE LEFT-TURN SLIP RAMP TO REDUCE PEDESTRIAN CONFLICT
- (B) ADD CURB EXTENSIONS TO SHORTEN PEDESTRIAN CROSSINGS AND CALM TRAFFIC
- (C) REDUCE ONE TRAVEL LANE TO ACCOMODATE NORTHBOUND CYCLE TRACK
- (D) REMOVE ON-STREET PARKING TO ACCOMODATE SOUTHBOUND CYCLE TRACK
- (E) WIDEN SIDEWALKS AND IMPROVE BALBOA PARK-DOWNTOWN CONNECTION

ULTIMATE CONDITIONS CONCEPT



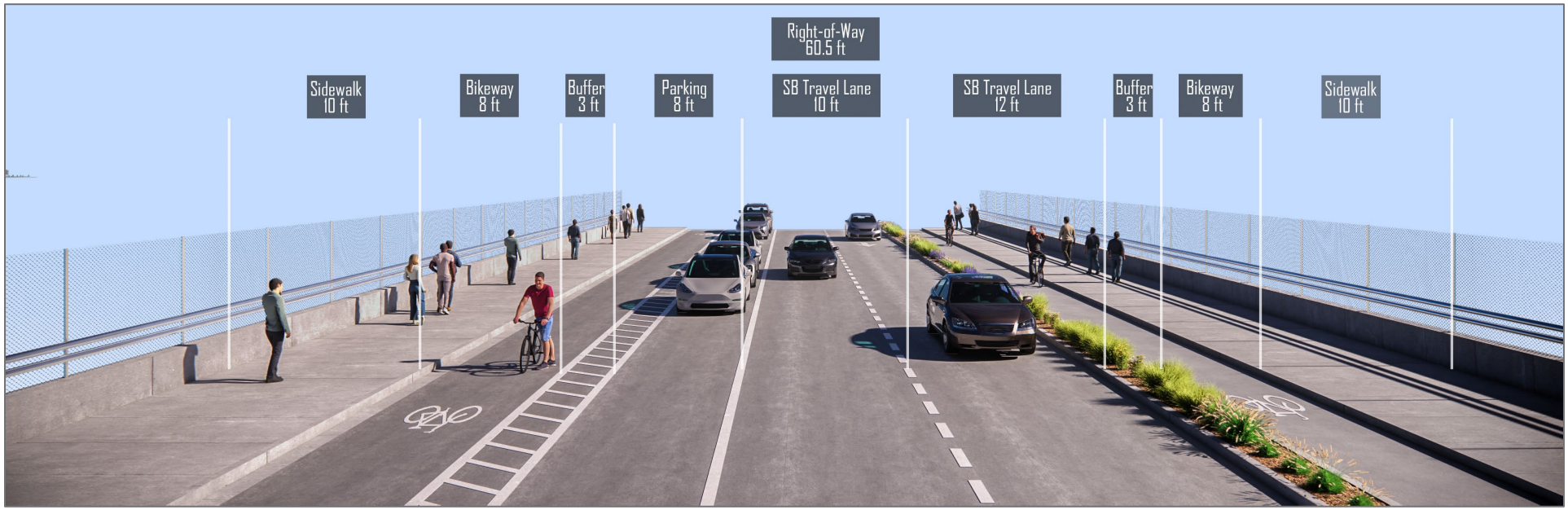
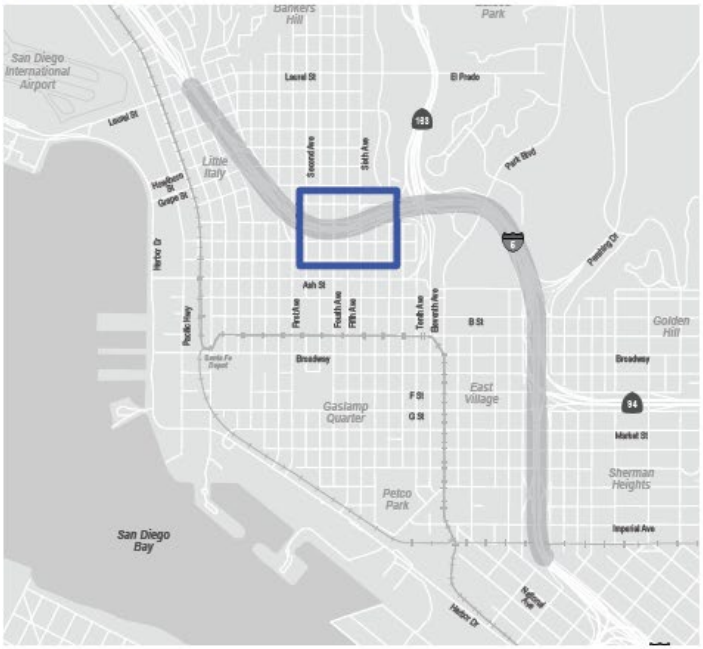

Right-of-Way
60.5 ft
Sidewalk
10 ft
Bikeway
8 ft
Buffer
3 ft
Parking
8 ft
SB Travel Lane
10 ft
SB Travel Lane
12 ft
Buffer
3 ft
Bikeway
8 ft
Sidewalk
10 ft

Figure 3-28. Section C: Sixth Avenue Off Ramp Improvement Recommendations (Alternative 2)

KEY MAP

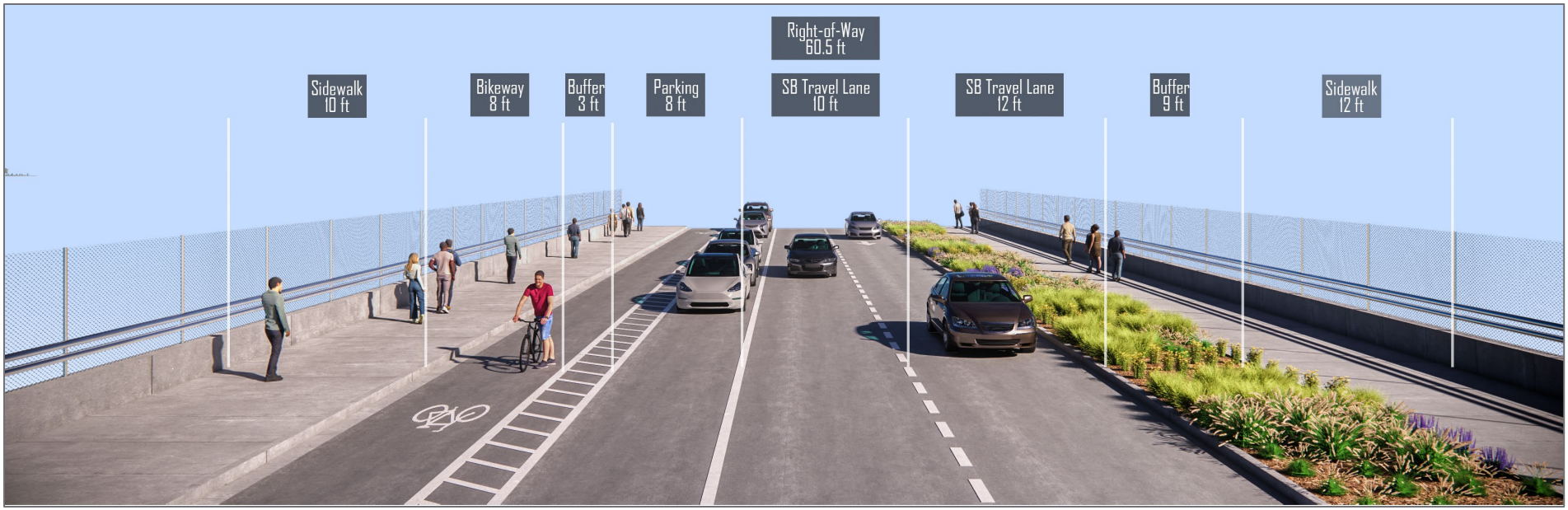


ULTIMATE CONDITIONS CONCEPT



LEGEND

- (A) REMOVE LEFT-TURN SLIP RAMP TO REDUCE PEDESTRIAN CONFLICT
- (B) ADD CURB EXTENSIONS TO SHORTEN PEDESTRIAN CROSSINGS AND CALM TRAFFIC
- (C) REDUCE ONE TRAVEL LANE TO ACCOMODATE NORTHBOUND CLASS I SHARED USE PATH
- (D) REMOVE ON-STREET PARKING TO ACCOMODATE SOUTHBOUND CYCLE TRACK
- (E) WIDEN SIDEWALKS AND IMPROVE BALBOA PARK-DOWNTOWN CONNECTION


Right-of-Way
60.5 ft
Sidewalk
10 ft
Bikeway
8 ft
Buffer
3 ft
Parking
8 ft
SB Travel Lane
10 ft
SB Travel Lane
12 ft
Buffer
9 ft
Sidewalk
12 ft

3.6.1.4 Section D: Disconnecting I-5 and SR-163

This section focuses on the freeway-to-freeway connection between I-5 and SR 163 (Cabrillo Freeway), linking Downtown San Diego to Balboa Park, Uptown neighborhoods, and northern communities. The northbound interchange between I-5 and SR-163 is characterized by multiple ramps, including two from the I-5 mainline and one from Park Boulevard, that all merge onto a short, single-lane connector before funneling onto SR-163. The interchange also suffers from a vertical curve (steep downgrade from I-5 and Park Boulevard to SR-163) that limits the visibility of drivers entering the interchange while at the same time drivers are forced to reduce their speed when negotiating the horizontal curves. These physical characteristics, coupled with significant traffic congestion, result in stop-and-go conditions that also increase emissions due to idling.

The interchange includes the following pair of ramps:

- SR-163 Southbound to I-5 Northbound: This free-flow ramp carrying traffic northbound onto I-5 consists of one general travel lane that splits off onto the Fourth Avenue off-ramp and the I-5 mainline.
- I-5 Southbound to SR-163 Northbound: This ramp consists of two general travel lanes that merge with another two lanes carrying traffic from I-5 northbound and Park Boulevard. The four lanes of traffic converge into a single lane before merging onto the SR-163 mainline.

Long-Term

The proposed long-term strategy eliminates the southbound I-5 to northbound SR 163 ramp to reduce merging conflicts and ease peak-period congestion. However, FHWA and Caltrans guidelines discourage one-way interchange configurations that lack reciprocal movements, as these can disrupt regional circulation and confuse drivers. Consequently, decommissioning the SR 163 southbound to I-5 northbound ramp is also required, despite its currently favorable operations.

Once both ramps are removed, traffic will be rerouted via I-8. This realignment may create new bottlenecks at the I-8 interchanges with I-5 and SR 163, necessitating operational improvements such as ramp-metering, auxiliary lanes, or widened merge areas at key junctions. Because drivers will no longer have direct access between I-5 and SR 163, clear advance wayfinding is essential. Enhanced signage, pavement markings, and electronic message boards leading into the I-8 corridor will help minimize confusion and maintain smooth traffic flow.

Emergency response procedures must also be revised, since all access between I-5 and SR 163 will shift to I-8. Fire, police, and medical services will need updated routing plans, and the reliability of the I-8 detour route during incidents must be guaranteed. Continuous coordination with local agencies and emergency dispatch centers will ensure first responders can navigate the revised network without delay.

Overall, this long-term concept seeks to improve traffic operations and reduce greenhouse gas emissions by removing a congested partial interchange. Its success will depend on close collaboration among Caltrans, FHWA, and regional stakeholders to manage detours, implement wayfinding and safety upgrades, and update emergency protocols. Ongoing monitoring and phased operational enhancements along I-8 will ensure that redirected traffic is handled safely and efficiently.

Figure 3-29. Section D: I-5 and SR-163 Recommendations

KEY MAP

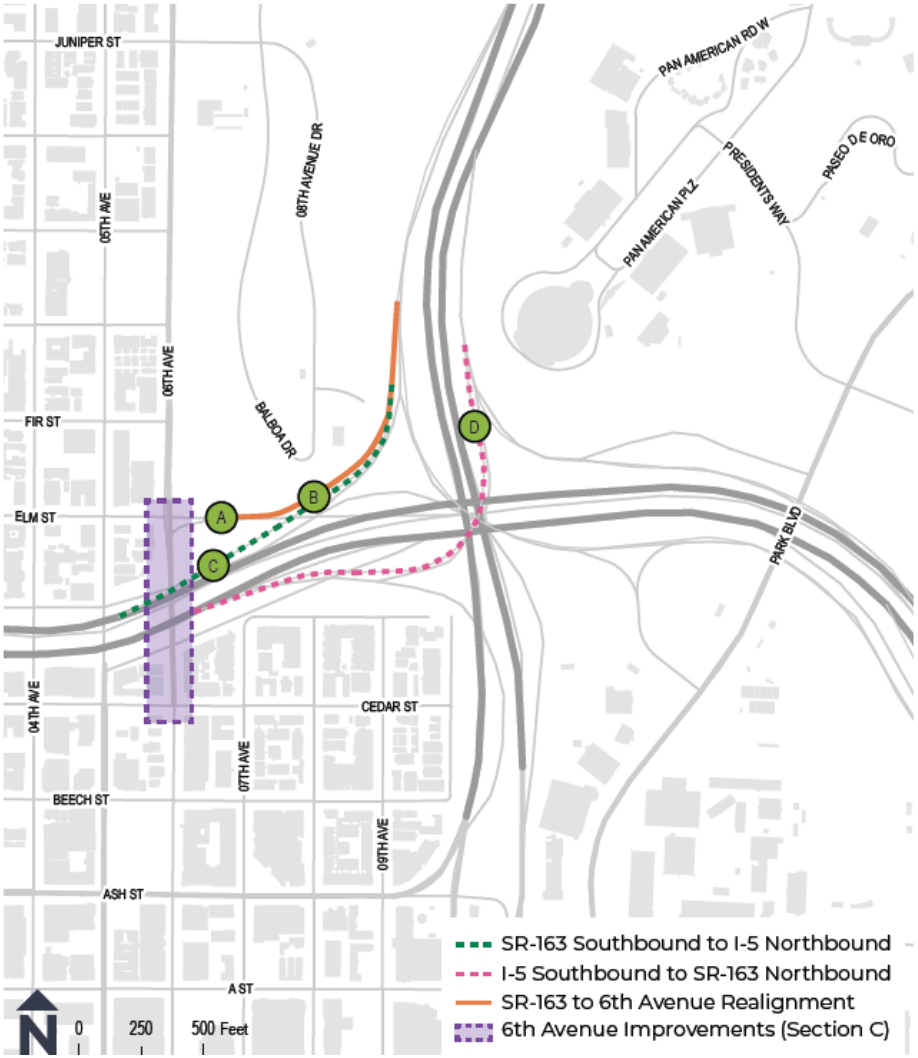


LEGEND

- (A) 6TH AVE IMPROVEMENTS (SEE SECTION C FOR DETAILS)
- (B) CONNECT SR-163 SB OFF-RAMP TO 6TH AVENUE
- (C) REMOVE SR-163 SB OFF-RAMP CONNECTION FROM 4TH AVENUE/DATE STREET
- (D) REMOVE I-5 SB TO SR-163 NB CONNECTION TO IMPROVE FLOW

NOTE: RAMP MODIFICATIONS AND REMOVALS ARE REGULATED BY FHWA'S *INTERSTATE ACCESS POLICY* AND CALTRAN'S *PROJECT DEVELOPMENT PROCEDURES MANUAL CHAPTER 27 - ACCESS CONTROL MODIFICATION*

ULTIMATE CONDITIONS CONCEPT



3.6.1.5 Section E: Pershing Drive Interchange Improvements

This section serves as a critical link between I-5, the San Diego Naval Hospital, Balboa Park, and the South Park community. While the City of San Diego recently complete the Pershing Bikeway, a Class IV two-way cycle track on the east side of Pershing Drive, to improve bicycle connectivity, the interchange itself remains a high-speed environment where vehicles accelerate onto and decelerate off I-5. This creates conflicts between freeway traffic and local users. The concept presented here seeks to physically separate freeway movements from neighborhood traffic and introduce new pedestrian and bicycle facilities on the west side of Pershing Drive. Because these ideas require constructing or rebuilding multiple bridges, they are preliminary and would need extensive planning and engineering before any design work could begin.

Currently, Pershing Drive between Florida Drive/26th Street and the I-5 interchange is configured as follows:

- Pershing Drive, between Florida Drive/26th Street and I-5 Ramps: This section of Pershing Drive consists of four travel lanes (two in each direction), a raised median, and shoulders on both sides. A Class II bike lane on the north side conflicts with right-turning vehicles entering the I-5 northbound on-ramp, while the Pershing Bikeway (Class IV cycle track) runs on the south side. Sidewalks only exist on the south side of Pershing Drive.
- 17th Street/Pershing Drive & B Street: At this intersection, there are five approaches: a one-way westbound approach on 17th Street, the I-5 southbound off-ramp feeding into Pershing Drive, a southbound Pershing approach, an eastbound B Street approach, and a northbound B Street approach. A marked crosswalk on the north leg is split into three segments due to lane separation on the southbound approach. Pedestrian crossings are prohibited on the west and east legs, yet the presence of a curb ramp on the northeast corner and missing sidewalk on the north side of B Street east of the intersection suggest a desire for pedestrian access. The northwest and southwest curb ramps lack truncated domes, and there are no bicycle facilities.
- I-5 northbound on-ramp/Pershing Drive/19th Street & B Street: At this intersection, there are also five approaches: a one-way northbound I-5 ramp, a one-way northbound ramp to Pershing Drive, east and west approaches for B Street, and the northbound approach from 19th Street. The Pershing Bikeway runs north-south along the east side of Pershing Drive and the west side of 19th Street. Marked crosswalks are provided on the east and south legs, while pedestrian crossings remain prohibited on the north and west legs. Sidewalks are missing on the north side of B Street west of the intersection. This intersection sits just 150 feet east of the I-5 northbound off-ramp to B Street, creating conflict points for pedestrians and drivers.

<u>Long-Term</u>

The long-term concept reorganizes freeway and local traffic flows, constructs new active-mode facilities on the west side of Pershing Drive, and reconfigures two nearby intersections. It comprises three coordinated components:

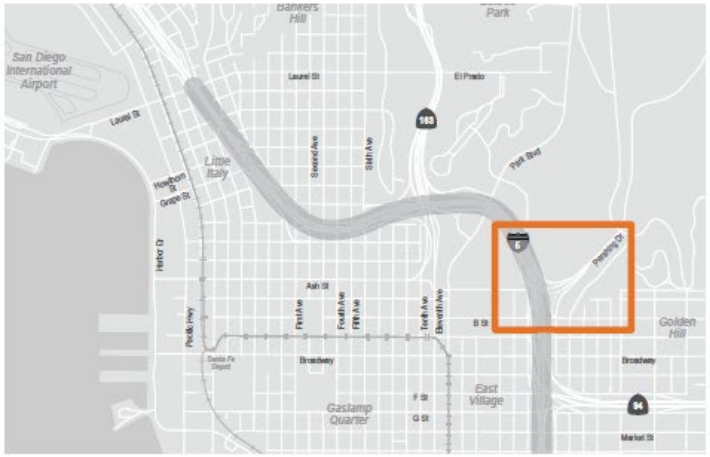
- Pershing Drive Between Florida Drive/26th Street and I-5 Realignment

    - Reconfigure southbound Pershing Drive so the outermost lane continues uninterrupted to B Street, while the inner lane directs traffic onto the I-5 northbound and southbound on-ramps. To achieve this, the inner lanes would feed into a new fly-over ramp that goes over the B Street through lanes. This would physically separate through traffic from ramp movements, eliminating the existing conflict between cyclists on the Class II lane and I-5 northbound traffic.
    - With the removal of ramp conflicts, this concept would construct a new pedestrian sidewalk on the west side of Pershing Drive, providing a continuous north-south walking route. The existing raised median would be narrowed to accommodate an upgraded buffered Class II bike facility on the west side of Pershing Drive.
- 17th Street/I-5 SB Off-Ramp/Pershing Drive & B Street Roundabout:
    - Convert the existing 17th Street/I-5 southbound off-ramp approach into a cul-de-sac, eliminating the five-legged intersection configuration.
    - Replace the intersection with a four-legged roundabout. The southbound approach would be the two-way realigned section of Pershing Drive.
    - Install high-visibility continental crosswalks at all four approaches and reconstruct the missing sidewalk on the north side of B Street to close the pedestrian network gap. Tighten curb radii to slow turning vehicles and shorten crossing distances.
- I-5 NB On-Ramp/19th Street/Pershing Drive & B Street Reconfiguration:
    - Eliminate the northbound on-ramp to Pershing Drive, redirecting traffic toward the realigned section of Pershing Drive at the new roundabout on 17th Street.
    - Provide continental crosswalks on the north, south, and east legs of the intersection, maintaining pedestrian crossing prohibitions on the west leg as under existing conditions.
    - Retain the Pershing Bikeway along 19th Street and Pershing Drive without modification. A new sidewalk on the north side of B Street west of 19th Street would be constructed to close the network gap.

By separating high-speed ramp movements from local Pershing Drive traffic, these components create a safer environment for pedestrians and cyclists. A continuous sidewalk and Class II bike lane on the west side of Pershing Drive complement the existing Pershing Bikeway on the east. The roundabout at 17th Street simplifies vehicle movements and severely reduces conflict points, while the reconfigured intersection at 19th Street/B Street eliminates the confusing overlap of the northbound on-ramp and local traffic. Although these improvements are conceptual, they establish a framework for future engineering studies that will further refine bridge alignments, roadway grades, and detailed structural requirements.

Figure 3-30. Section E: Pershing Drive Realignment Recommendations

KEY MAP



LEGEND

- (A) CONSTRUCT NEW ON-RAMPS FROM PERSHING DRIVE SB (LANE #1) TO I-5 NB AND SB.
- (B) CONNECT PERSHING DRIVE SB'S OUTSIDE LANE (LANE #2) TO 17TH STREET AND B STREET, PASSING UNDER THE ON-RAMPS LISTED ABOVE.
- (C) DISCONNECT 17TH STREET FROM B STREET AND BUILD A ROUNDABOUT.
- (D) ADD NEW OFF-RAMPS FROM I-5 NB AND SB TO PERSHING DRIVE NB (LANE #2), AND LINK 17TH STREET & B STREET TO LANE #1 OF PERSHING DRIVE NB.
- (E) WIDEN SIDEWALK LOCATED UNDERNEATH I-5
- (F) DISCONNECT 19TH STREET & B STREET FROM PERSHING DRIVE.

NOTE: RAMP MODIFICATIONS AND REMOVALS ARE REGULATED BY FHWA'S *INTERSTATE ACCESS POLICY* AND CALTRAN'S *PROJECT DEVELOPMENT PROCEDURES MANUAL CHAPTER 27 - ACCESS CONTROL MODIFICATION*

ULTIMATE CONDITIONS CONCEPT



3.6.1.6 Section F: I-5 Northbound to SR-94 Eastbound Connection

This section spans from SR-94 southward to the Coronado Bridge (SR-75). Currently, drivers traveling northbound along I-5 bound for SR-94 must exit I-5 onto 19th Street and are forced to weave through residential blocks in Golden Hill and Sherman Heights. This not only creates congestion and safety conflicts for the community but also severs the direct connection between to Downtown San Diego. This section serves to provide the missing link that would allow vehicles to travel directly from I-5 northbound onto SR-94 eastbound without cutting through the residential streets, restore neighborhood continuity, and reclaim land now dominated by ramp weaving for public use.

- Geometry & Traffic Configuration: The existing connection from I-5 northbound to SR-94 eastbound is a single-lane off-ramp onto 19th Street, directing vehicles onto the Sherman Heights street network. From 19th Street, drivers navigate north through several uncontrolled and unsignalized intersections before reaching the SR-94 eastbound on-ramp just north of Market Street.
- Traffic Operations & Performance: The I-5 on-ramp at Imperial Avenue and the SR-94 on-ramp at Market Street routinely experience bottlenecks during morning and evening peaks. These pinch-points force freeway traffic to queue onto local streets, leading to stop-and-go conditions that degrade travel times and increase collisions.
- Pedestrian & Bicycle Facilities: Pedestrian infrastructure is inconsistent: sidewalks are often missing or discontinuous, and marked crosswalks appear only at select intersections. No bicycle facilities run along 19th Street, although there are Class II bike lanes that cross 19th at Island Avenue. The nearby J Street cycle tracks abruptly end one block west of 19th. Consequently, pedestrians and cyclists share space with high-speed ramp traffic and through-movements, creating hazardous conditions.
- Placemaking & Right-of-Way Context: The current weaving pattern of ramps occupies a significant right-of-way footprint and disrupts the residential nature of Sherman Heights. Community interest has emerged around reclaiming this underutilized land to create a linear park, community event space, or other public amenity. Removing or reconfiguring these ramps would open the potential for streetscape improvements, green space, and better bicycle and pedestrian connections to Downtown.

Long-Term

The long-term concept removes the existing I-5 northbound ramp onto 19th Street and constructs a new weaving interchange that allows traffic to remain on the freeway when transitioning to SR-94 eastbound. The new connector would be built from the Coronado Bridge to SR-94 eastbound. To preserve local access for vehicular traffic, there would continue to be an opportunity to exit onto 20th Street and the current on-ramp from Imperial Avenue would be realigned to connect into the new weaving interchange.

The design could facilitate a continuous sidewalk on the west side of 19th Street. Similarly, the J Street bikeway could be extended from its current terminus at 17th Street further east through Sherman Heights. The elimination of freeway traffic would also improve conditions for cyclists riding the class II bike lanes on Island Avenue.

Traffic that previously exited onto 19th Street would instead follow the new direct connector to SR-94. Drivers bound for local destinations would use the 20th Street off-ramp; signage and pavement markings would guide vehicles to either the freeway continuation or the

neighborhood exit. Advance wayfinding would alert motorists of the forthcoming split, reducing confusion and weaving on I-5 mainline. Ramp-metering equipment and auxiliary merge lanes would be installed at the entrance to SR-94 to maintain acceptable flow.

Although no formal LOS modeling is available, this concept is expected to remove high-speed ramp conflicts from local streets, reduce collisions, and improve overall traffic operations by maintaining vehicles on the freeway. The reclaimed right-of-way would transform a blighted ramp interchange into a public amenity, reconnecting Sherman Heights to Downtown San Diego and providing new pedestrian and bicycle facilities that serve residents and visitors alike.

Figure 3-31. Section F: I-5 NB To SR-94 EB Connection Recommendations

KEY MAP



LEGEND

- (A) SR-75 (CORONADO) RAMP PROCEEDS THROUGH NEW WEAVING INTERCHANGE (ORANGE LINE)
- (B) REMOVAL OF OFF-RAMP TO J STREET
- (C) REMOVAL OF WEAVING INTERCHANGE
- (D) REMOVAL OF SR-94 ON-RAMP AT MARKET STREET
- (E) NEW OFF-RAMP WITH SIGNALIZED INTERSECTION AT MARKET STREET AND 20TH STREET

NOTE: RAMP MODIFICATIONS AND REMOVALS ARE REGULATED BY FHWA'S *INTERSTATE ACCESS POLICY* AND CALTRAN'S *PROJECT DEVELOPMENT PROCEDURES MANUAL CHAPTER 27 - ACCESS CONTROL MODIFICATION*

ULTIMATE CONDITIONS CONCEPT



3.7 Land Use and Transportation Compatibility

The integration of land use and transportation is critical to fostering sustainable, accessible, and livable communities. Effective coordination between transportation investments and land use planning ensures that mobility improvements support existing and future development patterns, while promoting more accessibility to housing, jobs, education, and essential services. **Appendix Q** includes transportation and land use compatibility analysis for the study area corridors.

4 Project Benefits

This chapter describes the impacts or benefits of the recommendations proposed for each study corridor. The assessment includes potential safety, accessibility, environmental, and social equity benefits of each concept.

4.1 Evaluation Framework

The evaluation framework is informed by the region's plan to achieve a convenient, equitable, healthy, and safe future for all. The four goal areas include:

- **Safe** transportation network for all users
- **Convenient and reliable** movement of people and goods
- **Healthy communities and environment** for everyone
- **Access** to essential needs and opportunities

In addition to these guidelines, the project team reviewed 16 plans to better understand both how these projects could contribute to other planning efforts in the region and also capture the region's values as represented through various planning criteria.

Table 4-1 below summarizes multiple considerations that are likely to be included in evaluating each of the impact dimensions. Each impact dimension is described in greater detail in later sections.

Table 4-1: Scoring Considerations

Impact Dimension	Considerations for Scoring
Safe Transportation Network	To what extent is the project likely to **reduce crashes** and/or severities for all users, and particularly for vulnerable road users (VRUs) including bicycle and/or pedestrians? To what extent does the project **reduce conflict** between pedestrians and auto? (Source: Crash Modification Factors)
Convenient and reliable	To what extent does the project promote additional **active transportation**? Transit speed, reliability and access; traffic operations; and active transportation benefits such as access and safety. (Source: NACTO Urban Street Design Guide) Does the project include facilities to contribute to **mobility for people with disabilities**? Are accessibility **barriers** being addressed? Does the project **reconnect communities?**
Healthy communities and environment for everyone	Will the project contribute to **reduced emissions** of CO2 and local air pollutants? (Source: TEA CART) Does the **project align with other planning opportunities** identified in regional planning efforts, including plans for the urban realm, economic

Impact Dimension	Considerations for Scoring
	development, freight, and vital economic connections? (Source: Regional plans)
Accessible	Does the project **serve equity-focus community** residents living within ½ mile of the corridor as identified in the Caltrans Transportation Equity Index (EQI) as Transportation-Based Priority Populations and SB535 Disadvantaged Communities? Does the project's **travel-shed serve equity-focus communities** as identified in the Caltrans EQI as Transportation-Based Priority Populations in EQI?

Scoring

The analytical approach described in this document could support a full economic accounting of project benefits using a traditional benefit-cost analysis when project costs have been developed. However, for this analysis, the project's relative contribution to each category is characterized qualitatively using a Harvey ball scoring system.

A Harvey Ball score is assigned for each project for each category to illustrate its expected level of impact compared to a baseline (current conditions). The chart features partially filled circles to visually convey the significance or status of a project, with each ball indicating a degree –ranging from empty (low) to fully filled (high) –shown in **Table 4-2**.

Table 4-2: Harvey Ball Symbols by Level of Impact

Low	Some	Moderate	High	Very High
○	◔	◑	◕	●

Specific rationale for each Harvey Ball assessment is included in the following sections.

4.2 Evaluation Results

The sections below present a summary of the evaluation results for each corridor, **Tables 4-3 through 4-7**, with the recommended long-term improvement recommendations. A detailed corridor evaluation memorandum is included in **Appendix R**.

Table 4-3: Broadway and C Street Project Corridor

Category	Scoring	Explanation
Safe transportation network for all users	◔	Project elements provide modest contributions to safety improvements for pedestrians and cyclists.
Convenient and reliable movement of people and goods	◔	Project elements contribute to mode-shift from light-duty vehicles and contribute to decrease in emissions.
Healthy communities and environment for everyone	◕	Project elements significantly contribute to mode-shift from light-duty vehicles and contribute to decrease in emissions.
Equitable access to essential needs and opportunities	◕	The project is located near a large proportion of equity-focus communities as designated using the EQI and under SB 535.

Table 4-4: Park Boulevard Corridor

Category	Scoring	Explanation
Safe transportation network for all users	◔	The project contains modest improvements that increase visibility and reduce traffic.
Convenient and reliable movement of people and goods	●	Improvements in the project area are broadly felt throughout the project.
Healthy communities and environment for everyone	◔	The project contains modest improvements that encourage mode-shift to active modes of transportation from single-occupancy vehicle.
Equitable access to essential needs and opportunities	●	The project is located near a large proportion of equity-focus communities as designated using the EQI and under SB 535.

Table 4-5: Pacific Highway Corridor

Category	Scoring	Explanation
Safe transportation network for all users	●	The project includes significant improvements to increase the comfort and safety of riders.
Convenient and reliable movement of people and goods	●	The project includes many project elements that contribute to mode-shift.
Healthy communities and environment for everyone	●	Improved sidewalks in the short-run. In the long-run, fully separated bike lanes improve the project's contribution to congestion relief and air pollution reduction.
Equitable access to essential needs and opportunities	◔	The project area includes a moderate number of Transportation-Based Priority Populations.

Table 4-6: North Harbor Drive Regional Corridor

Category	Scoring	Explanation
Safe transportation network for all users	◑	Sharrows, raised crosswalks, and spot improvements over small improvement in existing crash rates.
Convenient and reliable movement of people and goods	◑	Some gains for active transportation and slightly larger improvements for people with disabilities.
Healthy communities and environment for everyone	◑	Improved sidewalks and bike lanes offer modest opportunities for congestion relief and air pollution reduction.
Access to essential needs and opportunities	◔	The project serves a relatively low proportion of equity-focus communities overall.

Table 4-7: I-5 S-Curve Regional Corridor

Category	Scoring	Explanation
Safe transportation network for all users	◕	Safety improvements significantly contribute to reduced crashes in a high-crash area.
Convenient and reliable movement of people and goods	●	Projects in the area are found to contribute to a substantial increase in active transportation.
Healthy communities and environment for everyone	●	The project is expected to result in congestion relief and air pollution.
Equitable access to essential needs and opportunities	●	Unusually high concentration of both SB 535 Disadvantaged Community census tracts and Transportation-Based Priority Populations identified through the EQI throughout the project area.