U.S. Coast Guard Station

**Base Overview**

The Coast Guard is charged with maritime safety, security, and environmental stewardship in U.S. ports and inland waterways, along the coasts and on the high seas. It faces many emerging challenges such as drug interdiction, human trafficking, undocumented migrant control, fisheries monitoring, oil spill prevention, and maritime traffic control.

Although the Coast Guard is one of the five armed forces of the United States, it is not part of the Department of Defense, but rather under the Department of Homeland Security. The Coast Guard is the only U.S. Armed Force, by law and policy, authorized to conduct law enforcement operations. Locally, their operations focus on preventing and responding to enduring and emerging threats across the vast Pacific Region. The service employs roughly 800 personnel in the San Diego region, including active duty, civilians, and armed forces reserves.

The U.S. Coast Guard Station in the City of San Diego is located along the San Diego Bay, adjacent to Harbor Drive and the San Diego International Airport. The facility is adjacent to the Centre City (Downtown) community, the Port of San Diego and San Diego Airport Authority jurisdictions (Figure 1).

**Existing Connectivity**

**Freeway / Roadway Network**

Interstate 5 (I-5) is a major north-south corridor and Interstate 8 (I-8) is a major east-west corridor for driving, carpooling, vanpooling and using transit to access the U.S. Coast Guard Station (Figure 2). There are several Park & Ride lots along I-5 and I-8 where commuters can meet to carpool, vanpool, or access transit services (Appendix A).

I-5 and I-8 do not provide direct access to the facility; however, these corridors connect to major roads that provide access such as Pacific Highway, Laurel Street, and Harbor Drive.

**Transit**

The Green Line Trolley stops at Middletown Trolley Station, which is approximately one mile away from the U.S. Coast Guard Station (Figure 2). MTS Routes 923 and 992 also provide access to the U.S. Coast Guard Station via stops along North Harbor Drive. These routes connect areas of the City of San Diego such as Point Loma, Downtown San Diego, and the San Diego International Airport to the U.S. Coast Guard Station.
**Active Transportation**

There is a Class I, multi-use bike path along the south side of North Harbor Drive that pedestrians and cyclists can use to access the U.S. Coast Guard Station in either direction. North Harbor Drive also has bike lanes along portions of the south side of the street for people biking eastbound. This major access road to the San Diego International Airport has a posted speed limit of 45 mph and experiences significant vehicular traffic. Connecting streets from the Uptown and Downtown communities to the east, and from Point Loma to the west, have a mixture of Class II (bike lanes) and Class III (sharrows) bike facilities. There are no westbound bike facilities on the portions of Laurel Street and North Harbor Drive which connect to the U.S. Coast Guard Station.

**Mobility Programs**

SANDAG’s transportation demand management program, iCommute, works closely with the U.S. Coast Guard to encourage alternative commute options. These commute options include carpool, vanpool, bike, transit, telework and shared mobility. The SANDAG Vanpool Program subsidy and the Transportation Benefit Program allows vanpool and transit users to commute for little to no cost; iCommute continues to encourage more federal employees to take advantage of these programs. iCommute tools link carpool partnerships, and most recently, have started promoting Waze Carpool as an additional on-demand mobility option.

There are currently no bikeshare or scootershare program partnerships with the U.S. Coast Guard Station; however, several of these micromobility services are present in the City of San Diego communities adjacent to the U.S. Coast Guard Station. The facility is also participating in the Waze Carpool Pilot and allows Transportation Network Companies (TNCs) like Uber and Lyft to serve riders on base.

Circuit, formerly known as Free Ride Everywhere Downtown (FRED), provides a fleet of NEVs to facilitate connections within the Downtown parking district. The service boundary includes North Harbor Drive adjacent to the U.S. Coast Guard Station and extends into Downtown San Diego, providing connections to destinations in Downtown, East Village, and Little Italy.

The U.S. Coast Guard Station has limited on-site parking. Coast Guard leadership promotes alternative modes of transportation such as carpooling, telecommuting, and biking in order to reduce parking demand. The active use of these modes is further incentivized by the Coast Guard’s partnership with the SANDAG iCommute program.

A mobility report card identifying programs and complementing infrastructure projects that support access to the U.S. Coast Guard Station has been developed (Appendix B). Some programs have policy restrictions or contractual agreements to allow services in a military installation or City; those programs are outlined under the respective jurisdictions in the mobility report card.
Military Personnel Commuting Patterns

While the Coast Guard’s 800 active duty personnel and their roughly 2,000 dependents represent a relatively small presence in comparison to nearby facilities like Naval Base San Diego and Naval Base Point Loma, the facility is expected to double its workforce over the next 20 years.²

Due to a lack of on-base housing, Coast Guard personnel commute from military housing communities throughout the region including Temecula, Alpine, and Chula Vista. Military personnel mostly commute from City of San Diego communities (Table 1). Junior personnel are more commonly housed in the closer communities of Point Loma and Pacific Beach. In 2017, 85% of Coast Guard personnel commuted by driving alone to work (Figure 3).³ In order to reduce parking demand, Coast Guard leadership is working closely with iCommute to promote alternative commutes for personnel. These efforts are evident by iCommute representation at all-hands-on-deck meetings, telework friendly agreements, and a growing carpool program.⁴

Table 1. Commute origin of U.S. Coast Guard Station

<table>
<thead>
<tr>
<th>Commute Origin</th>
<th>Percent of Commuters</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of San Diego</td>
<td>56%</td>
</tr>
<tr>
<td>South San Diego County</td>
<td>15%</td>
</tr>
<tr>
<td>East San Diego County</td>
<td>13%</td>
</tr>
<tr>
<td>North San Diego County</td>
<td>6%</td>
</tr>
<tr>
<td>Riverside County</td>
<td>6%</td>
</tr>
<tr>
<td>Other</td>
<td>2%</td>
</tr>
<tr>
<td><strong>Total Responses</strong></td>
<td><strong>142</strong></td>
</tr>
</tbody>
</table>

Source: iCommute Survey Results, January 2017
Notes: *Other includes other California Counties with less than 1%, out of state, and international zip codes.

Figure 3. Commute mode to U.S. Coast Guard Station

- Drive Alone: 93%
- Bike/Walk: 14%
- Carpool: 7%
- Motorcycle: 11%
- Vanpool: 2%
- Work from Home: 2%
- Transit: 2%

Source: iCommute Survey Results, January 2017
Gate Access

The U.S. Coast Guard Station has one access gate located on the north side of the base along Harbor Drive (Figure 4). The gate has one inbound and one outbound lane to provide access for vehicles, pedestrians, and people biking. There are no transit services that enter this gate, however, MTS routes 992 and 923 stop outside the gate along Harbor Drive.

Upon entering the gate, military personnel and visitors can directly access several parking lots, training facilities, offices, a flight platform, and a pier. When exiting the gate, people enter the City of San Diego where there are residential and existing/planned smart growth opportunity areas.

The gate experiences congestion in the peak morning commute hours along Harbor Drive and Laurel Street (Appendix C). During afternoon peak commute hours, there is congestion leaving the facility that queues along Harbor Drive. There is also heavy congestion on the southbound lanes of I-5.

Goods Movement

I-5, Harbor Drive, and Pacific Highway serve as major freight and goods movement corridors for the U.S. Coast Guard Station and the region. Goods transported to and from the U.S. Coast Guard Station use these corridors.

Due to the high traffic volumes, I-5, Pacific Highway, Harbor Drive, and additional surrounding roads such as Laurel Street experience significant traffic congestion and several intersections operate at a low level of service, especially during peak periods. This congestion delays commuter access to the U.S. Coast Guard Station and slows trucks trying to access I-5 and the San Diego International Airport.
Summary of Challenges for U.S. Coast Guard

**Traffic and Regional Connectivity**

- Congestion along Harbor Drive associated with the San Diego International Airport and its planned expansion affects access to U.S. Coast Guard Station and delays freight movement through the corridor
- Noise and air quality due to traffic volume along Harbor Drive
- Roadway capacity at specific locations during peak commute periods

**Mobility**

- Significant gaps in the bicycle network connecting to the facility
- Poor bike and pedestrian environment along major access roads
- Limited parking on base
- Limited on-street parking

**Other**

- Lack of on-base housing
- Lack of easily accessible and nearby housing
- Limited resources (space, parking, commute options) to accommodate existing and future growth
- Limited ROW for improvements
- Multiple stakeholders and agencies share the Harbor Drive corridor and have invested interests for the proposed and planned projects
### Relevant Programs and Projects for U.S. Coast Guard

<table>
<thead>
<tr>
<th>Facility</th>
<th>Project Extents</th>
<th>Improvement Type</th>
<th>Subcategory</th>
<th>Project Improvement</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nimitz Bridge</td>
<td>Along Nimitz Bridge</td>
<td>Active</td>
<td>Pedestrian</td>
<td>New ADA ramps, new light poles on the bridge, remove existing chain link gates, rehabilitate guardrails</td>
<td>City of San Diego Capital Improvement Program (CIP GIS Shapefile) (2017)</td>
</tr>
<tr>
<td>Harbor Drive</td>
<td>Harbor Dr (Downtown to Ocean Beach)</td>
<td>Active</td>
<td>Bicycle</td>
<td>Bicycle Facilities</td>
<td>SANDAG Regional Plan (2015)</td>
</tr>
<tr>
<td>Nimitz Blvd, Mission Bay Dr, Quivira Rd</td>
<td>Ocean Beach to Mission Bay</td>
<td>Active</td>
<td>Bicycle</td>
<td>Bicycle Facilities</td>
<td>SANDAG Regional Plan (2015)</td>
</tr>
<tr>
<td>Pacific Highway</td>
<td>Pac Hwy (Laurel St to Santa Fe Depot)</td>
<td>Active</td>
<td>Bicycle</td>
<td>Coastal Rail Trail San Diego</td>
<td>SANDAG Regional Plan (2015)</td>
</tr>
<tr>
<td>Pacific Highway</td>
<td>Pac Hwy (W Washington St to Laurel St)</td>
<td>Active</td>
<td>Bicycle</td>
<td>Coastal Rail Trail San Diego</td>
<td>SANDAG Regional Plan (2015)</td>
</tr>
<tr>
<td>I-5</td>
<td>I-15 to I-8</td>
<td>Freeway</td>
<td>Lanes</td>
<td>Add Operational Lanes to 8 Freeway Lanes</td>
<td>SANDAG Regional Plan (2015)</td>
</tr>
<tr>
<td>Route 510</td>
<td>Mira Mesa to Border</td>
<td>Transit</td>
<td>Trolley</td>
<td>Blue Line Rail Grade Separation</td>
<td>SANDAG Regional Plan (2015)</td>
</tr>
<tr>
<td>Route 530</td>
<td>Green Line</td>
<td>Transit</td>
<td>Trolley</td>
<td>Green Line Frequency Enhancements</td>
<td>SANDAG Regional Plan (2015)</td>
</tr>
<tr>
<td>Route 398</td>
<td>Oceanside Transit Center to Downtown San Diego</td>
<td>Transit</td>
<td>Coaster</td>
<td>Double tracking (20-minute peak frequencies and 120-minute off-peak frequencies)</td>
<td>SANDAG Regional Plan (2015)</td>
</tr>
<tr>
<td>Route 398</td>
<td>Oceanside Transit Center to Downtown San Diego</td>
<td>Transit</td>
<td>Coaster</td>
<td>Double tracking (20-minute off-peak frequencies, grade separations at Leucadia Blvd, stations/platforms at Convention Center/Gaslamp Quarter and Del Mar Fairgrounds, and extension to Camp Pendleton)</td>
<td>SANDAG Regional Plan (2015)</td>
</tr>
<tr>
<td>Facility</td>
<td>Project Extents</td>
<td>Improvement Type</td>
<td>Subcategory</td>
<td>Project Improvement</td>
<td>Source</td>
</tr>
<tr>
<td>----------</td>
<td>----------------</td>
<td>------------------</td>
<td>-------------</td>
<td>---------------------</td>
<td>--------</td>
</tr>
<tr>
<td>Route 398</td>
<td>Oceanside Transit Center to Downtown San Diego</td>
<td>Transit</td>
<td>Coaster</td>
<td>Double tracking (completes double tracking; includes Del Mar Tunnel) plus 2 grade separations</td>
<td>SANDAG Regional Plan (2015)</td>
</tr>
<tr>
<td>Route 510</td>
<td>Palomar St to 12th &amp; Imperial</td>
<td>Transit</td>
<td>Trolley</td>
<td>Phase I - Blue Line Frequency Enhancements and rail grade separations at 28th St, 32nd St, E St, H St, Palomar St, and Blue/Orange Track Connection at 12th/Imperial</td>
<td>SANDAG Regional Plan (2015)</td>
</tr>
<tr>
<td>Route 28</td>
<td>Point Loma to Kearny Mesa via Old Town, Linda Vista</td>
<td>Transit</td>
<td>Rapid</td>
<td>Connection from Point Loma to Kearny Mesa via Old Town, Linda Vista</td>
<td>SANDAG Regional Plan (2015)</td>
</tr>
<tr>
<td>Routes 640A/640B</td>
<td>San Ysidro to Palomar</td>
<td>Transit</td>
<td>Rapid</td>
<td>Route 640A: I-5 - San Ysidro to Old Town Transit Center via City College; 640B: I-5 Iris Trolley/Palomar to Kearny Mesa via Chula Vista, National City and City College</td>
<td>SANDAG Regional Plan (2015)</td>
</tr>
<tr>
<td>Route 510</td>
<td>Taylor St &amp; Ash St</td>
<td>Transit</td>
<td>Trolley</td>
<td>Phase II - Blue Line rail grade separations at Tayler St and Ash St</td>
<td>SANDAG Regional Plan (2015)</td>
</tr>
<tr>
<td>Route 510</td>
<td>University City to Downtown San Diego</td>
<td>Transit</td>
<td>Trolley</td>
<td>Blue line extension to University City providing public transportation in coastal San Diego County. Increased frequencies and front door access to Naval Base San Diego at 32nd St</td>
<td>SANDAG Regional Plan (2015)</td>
</tr>
<tr>
<td>Route 561</td>
<td>UTC to COASTER Connection</td>
<td>Transit</td>
<td>Trolley</td>
<td>UTC COASTER Connection (extension of Route 510)</td>
<td>SANDAG Regional Plan (2015)</td>
</tr>
<tr>
<td>Route 540</td>
<td>UTC to San Ysidro via downtown</td>
<td>Transit</td>
<td>Trolley</td>
<td>Blue Line Express – UTC to San Ysidro via downtown</td>
<td>SANDAG Regional Plan (2015)</td>
</tr>
</tbody>
</table>

C= Conventional Highway  
F= Freeway  
ML = Managed Lanes  
T = Toll Road  
R = Reversible Lanes  
OPS = Operational Improvements
References

1 United States Coast Guard Pacific Area Strategic Intent (FY 2015-2019) https://www.pacificarea.uscg.mil
2 Interview with Coast Guard Leadership CDR Michael Frawly 2/2/18
3 iCommute Survey with Coast Guard (2017)
4 Interview with Coast Guard Leadership CDR Michael Frawly 2/2/18

Appendices

Appendix A. iCommute Park & Ride Map
Appendix B. Coast Guard Mobility Report Card
Appendix C. Google Traffic Maps
Appendix A.
iCommute Park & Ride Map
**Guaranteed Ride Home (GRH)**
Commuters who carpool, vanpool, take transit, walk, or bike to work in San Diego County can enroll in the Guaranteed Ride Home (GRH) program. GRH is a subsidized ride sharing program available to commuters who carpool, but the program is also available for users of the Southern Riverside Park & Ride lots. Call 511 for more information on how to enroll. **Not an RCTC lot. Permit required. Call (951) 296-1121.**

**Vanpool**
A vanpool brings five or more people together to share the costs of getting to work in a van or SUV. It's like a carpool, only bigger! Vanpool participants generally pay less than $100 per month to get to work, and multiple vehicle options are available. Visit RideYourCommute.com to learn more.

**Park & Ride**
Park & Ride lots are free, conveniently located throughout the region, and offer a great place to meet carpool or vanpool partners. This map provides a locator tool for approximately 90 Park & Ride lots in the San Diego region and in southern Riverside County. The map also has information about each lot's features, including the number of parking spaces, bike lockers, and transit connections. Leave your solo commute behind and find an alternative way to get to work and to many other destinations around San Diego County.

**iCommute**
More information about Park & Ride lots is available through the San Diego Association of Governments (SANDAG) iCommute program. iCommute assists commuters by providing carpool and ride-matching services, a subsidized vanpool program, transit solutions, the Guaranteed Ride Home program, regional support for biking, and bike and pedestrian safety program support for schools. Visit 511sd.com/iCommute or call 511 and say “iCommute” for more information.

**511**
511 is a free phone and web service that consolidates the San Diego region’s transportation information into a one-stop resource. 511 provides current information on: traffic conditions, incidents, and driving times; schedule, route, and fare information for San Diego public transportation services; commuter services; and biking information. The 511 service is available 24 hours a day, seven days a week at 511sd.com. By calling 511, or by downloading the 511 San Diego mobile app, available for iOS and Android.

**Company logos**
Pantone Matching System #326, the “t” is to be Blue PMS #299, the logo type is to be black. When displaying the signature in color form, the “C” is to be Turquoise PMS #68.
Information on this map is accurate as of May 2016. Park & Ride lot locations and amenities change periodically. Visit Caltrans at dot.ca.gov/dist11 to find the most up-to-date Park & Ride lot information.

Taking public transportation helps you beat traffic, save money on gas, and ease the stress of your daily commute. Park at a transit station or Park & Ride lot and get on board the bus, Trolley, COASTER, or SPRINTER. Your transit ride is even easier with Compass Card — the smart card for transit passes. Get your Compass Card at Albertsons and select Vons stores in San Diego County or visit 511sd.com/compass for more information.

GO by BIKE to close the gaps in your commute. Secure bike parking facilities are available throughout the region to make your trip a little easier. They keep your bike safe while you take transit or share a ride to work.

To find out which Park & Ride lots have bike parking, check the list on this map. There is no fee to use bike parking facilities — just a small, refundable deposit. To sign up for bike parking or get more information on bike commuting, visit 511sd.com/Commuter.

*Park & Ride parking Monday-Friday, 5:30 a.m. – 6 p.m. only
**Park & Ride parking Monday-Friday only

**Park & Ride parking Monday-Friday only
*Park & Ride parking Monday-Friday, 5:30 a.m. – 6 p.m. only
**Park & Ride parking Monday-Friday only

**Park & Ride parking Monday-Friday only
Appendix B.
Coast Guard Mobility Report Card
<table>
<thead>
<tr>
<th>Mobility Options</th>
<th>Supportive Programs/Infrastructure</th>
<th>Related Infrastructure Project Types</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Walking/Biking</strong></td>
<td>• Walkable</td>
<td>• Class I multiuse path on North Harbor Dr. • No westbound bike facilities on Laurel Street or North Harbor Dr. • Mix of Class II and Class III bike facility networks in Uptown/Downtown communities</td>
</tr>
<tr>
<td><strong>Public Transit</strong></td>
<td>• No transit services on base</td>
<td>• MTS Route 923 and 992</td>
</tr>
<tr>
<td><strong>Microtransit</strong></td>
<td>• No current services</td>
<td>• No current services</td>
</tr>
<tr>
<td><strong>Carpool &amp; Vanpool</strong></td>
<td>• Vanpool subsidy with TIPS • SANDAG iCommute Vanpool Program</td>
<td>• No existing High Occupancy Vehicle lanes on I-5 and I-8</td>
</tr>
<tr>
<td><strong>Carshare</strong></td>
<td>• No current programs</td>
<td>• Zipcar</td>
</tr>
<tr>
<td><strong>On-Demand Rideshare</strong></td>
<td>• Waze Carpool Pilot • Uber, Lyft</td>
<td>• Waze Carpool • Uber, Lyft</td>
</tr>
<tr>
<td><strong>Bikeshare</strong></td>
<td>• No current programs</td>
<td>• Lime, Discover Bike</td>
</tr>
<tr>
<td><strong>Electric Bike &amp; Scootershare</strong></td>
<td>• No current programs</td>
<td>• Electric bike: Lime, JUMP • Electric scooter: Lime, Bird, Razor, Wheels, Wind</td>
</tr>
<tr>
<td><strong>Neighborhood Electric Vehicle (NEV)</strong></td>
<td>• No current programs</td>
<td>• Circuit, formerly known as FRED</td>
</tr>
<tr>
<td><strong>Other</strong></td>
<td>• Limited parking on base</td>
<td>• Limited street parking close to base • Smart Growth Opportunity Areas: Midway - Pacific Highway and San Diego Peninsula in Point Loma</td>
</tr>
</tbody>
</table>

Data current as of December 2018
Appendix C. Google Traffic Maps