US 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 US Armed Force, by law and policy, authorized to conduct law enforcement operations\(^1\). 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.\(^2\)

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. This 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 (see 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 US Coast Guard Station (Figure 2).

MTS Routes 923 and 992 provide access to the US Coast Guard Station via stops along North Harbor Drive. These routes connect areas of City of San Diego such as Point Loma, Downtown San Diego, and the San Diego International Airport to the US 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 people biking can use to access the US 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 US Coast Guard Station.

**Mobility Programs**

SANDAG’s transportation demand management program, iCommute, works closely with the US 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 started promoting Waze Carpool as an additional on-demand mobility option.

There are currently no bikeshare or scootershare program partnerships with the Coast Guard; however, several of these micromobility services are present in the City of San Diego communities adjacent to the US Coast Guard Station ([Error! Reference source not found.]). 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.

Free Ride Everywhere Downtown (FRED), as discussed in the Regional Framework, provides a fleet of neighborhood electric vehicles (NEVs) to facilitate connections within the Downtown parking district. The service boundary includes North Harbor Drive adjacent to the US Coast Guard Station and extends into Downtown San Diego, providing connections to destinations in Downtown, East Village, and Little Italy.

The US Coast Guard Station has limited on-site parking. Coast Guard leadership promote 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 SANDAG’s iCommute program.

A mobility report card identifying programs and complementing infrastructure projects that support access to Coast Guard has been developed ([see Appendix B](#)). Some programs have policy restrictions or contractual agreements to allow services in a military installation or City; those programs are outlined to 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 years².

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 program².

Table 1. Commute origin of US 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 US Coast Guard Station

<table>
<thead>
<tr>
<th>Commute Mode</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive Alone</td>
<td>93%</td>
</tr>
<tr>
<td>Bike/Walk</td>
<td>14%</td>
</tr>
<tr>
<td>Carpool</td>
<td>7%</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>11%</td>
</tr>
<tr>
<td>Vanpool</td>
<td>2%</td>
</tr>
<tr>
<td>Work from Home</td>
<td>2%</td>
</tr>
<tr>
<td>Transit</td>
<td>2%</td>
</tr>
</tbody>
</table>

Source: iCommute Survey Results, January 2017
Notes: Total of 139 Survey Responses.
Gate Access
The US Coast Guard Station has one access gate located on the north side of the base along Harbor Drive (see 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, 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 (see 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 US Coast Guard Station and the region. Goods transported to and from the US 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 US 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 US 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 US 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 Dr (Downtown to Ocean Beach)</td>
<td>Active</td>
<td>Bicycle</td>
<td></td>
<td>Bicycle Facilities</td>
<td>SANDAG Regional Plan (2015)</td>
</tr>
<tr>
<td>Ocean Beach to Mission Bay</td>
<td>Active</td>
<td>Bicycle</td>
<td></td>
<td>Bicycle Facilities</td>
<td>SANDAG Regional Plan (2015)</td>
</tr>
<tr>
<td>Pac Hwy (Laurel St to Santa Fe Depot)</td>
<td>Active</td>
<td>Bicycle</td>
<td></td>
<td>Coastal Rail Trail San Diego</td>
<td>SANDAG Regional Plan (2015)</td>
</tr>
<tr>
<td>Pac Hwy (W Washington St to Laurel St)</td>
<td>Active</td>
<td>Bicycle</td>
<td></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>Transit</td>
<td>Trolley</td>
<td></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>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>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>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 Taylor 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 510</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 (FY15-19) https://www.pacificarea.uscg.mil
2 Interview with Coast Guard Leadership CDR Michael Frawly 2/2/18
3 iCommute Survey with Coast Guard (2017)

Appendix

Appendix A. iCommute Park & Ride Map
Appendix B. Coast Guard Mobility Report Card
Appendix C. Google Traffic Maps
Appendix A.
iCommute Park & Ride Map
southern riverside

Riverside County Park & Ride lots are maintained by the Riverside County Transportation Commission (RCTC), unless otherwise noted. For more information visit RCTC.org.

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 RedesignYourCommute.com to learn more.

Guaranteed Ride Home

With Guaranteed Ride Home (GRH), commuters who carpool, vanpool, take transit, walk, or bike to work in San Diego County have a built-in safety net. In case of emergency or unscheduled overtime, the GRH program will get you home for free. To find out more, visit 511sd.com/GRH.

city map

Legend

- North San Diego Region Park & Ride Location
- Southern Riverside Park & Ride Location
- Direct Access Ramp (DAR)

Map created by 511sd.com/GRH. The map is for informational purposes only and is not to scale. Prices and fees are subject to change. Please visit 511sd.com/GRH for the most current information.

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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.
**Park & Ride parking Monday-Friday only**

- SR 78 at Serra Rd & Sawday Pl
- SR 78 at Murray Dr
- SR 78 at Vista Sorrento Pkwy
- SR 94 at Washington Ave
- Carmel Mountain Rd at Rancho Carmel Dr
- SR 54 at San Dieguito Ave
- SR 54 at Avocado Blvd
- SR 54 at El Norte Pkwy
- I-5 at La Costa Ave
- I-5 at Del Dios Rd
- SR 54 at Aliso Ave
- SR 78 at College Blvd (South)
- SR 54 at Jamacha Blvd
- I-8 at Los Coches Rd
- I-8 at Lake Jennings Park Rd
- I-5 at Glidden Dr
- SR 78 at Murolo St
- SR 78 at College Blvd (North)
- SR 76 at Sweetgrass Ln
- I-5 at Birmingham Dr
- Twin Peaks Rd at Buden Ln
- Telegraph Canyon Rd at Paseo Del Rey
- I-15 at Rancho Peñasquitos Blvd
- Carmel Mountain Rd at Paseo Cortez
- Carmel Mountain Rd at Stonewall Creek Rd
- Barich Dr at Gossamer Blvd
- Severn Dr at Barich Dr
- Severn Dr at Murray Dr
- Encinitas Blvd at Calle Magdalena
- SR 78 at Capistrano Dr
- East Valley Pkwy at Citrus Ave
- I-15 at Rancho Bernardo Rd
- SR 78 at Barham Dr
- Mission Gorge Rd at Big Rock Dr
- Sweetwater Springs Blvd at Austin Dr
- North Magnolia Ave at Alexander Way
- Mission Ave at Frontier Dr
- SR 78 at El Chorro Rd
- I-15 at Scripps Poway Pkwy
- SR 78 at Poway Rd
- I-805 at Ocean View Blvd
- Caliente Ave
- Westfield North County Shopping Center

**TripPlanner**

Find the best way to get where you need to go by comparing multiple transportation choices in one place. Just enter your starting point and destination in TripPlanner and click “Let’s Go!” It’s that easy. Trip Planner compares carpool, vanpool, transit, walk, and bike options, while calculating time, cost, calories burned, and emissions estimates.

**Secure Bike Parking**

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.
Appendix B.
Coast Guard Mobility Report Card
<table>
<thead>
<tr>
<th>MOBILITY OPTIONS</th>
<th>How is it supported in the following areas:</th>
<th>What infrastructure projects are related?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>On Base</td>
<td>City of San Diego</td>
</tr>
<tr>
<td>Walking/Biking</td>
<td>• Walkable</td>
<td>• Class I multiuse path on North Harbor Dr.</td>
</tr>
<tr>
<td></td>
<td>• No westbound bike facilities on Laurel Street or North Harbor Dr.</td>
<td>• Mix of Class II and Class III bike facility networks in Uptown/Downtown communities</td>
</tr>
<tr>
<td>Public Transit</td>
<td>• No transit services on base</td>
<td>• MTS Route 923 &amp; 992</td>
</tr>
<tr>
<td>Microtransit</td>
<td>• No current programs</td>
<td>• No current services</td>
</tr>
<tr>
<td>Carpool &amp; Vanpool</td>
<td>• Vanpool subsidy with TIPS</td>
<td>• No existing High Occupancy Vehicle lanes on I-5 and I-8</td>
</tr>
<tr>
<td></td>
<td>• SANDAG iCommute Vanpool Program</td>
<td></td>
</tr>
<tr>
<td>Carshare</td>
<td>• No current programs</td>
<td>• Zipcar</td>
</tr>
<tr>
<td>On-Demand Rideshare</td>
<td>• Waze Carpool Pilot</td>
<td>• Waze Carpool</td>
</tr>
<tr>
<td></td>
<td>• Uber, Lyft</td>
<td>• Uber, Lyft</td>
</tr>
<tr>
<td>Bikeshare</td>
<td>• No current programs</td>
<td>• Lime, Discover Bike</td>
</tr>
<tr>
<td>Electric Bike &amp; Scootershare</td>
<td>• No current programs</td>
<td>• Electric bike: Lime, JUMP</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Electric scooter: Lime, Bird, Razor, Wheels, Wind</td>
</tr>
<tr>
<td>Neighborhood Electric Vehicle (NEV)</td>
<td>• No current programs</td>
<td>• Free Ride Everywhere Downtown</td>
</tr>
<tr>
<td>Other</td>
<td>• Limited parking on base</td>
<td>• Limited street parking close to base Midway - Pacific Highway and San Diego Peninsula in Point Loma Smart Growth Opportunity Areas</td>
</tr>
</tbody>
</table>

**US Coast Guard Mobility Report Card**

**MOBILITY OPTIONS** How is it supported in the following areas: What infrastructure projects are related?
Appendix C. Google Traffic Maps