I-8 Corridor Study

July 25 and 29, 2014 Community Meetings

Public Comments Summary

Ocean Beach, Peninsula, & Midway

Bicycle & Pedestrian

- Community access is an issue between beach communities (Pacific Highway/San Diego River Trail to Morena Boulevard), Hotel Circle and Mission Valley, and the San Diego River Trail
- Redevelopment opportunities (Midway Post Office and Sports Arena) should focus on bike and pedestrian facility enhancements
- Bike and pedestrian safety conflicts with vehicles exist at a number of local arterials and intersections (Sea World Drive/Fiesta Island Road, Sunset Cliffs Boulevard bridge, West Mission Bay Drive, Ingraham)
- Better maintained bike and pedestrian facilities are needed (Sea World Drive)
- New bike and pedestrian facilities are needed (Nimitz/Sunset Cliffs, Liberty Station)
- Bike stations should be considered at recreational areas and activity locations (Robb Field)
- Consider safe bike and pedestrian access to schools (Correia Middle School, Ocean Beach Elementary School)
- Incorporate signage to better distinguish between regional paths and destinations (Mission Beach, San Diego River Trail), and to encourage safety

Transit

- Consider opportunities to link to the future Mid-Coast Trolley stations
- Incorporate better connectivity with bike and pedestrian facilities
- Consider Trolley extension to beach communities

Freeway

- Freeway narrowing from three lanes to one near I-5 causes congestion
- Missing connections between I-8 and I-5 are needed
- Consider interchange re-design (I-5/I-8)

Local Arterials & Intersections

- Traffic congestion is an issue on a number of local arterials and intersections (Sea World Drive, Sports Arena Boulevard, Sunset Cliffs bridge, Midway)
- Consider roundabout roadway designs (West Point Loma at Bacon, Froude and Voltaire)
- I-8 traffic spill-over onto local arterials is a concern
Other

- Consider the use of shuttle services (to relieve congestion on Sports Arena/Midway)

**Old Town & Fashion Valley**

**Bicycle & Pedestrian**

- Bike and pedestrian safety conflicts with vehicles exist at a number of local arterials and intersections (Morena Boulevard, Taylor Street, Hotel Circle, Bachman Place, Rosecrans Street and Midway/Sports Arena intersections)
- New bike and pedestrian facilities are needed (Sports Arena Boulevard)
- Better maintained bike and pedestrian facilities are needed (San Diego River Trail)
- North/south bike facilities need to be connected to east/west bike facilities (along I-15)
- Consider footbridges across the San Diego River
- Access improvements are needed along the River Trail
- Community access is an issue between Presidio Park and Uptown and Mission Hills and Hotel Circle South

**Transit**

- Taylor Street needs to be grade separated for Trolley services
- Consider express Trolley service

**Freeway**

- Missing connections between I-8 and I-5 are needed
- Consider interchange and freeway re-design
- Enforce lane cutting issues
- Consider use of freeway facility for bicyclists (SR 163)

**Local Arterials & Intersections**

- Road connections and access are needed to connect shopping centers (Hazard Center to Fashion Valley), areas across the San Diego River (Fenton Parkway), and communities west of I-5
- Traffic congestion is an issue on a number of local arterials and intersections (Rosecrans Street, Friars Road)
- Consider road diets (Sports Arena Boulevard, Pacific Highway). [A ‘road diet’ reduces the number of lanes on a roadway cross-section usually to improve safety or provide space for other modes of travel.]
- Consider synchronization of intersections (Fashion Valley near SR 163)

**Other**

- Consider car sharing options and opportunities to promote them
• Consider improving traffic communication to users of the I-8 corridor

Mission Valley & Qualcomm

Bicycle & Pedestrian

• Lack of connectivity for bike facilities across the I-15 corridor and between Mid-City and Fashion Valley
• Bike and pedestrian safety conflicts with vehicles exist at a number of local arterials and intersections (Texas Street, Qualcomm Way, Montezuma Road, Camino Del Rio South, Fairmount Avenue)
• Consider pedestrian walkways
• New bike and pedestrian facilities are needed (I-15 bike path connections)
• Consider footbridges across the San Diego River
• Better maintained bike and pedestrian facilities are needed (bridge over Fairmount Avenue)
• Consider non-interchange crossings from the freeway for low stress use

Transit

• Consider transit connections from bus services along I-15 to the Trolley’s Green Line
• Trolley connectivity to the Green Line is lacking for communities south of I-8
• Consider downtown-focused transit
• Consider express Trolley service
• Consider transit station locations with redevelopment opportunities (Mission Gorge)

Freeway

• Safety and weaving issues occur from intersecting freeways and at on- and off- ramps accessing major shopping centers (Mission Center Road, I-8 and I-805)

Arterials & Intersections

• Local roads need to be a better connected system
• Road connections and access are needed to connect areas across the San Diego River (Fenton Parkway)
• Signals create obstruction (cars in the intersection) near major shopping centers (Friars Road)
• Traffic congestion is an issue on a number of local arterials and intersections (Friars Road)
• Consider synchronization of intersections (Friars Road)
**Grantville & San Diego State University**

**Bicycle & Pedestrian**

- Lack of connectivity for bike facilities and pedestrians across the I-15 corridor, between College Area and Grantville, Mid-City and the San Diego River, and Allied Gardens and Kensington Park
- Incorporate signage to better distinguish between regional paths and destinations, and to encourage safety (Montezuma Road, Collwood Boulevard)
- New bike and pedestrian facilities are needed (College Avenue/Navajo to I-8/Warring Road, College Avenue)
- Bike and pedestrian safety conflicts with vehicles exist at a number of local arterials and intersections (Fairmount Avenue, Montezuma Road)

**Transit**

- Issues accessing Trolley station (70th Street Trolley station)
- Consider transit signal priority (College avenue)
- Consider transit station locations with redevelopment opportunities (Grantville)
- Consider adding service to serve Grantville development

**Freeway**

- Queues on I-8 ramps (College and I-8, 70th Street and I-8, Fairmount Avenue and I-8)
- Congestion on the I-8 freeway during peak periods
- Consider widening I-8 east of College Avenue
- Consider widening on ramp (College and I-8 westbound on ramp)

**Arterial & Intersections**

- Weaving issues on local arterials (Fairmount Avenue, Montezuma Road)
- Traffic congestion is an issue on a number of local arterials and intersections (Mission Gorge Road, Fairmount Avenue, Montezuma Road, Collwood Boulevard, College Avenue, 70th Street, El Cajon Boulevard, Adams Avenue, Camino Del Rio South)
- Consider roadway widening (Montezuma from College Avenue to Fairmount Avenue)
- Consider improvements to intersection design (70th Street and I-8)
- Prevent cut-through traffic (Fairmount Avenue, Collwood Boulevard, Montezuma Road convergence; Kensington Talmadge to Fairmount Avenue)
- Re-route traffic (Twain Avenue) and eliminate intersections (Mission Gorge and Fairmount Avenue)

**Other**

- New developments driving further population growth and traffic demand (Grantville)