

# Transportation Element

The basic purpose of transportation is to provide each member of the community with maximum opportunity for access to goods, services, and activities, both public and private. The achievement of this purpose will require that a fully integrated system of vehicular, transit, bicycle, pedestrian, and parking facilities be developed.

## VEHICULAR CONSIDERATIONS

Full consideration of the vehicular situation must include discussion of both the movement and the storage of automobiles, motorcycles, trucks, campers, and other such vehicles. Because of their importance, a separate analysis is included for circulation and for parking.

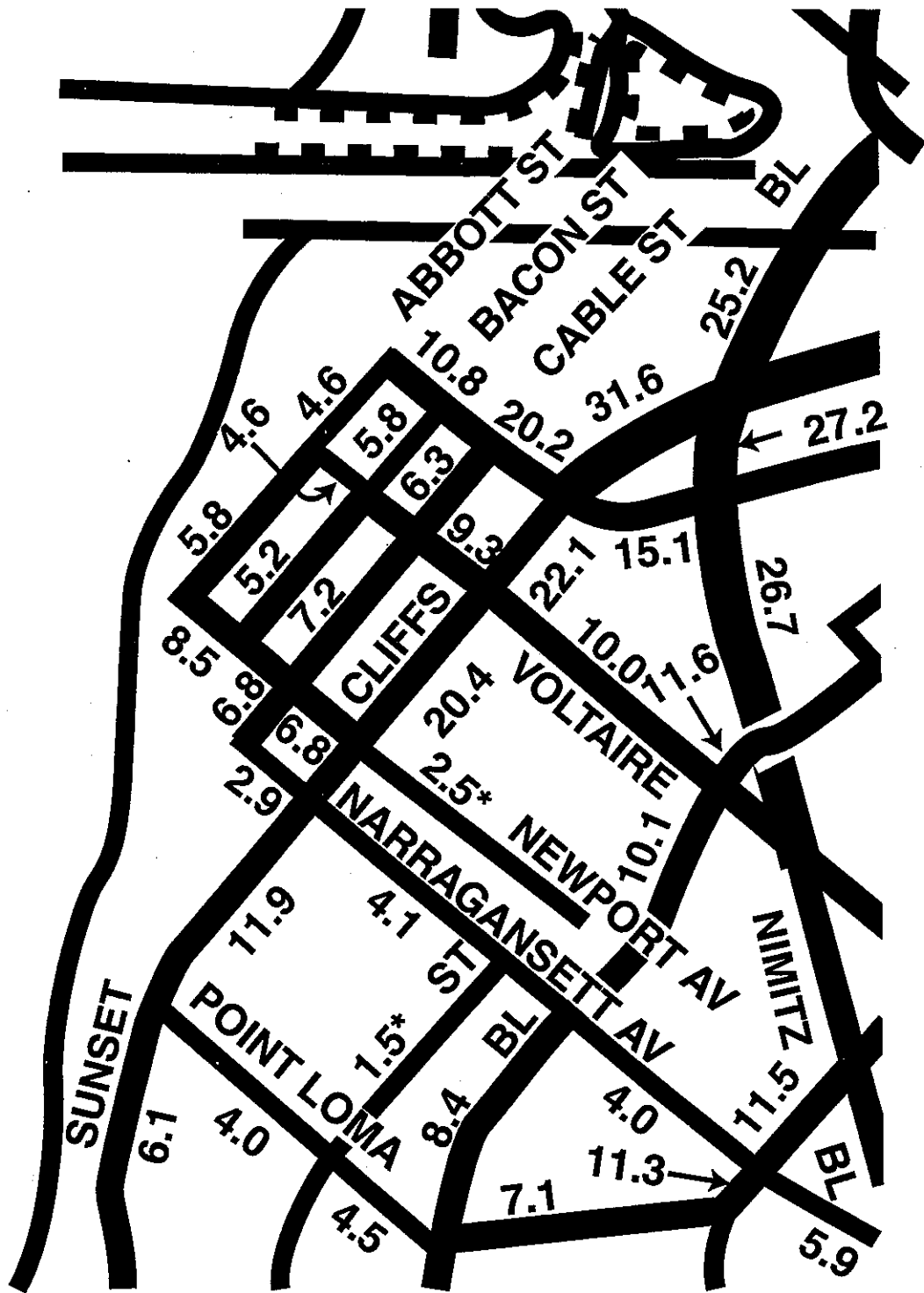
### Circulation

The original subdivision pattern of Ocean Beach emphasized east-west circulation within an extra wide right-of-way. Since that time, however, development in San Diego has grown in the northern direction, toward Pacific Beach and La Jolla. As a result, the existing traffic pattern has a north-south emphasis. The development of Mission Bay Park has made this situation even more critical. Allocated rights-of-way in the north-south direction are narrow and cannot accommodate high traffic volumes.

The recently completed Ocean Beach Freeway (State Route 109) located on the northern extreme of the community provides quick access to downtown and Mission Valley. It also connects with Interstate 5, making Ocean Beach accessible to and from all parts of San Diego. This access is limited only by two missing links in the connection between the Ocean Beach Freeway and Interstate 5, the east to north movement, and the south to west movement.

The relative ease of access to Ocean Beach has placed increased strain on the existing circulation pattern. The most significant benchmark used in measuring this situation is the accident rate. Of the four major north-south streets, Sunset Cliffs Boulevard has an accident rate twice the City-wide average for such a street while the rate for Abbott, Bacon, and Cable is almost three times the average. In terms of east-west streets, the accident rate for West Point Loma Boulevard is twice the City-wide average, for Voltaire three times as great, and for Newport Avenue five times the average. A contributing factor to the high rate on Newport Avenue is the diagonal parking which results in narrow travel lanes. This street has one of the highest accident rates of any street in the City.

At present, Sunset Cliffs Boulevard is the major traffic carrier with an average daily traffic count of about 20,000 vehicles. Cable, Bacon, and



# existing traffic conditions

1973 TRAFFIC FLOW (Weekday Vehicle Volumes in Thousands)

Source: City of San Diego Public Works Department

Abbott Streets, all parallel to Sunset Cliffs and to the west each carry 5,000 - 8,000 vehicles per day. All of these streets, including Sunset Cliffs Boulevard, have a 60' right-of-way and a 40' pavement width north of Brighton, narrowing to 36' south of Brighton. Each has parking along both sides and one lane of moving traffic in each direction. All are designed to accommodate a maximum of 5,000 vehicles per day. Because of existing constraints on these north-south streets, the over-burdened situation will continue to exist until either traffic is reduced, traffic is rerouted, parking is removed, or the streets are widened.

East-west streets presently reflect a situation somewhat opposite of the north-south streets in that they are wider and carry much less traffic. The majority of the east-west streets have a pavement width of 40'. Several are 30'-36', while four (West Point Loma Boulevard, Voltaire, Santa Monica and Newport), are 52'. Those streets that are 40' and under do not exceed their capacities in any case. Of the 52' streets, capable of handling 7,500 cars per day, Voltaire and Newport presently realize, but do not exceed, these figures, while Santa Monica is below. West Point Loma Boulevard is the only east-west street that exceeds its desirable capacity. Here, the daily traffic count between Sunset Cliffs and Cable is over 16,000. West of Cable it is slightly under capacity. Desirable should not be misunderstood as ideal, or even totally acceptable. These standards are established primarily to indicate the relative safety of various streets.

The majority of traffic in Ocean Beach is generated by existing residential and commercial development. There is also an element of through traffic destined to the Sunset Cliffs area, the southern portion of the Point Loma residential community, Point Loma College, and Cabrillo Point. In addition, there are two main non-residential traffic generators within Ocean Beach itself, Newport Center and Ocean Beach Park. Newport Center generates traffic along all streets. Those patrons coming from the fringes, however, tend to collect on Sunset Cliffs and Newport Avenue. Recreational trips generated by the beaches at Ocean Beach Park include a large number of vehicles from outside the community. Those entering from the Point Loma area filter in on the east-west streets, while those from the northern areas of the City enter on Sunset Cliffs Boulevard. Most of these vehicles move west on West Point Loma Boulevard and Voltaire because these are the first large streets leading to the beaches. Three parking lots containing somewhat over 500 spaces provide a destination for most of the beach user traffic and some of the Newport Center traffic. The rest of the beach user traffic must use on-street parking. The majority of the Newport Center traffic parks along the street and in existing private lots.

In general, traffic in Ocean Beach struggles against a street system designed years too soon to anticipate the nature of present demands. High residential densities, the beach resource, and, to some degree, Newport Center and through traffic have overburdened existing north-

south streets. East-west streets, while under capacity, are not able to accommodate excess traffic because their direction is against the logical traffic flow. Future increases in traffic will only intensify the existing circulation problems.

## Goals

- o Develop means to accommodate future increases in traffic until such a time as the automobile is de-emphasized as the major means of transportation through achievable and realistic improvements in public transportation.
- o Discourage automobile use for shorter intra-community trips through the encouragement of public transit, bicycle and pedestrian traffic.
- o Minimize present vehicular congestion wherever possible, especially on Sunset Cliffs Boulevard and Newport Avenue.
- o Reduce traffic to every degree possible along local residential streets.

## GENERAL RECOMMENDATIONS

Future transportation requirements in Ocean Beach are based upon anticipated traffic demands. Travel forecasts depend upon many factors, one of the most important being the future land use proposed for a particular area. Any substantial changes in existing land use patterns require re-evaluation of the existing circulation system. This is an analysis over and above that necessary to provide solutions to existing problems.

It is difficult to determine the eventual density of the community beyond assuming that it will probably not exceed by one-third the present density. It is also difficult to predict the relationship of the private automobile to people's travel habits in the future. The recent energy crisis demonstrates that dependency upon the auto may very well decrease in the long run, balancing an increase in population. It is also possible, however, that the dependency may increase, intensifying the vehicular congestion tremendously as the density increases. Development of a car pool program, matching people by computers, is one way of removing some people from their cars. The City should provide computer time for such a program.

Because the circulation system is already established, remedies into the future must necessarily involve changes to existing streets. These changes are basically limited to parking removal, widening, establishment of one-way pairs, and street closings. Of these alternatives some parking removal can be accommodated in certain locations, widening is generally unacceptable because of its disruptive nature and expense, the establishment of one-way pairs is feasible in certain locations, and street closings are worthy of consideration in certain locations.

In order to improve present circulation patterns consideration should be given to restricting parking from Sunset Cliffs Boulevard, at least during peak hours. While this would not increase the number of moving lanes, it would reduce vehicle conflicts, especially along the sections that are only 36' wide from curb to curb. This proposal is the only workable solution to the problem of improving traffic conditions within the existing right-of-way. This proposal, however, only provides superficial treatment to a substantial congestion problem. The possibility of short range solutions to ease pedestrian-vehicular conflicts such as the installation of stop signs, cross walks, and traffic signals should be investigated fully.

In order to best accommodate existing and future traffic flow, according to City Traffic Standards, a one-way pair of north-south streets provides the most reasonable solution. The existing street pattern allows for only two possibilities for such a system. In both cases Sunset Cliffs Boulevard would be one-way north. The accompanying one-way south street must be Bacon or Cable. In order for Bacon Street to be logically used a road must be constructed between Robb Field and the flood control channel. The impact and cost of such an improvement relative to the ease of implementing the Cable Street system makes Cable the preferable alternative. The terminus for a Cable Street-Sunset Cliffs Blvd. one-way couplet would be Orchard Avenue. The implementation of such an effort, however, is not recommended unless circulation problems increase to the point where congestion becomes unacceptable to the community or the safety of pedestrians and motorists is threatened.

The one-way concept would provide two travel lanes in each direction, with parking along each side. Peak hour parking prohibitions could be introduced on one side of each street in order to further reduce congestion. A decision concerning the introduction of a one-way configuration should be made based on the severity of the circulation problem weighed against the detrimental impact upon the community caused by further accommodation of the automobile. Any solution should provide for the maximum safety of pedestrians crossing the one-way streets. Community opinion on the use of one-way streets should carry great weight.

The situation of the east-west streets is somewhat different from that of the north-south streets. They provide more than enough opportunity for east-west traffic movement. In a sense these streets act as distributors for traffic throughout Ocean Beach. Newport Avenue experiences congestion and a high accident rate because of narrow travel lanes due to diagonal parking. Traffic on this street should be limited, through the use of directional signs, to those persons seeking to use the commercial district. In the future, consideration might be given to closing the street entirely and creating a pedestrian mall. This will become feasible only when alternative locations for parking can be developed.

Most residential streets are used under their capacity. Because of their residential nature, traffic should be discouraged from using them except as necessary to enter and leave residences. The beach generates a significant amount of traffic which should be channeled to available off-street parking areas via a limited number of streets, especially West Point Loma Boulevard, Voltaire Street and Santa Monica Avenue.

These streets terminate in the general vicinity of the existing parking reservoirs. Santa Monica Avenue, in addition to serving beach user parking, can also serve as a siphon for excessive Newport Avenue commercial traffic if it is marked appropriately. Consideration should be given to removing parking along one side each of West Point Loma Boulevard and Voltaire Street, if adequate parking exists for shoppers in alternative locations, in the event of excessive congestion in the future. In order to limit traffic to these streets as much as possible, appropriate directional signing should be introduced.

In the case of purely residential streets, future consideration should be given to narrowing the pavement width where excessive, and closing some streets to through traffic. This would insure that the east-west movement of traffic would be limited to certain corridors while emphasizing the use of most local streets for access to residences, parking and pedestrians.

In conclusion, the major traffic flow in Ocean Beach is north-south, in spite of the fact that the streets were originally developed with an east-west emphasis. Certain streets presently exceed their capacity in a time when traffic volumes are continuing to increase. Minor modifications such as parking removal and directional signing are possible in order to improve traffic circulation. The only reasonable long-term solution to improve the north-south traffic flow if residents do not decrease their use of the automobile involves the consideration of a one-way pair. Some east-west streets can be blocked from through traffic without hampering circulation in order to de-emphasize traffic movement on local residential streets.

### **Summary of Plan Recommendation**

- o That consideration be given to restricting parking from Sunset Cliffs Boulevard during peak hours.
- o That consideration be given to the creation of a Sunset Cliffs-Cable one-way pair in the event that north-south traffic movement becomes unacceptable to the community in the future.
- o That traffic using Newport Avenue be limited through the use of appropriate signing, to those vehicles destined to and from the Newport Center commercial facilities.
- o That future consideration be given to closing Newport Avenue between Sunset Cliffs and Bacon to vehicles, and creating a pedestrian mall, provided that alternative locations for present parking along Newport are developed.
- o That directional signing be established in order to channel traffic into appropriate corridors with the intent of reducing congestion and minimizing the impact upon residential areas and the Newport Center area.

- o That future consideration be given to removing parking along selected streets in order to reduce congestion and improve safety provided alternative parking locations can be insured.
- o That future consideration be given to narrowing or eliminating through traffic on certain local residential streets.
- o That the car pool program being developed by the City should be implemented.

### Parking

For purposes of analysis, the parking situation in Ocean Beach can be divided into three areas; residential, commercial and recreational. Each presents a series of problems that need resolution through short and long range solutions.

The major problem concerning residential parking is the lack of adequate off-street spaces. During the time that most of Ocean Beach was developed, it was impossible to foresee the increased dependency on the automobile that has developed over the years. Consequently, most older units provide only minimum off-street parking. Even most newer development fails to provide enough parking to meet the needs of the inhabitants. As a result, residential areas are saturated with automobiles that are forced to park in the street. This results in problems of convenience, safety, and aesthetics.

In terms of commercial parking, there are presently about 900 spaces in the vicinity of Newport Center to serve the traffic generated by this facility, including both on-street and off-street. According to General Plan standards, and because there is a present demand that exceeds the available supply, existing parking is not sufficient to meet the demand. The Voltaire and Point Loma-Ebers commercial districts both rely almost exclusively upon on-street parking to serve commercial uses in those locations. This causes a particular problem in the Voltaire district because of excessive traffic volumes that exist on that street. Point Loma Avenue has a much less severe traffic circulation problem, yet it is still deficient in adequate off-street parking. While the amount of parking in all of these districts can never be expected to fulfill General Plan standards (three square feet for every one square foot of retail space) because Ocean Beach is so highly developed, new commercial development should provide off-street parking in conjunction with development in order to minimize the present deficit to every degree possible.

Recreational parking in Ocean Beach is limited almost exclusively to the three parking lots serving Ocean Beach Park. These provide a total of over 500 spaces. There is not nearly enough parking existing to serve the users of the pier and the beach although expansion of these facilities, or the provision of new facilities immediately adjacent to the beach is not warranted. It is of primary importance to provide access to Ocean

Beach Park to all who wish to use it. Such access, however, should not complicate congestion problems that already exist. Some form of mass transit is much more capable of solving such a parking and access problem.

## Goals

- o The provision of increased off-street residential parking in order to reduce dependence upon residential streets as parking areas.
- o The provision of increased off-street commercial parking in order to improve access to commercial facilities.
- o The development of increased recreational parking with minimum disruption to the existing community.

## GENERAL RECOMMENDATIONS

Because of the extreme deficit in off-street residential parking, a minimum of two spaces for each new unit should be provided. Where feasible, owners should be encouraged to increase the number of spaces on developed property. Garages now used for storage, for example, should be used for parking. In order to provide maximum flexibility in meeting this requirement, the use of tandem parking, where one space is placed directly behind another, is encouraged. Such parking should not encroach on sidewalks. Off-street parking, wherever possible, should have access to alleys rather than residential streets. This will facilitate the eventual de-emphasis of the streets as parking reservoirs, as discussed in the circulation section.

In terms of off-street commercial parking, while an increase is warranted, the deficit is so great and the land available for such a use so scarce that an intense effort to provide necessary parking will be required by the business community if such a goal is to be realized. New development should be encouraged to provide one space for every 500 square feet of business floor area. While this is less than suggested by General Plan standards, it is recognized that providing parking in an area characterized by small lots and a lack of vacant land is difficult.

Every attempt should be made by business owners to consolidate parking wherever possible. If such opportunities exist, this might be done in lieu of parking on the specific building site. Access to off-street parking should be from alleys wherever possible. Any joint parking venture should, of course, be subject to all of the design criteria detailed in the Commercial Element.

Particular attention should be given to the off-street parking problem in the Newport Center. Alternative solutions to parking should be considered in order to minimize the need for parking on Newport Avenue in order that consideration could be given to a pedestrian mall. Consideration should be given to the formulation of a parking district whereby



benefiting commercial property owners contribute in some measure to the creation of off-street parking, in the form of surface lots or a 2 or 3 story structure. Because of the relatively compact nature of the Newport Center off-street parking does not necessarily need to be located immediately adjacent to the business it serves. As an alternative, a financial contribution instead of the provision of parking spaces could be used toward the goal of creating centralized parking areas. Funds created in such a manner could be used to develop parking facilities or simply to lease facilities developed by someone else. There are several laws available for use in establishing parking districts. The Vehicle Parking District Law of 1943 creates an assessment against those uses benefiting from such a district. The Parking District Law of 1951 permits an ad valorem assessment on property to supplement or completely eliminate parking revenues.

Parking for recreational purposes presents, perhaps, the most serious deficiency problem. At present, there are three parking areas adjacent to the beach which cannot possibly accommodate the amount of parking that could be generated at peak times. The difficulty in providing increased parking lies not only in the unavailability of space to expand such a use but also in the poor accessibility of the beach. Any traffic coming from outside Ocean Beach must cut directly through the community in order to reach the beach. Consequently, rather than encouraging through traffic, or pre-empting land adjacent to the beach for additional parking, reservoirs should be established at the entrance to the community. The triangle of land bounded by Sunset Cliffs Boulevard, Nimitz Boulevard, and West Point Loma Boulevard is an ideal location for such parking. A public transit connection, in conjunction with such a facility, could move people from their cars to the beach. This could substantially increase the accessibility of the beach to the maximum amount of people, decrease the amount of traffic traversing the community, and eliminate the congestion of moving and parked vehicles in the immediate vicinity of the beach. Until such a time as alternative locations for beach user parking are developed, the sand plug at the entrance to the San Diego River should continue to serve as a fourth parking area.

### **Summary of Plan Recommendation**

- o That new residential development provide at least two off-street parking spaces per unit, and that existing development be encouraged to increase off-street parking, if feasible.
- o That tandem parking be used where necessary to maximize the amount of off-street parking.
- o That off-street parking have access to alleys rather than streets wherever possible.
- o That new commercial development provide at least one parking space for every 500 square feet of gross floor area if possible either

on-site or in consolidated areas in the vicinity of the use it serves.

- o That consideration be given to the establishment of an off-street parking district for the Newport Center.
- o That beach user parking be accommodated through the development of a parking reservoir at the northern entrance to Ocean Beach, and that a shuttle service be used to transport people from their cars to the beach.

## TRANSIT

Transit ridership in Ocean Beach, according to the 1970 U.S. Census of Population encompasses about 3% of all trips. Existing service is inadequate for two reasons. First, from the standpoint of time as well as transfer to other points in the City, service is not competitive with the private auto. Second, service is not oriented toward the specific destination of residents. A substantial proportion of the Ocean Beach population are students, yet bus service between the community and area college campuses is limited. Express service is planned between Pacific and Mission Beach and San Diego State via Fashion Valley. In December, 1974, a feeder bus will begin operation between Ocean Beach and the San Diego State University express bus point in Mission Bay. This feeder bus will connect all the beach communities and provide fifteen minute service daily.

The San Diego Transit Corporation presently operates one bus line through Ocean Beach. The "O" bus provides service at intervals of about 30 minutes between Ocean Beach and Centre City. The present route traverses Point Loma and enters Ocean Beach via Voltaire Street and terminates at the southerly edge of the community by way of Cable Street. The trip between Ocean Beach and downtown takes about 30 minutes, as opposed to 10 minutes by private automobile. A proposed "J" bus is proposed to connect Ocean and Mission Beach to the Kearny Mesa industrial area. This type of cross-town service could eventually increase ridership by Ocean Beach residents.

The Comprehensive Planning Organization is presently studying a variety of means of providing an alternative transportation system to the San Diego region. Among their considerations are substantial increases in bus service, including express busses with intra-community feeder lines, and a variety of fixed rail systems. Present studies indicate that there is a high probability that Ocean Beach will be served in a total system by feeder busses, and possibly by a rail corridor located adjacent to Interstate 8 terminating somewhere along the northern periphery of the planning area.

An intra-community transit system is needed in Ocean Beach for both residents and visitors. The feeder bus system planned to start in December, 1974 will partially serve this need and will be part of an area-wide transit system. Residential, commercial and recreational areas within the community could be interconnected in order to coax residents from the use of their cars for such trips. In addition, this provides alternative transportation for those who cannot or choose not to use an automobile. This system could provide a missing link for non-resident beach users between periphery parking and recreational facilities.

Intra-community movement, at present, is limited to automobiles, bicycles, or walking. While bicycles are a reasonable alternative to auto they are presently a somewhat dangerous one in this congested community. Fewer autos and more public transit could improve safety conditions of all forms of transit.

## **Goals**

- o The full integration of Ocean Beach into an area-wide transit system.
- o The continuing development of an expanded intra-community, minimum cost, public-transit service in order to transport beach users from their automobiles to the water and to distribute residents throughout the community.

## GENERAL RECOMMENDATIONS

There are a number of basic needs to be fulfilled if Ocean Beach is to have a workable public transit service. Specific solutions include the integration of Ocean Beach into a regional transit system through improved bus service, and the introduction of public transit within the community for purposes of moving about from one point to another.

Existing bus service could be improved through a reduction in the travel time of the existing "O" bus to downtown, as well as the development of better connections, such as the proposed "J" bus, to other parts of San Diego. Consideration should be given to methods of improving existing bus service, at least through improved service to other parts of the City, and by minimizing travel time in every way possible.

The provision of intra-community transit service, especially between parking reservoirs and the beaches, could reduce congestion considerably and also provide alternative forms of transportation to those that do not or cannot use an automobile. Consideration should be given by the San Diego Transit Corporation to the establishment of mini-busses, looping Ocean Beach and connecting its various activity centers, specifically the beach, Robb Field, and the shopping districts, with residential areas. Such a system should charge a minimum fare, or none at all, in order to achieve maximum use.

Should a transit link be developed along Interstate 8 as part of an area-wide transit system the Sunset-Nimitz triangle should be considered as the logical terminal for such a facility. The 23 acres at that location are proposed by this Plan as a joint park and parking reservoir. Such a parking reservoir is a logical complement to a transit terminal. An intra-community mini-bus service could logically link Ocean Beach residents with area-wide transit, as well as linking beach users from the other parts of the City to the Ocean Beach shoreline.

### **Summary of Plan Recommendation**

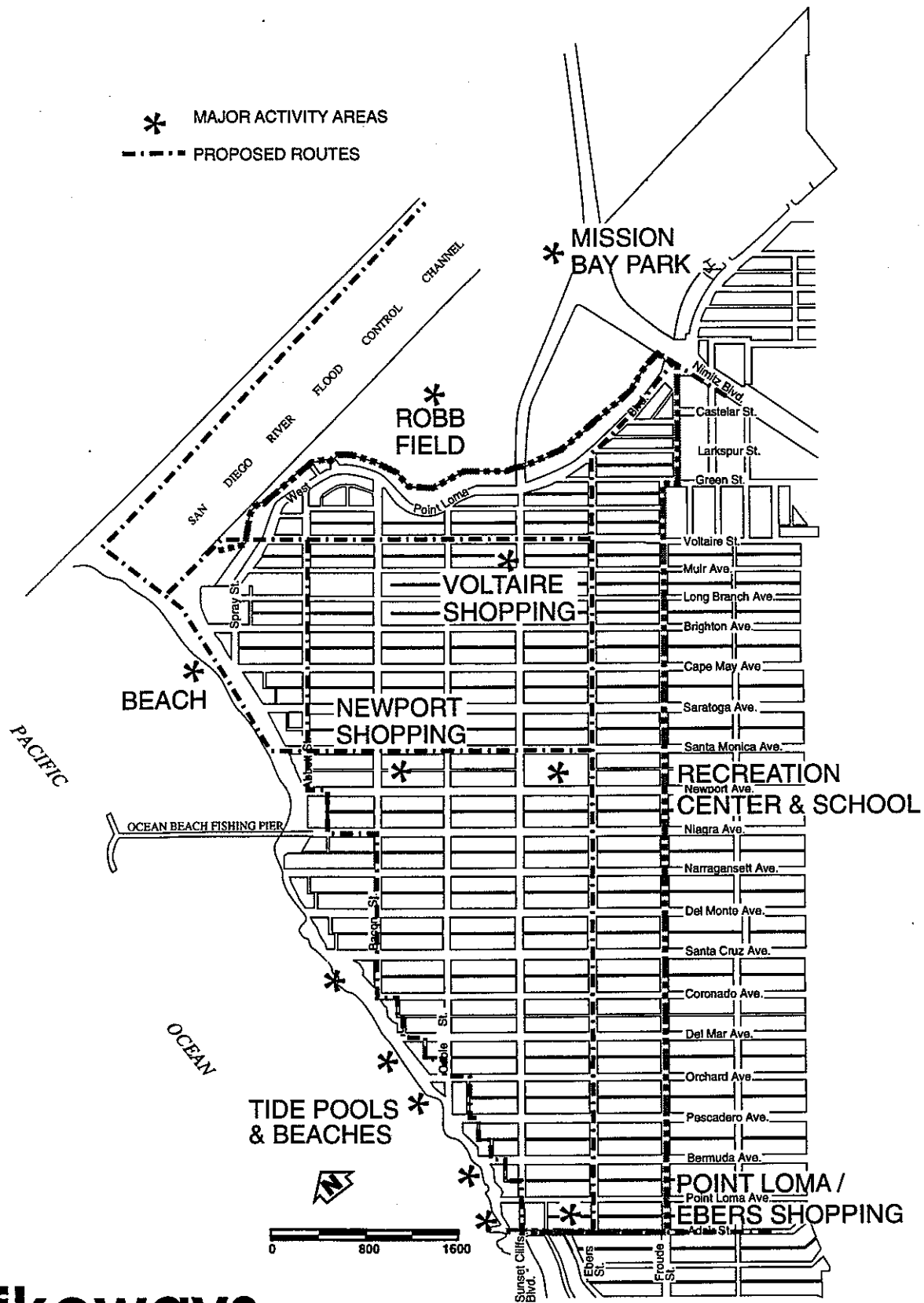
- o That existing bus service be improved by reducing travel time and developing more direct links to various parts of San Diego.
- o That consideration be given to the establishment of a public transit system connecting Ocean Beach as directly as possible with area college campuses.
- o That intra-community transit service be established by the San Diego Transit Corporation, linking the various activity centers in Ocean Beach.
- o That, upon development of parking reservoirs at the fringe of the community, public transit be instituted to transport beach users from their cars to the beach.
- o That consideration be given to the use of the Sunset-Nimitz triangle as a terminal for a transit line in addition to park like uses. If this facility is developed, coordination with the Comprehensive Planning Organization is essential.

### **BIKEWAYS**

The City of San Diego is presently building a City-wide system of bikeways. The long-range goal is to link all of the communities within the City.

At present, there are only limited bikeway facilities in Ocean Beach in spite of the heavy use that the area receives by bicyclists. Route signs exist on Voltaire, Abbott, Newport west of Cable, Cable from Newport south to Orchard, Orchard east to Sunset Cliffs Boulevard, and Sunset Cliffs Boulevard south from Orchard. Bicycles are an important form of transportation by many of the residents, especially for short trips to stores or to the beach. The need for on street parking makes development of bikeways along streets extremely difficult. Care must be taken to develop a system that minimizes the conflict between bicycles and cars, both moving and parked.

\* MAJOR ACTIVITY AREAS  
 - - - - PROPOSED ROUTES



**bikeways**

The primary need is for a north-south link through Ocean Beach, connecting Mission Bay Park with Cabrillo Point. A bikeway is being designed at present along the middle jetty (the northern boundary of the San Diego River). This path will connect to Ocean Beach from the north by crossing the sand plug in the San Diego River. A path along the south jetty is now partially complete.

The need also exists for an east-west linkage in the northern part of Ocean Beach in order to connect the coastal route with a bikeway along Nimitz Boulevard. Another east-west link should be considered in the central portion of the community, adjacent to the Newport Center. This link should tie into an inland north-south route in the vicinity of Ebers Street if an appropriate location for that route can be found. The establishment of these routes will give Ocean Beach a complete system, capable of connecting bicycle users to the various activity centers in the community.

## Goals

- o To develop a system of bikeways that links Ocean Beach to the City-wide bikeway system.
- o To develop an intra-community bikeway network that links the various activity centers within Ocean Beach.

## GENERAL RECOMMENDATIONS

The primary need at present is for a north-south bikeway through Ocean Beach along the coastline. This route should be established as close to the coast as feasible. This can be accomplished by developing the facility along those streets and alleyways that are immediately adjacent to the coast. Should public land be acquired in the future along the bluff tops, this would be the ideal location for a coastal bike route. On the north this bikeway should connect directly to the proposed link across the San Diego River sand plug. On the south, in order to avoid steep hills as much as possible, the bikeway should follow Adair Street to the east and then proceed south on Santa Barbara Street.

While an inland north-south route is desirable, its location is severely limited by existing circumstances. Because Sunset Cliffs Boulevard is subject to such a heavy traffic flow, and because Froude Street is isolated by relatively steep slopes, Ebers Street is the only logical location for an inland north-south link. Contingent upon the use of Ebers for bike traffic, however, is the removal of parking along both sides. This is necessary because the width of the street precludes the necessary area for vehicular movement, bike traffic, and parked cars.

An east-west link at the northern perimeter of Ocean Beach should tie into the north-south coastal link in the proximity of the point where it

crosses the south jetty of the San Diego River and enters Ocean Beach. Given the two possibilities of West Point Loma Boulevard and Voltaire Street, Voltaire is preferable because the vehicular traffic flow is much lower. Also, this location penetrates the commercial district, making this activity center directly accessible to bike users. This route should turn north on Ebers Street to West Point Loma Boulevard and then east to Nimitz.

An east-west bike route through the center of Ocean Beach should be located along Santa Monica Avenue. This is adjacent to the Newport Center, providing access by bicycle, without introducing a bikeway onto the already congested Newport Avenue.

In addition to this framework, consideration should be given to establishing bikeways along Abbott Street and along Cable between Voltaire and Santa Monica. The actual classification of such routes is subject to decisions as to whether parking can be removed from these streets.

The City of San Diego uses specific criteria in the designation of bike routes. Generally, those routes along streets are either Class III Bikeways, whereby signing is provided and bikes share right-of-way with automobiles, or Class II Bikelanes where the routes are striped apart from automobile lanes. The latter may occur either adjacent to the curb or between the parking lane and the automobile lane. In the case of Ocean Beach, the north-south coastal route should be a Class III Bikeway. Traffic along the streets and alleys adjacent to the coast is minimal, eliminating most safety problems. The inland route, along Ebers, must be a Class II Bikelane adjacent to the curb with parking removed because the narrowness of the street precludes a striped Bikelane and parking. The east-west routes along Voltaire and Santa Monica should be Class II Bikelanes striped between the traffic lane and the parking lane. Each street is wide enough to allow this situation to occur. Because of the narrower width of Adair Street, this east-west link should be a Class III Bikeway like the north-south coastal route.

This system provides a complete bicycle network throughout Ocean Beach for use both by residents of the community and area-wide cyclists. Additional links within the community, such as Abbott and Cable, should be evaluated on a case by case basis and provided where necessary and feasible. All routes should be plainly marked and identified with directional signs for the benefit of those who use them.

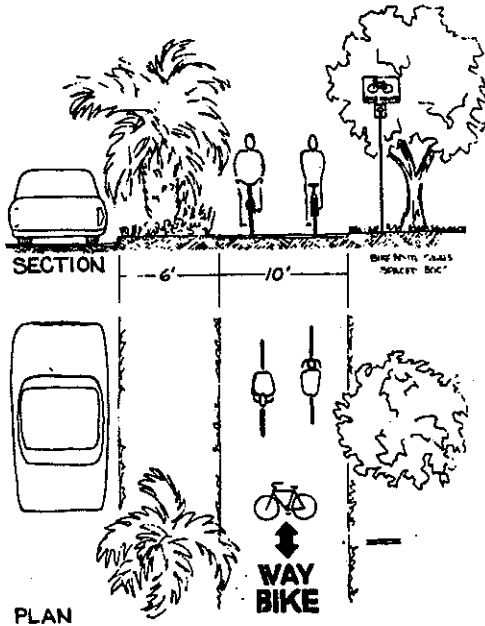
### **Summary of Plan Recommendation**

- o That a bikeway be marked adjacent to the coast the entire length of Ocean Beach.
- o That an inland north-south link be developed along Ebers Street if parking is removed.

- o That east-west links be established at the northern perimeter of Ocean Beach along Voltaire Street, along Santa Monica Avenue east to Ebers Street, and along Adair Street east to Santa Barbara Street.
- o That considerations be given to establishing routes along Abbott Street and Cable Street.
- o That adequate signs be established to identify all bikeways.



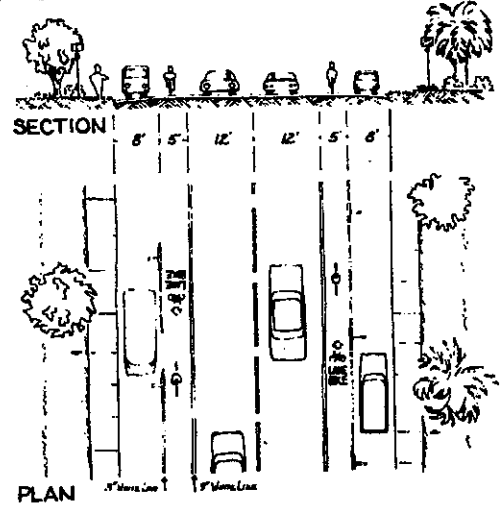
# bikeway classifications



**NOTES**

- MOTOR VEHICLES PROHIBITED
- PEDESTRIAN USE MINIMIZED

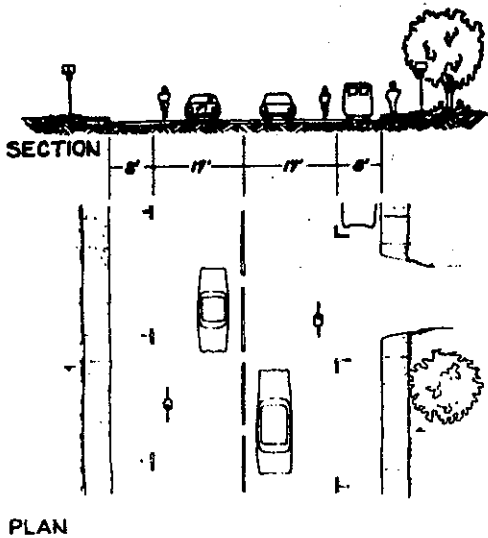
**CLASS I • BIKE TRAIL**



**NOTES**

- MOTOR VEHICLES SEPARATED
- CURB PARKING PERMITTED
- DESIRABLE SPEED LESS THAN 40M.P.H.

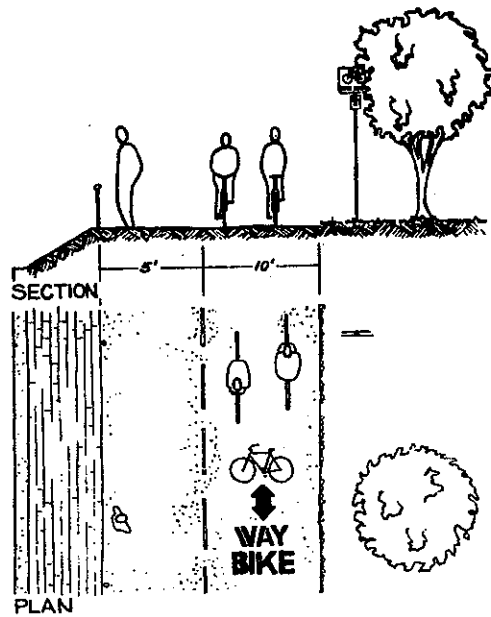
**CLASS II • BIKE LANE**



**NOTES**

- MOTOR VEHICLES & BICYCLES SHARE LANE

**CLASS III • BIKE WAY (A)**



**NOTES**

- MOTOR VEHICLES PROHIBITED
- PEDESTRIAN USE PERMITTED

**CLASS III • PEDESTRIAN/BIKE PATH (B)**

