

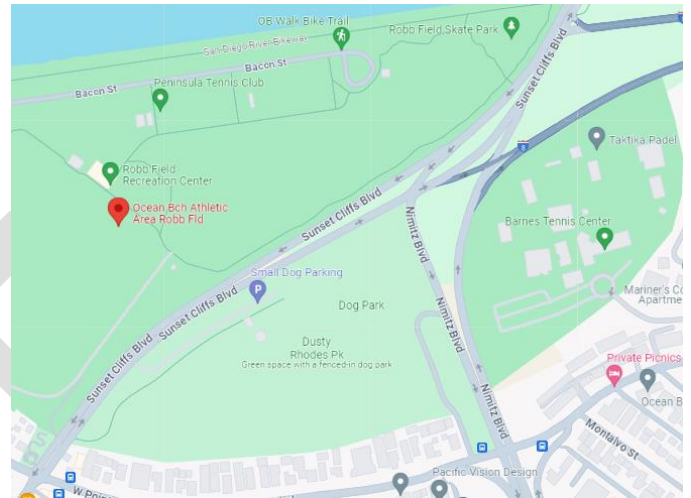


OCEAN BEACH PLANNING BOARD

UNNAMED CIP Project Description

Project Description

Residents and visitors to Ocean Beach have long been mired with increasing traffic and congestion to a community with a singular primary point of access. Colloquially known as “sunset traffic” the increasing population of San Diego County has resulted in a failing intersection exacerbated by visitors to Sunset Cliffs State Park, Robb Field, the pier, and public beaches.



Project Location

Intersection of Sunset Cliffs Boulevard, Nimitz, West Point Loma, Interstate 8 (above)

Project Goals

- Redesign intersection for higher capacity and increased safety.
- Provide secondary access to Robb Field by connecting Bacon Street to Interstate 8 and reduce congestion on Sunset Cliffs Blvd and West Point Loma. (relocate skate park)
- Increase pedestrian safety with non-contiguous sidewalks and bike lanes (Class I).
- Design an entrance monument that provides pedestrian connectivity of Dusty Roads Park and Robb Field.
- Prioritize landscaping including opportunities for public art and provide ongoing maintenance funding in perpetuity.
- Environmentally sensitive design that reduces greenhouse gas emissions from automobiles, provides electric vehicle charging stations, increases stormwater treatment, utilizes recycled materials and minimizes waste.
- Long term planning for a visitor transit center to increase parking supply and provide “last-mile” services to Newport Ave (pedicabs, bike sharing)





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Project History

The proposed project goals are overwhelmingly supported by the 2015 Community Plan. Discussions surrounding intersection redesign were documented on June 1st, 2019, when community members proposed restriping, adding safety features, adding a bike, adding a mobility hub (and more parking) and trolley stop to Robb Field.

Ocean Beach Community Plan Consistency



Goal: Encourage smart growth development that is transit, pedestrian, and bike friendly.

Mobility Goals:

- Improve inbound and outbound traffic flow and reduce traffic congestion along major thoroughfares.
- Reduce vehicular demand placed on the street network by encouraging the use of alternative modes of transportation, including public transit, bicycles, and walking.
- Enhance transportation corridors to improve community image and identification.
- Implement a network of bicycle facilities to connect the neighborhoods and major activity centers and attractions within and outside the community.

Recommendations:

3.1.1 Implement pedestrian improvements, including, but not limited to, missing sidewalks and curb ramps, bulbouts, traffic signals timed for pedestrians, alternative crosswalk striping patterns and raised crosswalks aimed at improving safety, accessibility, connectivity, walkability as identified and recommended in the City's Pedestrian Master Plan Effort

3.1.4 Improve pedestrian connections within the parks and along the beaches, to/from transit stops and with other communities.

3.3.2 Implement traffic calming measures at the intersections of Bacon Street with West Point Loma Boulevard, Brighton Avenue with Sunset Cliffs Boulevard, and Orchard Ave with Sunset Cliffs Boulevard. Facilities should accommodate all users of roads, including motorists, cyclists, and pedestrians.

3.3.3 Implement traffic congestion and safety measures at the intersections of West Point Loma Boulevard with Sunset Cliffs Boulevard and West Point Loma Boulevard with Nimitz Boulevard. These measures should accommodate users of all roads, and may include, but





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are not limited to, additional dedicated turn lanes for motorists, and pedestrian and bicycle facility improved and safety measures.

3.3.4 Support improving Nimitz Boulevard between Sunset Cliffs Boulevard to West Point Loma Boulevard to improve multi-modal function.

3.4.1 Implement bicycle facilities shown on **Figure 3-6** to develop a rich bicycle network that connects destination areas within and outside the community.

3.4.2 Expand the City's bike share program and provide bike stations at convenient and visible locations that effectively serve the commercial core, the beach, the recreation center, and the library.

4.3.3 Provide parking in conjunction with a bike station within the northeast corner of Robb Field and establish a Park and Bike facility.

3.4.4 Provide short-term bicycle parking including bike racks, bike corrals, and bike lockers in high-activity areas.

3.4.5 Implement and expand upon the bicycle strategy specified in the San Diego Bicycle Master Plan by creating an intra-community bikeway network.

3.5.2 Evaluate the roadway access to Robb Field to implement additional parking spaces.

3.5.3 Evaluate parking lots located at the northwest side of the community near Robb Field and Bacon Street for additional off-street parking spaces.

3.5.5 Encourage pedicab operators to provide transportation between Robb Field parking lot and the community's beach and commercial areas especially in summertime.

3.5.6 Evaluate visitor-oriented parking opportunities within the community.

3.5.8 Apply water quality protection measures to mobility projects in conformance with the City's Storm Water Standards Manual.

3.5.9 Encourage transit use by visitors and residents to relieve demand for parking.

3.5.11 Encourage the installation of electric-vehicle charging stations and parking areas for car-share vehicles in high-activity areas of the community.

4.5.1 Use public art as functional elements of site and building design, such as streetscape furniture, façade treatments, and murals.





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4.5.2 Consider public art murals on institutional buildings such as recreation centers, libraries, fire stations, and schools.

4.5.3 Continue working with local artists to improve the esthetics of utility boxes and other infrastructure elements.

4.5.5 Encourage private developments to incorporate art into the design of an urbanized coastal community.

5.1.1 Continue to fund infrastructure improvements that allow police, fire and lifeguard services to continue meeting the needs of the community.

5.2.1 Upgrade infrastructure for water, wastewater, and storm water facilities and institute a program to clean the storm drain system prior to the rainy season. Ensure new facilities are sites and designed to minimize impacts from sea level rise, and, where feasible, avoid construction of new storm outfalls in areas that could be impacted by sea level rise.

5.2.2 Install low impact development infrastructure that includes components to capture, minimize, and/or prevent pollutants in urban runoff from reaching the Pacific Ocean and San Diego River.

5.2.3 Identify and implement Best Management Practices as part of projects that repair, replace, and extend or otherwise affect the storm water conveyance system, and include design consideration or maintenance and inspection.

5.2.4 Encourage the use of innovative Best Management Practices that provide opportunities for enhances stormwater management in public works projects, transportation facilities and private developments.

Kumeyaay Regional Transit Corridor (I8) Plan Consistency



Goal #3: Reduced vehicular congestion and improved safety along arterials and freeways.

Goal #4: Resilient infrastructure that can adapt to emergencies and climate change.

Strategies:

- Redesign interface between freeway ramps and streets
- Address barriers in the active transportation network
- Develop a network of separated bike facilities
- Improve intersection crossings for pedestrians





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- Freeway ramp reorganization including elevation and floodproofing
- Increase tree canopy, drainage capacity and/or green infrastructure
- Mobility hubs and flexible fleets

Mission Bay Park Plan Consistency

No mention of public infrastructure improvements to the project area. A plan amendment (Mission Bay Park Plan) may be needed in conjunction with this CIP process.

January 2010 Existing Conditions Report

