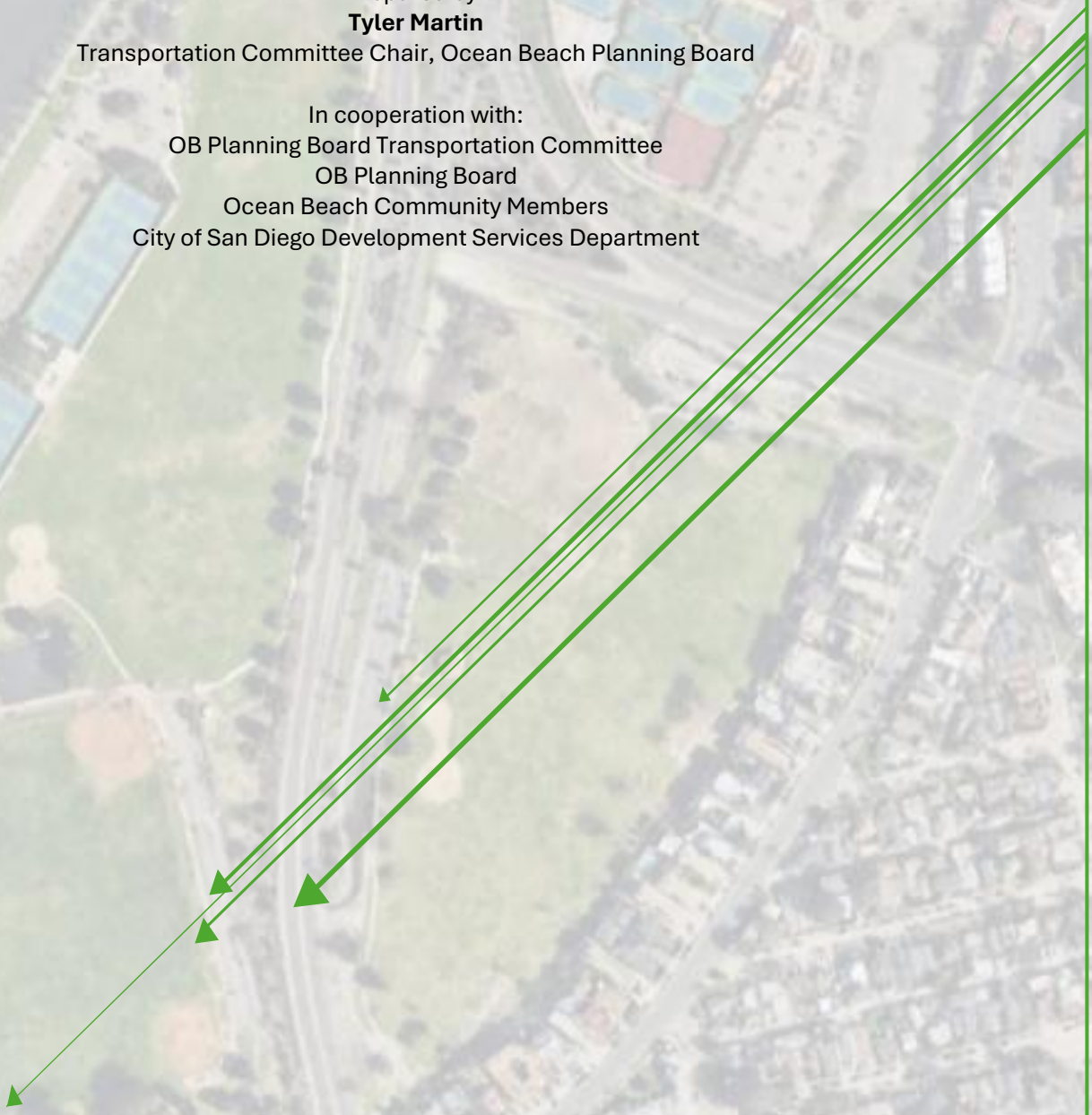
ACCESS OB

A plan to reduce "Sunset Traffic" and improve car culture.

Conceptual Plan

Prepared by:
Tyler Martin
Transportation Committee Chair, Ocean Beach Planning Board

In cooperation with:
OB Planning Board Transportation Committee
OB Planning Board
Ocean Beach Community Members
City of San Diego Development Services Department



12/2/2025

tyler@tmartindevelopment.com
(619) 405-1437

Contents

INTRODUCTION 4

Potential Agency Jurisdictions and Permits: 4

PROJECT HISTORY 4

PROJECT GOALS 5

SUPPORTING DATA 6

2010 Existing Conditions Report and 2013 Traffic Study 6

Parking Elimination on Sunset Cliffs Boulevard 6

Public Health and Safety 8

PROJECT LOCATIONS 8

EXISTING CONDITIONS & PROPOSED IMPROVEMENTS 9

Sunset Cliffs Boulevard (SCB) 9

SCB Proposed Improvements: 9

SCB Design Notes 9

Interstate 8 (E/W) 10

Interstate 8 Proposed Improvements 11

Interstate 8 Design Notes 11

Nimitz Boulevard 11

Nimitz Proposed Improvements 11

Nimitz Design Notes 12

Visitor Parking Structure 12

Visitor Parking Structure Proposed Improvements 12

Visitor Parking Structure Design Notes 12

PLAN CONSISTENCY 14

Ocean Beach Community Plan (2015) 14

Kumeyaay Regional Transit Corridor (I-8) Plan (2024) 15

Parks Master Plan (2021) 15

San Diego River Park Foundation Master Plan (2013) 18

City of San Diego Climate Action Plan (2022) 19

Mobility Master Plan (2023) 20

OTHER APPLICABLE PLANNING DOCUMENTS 20

RESULTS SUMMARY & PROJECT ACCOUNTABILITY 20

SIGNATURE AND AUTHORIZATION 21

List of Figures

Figure 1 - Interstate 8 - 1960 4
Figure 2 - Interstate 8 - 1968 4
Figure 3 - Interstate 8 - 1970 4
Figure 4 - Approved 2024 Robb Field Improvements 4
Figure 5 - Timeline of Community Discussions 5
Figure 6 - 2010 Existing Conditions Report Maps 6
Figure 7 - 2010 Existing Conditions Report Quotes 6
Figure 8 - Existing Conditions Report Quotes 7
Figure 9 - SCB Existing Parking Detail 7
Figure 10 - SCB Parking Elimination Concepts and Safety 8
Figure 11 - Project Locations 8
Figure 12 - SCB Existing Conditions 9
Figure 13 - Landscaped Medians - La Jolla Blvd Before and After 9
Figure 14 - Pedestrian Bridge & Community Sign 10
Figure 15 - Tunnel Design Concepts 10
Figure 16 – Interstate 8 East Bottleneck 11
Figure 17 - Interstate 8 Design Concepts 11
Figure 18 - Nimitz Boulevard Design Concepts 12
Figure 19 - Visitor Parking Structures Proposed Locations 12

List of Tables

Table 1 - Budget Projection ..... **Error! Bookmark not defined.**
Table 2 - Plan Consistency at a Glance ..... **Error! Bookmark not defined.**

INTRODUCTION

Residents and visitors to Ocean Beach (OB) have long been mired with increasing traffic and congestion to a community with a single primary point of access. Colloquially known as "sunset traffic", the increasing population of San Diego County has resulted in failing intersections exacerbated by visitors to Sunset Cliffs Natural Park, Robb Field, the pier, public beaches and the City of San Diego's only dog beach. OB's primary thoroughfare is congested, and north to south traffic is increasing on residential streets (Ebers) in avoidance of Sunset Cliffs Boulevard.

Potential Agency Jurisdictions and Permits:

- San Diego Planning Commission & City Council
- Parks and Recreation Department
  - Maintenance Agreement & Parks Plan Amendment
- California Coastal Commission
- US Fish and Wildlife Service
- SD Water Quality Control Board
- US Army Corps of Engineers
- California Department of Transportation (Caltrans)
- California Department of Fish and Wildlife

PROJECT HISTORY

The existing intersection was completed in 1969 when the population of San Diego County was approximately 1.3 million people (approximately 3.4 million people in 2025). California State Highway maps document the extension of CA I-80 ("Ocean Beach Freeway" subsequently Interstate 8). The absence of highway (**Figure 1**), planning efforts (**Figure 2**) and completion (**Figure 3**) are documented below from historic Caltrans maps.

FIGURE 1 - INTERSTATE 8 - 1960

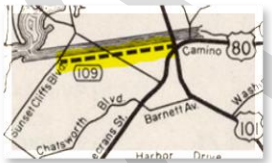


FIGURE 2 - INTERSTATE 8 - 1968

FIGURE 3 - INTERSTATE 8 - 1970

Project goals are overwhelmingly supported by the 2015 Community Plan. Furthermore, discussions surrounding intersection redesign were documented on June 1st, 2019, when community members proposed restriping, adding safety features, upgrading bike lanes, adding a mobility hub (and more parking) with a trolley stop to Robb Field. (**Attachment: History of Public Input**)

In March 2024, a General Development Plan Amendment (GDP) for Robb Field was approved which added 110 parking stalls, pickleball courts, multi-use padel courts, enclosed soccer courts, community garden, additional comfort station, reconfiguration of the soccer field to accommodate sports lighting, fencing, synthetic turf, running track, reconfiguration of the baseball fields to include sports lighting and concession station, new recreation and fitness center, relocation of handball court, new children's play area, pedestrian pathways to improve circulation along with additional pedestrian lighting and surveillance cameras. (**Figure 4**)

FIGURE 4 - APPROVED 2024 ROBB FIELD IMPROVEMENTS

The first iteration of Access OB was initiated in 2024 by the Ocean Beach Planning Board's Transportation Committee. Earlier conceptual plan iterations included a roadway connection to Bacon Street in lieu of undergrounding a roadway.

The committee rejected the above-ground roadway connection and requested the construction of parking structures. These were changes intended to preserve soccer fields and make-up for parking elimination on SCB. The Transportation Committee held three meetings on November 25th, 2024, January 27th, 2025, May 26th, 2025, and September 16, 2025. (**Figure 5**) The Ocean Beach Community Planning Board has scheduled the item for the December 2, 2025 agenda.

FIGURE 5 - TIMELINE OF COMMUNITY DISCUSSIONS

PROJECT GOALS

- Redesign intersections for higher capacity and increased safety.
- Provide secondary access to Robb Field by constructing roadway connections to Sunset Cliffs Boulevard.
- Construction of a visitor parking structure to encourage transitioning to “last mile” mobility options (walking, rolling, public transit etc.) and decrease traffic volume entering Ocean Beach proper.
- Increase pedestrian safety with separated sidewalks and bike lanes (Class I).
- Design a pedestrian bridge with entrance signage to connect Dusty Rhoads Park and Robb Field.
- Street upgrades include resurfacing, painting, signage, irrigation and shading (street trees).
- 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.

SUPPORTING DATA

2010 Existing Conditions Report and 2013 Traffic Study

In anticipation of the 2015 community plan update, an existing condition report and traffic study were completed by Wilson and Company. The study was intended to prepare for an increase of nearly 10,000 Average Daily Trips (ADT) and recommended a series of mitigation measures to offset the increase in traffic (**Figure 6**).

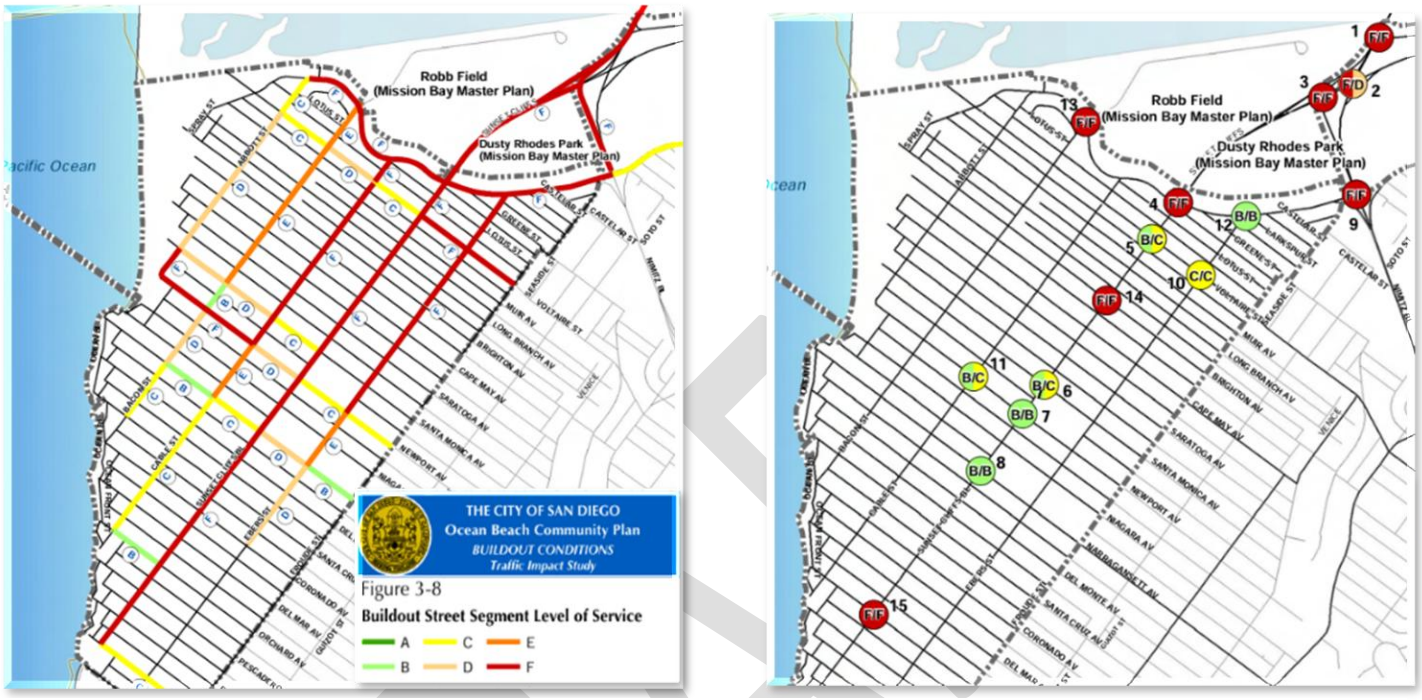


FIGURE 6 - 2010 EXISTING CONDITIONS REPORT MAPS

Interstate 8 access, both East and West, were the greatest intersection failures in Ocean Beach. The study does not mention intersection redesign, only that increased traffic will not be mitigated. An additional 9,440 ADT will continue to congest intersections until action is taken to mitigate traffic. (**Figure 7**)

The economic downturn and high gas prices of 2008 could have effected data collection. Contrary to most beach communities, winter traffic was higher than summer. The 2008 data may be greatly affected by these unusual conditions. Access OB would require a new high-level study, to be prepared at a later stage, to determine the optimal intersection redesign. A feasibility study was requested (and budgeted $200,000) in the OB Pedestrian Plan.

Parking Elimination on Sunset Cliffs Boulevard

Improving the service level of intersections on SCB requires space for turn lanes, roundabouts, or other congestion relieving features. The 2013 report concluded that traffic would continue to worsen because of objections to “roadway widening”. (**Figure 8)**

“Proposed Plan is estimated to generate approximately 9,440 ADT more than what the community was estimated to generate in 2003”

“Transportation impacts at Sunset Cliffs Boulevard Interstate 8 (I-8) ramps will remain **significant** and **unmitigated**. The Proposed Plan’s significant impact to Sunset Cliffs Boulevard between West Point Loma Boulevard and Nimitz Boulevard would remain **significant** and **unmitigated** at this time”

FIGURE 7 - 2010 EXISTING CONDITIONS REPORT QUOTES

"All other significant traffic impacts of roadway segments are recommended to remain unmitigated since mitigations would likely require either **removal of on-street parking** or roadway widening."

"Therefore, it is recommended that any reclassification of this portion of Sunset Cliffs Boulevard to a six-lane primary arterial or six lane major street be evaluated and considered when the Mission Bay Master Plan is updated."

FIGURE 8 - EXISTING CONDITIONS REPORT QUOTES

Widening the roadway would be more costly and results in a loss of landscaping. Access OB preserves landscaping and eliminates parking on SCB, which is estimated at 368 spaces (about 5% of on-street parking in OB). These parking spaces are of the lowest quality in Ocean Beach due to vehicle occupants opening doors into oncoming traffic. Parking elimination on SCB should begin with a 1-year trial to monitor the success or failure of the changes by collecting community input and comparing pre-project and post-project traffic data, if possible. Parking elimination has already occurred "up to" Voltaire and parking should be preserved, where possible. **(Figure 9**) Remaining parking spaces should be limited to 30-minutes during business hours to promote turnover.

There are multiple ways to make up the loss of parking on Sunset Cliffs Boulevard. The 2023 Robb Field GPA adds 110 parking spaces to Robb Field, which will mitigate this impact. The proposed visitor parking structure in Access OB will far surpass the amount of parking eliminated on Sunset Cliffs Boulevard. Additionally, this loss in parking could be made up on the bisecting streets through roadway conversions into angled parking. This conversion is possible through "curb management" which is a program the city offers through a parking district.

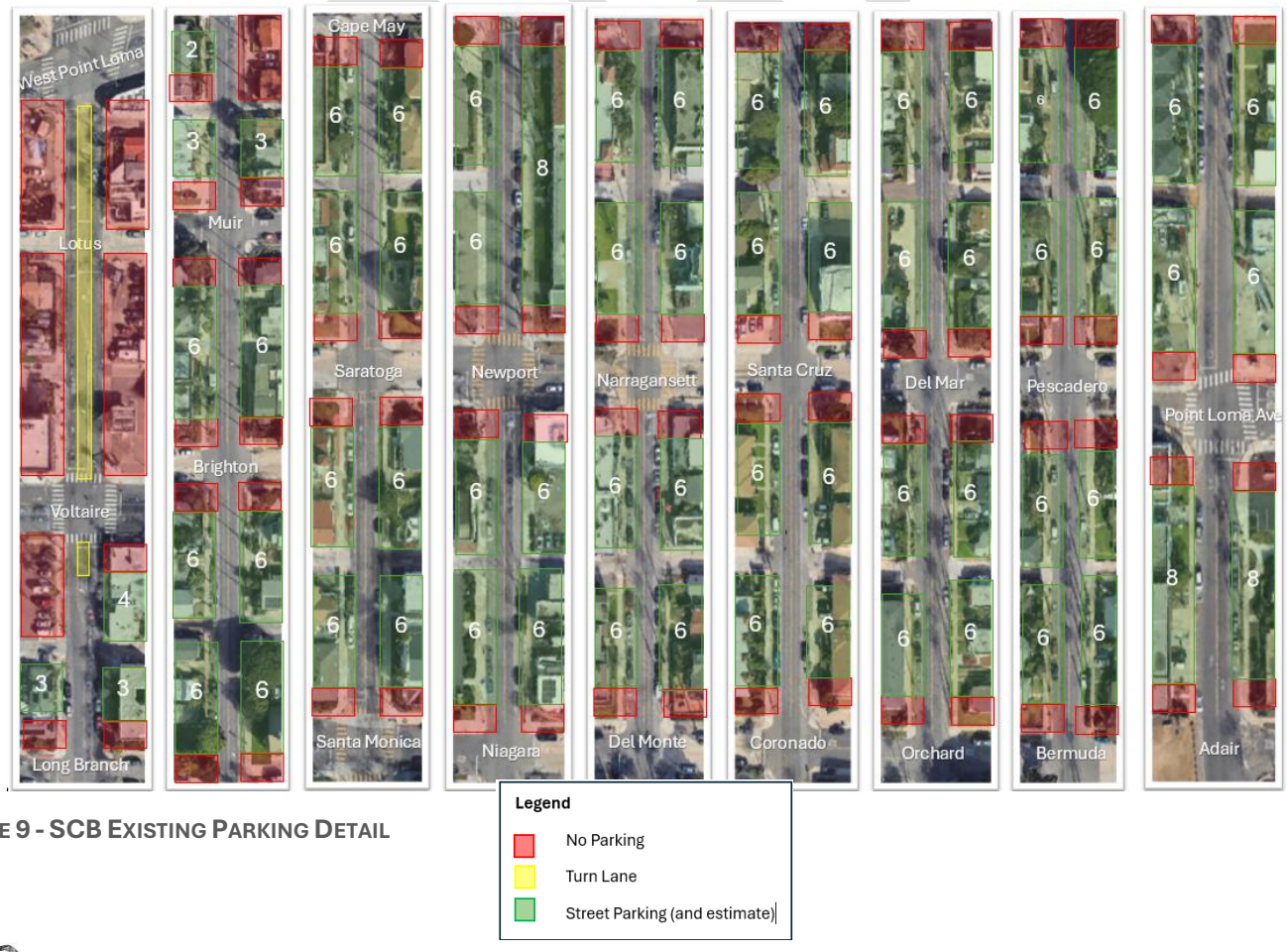


FIGURE 9 - SCB EXISTING PARKING DETAIL

Public Health and Safety

Between 2011 and 2021, 83% of all traffic collisions in Ocean Beach occurred on Sunset Cliffs Boulevard. Four fatalities occurred during these ten years and 64% of collisions resulted in injuries. (**Figure 10**) Rear-end collisions occur more often at external intersections while broadside collisions occur more often at internal intersections. Emergency response time has been adversely affected by roadway congestion and response time is expected to improve at project completion.

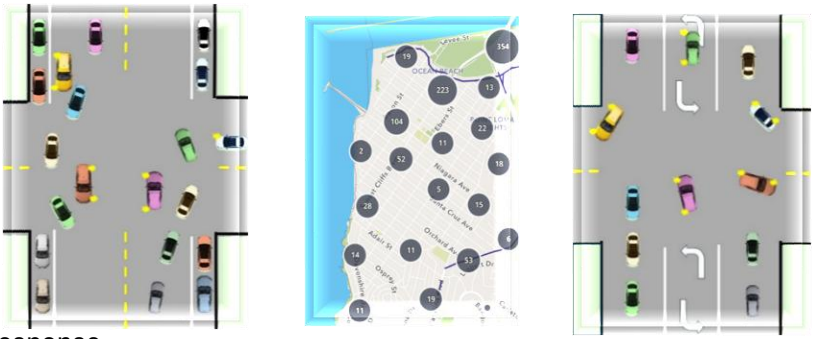


FIGURE 10 - SCB PARKING ELIMINATION CONCEPTS AND SAFETY

On December 5th, 2024, alleged street racing behavior killed a pedestrian at the intersection of Nimitz and West Point Loma. Converting traditional intersections to roundabouts results in a center median, which nearly eliminates the possibility of reckless driving and speeding.

PROJECT LOCATIONS

The proposed project is located largely within the Ocean Beach Planning Board's jurisdiction with access-related improvements proposed to Robb Field. Impacts to Robb Field will be the least impactful practical alternative to satisfy project goals. A detailed map of Robb Field potential impact areas has been provided (**Figure 11**). This map is an attempt to provide certainty at an early stage of the project. The potential road connection, underground tunnel and pedestrian bridge are approximately placed. Any additional features added during the specific design would need to be consistent with Access OB goals. No changes to Newport Avenue are included in Access OB.

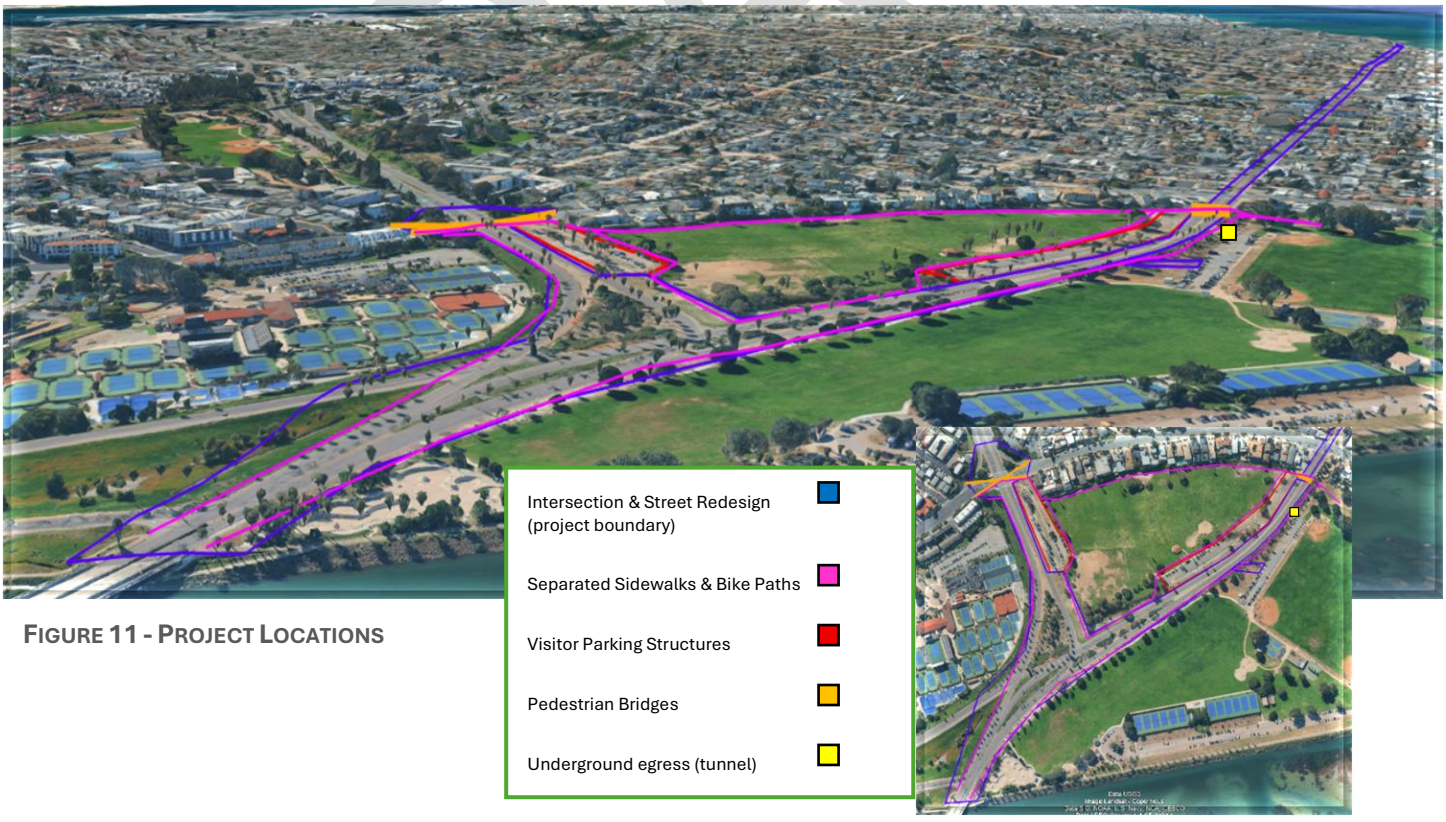


FIGURE 11 - PROJECT LOCATIONS

EXISTING CONDITIONS & PROPOSED IMPROVEMENTS

Sunset Cliffs Boulevard (SCB) is the arterial access road for Ocean Beach. It has a design speed of 25 MPH with parallel parking, and some areas have time limits. Congestion grows stronger as motorists approach freeway access. The entirety of SCB (within OB Planning Area) is impacted by Access OB.

The Sunset Cliffs Boulevard connection area of impact is of the lowest biological value in Robb Field (**Figure 12**). The lack of management and irrigation has resulted in dead trees, dead grass, litter and weeds. The City Parks and Recreation Department and police department have used this area for dumping trash, biological debris, and storage. Two shipping containers with graffiti are placed onsite with mounds of gravel, sand, sod, and debris. The storage containers are without roofs creating a risk of dumpster fires.

The multi-use pedestrian/bike bridge is intended to connect the mobility hub to Robb Field and discourage park attendees from driving into Ocean Beach altogether. Trees should be eliminated only if necessary and remaining trees should be groomed. The existing "Ocean Beach" wooden sign shall remain.

FIGURE 12 - SCB EXISTING CONDITIONS

SCB Proposed Improvements:

- Higher performing intersections eliminate 5 streetlights at WPL, Voltaire, Santa Monica, Newport & Narragansett
- Street redesign and repaving, new signage, parking elimination and pedestrian improvements
- Increased stormwater treatment and "pocket" landscaping
- Secondary access to Robb Field by way of an above-grade ingress and below-grade egress to Sunset Cliffs Boulevard
- Multi-use pedestrian bridge and entrance monument

SCB Design Notes

The community will have significant input on design decisions during final engineering as several design alternatives should be presented. Medians should favor landscaping over pavement, seeking to maximize greenspace in even the smallest areas (**Figure 13**). Additional landscaping should augment, not totally eliminate, existing landscaping.

FIGURE 13 - LANDSCAPED MEDIANS - LA JOLLA BLVD BEFORE AND AFTER

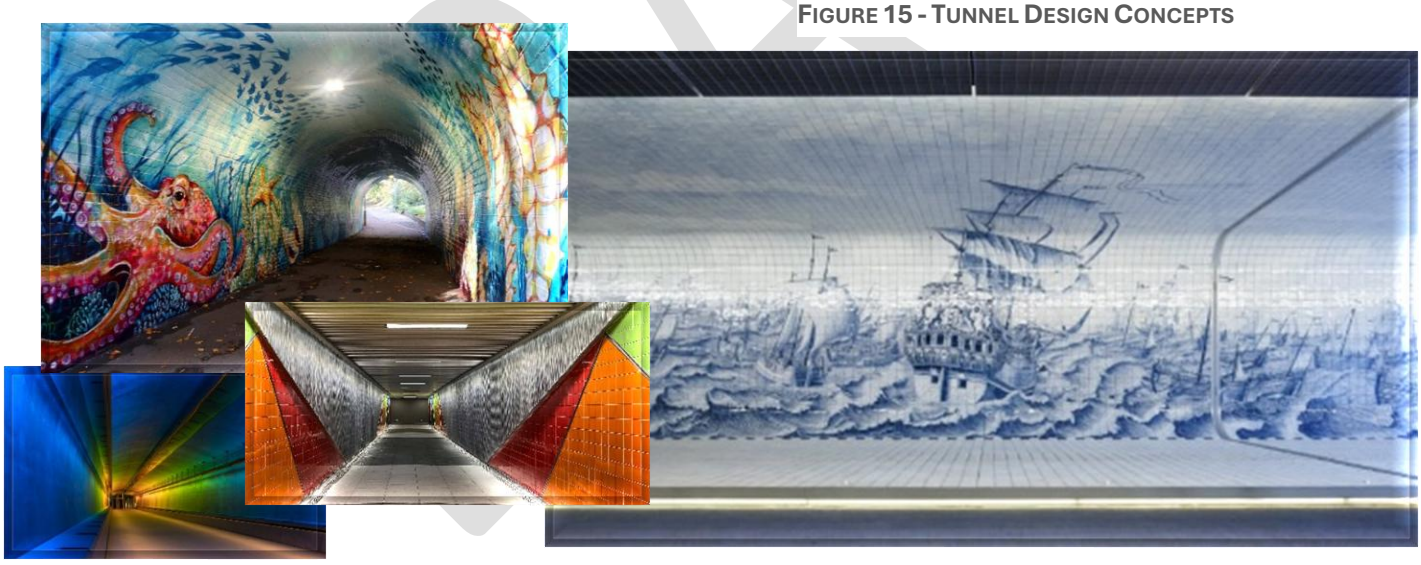
The pedestrian bridge should have an identity of its own and will likely evoke the hippy-spirit of the 1960's as the Community Plan recommends for art in public spaces. The conceptual images below (**Figure 14**) demonstrate a

minimal design with a focus on landscaping and the “Ocean Beach” sign creates a focal point and since of arrival to the community.

FIGURE 14 - PEDESTRIAN BRIDGE & COMMUNITY SIGN

Tunneling under Sunset Cliffs Boulevard will provide vehicle access to Robb Field and the mobility hub. The tunnel is necessary to avoid triggering an additional intersection on Sunset Cliffs Boulevard. Google data suggests this area is approximately 30 feet above sea-level which makes site engineering feasible, yet potentially challenging. Because tunnels can seem like dark dungeons, aesthetics should be improved with lighting and public art. (**Figure 15**). The tunnel and parking structure should be gated nightly for security.

FIGURE 15 - TUNNEL DESIGN CONCEPTS



Interstate 8 (E/W) Terminus has a design speed of 70 MPH. Medians are often filled with debris, garbage and weeds as management programs are sporadic. Some areas have established landscaping with the most successful flora being low water demand as no irrigation exists. Ice plant and palms are established between the I8 interstate in low-lying areas with high water. When exiting Ocean Beach, the one-lane access road to Interstate 8 East may be the primary cause of congestion, especially when visitors to Sunset Cliffs Natural Park are leaving Ocean Beach. This “bottleneck” is highlighted with a green circle in **Figure 16** below.

Interstate 8 Proposed Improvements:

- Higher performing turbo-roundabouts and intersection redesign
  - Eliminate Interstate 8 East "Bottleneck" (circled in green, below)
- Increased stormwater treatment, landscaping and irrigation

FIGURE 16 – INTERSTATE 8 EAST BOTTLENECK

Interstate 8 Design Notes

Center medians should be landscaped instead of installing large sections of concrete which are less attractive and contribute to "heat island" effect. All bike paths and sidewalks should be separated from roadways.

FIGURE 17 - INTERSTATE 8 DESIGN CONCEPTS

"Slow it down - but keep it moving!"

Nimitz Boulevard has a design speed of 30 MPH, no parking and a Class II bike lane. The surrounding medians are of low biological value with dead trees, dead grass, and litter. The established landscaping highlighted in yellow (**Figure 18)** should be preserved and pavemnet expansion should sprawl to the North. The elimination of all pedestrian crossings should be an upmost priority to improve pedestrian safety and traffic congestion.

Nimitz Proposed Improvements:

- Higher performing intersection
- Upgrade to a separated (Class I) bike lane
- Pedestrian bridge at WPL Intersection
- Dog Park (Dusty) access road resurfacing & increase parking

Nimitz Design Notes

The design aesthetic of the Nimitz Boulevard redevelopment should be complimentary to Sunset Cliffs Boulevard but should evoke its own since of place and individuality. The pedestrian bridge may be required to provide four-way connectivity, which suggests a "box" or "X" shape as depicted in **Figure 18**.

FIGURE 18 - NIMITZ BOULEVARD DESIGN CONCEPTS

Visitor Parking Structure

The visitor parking structure hub was placed in the proposed location as it will be least impactful to any public or private west-facing view. The structure will likely need to comply with the 30-foot height limit, making parking supply heavily dependent on horizontal expansion. The exact size and scale of the structure will be determined during final engineering which makes a parking calculation difficult to predict. The structure shall integrate with existing roadways.

Figure 19 suggests bulk and scale of a parking structure located in the proposed locations (red). Assuming a single parking space is 350 square feet, this area (red) could provide up to 285 additional parking spaces per floor. Assuming the structure is three stories tall, there could be up to 855 additional parking spaces in the SCB mobility hub and 425 spaces to the Nimitz visitor parking structure. Robb Fields' current parking supply is approximately 350 spaces, allowing for the possibility to triple or quadruple the number of parking spaces. Final bulk and scale will be decided during final engineering. A phased development plan should be explored to build out the parking structure to meet demand expectations.

FIGURE 19 - VISITOR PARKING STRUCTURES PROPOSED LOCATIONS

Visitor Parking Structure Proposed Improvements:

- Parking structure with rooftop space (& restrooms)
- EV charging stalls & solar panels
- "Last mile" service integration
  - Curbside pick-up/drop-off area, pedicabs, daily car & bike rental
  - Park & ride (carpooling)
  - Bus Stop
- Storage, maintenance & security
- Planned trolley connection
- Landscaping

Visitor Parking Structure Design Notes

Parking structures are typically shielded from public view as they are notoriously unsightly when no attention is paid to design. Modern parking structures utilize screening techniques to improve aesthetics and prevent graffiti. Access OB proposes landscaping-based screening techniques as exemplified below in **Figure 20.** Torrey Pines should be considered to shield the structure from view as well as vertical "lattice" for vines. The 2025 Land Development Code Update includes a requirement to completely screen parking structures.

Community members will have significant involvement in the design process including the selection of design alternatives. Each alternative should make design references to the 1924 Bacon St. rail station which was built in an Egyptian style (**Figure 21**). The west-facing top floor of the parking structure should be utilized for public enjoyment, which may be as simple as a view-deck and seating.

FIGURE 20 – VISITOR PARKING STRUCTURES DESIGN CONCEPTS

FIGURE 21 - HISTORICAL ARCHITECTURAL REFERENCES

TABLE 1 - BUDGET PROJECTION

	Phasing Example	Streets	Planning Cost	Construction Cost
SCB Street improvements	Phase 1	SCB, NIMITZ	250,000	4 MM
Robb Field Access Improvements	Phase 2	SCB	500,000	5 MM
Bike Lane (Class 1)	Phase 3	SCB, NIMITZ	250,000	2 MM
Pedestrian Bridges (2) / Entrance Monument	Phase 4	SCB, NIMITZ	500,000	6 MM
High-capacity intersection ▪ Turbo-Roundabout & connections ▪ Stormwater infrastructure ▪ Street, sidewalk improvements ▪ Landscaping & management programs	Phase 5	SCB, NIMITZ, I- 8	2 MM	20 MM
			3.5 MM	**37 MM**

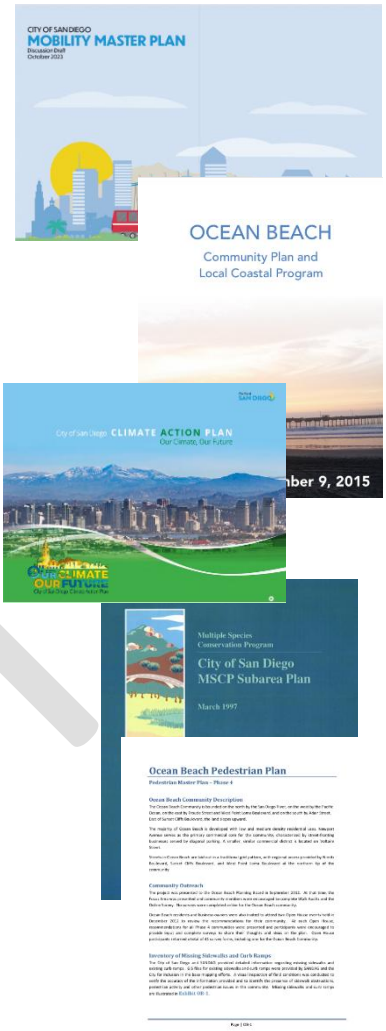
Pershing Drive Comparison Cost

$14MM

PLAN CONSISTENCY

TABLE 2 - PLAN CONSISTENCY AT A GLANCE

Plan Consistency at a Glance	
Ocean Beach Community Plan	
Parks Master Plan / Robb Feild	
Kumeyaay Regional Transit Corridor (I8) Plan Consistency	
San Diego River Park Foundation	
Climate Action Plan	
Mobility Master Plan	
Pedestrian Master Plan / OB Pedestrian Plan	
Bicycle Master Plan	
LEGEND	
Satisfies most project goals and text is directly supportive	
Satisfies one project goal and text is indirectly supportive	
Conflicts with project goals and text is not supportive	



Ocean Beach Community Plan (2015)

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, bulb outs, traffic signals timed for pedestrians, alternative crosswalk striping patters 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 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 Cit'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.
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.

PLNNG. BOARD
John Ambert
Blake Herrschaft
Peter Ruscitti
Dan Dennison
Nanci Kelly
Craig Klein
Andrew Waltz
Raeanon Hartigan
Jane Gawronski
Tom Gawronski
Valerie Paz
Georgia Sparkman

COMMUNITY ACKNOWLEDGMENT
Bill Busche
Jane Donley
Andra Loo
George Murphy
Mindy Pellissier

INITIATORS
Deb Greene
Christopher Kern
Craig Klein
Kip Krueger
Curt Lutz
Priscilla McCoy
Seana McGinley
Kim McGinley
Luke Sponsler
Doug Zilm

CLOSERS
Colleen Dietzel
Frank Gormlie
Giovanni Ingolia
Gretchen Newsom
Scott Therkalsen
Drew Wilson
C. Kevin Becker
Robert Shamoun
Seth Connolly

Kumeyaay Regional Transit Corridor (I-8) Plan (2024)

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 separate bike facilities
- Improve intersection crossings for pedestrians
- Freeway ramp reorganization including elevation and floodproofing
- Increase tree canopy, drainage capacity and/or green infrastructure
- Mobility hubs and flexible fleets

Parks Master Plan (2021)

Equity

E8: Strive to improve regional air quality by planting drought resilient and native trees to sequester carbon and reduce the urban heat island effect. E9: Establish an air quality monitoring program by installing monitoring stations within parks. Use this data to establish Citywide programs to improve air quality and report the data annually

Access

A1: All residents should have access to a park within a safe and enjoyable 10-minute walk or roll. Investments should not only focus on providing new access, but improvements that increase the overall safety of an area so that the access has true purpose - prioritize these investments in Communities of Concern. Additionally, focus park and mobility investments to ensure 10-20-30-40-minute park access, meaning in addition to a 10-minute walk or roll, ensure that additional recreational resources can be reached with a 20 minute bike ride and 30-minute transit ride to ensure greater access to a diverse range of recreational opportunities throughout the system. Parks being accessed should have sufficient recreational space and activity to be enjoyed for at least 40 minutes.
A2: Maintain an integrated Citywide network of trails and open spaces, natural areas, and scenic views that serves all residents and visitors, while conforming to resource values and access/use limitations. POLICIES: 14th Street Promenade
A3: Support walking/rolling, biking, and transit improvements that increase safe access to local, as well as regional parks.
A6: Support the creation of parkland through freeway lids, parkland acquisition, joint-use agreements, and private/public partnerships in communities of concern.
AV1: Enhance safety and enjoyability in parks by incorporating the strategies of Crime Prevention through Environmental Design during the design process. See Appendix F of the Consultant's Guide to Park Design and Development.
AV3: Where appropriate, accommodate and design for temporary or permanent concessions in parks to increase public use of the park's space. Examples of appropriate concessions in parks may include, but are not limited to, restaurants and cafés, food trucks, carts and kiosks, youth-oriented active recreation facilities, bike rental and repair shops, museums, cultural centers, and other park related and compatible uses. Approved use must contribute to the recreational enjoyment of the park.
AV4: Unless otherwise reviewed by the Parks and Recreation Board and approved by the Parks and Recreation Department Director, concessions on City property in parks shall be limited to uses operated by the City, another government agency, or a non-profit or community-based organization, and the revenue generated from the concessions shall be used to provide maintenance, programming, or other investments in City parks.
AV5: Provide and enhance wayfinding, brand identity, and marketing within parks to overcome the lack of public awareness of recreation programs and facilities and improve user experiences.

Co-benefits

CO2: Encourage investments in walking and bicycling facilities that provide an enjoyable recreational experience and encourage residents and visitors to walk, bike, and take transit.
CO3: Encourage investments in recreational trails that provide critical connections between communities and parks consistent with Policy PP10, CSR 16 and CSR 25. CO4: Design stormwater management facilities that enhance a park's recreational value and aesthetics and provide co-beneficial uses, such as flood control, limiting runoff, sedimentation and erosion, infiltration, and water quality.
CO5: Plant drought tolerant resilient trees that are not on the California Invasive Plant Council (CAL-IPC) list of invasives for southern California and native trees in parks and incorporate living walls in new buildings in parks to provide carbon sequestration, shade benefits, expand the urban tree canopy, urban heat island relief, air quality benefits, ecological value, and green spaces to support Climate Action Plan and Climate Resilient SD goals. Manage resource and open space parks for their contributions to ameliorate climate change effects.

Community Building

CB7: Provide opportunities for community members to engage with park planning, preservation, maintenance, and enhancement. Encourage long-term community stewardship through park and canyon 'Friends' groups, environmental education, citizen science, research and restoration projects.

Mobility as Recreation

MR1: Encourage investments in active recreational links that connect communities and parks. Examples of active recreational links can include trails, bikeways, green streets, multi-use paths, and other active transportation facilities. See Policies CO2, CO3 and CST22-25.
MR2: Develop a Safe Routes to Parks program to promote safe, active, and engaging ways to access parks.
MR3: Develop a publicly accessible Citywide trail geographic information system (GIS) data set to promote sustainable use of the City's trails, consistent with policies PP10, CO3, and CO10.
MR4: Repurpose appropriate rights- of-way to serve as active transportation connections with integrated recreational amenities, shade, and features that encourage walking and biking. See Policy PP1.

Art and Culture

AC1: Integrate unique and locally relevant features, such as artwork, cultural infrastructure, design elements, and interpretive elements into the design or renovation of parks as a means to express the diversity, history, and character of a community to create authentic park experiences.
AC2: Expand opportunities for culturally specific experiences to engage diverse communities existing and future recreation needs.
AC3: Coordinate with the Commission for Arts and Culture during the pre-design, design phases, or development agreements for new and renovated parks.
AC4: Ensure public art within City parks is sensitive to evolving community standards of equity and responsible representation.
AC5: Ensure the Implementation of the Public Art Master Plan within parks.
AC6: Ensure local Kumeyaay Tribes are engaged early in the design process of recreational facilities, parks, and open space when the land below the facilities are known to be of significant importance to the Tribes.
AC7: Consider using the Kumeyaay language and culturally appropriate images or symbols when naming and renaming recreation facilities, parks, and open space.

AC8: Consider the Kumeyaay historic use of plants and traditional plant names when developing habitat revegetation and restoration plant palettes and interpretive signage along public trails and pathways.
AC10: Consider the Kumeyaay cultural connection to the land and surrounding environment when developing recreational facilities, parks and open space.
AC11: Create artful and effective wayfinding and branding designs at parks that will increase community use and educate users on natural resources.
AC12: Encourage the use of parks, recreation centers and other Parks and Recreation Department assets for arts and culture public outreach and education Active Transportation Fault Whisper by Living Lenses (Po Shu Wang & Louise Bertelsen), 2015 AC13: Coordinate with Historical Resources Board staff during the pre-design or design phases for new and renovated parks to ensure protection and appropriate treatment of historical resources.
AC14: Develop and implement a historical and cultural resource maintenance and enhancement program for City parks containing historical and cultural resources and provide training for parks staff on the implementation of the program in order to ensure maintenance and enhancement activities are consistent with the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties.

Conservation, Sustainability & Resilience

CSR1: Collaborate with agencies that manage public lands, conservation stakeholders, and community advocates to protect sensitive natural and cultural resources, while providing compatible recreational access and outdoor opportunities.
CSR2: Improve the quality of habitat in City parks through best practices that support native threatened and endangered species and habitats and consider climate change impacts on species habitat range/ location.
CSR3: Expand and maintain a healthy drought tolerant tree canopy of species not on the CAL-IPC and include other shade features in all parks. Incorporate living walls into new buildings in parks where feasible.
CRS4: In coordination with the City Forester, study the canopy and shade cover within the City's parks system. Use this data to develop a shade cover standard for parks.
CSR6: Incorporate best practices in the design of parks and selection of plant materials to reduce environmental impacts and promote native, drought-tolerant, resilient landscapes. Prohibit planting species on the California Invasive Plant Council's list of invasive plants for southern California in parks.
CSR7: Increase opportunities for people to interact regularly with green spaces, water, and other natural environments – especially in higher density areas.
CSR8: Incorporate effective interpretive signage, wayfinding signage and exhibits to connect visitors to nature and highlight the sustainability and conservation value of the site.
CSR9: Encourage the development of demonstration gardens and native restoration plantings to increase awareness of resiliency, water conservation, stormwater management, Monarch butterfly-friendly, native pollinator, and energy conservation best practices.
CSR10: Where appropriate, include biodiverse and native habitat plantings that support Monarch butterflies and other native pollinators – both nectar plants and host plants. Plantings should incorporate the primary larval host California native milkweed species, native milkweed, narrow leaf milkweed, along with showy, nectar-rich plants that attract adult Monarch butterflies and other pollinators. Where feasible, incorporate signage to interpret Monarch butterfly enhancement.
CSR11: Develop consistent strategies to minimize irrigation water use and expand gray water applications, while ensuring the health and long-term sustainability of the parks system.
CSR12: Develop sustainable infrastructure, including green streets, solar panels, and living shorelines, within parks focused on energy, water, and land management.
CSR14: Design and retrofit parks to respond to regional climate change projections to build resilience and increase adaptive capacity of parks against wildfires, flooding, heat, species migration, and sea level rise.
CRS15: Support zero emission vehicle (ZEV) travel to and from parks through the installation of ZEV charging infrastructure, prioritization of parking for ZEVs, replacement of City vehicles operating in parks with ZEVs, and other supportive ZEV amenities and programs.
CSR17: The role of parks in sequestering carbon and mitigating the harmful effects of toxic pollutants should be promoted through urban forestry goals.
CSR 23: Fund and develop trails, trail alignments, and trail maintenance programs that expand the City's active transportation network, encourage connections between neighborhoods and access to nature through San Diego's unique topography, watersheds, and natural features, consistent with policies PP10, CO3, CO10, MR1, CSR22, and CSR25.
CSR 24: Provide sustainable access to the City's canyons and watersheds as a source of recreation, education, and research in ways that improve human understanding of nature and an opportunity to provide trail linkages between communities, while preserving the natural resources within these areas except where this conflicts with existing Natural Resource Management Plans and MSCP guidelines.
CSR 27: Maximize opportunities to restore native habitat and enhance biodiversity in parks and open space lands
CSR 28: Consider a holistic and synergistic approach to developing -nature-based enhancements such as green infrastructure. Prioritize watersheds as a basis for optimizing nature-compatible features.
CSR 29: Build synergistic connections across City parks and other recreation facilities in the San Diego region
CSR 30: Promote the awareness and value of wetlands, waterways, and restored landscapes in developed parks as well as open spaces.
CSR 31: Ensure that shade is provided in parks by trees to the maximum extent possible. Use of artificial shade structures should not substitute for natural shade from trees in parks wherever feasible. Small parks should prioritize space for incorporation of canopy shade trees.

Partnerships

P1: Strengthen partnerships with other agencies, non-profit groups, community partners, and the private sector to expand opportunities for joint use of space and facilities, recreational programming, equitable access, and overall parks system well-being.
P3: Streamline internal processes to encourage partnerships with other agencies, volunteer groups, and non-profit groups.

Operations and Maintenance

OM1: Reduce water and energy costs through the efficient design and operation of parks and supporting infrastructure. Develop long-term water and energy reduction goals.
OM3: Develop maintenance schedules that are commensurate with the needs and use of individual parks. Strive for all parks to achieve the same quality of maintenance.
OM4: Reinvest in existing parks and recreation facilities to extend their useful lives, improve operating efficiencies, and enhance the quality of service.
OM5: Partner with outside organizations to increase equitable park programming opportunities and result in safe and enjoyable park spaces for residents.
OM6: Use smart park and irrigation technologies and asset management strategies to reduce maintenance and operation costs.
OM11: Pursue alternative maintenance and operation funding mechanisms such as a bond measure to address deferred and ongoing maintenance

Regional Parks

RP3: Identify trails within developed regional parks that can be used as bicycling and walking connections between communities and other attractions. Trails in open space and natural lands should be in accordance with the trail's standards identified in Appendix E of the City of San Diego's Consultant's Guide to Park Design and Development, and with MSCP guidelines.
RP7: Prioritize funding to recently designated regional parks that ensures an equitable level of service throughout the regional park system.

Funding

F2: Identify opportunities for Design-Build Finance-Operate and other public-private funding approaches.
F3: Expand use of negotiated joint use agreements and easements with other agencies and private entities to expand access to parks.
F5: Expand revenue opportunities for park operations, maintenance, and programming that is compatible to park uses through concessions and lease opportunities, user fees, naming rights, sponsorships, and parking fees.
F7: Actively pursue government, private, conservancy, and foundation grants.
F11: Explore opportunities for bond measures and other funding mechanisms to fund deferred maintenance, park operations, land acquisition, and park investments.
F15: Develop a funding strategy to supplement existing community development impact fee accounts enabling the city to deliver previously planned parks sooner and to transition to a Citywide Park Development Impact Fee to enable the City to deploy funding to more parks throughout the City, with prioritized investments in the areas with the greatest needs. Annually monitor the implementation of this funding strategy and include the use of the funds in the City's annual Development Impact Fee report pursuant to the Mitigation Fee Act.

San Diego River Park Foundation Master Plan (2013)

Reclaim the valley as a common, a synergy of water, wildlife and people.

- Restore and maintain a healthy river system.
- Unify fragmented lands and habitats.
- Create a connected continuum, with a sequence of unique places and experiences
- Reveal the river valley history.
- Reorient development toward the river to create value and opportunities for people to embrace the river.

G. Adopt Programs to Reduce/Remove Non-Point Source Loads Including Litter and Solid Waste
Preventing pollution at its source is the best and most cost-effective approach to improve the water quality of the San Diego River. During wet weather events. The first flush of contaminants from most urban and suburban surfaces is transported directly into the river via storm drain systems. Ongoing low flow in these systems continues to trickle contaminants into the river. Although the City has a relatively advanced program to identify pollutants and to educate citizens in this area. A significant quantity of pollutants continues to enter the river via storm drains.
H. Future Development Projects should incorporate Hydrology and Water Quality Considerations in all Future Planning and Guidance Documents and Monitor Water Quality Following Implementation of the Project.
Future planning and design efforts within the San Diego River watershed should address potential impacts on the river and consider means of benefitting the river and its corridor, by treating storm water before it reaches the river and preventing litter. Improvement measures should be mentioned to evaluate their effectiveness, to identify lessons that can be applied elsewhere, and to celebrate successful outcomes.
C. Eliminate Invasive Plant Species and Reintroduce Native Species
Floodways restored with natural vegetation offer great promise in improving ecological function. Invasive, non-native plant species distract the balance and function of natural ecosystems, often choking native species. The City of San Diego should coordinate with other public agencies, community groups and landowners to develop and implement vegetation management programs to remove exotic species and plant native riparian vegetation.
E. Use Biological Systems to Treat All Storm Water before it enters the river
Biological Treatment systems (constructed wetlands) provide water quality buffering that mimics natural processes while maintaining the character of the river corridor and should be considered if long term financing and maintenance is available (constructed wetlands typically have a ten-year life span). These systems provide a vegetative substrate for micro-organisms that break down pollutants. These systems are only effective when planned on a comprehensive scale and provided with regular maintenance. This method of water filtering algins with the United States Bureau of Reclamation Storm Water Treatment Program goals. The San Diego River Park should also be the location of these Biological Systems visible and provide education interpretation of these systems for the public.

- Create a continuous multi-use San Diego River Park pathway from the Pacific Ocean to the City of Santee
- Create Overlooks at Unique Places
- Upgrade and Link Existing Parks into the San Diego River Park System
- Integrate Art into the identity and Experience of the San Diego River Park

3.2.1 ESTUARY REACH

Extending from the Pacific Ocean to the western boundary of Mission Valley Preserve, the Estuary Reach is a unique habitat where the ocean waters converge with the fresh waters from upstream. The estuarine ecosystem at the mouth of the San Diego River is remarkably healthy, but significantly smaller than its original extent. The Derby Dike, built on the river's southern edge in 1852 by the United States Army to eliminate flooding into downtown, and the construction of the floodway channel and berm on the north side of the river is responsible for this reduction in scale, separating the river from its delta that historically (and alternately) included both Mission Bay and San Diego Bay. This constructed river channel has also restricted and concentrated pedestrian and vehicle circulation, resulting in heavy containment of boundaries to the river channel.

The Estuary Reach of the San Diego River Park must balance two primary needs: human interaction at an educational and experiential level, and the protection and maintenance of sensitive habitat. Careful design can accommodate both elements in a manner that benefits the system as a whole. Greater understanding of the ecosystem through interpretation will instill a sense of ownership and stewardship for this delicate part of the river valley. Overlooks should be provided along the San Diego River Pathway to interpret the Southern Wildlife Preserve.

Opportunities to explore the expansion of the estuary should be sought, where possible, to further diversify the wildlife habitat. The potential to do so may exist at Famosa Slough and at Mission Bay Park. Planning efforts should also acknowledge that the entire corridor within the Estuary Reach, as proposed for the San Diego River Park, is within the boundaries of Mission Bay Park.

The river park must support planning efforts in Mission Bay Park to provide a river and estuary interpretive center, which could include educational opportunities, public art, and scenic overlooks. The facility should be oriented toward the river and buffer the river edge with native vegetation.

RECOMMENDATIONS

A. Create a San Diego River Park Pathway kiosk at Dog Beach identifying the western entrance of the San Diego River Park.
B. Support the goals of Mission Bay Park Master Plan (including Dog Beach, Robb Field, and Southern Wildlife Preserve), the Famosa Slough Enhancement Plan, and the Mission Valley Preserve. Support the replacement and construction of the West Mission Bay Bridge that will contain class I bike lanes on both sides.
C. Improve pathway and trail connections to Mission Bay Park, Famosa Slough, Tecolote Canyon, Southern Wildlife Preserve and other open spaces from the San Diego River Pathway.
D. Create a kiosk at Robb Field identifying the entrance to the San Diego River Pathway and re-landscape the area adjacent to the river with natives that relate to the estuary and river edge.
E. Investigate options through a feasibility study to provide a river and estuary outdoor interpretive center along the north side of the river.
F. Create estuary overlook platforms along the San Diego River Park Pathway that could include interpretive signs on the hydrology and habitat of the Southern Wildlife Preserve.
H. Provide interpretive signage along the San Diego River Pathway about the rich history of the estuary including the development of Old Town, the construction of Derby Dike and the creation of Mission Bay Park.
I. Coordinate with Caltrans to establish a 'Green Gateway' at the intersection of Interstate 5 and the river valley by revegetating the interstate rights-of-way with native vegetation.

City of San Diego Climate Action Plan (2022)

Goal: <u>net zero greenhouse gas (GHG) emissions by 2035.</u>
Strategy 1: Decarbonization of the Built Environment
Decarbonization means to remove carbon from a system, with a focus on the source with the greatest potential for reduction: natural gas or methane.
Strategy 2: Access to Clean and Renewable Energy
The Zero Emissions Vehicle (ZEV) Strategy will include a suite of programs and policies to help achieve the electric vehicle adoption goals envisioned by the CAP. Central to the success of the ZEV strategy will be the partnership, collaboration and coordination with local, regional and state entities already working to electrify transportation and to address equity needs of residents who do not have access to an EV or at-home vehicle charging.
Measure 2.3 – Increase Electric Vehicle Adoption

- Set a goal for installation of public EV charging stations on City property.

Strategy 3: Mobility and Land Use
Vehicles are the single largest source of GHG emissions in San Diego and more than two-thirds of smog-forming emissions in San Diego County are generated from mobile sources. Air pollutants emitted from cars, diesel-powered trucks, buses and other heavy-duty equipment include oxides of nitrogen (NOx) as well as diesel particulate matter (PM). These mobile sources of emissions from residents, passenger and freight transportation, employees and visitors account for greater than 50% of all local GHG emissions.
Measure 3.1: Safe and Enjoyable Routes for Pedestrians and Cyclists

- Where roadway widenings are otherwise planned, identify opportunities to repurpose the use of the right-of-way for walking, rolling, biking, and transit modes of travel.
- Incorporate trees and additional cooling features such as innovative shade designs, and cooling centers at parks.
- Implement the City's San Diego River Park Master Plan to increase mobility through enhancement of the river trail.

Measure 3.2: Increase Safe, Convenient, and Enjoyable Transit Use

- Partner with MTS for priority right of way for buses and trolley in roadway corridors and at intersection.

Measure 3.4: Reduce Traffic Congestion to Improve Air Quality

- Support MTS, SANDAG and Caltrans in the creation of transit right of way for regional transit connections.
- Work with communities to implement comprehensive solutions for the curb space, including implementation of timed parking, establishment of parking districts, and programming of the curb space for deliveries, ADA access and other passenger loading, and micro-mobility

Strategy 4: Circular Economy and Clean Communities
Measure 5.2: Tree Canopy

- Support expansion of urban tree canopy in parks and along active transportation network.
- Support the creation of new urban green space along freeways and city right of way.
- Ensure the diversification of tree species, including using native trees and shrub species and/or species that are adapted to higher temperatures and require less water.

Strategy 5: Resilient Infrastructure and Healthy Ecosystems
5.3 Local Water Supply

- Implement Waterways Restoration projects.
- Increase opportunities for stormwater harvesting by evaluating new harvesting methodology to determine viability.

Mobility Master Plan (2023)

Goal 1: Increase opportunities for access to safe modes of transportation for all users.
Objective 1.1 Increase the proportion of mobility improvements implemented in underserved areas with the greatest needs across the city to create additional opportunities for San Diegans to choose from mobility options that make their journeys more efficient, sustainable, or complete.
Objective 1.4 Implement transportation projects, programs, and grants that reduce transportation costs.
Goal 4: Create a safe, connected, and convenient network for cyclists and micromobility users.
Objective 4.2 Increase the rate of implementation of projects identified in the City's Bicycle Master Plan and Community Plan bicycle networks, with a focus on projects that create a physical barrier between motorists and bicyclists in the roadway.
Objective 4.5 Strengthen and increase partnerships with shared mobility device operators to optimize the number and locations of devices available for first/last mile trips and seamless transfer between modes.
Objective 4.6 Increase the availability of charging locations for e-bikes and scooters, prioritizing solutions that facilitate first/last mile trips and transfer between modes.
Goal 5: Improve access to the public transit system and provide corridors that offer safe, convenient, and reliable transit service and connections.
Objective 5.3 Improve the reach of transit by implementing infrastructure improvements that grow transit routes, enhance the user experience, and integrate connections to first/last mile modes and services through docking/parking stations, charging services, circulators, and user amenities.

OTHER APPLICABLE PLANNING DOCUMENTS

- Bicycle Master Plan (Not yet adopted)
- San Diego River Watershed Urban Runoff Management Plan (2015)
- 2026 Land Development Code Update (pending)

RESULTS SUMMARY & PROJECT ACCOUNTABILITY

- At project completion a traffic study, including VMT and safety statistics, should be conducted to measure project success.
- Newly built secondary access roads should be measured for ADT to estimate displaced traffic from the SCB/WPL intersection.
- A task list, or "punch-list", should be coordinated before construction is deemed complete.
- Additional landscaping and ongoing repairs to be funded by endowment or similar programs.
- Reporting of GHG reduction and stormwater quality improvements.
- Guage community response during public meetings and written communications to the board.

SIGNATURE AND AUTHORIZATION

By:

Andrea Schlageter
Chair, Ocean Beach Planning Board

By:

Tyler Martin
Chair, Transportation Committee

Approved by the Ocean Beach Planning Board on _____ with a vote of _____.

Attachments

2010 Traffic Study
History of Public Input
Ease The Traffic Congestion in OB – Letter of Support
December 2nd, 2025 OBPB Meeting Minutes

OCEAN BEACH

EXISTING CONDITIONS REPORT

MOBILITY ELEMENT

Prepared by the

Mobility Planning Section
City Planning & Community Investment

City of San Diego

January 2010

OCEAN BEACH

EXISTING CONDITIONS REPORT
MOBILITY ELEMENT

SECTIONS	PAGE
Street System	1
Pedestrian Circulation	1
Bikeway System	6
Public Transit	10
Automobiles	17
Parking	40
Intelligent Transportation System (ITS)	42
Transportation Demand Management	42
Airports	50
Passenger Rail	50
Goods Movement & Fright	50

	FIGURES	PAGE
1.	Pedestrian Circulation	2
2.	Pedestrian Crossings	3
3.	Bikeway System	7
4.	Bicycle Crossings	8
5.	Bikeway Classifications	9
6.	Bus Routes 35 & 923	12
7.	Detailed Bus Routes	14
8.	Transit Passenger Activity	15
9.	Daily Traffic	18
10a.	Peak Period Summer Traffic, AM	20
10b.	Peak Period Summer Traffic, PM	21
11.	Daily Seasonal Traffic Comparison	22
12a.	Peak Period Seasonal Comparison, AM	23
12b.	Peak Period Seasonal Comparison, PM	24
13.	Functional Street Classifications	26
14.	Street Segment Level of Service	29
15.	Intersection Control Locations	31
16a.	Intersection Movements, AM Peak, Winter	32

16b. Intersection Movements, AM Peak Summer 33
17a. Intersection Movements, PM Peak, Winter 34
17b. Intersection Movements, PM Peak, Summer 35
18a. Signalized Intersections Level of Service, Winter . 36
18b. Signalized Intersections Level of Service, Summer 37
18c. Signalized Intersections Level of Service, Summer 38
18d. Signalized Intersections Level of Service, Summer 39
19. Public Parking Supply 41
20. Community-Identified Parking Shortage Areas .. 43
21. AM Parking Occupancy – Weekdays 44
22. AM Parking Occupancy – Weekends 45
23. Midday Parking Occupancy – Weekdays 46
24. Midday Parking Occupancy – Weekends 47
25. PM Parking Occupancy – Weekdays 48
26. PM Parking Occupancy – Weekends 49

TABLES **PAGE**

1. Pedestrian-involved Collision Data 5
2. Cyclist-involved Collision Data 10
3. Bus Stop Deficiencies 17
4. Vehicle-Vehicle Collision Data 38

APPENDICES * **PAGE**

A. MTS Route 35 Timetable A-1
B. MTS Route 923 Timetable B-1
C. Transit Passenger Activity, MTS Route 35 ..... C-1
D. Transit Passenger Activity, MTS Route 923 ..... D-1
E. Transit Stop Inventory E-1
F. Daily Machine Counts, Winter 2008 ..... F-1
G. Daily Machine Counts, Summer G-1
H. Roadway Classification Level of Service & ADT .. H-1
I. Signalized Intersection Level of Service Criteria .. I-1
J. Peak Period Intersection LOS & Delay Per Vehicle J-1
K. Intersection Lane Approaches with LOS E or F .. K-1
L. Intersection Manual Counts L-1

* Under a separate cover

OCEAN BEACH

EXISTING CONDITIONS REPORT
MOBILITY ELEMENT

This report addresses the current main motorized and non-motorized modes of travel in Ocean Beach that provide mobility opportunities for residents and visitors. Modes of travel include vehicles, public transit, bicycles, and walking. It is important that transportation be considered in conjunction with land use patterns so that proper access and circulation can be provided. Also, a balanced transportation system is required to provide equal opportunities to all modes of travel.

STREET SYSTEM

The Ocean Beach community has a grid network with streets aligned in northeast-southwest and northwest-southeast directions. The Interstate 8 (I-8), which terminates at the northern gateway to Ocean Beach, provides regional access to the community. Connections to eastbound and westbound I-8 are provided via Sunset Cliffs Boulevard. This roadway has a northeast-southwest alignment and it is practically situated in the middle of the community. West Point Loma Boulevard is another street that provides a major access to the community.

Intercommunity access between Ocean Beach and Peninsula is provided by all the northwest-southeast streets. The community is served by two transit lines of the Metropolitan Transit System, described in the Public Transit section of this report. Community streets that are designated for bicycle routes are identified by signage (see Bikeway System section).

The following sections will briefly describe some of the aspects of the mobility system.

PEDESTRIAN CIRCULATION

Ocean Beach's grid network of two-lane streets with sidewalks allows its residents to walk to local commercial districts, community facilities, and recreational attractions such as beaches and parks.

The City's Pedestrian Master Plan defines pedestrian route classifications based on the functionality of pedestrian facilities. Pedestrian routes in Ocean Beach were classified based on these definitions and are shown on Figure 1, along with planned land uses and community facilities. Figure 2 shows available data on the number of pedestrians crossing at various intersections in Ocean Beach. The intersection of Cable Street and Newport Avenue shows the greatest numbers of pedestrians crossing all legs of the intersection streets with over 200 in the morning peak hour and almost 600 in the evening peak hour.

Pedestrian Facility Assessment
The City is developing a Pedestrian Master Plan to identify pedestrian improvements where needed in a smart, cost effective, orderly, and consistent manner throughout the City. As part of that effort, an inventory of pedestrian facilities in high pedestrian priority areas of Ocean Beach

will be undertaken in order to identify deficiencies. The following discussion is a general community-wide assessment of pedestrian conditions that will provide direction for the more detailed Pedestrian Master Plan effort to follow.

Safety
Pedestrian-involved crash data for Ocean Beach is compared with city-wide collisions. The comparison is summarized in Table 1. As illustrated in this table, the overall pedestrian-involved crashes per 1,000 residents is 2.0 for the city, while in Ocean Beach it is 2.7. The higher rate of 0.7 per 1,000 pedestrian-involved crashes in Ocean Beach is due to the fact that the area's beach attracts a large number of non-residents, and high level of pedestrian activity in the community which is much more than the city-wide average. While the number of monthly visitors to the area varies during the year, in July of 2007, there were about 494,800 people who were counted by the Life Guard Services to have visited Ocean Beach.

The following locations experienced three or more pedestrian crashes from 2003 through 2007 but detailed review of the collision data did not reveal a pattern.

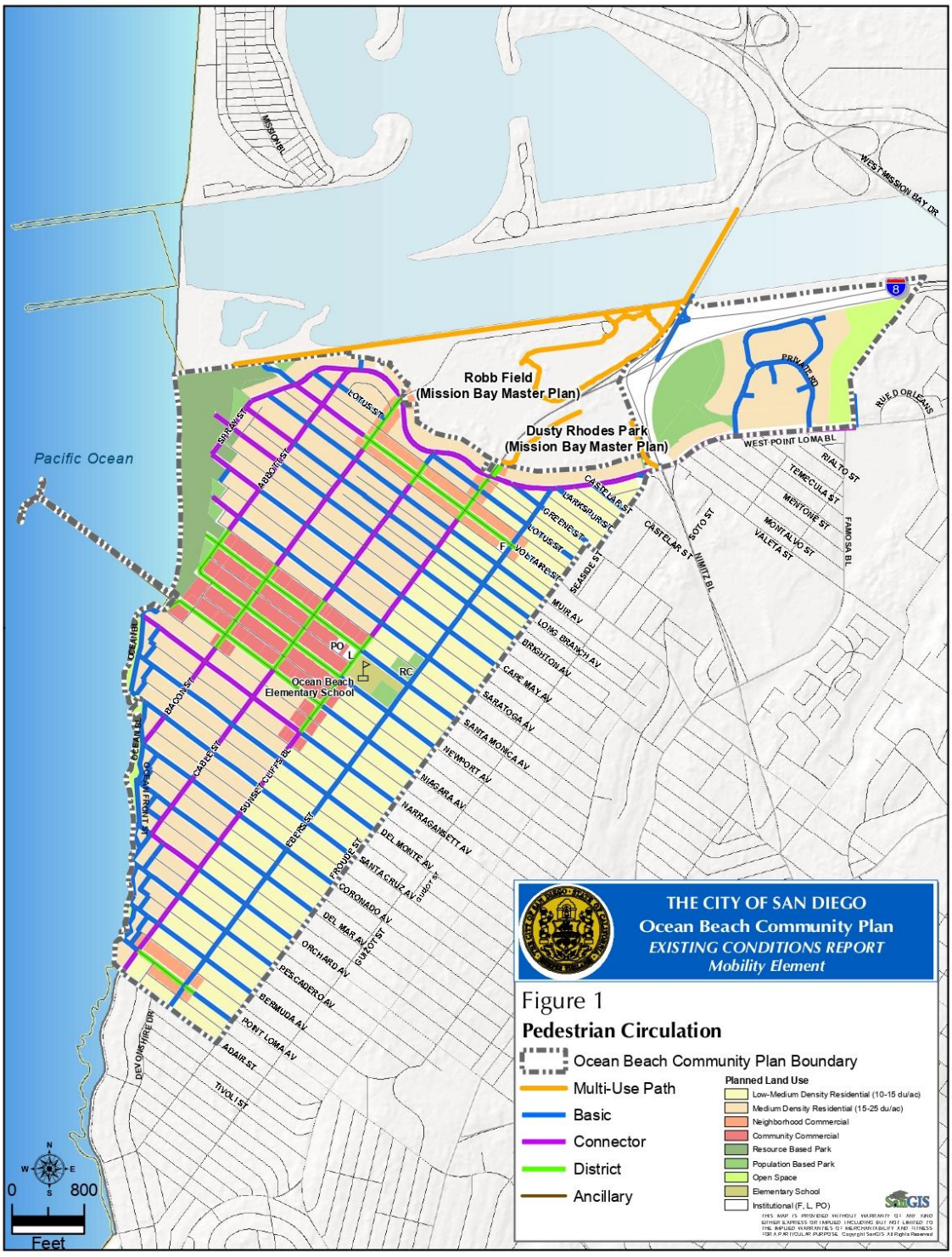
- Cable Street and Newport Avenue
- Cable Street and Santa Monica Avenue
- Newport Avenue and Sunset Cliffs Boulevard
- Nimitz Boulevard and West Point Loma Boulevard

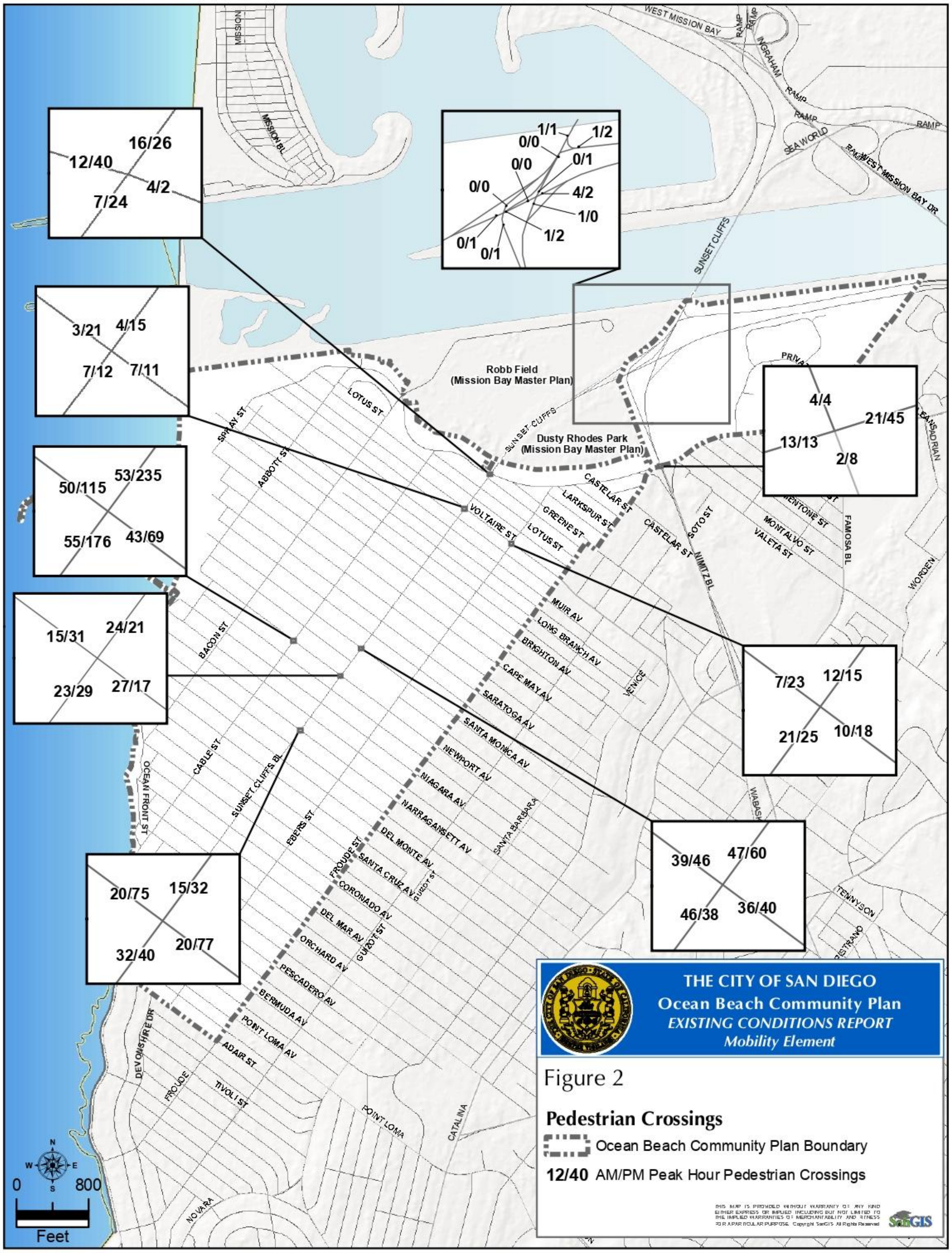
Based on field observations, the following intersection locations pose difficulty for pedestrians attempting to cross the street due to intersection alignments, crossing distances, and vehicle speeds.

- West Point Loma Boulevard at Ebers Street/Larkspur Street
- West Point Loma Boulevard at Castelar Street
- West Point Loma Boulevard at Cable Street
- West Point Loma Boulevard at Bacon Street

Accessibility
As a community, Ocean Beach's pedestrian facilities are generally accessible to persons with disabilities due to its network of mostly barrier-free sidewalks and presence of curb ramps at most intersections and alleys. Exceptions to this will be inventoried and specific recommendations for access-related pedestrian improvements will be identified as part of the City's Pedestrian Master Plan effort.

Connectivity
Generally, pedestrian connectivity within Ocean Beach is excellent due to its complete grid network of streets. There are pedestrian facilities within the parks that could be better connected to adjacent sidewalks, and pedestrian connections along the beach could be improved. Pedestrian connections to other communities are provided as below:


Pacific Ocean
Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
Ocean Beach
Elementary School
MISSION BL
WEST MISSION BAY DR
PRIVATE RD
RUE D ORLEANS
WEST POINT LOMA BL
RIALTO ST
TEMECULA ST
MENTONE ST
MONTALVO ST
VALETA ST
FAMOSA BL
CASTELAR ST
SOTO ST
LIMITT BL
LOTUS ST
SUNSET CLIFFS BL
SEASIDE ST
MUIR AV
LONG BRANCH AV
BRIGHTON AV
CAPE MAY AV
SARATOGA AV
SANTA MONICA AV
NEWPORT AV
NIAGARA AV
NARRAGANSETT AV
DEL MONTE AV
SANTA CRUZ AV
CORONADO AV
DEL MAR AV
ORCHARD AV
PESCADERO AV
BERMUDA AV
POINT LOMA AV
AGUAR ST
TIVOLI ST
DEVONSHIRE DR
BACON ST
CABLE ST
OCEAN FRONT ST
0
800
Feet
THE CITY OF SAN DIEGO
Ocean Beach Community Plan
EXISTING CONDITIONS REPORT
Mobility Element
Figure 1
Pedestrian Circulation
Ocean Beach Community Plan Boundary
Multi-Use Path
Basic
Connector
District
Ancillary
Planned Land Use
Low-Medium Density Residential (10-15 du/ac)
Medium Density Residential (15-25 du/ac)
Neighborhood Commercial
Community Commercial
Resource Based Park
Population Based Park
Open Space
Elementary School
Institutional (F, L, PO)
SanGIS


THE CITY OF SAN DIEGO
Ocean Beach Community Plan
EXISTING CONDITIONS REPORT
Mobility Element
Figure 2
Pedestrian Crossings
Ocean Beach Community Plan Boundary
12/40 AM/PM Peak Hour Pedestrian Crossings
12/40
16/26
4/2
7/24
1/1
1/2
0/0
0/1
0/0
0/0
4/2
1/0
1/2
0/1
0/1
3/21
4/15
7/12
7/11
4/4
21/45
13/13
2/8
50/115
53/235
55/176
43/69
15/31
24/21
23/29
27/17
7/23
12/15
21/25
10/18
39/46
47/60
46/38
36/40
20/75
15/32
32/40
20/77
Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
0
800
Feet

- Sunset Cliffs Boulevard sidewalk along the bridge that leads to paths to Mission Bay Park, Linda Vista and Mission Valley
- West Point Loma Boulevard across Nimitz Boulevard – sidewalk exists on the north side but is missing on the south side of West Point Loma Boulevard leading to the inbound (eastbound) transit stop on West Point Loma at Nimitz.
- Voltaire Street, Point Loma Avenue, and other local streets that connect over the hill to the Peninsula community.

Table 1: Pedestrian-Involved Crash Data (2003-2007)

	Ocean Beach		**Citywide**	
	Crashes	%	Crashes	%
Pedestrian Crashes	45	100	2,703	100
Pedestrian Crashes Normalized by 1,000 Population*	0.54		0.40	
Location Type				
Alley	1	1.7	35	1.3
Intersection	26	61	1,344	50
Midblock	14	30	1,198	44
Other	4	7.3	126	4.7
Top Primary Cause Type				
Pedestrian at Fault	15	43	946	53
Violated Pedestrian's Right of Way	5	14	308	17
Improper Start	5	14	284	16
Ran Stop Sign	5	14	35	0.02
Unsafe Movement – Left	5	14	222	0.13
Age Group				
Under 16	10	20	589	21
16 – 65	34	70	1,950	69
65 and Over	4	10	269	9
Unknown	0	0	26	0.1
Street Class Type				
Local	30	66	1,062	39
Collector	9	20	571	21
Major	5	11	954	35
Ramp	0	0	15	0.6
Other	1	2	95	4
Lighting Type				
Dark/Dusk/Dawn	22	48	1,018	38
Daylight	23	52	1,682	62
Foggy/Darkness	0	0	2	0.07
Unknown	0	0	1	0.04

* Year 2007 population estimates were used for this calculation.

Pedestrian Level of Service
A new methodology is being developed to determine the level of service for pedestrian facilities. This information will be included in the Phase 4 of the City of San Diego Pedestrian Master Plan.

BIKEWAY SYSTEM

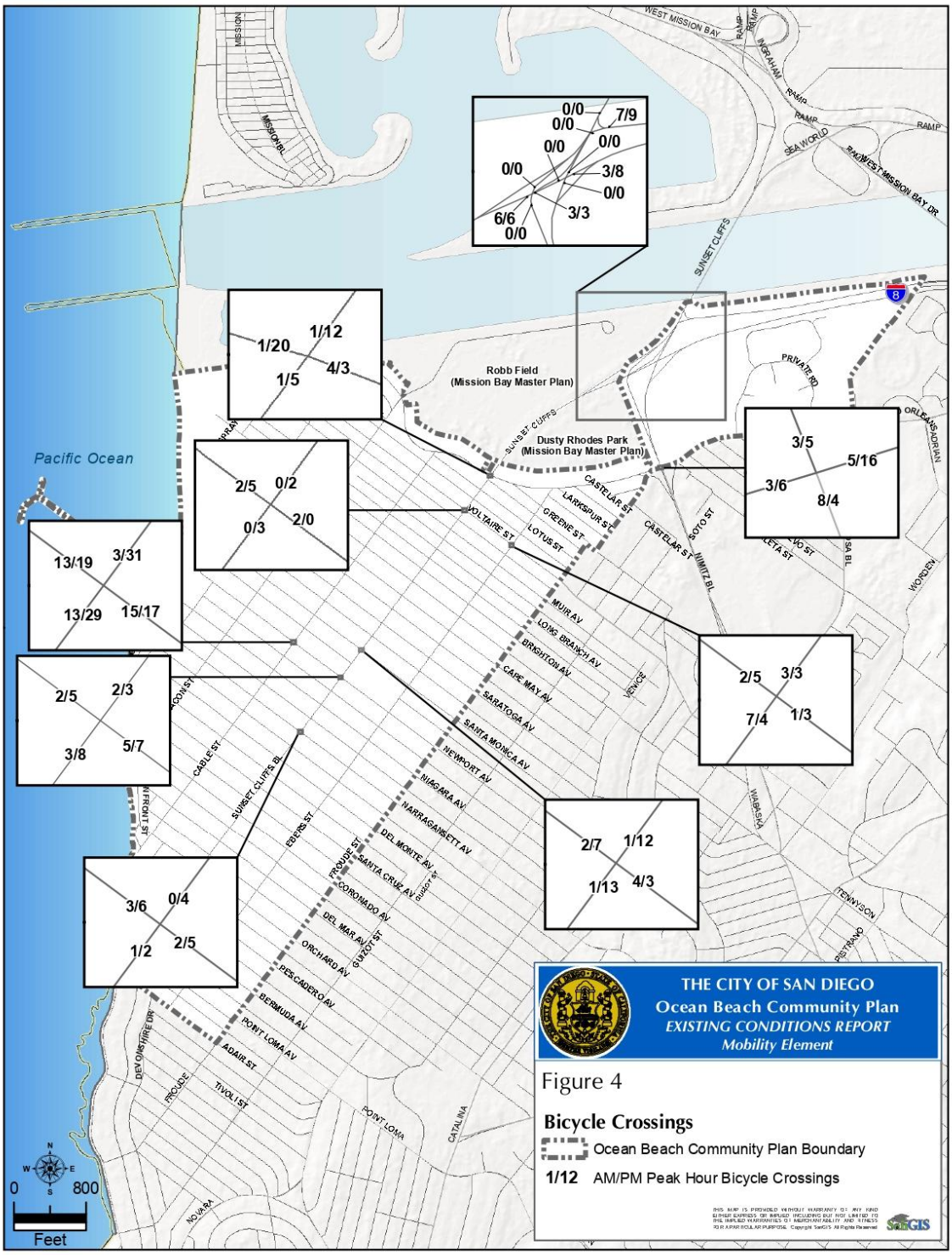
Ocean Beach is a community where bicycles are used extensively. The flat terrain near the beach areas, the grid type street pattern, the high demand for the limited automobile parking, the short distances between destinations within Ocean Beach, and the connection of Ocean Beach bikeways to the citywide system of bikeways are all factors in bicycle usage in this community. Ocean Beach's bikeway system is composed of Class I, II and III bikeways and is shown on Figure 3. All the buses that serve Ocean Beach are equipped with bicycle racks. This accommodates bikers' regional access. The number of bicyclists who crossed at signalized intersections during AM and PM peak hours is shown on Figure 4. The following is description of each classification of bicycle facility.

Class I Bicycle Path
A Class I Bicycle Path is a completely separated right-of-way for the exclusive use of non-motorized vehicles and pedestrians. A Bike Path is provided along the south side of the San Diego River Flood Control Channel, from near the ocean and extending to connect onto the Bicycle Path of Sunset Cliffs Boulevard. Another Class I facility goes along the south side of the San Diego River Channel from Sunset Cliffs Boulevard eastward for 1.9 miles to Pacific Coast Highway.

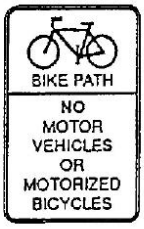
Class II Bicycle Lane
A Class II Bicycle Lane is a painted lane for bicycles, marked between the traffic lane and the curb (if parking is prohibited), or between the traffic lane and parking (if parking is allowed). Special signing is installed to identify this category. Sunset Cliffs Boulevard and Nimitz Boulevard have Bicycle Lanes between Interstate 8 and West Point Loma Boulevard.

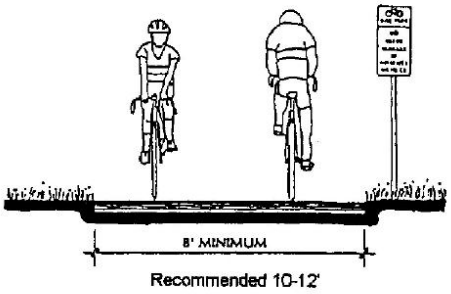
Class III Bicycle Route
A Class III Bicycle Route is a non-exclusive street route, shared with vehicles which is designated as a preferred bicycle route and identified with special signing. In the north-south directions, Ebers Street, from Point Loma Avenue to West Point Loma Avenue is the main uninterrupted route. Connectivity to Peninsula is provided via West Point Loma Avenue, which connects to the Bike Lane on Nimitz Boulevard. On the west side of the community, the Bicycle Route zigzags through short segments of many streets to connect Sunset Cliffs Boulevard to Bacon Street. The main uninterrupted east-west Bicycle Route in the community is on Voltaire Street, between Ebers Street and Spray Street, connecting to the Bike Path south of San Diego River. Portions of Abbot Street, Bacon Street, Cable Street, Ebers Street, Sunset Cliffs Boulevard, and Voltaire Street are examples of roadways which have Bike Routes. Figure 5 illustrates each of these classes.


MISSION BAY PARK
Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
Pacific Ocean
THE CITY OF SAN DIEGO
Ocean Beach Community Plan
EXISTING CONDITIONS REPORT
Mobility Element
Figure 3
Bikeway System
Bikeway Classifications
Class I (Bike Path)
Class II (Bike Lane)
Class III (Bike Route)
Ocean Beach Community Plan Boundary
0
800
Feet

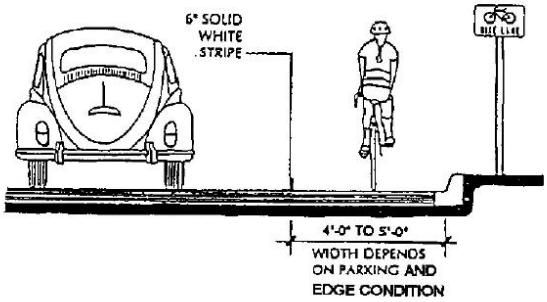

THE CITY OF SAN DIEGO
Ocean Beach Community Plan
EXISTING CONDITIONS REPORT
Mobility Element
Figure 4
Bicycle Crossings
Ocean Beach Community Plan Boundary
1/12 AM/PM Peak Hour Bicycle Crossings
Pacific Ocean
Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
0/0 7/9
0/0
0/0 0/0
0/0 3/8
0/0
6/6 3/3
0/0
1/20 1/12
1/5 4/3
2/5 0/2
0/3 2/0
13/19 3/31
13/29 15/17
2/5 2/3
3/8 5/7
3/6 0/4
1/2 2/5
2/5 3/3
7/4 1/3
2/7 1/12
1/13 4/3
3/5 5/16
3/6 8/4
0 800
Feet

Class I Bike Path

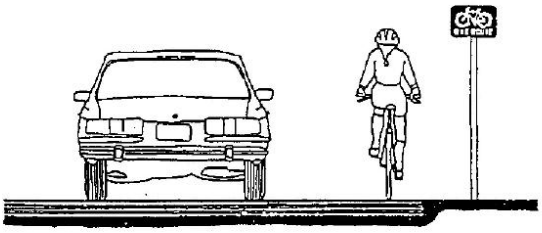




Class II Bike Lane



Class III Bike Route



THE CITY OF SAN DIEGO
Ocean Beach Community Plan
EXISTING CONDITIONS REPORT
Mobility Element

Figure 5
Bikeway Classifications

Collisions

The bicycle-related collisions in the community are analyzed based on various factors. A comparison is made for each of the factors between the community and the city-wide average. Table 2 includes the comparison summary.

Table 2: Bicycle-Involved Crash Data (2003-2007)

	Ocean Beach		Citywide	
	Crashes	%	Crashes	%
Total Crashes	64	3	2,163	100
Crashes Normalized by 1,000 Population *	0.92		0.32	
Location Type				
Alley	0	0	15	0
Intersection	33	50	973	45
Midblock	26	42	1,065	49
Other	5	8	107	4
Top Primary Causes				
Bike at Fault	11	17	433	20
Left-turn Didn't Yield	7	11	0	0
Improper Start	8	12	172	8
Unsafe Movement – Right-turn	0	0	272	12
Age Group				
Under 16	10	15	454	21
16 – 65	51	79	1,593	75
65 and Over + Other	2	3	57	2
Other	1	1	27	1
Lighting Type				
Dark/Dusk/Dawn	16	25	477	22
Daylight	48	75	1,680	77
Foggy/Smoky/Unknown	0	0	3	1

* Year 2007 population estimates were used for this calculation.

The community-wide 64 bicycle collisions between 2003 and 2007, is about 2.9 times city-wide rate when normalized for 1,000 residents. This higher rate can be attributed to the popularity of bicycle use in the area that is more than city-wide average. Also, especially in summer time, the area beaches are enjoyed by a high number of visitors. As indicated in the section on pedestrians, there were about 494,800 Ocean Beach visitors in July of 2007.

PUBLIC TRANSIT

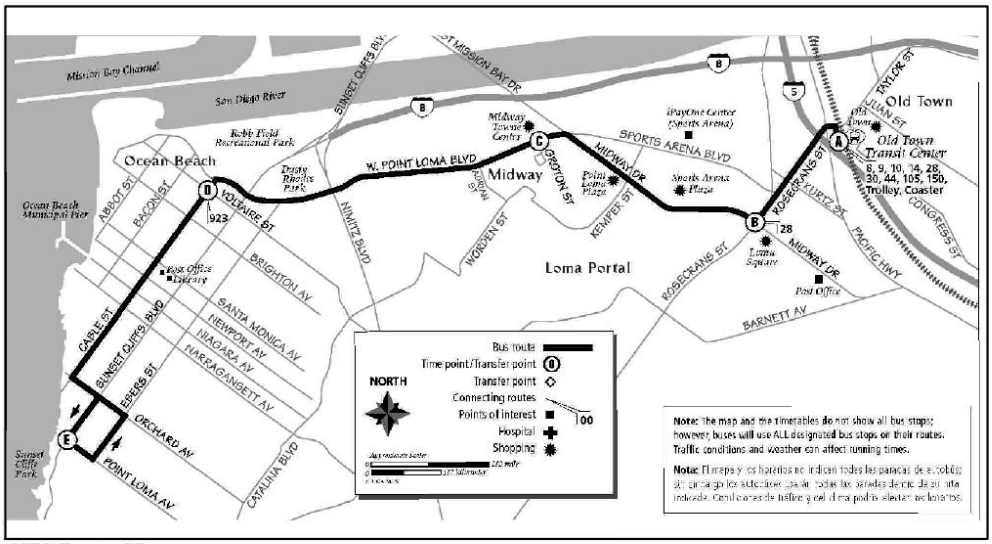
Ocean Beach is currently served by Metropolitan Transit System (MTS) Bus Routes 35 and 923. A detailed description of these services is presented in this section.

Route 35
MTS Route 35, depicted on Figure 6, extends from the Old Town Transit Center to the intersection of Point Loma Avenue and Sunset Cliffs Boulevard in Ocean Beach. The Old Town Transit Center provides regional access to the COASTER, San Diego Trolley Blue and Green Lines, and MTS Routes 8, 9, 10, 14, 28, 30, 44, 105, and 150. From Old Town, the outbound Route 35 goes through the Midway community via Rosecrans Street, Midway Drive and West Point Loma Boulevard, where it enters Ocean Beach. From West Point Loma Boulevard, Route 35 follows Cable Street to Orchard Avenue to Sunset Cliffs Boulevard to Point Loma Avenue. The return trip continues from Point Loma Avenue to Ebers Street to Orchard Avenue to Cable Street where it then follows the outbound route back to Old Town. The Ocean Beach post office and library are served by this line.

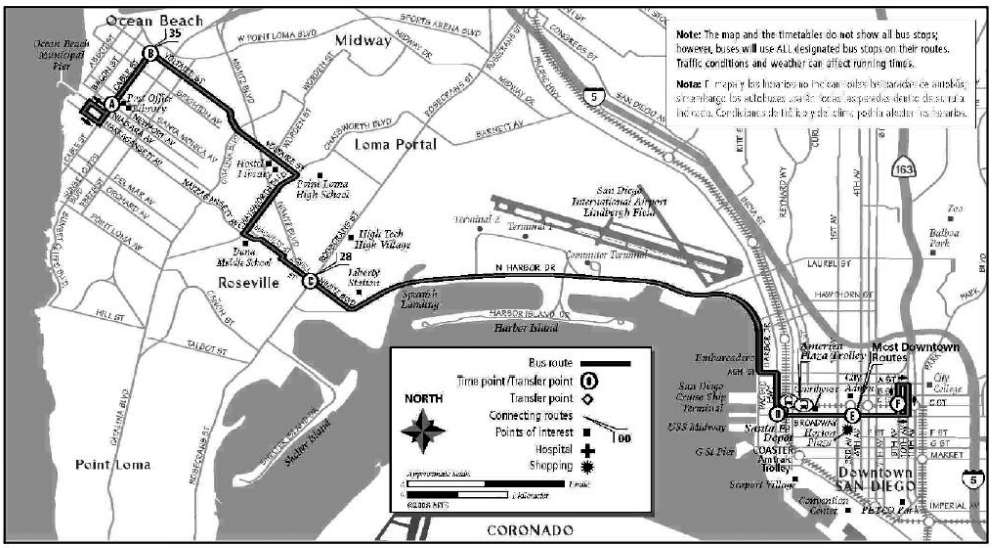
Route 35 weekday service spans from approximately 5:00 AM to 11:00 PM with 35 trips in each direction at approximately 30-minute headways and 23-33 minute travel times. Weekend and holiday service spans from approximately 7:00 AM to 11:00 PM with 33 inbound trips (from Ocean Beach to Old Town) and 32 outbound trips (from Old Town to Ocean Beach) at 30-minute headways and 22-30 minute travel times. Schedule timetables for Route 35 are included in Appendix A. All buses that serve this route are equipped with wheelchair lift or ramp service and bicycle racks.

Route 923
MTS Route 923, also depicted on Figure 6, extends from downtown San Diego to the intersection of Cable Street and Newport Avenue in Ocean Beach providing access to San Diego International Airport, Santa Fe Depot with connections to Amtrak, the COASTER, San Diego Trolley Blue and Orange Lines; and other MTS routes that connect in downtown. From downtown, Route 923 goes through the Peninsula community via Broadway, Pacific Highway, Harbor Drive, North Harbor Drive, Nimitz Boulevard, McCaulay Street, Chatsworth Boulevard and Voltaire Street where it enters Ocean Beach. From Voltaire Street, Route 923 follows Cable Street to Niagara Avenue where it makes a loop via Bacon Street and Narragansett Avenue back onto Cable Street for the return trip to downtown. The Ocean Beach Post Office and Library are served by this route.

Route 923 weekday service spans from approximately 5:15 AM to 11:00 PM with 32 trips in each direction at 30-minute headways until 8:00 PM when headways become hourly, and 34-48 minute travel times. Weekend and holiday service spans from approximately 6:15 AM to 11:00 PM with 17 trips in each direction at 60-minute headways and 33-45 minute travel times. Schedule timetables for Route 923 are included in Appendix B. All buses that serve this route are equipped with wheelchair lift or ramp service and bicycle racks.



MTS Route 35



MTS Route 923

THE CITY OF SAN DIEGO
Ocean Beach Community Plan
EXISTING CONDITIONS REPORT
Mobility Element

Figure 6

Bus Routes 35 and 923 Service

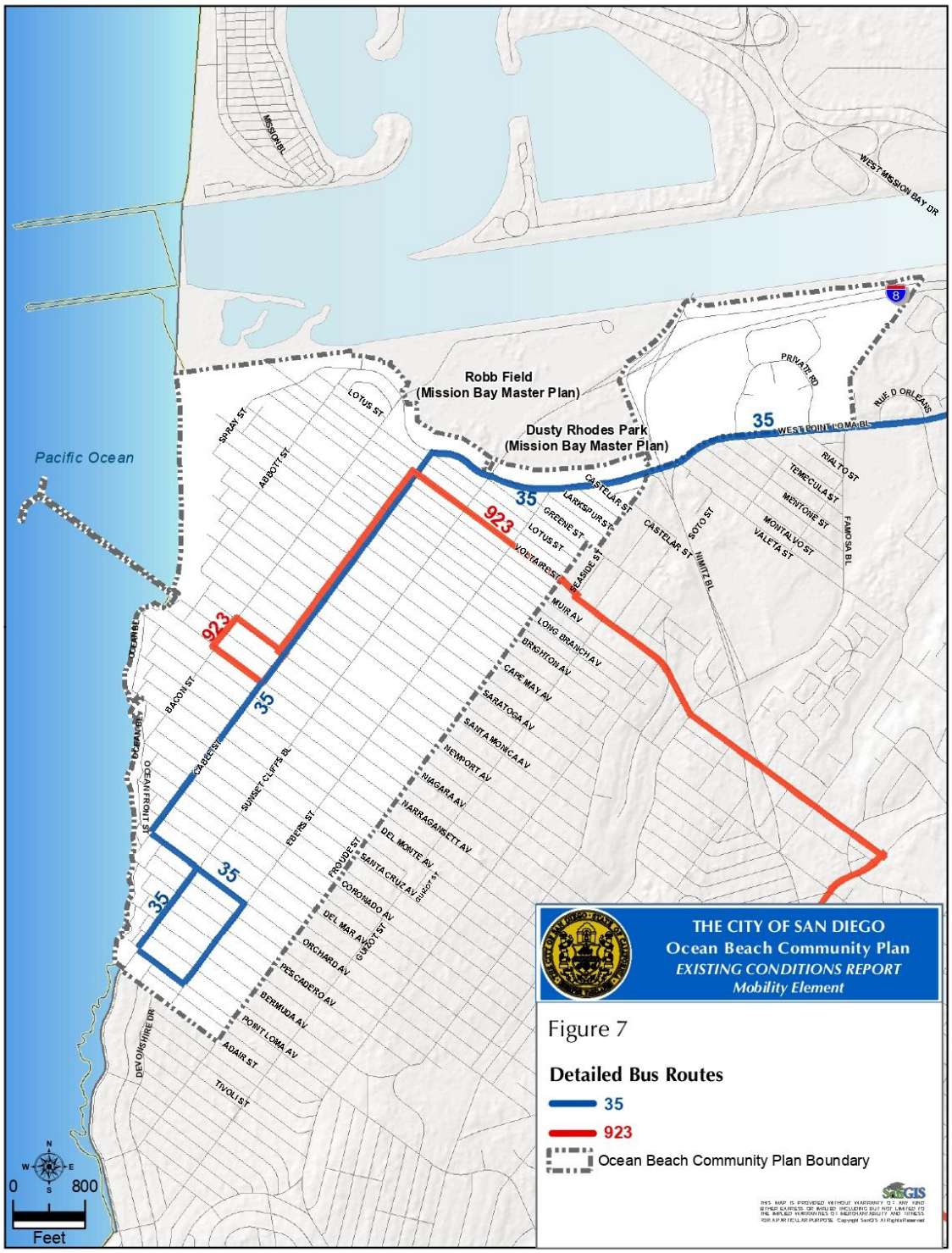
Transit Ridership Counts
Transit ridership data was provided by SANDAG and MTS. At the time of data collection, Route 35 had approximately 840 and Route 923 had approximately 550 daily weekday riders whose trips originated or ended in Ocean Beach. Detailed route alignment for MTS service in Ocean Beach is illustrated on Figure 7. A summary of transit stop use within Ocean Beach based on information collected in Fiscal Year 2006 for Route 35 and Fiscal Year 2007 for Route 923 is presented on Figure 8. Since the time of data collection, Routes 35 and 923 were changed as part of an MTS system-wide transit service restructuring; therefore data is not available for all existing transit stops and doesn't fully reflect the current service. However, these counts still provide a good indication of the level of passenger activity along the routes. Locations with the most passenger activity were:

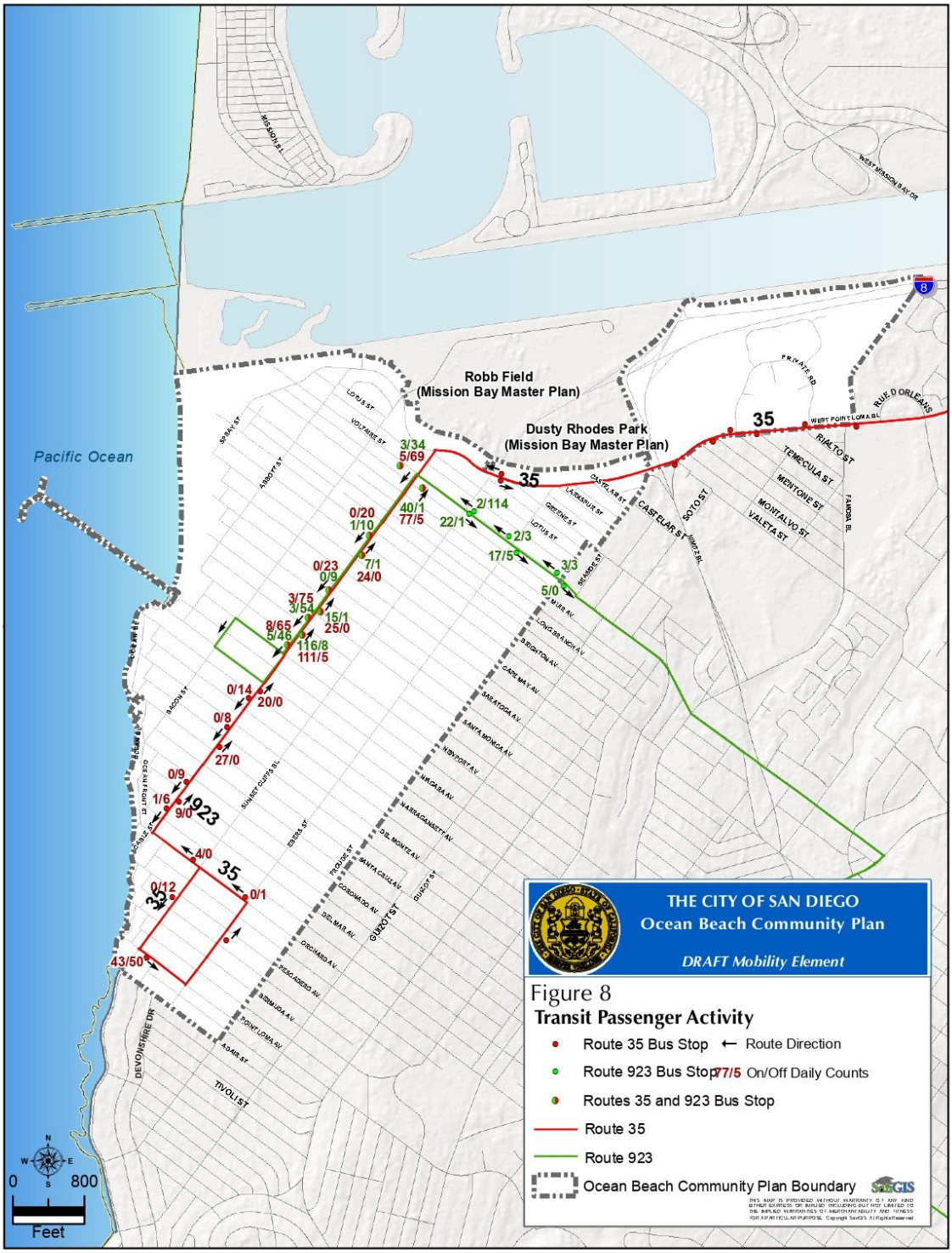
- Cable Street and Newport Avenue with 364 boardings (ons) and alightings (offs)
- Cable Street and Voltaire Street with 223 boardings and alightings
- Cable Street and Santa Monica Avenue with 176 boardings and alightings
- Point Loma Avenue and Sunset Cliffs Blvd with152 boardings and alightings

Tables from the SANDAG Transit Passenger Counting Program showing passenger activities for each of the routes in their entirety and in more detail, including utilization of the services by time of day, are included in Appendix C for Route 35 and in Appendix D for Route 923.

Bus Stops
There are a total of 29 bus stops in Ocean Beach with a spacing of approximately every two blocks. Route 35 serves 23 stops and Route 923 serves 14 stops, with both routes serving 9 stops on Cable Street. An inventory of bus stops including a photograph and information on the routes served, number of daily boardings and alightings, and presence of shelter, seating, lighting, trash receptacles, and concrete pad is provided in Appendix E. Fifteen of the 29 stops that serve Ocean Beach have one or two benches; twenty-two have lighting (nearby street lighting); seven have permanent trash receptacles; and two have a concrete pad or concrete street. Concrete pads prolong the life of the street by protecting it from the wear and tear of repeated bus decelerations and accelerations, which can cause asphalt heaving over time.

Stop and Operations Assessment
The primary deficiency for bus stops in the community is the inconsistency of amenities. The bus stop inventory found that no bus stops currently have shelters/kiosks and several stops do not have benches, lighting, and/or trash receptacles. The stops with the highest number of boardings, such as Cable Street and Newport Avenue, and Cable Street and Voltaire Street have the highest number of amenities. Based on providing a strong profile for public transit in the community and considering the passenger activity at individual bus stops, a list of deficiencies was developed in consultation with MTS staff. Table 2 presents the deficiencies identified for bus stops in Ocean Beach.


Pacific Ocean
Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
WEST MISSION BAY DR
MISSION BL
PRIVATE RD
RUE D ORLEANS
WEST POINT LOMA BL
RIALTO ST
TEMECULA ST
MENTONE ST
MONTALVO ST
VALETA ST
FAMOSA BL
CASTELAR ST
SOTO ST
NIMITZ BL
LOTUS ST
SHARP ST
ABBOTT ST
LARKSPUR ST
GREENE ST
VOLTAIRE ST
SEASIDE ST
MUIR AV
LONG BRANCH AV
BRIGHTON AV
CAPE MAY AV
SARATOGA AV
SANTA MONICA AV
NEWPORT AV
NIAGARA AV
NARRAGANSETT AV
DEL MONTE AV
SANTA CRUZ AV
CORONADO AV
DEL MAR AV
ORCHARD AV
PESCADERO AV
BERMUDA AV
POINT LOMA AV
ADAIR ST
TIVOLI ST
DEVONSHIRE DR
OCEANFRONT ST
BACON ST
CABRILLO ST
SUNSET CLIFFS BL
EBERS ST
PROUDFIT ST
GUIJOT ST
35
923
N
W
E
S
0
800
Feet
THE CITY OF SAN DIEGO
Ocean Beach Community Plan
EXISTING CONDITIONS REPORT
Mobility Element
Figure 7
Detailed Bus Routes
35
923
Ocean Beach Community Plan Boundary


Pacific Ocean
Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
35
923
3/34
5/69
40/1
77/5
2/114
22/1
2/3
17/5
3/3
5/0
0/20
1/10
7/1
24/0
0/23
0/9
3/75
3/54
15/1
25/0
8/65
5/46
116/8
111/5
0/14
20/0
0/8
27/0
0/9
1/6
9/0
4/0
0/12
0/1
43/50
THE CITY OF SAN DIEGO
Ocean Beach Community Plan
DRAFT Mobility Element
Figure 8
Transit Passenger Activity
Route 35 Bus Stop ← Route Direction
Route 923 Bus Stop 77/5 On/Off Daily Counts
Routes 35 and 923 Bus Stop
Route 35
Route 923
Ocean Beach Community Plan Boundary
0
800
Feet

Additionally, although it is a maintenance issue, Cable Street is in need of resurfacing to address cracking and potholes to improve the quality of the ride and the experience for bus riders.

Operational Issues
Ocean Beach transit services provide good regional connectivity due to their connections to Old Town Transit Center and downtown. They also provide good local connectivity by serving the community public facilities and commercial areas. Most of the community is within one-quarter mile of a transit stop with the maximum distance to a transit stop of approximately 2,000 feet for just a small residential area of the community.

Operational issues contribute to delays and affect the quality of transit service. Based on field observations and in consultation with MTS staff the following location was determined to adversely impact transit travel times:

- West Point Loma Boulevard at Nimitz Boulevard outbound (westbound) – Buses experience delays on westbound West Point Loma Blvd at Nimitz Boulevard as a result of congestion and queuing, especially during the evening peak period. This intersection approach has one left-turn, one through, and one right-turn lane. Traffic queues in the center through lane, especially during the evening peak period.

Transit operating conditions outside the community, such as on Midway Drive also impact travel times to and from Ocean Beach.

VEHICULAR TRAFFIC

This section addresses movements of vehicles in the community.

Daily Traffic Volumes
Mechanical traffic counters are used to quantify the number of vehicles that utilize a street segment. Counts are recorded by each direction in 15-minute increments. Due to the seasonal nature of the area, traffic data collection typically takes place in June. To learn about the off-season traffic conditions of the community, traffic counts were made in January of 2008.

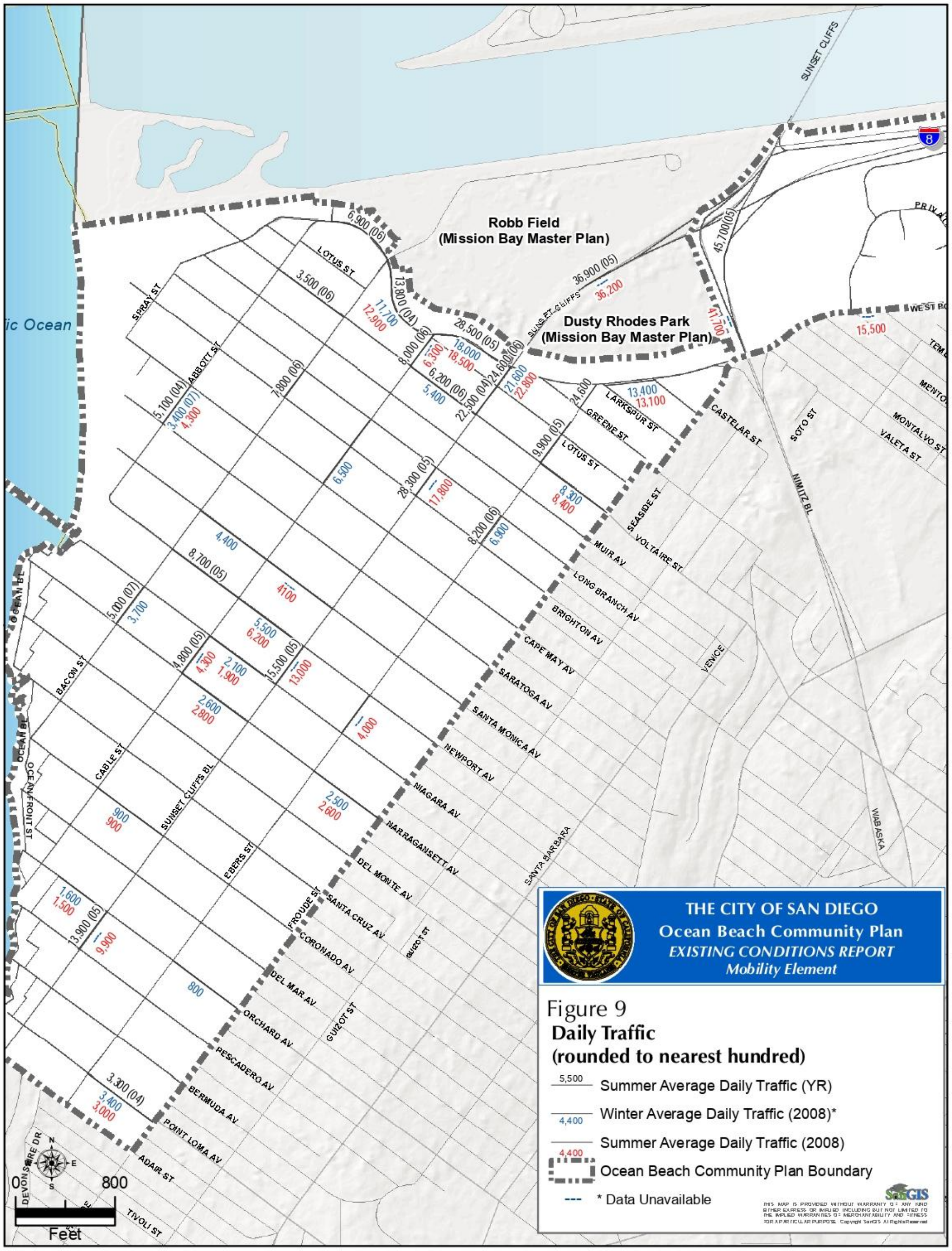
Figure 9 depicts the daily traffic in Ocean Beach. The average daily traffic (ADT) for winter 2008 is the result of two days of counts made in January. In this figure, former summer counts are shown with the respective years that they were made, along with July 2008 counts. The traffic counts taken in June of 2005 for Sunset Cliffs Boulevard, between Nimitz Boulevard and West Point Loma Boulevard, indicate that about 18,500 vehicles travel from the community toward I-8, and approximately 18,300 vehicles travel toward Ocean Beach, for a total of 36,800. The counts done in summer of 2008 show a reduction of 600 vehicles on this segment.

Table 3: Bus Stop Deficiencies

Existing Bus Stop (direction)*	Shelter	Bench	Lighting	Trash Container	Concrete Pad #	Sidewalk Concrete
W. Pt. Loma at Nimitz (IB)	X			X		
Cable at Voltaire (IB)	X					
Cable at Voltaire (OB)				X		
Cable at Brighton (OB)						X
Cable at Cape May (IB)			X			
Cable at Saratoga (OB)						X
Cable at Santa Monica (IB)		X				
Cable at Newport (IB)	X					
Cable at Narragansett (IB)		X	X			X
Cable at Narragansett (OB)						X
Cable at Santa Cruz (IB)			X			
Cable at Coronado (OB)						X
Cable at Del Mar (IB)		X	X			
Pt. Loma at Sunset Cliffs (both)			X			
Ebers at Pescadero (IB)						X
Orchard at Sunset Cliffs (IB)			X			
Voltaire at Ebers (IB)	X					

* IB = Inbound (from Ocean Beach to Old Town or downtown)
OB = Outbound (from Old Town or downtown to Ocean Beach)
\# No deficiency was identified

The morning peak hour towards the freeway system is at 7:30 and the afternoon peak hour towards the community is at 5:45. Figures 10a and 10b detail15-minute traffic counts for morning and afternoon peak periods for both directions of Sunset Cliffs Boulevard, between Nimitz Boulevard and West Point Loma Boulevard. As illustrated on Figure 10a, the southbound traffic between 11:00 AM and 1:00 PM, is more evenly distributed in each 15-minute interval. The peak two-hour traffic in the PM, is more even in the northbound direction than the southbound direction. The traffic volumes on Sunset Cliffs Boulevard decrease further south to 15,500, between Newport Avenue and Niagara Avenue, and to 13,900, between Orchard Avenue and Pescadero Avenue.


THE CITY OF SAN DIEGO
Ocean Beach Community Plan
EXISTING CONDITIONS REPORT
Mobility Element
Figure 9
Daily Traffic
(rounded to nearest hundred)
Summer Average Daily Traffic (YR)
Winter Average Daily Traffic (2008)*
Summer Average Daily Traffic (2008)
Ocean Beach Community Plan Boundary
* Data Unavailable
Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
Pacific Ocean
LOTUS ST
SPRAY ST
ABBOTT ST
LARKSPUR ST
GREENE ST
CASTELAR ST
SOTO ST
NIMITZ BL
SEASIDE ST
VOLTAIRE ST
MUIR AV
LONG BRANCH AV
BRIGHTON AV
CAPE MAY AV
SARATOGA AV
SANTA MONICA AV
NEWPORT AV
NIAGARA AV
NARRAGANSETT AV
DEL MONTE AV
SANTA CRUZ AV
CORONADO AV
DEL MAR AV
ORCHARD AV
PESCADERO AV
BERMUDA AV
POINT LOMA AV
ADAIR ST
TIVOLI ST
BACON ST
CABLE ST
SUNSET CLIFFS BL
EBERS ST
FROUDE ST
GUIZOT ST
OCEAN FRONT ST
MONTALVO ST
VALETA ST
VENICE
SANTA BARBARA
WABASKA
SUNSET CLIFFS
0
800
Feet

As can be expected, summer counts, especially at the community entrances, around the beach, and at commercial areas, are higher than winter. For example, West Point Loma Boulevard, west of Sunset Cliffs Boulevard, has an ADT of 18,000 in winter. The same location registered a daily traffic of 28,500 in summer of 2005. Due to the economic conditions and higher fuel costs, the summer or 2008 count for this location was 18,500. Also, the traffic count in summer of 2006 for Sunset Cliffs Boulevard, just south of West Point Loma Boulevard was 1,800 more than the traffic count for summer of 2008. Figure 11 illustrates the daily traffic volumes for both directions of West Point Loma Boulevard, between Cable Street and Sunset Cliffs Boulevard. This is one of the main gateways to the community. As is shown on the figure, the typical summer traffic is always higher than winter traffic, for both directions. Also, the trend in increase and decrease of traffic volumes throughout the day for both seasons are about the same. Figures 12a and 12b are a more detailed illustration of the typical seasonal traffic counts for two peak hours in the morning and two peak hours in the afternoon, for each direction. Again, all summer traffic volumes are higher than winter in each 15-minute counts for both directions.

Winter counts in 2009 were done for the purpose of seasonal comparisons. The following locations registered lower average daily traffic in summer, than in winter:

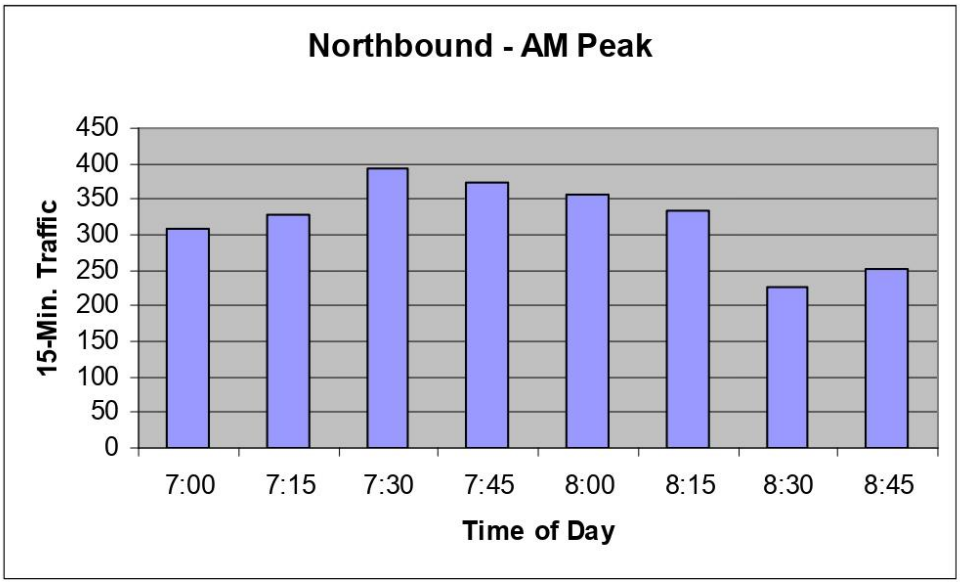
- Niagara Avenue, between Sunset Cliffs Boulevard and Cable Street
- Orchard Avenue, between Sunset Cliffs Boulevard and Cable Street
- Point Loma Avenue, between Froude Street and Ebers Street
- West Point Loma Boulevard, between Castelar Street and Larkspur Street

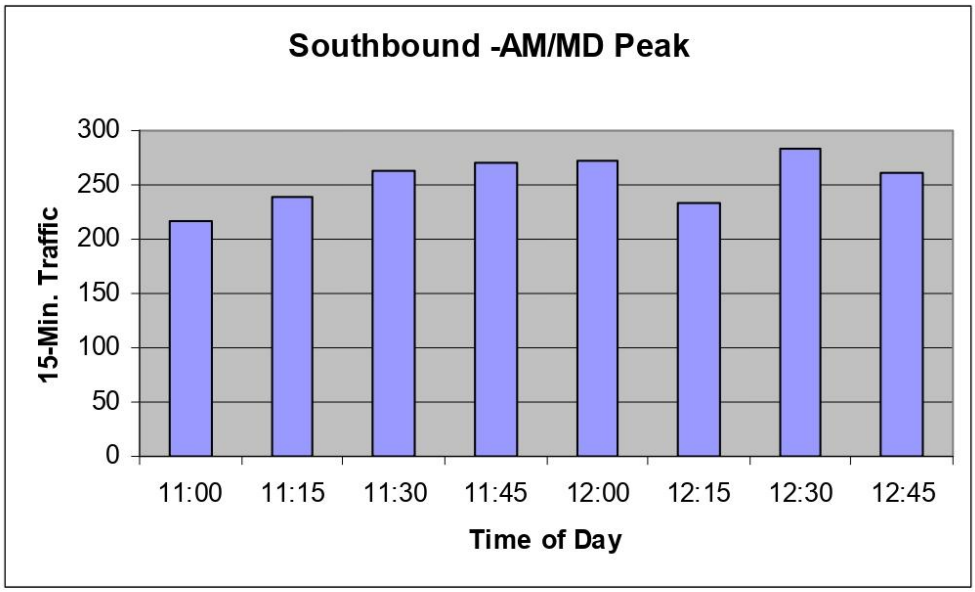
Appendix F includes the daily counts that were taken in the January of 2008. The two-day average of hourly counts is also illustrated. The summer traffic counts are presented in Appendix G, with illustration of hourly counts. As can be seen in the illustrations of traffic volumes, the morning and afternoon peak periods are more spread throughout the day and typical peaks of morning and afternoon hours with significant drops in traffic volumes during off peak periods are not experienced in the area.

Functional Street Classifications

Roadways have different designations, depending on their respective functions. The ascending order of a roadway classification system in a community is from Local Street to Primary Arterial. Freeways are the highest roadway classification that provide regional access to communities.

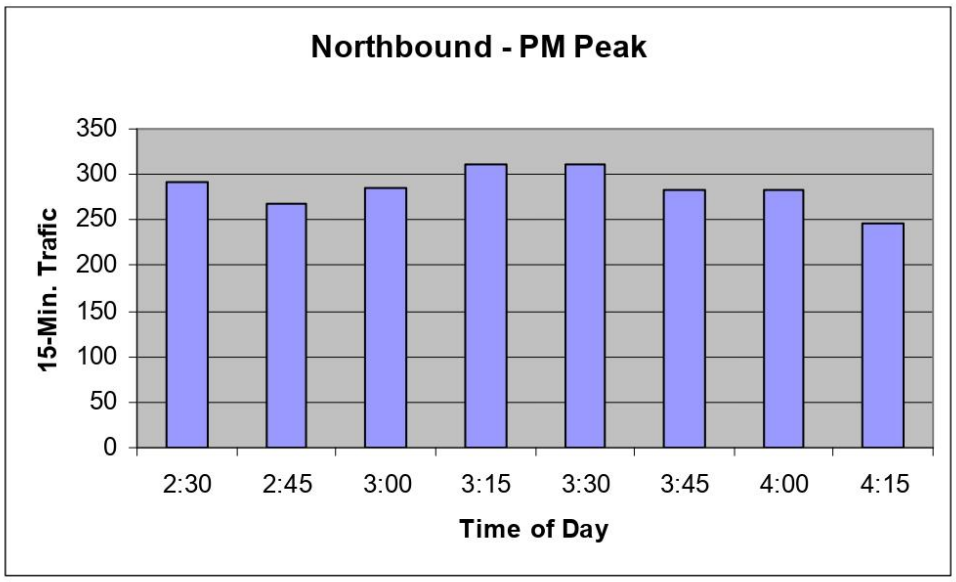
Local Streets provide access to dwelling units. These streets feed into Collector Streets; Collector Streets in turn feed into Major Streets. These streets serve various land uses. Major Streets are typically 4-lane facilities that are divided by painted or raised median. Primary Arterials are next in the classification hierarchy and are at least 4 lanes. Land use access is very limited to and from these roadways that typically connect Major Streets to carry the through traffic at high speed.

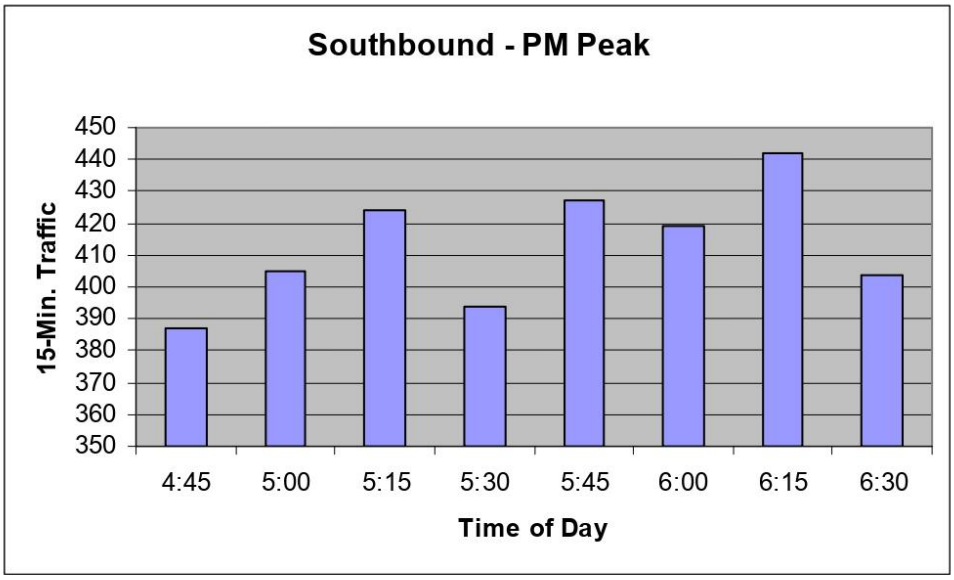




THE CITY OF SAN DIEGO
Ocean Beach Community Plan
EXISTING CONDITIONS REPORT
Mobility Element

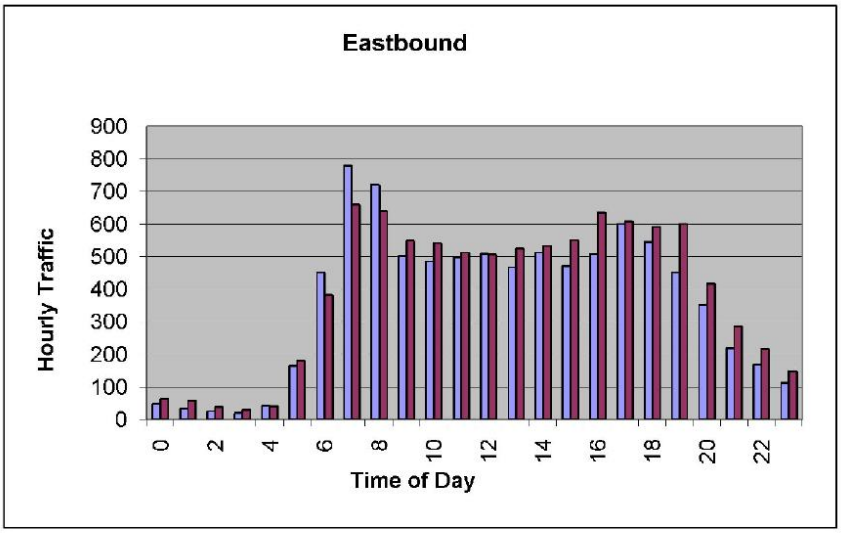
Figure 10a
Peak Period Summer Traffic
Sunset Cliffs Bl.: Nimitz-W. Pt. Loma

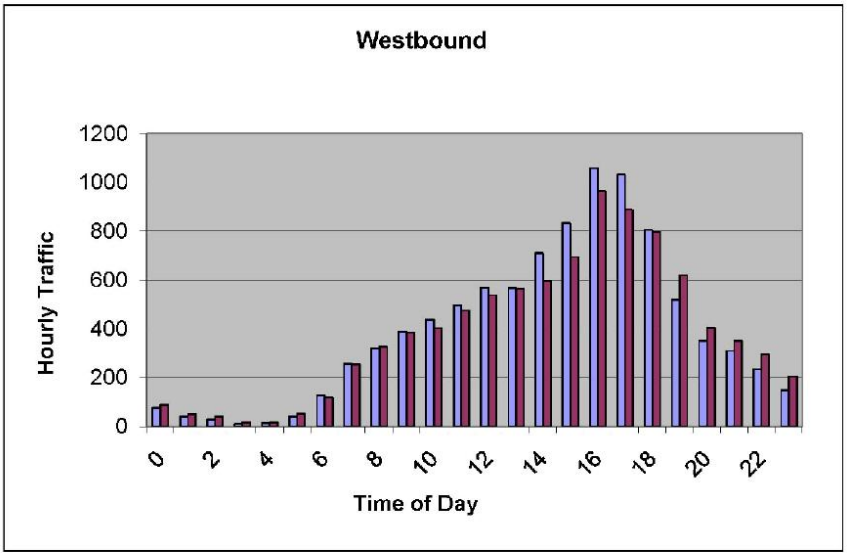




THE CITY OF SAN DIEGO
Ocean Beach Community Plan
EXISTING CONDITIONS REPORT
Mobility Element

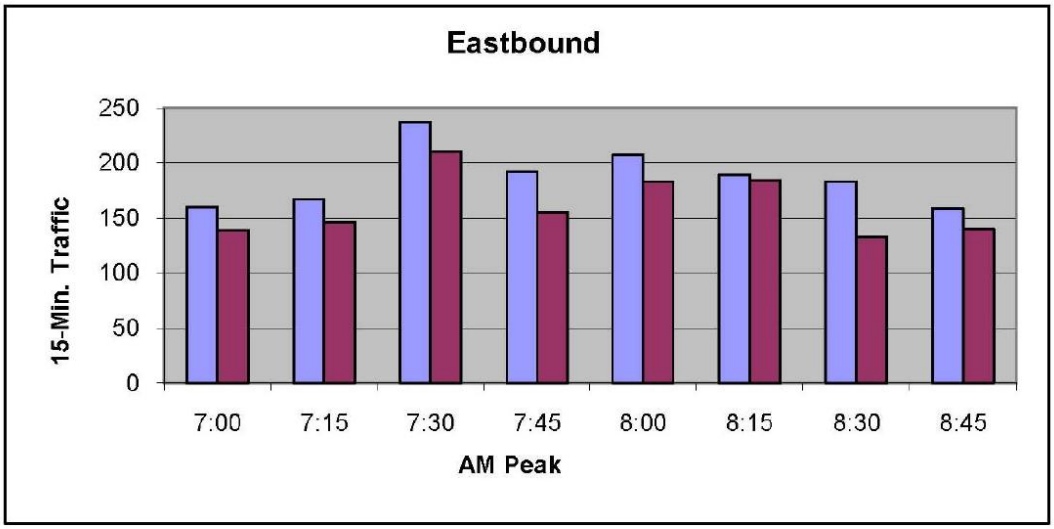
Figure 10b
Peak Period Summer Traffic
Sunset Cliffs Bl.: Nimitz-W. Pt. Loma

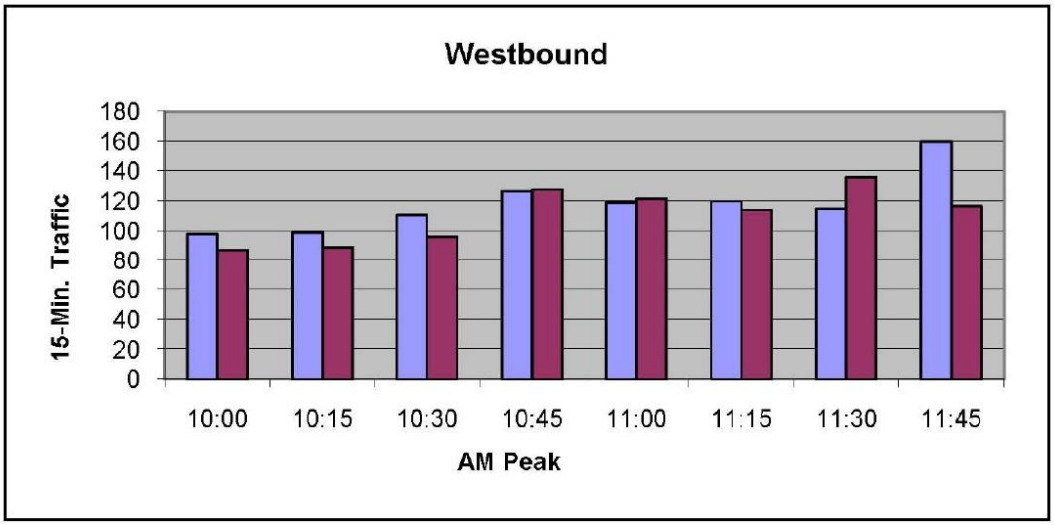




THE CITY OF SAN DIEGO
Ocean Beach Community Plan
EXISTING CONDITIONS REPORT
Mobility Element

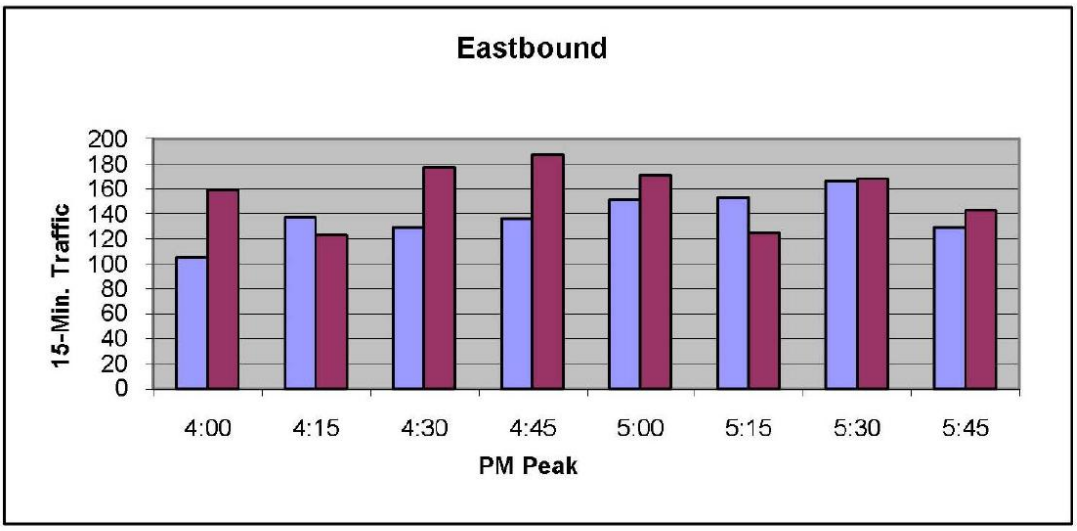
Figure 11
Daily Seasonal Traffic Comparison
W. Pt. Loma Bl.: Cable-Sunset Cliffs
Winter
Summer

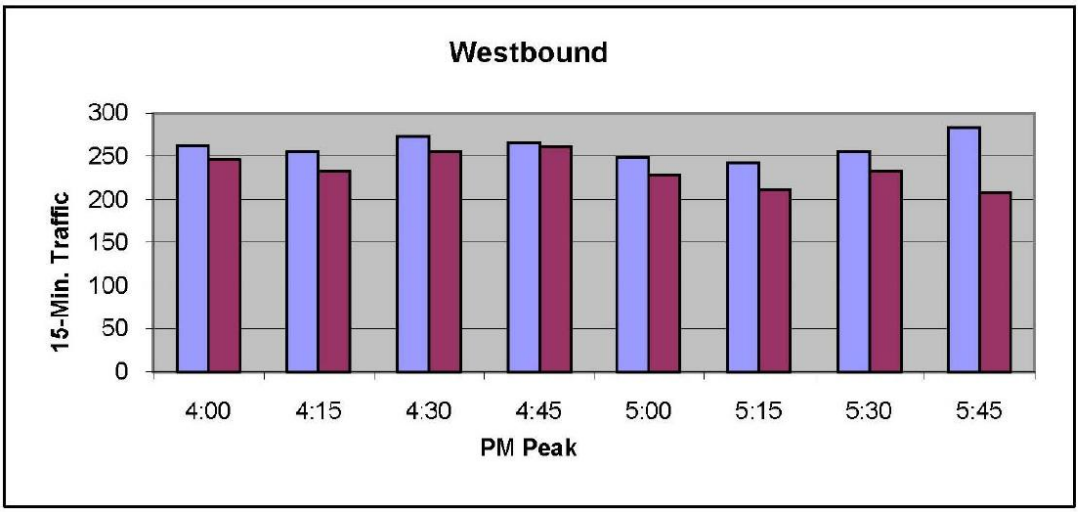




THE CITY OF SAN DIEGO
Ocean Beach Community Plan
EXISTING CONDITIONS REPORT
Mobility Element

Figure 12a
Peak Period Seasonal Comparison
West Pt. Loma Bl.: Cable-Sunset Cliffs
Winter
Summer





THE CITY OF SAN DIEGO
Ocean Beach Community Plan
EXISTING CONDITIONS REPORT
Mobility Element

Figure 12b
Peak Period Seasonal Comparison
West Pt. Loma Bl.: Cable-Sunset Cliffs
Winter
Summer

Figure 13 illustrates the Functional Street Classifications in Ocean Beach. Because this is an older urbanized area with many narrow roadways, some of the streets are functioning above their desired level of service due to carrying high traffic volumes. As indicated above, a Major Street is typically a 4-lane divided roadway, but 2-lane roadways such as Sunset Cliffs Boulevard, and segments of West Point Loma Boulevard and Voltaire Street are designated as Major Streets due to their function and the traffic volumes that they carry.

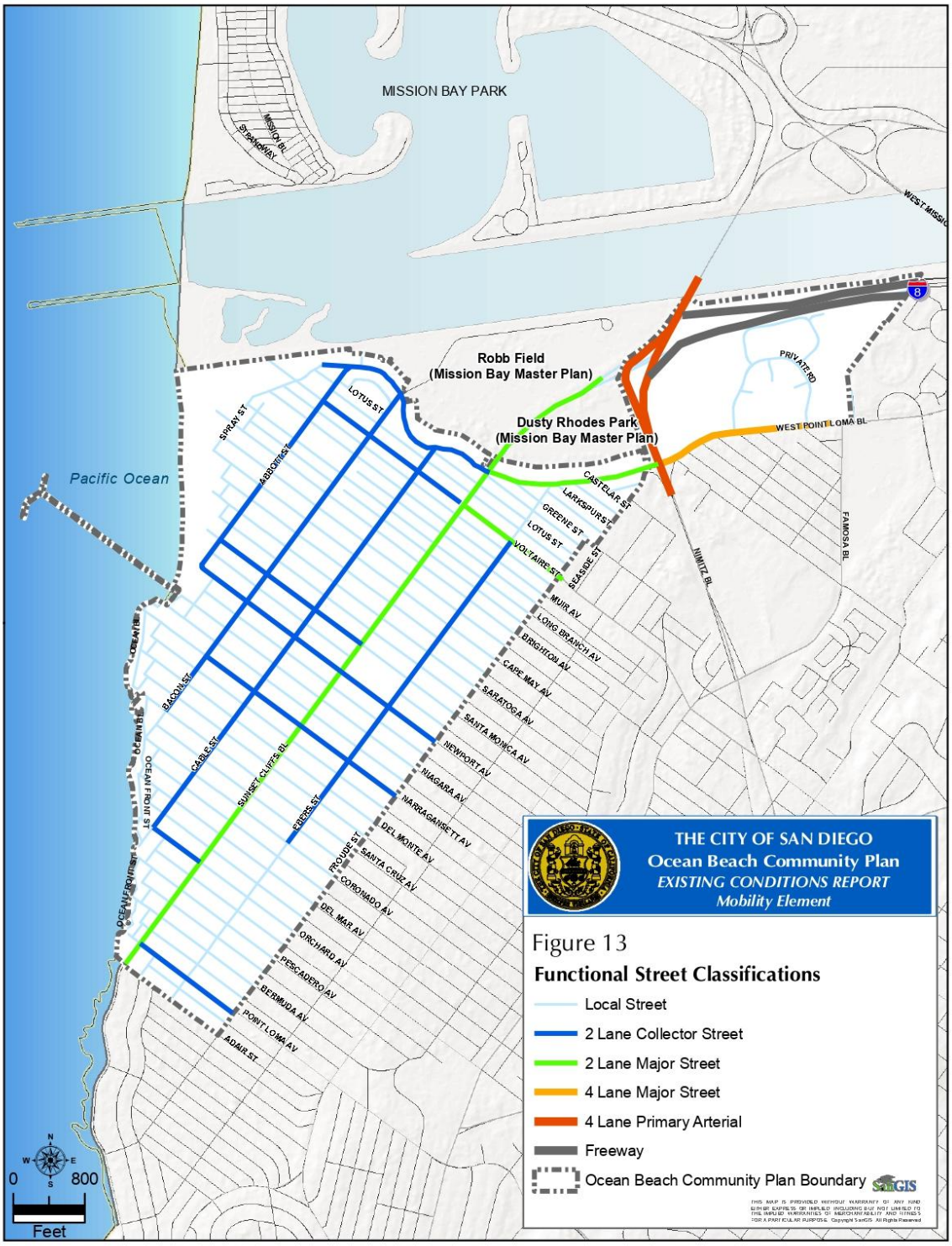
The following is a description of the classified streets in this community. It should be noted that only a segment of a street may be classified, and that the classification may change in different segments. The streets or segments that are not described are Local Streets.

Abbott Street, between Newport Street and West Point Loma Boulevard
This is a 2-Lane Collector Street with northeast-southwest alignment. It is 40' wide and has 60' of right-of way. The segment between Cape May Avenue and Saratoga Avenue registered a daily count of 5,090 in summer of 2004, 4,300 in summer of 2008, and 3,400 in winter of 2007.

Bacon Street, between Santa Cruz Avenue and West Point Loma Boulevard
This is a 2-Lane Collector Street with northeast-southwest alignment. It is 40' wide and has 60' of right-of-way between Brighton Avenue and West Point Loma Boulevard, and narrows to 36' south of Brighton Avenue. Right-of-way remains the same. The segment between Brighton Avenue and Long Branch Avenue registered daily traffic counts of 6,500 in summer of 2003, and 7,810 in summer of 2006. The segment between Narragansett Avenue and Niagara Avenue registered 5,000 vehicles in summer of 2007, and 3,700 vehicles in winter of 2008.

Cable Street, between Orchard Avenue and West Point Loma Boulevard
This is a 2-Lane Collector Street with northeast-southwest alignment. It is 40' wide and has 60' of right-of-way between Brighton Avenue and West Point Loma Boulevard, and narrows to 36' south of Brighton Avenue. Right-of-way remains the same. The segment between Narragansett Avenue and Niagara Avenue had a daily traffic of 4,800 in summer of 2005 and 4,300 in summer of 2008. The segment between Voltaire Street and West Point Loma Boulevard had a summer ADT of 6,600 daily traffic in 2003, 8,000 in 2006, and 6,300 in 2008.

Ebers Street, between Coronado Avenue and Voltaire Street
This is a 2-Lane Collector Street with northeast-southwest alignment. It is 40' wide and has 60' of right-of-way between West Point Loma Boulevard and Brighton Avenue, and narrows to 36' south of Brighton Avenue. Right-of-way remains the same. The segment between Brighton Avenue and Long Branch Avenue registered 8,200 vehicles in summer of 2006 and 6,900 in winter of 2008. The summer of 2008 count between Newport Avenue and Niagara Avenue was 4,000.


MISSION BAY PARK
Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
Pacific Ocean
WEST POINT LOMA BL
PRIVATE RD
FAMOSA BL
NIMITZ BL
LOTUS ST
SPRAY ST
ARBOR ST
CASTELAR ST
LARKSPUR ST
GREENE ST
VOLTAIRE ST
SEASIDE ST
MUIR AV
LONG BRANCH AV
BRIGHTON AV
CAPE MAY AV
SARATOGA AV
SANTA MONICA AV
NEWPORT AV
NIAGARA AV
NARRAGANSETT AV
DEL MONTE AV
SANTA CRUZ AV
CORONADO AV
DEL MAR AV
ORCHARD AV
PESCADERO AV
BERMUDA AV
POINT LOMA AV
ADAIR ST
BACON ST
CABLE ST
SUNSET CLIFFS BL
EBERS ST
FROUDE ST
OCEAN FRONT ST
0
800
Feet
THE CITY OF SAN DIEGO
Ocean Beach Community Plan
EXISTING CONDITIONS REPORT
Mobility Element
Figure 13
Functional Street Classifications
Local Street
2 Lane Collector Street
2 Lane Major Street
4 Lane Major Street
4 Lane Primary Arterial
Freeway
Ocean Beach Community Plan Boundary
SanGIS

Narragansett Avenue, between Bacon Street and Froude Street
This is a 2-Lane Collector Street with northwest-southeast alignment. It is 40' wide and has 80' of right-of-way. The winter 2008 traffic counts between Cable Street and Sunset Cliffs Boulevard showed 2,600 vehicles, and 2,800 vehicles in summer. The segment between Ebers Street and Froude Street showed the winter traffic to be 2,500 and the summer traffic 2,600.

Newport Avenue, between Abbott Street and Froude Street
This is a 2-Lane Collector Street with northwest-southeast alignment. It is 52' wide and has 80' of right-of-way. The winter 2008 daily traffic counts between Cable Street and Sunset Cliffs Boulevard showed 5,500 vehicles, and the summer counts were 6,200. The segment between Bacon Street and Cable Street showed 8,700 vehicles utilizing this street.

Orchard Avenue, between Cable Street and Sunset Cliffs Boulevard
This is a 2-Lane Collector Street with northwest-southeast alignment. It is 40' wide and has 80' of right-of-way. In 2008, there were 1,600 vehicles in winter and 1,500 vehicles in summer. The segment between Ebers Street and Froude Street registered 800 vehicles on this block.

Point Loma Avenue, between Froude Street and Sunset Cliffs Boulevard
This is a 2-Lane Collector Street with northwest-southeast alignment. It is 55' wide and has 80' of right-of-way. The winter 2008 average daily traffic is 3,300 between Ebers Street and Froude Street. The summer count in the same segment was 3,300 in 2004 and 3,000 in 2008.

Santa Monica Avenue, between Abbott Street and Sunset Cliffs Boulevard
This is a 2-Lane Collector Street with northwest-southeast alignment. It is 40' to 52' wide and has 80' of right-of-way. The winter 2008 average daily traffic between Bacon Street and Cable Street was 4,400. The segment between Cable Street and Sunset Cliffs Boulevard registered 4,100 vehicles in summer of 2008.

Sunset Cliffs Boulevard, between Adair Street and West Point Loma Boulevard
This is a 2-Lane Major Street with northeast-southwest alignment. It is 40' wide and has 60' of right-of-way between Brighton Avenue and West Point Loma Boulevard, and narrows to 36' south of Brighton Avenue. Right-of-way remains the same. The segment between Lotus Street and West Point Loma Boulevard is one of the entry points to the community. It had a daily traffic volume of 24,600 in summer of 2006. This volume was reduced in summer of 2008 to 22,800. The summer of 2005 had 28,300 daily traffic between Brighton and Long Branch. This traffic volume was significantly reduced to 17,800 in summer of 2008. The daily traffic for summer of 2005 between Newport Avenue and Niagara Avenue was 15,500 and 13,000 in summer of 2008. The segment between Orchard Avenue and Pescadero Avenue had a daily traffic volume of 13,900 in summer of 2005 and was reduced to 9,900 in summer of 2008.

Voltaire Street, between Abbott Street and Froude Street
The segment between Abbott Street and Sunset Cliffs Boulevard is a 2-Lane Collector Street with northwest-southeast alignment that is 52' wide and has 80' of right-of-way. The segment between Cable Street and Sunset Cliffs Boulevard showed 6,200 ADT for summer of 2006 and 5,400 ADT for winter of 2008.

The segment between Froude Street and Sunset Cliffs Boulevard is a 2-Lane Major Street. It is 52' wide and has 80' of right-of-way. The winter 2008 count registered an average daily traffic of 8,000 and the summer count was 8,400.

West Point Loma Boulevard, between Nimitz Boulevard and Spray Street

The segment between Nimitz Boulevard and Sunset Cliffs Boulevard is a 2-Lane Major Street with northeast-southwest alignment. It is 52' wide and has 80' of right-of-way. The winter 2008 counts were made between Castelar Street and Larkspur Street that showed an ADT of 13,400. Summer 2008 counts for the same location was 13,100.

The segment between Spray Street and Sunset Cliffs Boulevard is a 2-Lane Collector Street with varying alignments. It is 52' wide and has 80' of right-of-way. The segment between Bacon Street and Cable Street had an average daily traffic of 11,700 in winter of 2008. The summer count was 12,900 in 2009. This compares with 13,800 vehicle count in summer of 2004.

Street Segment Level of Service (LOS)

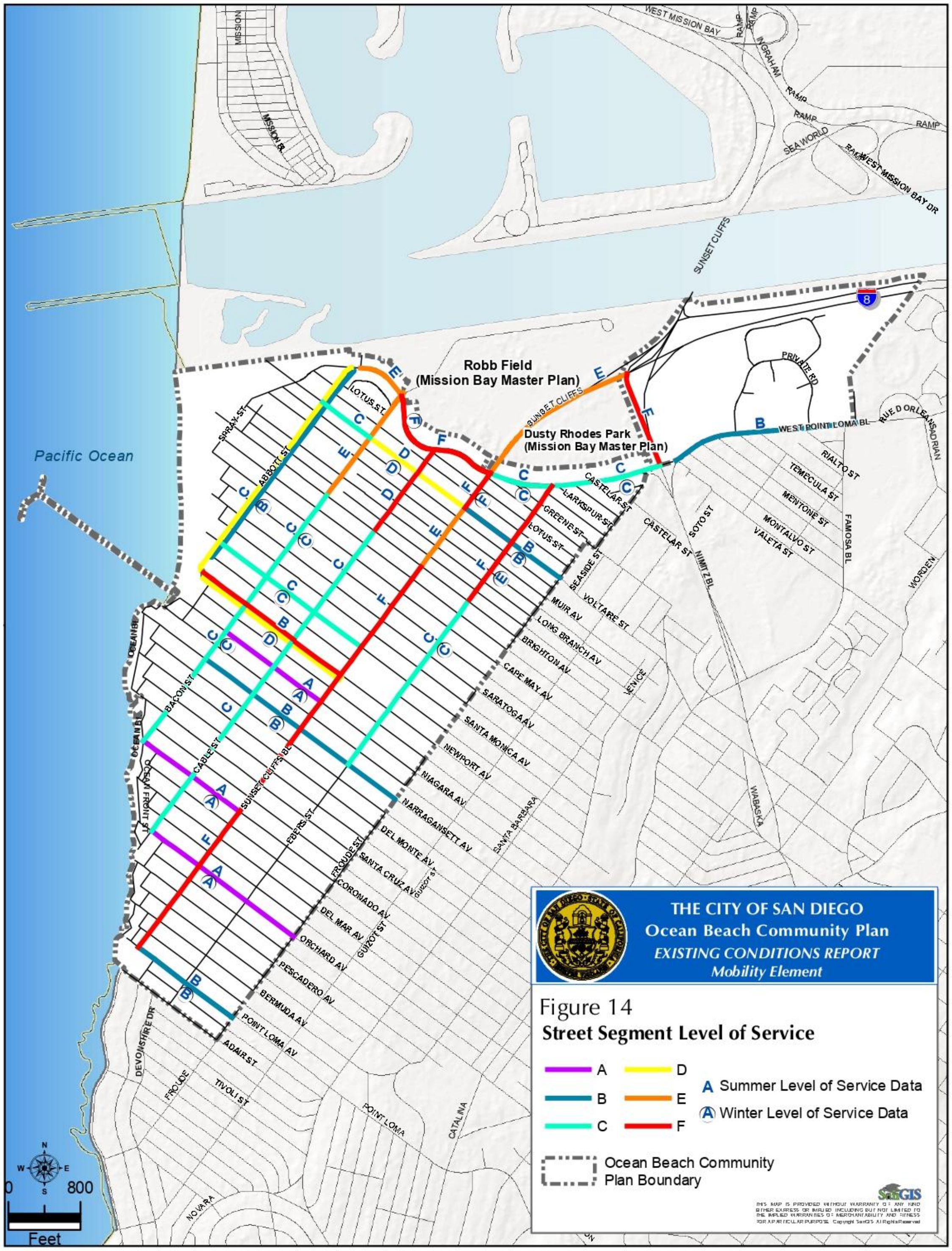
Factors such as increases in the area land use intensity have resulted in additional trips in the community that have caused congestion and long delays, especially on routes to and from I-8. The roadway segment level of service (LOS) is a measure of traffic volume relative to the capacity of the roadway. A letter grade from A through F is used to show the congestion of the roadway. Appendix H provides information on roadway classifications and their respective LOS, depending on the traffic volumes they carry. In urbanized areas of the city, such as Ocean Beach, street segments with levels of service E and F are considered congested and undesirable. There are four street segments within the community that operate at undesirable LOS in winter. These segments are:

- Ebers Street, between Brighton Avenue and West Point Loma Boulevard
- Sunset Cliffs Boulevard, between Voltaire Street and West point Loma Boulevard
- West Point Loma Boulevard, between Bacon Street and Cable Street
- West Point Loma Boulevard, between Cable Street and Sunset Cliffs Boulevard

Based on the daily traffic volumes that were counted during July of 2008, and depending on the Functional Street Classifications, the level of service for various street segments in Ocean Beach was determined. The street segments that perform at undesirable level of service in summer are:

- Bacon Street, between Brighton and West Point Loma Boulevard (E)
- Ebers Street, between Brighton Avenue and West Point Loma Boulevard (F)
- Nimitz Boulevard, between Sunset Cliffs Boulevard and West Point Loma Boulevard (F)
- Sunset Cliffs Boulevard, between Nimitz Boulevard and West Point Loma Boulevard (E)
- Sunset Cliffs Boulevard, between Voltaire Street and West Point Loma Blvd. (F)

Figure 14 illustrates the Street Segment Level of Service for winter and summer of 2008.


THE CITY OF SAN DIEGO
Ocean Beach Community Plan
EXISTING CONDITIONS REPORT
Mobility Element
Figure 14
Street Segment Level of Service
A
B
C
D
E
F
Summer Level of Service Data
Winter Level of Service Data
Ocean Beach Community Plan Boundary
Robb Field (Mission Bay Master Plan)
Dusty Rhodes Park (Mission Bay Master Plan)
Pacific Ocean
WEST MISSION BAY
WEST MISSION BAY DR
SEA WORLD
SUNSET CLIFFS
WEST POINT LOMA BL
8
0
800
Feet
N
S
E
W

Intersections

The movement of traffic is regulated at crossings of more heavily traveled roadways. For the streets that carry about the same volume of traffic, all-way stop signs are installed where they cross. Traffic signals are installed at the busiest locations to allow orderly traffic movement. The locations for the all-way stop signs and signalized intersections are shown on Figure 15.

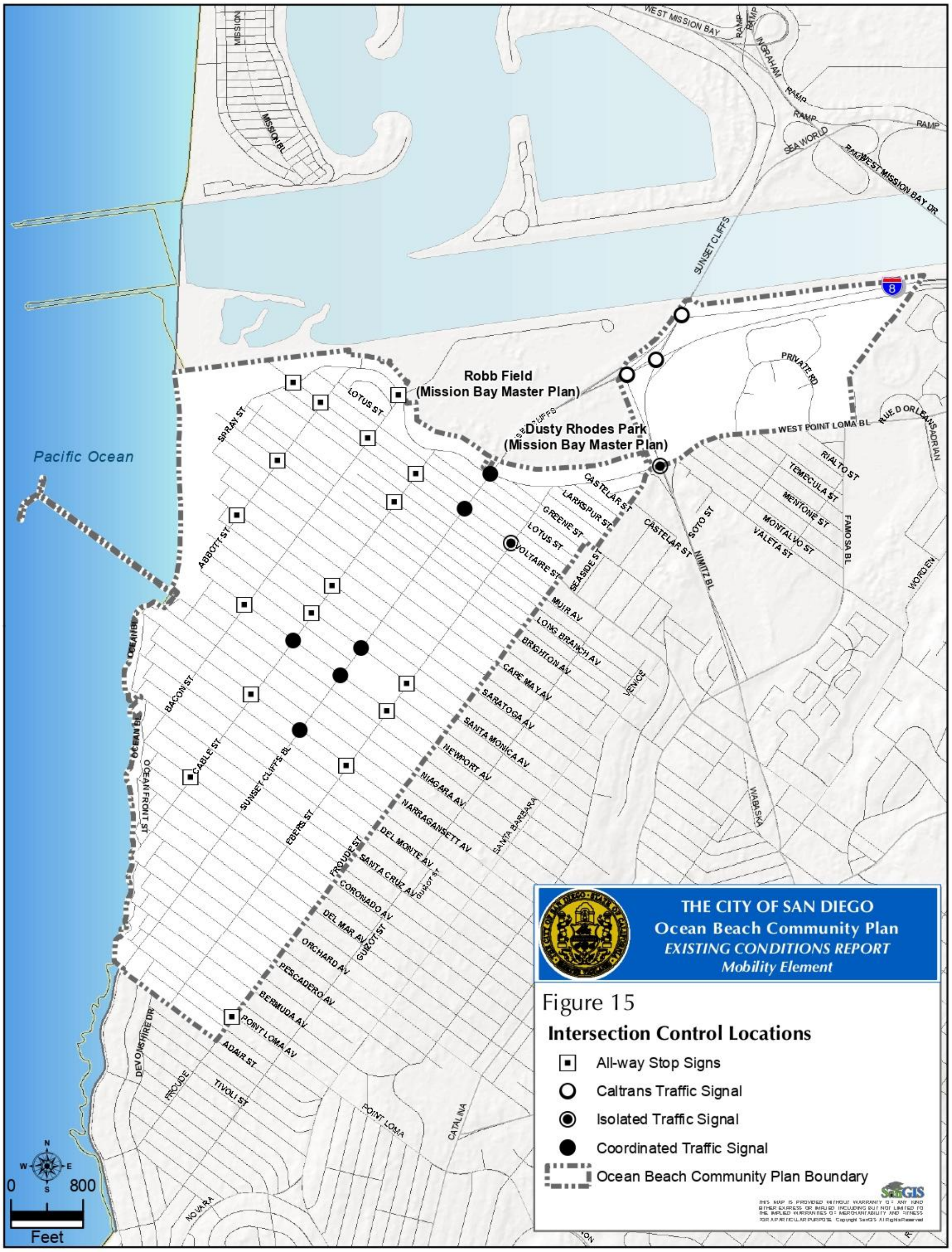
Traffic counts were made in January and July of 2008 to determine the traffic volume for each through and turning movements at nine signalized intersections within the community and at the I-8 ramps. Turning movement counts were made for morning and afternoon peak periods. Figures 16a, 16b, 17a, and 17b show the lane configurations and traffic movements for each of the counted signalized intersections for the morning and afternoon peak periods in winter and summer. These counts are used to determine the level of service at the intersections. The results of intersection LOS for morning and afternoon peak periods in winter and summer are shown on Figure 18a and 18b. To illustrate the differences between the winter and summer LOSs for the signalized intersections, refer to Figure 18c for morning and Figure 18d for afternoon peak periods. General description of evaluation criteria that corresponds to various levels of service is provided in Appendix I. For example, if the stopped delay per vehicle is more than 80 seconds, then the intersection is operating at level of service F.

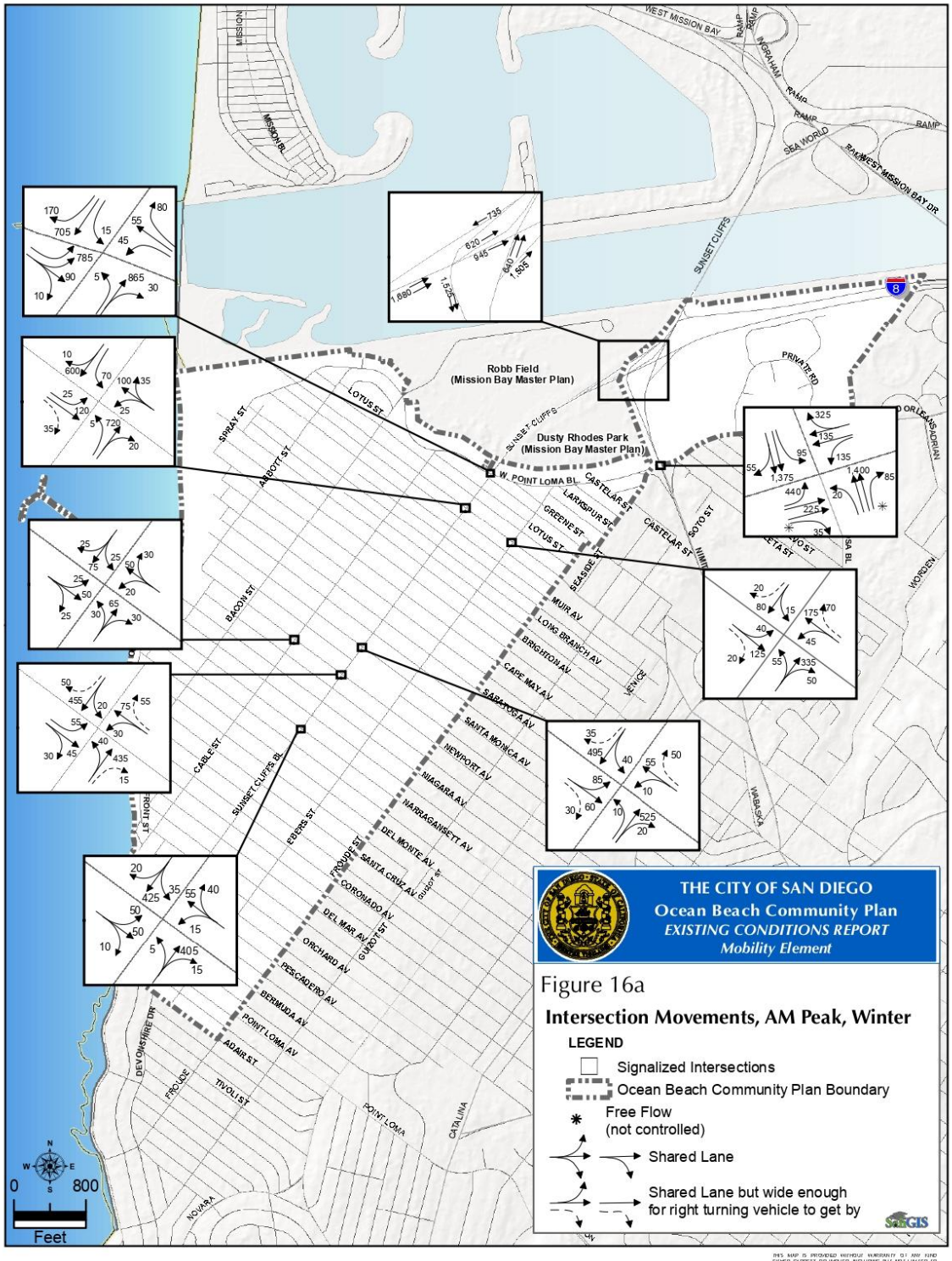
Appendix J provides a summary of intersection LOS for the morning and afternoon peak periods. The table in this appendix also shows the average delay that is experienced by each driver. Appendix K describes delays per each move for the signalized intersections that operate at LOS E or F in the community. The manual intersection counts are in Appendix L.

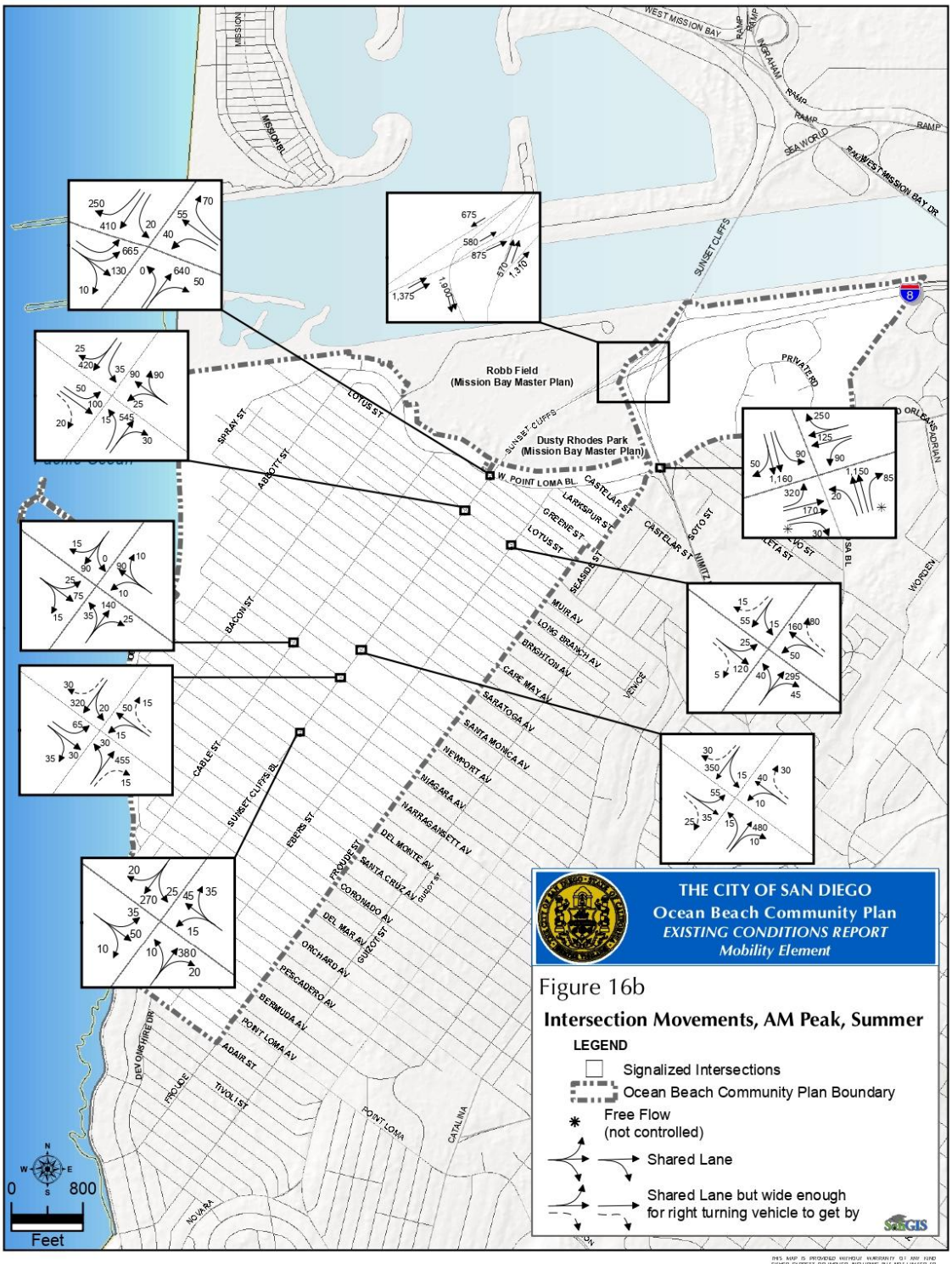
Collisions

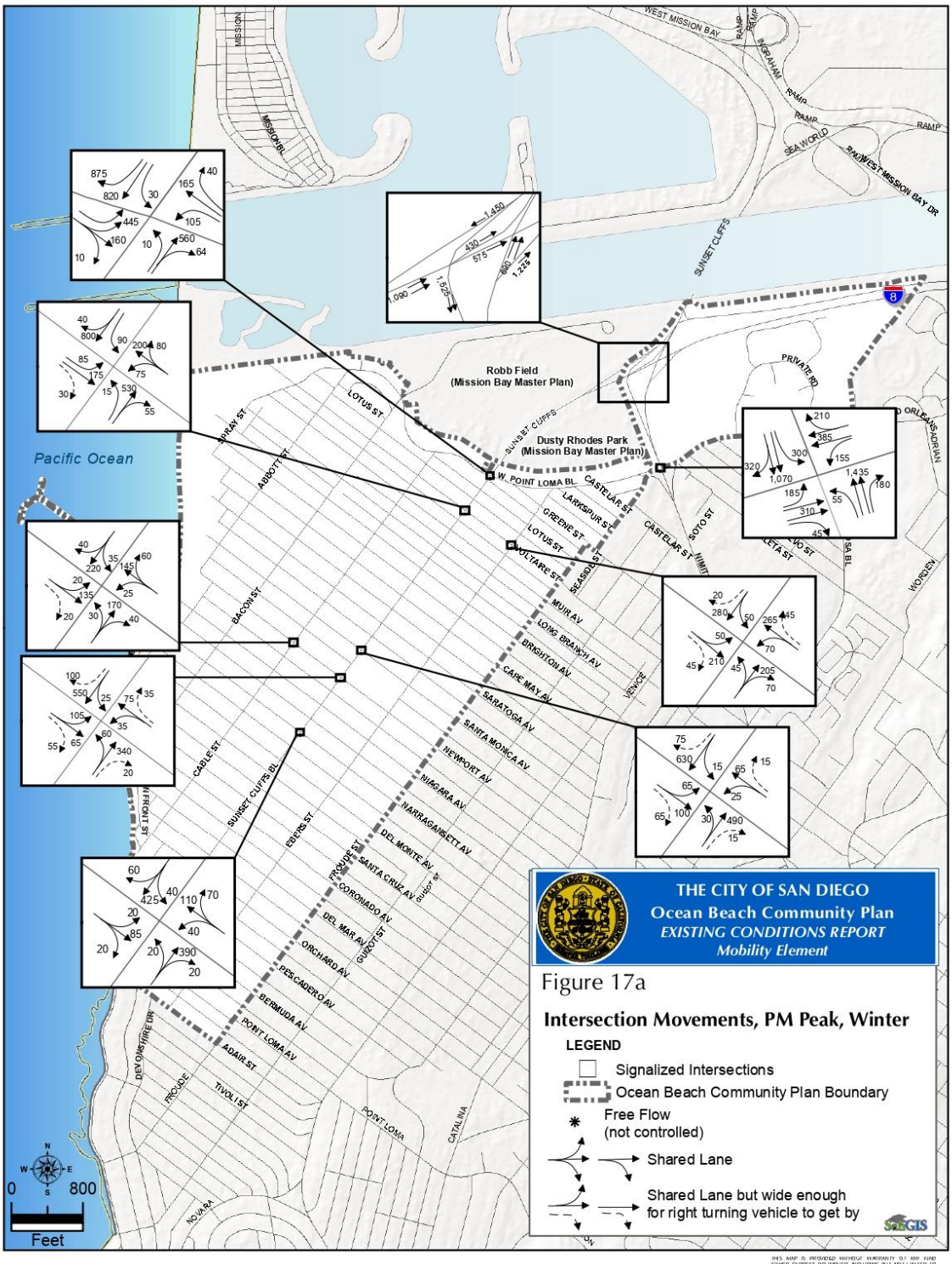
The vehicle-vehicle collisions in the community are analyzed based on various factors. A comparison is made for each of the factors between the community and the city-wide average. Table 4 is a summary of collision reports. For each category of crashes, comparison can be made between Ocean Beach and city-wide figures. Ocean Beach has proportionally lower crashes in head-on, hit fixed object, rear ends, right angle, run off road, and side swipe in the same direction accidents. However, for the remaining categories, this community's proportional share is more than city-wide figure.

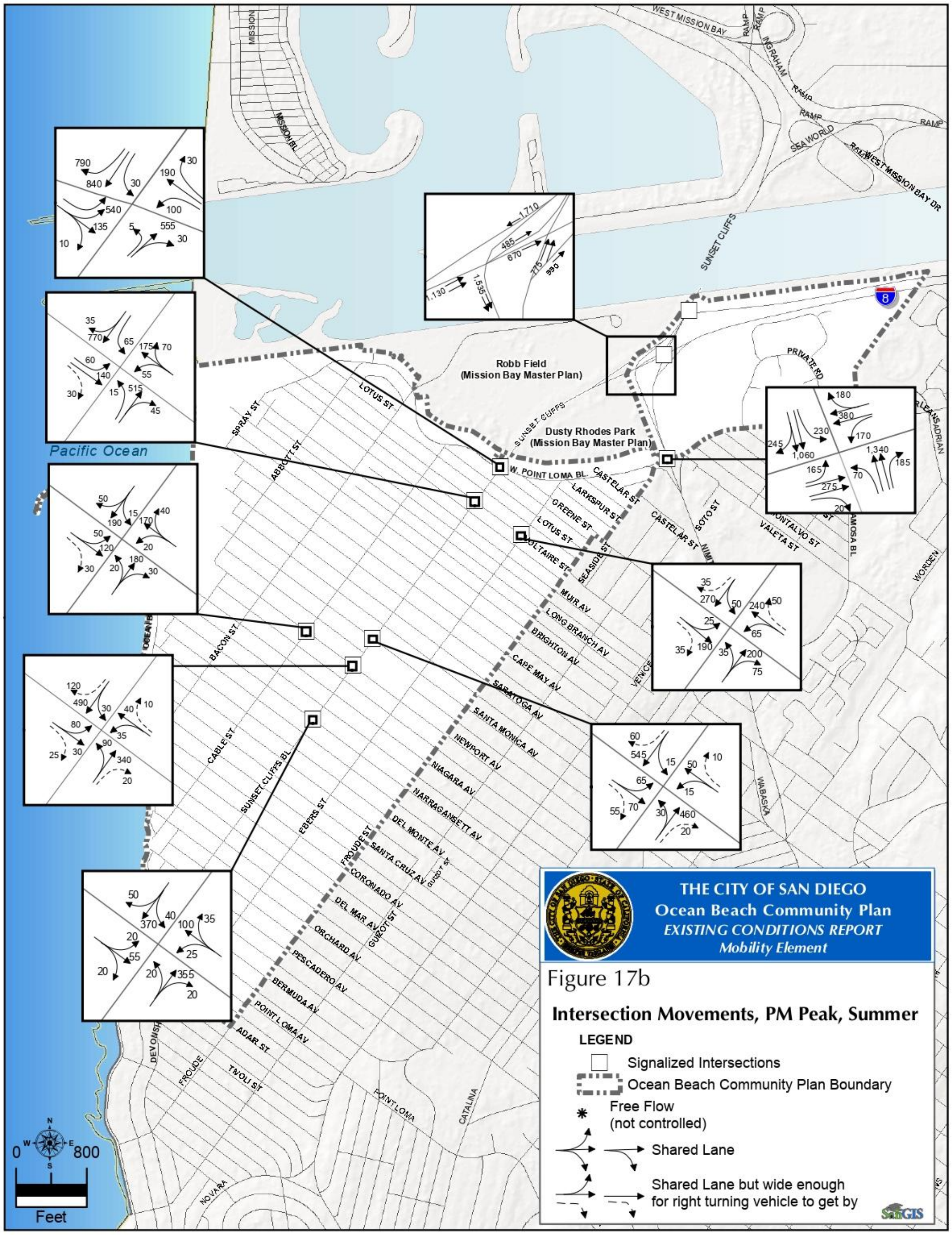
The rate of vehicle-vehicle collisions for 1,000 population in Ocean Beach is just under 2.2 times the city-wide rate, even though categories such as head-on, hit fixed object, rear ends, right angle, run off road, and same direction swipe show below city-wide collision rate. The explanation for Ocean Beach's higher area-wide collision rate is because of the area's regional attractiveness that brings in many visitors, especially in the summer time.


THE CITY OF SAN DIEGO
Ocean Beach Community Plan
EXISTING CONDITIONS REPORT
Mobility Element
Figure 15
Intersection Control Locations
All-way Stop Signs
Caltrans Traffic Signal
Isolated Traffic Signal
Coordinated Traffic Signal
Ocean Beach Community Plan Boundary
Pacific Ocean
Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
WEST MISSION BAY
WEST MISSION BAY DR
INGRAHAM
RAMP
SEA WORLD
SUNSET CLIFFS
PRIVATE RD
WEST POINT LOMA BL
RUE D ORLEANS
ADRIAN
RIALTO ST
TEMECULA ST
MENTONE ST
MONTALVO ST
VALETA ST
FAMOSA BL
WORDEN
SOTO ST
NIMITZ BL
CASTELAR ST
LARKSPUR ST
GREENE ST
LOTUS ST
VOLTAIRE ST
SEASIDE ST
MUIR AV
LONG BRANCH AV
BRIGHTON AV
CAPE MAY AV
SARATOGA AV
SANTA MONICA AV
NEWPORT AV
NIAGARA AV
NARRAGANSETT AV
DEL MONTE AV
SANTA CRUZ AV
CORONADO AV
DEL MAR AV
ORCHARD AV
PESCADERO AV
BERMUDA AV
POINT LOMA AV
ADAIR ST
TIVOLI ST
FROUDE
FROUDE ST
GUIZOT ST
EBERS ST
SUNSET CLIFFS BL
CABLE ST
BACON ST
ABBOTT ST
SPRAY ST
OCEAN BL
OCEAN FRONT ST
DEVONSHIRE DR
VENICE
SANTA BARBARA
WABASKA
CATALINA
POINT LOMA
NOVARA
MISSION
MISSION BL
0
800
Feet
N
S
E
W
SanGIS

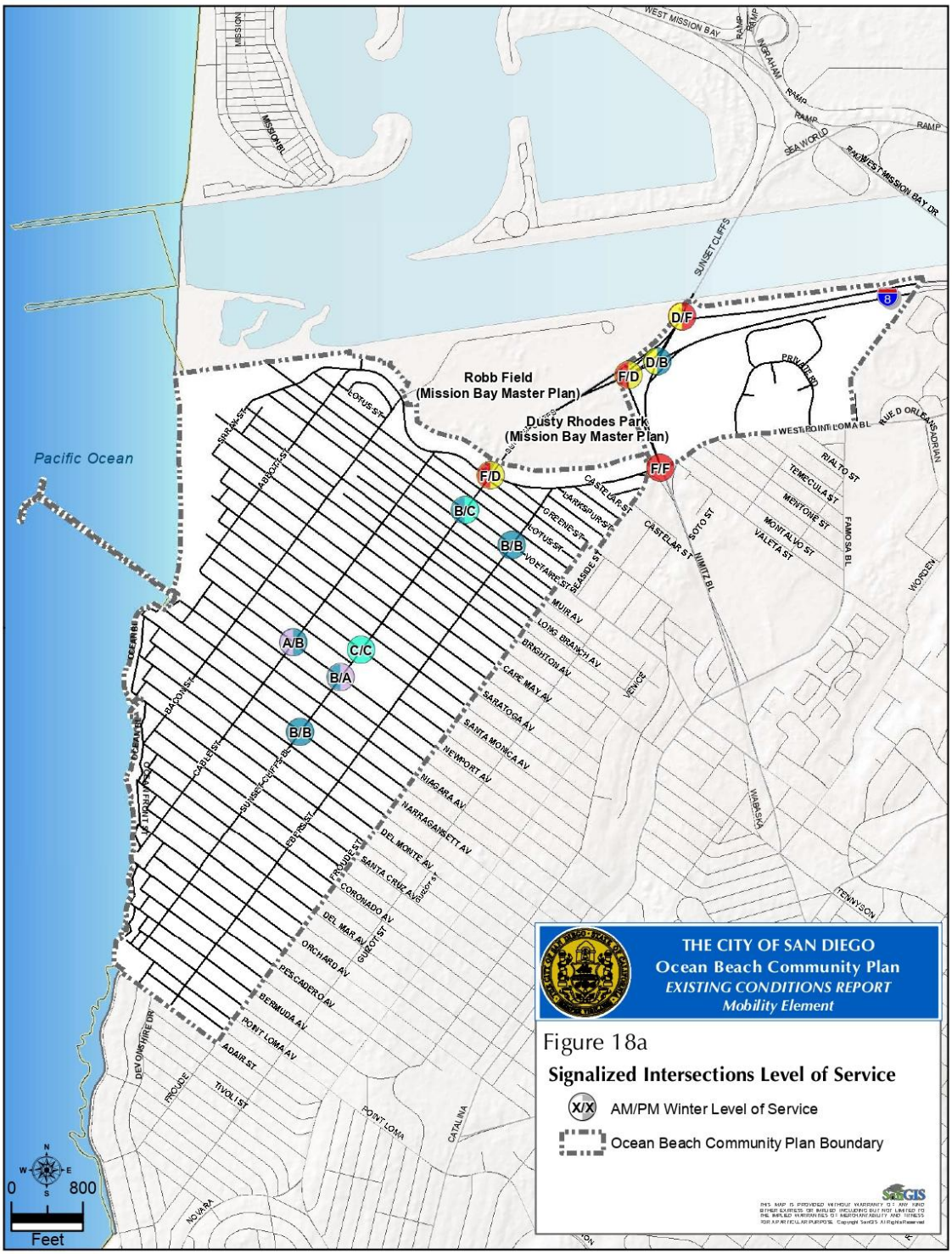

THE CITY OF SAN DIEGO
Ocean Beach Community Plan
EXISTING CONDITIONS REPORT
Mobility Element
Figure 16a
Intersection Movements, AM Peak, Winter
LEGEND
Signalized Intersections
Ocean Beach Community Plan Boundary
Free Flow
(not controlled)
Shared Lane
Shared Lane but wide enough
for right turning vehicle to get by
Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
W. POINT LOMA BL
LOTUS ST
SUNSET CLIFFS
SUNSET CLIFFS BL
NEWPORT AV
NIAGARA AV
SANTA MONICA AV
SARATOGA AV
CAPE MAY AV
BRIGHTON AV
LONG BRANCH AV
MUIR AV
BACON ST
CABLE ST
EBERS ST
DEL MONTE AV
CORONADO AV
ORCHARD AV
POINT LOMA AV
ADAIR ST
TIVOLI ST
POINT LOMA
CATALINA
0
800
Feet

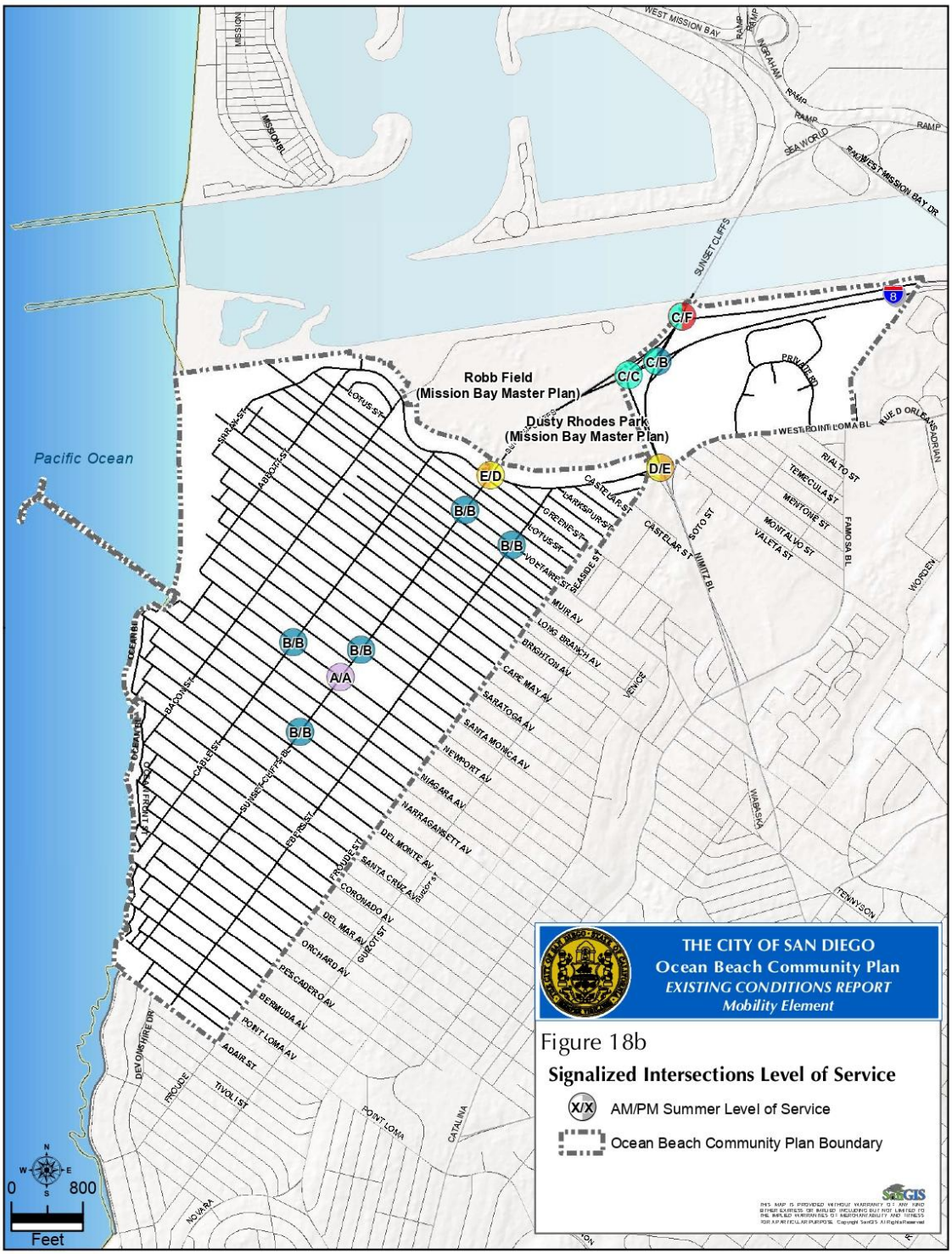

THE CITY OF SAN DIEGO
Ocean Beach Community Plan
EXISTING CONDITIONS REPORT
Mobility Element
Figure 16b
Intersection Movements, AM Peak, Summer
LEGEND
Signalized Intersections
Ocean Beach Community Plan Boundary
Free Flow
(not controlled)
Shared Lane
Shared Lane but wide enough
for right turning vehicle to get by
Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
W. POINT LOMA BL
LOTUS ST
SUNSET CLIFFS
SUNSET CLIFFS BL
BACON ST
ABBOTT ST
SHRAY ST
CABLE ST
EBERS ST
NEWPORT AV
NIAGARA AV
NARRAGANSETT AV
DEL MONTE AV
CORONADO AV
DEL MAR AV
ORCHARD AV
PESCADERO AV
BERMUDA AV
POINT LOMA AV
ADAIR ST
TIVOLI ST
SARATOGA AV
SANTA MONICA AV
CAPE MAY AV
BRIGHTON AV
LONG BRANCH AV
MUIR AV
SEABOARD ST
LARKSPUR ST
GREENE ST
CASTELAR ST
SOTO ST
NIMITZ
LETA ST
VENICE
PRIVATE RD
WEST MISSION BAY
SEA WORLD
POINT LOMA
CATALINA
0
800
Feet

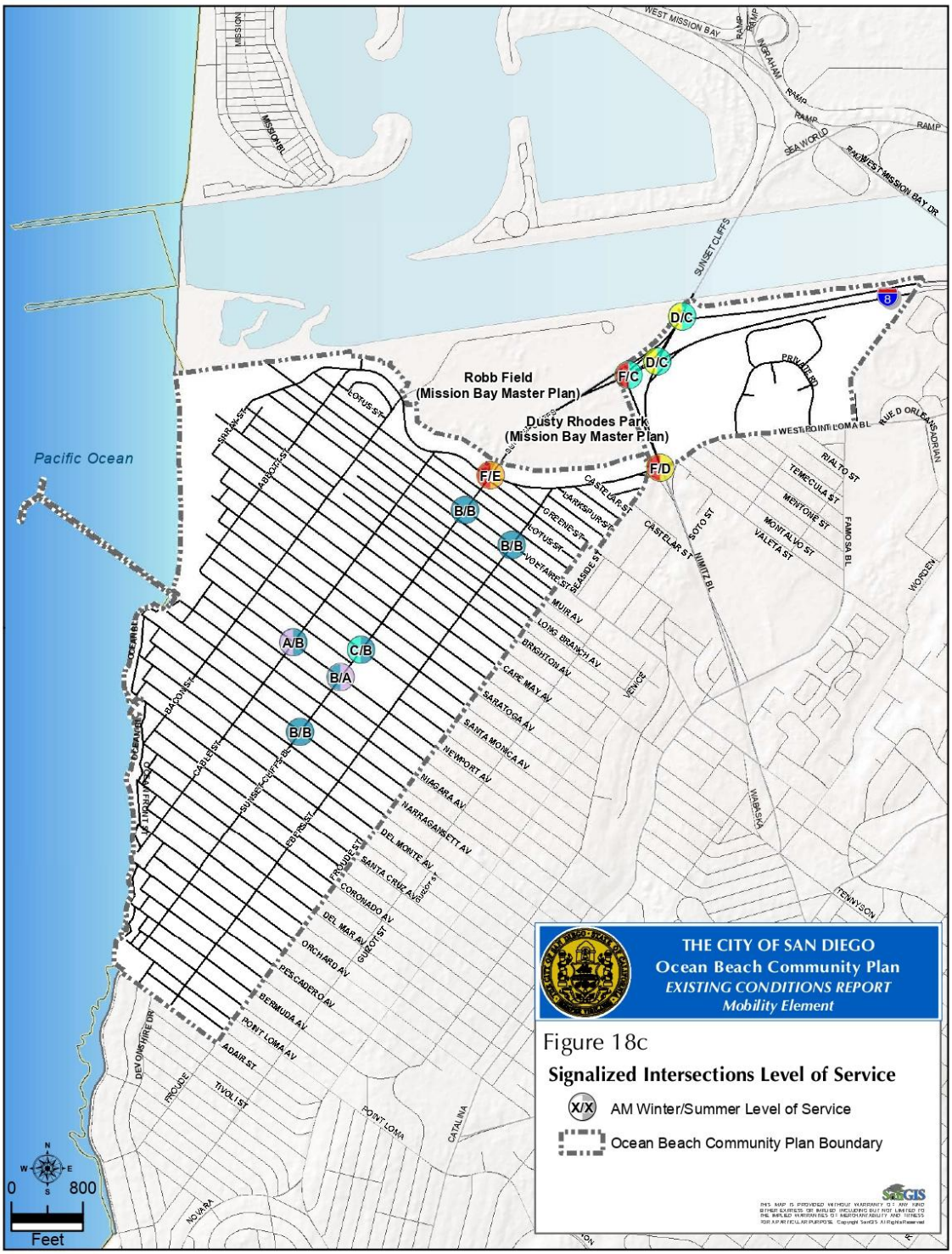

THE CITY OF SAN DIEGO
Ocean Beach Community Plan
EXISTING CONDITIONS REPORT
Mobility Element
Figure 17a
Intersection Movements, PM Peak, Winter
LEGEND
Signalized Intersections
Ocean Beach Community Plan Boundary
Free Flow
(not controlled)
Shared Lane
Shared Lane but wide enough
for right turning vehicle to get by
Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
Pacific Ocean
W POINT LOMA BL
LOTUS ST
SUNSET CLIFFS
NEWPORT AV
NIAGARA AV
NARRAGANSETT AV
DEL MONTE AV
CORONADO AV
ORCHARD AV
BERMUDA AV
POINT LOMA AV
ADAIR ST
TIVOLI ST
POINT LOMA
CATALINA
0
800
Feet

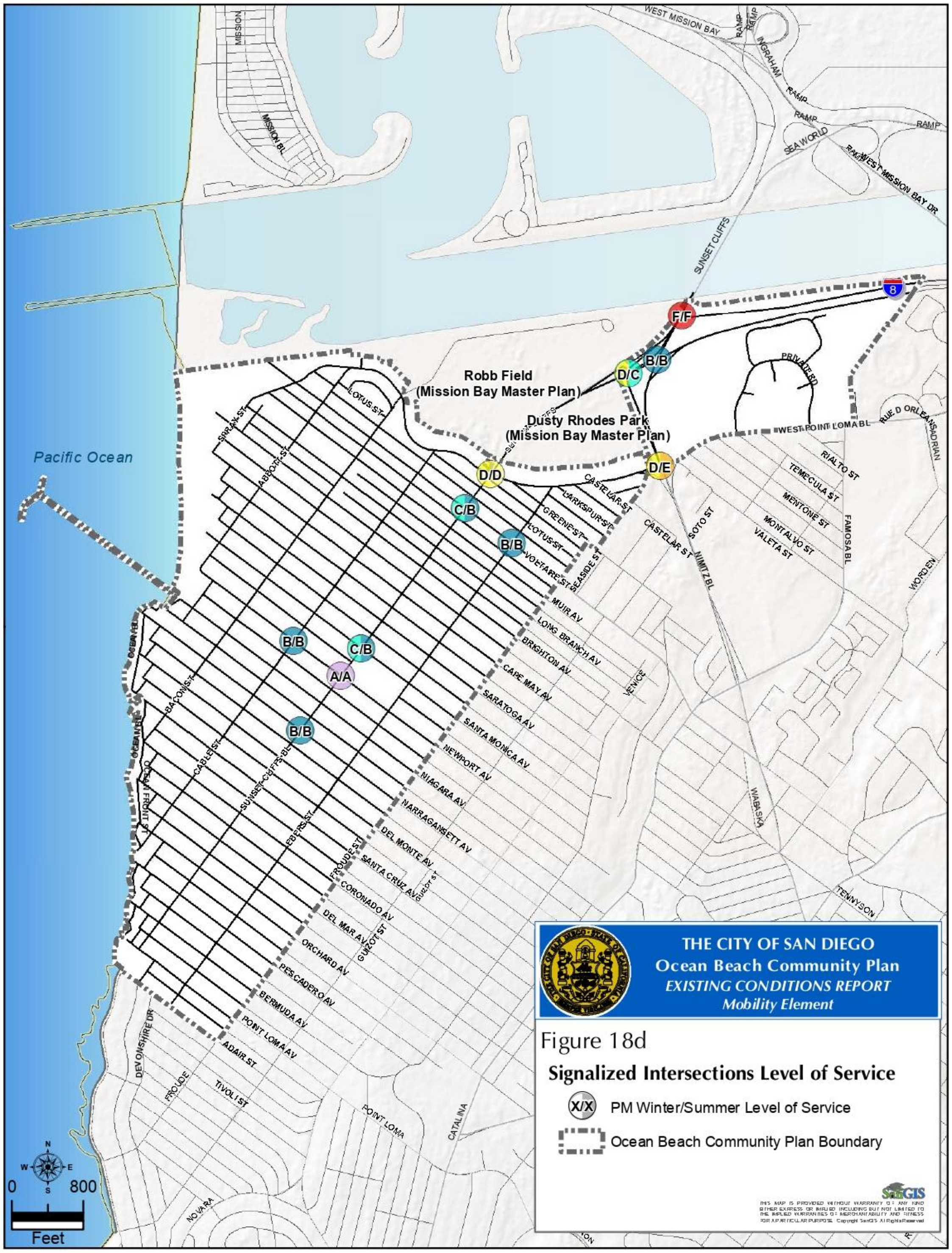


THE CITY OF SAN DIEGO
Ocean Beach Community Plan
EXISTING CONDITIONS REPORT
Mobility Element
Figure 17b
Intersection Movements, PM Peak, Summer
LEGEND
Signalized Intersections
Ocean Beach Community Plan Boundary
Free Flow
(not controlled)
Shared Lane
Shared Lane but wide enough
for right turning vehicle to get by
Pacific Ocean
Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
WEST MISSION BAY
SEA WORLD
SUNSET CLIFFS
W. POINT LOMA BL
LOTUS ST
SPRAY ST
ABBOTT ST
BACON ST
CABLE ST
SUNSET CLIFFS BL
EBERS ST
CASTELAR ST
LARKSPUR ST
GREENE ST
VOLTAIRE ST
SEASIDE ST
MUIR AV
LONG BRANCH AV
BRIGHTON AV
CAPE MAY AV
SARATOGA AV
SANTA MONICA AV
NEWPORT AV
NIAGARA AV
NARRAGANSETT AV
DEL MONTE AV
SANTA CRUZ AV
CORONADO AV
DEL MAR AV
ORCHARD AV
PESCADERO AV
BERMUDA AV
POINT LOMA AV
ADAR ST
TIVOLI ST
FROUDE ST
GUIZOT ST
VALETA ST
PRIVATE RD
CATALINA
WABASKA
WORDEN
0
800
Feet
N
S
E
W
SanGIS


Pacific Ocean
Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
WEST MISSION BAY
SUNSET CLIFFS
WEST POINT LOMA BL
NEWPORT AV
NIAGARA AV
SANTA MONICA AV
SARATOGA AV
CAPE MAY AV
BRIGHTON AV
LONG BRANCH AV
MUIR AV
NARRAGANSETT AV
DEL MONTE AV
CORONADO AV
DEL MAR AV
ORCHARD AV
DESCADERO AV
BERMUDA AV
POINT LOMA AV
ADAIR ST
TIVOLI ST
POINT LOMA
CATALINA
0
800
Feet
THE CITY OF SAN DIEGO
Ocean Beach Community Plan
EXISTING CONDITIONS REPORT
Mobility Element
Figure 18a
Signalized Intersections Level of Service
X/X AM/PM Winter Level of Service
Ocean Beach Community Plan Boundary


THE CITY OF SAN DIEGO
Ocean Beach Community Plan
EXISTING CONDITIONS REPORT
Mobility Element
Figure 18b
Signalized Intersections Level of Service
X/X AM/PM Summer Level of Service
Ocean Beach Community Plan Boundary
Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
Pacific Ocean
C/F
C/B
C/C
E/D
D/E
B/B
A/A
0 800
Feet


Pacific Ocean
Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
WEST MISSION BAY
SUNSET CLIFFS
WEST POINT LOMA BL
NEWPORT AV
NIAGARA AV
NARRAGANSETT AV
DEL MONTE AV
CORONADO AV
DEL MAR AV
ORCHARD AV
DESCADERO AV
BERMUDA AV
POINT LOMA AV
ADAIR ST
TIVOLI ST
POINT LOMA
CATALINA
0 800
Feet
THE CITY OF SAN DIEGO
Ocean Beach Community Plan
EXISTING CONDITIONS REPORT
Mobility Element
Figure 18c
Signalized Intersections Level of Service
X/X AM Winter/Summer Level of Service
Ocean Beach Community Plan Boundary



THE CITY OF SAN DIEGO
Ocean Beach Community Plan
EXISTING CONDITIONS REPORT
Mobility Element
Figure 18d
Signalized Intersections Level of Service
X/X PM Winter/Summer Level of Service
Ocean Beach Community Plan Boundary
Pacific Ocean
Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
F/F
B/B
D/C
D/D
D/E
C/B
B/B
B/B
C/B
A/A
B/B
WEST MISSION BAY
SUNSET CLIFFS
WEST POINT LOMA BL
SEA WORLD
INGRAHAM
MUIR AV
LONG BRANCH AV
BRIGHTON AV
CAPE MAY AV
SARATOGA AV
SANTA MONICA AV
NEWPORT AV
NIAGARA AV
NARRAGANSETT AV
DEL MONTE AV
SANTA CRUZ AV
CORONADO AV
DEL MAR AV
ORCHARD AV
PESCADERO AV
BERMUDA AV
POINT LOMA AV
ADAIR ST
TIVOLI ST
CASTELAR ST
NIMITZ BL
WABASKA
TENNYSON
CATALINA
0 800
Feet
N
S
E
W

Table 4: Vehicle-Vehicle Crash Data (2003-2007)

	Ocean Beach		Citywide	
	Crashes	%	Crashes	%
Total Crashes	852	2	37,589	100
Crashes Normalized by 1,000 Population *	12.2		5.6	
Collision Type				
Head-On	9	1.1	513	1.36
Hit Object	2	0.2	32	0.08
Hit Parked Vehicle	411	48	11,532	30.68
Hit Fixed Object	1	0.1	102	0.27
Non-Collision Accident	1	0.1	18	0.05
Rear End/Backing	9	1.1	510	1.36
Rear End Accident	166	19.5	8,492	22.59
Right Angle Accident	198	23.2	12,635	33.61
Run Off Road/Hit Object	5	0.6	390	1.04
Side Swipe, Opposing	14	1.6	316	0.84
Side Swipe, Same Direction	34	4	2,822	7.51
Other	2	0.05	227	0.61

* Year 2007 population estimates were used for this calculation.

PARKING

Both on- and off-street parking are in high demand in most areas of Ocean Beach. Much of the development in Ocean Beach took place many years ago when the number of cars and the car ownership ratio were less. Currently, multi-car households create a high demand for the limited available on- and off-street parking.

Figure 19 shows a conservative estimate of on-street curb use which includes parking passenger zones and commercial loading zones. Also, three beach oriented City of San Diego off-street parking lots are shown. A greater number of cars may actually park on the streets than shown on the map, depending on the length of the vehicles the distance left between the cars and the placement of the vehicles along the curb.

To increase on-street parking supply, the following parking management strategies may be pursued: convert some of the on-street spaces to time-limited parking; remove red painted curb segments; and close off driveways. Conversion of parallel parking to diagonal configuration has been done in the core commercial area. However, most of the streets in Ocean beach are not wide enough to allow the streets to accommodate diagonal parking. Also, there should be at least 100 feet of uninterrupted curb length before a gain can be made from converting parallel spaces to diagonal configuration. All of these alternatives will need to be considered on a block by block basis to determine their suitability for implementation.


Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
Pacific Ocean
ABBOTT ST
SPRAY ST
LOTUS ST
CASTELAR ST
LARKSPUR ST
GREENE ST
SOTO ST
NIMITZ BL
VOLTAIRE ST
MUIR AV
LONG BRANCH AV
BRIGHTON AV
CAPE MAY AV
SARATOGA AV
SANTA MONICA AV
NEWPORT AV
NIAGARA
NARRAGANSETT
DEL MONTE AV
SANTA CRUZ AV
LA LONZA
CORONADO AV
DEL MAR AV
ORCHARD AV
PESCADERO AV
BERMUDA AV
POINT LOMA AV
ADAIR ST
FROUDE ST
EBERS ST
CLIFFS RL
OCEAN BL
BACON ST
OCEAN FRONT ST
CABLE ST
0
800
Feet
THE CITY OF SAN DIEGO
Ocean Beach Community Plan
EXISTING CONDITIONS REPORT
Mobility Element
Figure 19
Public Parking Supply
Off Street Parking Lot
xx Approximate number of Parking Spaces
d Diagonal Spaces
(D) Disabled Parking Space
(LZ) Loading Zone
(P) Passenger Loading Zone
(xxm) Time Limit Parking (minutes)
(xh) Time Limit Parking (Hours)
(mc) Motor Cycle Parking
Ocean Beach Community Plan Boundary

Community members do not favor paid parking in Ocean Beach. In order to determine what other strategies may be used to address parking management in the community, the Mobility Planning section staff requested community input to identify and rank three tiers of parking severity in Ocean Beach. Figure 20 illustrates these three areas of parking shortage. They are characterized as "always," in the area west of Sunset Cliffs Boulevard and north of Del Mar Avenue; "at night" east of Sunset Cliffs Boulevard and south of Del Mar Avenue; and "less often," south of Del Mar Avenue.

To quantify the parking utilization in the three identified tiers, several blocks from each tier were studied as representative samples. Weekday observations were made from 6:30 to 6:45 AM; 1:00 to 1:15 PM; and from 7:00 to 7:15 PM. Saturday observations were made from 8:00 to 8:15 AM; 1:00 to 1:15 PM; and from 7:00 to 7:15 PM. City staff and community members observed and recorded the number of on street parked vehicles along the pre designated blocks and in the two public lots as shown in parking occupancy figures. The number of parked vehicles was compared with the total available parking space to measure the parking utilization for each street block and parking lot. The parking utilization is reported between 85 to 100%; 70 to 84%; 50 to 69%; and 0 to 49% for each time period in weekday and weekend. Figures 21 through 26 illustrate the result of the parking utilization study that was conducted in summer of 2009. Each figure illustrates the parking utilization for the studied blocks and parking lots. The average of parking utilization was determined to identify the parking utilization for the three community-identified parking shortage areas. The area-wide parking utilization averages are illustrated by color dots for each of the three parking shortage areas identified by community members.

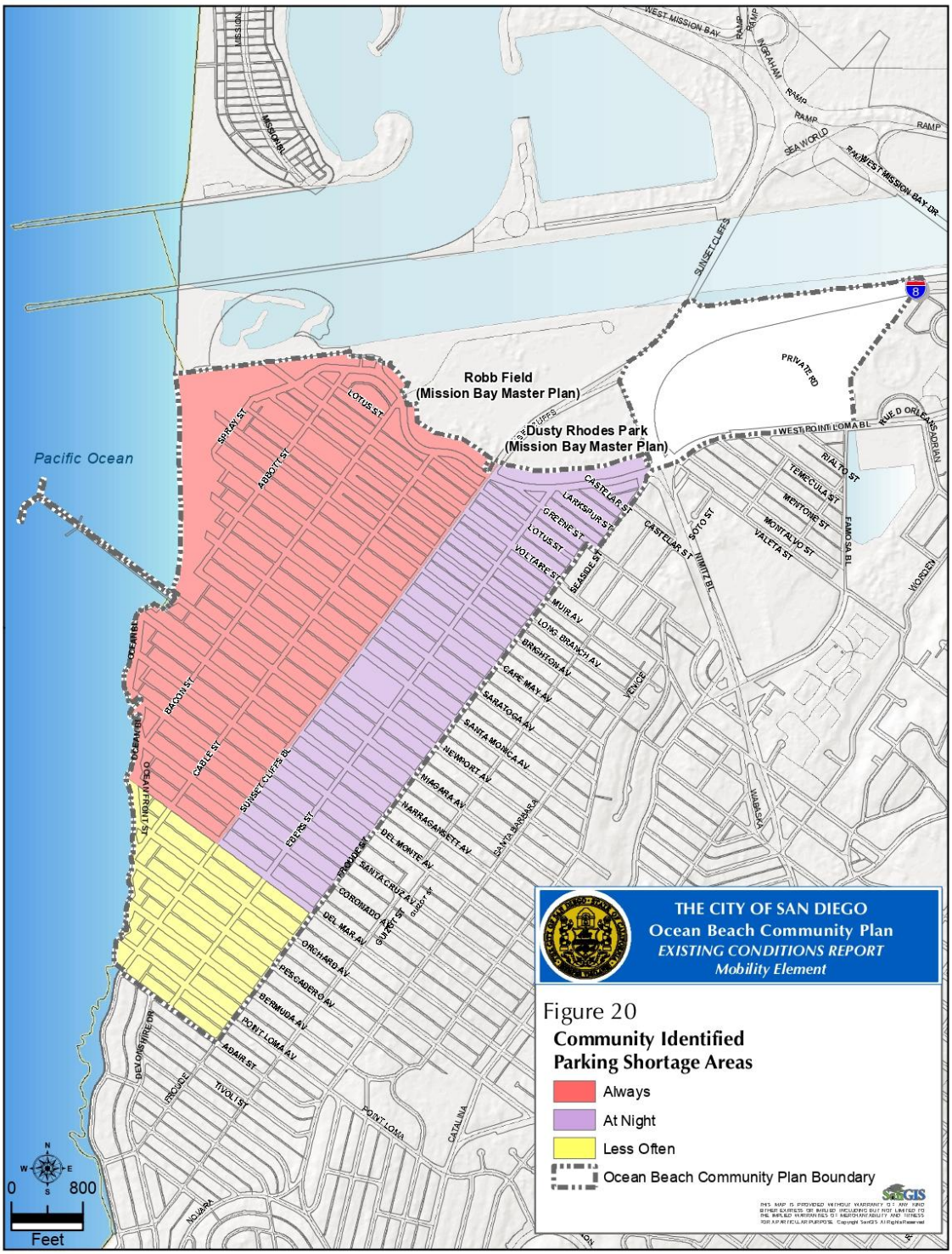
The area south of Del Mar Avenue was identified by the community members to be the least parking impacted area. The study; however, shows that in the weekday mornings, this area's on-street parking is 85 to 100% utilized, while the areas that were identified to be "Always" or "At Night" short on parking supply have between 50 and 69% of their parking spaces utilized. The same area shows 70 to 84% parking utilization in the weekend morning. The area identified to have parking shortage at night, that is located east of Sunset Cliffs Boulevard and north of Del Mar Avenue, shows to be less impacted tan the other areas, with the exception of weekend night that is equal in parking occupancy with the "Less Often Area." The area west of Sunset Cliffs Boulevard and north of Del Mar Avenue was identified to "Always" have parking shortage. The parking utilization for this area was 85 to 100% for PM period on weekdays, and for midday and PM on weekends, which is half the study periods.

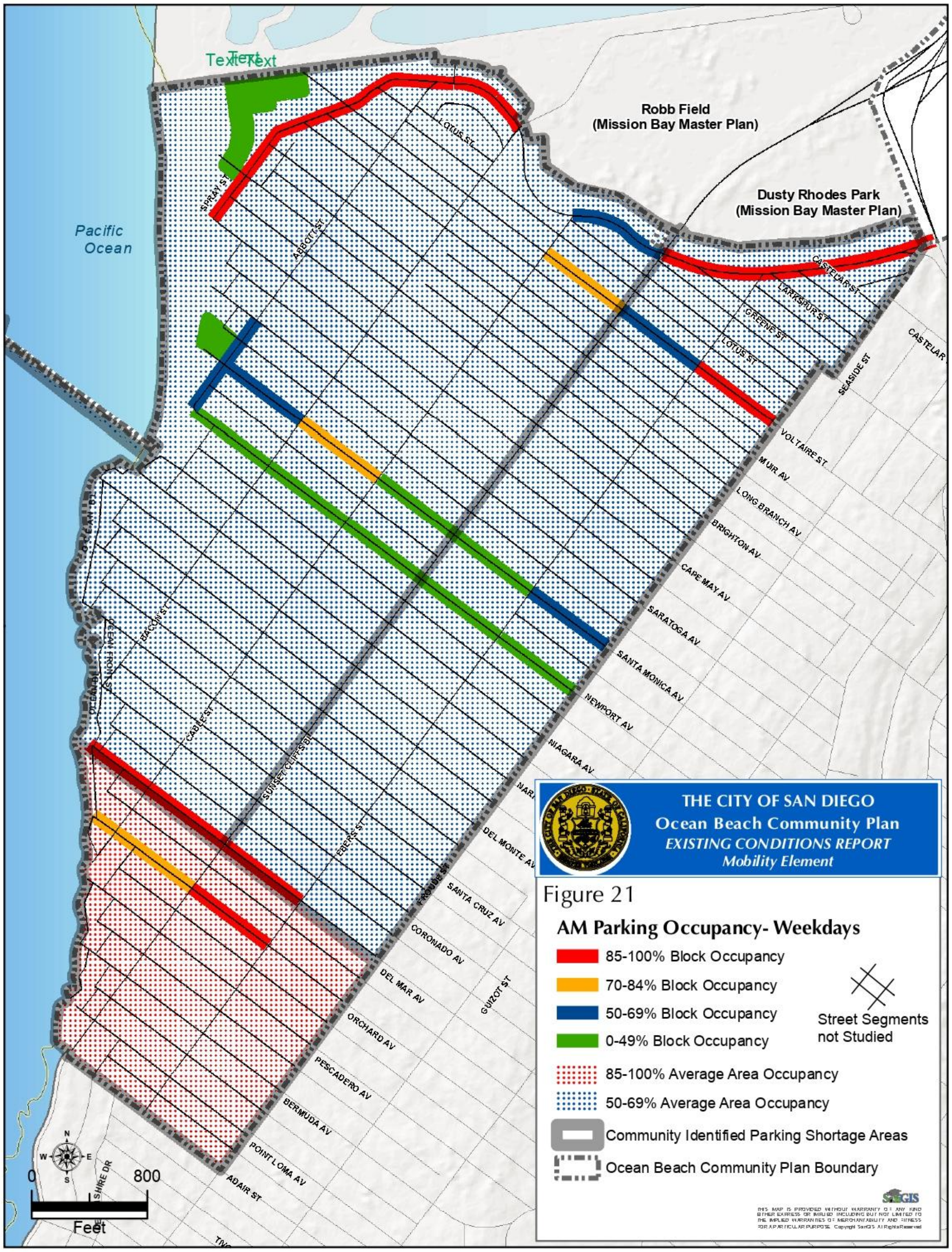
INTELLIGENT TRANSPORTATION SYSTEM (ITS)

Coordinated traffic signals in the community are along Sunset Cliffs Boulevard (see Figure 15). No other ITS technologies have been implemented in the community.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

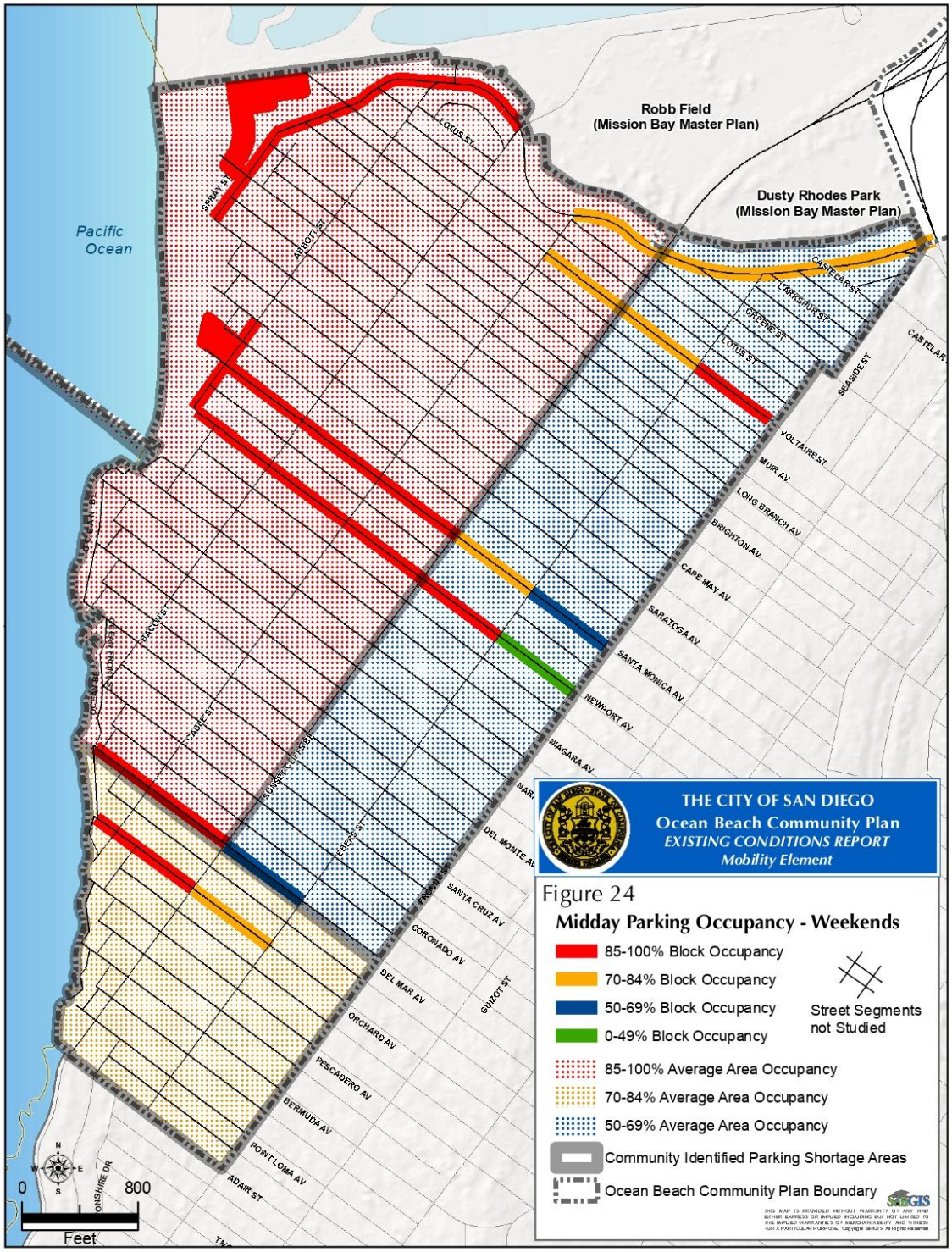
The nature of employment in Ocean Beach is such that there are not employers with high enough number of employees that would result in preparing and implementing a TDM plan.

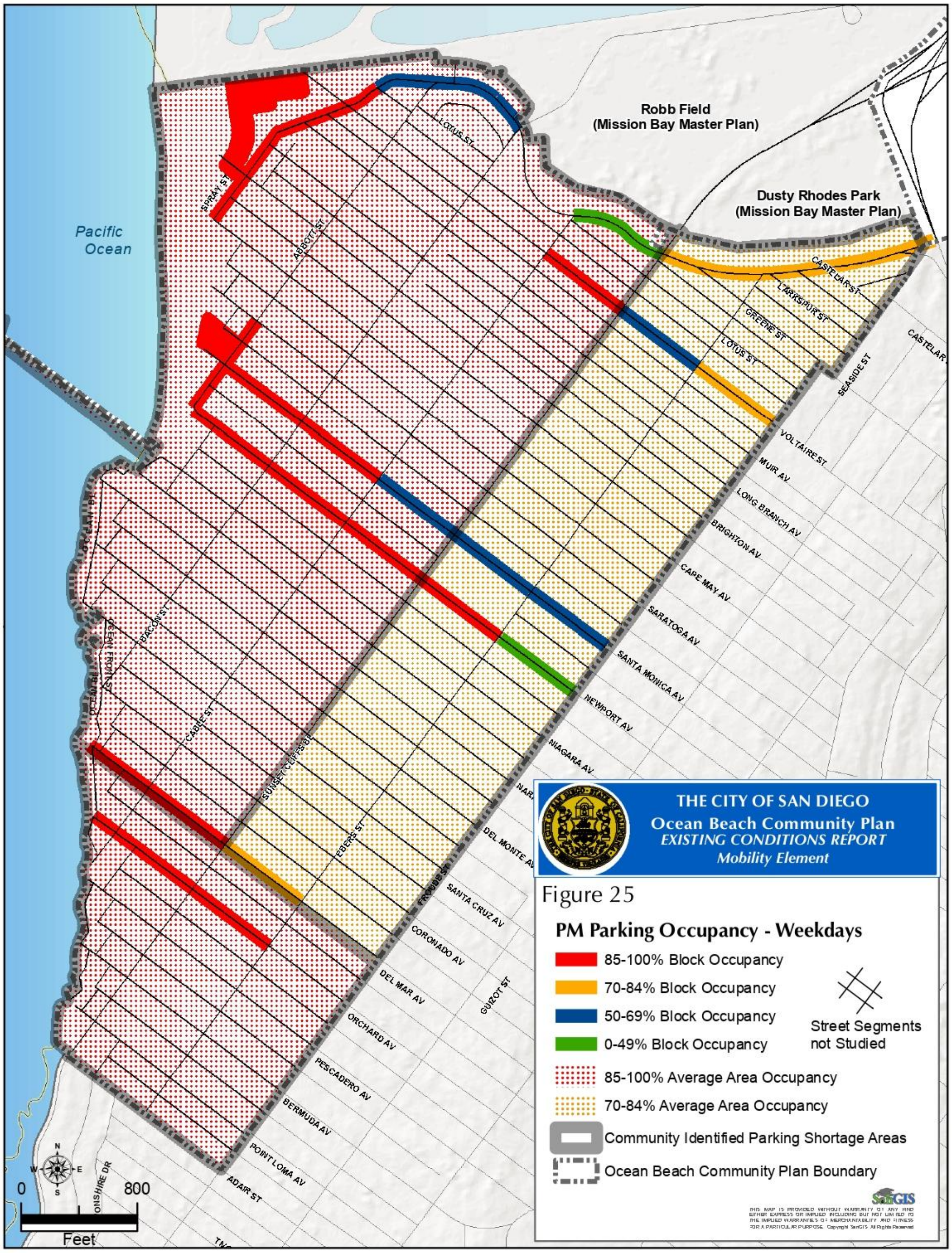

THE CITY OF SAN DIEGO
Ocean Beach Community Plan
EXISTING CONDITIONS REPORT
Mobility Element
Figure 20
Community Identified
Parking Shortage Areas
Always
At Night
Less Often
Ocean Beach Community Plan Boundary
Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
Pacific Ocean
0
800
Feet

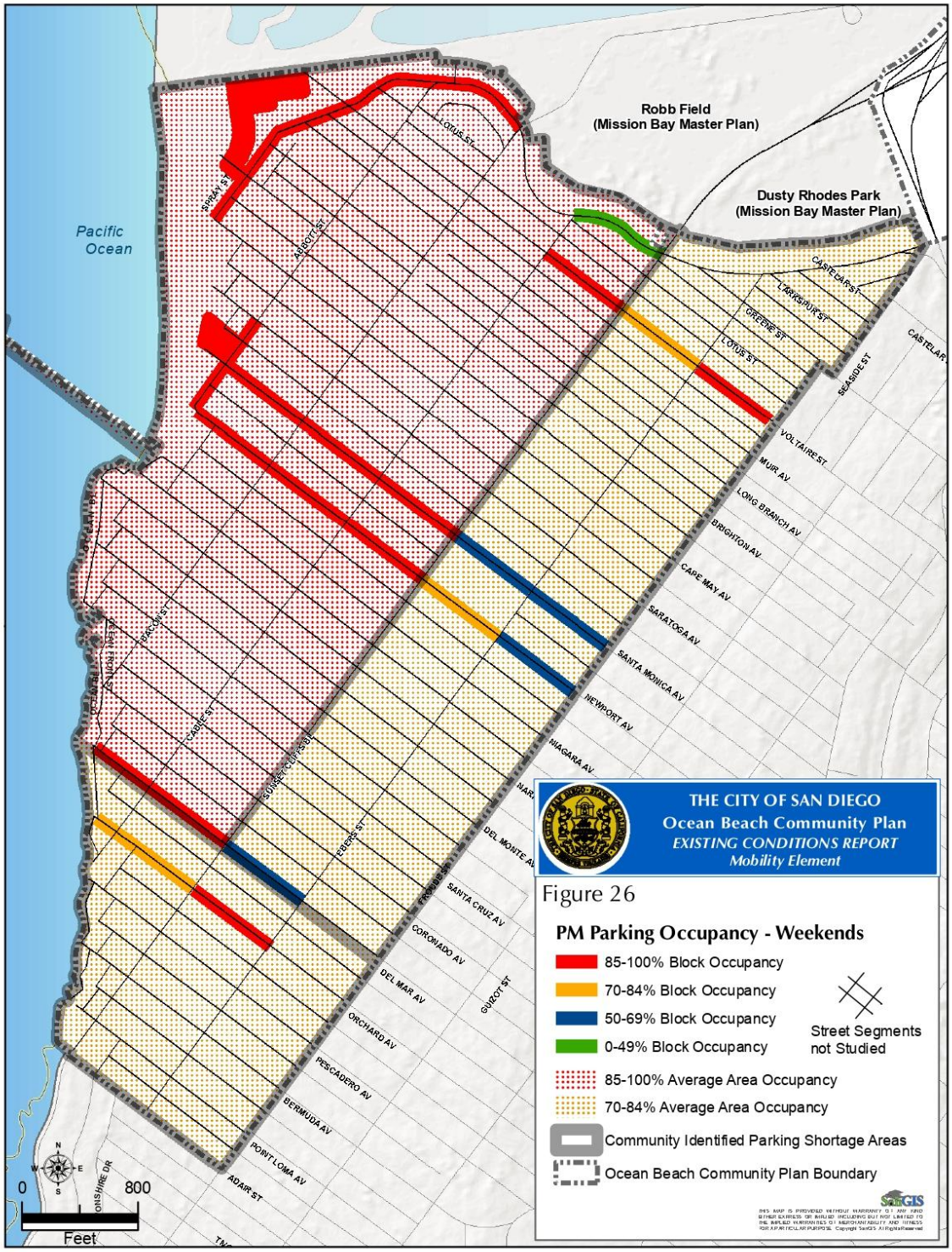

Text Text
Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
Pacific
Ocean
THE CITY OF SAN DIEGO
Ocean Beach Community Plan
EXISTING CONDITIONS REPORT
Mobility Element
Figure 21
AM Parking Occupancy- Weekdays
85-100% Block Occupancy
70-84% Block Occupancy
50-69% Block Occupancy
0-49% Block Occupancy
Street Segments not Studied
85-100% Average Area Occupancy
50-69% Average Area Occupancy
Community Identified Parking Shortage Areas
Ocean Beach Community Plan Boundary
0
800
Feet
VOLTAIRE ST
MUIR AV
LONG BRANCH AV
BRIGHTON AV
CAPE MAY AV
SARATOGA AV
SANTA MONICA AV
NEWPORT AV
NIAGARA AV
DEL MONTE AV
SANTA CRUZ AV
CORONADO AV
DEL MAR AV
ORCHARD AV
PESCADERO AV
BERMUDA AV
POINT LOMA AV
ADAIR ST
CASTELAR ST
LARKSPUR ST
GREENE ST
LOTUS ST
SEASIDE ST
CASTELAR
GUIZOT ST


THE CITY OF SAN DIEGO
Ocean Beach Community Plan
EXISTING CONDITIONS REPORT
Mobility Element
Figure 22
AM Parking Occupancy- Weekends
85-100% Block Occupancy
70-84% Block Occupancy
50-69% Block Occupancy
0-49% Block Occupancy
70-84% Average Area Occupancy
50-69% Average Area Occupancy
Street Segments not Studied
Community Identified Parking Shortage Areas
Ocean Beach Community Plan Boundary
Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
Pacific Ocean
SPRAY ST
ABBOTT ST
LOTUS ST
CASTELAR ST
LARKSPUR ST
GREENE ST
SEASIDE ST
VOLTAIRE ST
MUIR AV
LONG BRANCH AV
BRIGHTON AV
CAPE MAY AV
SARATOGA AV
SANTA MONICA AV
NEWPORT AV
NIAGARA AV
DEL MONTE AV
SANTA CRUZ AV
CORONADO AV
DEL MAR AV
ORCHARD AV
PESCADERO AV
BERMUDA AV
POINT LOMA AV
ADAIR ST
GUIZOT ST
BACON ST
CABLE ST
SUNSET CLIFFS BL
OCEAN FRONT ST
N
S
E
W
0
800
Feet

THE CITY OF SAN DIEGO
Ocean Beach Community Plan
EXISTING CONDITIONS REPORT
Mobility Element
Figure 23
Midday Parking Occupancy - Weekdays
85-100% Block Occupancy
70-84% Block Occupancy
50-69% Block Occupancy
0-49% Block Occupancy
Street Segments not Studied
70-84% Average Area Occupancy
50-69% Average Area Occupancy
Community Identified Parking Shortage Areas
Ocean Beach Community Plan Boundary
Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
Pacific Ocean
SPRAY ST
ABBOTT ST
LOTUS ST
CASTELAR ST
LARKSPUR ST
GREENE ST
SEASIDE ST
VOLTAIRE ST
MUIR AV
LONG BRANCH AV
BRIGHTON AV
CAPE MAY AV
SARATOGA AV
SANTA MONICA AV
NEWPORT AV
NIAGARA AV
DEL MONTE AV
SANTA CRUZ AV
CORONADO AV
DEL MAR AV
ORCHARD AV
PESCADERO AV
BERMUDA AV
POINT LOMA AV
ADAIR ST
GUIZOT ST
BACON ST
CABLE ST
SUNSET CLIFFS BL
EBERS ST
OCEAN FRONT ST
0
800
Feet


Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
Pacific Ocean
THE CITY OF SAN DIEGO
Ocean Beach Community Plan
EXISTING CONDITIONS REPORT
Mobility Element
Figure 24
Midday Parking Occupancy - Weekends
85-100% Block Occupancy
70-84% Block Occupancy
50-69% Block Occupancy
0-49% Block Occupancy
Street Segments not Studied
85-100% Average Area Occupancy
70-84% Average Area Occupancy
50-69% Average Area Occupancy
Community Identified Parking Shortage Areas
Ocean Beach Community Plan Boundary
0
800
Feet


Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
Pacific
Ocean
LOTUS ST
SPRAY ST
ABBOTT ST
CASTELAR ST
LARKSPUR ST
GREENE ST
LOTUS ST
SEASIDE ST
VOLTAIRE ST
MUIR AV
LONG BRANCH AV
BRIGHTON AV
CAPE MAY AV
SARATOGA AV
SANTA MONICA AV
NEWPORT AV
NIAGARA AV
DEL MONTE AV
SANTA CRUZ AV
CORONADO AV
DEL MAR AV
ORCHARD AV
PESCADERO AV
BERMUDA AV
POINT LOMA AV
ADAIR ST
GUIZOT ST
CABLE ST
BACON ST
SUNSET CLIFFS BL
EBERS ST
ONSHIRE DR
0
800
Feet
THE CITY OF SAN DIEGO
Ocean Beach Community Plan
EXISTING CONDITIONS REPORT
Mobility Element
Figure 25
PM Parking Occupancy - Weekdays
85-100% Block Occupancy
70-84% Block Occupancy
50-69% Block Occupancy
0-49% Block Occupancy
Street Segments not Studied
85-100% Average Area Occupancy
70-84% Average Area Occupancy
Community Identified Parking Shortage Areas
Ocean Beach Community Plan Boundary
SanGIS


Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
Pacific
Ocean
LOTUS ST
SPRAY ST
ABBOTT ST
CASTELAR ST
TARRYTOWN ST
GREENE ST
LOTUS ST
SEASIDE ST
VOLTAIRE ST
MUIR AV
LONG BRANCH AV
BRIGHTON AV
CAPE MAY AV
SARATOGA AV
SANTA MONICA AV
NEWPORT AV
NIAGARA AV
DEL MONTE AV
SANTA CRUZ AV
CORONADO AV
DEL MAR AV
ORCHARD AV
PESCADERO AV
BERMUDA AV
POINT LOMA AV
ADAIR ST
OUTFALL
FOURTH ST
FIFTH ST
CABLE ST
BACON ST
ABBOTT ST
OCEAN FRONT WALK
0
800
Feet
THE CITY OF SAN DIEGO
Ocean Beach Community Plan
EXISTING CONDITIONS REPORT
Mobility Element
Figure 26
PM Parking Occupancy - Weekends
85-100% Block Occupancy
70-84% Block Occupancy
50-69% Block Occupancy
0-49% Block Occupancy
Street Segments not Studied
85-100% Average Area Occupancy
70-84% Average Area Occupancy
Community Identified Parking Shortage Areas
Ocean Beach Community Plan Boundary

AIRPORTS

There is no airport in the Ocean Beach community. However, land use compatibility and noise issues in the land use and noise elements of the community plan. Ocean Beach is affected by the over-flight of aircraft and associated noise from the San Diego International Airport.

PASSENGER RAIL

Ocean Beach has no direct access to passenger rail; however, the connection to Old Town Transit Station that has trolley service is provided by bus lines 35 and 923.

GOODS MOVEMENT & FREIGHT

There are no industrial activities that would require raw material delivery to the community or movement of finished goods from it. The community has no truck route. Commercial good movements are limited to local deliveries to businesses.

History of Public Input

PROJECT	SUGGESTED BY	DATE PROPOSED TO	SUB COMMENTS OR STATUS	DATE PROPOSED	STATUS
Flashing beacon at Sunset Cliffs Boulevard and Niagara Street.		x			
Flashing beacon at Voltaire and Froude Street.					
Mini roundabout at Bacon and Brighton Avenue.					
Stop sign at Ebers and Saratoga	community member	x		x	Installed July 2019
Green backed sharrows on Bacon					
Pedestrian lead lights on Sunset Cliffs and Santa Monica and Newport Avenue					
Flashing beacon at Brighton Avenue and Sunset Cliffs Boulevard.	community member				
SRTS (safe routes to school)	community member				
Phase 3 of bike path into Robb Field from gateway area at WPL and SSC.	community member				
Safety improvements at W. Point Loma Blvd. and Sunset Cliffs Boulevard	community member		What safety improvments are we considering?		
Creating an OB Parking District	Board member	06/01/2019	Further discussion needed with other groups is happening		
Parking time limits and/or meters in the Voltaire business district	Board member	06/01/2019	Further discussion needed with Biz District and OBMA		
Resurface the bike path	community member	06/01/2019	Tracy will look at website and find out who is managing the grant and ask if it's in their funding plan by the next meeting.		
Create a bike/walking path all the way down the beach from Pier to Dog Beach	community member	06/01/2019	Hold project until March 2020 and suggest to Board to add to the CIP list for 2020		
Add motorcycle spots on diagonal voids of Newport, Voltaire and Santa Monica	Board member	06/01/2019	Ask Kevin to supply location ideas and/or how to integrate into our current parking		
Prevent motorists from accessing the pier	Board member	06/01/2019	motion to rec to board July 2019		
Evaluate the nightly parking lot closures at Dusty Rhodes and other parks to see if they're consistent and posted properly	Board member	06/01/2019			
Restripe and repaint the I-8 exit to Sunset Cliffs so it doesn't direct motorists to the forced right turn lane at Sunset Cliffs and West Point Loma where they block traffic and try to merge back in (add more clear signage on the I-8 directing the left lane as "Nimitz only" and the right lane as "Sunset Cliffs, Ocean Beach" etc. Maybe painted signage/symbols, a couple of times on the asphalt between the offramp and the park	Board member	06/01/2019	Caltrans has received a letter from Peninsula Planning Board, may be painting soon. Hold off until we hear back from CalTrans. Definitely collaborate with Peninsula Planning Board		
Add signage in front of the skate park to prevent people from plowing off the end of the 8	Board member	06/01/2019	This could be combined with 2019 budget request for better wayfinding in that intersection		
Trolley	community member	06/01/2019			
More parking at Robb Field	community member	06/01/2019	Hold project until March 2020 and suggest to Board to add to the CIP list for 2020		
Safer pedestrian crosswalks at WPL and Cable	Board member	06/01/2019	Sub is going to attempt to get roundabout installed instead of crosswalks		
Roundabout / traffic calming measures: Abbott and WPL	Board member	06/01/2019	motion to rec to board July 2019		
Roundabout / traffic calming measures: Cable and WPL	Board member	06/01/2019	motion to rec to board July 2019		
Roundabout / traffic calming measures: Bacon and Newport	Board member	06/01/2019	Do we want to hold on this since we are going to requst diverters?		
Stop lights and Pedestrian led crosswalks at Bacon and Newport	Board member	06/01/2019	Do we want to hold on this since we are going to requst diverters?		
Diverters Bacon Street	Board member	06/01/2019	motion to rec to board July 2019		
Mobility hub/nexus	community member	06/01/2019	concept and location in development		
Micromobility wayfinding signage OB Bike trail	Board member	06/01/2019	July: chose locations. Sept: decide on verbiage for signs		
Geofencing biz districts and pier from scooter access	community member	06/01/2019			
Solar bike parking structure with fee-based phone charging	community member	06/01/2019			
Dusty Rhodes parking lot repaving	community member	06/01/2019	Tracy will ask about paving Dusty Roads Park too		
SSC lighted bumps	board members		request submited to board		letter request to city

Transportation Committee: List of Ideas

Items for evaluation and prioritization at upcoming subcommittee meetings. Items have been proposed by the public and/or subcommittee members. List will be ongoing and added to as needed.

-

Running Project List:

- 1-8/SSC intersection: Add painted signage/symbols/directional wayfinding marks on the asphalt between the off-ramp and the Sunset Cliffs intersection to direct people into the appropriate lanes (tracy)
- 1-8/SSC sign redesign
- 1/8/SSC: Add signage or reflectors in front of the skate park to prevent people from plowing off the end of the 8
- Bacon and Newport: Stop lights or crosswalks, stop lights and pedestrian led crosswalks at Bacon and Newport OR diverters (develop a clear plan and presentation diverter concept
- Trolley: coordinate with SANDAG and mobility hub concept
- Creating an OB Parking District / Parking time limits and/or meters in the Voltaire business district
- TDM in OB - parking at parking lots and in BIDS (Nicole B)
- Parking Demand Management
- Create a bike/walking path all the way down the beach from Pier to Dog Beach
- Evaluate the nightly parking lot closures at Dusty Rhodes and other parks to see if they're consistent and posted properly.
- Geofencing for scooters (suggested by Rick)
- Mobility Nexus (suggested by Virginia)
- Solar bike parking structure with fee-based phone charging (suggested by Nicole U)
- Replace concrete media at SSC and Voltaire with flex posts (tracy, community)
- Possible implementation of diverters on Bacon (readdress?)
- Request for stop sign at Brighton and Ebers (Nicole B)
- Request for flashing beacon lights on Brighton and SSC (Nicole B)
- Bike and E-bike subsidies (Rick/Tracy)
- Private Parking space rental apps
- ~~Pier parking lot night closures.~~
- ~~More parking at Robb Field (requested through parks update)~~
- ~~Curb side dining, slow streets, business prosperity for businesses in OB.~~
- ~~Slowing mechanism on Voltaire (rumble bars? Stop signs? Roundabout? Bumpouts? Painted speed limits on road?) (tracy, community) *See accident report for that area on Votaire*~~
- ~~Traffic calming (stop sign) on Voltaire and Froude (Nicole B, Mandy, Issac, community)~~
- ~~Sunset Cliffs: traffic calming~~

- Private Parking space rental apps
- Creating an OB Parking District
- TDM in OB - parking at parking lots and in BIDS (Nicole B)
- Parking Demand Management
- Parking time limits and/or meters in the Voltaire business district
- Create a bike/walking path all the way down the beach from Pier to Dog Beach
- Evaluate the nightly parking lot closures at Dusty Rhodes and other parks to see if they're consistent and posted properly
- Add signage in front of the skate park to prevent people from plowing off the end of the 8
- Trolley

Ease the Traffic Congestion in OB

The traffic on Sunset Cliffs Blvd. is relentless, often bumper to bumper. It is a hazard for drivers and pedestrians.

To mitigate this, **a Parking Structure at Dusty Rhodes Park** could capture a lot of the visitor traffic and provide cost offset revenue via **branding and commercial opportunities**.

The area infrastructure is already conducive to entry and exit off Nimitz.

The parking structure should be environmentally green, innovative and multi-level. It should blend with the dog park and recreational area. It should provide vehicle charging stations, changing/shower facilities, food vendors, retail and other conveniences to encourage use.

- **Electric Trams** could shuttle the public back and forth from the structure free of charge, to the beaches, recreational areas, shopping and dining districts.
- A **Pedestrian Bridge** across Sunset Cliffs could connect Dust Rhodes to Robb Field. Parents/Athletes could safely drop off and pick up in convenient, safe area, easily park or get back on the freeway ramps. This avoids the long drive to Robb Fields entrance.
- **Street Parking Passes** for local residents could also ease current residential parking struggles and encourage visitors to use the Dusty Rhodes structure.

Submitted by

Erin Braswell, home owner Brighton Ave., 92107

mejustcheck@msn.com