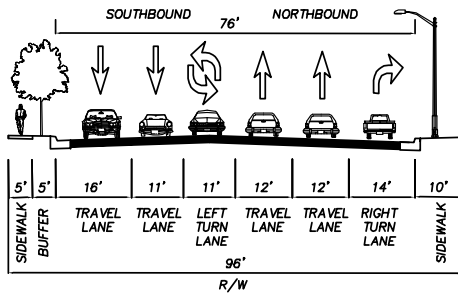
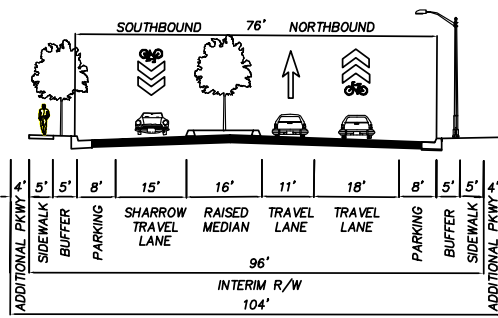


APPENDIX K

Conceptual Roadway Segment Improvements

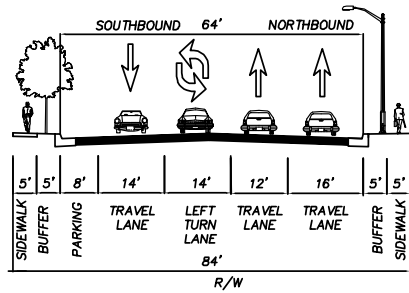


LOGAN AVENUE TO NATIONAL AVENUE
EXISTING CONDITIONS

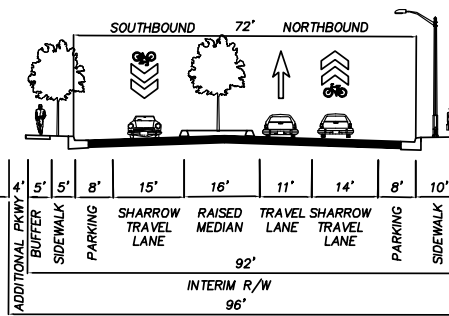


LOGAN AVENUE TO NATIONAL AVENUE
PROPOSED CONDITIONS

See x-section
D-D in
Figure K-4

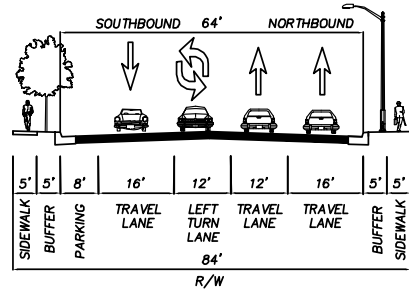


NATIONAL AVENUE TO NEWTON AVENUE
EXISTING CONDITIONS

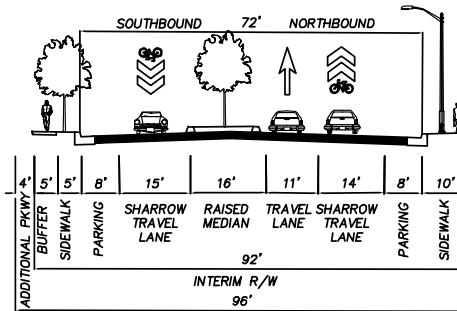


NATIONAL AVENUE TO NEWTON AVENUE
PROPOSED CONDITIONS

See x-section
C-C in
Figure K-3

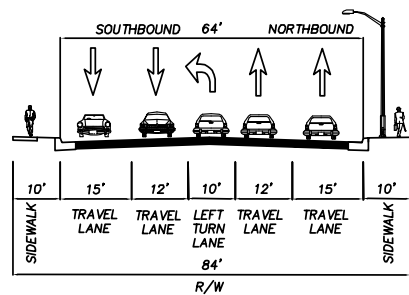


NEWTON AVENUE TO MAIN STREET
EXISTING CONDITIONS

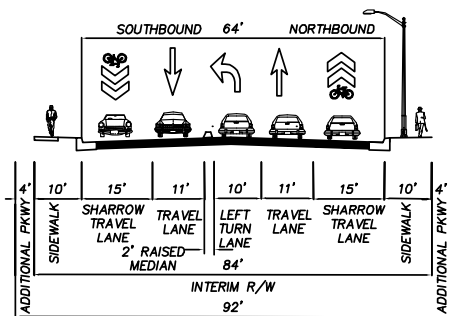


NEWTON AVENUE TO MAIN STREET
PROPOSED CONDITIONS

See x-section
B-B in
Figure K-3



MAIN STREET TO HARBOR DRIVE
EXISTING CONDITIONS



MAIN STREET TO HARBOR DRIVE
PROPOSED CONDITIONS

See x-section
A-A in
Figure K-2

Conceptual plan illustrations are provided to demonstrate general feasibility of the proposed mitigation measures only. Actual improvements will require additional engineering studies and design work and shall be to the satisfaction of the City Engineer.



LEGEND

- ① Add second EB left-turn lane from Harbor Drive to Cesar Chavez Parkway. Extend EB left-turn pockets to 450 feet.
- ② Add "Sharrow" bicycle markings.

- ③ Add exclusive NB right-turn lane at the intersection of Cesar Chavez Parkway and Harbor Drive (this improvement will be completed by Caltrans).
- ④ Extend WB left-turn lane from Harbor Drive to southbound Cesar Chavez Parkway. (this improvement will be completed by Caltrans).

- ⑤ Add 2' wide raised median.
- ⑥ Add exclusive WB right-turn lane.

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Figure K-2: Cesar Chavez Parkway Improvements between Harbor Drive to Main Street



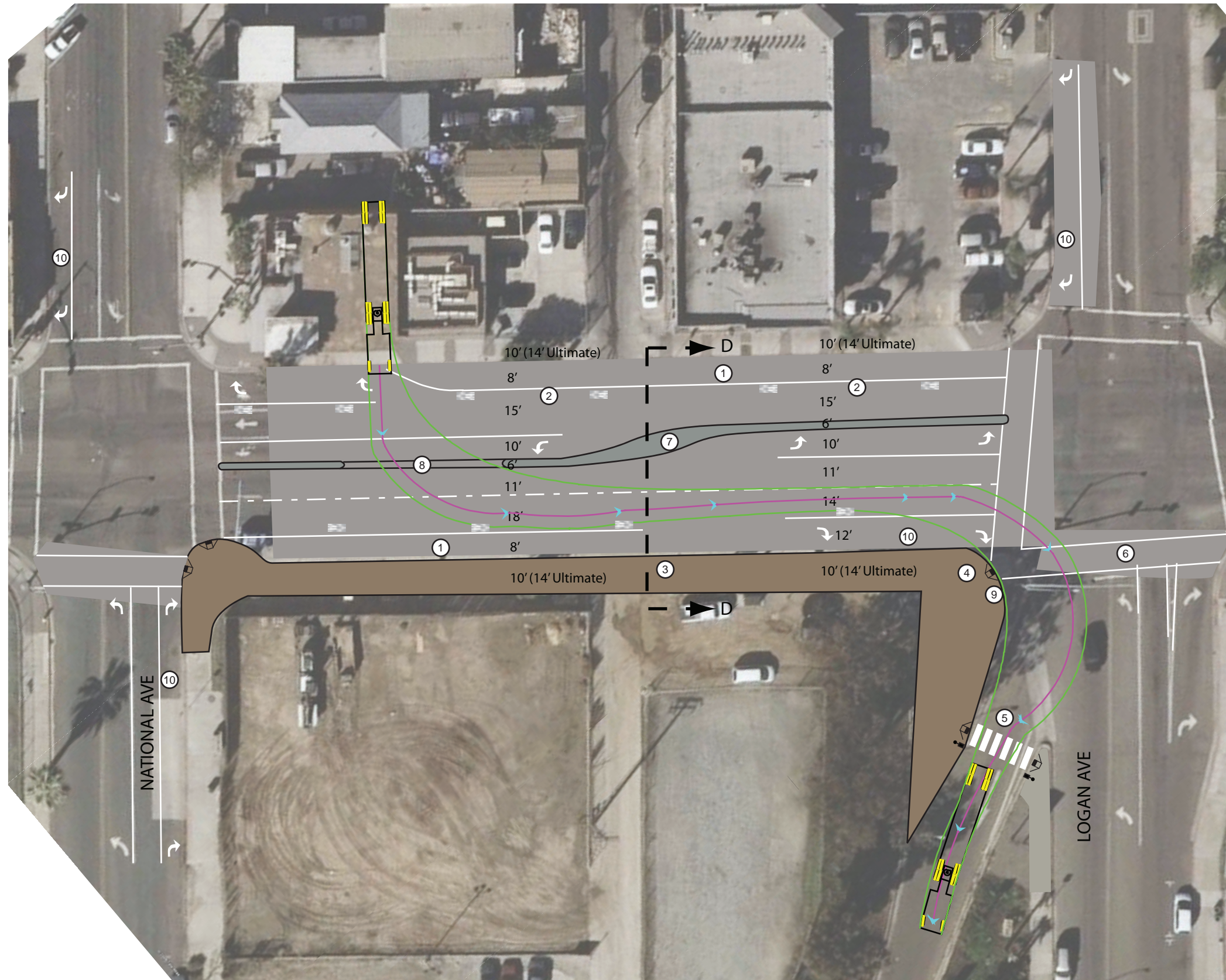
LEGEND

- ① Add "Sharrow" pavement markings
- ② Add 4'-16' wide raised median
- ③ Eight foot parallel parking to be done by others.
- ④ Add exclusive right-turn lane.

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Figure K-3: Cesar Chavez Parkway Improvements between Main Street and National Avenue



LEGEND

- ① Add parking.
- ② Add "Sharrow" bike treatment.
- ③ Existing Bus Stop to remain.
- ④ Close SR-75 ramp entrance along Cesar Chavez Parkway.
- ⑤ Improve pedestrian crossing (to be done by Caltrans).
- ⑥ Realign crosswalk.
- ⑦ Install 16' wide raised median.
- ⑧ Provide access for fire trucks to fire station.
- ⑨ Curb return must be designed to accommodate fire trucks access to the SR-75 on-ramp.
- ⑩ Install exclusive right-turn lane.

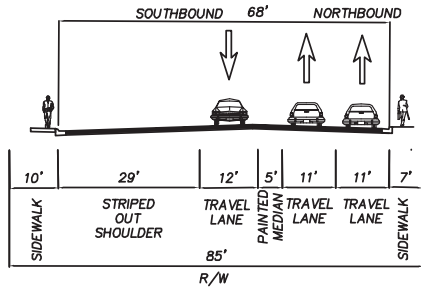
15.00	45.00
3.00	20.00
3.00	38.00
3.00	0.00
CA LEGAL-50 feet	
Tractor Width	: 8.50
Tractor Length	: 8.50
Tractor Track	: 8.50
Tractor Track	: 8.50
Lock to Lock Time	: 6.00
Steering Angle	: 25.3
Articulating Angle	: 70.0

Conceptual plan illustrations are provided to demonstrate general feasibility of the proposed mitigation measures only. Actual improvements will require additional engineering studies and design work and shall be to the satisfaction of the City Engineer.

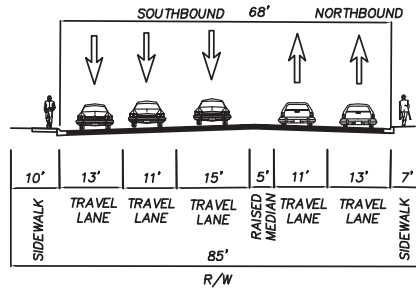


Figure K-4: Cesar Chavez Parkway Improvements between National Avenue and Logan Avenue

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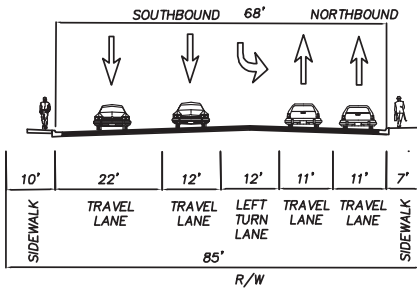


BOSTON AVENUE TO NATIONAL AVENUE
(NORTH OF I-5 SB OFF-RAMP
ON BRIDGE)
EXISTING CONDITIONS

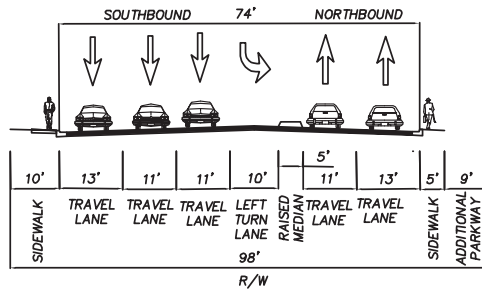


BOSTON AVENUE TO NATIONAL AVENUE
(NORTH OF I-5 SB OFF-RAMP
ON BRIDGE)
PROPOSED CONDITIONS

See x-section
A-A in
Figure K-6

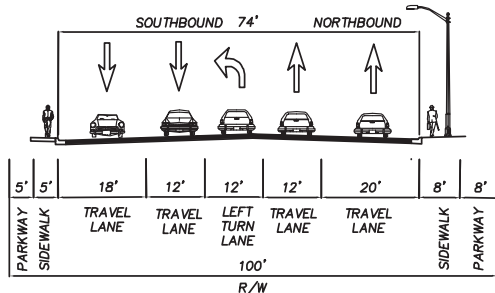


BOSTON AVENUE TO NATIONAL AVENUE
(SOUTH OF I-5 SB OFF-RAMP)
EXISTING CONDITIONS

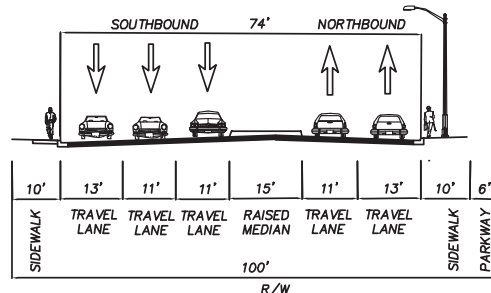


BOSTON AVENUE TO NATIONAL AVENUE
(SOUTH OF I-5 SB OFF-RAMP)
PROPOSED CONDITIONS

See x-section
B-B in
Figure K-6

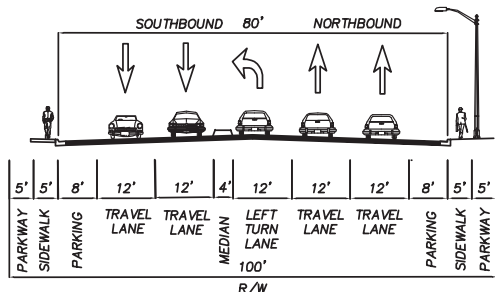


MAIN STREET TO BOSTON AVENUE
EXISTING CONDITIONS

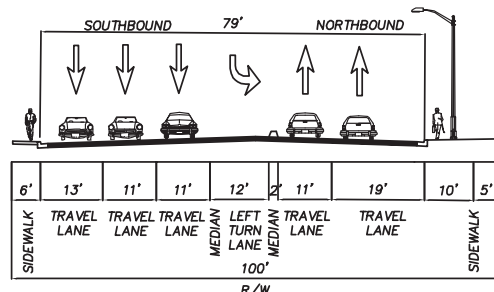


MAIN STREET TO BOSTON AVENUE
PROPOSED CONDITIONS

See x-section
C-C in
Figure K-6



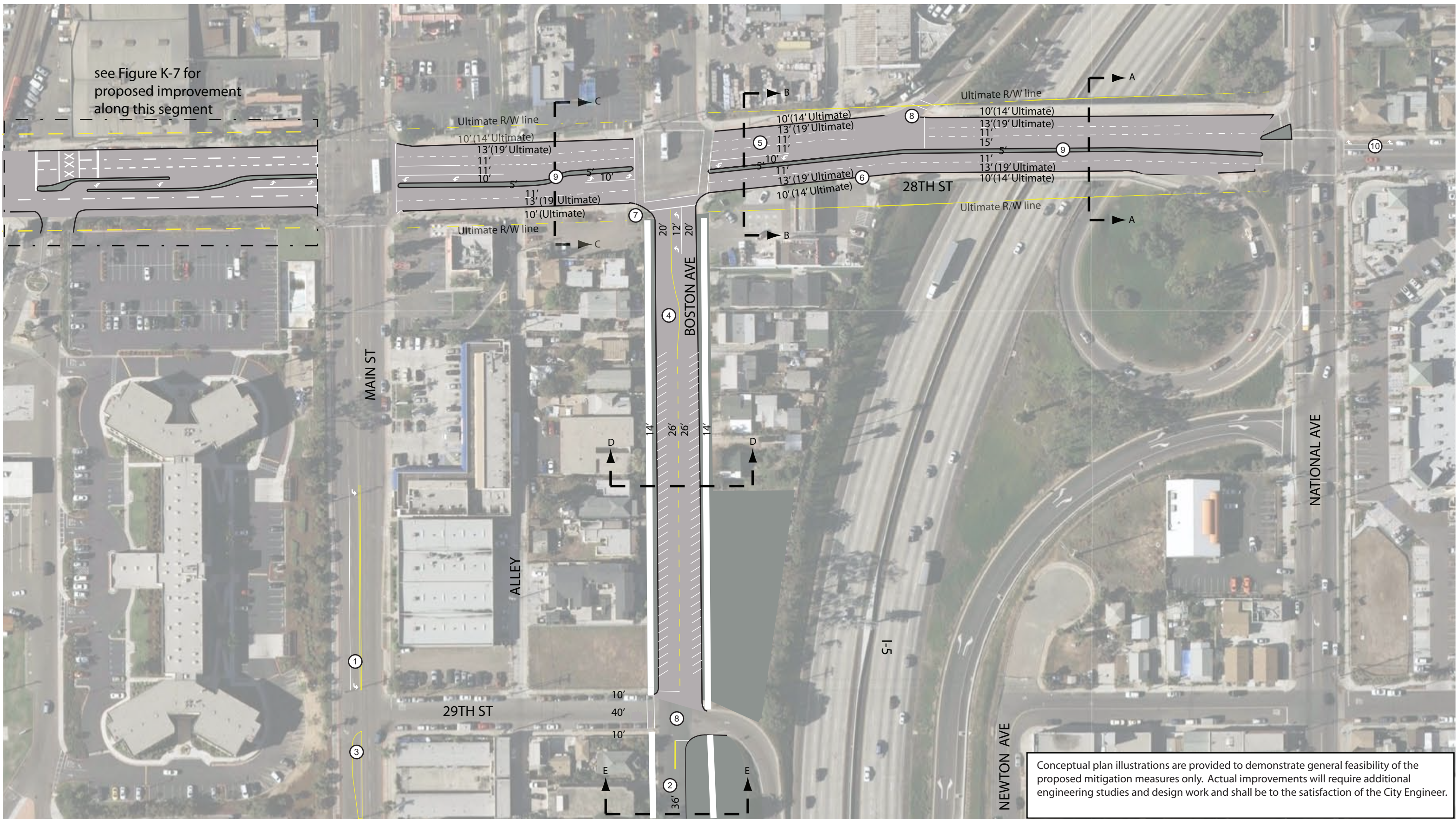
HARBOR DRIVE TO MAIN STREET
(BETWEEN MAIN STREET AND NAVY ENTRANCE)
EXISTING CONDITIONS



HARBOR DRIVE TO MAIN STREET
(BETWEEN MAIN STREET AND NAVY ENTRANCE)
PROPOSED CONDITIONS

See x-section
D-D in
Figure K-7

Conceptual plan illustrations are provided to demonstrate general feasibility of the proposed mitigation measures only. Actual improvements will require additional engineering studies and design work and shall be to the satisfaction of the City Engineer.



Conceptual plan illustrations are provided to demonstrate general feasibility of the proposed mitigation measures only. Actual improvements will require additional engineering studies and design work and shall be to the satisfaction of the City Engineer.

LEGEND

- ① Stripe westbound left-turn along Main Street at 29th Street
- ② Convert Boston Avenue between 29th Street to 32nd Street to residential local street with 36 feet of curb to curb width.
- ③ Stripe out inside eastbound through lane along Main Street just east of 29th Street.
- ④ Convert Boston Avenue to a Commercial Local Street. Evaluate for with diagonal parking along both sides (52' curb to curb width)
- ⑤ Restripe 28th Street and add third southbound thru lane between I-5 and Boston Ave.
- ⑥ Widen along east side of 28th Street to accommodate restriping and addition of third southbound thru lane. (this widening should only fix the alignment thru the intersection and should tie back to the bridge)
- ⑦ Add truck restriction for the northbound right-turn movement.
- ⑧ Install traffic signal.
- ⑨ Install raised median.
- ⑩ Add exclusive southbound right-turn lane.



Figure K-6: 28th Street Freeway Access Improvements - between Main Street and National Avenue

March 2011

Conceptual plan illustrations are provided to demonstrate general feasibility of the proposed mitigation measures only. Actual improvements will require additional engineering studies and design work and shall be to the satisfaction of the City Engineer.

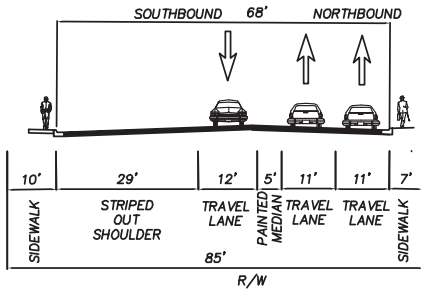


LEGEND

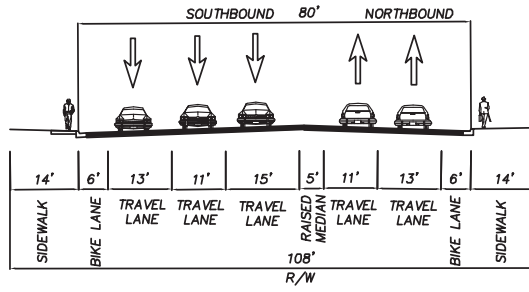
- ① Modify raised median along Harbor Drive to accommodate second EB left-turn lane from Harbor Drive to 28th Street to improve truck turning from Harbor Drive.
- ② Modify median along 28th Street between Harbor Drive and Main Street.
- ③ Add second SB left-turn lane from 28th Street to Harbor Drive.
- ④ Add raised median to channelize SB left-turn movement onto Naval Base.
- ⑤ Widen sidewalk by five feet.
- ⑥ Remove parking along west side of 28th Street between Main Street and Harbor Drive. Widen roadway 4' to the west to accommodate proposed improvements. Reconstruct driveways and curb ramps (8-10 fewer parking spaces).
- ⑦ Remove parking along east side of 28th Street between Main Street and Harbor Drive. Reconstruct driveways and curb ramps (10-12 fewer parking spaces). Widen sidewalk to 10'.
- ⑧ Add "quad" gates.

Figure K-7: 28th Street and Harbor Drive improvements (Interim)

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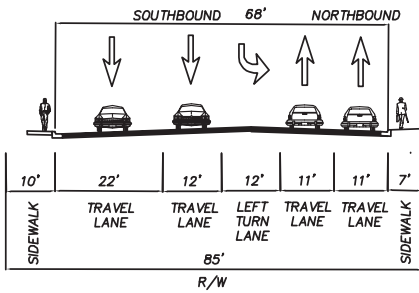


BOSTON AVENUE TO NATIONAL AVENUE
(NORTH OF I-5 SB OFF-RAMP
ON BRIDGE)
EXISTING CONDITIONS

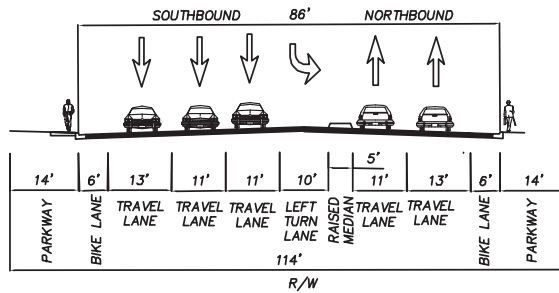


BOSTON AVENUE TO NATIONAL AVENUE
(NORTH OF I-5 SB OFF-RAMP
ON BRIDGE)
PROPOSED CONDITIONS

See x-section
A-A in
Figure K-6

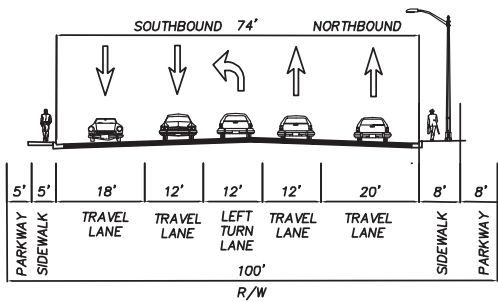


BOSTON AVENUE TO NATIONAL AVENUE
(SOUTH OF I-5 SB OFF-RAMP)
EXISTING CONDITIONS

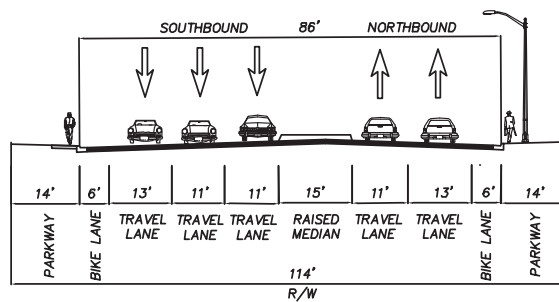


BOSTON AVENUE TO NATIONAL AVENUE
(SOUTH OF I-5 SB OFF-RAMP)
PROPOSED CONDITIONS

See x-section
B-B in
Figure K-6

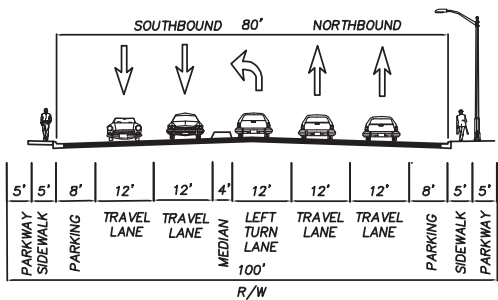


MAIN STREET TO BOSTON AVENUE
EXISTING CONDITIONS

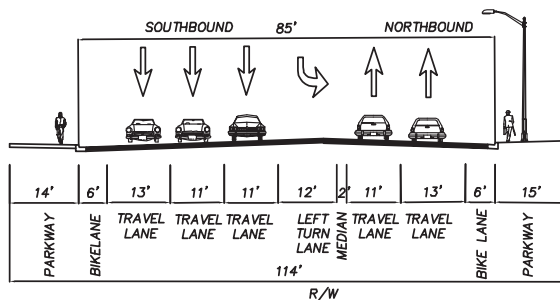


MAIN STREET TO BOSTON AVENUE
PROPOSED CONDITIONS

See x-section
C-C in
Figure K-6



HARBOR DRIVE TO MAIN STREET
(BETWEEN MAIN STREET AND NAVY ENTRANCE)
EXISTING CONDITIONS

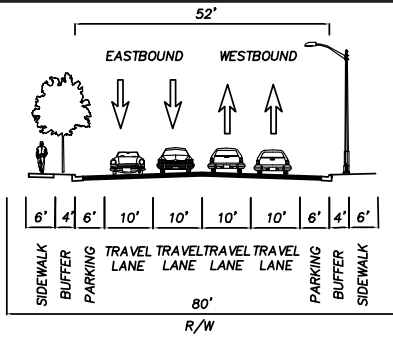


HARBOR DRIVE TO MAIN STREET
(BETWEEN MAIN STREET AND NAVY ENTRANCE)
PROPOSED CONDITIONS

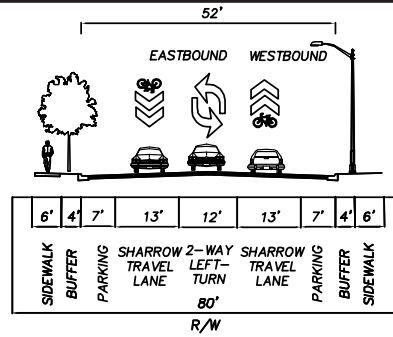
See x-section
D-D in
Figure K-7

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Barrio Logan Community Plan Update

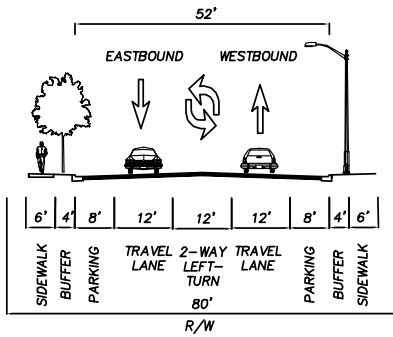


COMMERCIAL ST TO 16TH ST
EXISTING CONDITIONS

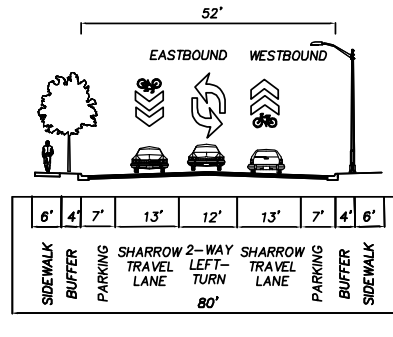


COMMERCIAL ST TO 16TH ST
PROPOSED CONDITIONS

See x-section
A-A in
Figure K-11

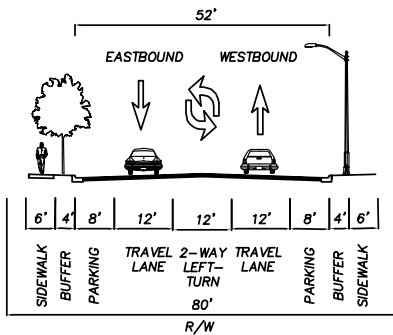


16TH ST TO SIGSBEE ST
EXISTING CONDITIONS

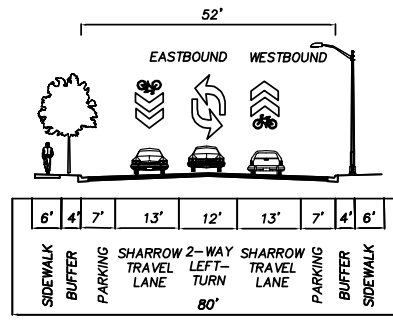


16TH ST TO SIGSBEE ST
PROPOSED CONDITIONS

See x-section
B-B in
Figure K-11

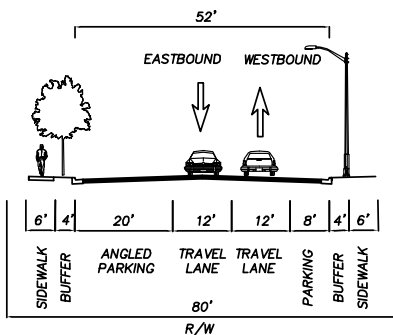


SIGSBEE ST TO BEARDSLEY ST
EXISTING CONDITIONS

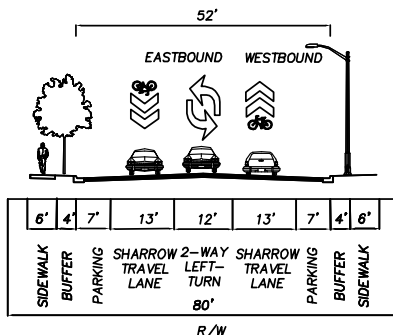


SIGSBEE ST TO BEARDSLEY ST
PROPOSED CONDITIONS

See x-section
C-C in
Figure K-11



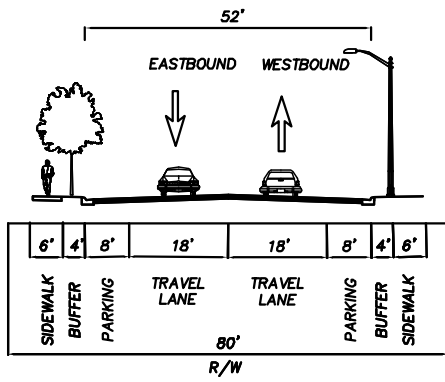
BEARDSLEY ST TO CESAR CHAVEZ PKWY
EXISTING CONDITIONS



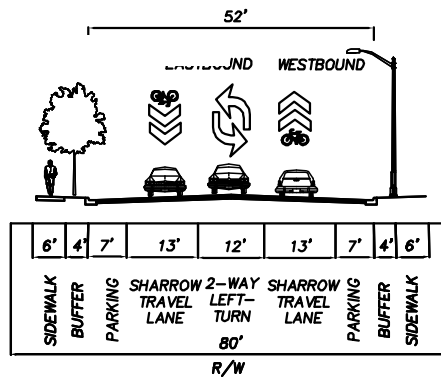
BEARDSLEY ST TO CESAR CHAVEZ PKWY
PROPOSED CONDITIONS

See x-section
D-D in
Figure K-11

Conceptual plan illustrations are provided to demonstrate general feasibility of the proposed mitigation measures only. Actual improvements will require additional engineering studies and design work and shall be to the satisfaction of the City Engineer.

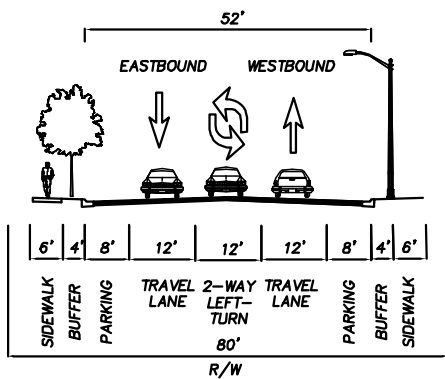


CESAR CHAVEZ PKWAY TO DEWEY ST
EXISTING CONDITIONS

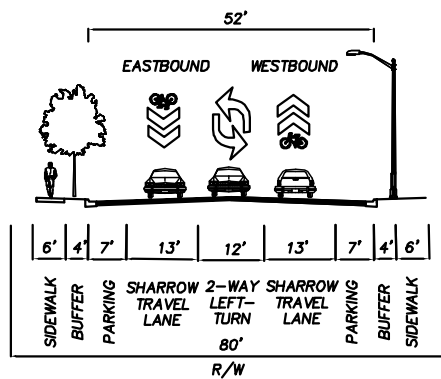


CESAR CHAVEZ PKWAY TO EVANS ST
PROPOSED CONDITIONS

See x-section
A-A in
Figure K-12

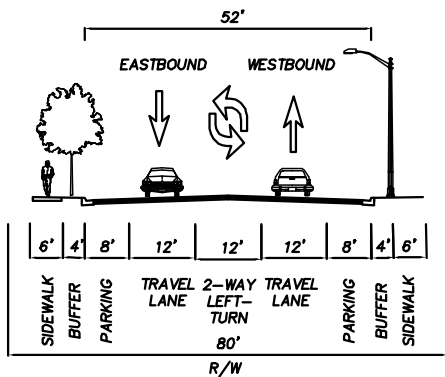


DEWEY ST TO EVANS ST
EXISTING CONDITIONS

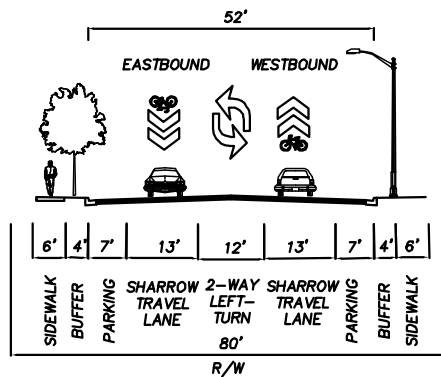


DEWEY ST TO EVANS ST
PROPOSED CONDITIONS

See x-section
B-B in
Figure K-12



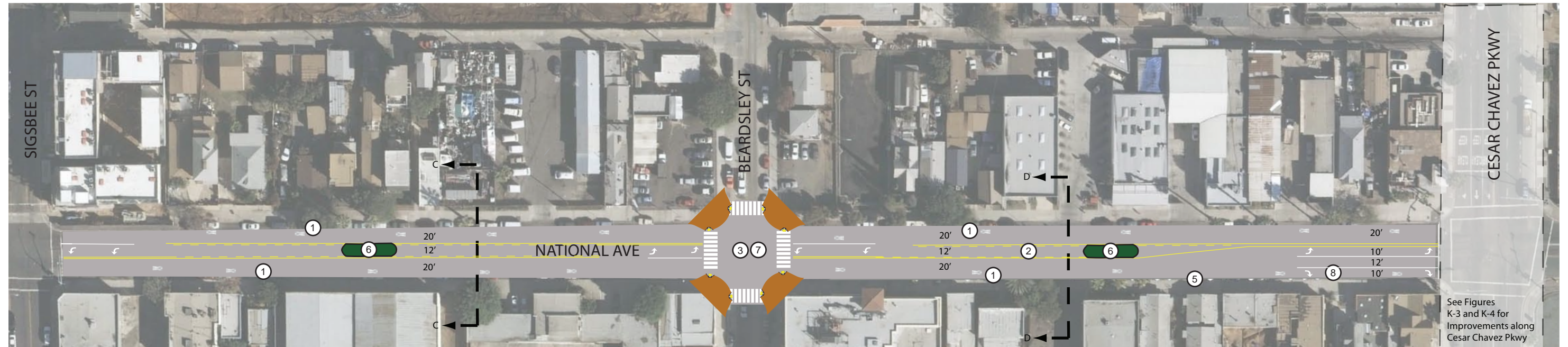
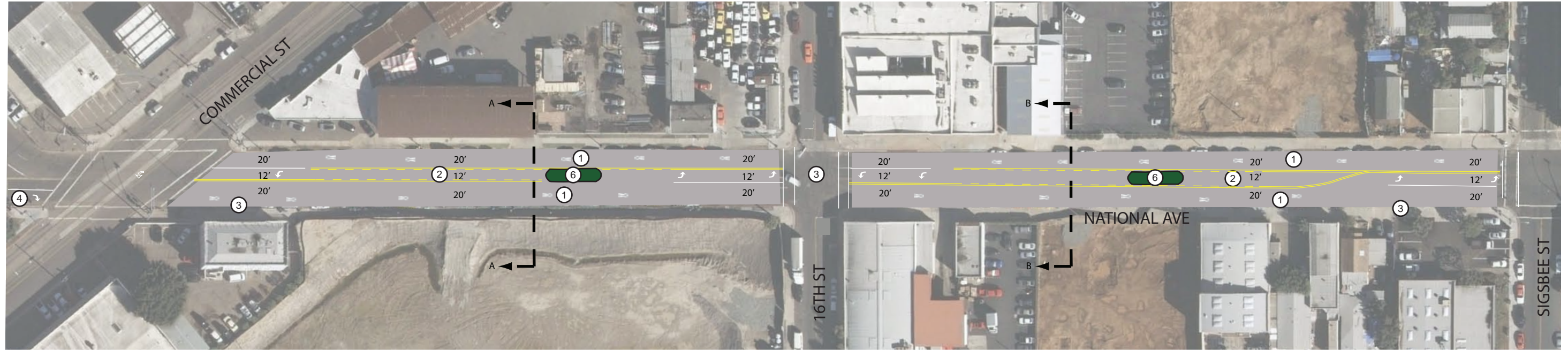
EVANS ST TO 26TH ST
EXISTING CONDITIONS



EVANS ST TO 26TH ST
PROPOSED CONDITIONS

See x-section
C-C in
Figure K-12

Conceptual plan illustrations are provided to demonstrate general feasibility of the proposed mitigation measures only. Actual improvements will require additional engineering studies and design work and shall be to the satisfaction of the City Engineer.



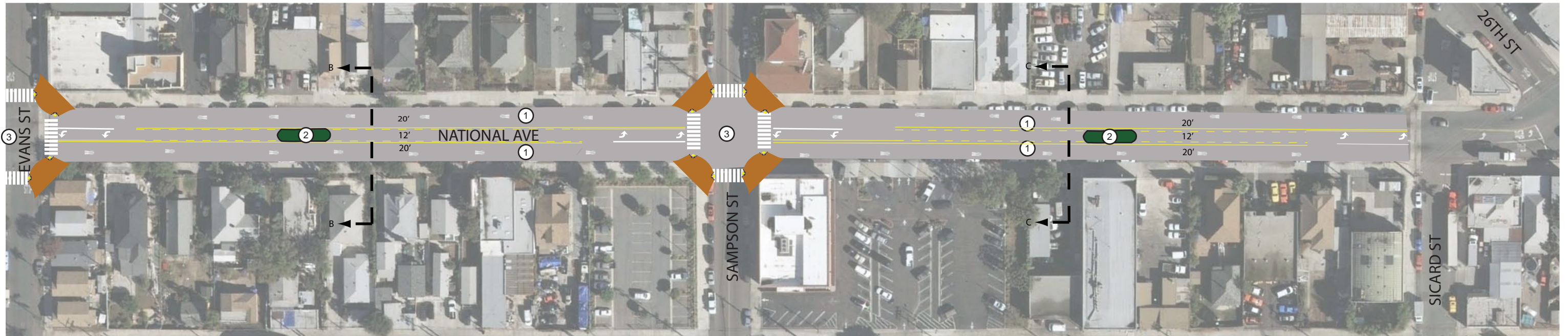
LEGEND

- ① Install "sharrow" bicycle markings between Commercial St and Cesar Chavez Pkwy.
- ② Install two-way left-turn lane.
- ③ Install traffic signal.
- ④ Add eastbound right-turn lane.
- ⑤ Remove diagonal parking.
- ⑥ Evaluate for traffic calming measures that address emergency vehicle route requirements.
- ⑦ Evaluate the installation of intersection pop-outs and crosswalk improvements.
- ⑧ Install an exclusive eastbound right-turn lane.

Conceptual plan illustrations are provided to demonstrate general feasibility of the proposed mitigation measures only. Actual improvements will require additional engineering studies and design work and shall be to the satisfaction of the City Engineer.



Figure K-11: National Avenue Improvements - between Commercial St and Cesar Chavez Pkwy



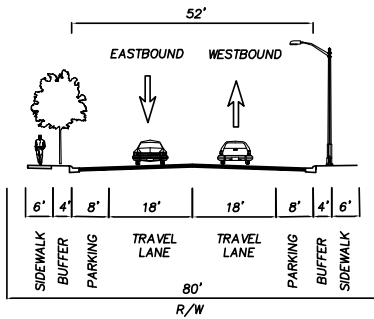
LEGEND

- ① Add "sharrow" bicycle markings between Cesar Chavez Parkway and 26th Street .
- ② Evaluate for traffic calming measures that address emergency vehicle route requirements.
- ③ Consider the installation of intersection pop-outs and crosswalk improvements.
- ④ Install an exclusive westbound right-turn lane.

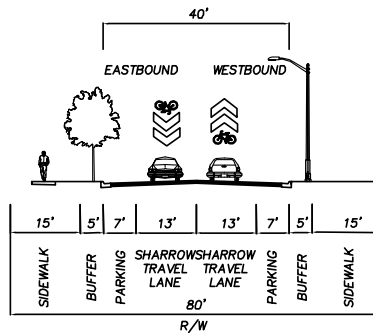
Conceptual plan illustrations are provided to demonstrate general feasibility of the proposed mitigation measures only. Actual improvements will require additional engineering studies and design work and shall be to the satisfaction of the City Engineer.



Figure K-12: National Avenue Improvements - between Cesar Chavez Parkway and 26th Street

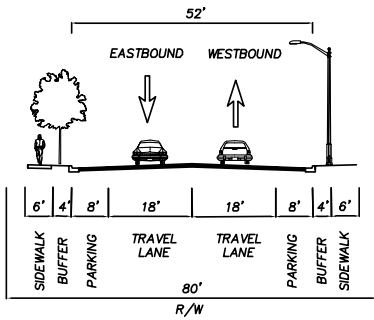


26TH ST TO 28TH ST
EXISTING CONDITIONS

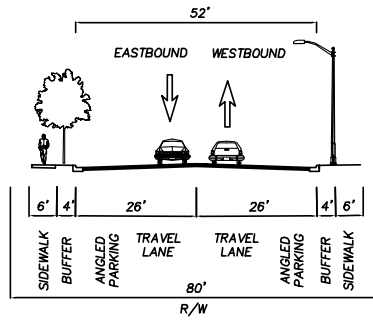


26TH ST TO 28TH ST
PROPOSED CONDITIONS

See x-section
A-A in
Figure K-14

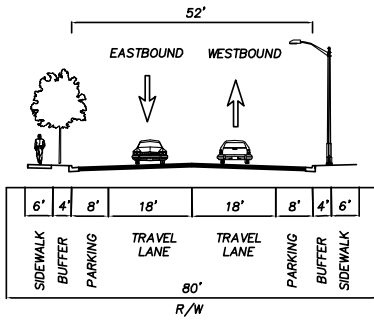


28TH ST TO 29TH ST
EXISTING CONDITIONS

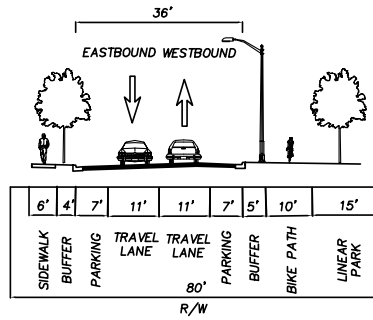


28TH ST TO 29TH ST
PROPOSED CONDITIONS

See x-section
D-D in
Figure K-6



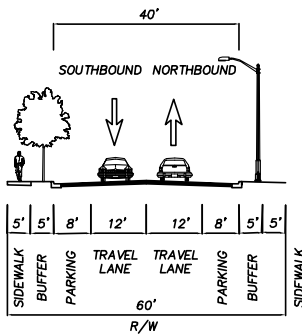
29TH ST TO 32TH ST
EXISTING CONDITIONS



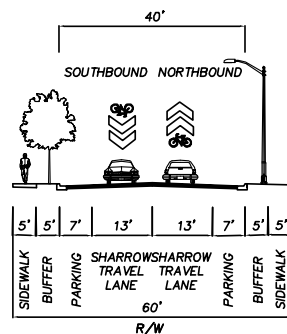
29TH ST TO 32TH ST
PROPOSED CONDITIONS

See x-section
E-E in
Figure K-6

26th STREET



NATIONAL AVE TO BOSTON AVE
EXISTING CONDITIONS



NATIONAL AVE TO BOSTON AVE
PROPOSED CONDITIONS

See x-section
B-B in
Figure K-11


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LEGEND

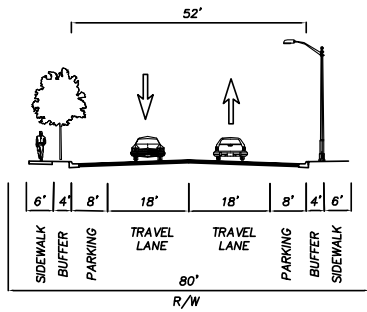
- ① Enlarge center island to eliminate the northbound lane of 26th Street between Main Street and Boston Avenue.
- ② Convert Boston Avenue and 26th Street to a "Green Street" with "Sharrow" treatments for bicycle circulation.

- ③ Sharrow vehicle/bicycle lane. 
- ④ Widen sidewalk along both sides of Boston Avenue by six feet. Add landscape.
- ⑤ Provide drainage and landscape improvements to raised median along Main Street.

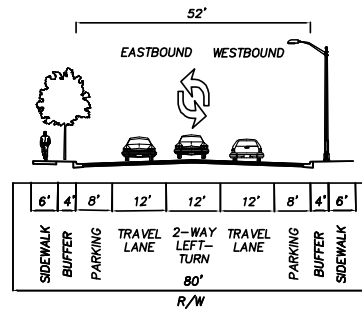
- ⑥ Restripe the NB and SB through lanes at the intersection of Main Street and Schley Street.
- ⑦ Provide a 10' NB striped out lane for fire access.
- ⑧ Prohibit southbound through and southbound left-turn movements.



Figure K-14: Boston Avenue and 26th Street Improvements



EVAN ST TO SCHLEY ST
EXISTING CONDITIONS



EVAN ST TO SCHLEY ST
PROPOSED CONDITIONS

See x-section
A-A in
Figure K-16

Conceptual plan illustrations are provided to demonstrate general feasibility of the proposed mitigation measures only. Actual improvements will require additional engineering studies and design work and shall be to the satisfaction of the City Engineer.



See Figure K-14 for Improvements along Schley St

LEGEND

- ① Restripe roadway segment to accommodate a two-way left-turn lane and parallel parking along both sides.
- ② Left-turn lane would be removed with improvements to the Main St/26th St and Schley St intersection depicted on Figure 19.

Conceptual plan illustrations are provided to demonstrate general feasibility of the proposed mitigation measures only. Actual improvements will require additional engineering studies and design work and shall be to the satisfaction of the City Engineer.



Figure K-16: Main Street Improvements - between Cesar Chavez Parkway and 26th Street