



## **CIRCULATION**

The goal of the circulation plan is to establish a pedestrian park environment that features public transportation use while providing adequate vehicular access to and within the Central Mesa. The circulation system will enable pedestrians to walk from the Zoo to the Aerospace Museum without crossing a vehicular circulation route. Service access and convenient public drop-off points are maintained. The intra-Park tram system, which enables quick access to the heart of the Central Mesa from outlying areas of the Park, is an important factor in achieving a more pedestrian oriented environment.

Restoring a pedestrian oriented park environment to the Central Mesa is a primary objective for preserving its essential character. Reducing the presence of the automobile will emphasize natural qualities of the Park while recapturing the original intent of the Central Mesa design concept. Placing priority on the pedestrian is based on the nature of the original site design. The historic architecture and horticulture, with their intricate detail, were designed to be appreciated at a walking pace. Their significance warrants pedestrian priority for circulation routes.

Reducing conflicts between pedestrians and vehicular traffic will encourage pedestrian activity. Providing site amenities, increasing lighting and expanding pedestrian access will reduce the perceived need for the automobile within the Central Mesa. Increased pedestrian use of the Park will also increase public safety as high numbers of visitors participating in desirable uses of the Park will displace less desirable activities.

With higher visitor levels in the future, alternate forms of transportation will become a necessity to ensure maximum public use and enjoyment of the Park. As pedestrian activity increases, regular tram service and increased management of vehicular circulation will enable pedestrians, vehicular traffic, and service vehicles to safely coexist despite higher levels of park use. An important aspect of the Central Mesa circulation system will be the use of shuttles to connect off-site parking with the Central Mesa. This will relieve peak demands on proposed parking areas.

Proposed parking areas will increase the amount of parking available on the Central Mesa. See Figure 41 for Proposed Circulation and Parking. The parking spaces removed from areas such as the Palisades and the Plaza de Panama will be replaced by the proposed plaza-topped Organ Pavilion parking structure. A summary of the proposed parking supply is shown on Table 2.

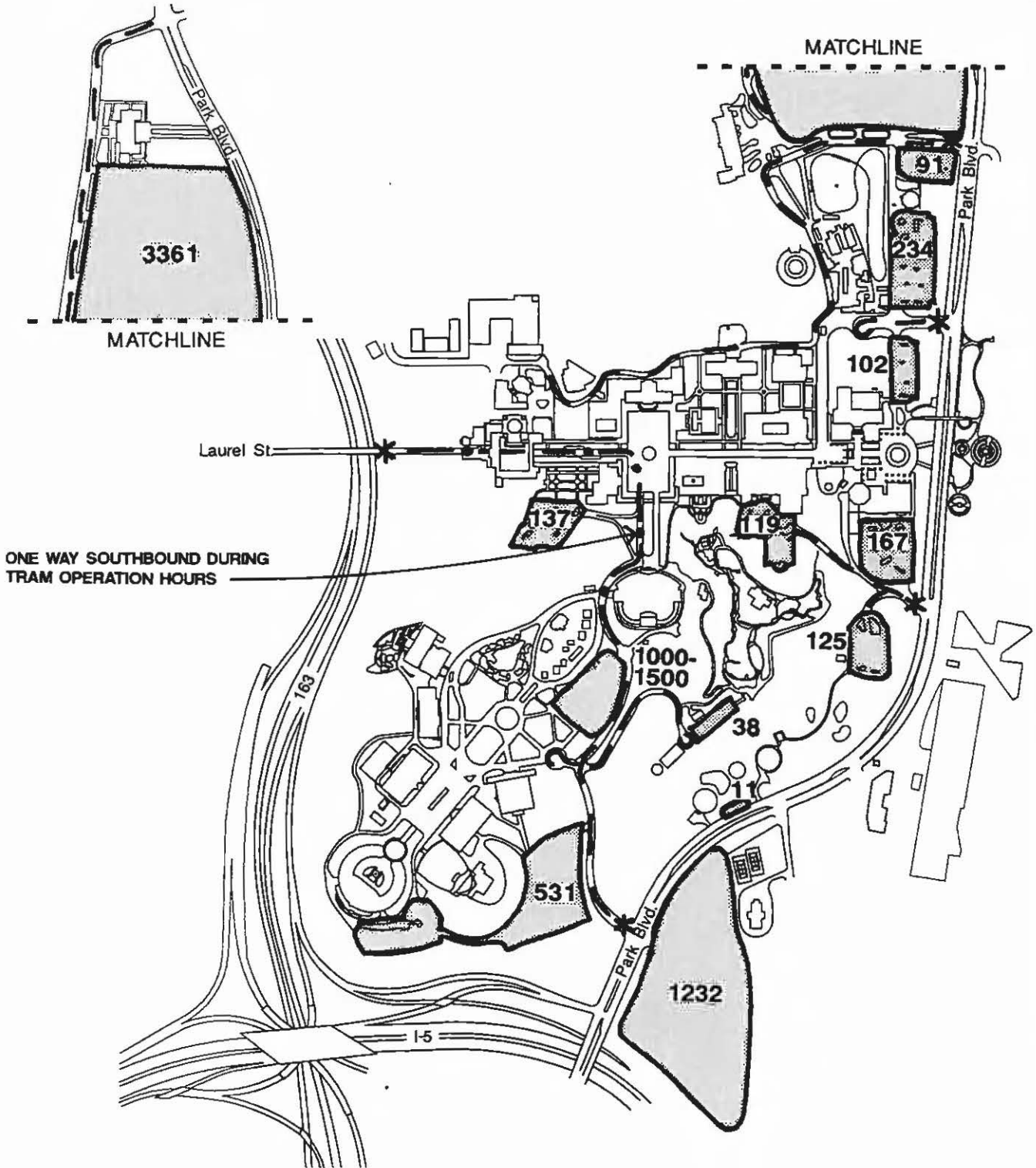


TABLE 2. (see Table 1 for existing parking supply)

PROPOSED PARKING SUPPLY, JUNE 1991.

PARKING LOT:	NUMBER OF SPACES
ZOO LOT	3,016
NORTH CAROUSEL LOT	91
SOUTH CAROUSEL LOT	234
NATURAL HISTORY MUSEUM LOT	102
ALCAZAR GARDEN LOT	137
CASA DE BALBOA LOT	119
FLEET SPACE THEATER LOT	167
PEPPER GROVE LOT	125
ORGAN PAVILION PARKING GARAGE	1,000 - 1,500
FEDERAL/AEROSPACE LOT	531
GOLD GULCH LOT	38
CENTRO/WORLDBEAT LOT	11
SUB-TOTAL: 5,571 - 6,071	
ZOO PLACE PARKING SPACES	120 +
PARK BOULEVARD PARKING SPACES	340 +
SUB-TOTAL: 460 +	
INSPIRATION POINT LOTS	1,232
TOTAL PARKING SPACES: 7,263 - 7,763 +	

\* Organ Pavilion parking garage designed to accommodate 1,000 - 1,500 parking spaces.



**Proposed Vehicular Circulation and Parking**

13 June 1991 Figure 41

- \* Vehicular Access Points
- (XXX) Number of Vehicular Spaces per Lot
- — Vehicular Circulation





## ***Pedestrian Circulation***

### ***Objective:***

Create a pedestrian oriented park environment.

### ***Recommendations:***

- Utilize pedestrian overpasses at major circulation crossings. These should be located at the Organ Pavilion connection to the Palisades and the Plaza de Balboa connection to the Rose Garden (existing to remain). Future consideration should be given to an additional pedestrian overpass near the intersection of Park Boulevard and Presidents Way.
- Concentrate parking in the proposed Organ Pavilion parking garage and restore the Plaza de Panama, the Palisades, and Village Place to pedestrian use.
- Regulate service vehicle access hours in pedestrian areas and specify designated routes.
- Separate pedestrian and vehicular circulation routes wherever possible.

### ***Objective:***

Develop a comprehensive system of pedestrian walkways throughout the Central Mesa.

### ***Recommendations:***

- Provide disabled accessibility to all park facilities.
- Provide a major pedestrian route between the Zoo entry and the Aerospace Museum that does not cross automobile circulation routes.
- Convert existing roads to pedestrian promenades wherever possible.

### ***Objective:***

Enhance pedestrian entries to the Central Mesa.

### ***Recommendations:***

- Use focal features, accent planting, accent paving and pedestrian scale signage and lighting to delineate entry points to the Central Mesa.
- Provide enhanced site amenities at pedestrian drop-off points, public transportation entries, and tram stops.



**Objective:**

Provide convenient pedestrian drop-off points for autos and trams.

**Recommendations:**

- Accommodate a drop-off area in all Central Mesa cul-de-sacs.
- Locate drop-offs in peak visitor use areas according to the plan.
- Ensure that all pedestrian drop-offs are accessible by the disabled.
- Provide nearby seating and shade at drop-off areas.

## **Vehicular Circulation**

**Objective:**

Simplify through traffic routes in the Central Mesa.

**Recommendations:**

- Confine vehicle use in the Prado to one lane of eastbound one-way traffic during tram service hours. Two-way traffic may occur when the tram is not running.
- Install a stop sign, eastbound, at the entrance to the Plaza de Panama to slow traffic before entering the curve through the pedestrian plaza.
- Limit vehicular access on the east side of the Central Mesa to the cul-de-sacs located at Village Place, Presidents Way, and Federal Way.

**Objective:**

Conduct a special focus study for Park Boulevard when long range transit plans for the area have been finalized.

**Recommendations:**

- Determine the feasibility of new pedestrian overpasses across Park Boulevard.
- Develop an integrated plan to locate bus stops, intra-park tram stops, off site parking shuttle service stops, and LRT stations along Park Boulevard.
- Assess the visual impact of catenary poles to the Park environment to determine if an alternative technology solution would be more desirable than light rail transit.



*Objective:*

Provide adequate service access to each Park building.

*Recommendations:*

- Allow full service access during low pedestrian use hours and limit service access during high pedestrian use hours.
- Utilize specific service routes as shown in figure 42.
- Regulate the size, type and location of service vehicles to accommodate pedestrian usage of the Park. The hours and type of service vehicles allowed are as follows:

Night and Early Morning:

- 11:00 p.m. to 9:00 a.m.

All vehicles, including trucks with semi-trailers on paved surfaces except pedestrian overpasses.

Peak & Evening:

- 9:00 a.m. to 11:00 p.m.

Cars, vans, and small pick-up trucks displaying a permit will be allowed on established service routes. Permits will be obtained from the Park management office. No medium size trucks, step-vans, or larger vehicles, will be allowed without authorization from Park management.

- Design all service access routes to accommodate trucks with semi-trailers.
- Provide manual or motorized carts to be used for private deliveries to and from automobile drop-off areas by community organizations leasing building space.

*Objective:*

Increase parking spaces in the Central Mesa.

*Recommendations:*

- Construct a 1,000 - 1,500 space parking garage on the existing Organ Pavilion parking lot site. (See Architecture recommendations).
- Restripe existing lots to include compact spaces in each lot to maximize total spaces.
- Reconfigure existing lots as shown in the Landscape recommendations.



*Objective:*

Prohibit large vehicles in the Prado.

*Recommendations:*

- Limit parking for buses and large recreational vehicles to the Inspiration Point and Federal Building lots.
- Allow buses to drop off passengers at the Presidents Way and Village Place cul-de-sac.

*Objective:*

Incorporate a prioritized parking system to maximize parking opportunities for Park visitors.

*Recommendations*

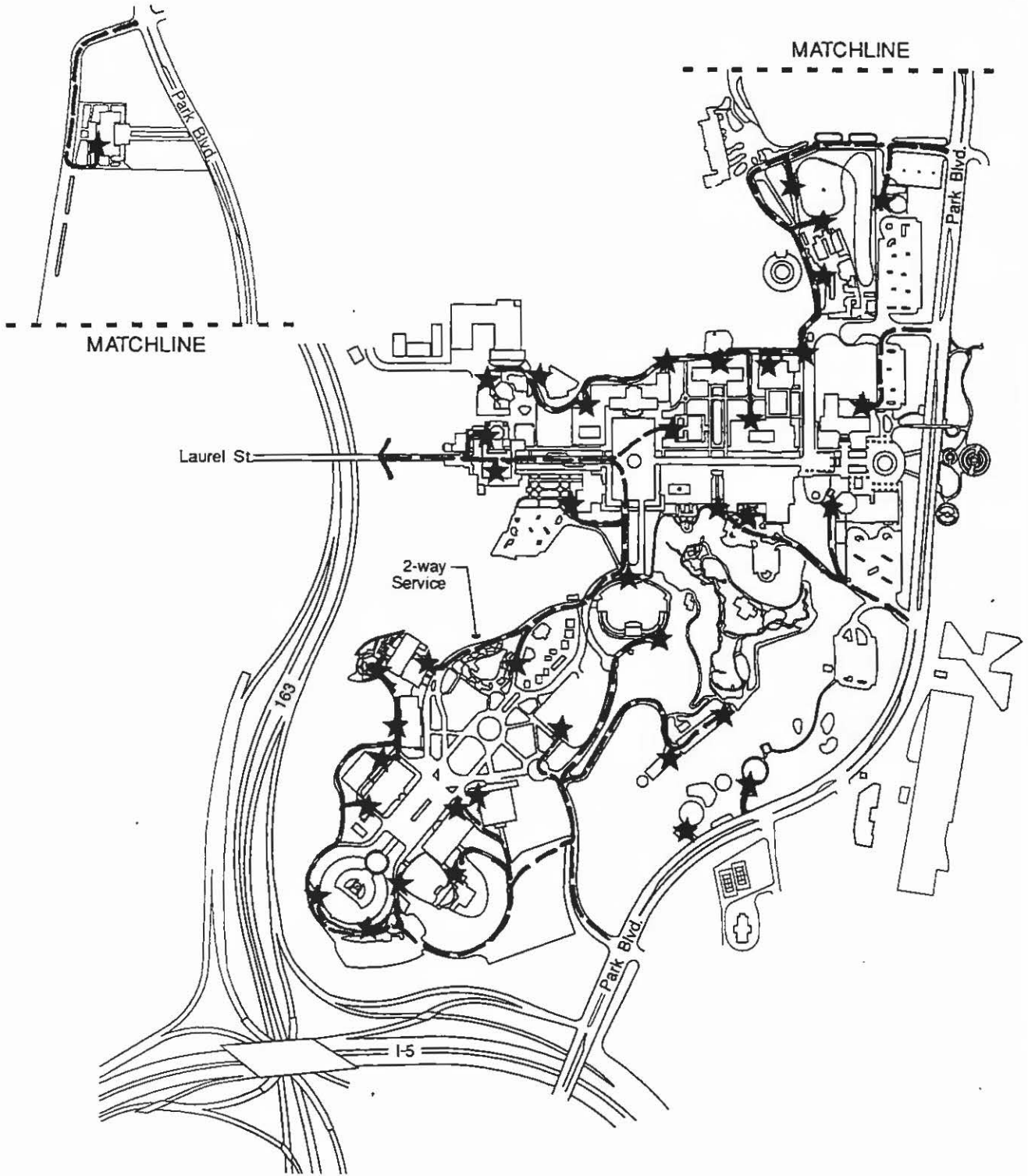
- Designate parking spaces according to length of stay with the exception of disabled spaces. Priority of close-in parking should go to short term use in time increments ranging from 20 minute loading spaces to 2 hour, 4 hour, full day, or evening time periods. Parking regulations will be enforced by Park Rangers.
- Provide tram service to long-term parking lots during peak hours.
- Encourage Park institutions to provide a joint shuttle service for employees who park in long-term lots and require transportation to their vehicles during non-peak hours.

*Objective:*

Utilize portions of the Inspiration Point and Federal Building parking lot for specialized uses such as recreational vehicle, bus and employee parking to allow the Central Mesa lots to accommodate the maximum number of visitor autos.

*Recommendations:*

- Designate employee/volunteer parking spaces in the Inspiration Point parking lot after tram service begins as outlined in the Centre City and Balboa Park Parking Management Plan. Employee/volunteer use of these spaces should be encouraged by each institution as a courtesy to the public.
- Assign bus and recreational vehicle parking to a designated area of the Inspiration Point parking lot when Park tram service begins. Provide a school bus drop-off and parking in the Federal building parking lot.



### Proposed Service Access Routes

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Figure  
42

— Service Access Route

★ Service Area







*Objective:*

Provide adequate disabled parking throughout the Central Mesa.

*Recommendations:*

- Use Alcazar parking lot to accommodate the majority of disabled parking spaces in the Prado area.
- Reserve preferred spaces in all Central Mesa parking lots for disabled parking.

*Objective:*

Promote evening use of the Zoo parking lot by patrons of the Old Globe and other Prado institutions with evening programs.

*Recommendations:*

- Provide a wide, well lighted pedestrian walkway from the Zoo parking lot to the Prado to encourage evening use of the Zoo parking lot.
- Install appropriate signage to direct evening visitors from the Zoo parking lot to the Prado.
- Encourage institutions that conduct evening events to inform their patrons that evening parking in the Zoo lot is available.

*Objective:*

Coordinate parking management with groups located adjacent to the Precise Plan study area whose uses could impact the availability of parking for visitors to the Central Mesa.

*Recommendations:*

- Work with the Zoo to develop a long term parking plan that will enable their parking needs to be fully accommodated within the area of their current leasehold.
- Encourage Navy Hospital to develop a parking plan that enables Central Mesa parking to be fully utilized by visitors using the Park.

## ***Alternative Modes of Transportation***

*Objective:*

Encourage the use of public transit as a primary means of access to the Central Mesa.

*Recommendations:*

- Improve public transit service to the Park during peak visitor periods.



- Expand bus service on Park Boulevard.
- Ensure that all means of public transportation will accommodate bicycles, strollers, wheelchairs and walkers.

*Objective:*

Continue and enhance the free Park tram program.

*Recommendations:*

- Provide convenient tram stop locations with site amenities as described in the Landscape recommendations. The proposed Park tram route is shown on Figure 43.
- Use Park trams that are compatible in appearance with the Park's historic architecture.
- Employ the most efficient, non polluting and cost effective fuel methodologies possible.
- Accommodate all peak visitor hours with the Park tram schedule.
- Publicize the tram and its operating schedule in all Park information literature and with signage.
- Operate the tram with a headway time of 10 minutes during peak summer hours.
- Expand Park tram hours to evenings when evening use levels increase.
- Ensure that the Park tram system is accessible by the disabled.

*Objective:*

Develop joint City/Park parking facilities in Centre City East with public shuttle service to and from the Park during peak periods.

*Recommendations:*

- Implement the recommendation of the Centre City and Balboa Park Parking Management Plan to develop shared use parking facilities at the proposed Civic Center and San Diego Community College.
- Provide shuttle connection to the Park when an off site parking facility is utilized.
- Locate shuttle drop off near Park tram stops.
- Provide signage that will direct visitors to the off site parking facility prior to entering the Park, preferably near freeway exits.
- Conduct a public relations campaign to promote and encourage use of off-site parking facilities.
- Provide parking information at all Park Information Centers.

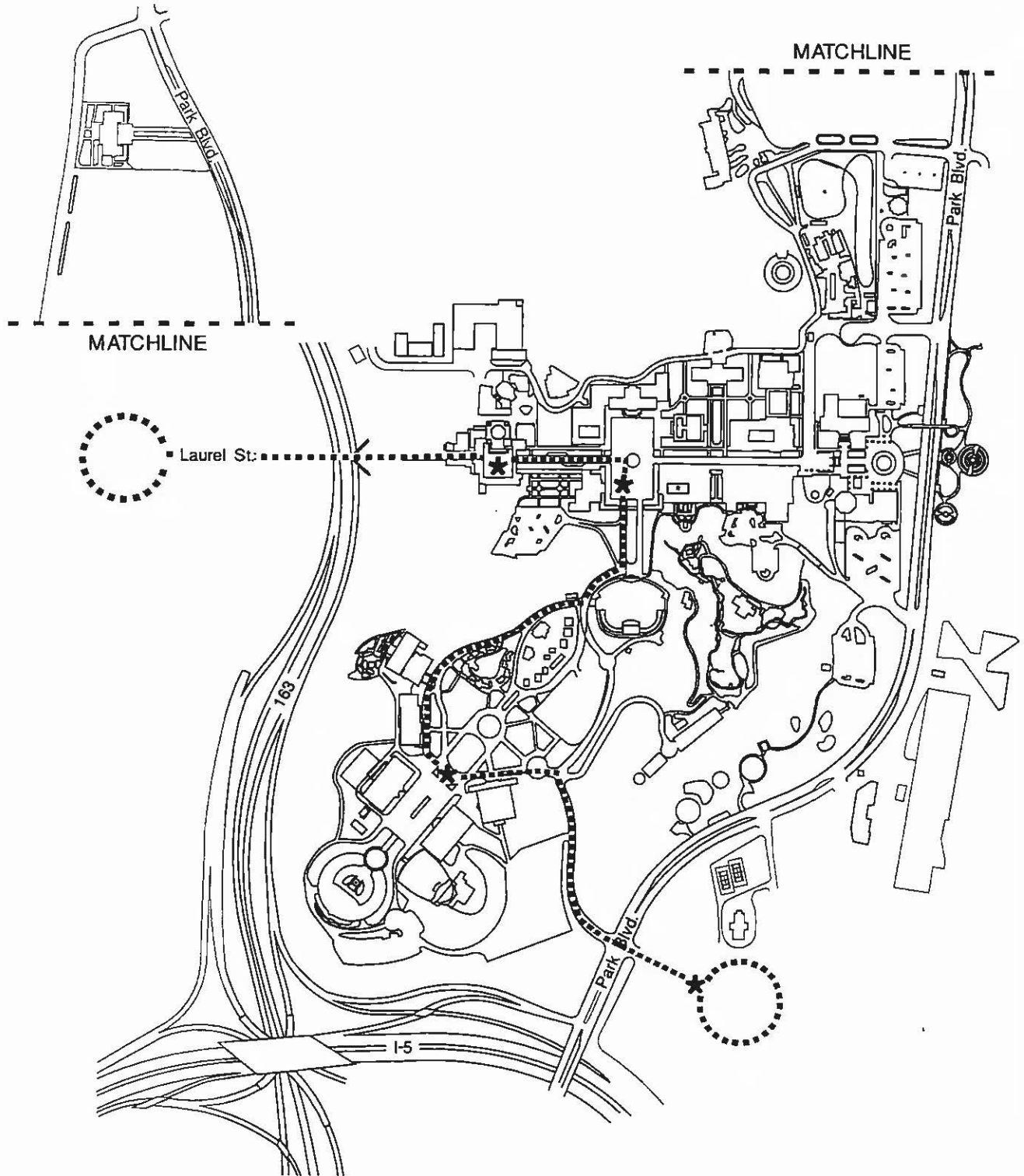


*Objective:*

Include bicycle facilities within the Central Mesa.

*Recommendations:*

- Refrain from the use of formally designated bicycle paths or lanes in the Central Mesa. This will help to preserve the aesthetics and historic character of the Central Mesa and allow Park security personnel to concentrate their enforcement efforts on high priority public safety issues.
- Encourage bicyclists to use vehicular circulation routes as they travel through the Central Mesa.
- Provide well marked bicycle storage opportunities at or near vehicular cul-de-sacs and pedestrian drop off points throughout the Central Mesa.
- Include a bicycle storage locker facility as a part of the Organ Pavilion Parking Structure design.



### Proposed Park Tram Route

- ..... Tram Route
- \* Tram Stop

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Figure  
43

