

3. IMPROVEMENT RECOMMENDATIONS

The design team evaluated the existing and future condition data. In addition, as described in Section 2, several meetings with the San Ysidro community occurred over a several month period. The community survey results also were analyzed. During these meetings, results of the traffic analysis were shared, which led to discussions related to potential improvements. These project ideas were correlated with the Mobility Strategy project goals and community needs. Many of the improvements discussed did not directly correlate with the traffic analysis conducted in the study area. However, these improvements would help to improve the mobility at some of the affected areas within the community and some were further developed as improvement projects. As a result of this process, the best improvement projects were selected and further developed and refined.

The following discussion summarizes the key findings and conclusions of the proposed improvement projects. It should be noted that in some cases, alternative design concepts were developed based on input from the community. This report presents all of the developed alternatives and makes recommendations on which alternative is preferred. The locations of the recommended improvements summarized below are illustrated in **Figure 3-1**.

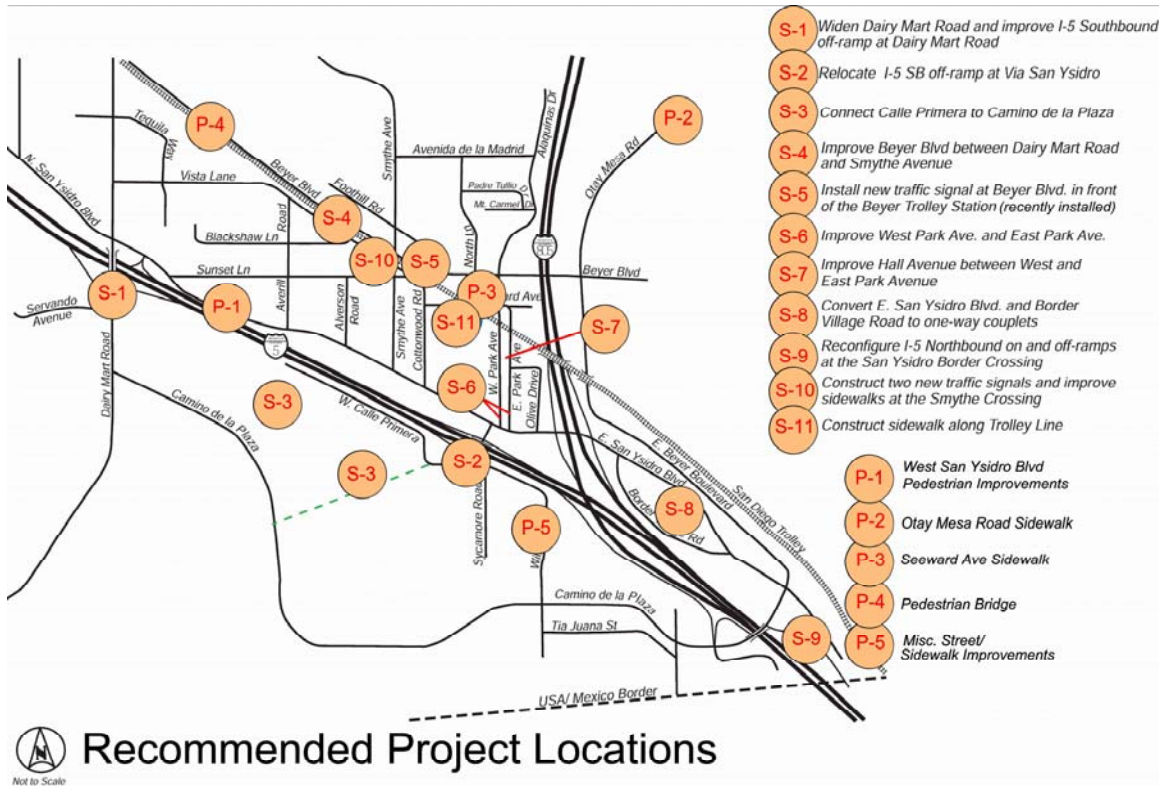


Figure 3-1 Location of Recommended Improvement Projects

Project S-1: Improvements along Dairy Mart Road

This project involves widening Dairy Mart Road by 30 to 34 feet between West San Ysidro Boulevard and Camino de la Plaza to accommodate one additional travel lane in each direction, bike lanes, and expanded sidewalks. The project would also expand the existing Dairy Mart Road intersection with the I-5 southbound on- and off-ramps and widen the Dairy Mart Road Bridge over I-5. This improvement has been developed to improve connectivity between the northern and southern portions of the San Ysidro community for vehicular and non-motorized modes of travel. With the improvement, Dairy Mart Road would be considered a 4-lane collector street and is estimated to carry approximately 12,000 ADT. The improvements along Dairy Mart Road would shift some of the traffic that today uses Via de San Ysidro and Willow Road to access the southwest area of San Ysidro. By shifting traffic to Dairy Mart Road and eventually to Camino de la Plaza, the operations along Willow Road and Via de San Ysidro would be expected to improve. **Figure 3-2** is a conceptual sketch depicting the improvement.

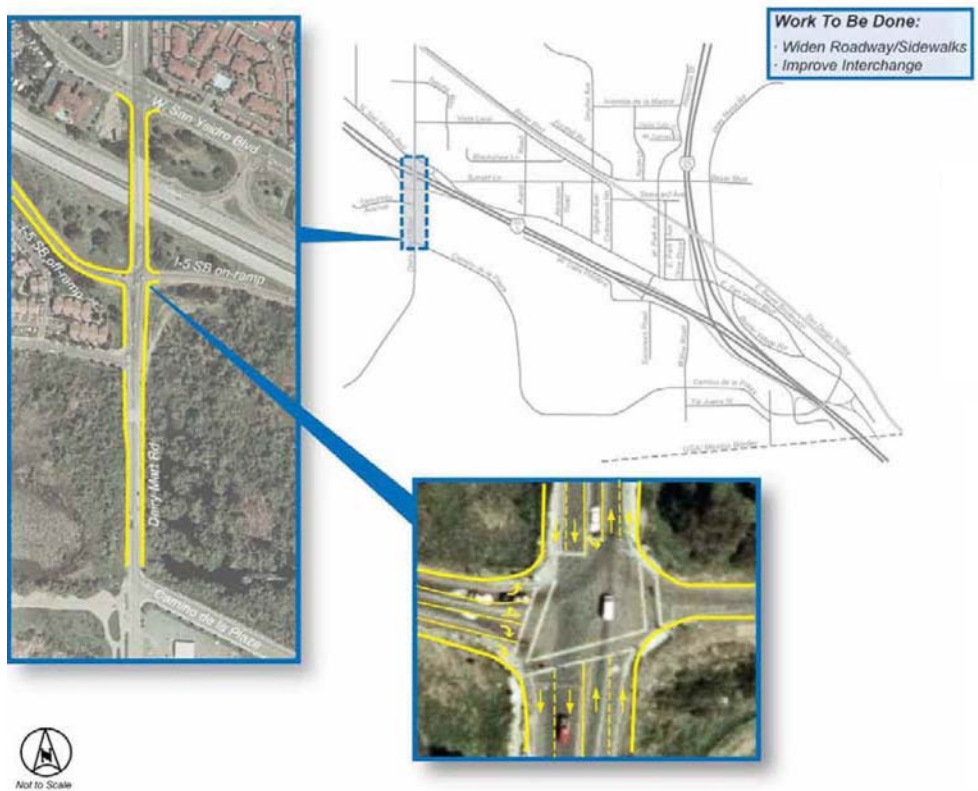


Figure 3-2 Conceptual Layout of Project S-1

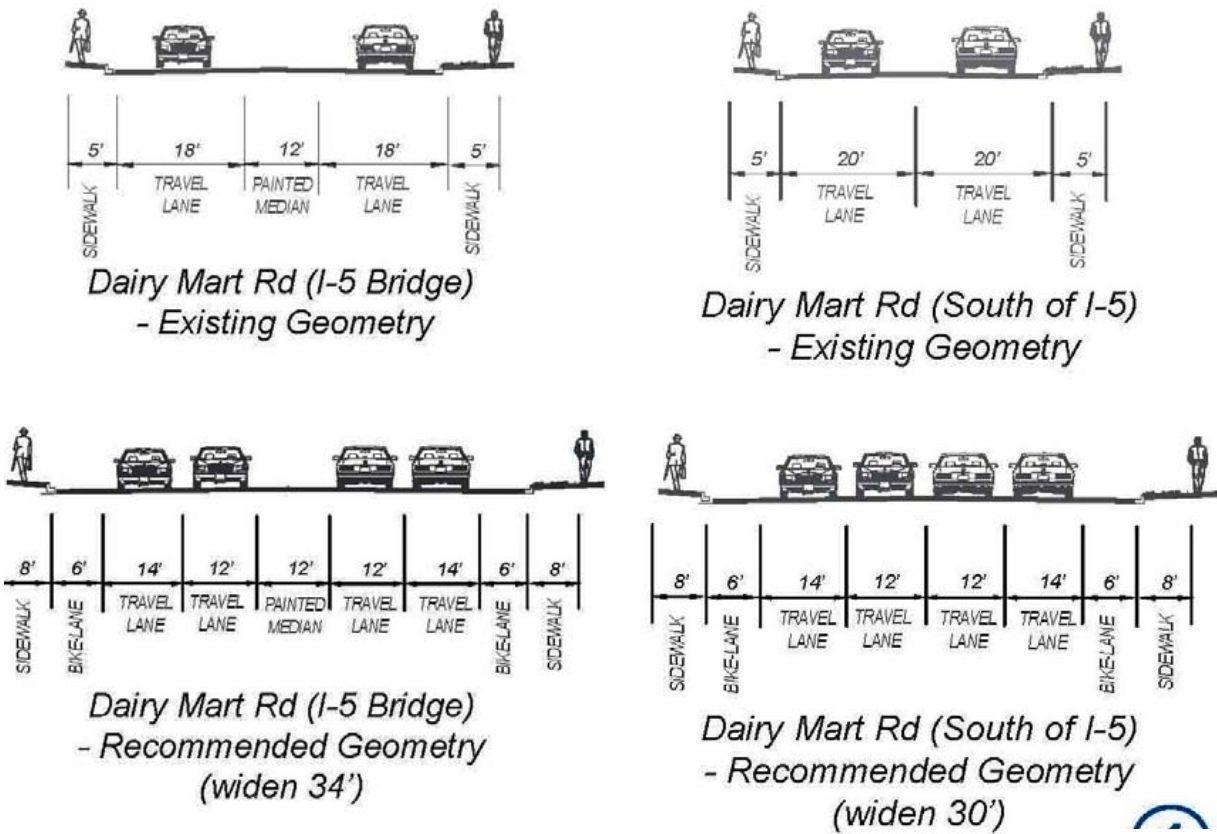


Figure 3-3 Project S-1 Typical Sections

Assessment of Improvement

Project S-1 will provide additional capacity for vehicular and pedestrian traffic and provide new Class II bike lanes. The additional through and turning lanes at the I-5 southbound/Dairy Mart Road intersection would be expected to reduce delay for all traffic passing through this intersection. The project is consistent with the Transportation and Circulation Element of the San Ysidro Community Plan. As part of the improvement, a new traffic signal and/or signal modifications have been assumed between West San Ysidro Boulevard and Camino de la Plaza. However, no additional right-of-way (ROW) would be required.

Estimated Construction Cost of Project S-1 in 2008 dollars = \$8,200,000

(See section 3 of this report for cost summary and Appendix F for cost worksheets).

Project S-2A: Removal of Southbound Off-Ramp at Via de San Ysidro

This improvement project involves replacing the existing I-5 southbound off-ramp to Via de San Ysidro with a new off-ramp that would terminate at Calle Primera, to the west of Via de San Ysidro. The new off-ramp would be controlled by a traffic signal. This improvement has been identified to improve the operation of the five-legged I-5 southbound off-ramp/Via de San Ysidro/Calle Primera intersection. **Figure 3-4** presents a conceptual sketch of the improvement.

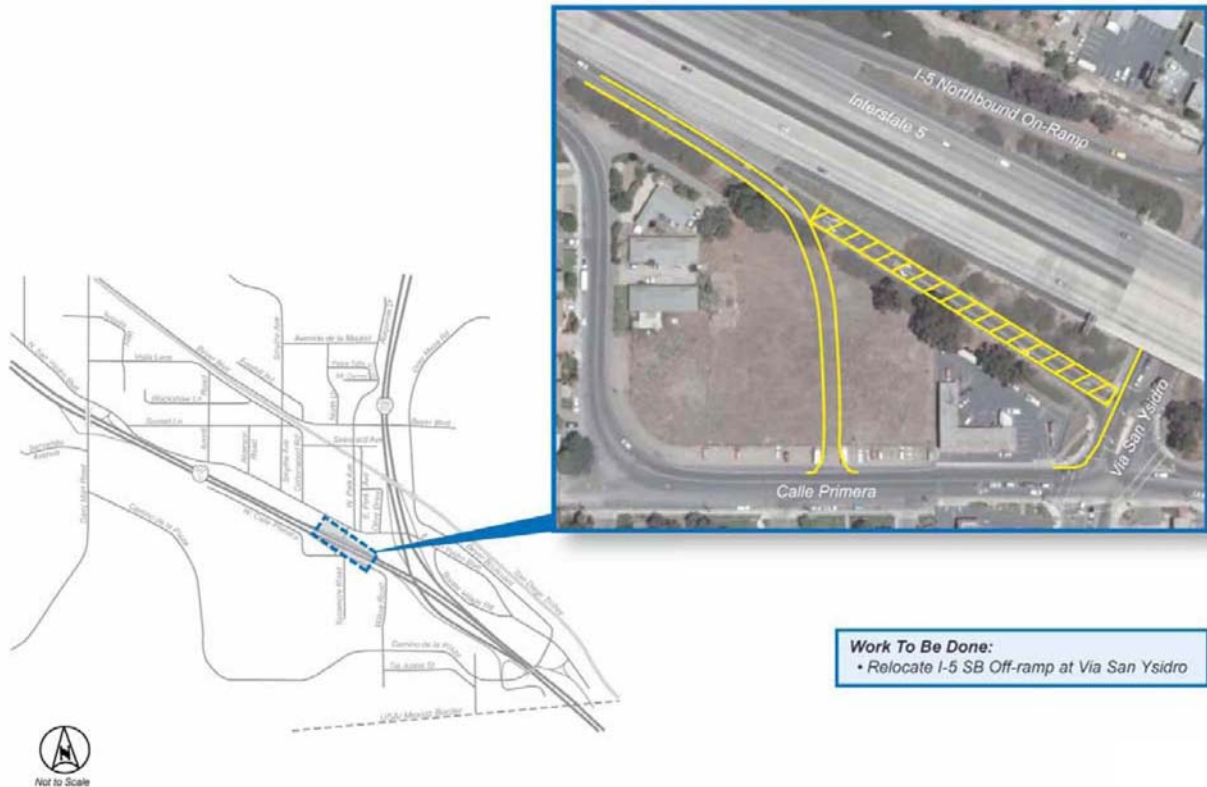


Figure 3-4 Conceptual Layout of Project 2A

Assessment of Improvement

Project S-2A will benefit local mobility in several ways. Removing the southbound off-ramp from the Via De San Ysidro/Calle Primera intersection is expected to reduce delay for all motorists passing through the intersection. The improvement would also remove the very short merge for traffic proceeding I-5 southbound to Calle Primera eastbound and increase storage available for southbound traffic on Via de San Ysidro, north of Calle Primera. While the new “T” intersection at I-5 southbound/Calle Primera will likely improve access for I-5 southbound traffic, it would be expected to slightly increase travel time for through traffic on Calle Primera, due to the installation of the new signal. Also, this improvement would require widening along Calle Primera between the new I-5 southbound off-ramp and Via de San Ysidro. The improvement is not identified as a recommended improvement in the Transportation and Circulation Element of the San Ysidro Community Plan. Further analysis of this particular project will

be required during subsequent phases of the overall Mobility Strategy as it could impact the development potential of the parcel that it traverses and the change in circulation patterns could also impact surrounding businesses.

Estimated Construction Cost of Project S-2A in 2008 dollars = \$5,700,000

(See section 3 of this report for cost summary and Appendix F for cost worksheets).

Project S-2B: Removal of Southbound Off-Ramp at Via de San Ysidro and Construction of New Southbound On-Ramp

This improvement project involves removing the existing I-5 southbound off-ramp to Via de San Ysidro, and constructing a new “hook” type southbound on- and off-ramp at Calle Primera. The new on- and off-ramp would be controlled by a traffic signal. This improvement has been developed both to improve the operation of the I-5 southbound off-ramp/Via de San Ysidro/Calle Primera intersection and to complete the I-5/Via de San Ysidro interchange. **Figure 3-5** is a conceptual sketch of the improvement.

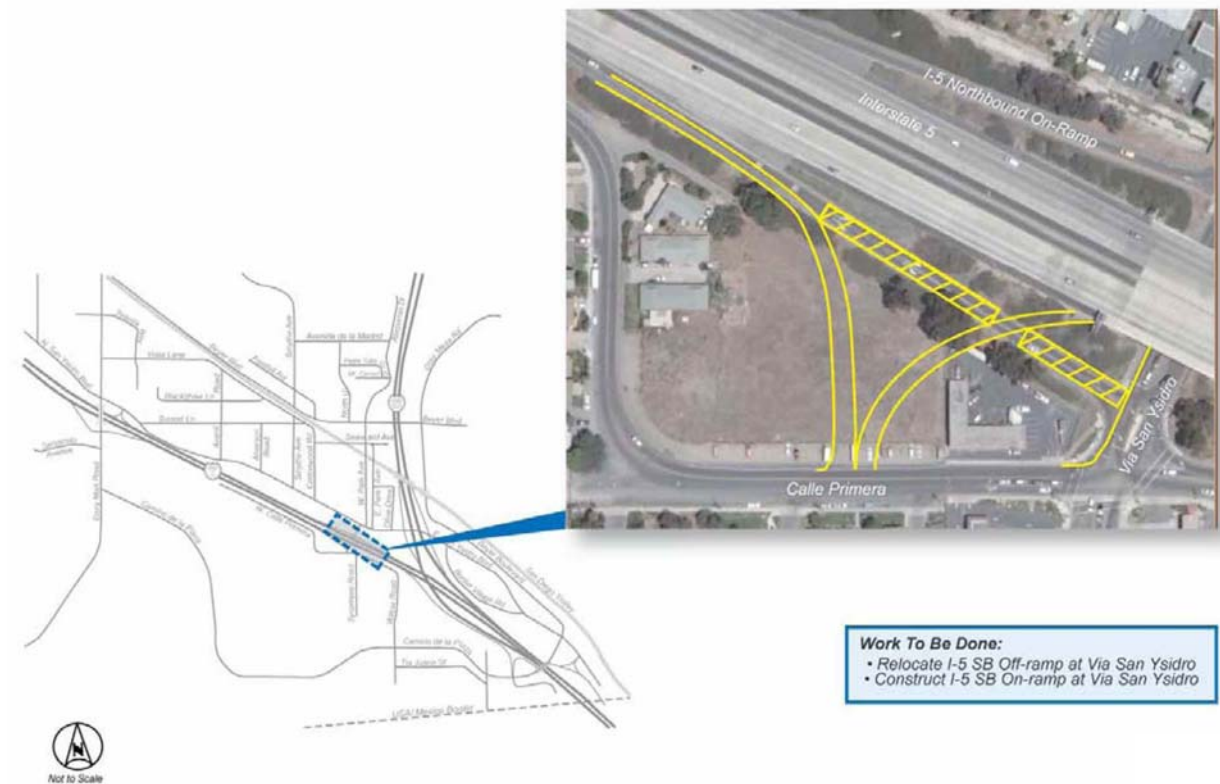


Figure 3-5 Conceptual Layout of Project S-2B

Assessment of Improvement

As with project S-2A, the removal of the southbound off-ramp from the Via De San Ysidro/Calle Primera intersection would likely reduce delay for all vehicles traversing the intersection. The improvement would improve queue storage and merging for southbound traffic. Construction of the new signalized “T” intersection at I-5 southbound/Calle Primera will facilitate access to and from I-5 southbound but also slow down through traffic on Calle Primera. In addition, the project would provide a southbound on-ramp, which is not currently provided at the interchange. One key issue with respect to this improvement is the feasibility of the new southbound on-ramp. In addition to a steep upward slope from Calle Primera to I-5 southbound, the on-ramp would likely result in a short merging distance for traffic entering the freeway main lanes. It may be necessary to widen the I-5 bridge over Via de San Ysidro to provide additional merging distance for these vehicles. As with project S-2A, project S-2B is not identified as a recommended improvement in the Transportation and Circulation Element of the San Ysidro Community Plan. Further analysis of this particular project will be required during subsequent phases of the overall Mobility Strategy

Estimated Construction Cost of Project S-2B in 2008 dollars = \$11,000,000

(See section 3 of this report for cost summary and Appendix F for cost worksheets).

AS A RESULT OF COMMUNITY INPUT AND THE POTENTIAL CONSTRUCTION ISSUES WITH A NEW SOUTHBOUND ON-RAMP, PROJECT S-2A IS THE PREFERRED ALTERNATIVE.

Project S-3A: Connection from Calle Primera to Camino de la Plaza (via Bibler Drive)

This improvement project would extend Calle Primera to the east and construct Bibler Drive to the north and east from its existing intersection with Anelia Drive to form a “T” intersection with the extension of Calle Primera. The new roadway segment would be a two-lane collector, and a new traffic signal would be provided at the Calle Primera/Bibler Drive intersection. This improvement has been developed to provide an additional east/west linkage in the community and to provide a more direct connection between Camino de la Plaza and the I-5/Via de San Ysidro interchange. It is estimated that approximately 5,000 ADT would use the new connection from Calle Primera to Camino de la Plaza via Bibler Drive. **Figure 3-6** is a conceptual drawing of the improvement.



Figure 3-6 Conceptual Layout of Project S-3A

Assessment of Improvement

This improvement would provide a significant mobility benefit for those living in the residential community along the east side of Camino de la Plaza, west of Willow Road. Whereas access from I-5 northbound currently requires some out-of-direction travel for the community, the new connection would provide a direct connection from I-5 to this area. One potential drawback for this improvement is that through traffic on Camino de la Plaza may divert to this connection, resulting in increased cut-through traffic in the community. If this improvement were to be implemented together with either project S-2A or S-2B, then two new closely-spaced traffic signals would be constructed on Calle Primera, west of Via de San Ysidro. In addition, since this improvement would go through environmentally sensitive areas, a major environmental study would be triggered and there could be significant unmitigated impacts. The concept for this improvement, although along a slightly different alignment, is identified in the Transportation and Circulation Element of the San Ysidro Community Plan. Further analysis of this particular project will be required during subsequent phases of the overall Mobility Strategy.

Estimated Construction Cost of Project S-3A in 2008 dollars = \$19,400,000
 (See section 3 of this report for cost summary and Appendix F for cost worksheets).

Project S-3B: Connection from Calle Primera to Camino de la Plaza (via new road north of Bibler Drive)

This improvement project would construct a new two-lane collector roadway between Camino de la Plaza and Via Tercero, to the north of the residential community. This improvement has the same premise as project S-3A: to provide an additional east/west linkage in the community and to provide a more direct connection between Camino de la Plaza and the I-5/Via de San Ysidro interchange. **Figure 3-7** and **Figure 3-8** present a conceptual sketch of the improvement.



Figure 3-7 Conceptual Layout of Project S-3B



Figure 3-8 Conceptual Layout Enlargement of Project S-3B

Assessment of Improvement

Similar to project S-3A, this improvement would reduce out-of-direction travel for I-5 northbound traffic en route to the residential area on the east side of Camino de la Plaza. Although the improvement would involve some additional travel distance along Calle Primera and Via Tercero, it would avoid cut-through traffic traversing the residential area. The concept for this improvement, though on a different alignment, is identified in the Transportation and Circulation Element of the San Ysidro Community Plan. It is estimated that approximately 5,000 ADT would use the new connection from Calle Primera to Camino de la Plaza via a new road north of Bibler Drive. Further analysis of this particular project will be required during subsequent phases of the overall Mobility Strategy.

Estimated Construction Cost of Project S-3B in 2008 dollars = \$19,000,000

(See section 3 of this report for cost summary and Appendix F for cost worksheets).

AS A RESULT OF COMMUNITY INPUT AND THE POTENTIAL FOR THE BRIDGE TO ACT AS AN ALTERNATIVE ENTRY/EXIT FOR A GREATER NUMBER OF PEOPLE, PROJECT S-3B IS THE PREFERRED ALTERNATIVE.

Project S-4: Improvements to Beyer Boulevard

This improvement project would reconfigure Beyer Boulevard between Dairy Mart Road and Smythe Avenue. The existing lane configuration is two through lanes in each direction with parallel parking along both sides of the roadway and no median. The revised layout would provide one lane in each direction, separated by a two-way center turn lane. Diagonal parking would be provided along the north side of the roadway only. This improvement has been developed to improve access to and from adjacent land uses and to improve the walkability along Beyer Boulevard. With the improvement, it is estimated that Beyer Boulevard would carry approximately 11,800 ADT. In addition, pedestrian improvements such as new sidewalks, trees, etc. along the south side of Beyer Boulevard would be provided as part of the improvement. **Figure 3-9** presents a conceptual sketch of the improvement.

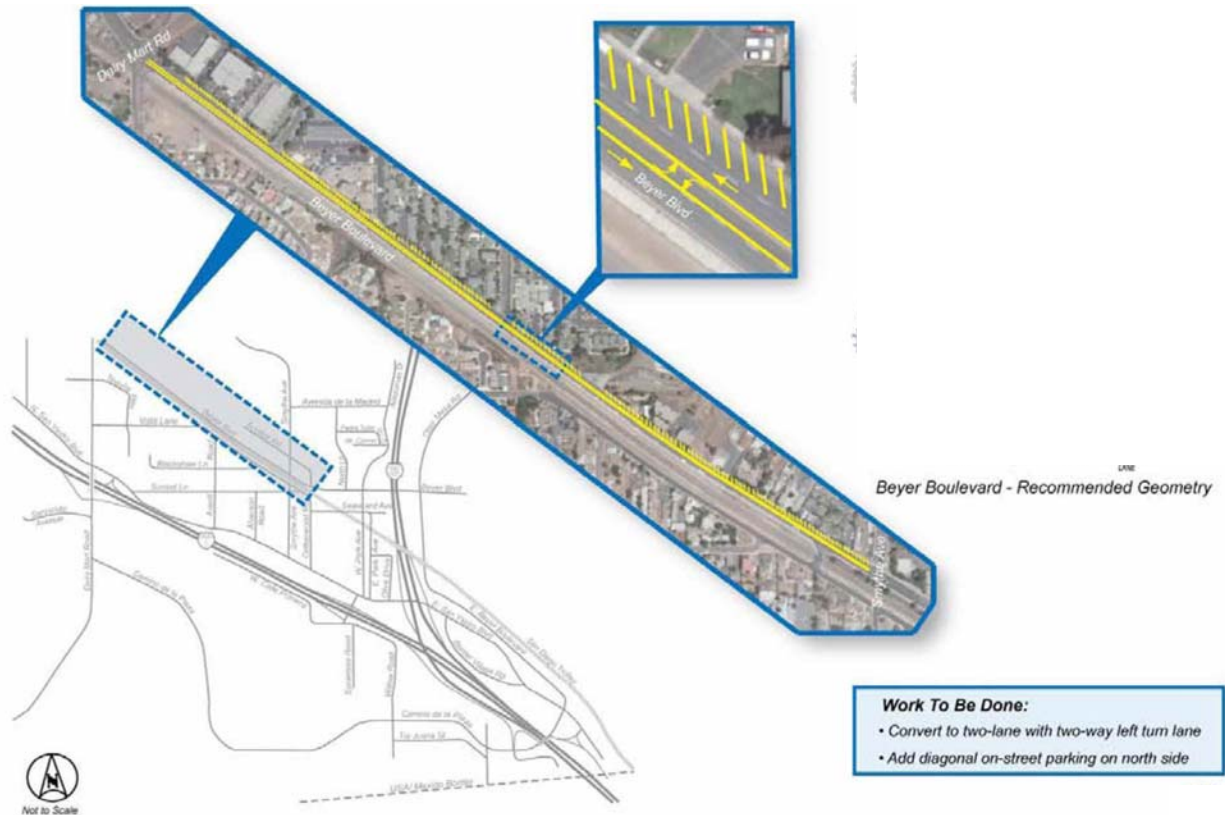
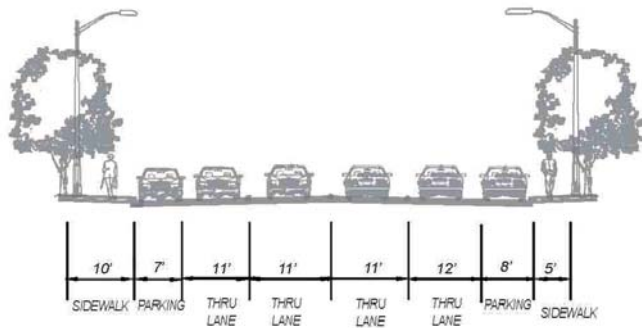
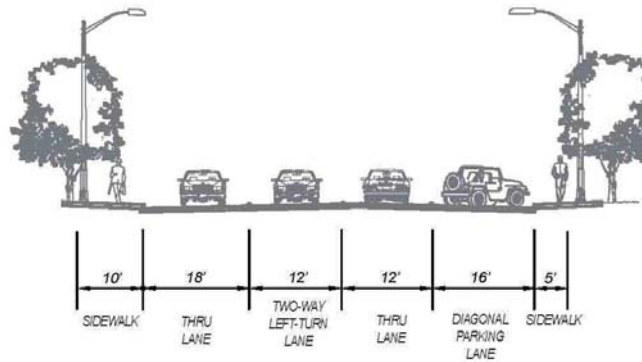


Figure 3-9 Conceptual Layout of Project S-4

The existing rail corridor acts as a barrier. The concept of the Green Spine is discussed later in this section. The Green Spine would serve to connect the community, not separate it. As a result, Project S-4 also recommends that a landscaped bikeway/trail be located between the tracks and the Beyer Boulevard edge of paving. **Figure 3-11** illustrates this concept. In addition, **Figure 3-12** is a computer simulation indicating a before and after view of this corridor if the bikeway/trail were constructed.



Beyer Boulevard - Existing Geometry



Beyer Boulevard - Recommended Geometry

Figure 3-10 Project S-4 Typical Sections

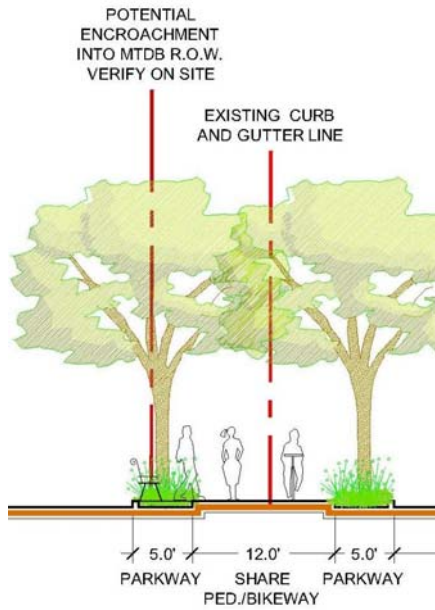


Figure 3-11 Section of the Bikeway/Trail



BEFORE



AFTER

Figure 3-12 Before and After Simulation of the Bikeway/Trail

Assessment of Improvement

Although the existing configuration of Beyer Boulevard provides one additional through lane in each direction, the potential capacity of these lanes is reduced by various factors (including “friction” caused by narrow lane widths and parking maneuvers). Also, vehicles wishing to make left turns into driveways block the inner lanes while awaiting gaps in opposing traffic, and people who park on the south side must cross the street to access adjacent properties. Between Dairy Mart Road and Smythe Avenue, there are 17 driveways on the north side of the street. Project S-4 will improve mobility by separating left turn movements from through traffic and by providing wider through lanes. Access to and from land uses on the north side of the roadway will benefit since diagonal parking would be provided on the north side of Beyer Boulevard and pedestrians would not have to cross at mid-block locations from the south to the north. This improvement is not consistent with the classification shown in the Transportation and Circulation Element of the San Ysidro Community Plan.

With the diagonal parking stalls provided on the north side of Beyer Boulevard and the elimination of parallel parking on the south side of Beyer Boulevard, there would be approximately 289 stalls available between Dairy Mart Road and Smythe Avenue. Under Existing Conditions, there are 309 parking spaces available. As a result, there is a decrease of 20 parking spaces. Further analysis of this particular project will be required during subsequent phases of the overall Mobility Strategy as it will involve coordination with MTS and may impact access to the surrounding residential areas.

Estimated Construction Cost of Project S-4 in 2008 dollars = \$13,500,000

(See section 3 of this report for cost summary and Appendix F for cost worksheets).

Project S-5: Improvements at Beyer Boulevard Trolley Station

This improvement project would construct a new signalized (already installed) intersection at the Beyer Boulevard trolley station driveway. A new driveway would be constructed in the parking lot opposite the trolley station, and Beyer Boulevard would be restriped to provide left turn pockets for both eastbound and westbound traffic. The existing crosswalk would be shifted from its current location to the new intersection. This improvement has been developed to facilitate access to and from the trolley station. **Figure 3-13** presents a conceptual sketch of the improvement.

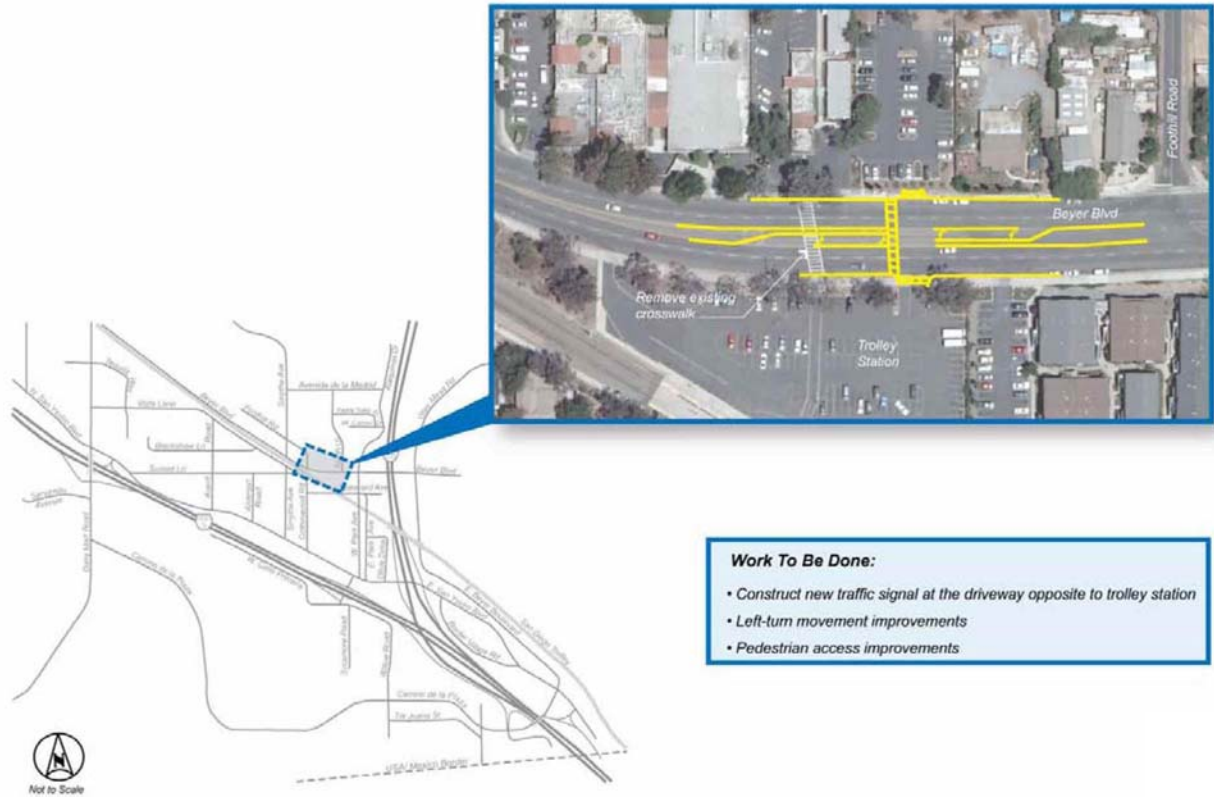


Figure 3-13 Conceptual Layout of Project S-5

Assessment of Improvement

Project S-5 would benefit both vehicular and pedestrian access to and from the station. The new signal would regulate traffic and pedestrian movements, stopping through traffic to allow left turns into and out of the site and pedestrians to cross the four-lane segment of Beyer Boulevard. This improvement is not identified as a recommended improvement in the Transportation and Circulation Element of the San Ysidro Community Plan. The striped crosswalk in the MTS parking lot should be removed or realigned to match the new Beyer Boulevard crosswalk of the recently installed traffic signal.

Estimated Construction Cost of Project S-5 in 2008 dollars = \$600,000

(See section 3 of this report for cost summary and Appendix F for cost worksheets).

Project S-6A: Improvements on East Park Avenue and West Park Avenue (with Diagonal Parking)

This improvement project would re-stripe East Park Avenue and West Park Avenue from Hall Avenue to San Ysidro Boulevard. The current roadway design provides one 17-foot through lane and one 12-foot parallel parking lane. The proposed design would narrow the through lane to 12 feet and provide a 16-foot

diagonal parking lane on both roadways adjacent to the San Ysidro Community Park recreational facilities. This improvement has been suggested in order to improve access to the park and to increase parking supply. **Figure 3-14** presents a conceptual sketch of the improvement.

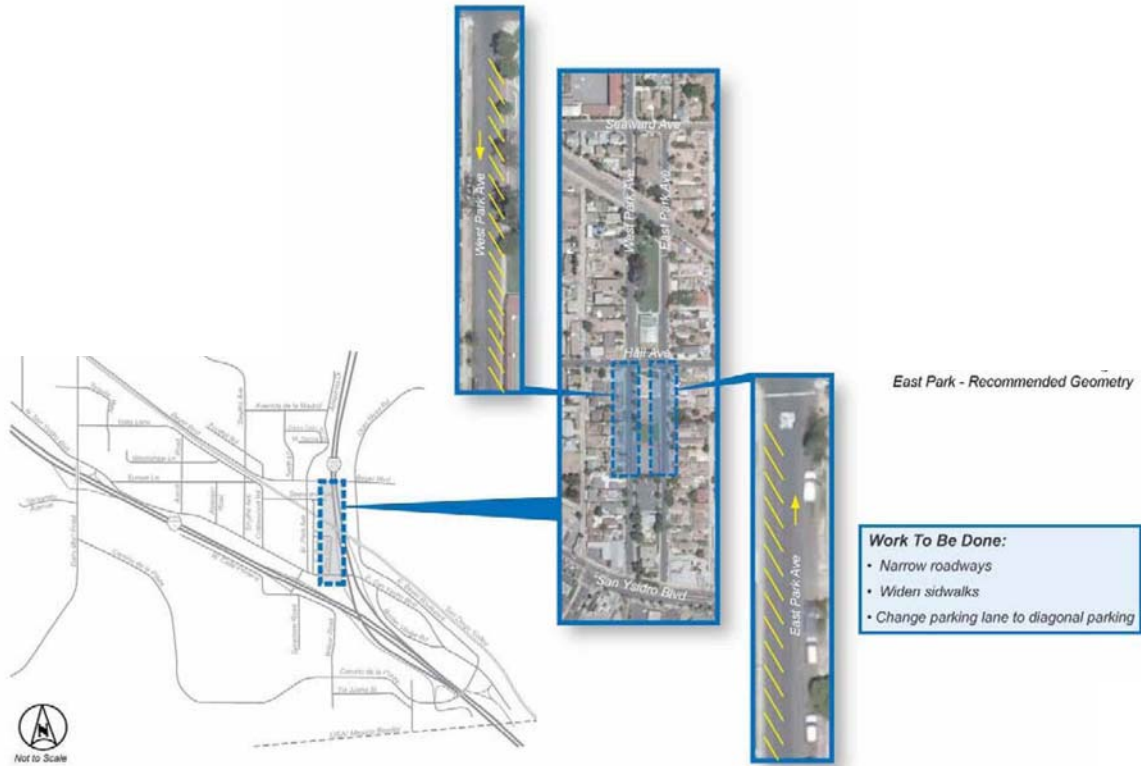


Figure 3-14 Conceptual Layout of Project S-6A

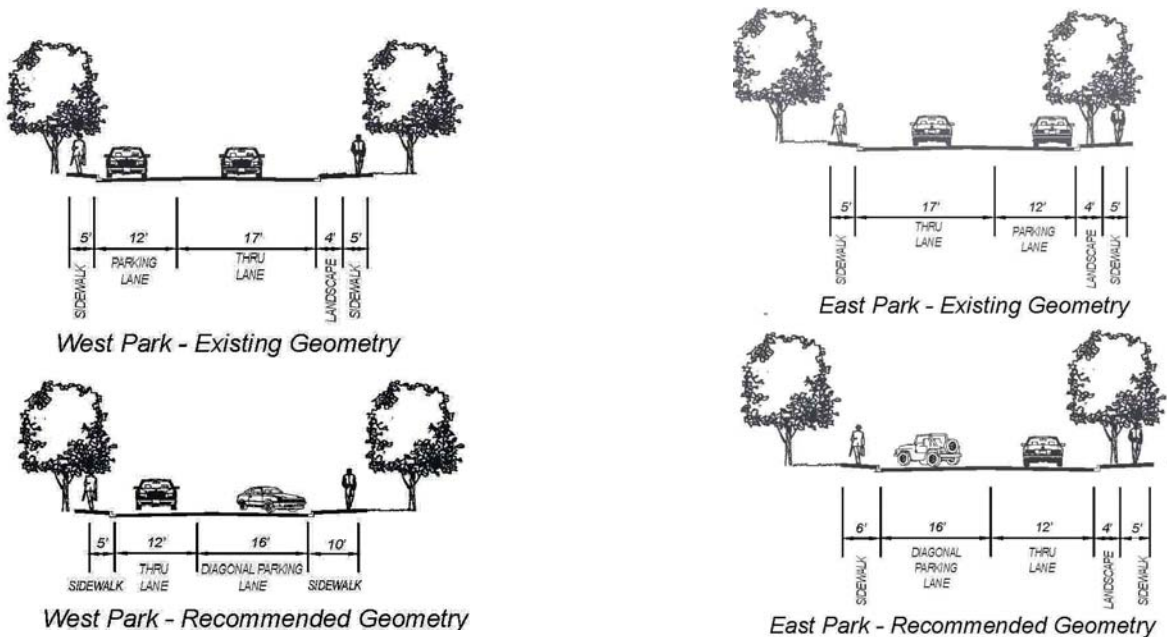


Figure 3-15 Project S-6A Typical Sections

Assessment of Improvement

Project S-6A would eliminate pedestrian crossings from the existing parking lane to the park by shifting through traffic to the outer edge of the pavement and locating the diagonal parking on the same side of the street as the park. In addition, improvement 6A would widen existing sidewalks adjacent to the park, enhancing pedestrian mobility. This improvement is not identified as a recommended improvement in the Transportation and Circulation Element of the San Ysidro Community Plan.

With the diagonal parking stalls provided on the east side of West Park Avenue and on the west side of East Park Avenue, there would be approximately 158 stalls available between Hall Avenue and San Ysidro Boulevard. Under Existing Conditions, there are 69 parking spaces available. As a result, there is an increase of 89 parking spaces. Further analysis of this particular project will be required during subsequent phases of the overall Mobility Strategy.

Estimated Construction Cost of Project S-6A in 2008 dollars = \$3,200,000

(See section 3 of this report for cost summary and Appendix F for cost worksheets).

Project S-6B: Improvements on East Park Avenue and West Park Avenue (with Parallel Parking)

This improvement project would re-stripe East Park Avenue and West Park Avenue from Hall Avenue to San Ysidro Boulevard. The current roadway design provides one 17-foot through lane and one 12-foot parallel parking lane. The proposed design would narrow both the through lanes and the parking lanes in order to provide wider sidewalks on both sides of the roadway. This improvement has been developed to enhance existing pedestrian facilities in the area. **Figure 3-16** presents a conceptual sketch of the improvement.

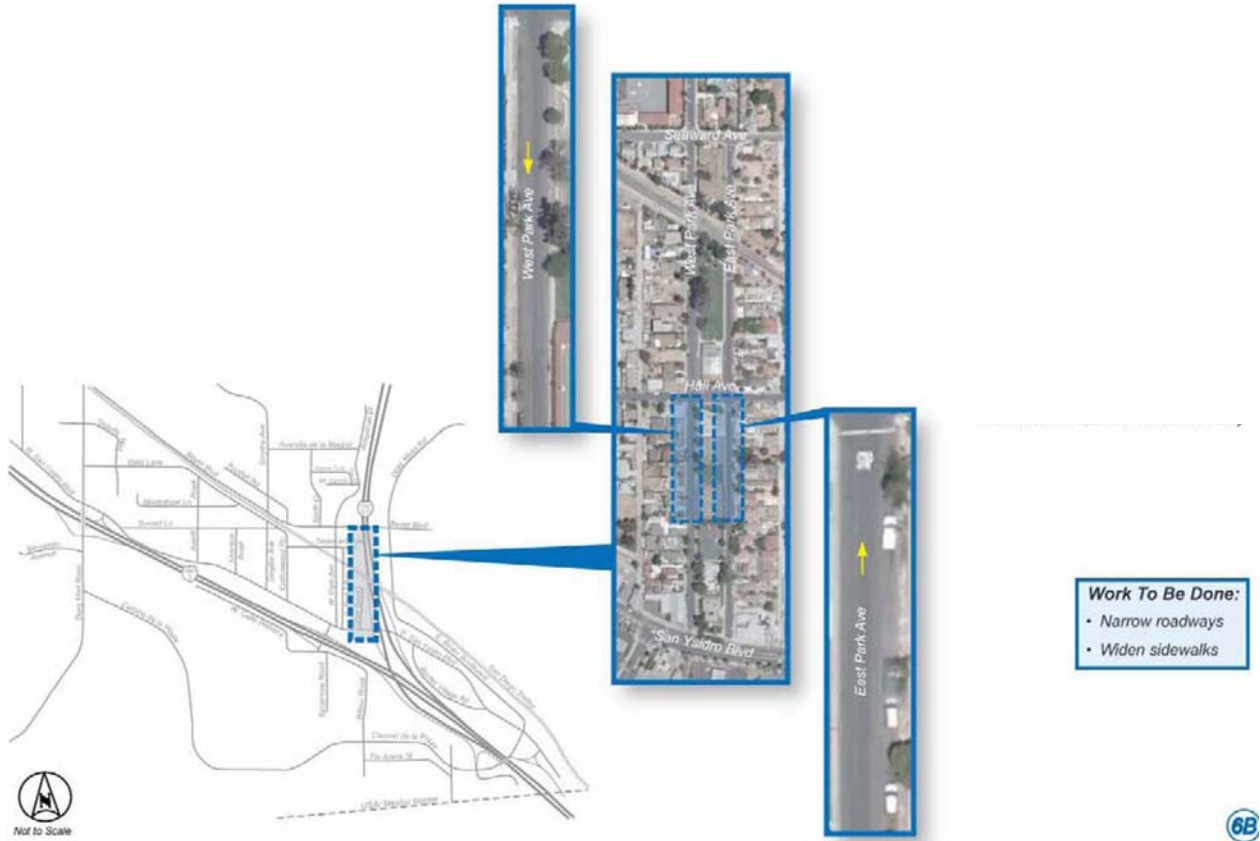


Figure 3-16 Conceptual Layout of Project S-6B

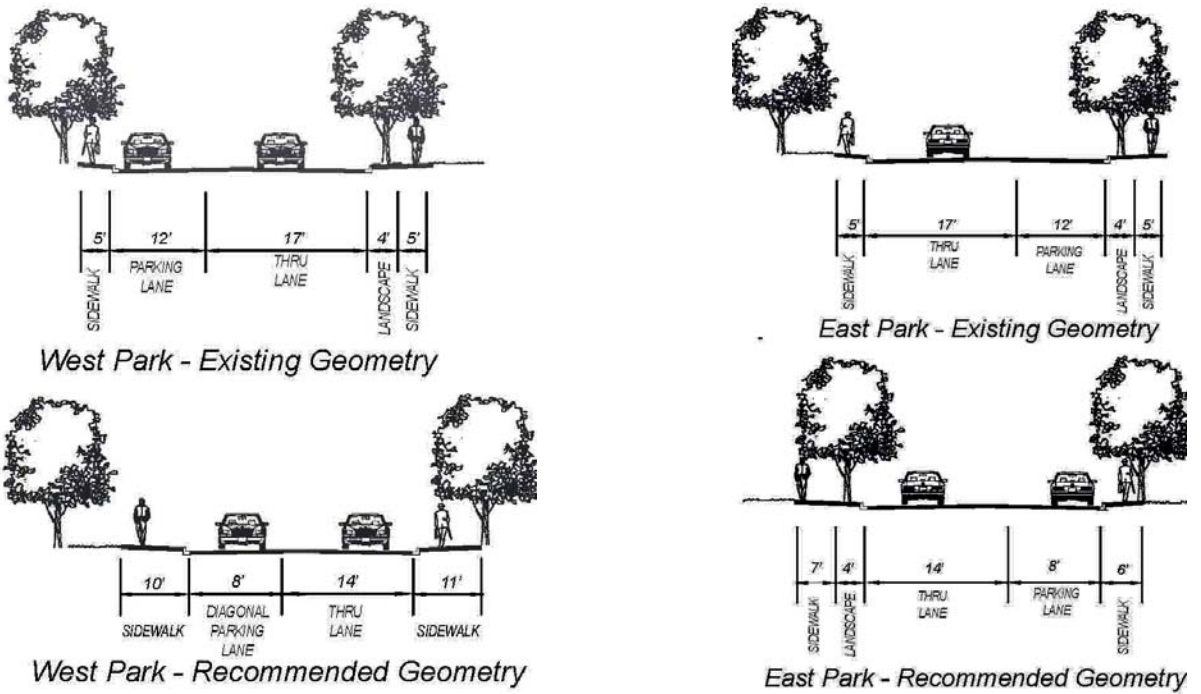


Figure 3-17 Project S-6B Typical Sections

Assessment of Improvement

Although project S-6B does not shift the parking lane from the outer edge of the roadway to the park, the reduced pavement width may act to slow traffic in this area, and improve the safety of pedestrian crossings from the parking lanes to the park. This improvement is not identified as a recommended improvement in the Transportation and Circulation Element of the San Ysidro Community Plan. Further analysis of this particular project will be required during subsequent phases of the overall Mobility Strategy.

Estimated Construction Cost of Project S-6B in 2008 dollars = \$3,200,000

(See section 3 of this report for cost summary and Appendix F for cost worksheets).

AS A RESULT OF COMMUNITY INPUT AND A BETTER PARK RELATIONSHIP, PROJECT S-6A IS THE PREFERRED ALTERNATIVE.

Project S-7: Improvements Along Hall Avenue

This improvement project would provide a curb “bulb-out” along the north side of Hall Avenue, between West Park Avenue and East Park Avenue, and an expanded sidewalk on the opposite side of the street. The bulb-out and expanded sidewalk would narrow this segment of Hall Avenue from 60 feet to 40 feet of pavement. Diagonal parking spaces would be placed within the bulb-out, and crosswalks would be provided parallel to East Park Avenue and West Park Avenue. This improvement has been suggested in order to facilitate pedestrian access in the vicinity of the San Ysidro Community Park recreational facilities. **Figure 3-18** presents a conceptual sketch of the improvement.

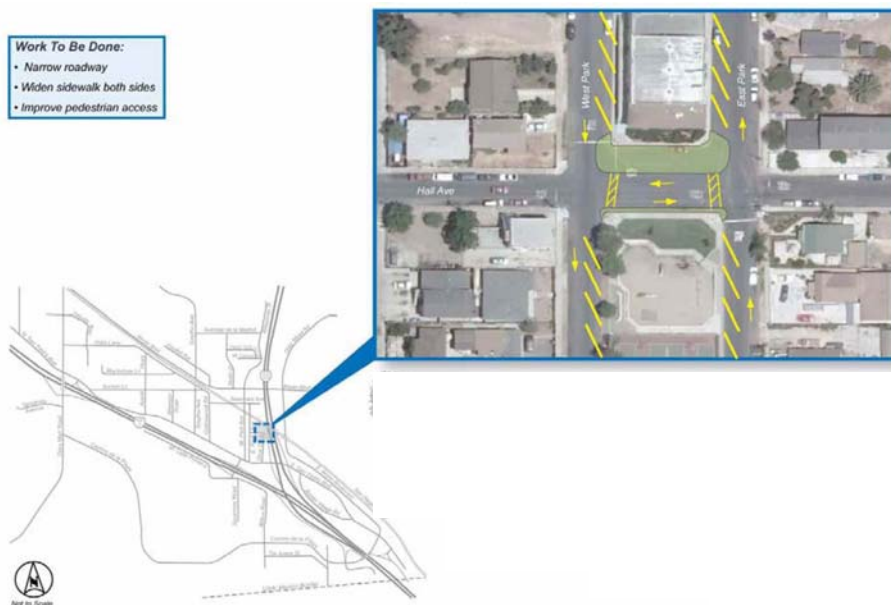
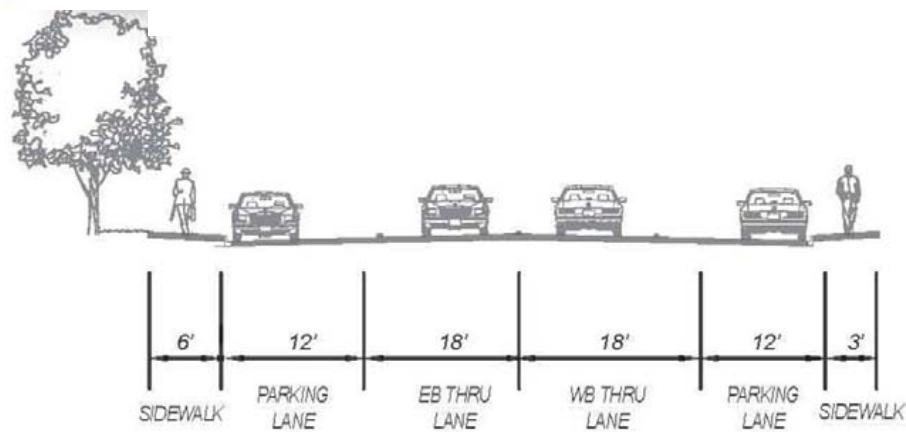
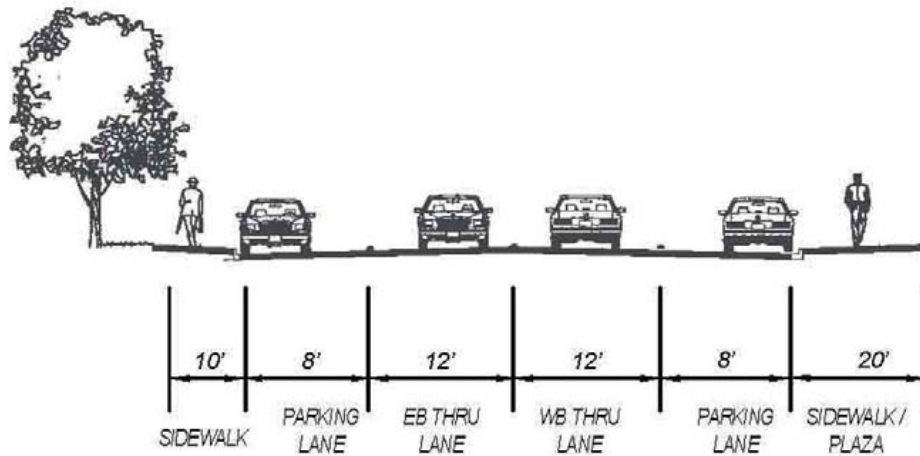


Figure 3-18 Conceptual Layout of Project S-7



Hall Ave - Existing Geometry



Hall Ave - Recommended Geometry

Figure 3-19 Project S-7 Typical Sections

Assessment of Improvement

Project S-7 would benefit northbound and southbound pedestrian mobility by reducing Hall Avenue’s width. The diagonal spaces within the bulb-out will also enhance parking supply in the vicinity of the park. The bulb-out is not expected to adversely impact east/west traffic flow, because the roadway alignment would match up with the segments to the east and to the west. This improvement is not identified as a recommended improvement in the Transportation and Circulation Element of the San Ysidro Community Plan. Further analysis of this particular project will be required during subsequent phases of the overall Mobility Strategy.

Estimated Construction Cost of Project S-7 in 2008 dollars = \$100,000

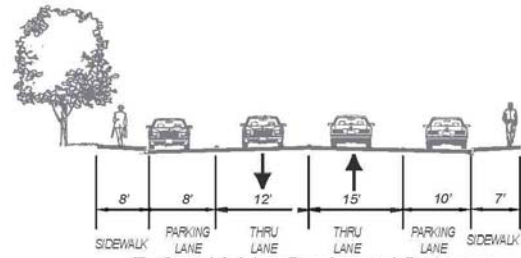
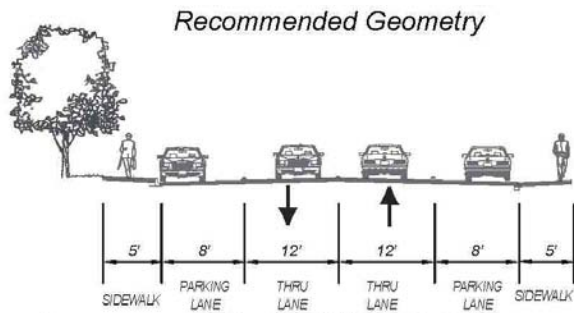
(See section 3 of this report for cost summary and Appendix F for cost worksheets).

Project S-8A: One-Way Couplet: East San Ysidro Boulevard (Northbound and Border Village Road (Southbound)

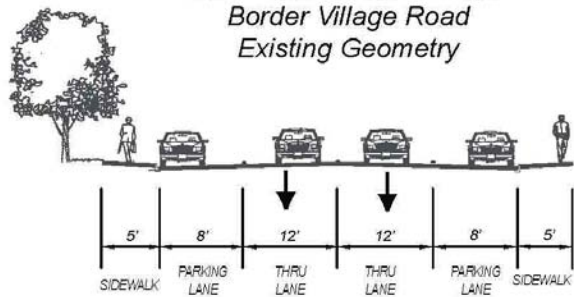
This improvement would convert East San Ysidro Boulevard and Border Village Road from separate two-way streets into a pair (or “couplet”) of one-way streets, with East San Ysidro Boulevard accommodating northbound traffic, and Border Village Road serving southbound movements. East San Ysidro Boulevard would accommodate normal two-way traffic to the north and south of its two intersections with Border Village Road. Southbound traffic approaching the northern intersection would be channeled onto the Border Village Road, which would be re-striped to provide two southbound through lanes, parking lanes and sidewalks on both sides of the street. Similarly, northbound motorists approaching the southern intersection would continue on East San Ysidro Boulevard, which would provide a similar lane configuration. Motorists wishing to reverse directions without completing a loop would be able to turn onto Virginia Avenue and then make a left turn onto either East San Ysidro Boulevard or Border Village Road. This improvement has been developed in order to alleviate traffic congestion in this area. **Figure 3-20** illustrates this improvement concept.



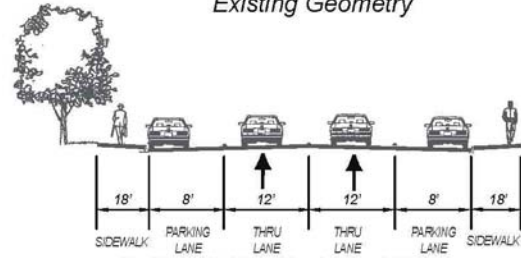
Figure 3-20 Conceptual Layout of Project S-8A



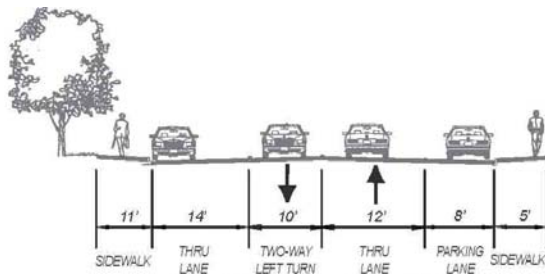
*E. San Ysidro Boulevard Between
Border Village Rd. (South) and Virginia Ave.
Existing Geometry*



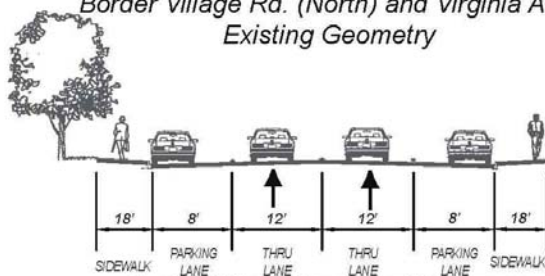
*Border Village Road
Recommended Geometry*



*E. San Ysidro Boulevard Between
Border Village Rd. (South) and Virginia Ave.
Recommended Geometry*



*E. San Ysidro Boulevard Between
Border Village Rd. (North) and Virginia Ave.
Existing Geometry*



*E. San Ysidro Boulevard Between
Border Village Rd. (North) and Virginia Ave.
Recommended Geometry*

Figure 3-21 Project S-8A Typical Sections

Assessment of Improvement

Project S-8A would improve local mobility by eliminating conflicting left turn movements for northbound and southbound motorists on the couplet. Movements at both East San Ysidro Boulevard/Border Village Road intersections would also be simplified. This would likely reduce vehicle delay at both signals. The couplet system would necessitate some out-of-direction travel for southbound through traffic on East San Ysidro Boulevard and for other motorists, depending on their directionality and the location of their destination. Couplet operations would also be expected to increase traffic on Virginia Avenue. This improvement is identified in the recommended street classifications map in the Transportation and Circulation Element of the San Ysidro Community Plan. However, the community was not in favor of this option. As a result, Project S-8B was developed. Further analysis of this particular project will be required during subsequent phases of the overall Mobility Strategy. Further analysis of this particular project will be required during subsequent phases of the overall Mobility Strategy.

Estimated Construction Cost of Project S-8A in 2008 dollars = \$1,500,000

(See section 3 of this report for cost summary and Appendix F for cost worksheets).

Project S-8B: East San Ysidro Boulevard Plazas and Pedestrian Improvements

This improvement would widen sidewalks throughout the commercial area, provide curb pop-outs and create 2 small pedestrian oriented plazas on either side of East San Ysidro Boulevard. The western portion of Bolton Hall Road would be closed off adjacent to East San Ysidro Boulevard while continuing to provide driveway access to the adjacent businesses. See **Figure 3-22** below.



Figure 3-22 Conceptual Layout of Project S-8B

Assessment of Improvement

The northern intersection of East San Ysidro Boulevard, Border Village Road and Bolton Hall Road creates a small triangle resulting in some driver confusion and an excessive amount of asphalt. This area generates a large amount of pedestrian traffic as a result of the commercial businesses in the immediate area. The commercial area generally lacks a central focus. The creation of these two small plazas will enhance the pedestrian experience, simplify the intersection by eliminating the island, and calm traffic resulting in greater retail sales. Further analysis of this particular project will be required during subsequent phases of the overall Mobility Strategy as more community input will be needed to verify the circulation

Estimated Construction Cost of Project S-8B in 2008 dollars = \$4,500,000

(See section 3 of this report for cost summary and Appendix F for cost worksheets).

Project S-9A: Remove Connection From East San Ysidro Boulevard to I-5 Northbound

This improvement would remove the existing connection from East San Ysidro Boulevard to I-5 northbound immediately to the north of the US/Mexico International Border. This improvement assumes that other planned improvements associated with the border crossing, including a new northbound on-ramp from Camino de la Plaza to I-5 will be constructed and will accommodate diverted traffic. Project S-9A would also remove the existing median on East San Ysidro Boulevard in order to allow left turns in and out of an existing parking lot located south of Camino de la Plaza. The intent of this improvement is to reduce vehicle/pedestrian conflicts on this segment. This intersection presents many vehicular/pedestrian conflicts. See **Figure 3-23** for a pedestrian count within the intersection. **Figure 3-24** presents a conceptual sketch of project S-9A.



	Pedestrians	Vehicles	Trolley
AM Peak	763	357	9 NB per hour 9 SB per hour
PM Peak	1062	840	9 NB per hour 9 SB per hour

Figure 3-23 Pedestrian Traffic Analysis at Trolley Station Intersection

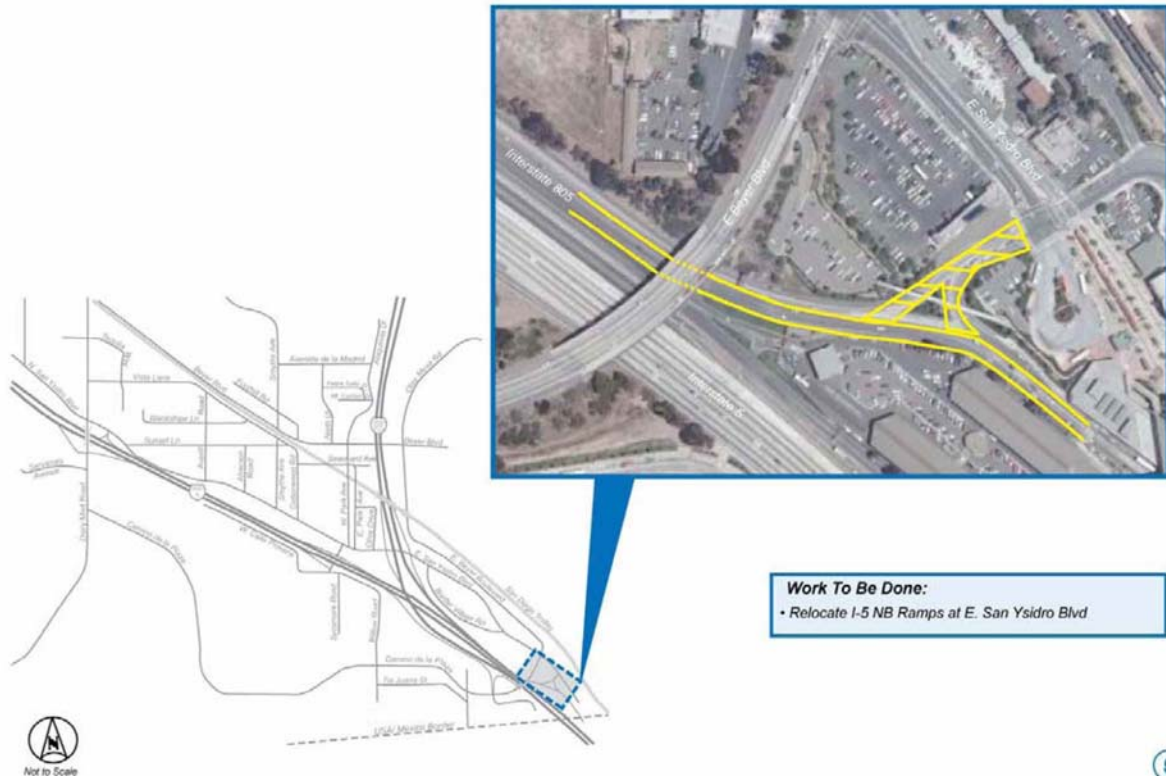


Figure 3-24 Conceptual Layout of Project S-9A

Assessment of Improvement

Project S-9A would improve pedestrian mobility by eliminating conflicts between vehicles and pedestrians on the roadway segment between East San Ysidro Boulevard and the I-5 northbound on-ramp. Data collection suggests this location has among the highest pedestrian volumes in San Diego County (excluding special events). Implementation of this improvement would result in some out-of-direction travel for vehicles leaving the parking lot; however, this distance will be relatively minor following construction of the new I-5 on-ramp at Camino de la Plaza. This improvement is not identified as a recommended improvement in the Transportation and Circulation Element of the San Ysidro Community Plan. However, the business community within this area felt very strongly that eliminating this off-ramp and on-ramp would affect business negatively. As a result, Project S-9B was developed. Further analysis of this particular project will be required during subsequent phases of the overall Mobility Strategy and the GSA Port of Entry project which is presently underway.

Estimated Construction Cost of Project S-9A in 2008 dollars = \$14,900,000

(See section 3 of this report for cost summary and Appendix F for cost worksheets).

Project S-9B: Maintain Connection From East San Ysidro Boulevard to I-5 Northbound and Construct a New Northbound I-5/I-805 On-ramp on Camino de la Plaza

This project would maintain the existing northbound on-ramp and off-ramp in the existing location but would construct a new northbound I-5 and I-805 on-ramp on the north side of the Camino de la Plaza bridge (same as Project S-9A). In addition, the bridge would need to be widened to provide for left turn lanes northbound onto I-5 and I-805. See **Figure 3-25**.



Figure 3-25 Conceptual Layout of Project S-9B

Assessment of Improvement

Much like Project S-9A, this project would improve the inherent conflicts between vehicles and pedestrians at the trolley station, but it would not eliminate them. However, the existing traffic would remain as an option thus minimizing impacts to the surrounding businesses. The GSA is planning a major re-design to the entire border crossing complex. At the time of preparing this report, the GSA plans had not been finalized making it difficult to fully analyze this area. Further analysis of this particular project will be required during subsequent phases of the overall Mobility Strategy.

Estimated Construction Cost of Project S-9B in 2008 dollars = \$40,100,000

(See section 3 of this report for cost summary and Appendix F for cost worksheets).

Project S-10: Smythe Crossing

This improvement would construct traffic signals at both ends of Smythe Crossing (Beyer Boulevard and South Vista Avenue). Both new traffic signals would be coordinated with the Smythe Avenue and Beyer Boulevard traffic signal for optimum level of service. The intent of this improvement is to reduce the conflicts amongst the trolley, bicyclists, pedestrians, and vehicular traffic. In addition to the traffic signal constructions, the improvement would include the construction/repair of the existing sidewalk surrounding both intersections. **Figure 3-26** presents a conceptual sketch of improvement S-10.

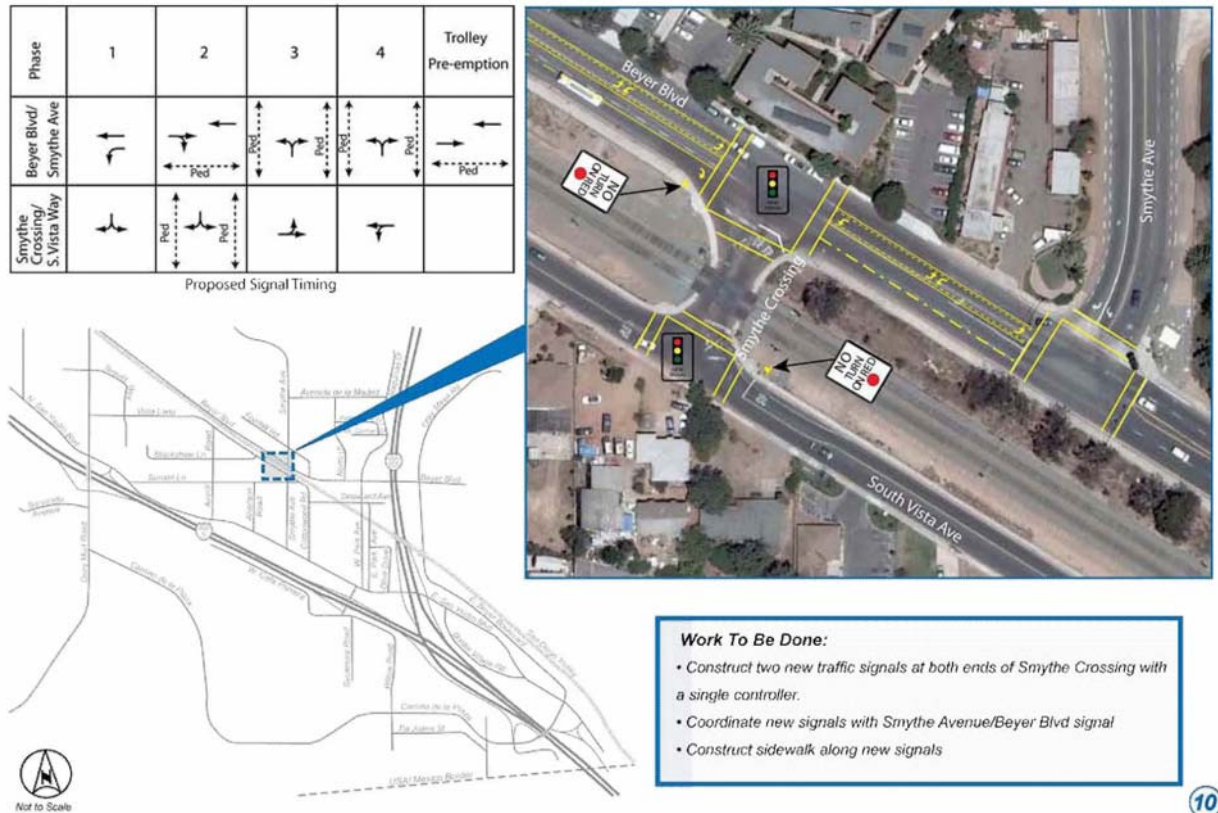


Figure 3-26 Conceptual Layout of Project S-10

Assessment of Improvement

Project S-10 would improve pedestrian mobility by separating the vehicles, bicyclists, pedestrians, and trolley traffic. With the construction of the two new signals and proper coordination between the signals and trolley, the improvements would increase safety and operations at the intersections. This improvement is not identified as a recommended improvement in the Transportation and Circulation Element of the San Ysidro Community Plan.

Estimated Construction Cost of Project S-10 in 2008 dollars = \$600,000

(See section 3 of this report for cost summary and Appendix F for cost worksheets).

Project S-11: Trolley Line Sidewalk

This improvement would construct and improve the sidewalk along Seaward Avenue just west of the trolley line and along the west side of the trolley line just south of Seaward Avenue. The intent of this improvement is to enhance the pedestrian connectivity between the Beyer trolley station and East and West Park. **Figure 3-27** presents a conceptual sketch of project S-11.



Figure 3-27 Conceptual Layout of Project S-11

Assessment of Improvement

Project S-11 would improve pedestrian mobility by enhancing the connection between Beyer Boulevard and East and West Park. A constraint with the improvement is the need for a retaining wall along the west side of the trolley line just south of Seaward Avenue. The construction of the retaining wall is needed in order to accommodate the new and expanded sidewalk. This improvement is not identified as a recommended improvement in the Transportation and Circulation Element of the San Ysidro Community Plan.

Estimated Construction Cost of Project S-11 in 2008 dollars = \$400,000

(See section 3 of this report for cost summary and Appendix F for cost worksheets).