



CIRCULATION ANALYSIS

Vehicular Circulation

Balboa Park is serviced by both the regional freeway system and local arterial roadways. Access to the Central Mesa from the west occurs across the Cabrillo Bridge (Laurel Street), which crosses over State Route 163, which has been designated "State Scenic Highway Number 53". The east side of the Central Mesa is serviced by access points into the Park from Park Boulevard.

Visitors arriving by automobile constituted over 80% of the visitors surveyed in the Easter 1988 and August 1989 Park visitor surveys. This high reliance on the automobile places significant demand on existing parking lots. The Central Mesa has approximately 7,400 parking spaces available for public use. This includes on-street parking and the Inspiration Point lots which are outside the project study area. Existing parking supply is shown on Table 1.

Parking demand peaks on summer weekend afternoons. Demand fluctuates with the season, weather, holiday or free admission day. Parking lots close to major attractions have the most demand. This is amplified by a long length of stay for major attractions. The Central Mesa lots have no length of stay restrictions with the exception of loading zones. Disabled spaces are conveniently placed and well marked. Figure 17 shows existing vehicular circulation, services routes, parking lots and major access points.

Pedestrian Circulation

The major pedestrian promenade existing on the Central Mesa today is in the East Prado between the Plaza de Panama parking area and the Plaza de Balboa. All other areas consist of walkways along roads or within lawn and garden areas.

Pedestrian and vehicular conflict areas are numerous. The large numbers of pedestrians within the Central Mesa are limited to very small areas of walkways in these high conflict areas. Areas of highest conflict occur along the West Prado, through the Plaza de Panama lot, crossing the road in the area of the Organ Pavilion, throughout the Pan American Plaza lot, at the Presidents Way and Pan American Road East intersection, along Village Place, and in the Zoo parking lot, particularly along the south exit and entrance lanes. See Figure 18.



Pedestrians and cars compete for circulation space in front of the Organ Pavilion.



TABLE 1.

EXISTING PARKING SUPPLY, MAY 1991.

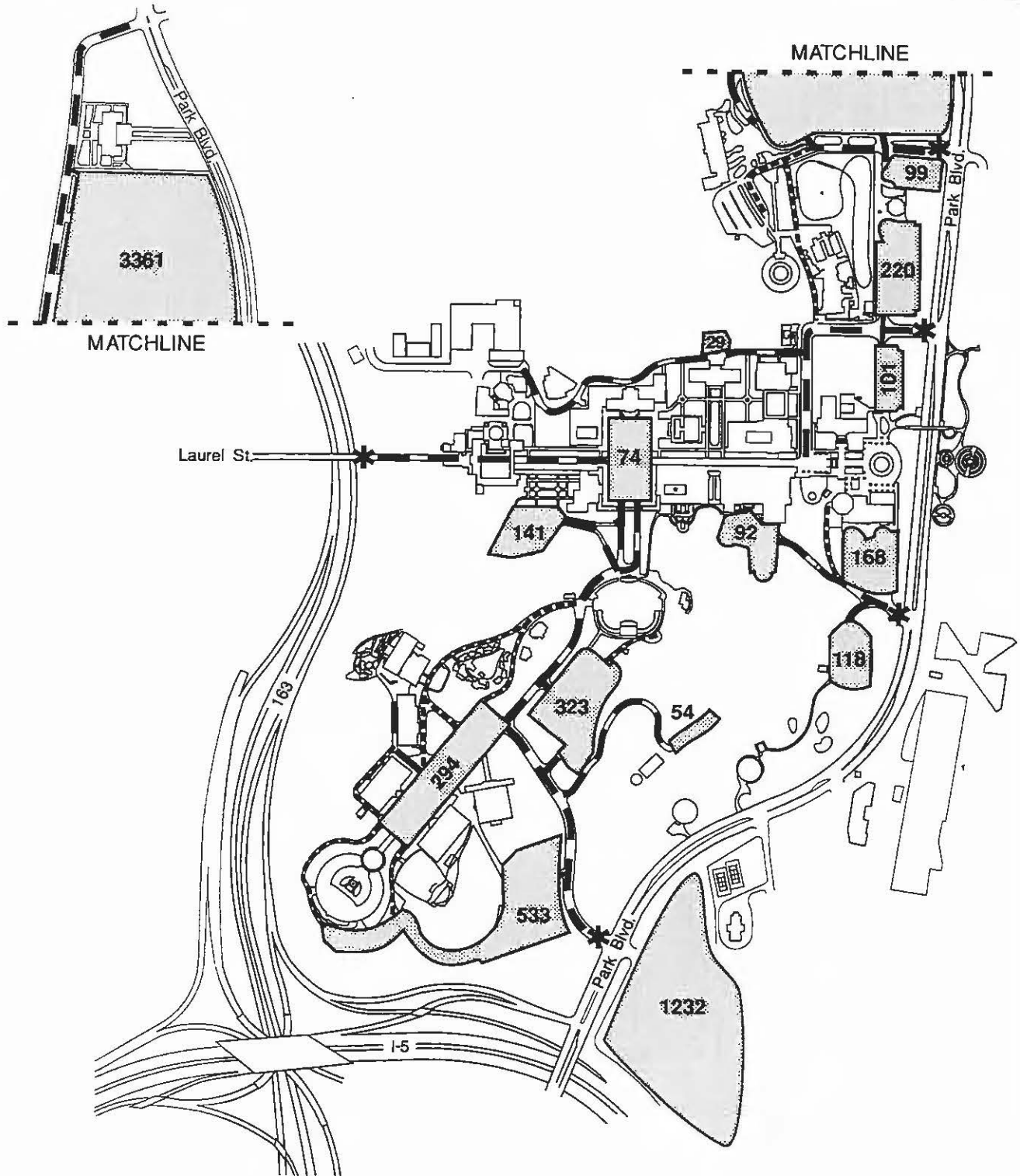
<u>PARKING LOT:</u>	<u>NUMBER OF SPACES</u>
ZOO LOT	3,016
NORTH CAROUSEL LOT	99
SOUTH CAROUSEL LOT	220
NATURAL HISTORY MUSEUM LOT	101
BOTANICAL BUILDING LOT	29
PLAZA DE PANAMA	74
ALCAZAR GARDEN LOT	141
CASA DE BALBOA LOT	92
FLEET SPACE THEATER LOT	168
PEPPER GROVE LOT	118
ORGAN PAVILION LOT	323
PAN AMERICAN PLAZA LOT	294
FEDERAL/AEROSPACE LOT	533
GOLD GULCH LOT	54
SUB-TOTAL:	5,306
ZOO PLACE PARKING SPACES	120 +
PARK BOULEVARD PARKING SPACES	360 +
VILLAGE PLACE PARKING SPACES	80 +
SUB-TOTAL:	560 +
INSPIRATION POINT LOTS	1,232
TOTAL PARKING SPACES	7,098 +

Alternative Modes of Transportation

San Diego Transit operates bus route 7 along Park Boulevard and routes 16 and 25 along Fourth and Fifth Avenues.

Opening ceremonies for the Park tram were conducted April 1991. The tram route begins at the Inspiration Point parking lot and extends to the Sixth Avenue and Laurel Street intersection. Tram stops are located throughout the Central Mesa. Transit stop locations and the tram route are shown in Figure 19.

Several tour companies visit the Central Mesa, ranging from large tour buses to the Old Town Trolley. The Central Mesa is accessible by bicycle and there are a few portable bike racks located throughout the study area. Bicycles are subject to the same regulations as vehicles in the Park. At present the Central Mesa does not provide for adequate bicycle storage. A few special event organizers have created temporary supervised bicycle parking areas which have been very successful.



Existing Vehicular Circulation and Parking

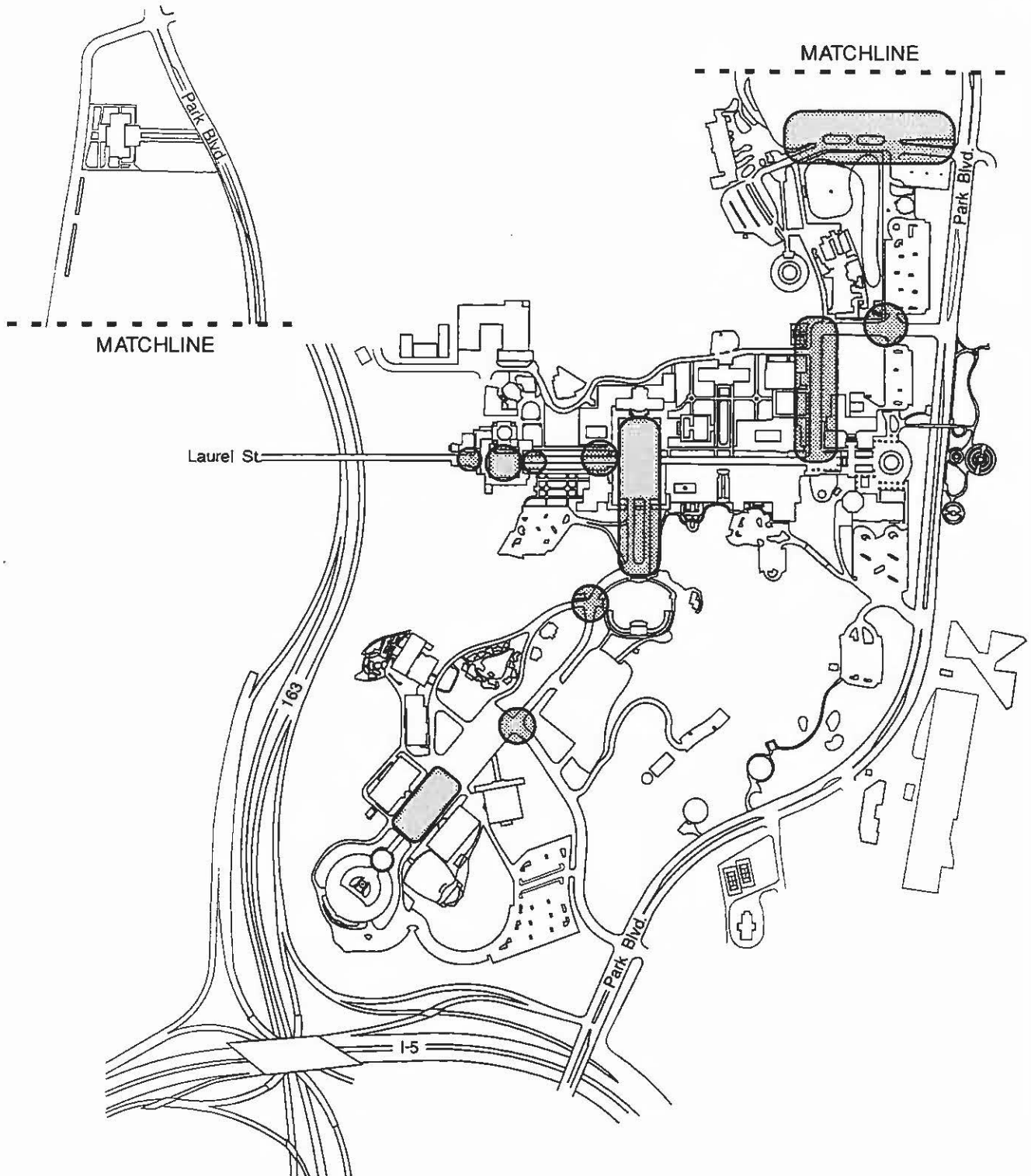
13 June 1991

Figure
17

- * Vehicular Access Points
- (XXX) Number of Vehicular Parking Spaces per Lot
- — Vehicular Circulation
- Service Only







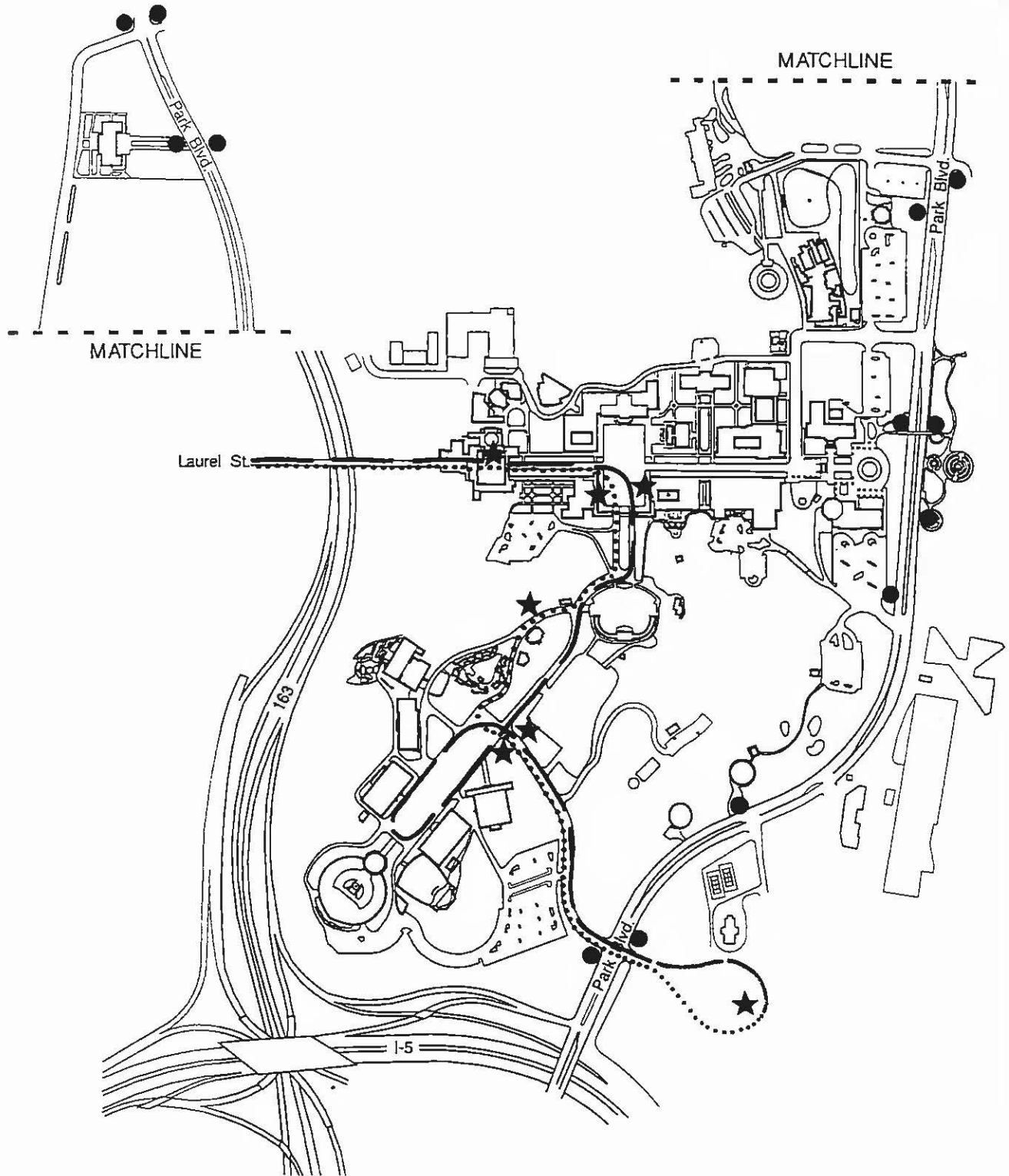
Existing Pedestrian and Vehicular Conflict Areas

13 June 1991

Figure
18







Existing Transit Stops and Park Tram Route

13 June 1991

Figure
19

- Transit Stop
- ★ Park Tram Stop
- - - Tram Route Northbound
- Tram Route Southbound

