

*Transportation*

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## **TRANSPORTATION ELEMENT**

### **STREETS AND FREEWAYS**

#### **Existing Conditions**

The Uptown planning area is bounded by two major freeways and traversed by a third. Interstate 5 forms the southwest boundary of the community, with access to the community provided at Washington Street, Sassafras Street, Hawthorn Street and Sixth Avenue. Interstate 8 parallels the north boundary of Uptown within the Mission Valley community, with no direct access to Uptown. State Route 163 (SR-163) bisects Uptown through the easterly portion of the community, connecting Interstate 8 to Interstate 5 and providing access to Uptown at Sixth Avenue, Washington Street, Tenth Street, Robinson Avenue, Richmond Street and Quince Street. Most of these access points do not provide full interchanges.

Many of the surface streets within Uptown are segmented by canyons, focusing the majority of east-west traffic onto Washington Street, University Avenue, Robinson Avenue and Laurel Street. North-south traffic is concentrated on India Street, Reynard Way, First, Fourth, Fifth and Sixth Avenues and on Park Boulevard. This focusing effect contributes to the congestion found on most of these streets.

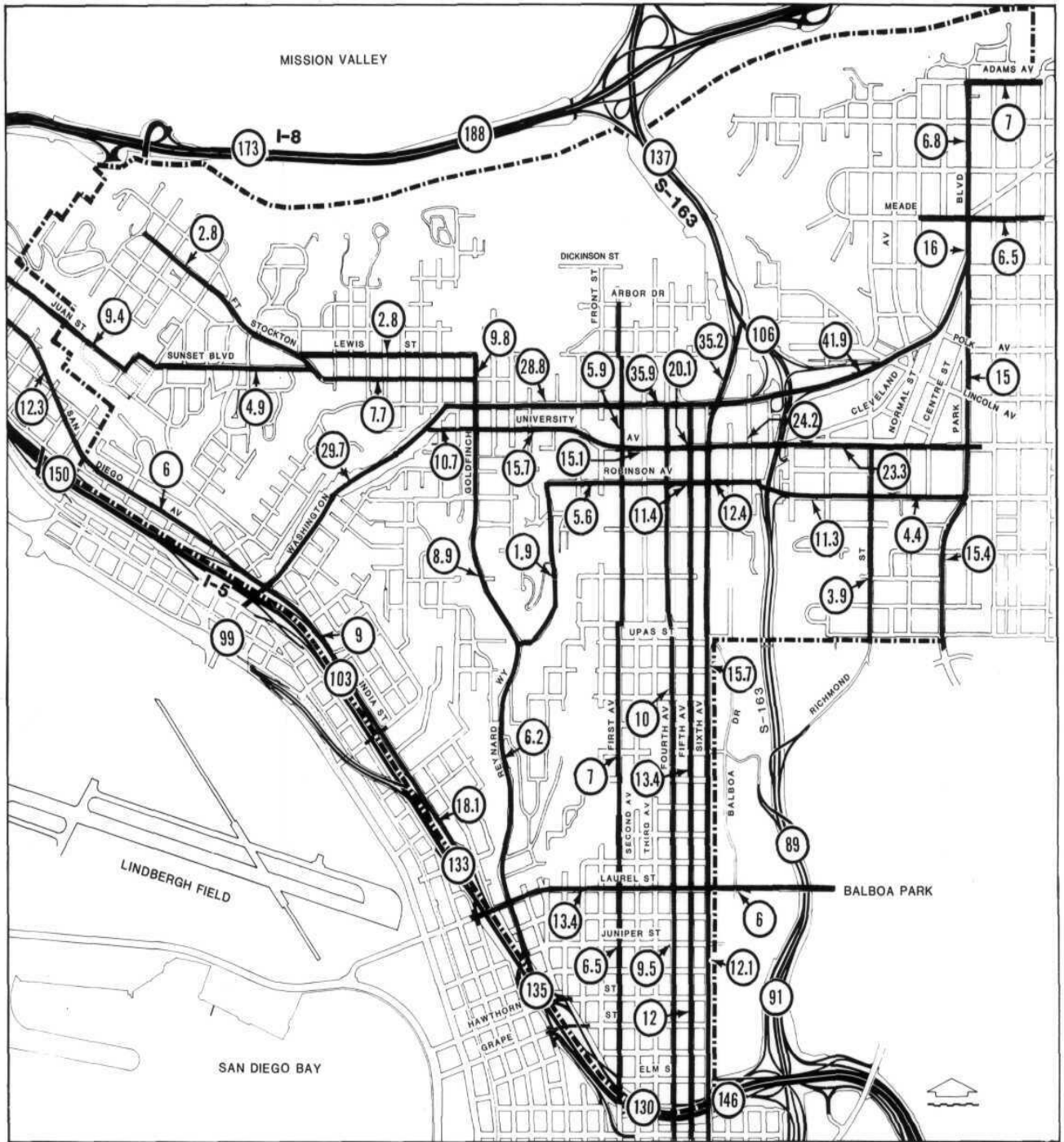
The high volume of traffic in Uptown results from both a high intensity of use within the community and from a significant amount of through traffic generated by Centre City and other surrounding regional facilities such as Balboa Park (Figure 8).

#### **Objectives**

- Give highest priority to improving local traffic circulation and enhancing the pedestrian environment.
- Route through traffic onto freeways and onto major arterials such as Washington Street.
- Redesign specific access ramps to and from State Route 163 to reduce congestion and traffic hazards.
- Facilitate the use of alternative modes of transportation.

#### **Recommendations**

The following recommendations will not fully resolve existing or future congestion in Uptown, but rather are considered the minimum necessary to prevent complete stagnation of traffic. Street widenings beyond these recommendations are not desirable due to the disruptive effects on the pedestrian environment, landscaping or community character. Many of the recommendations are consequently limited to operational improvements to achieve more efficient use of the existing roadways. All major operational improvements, including but not

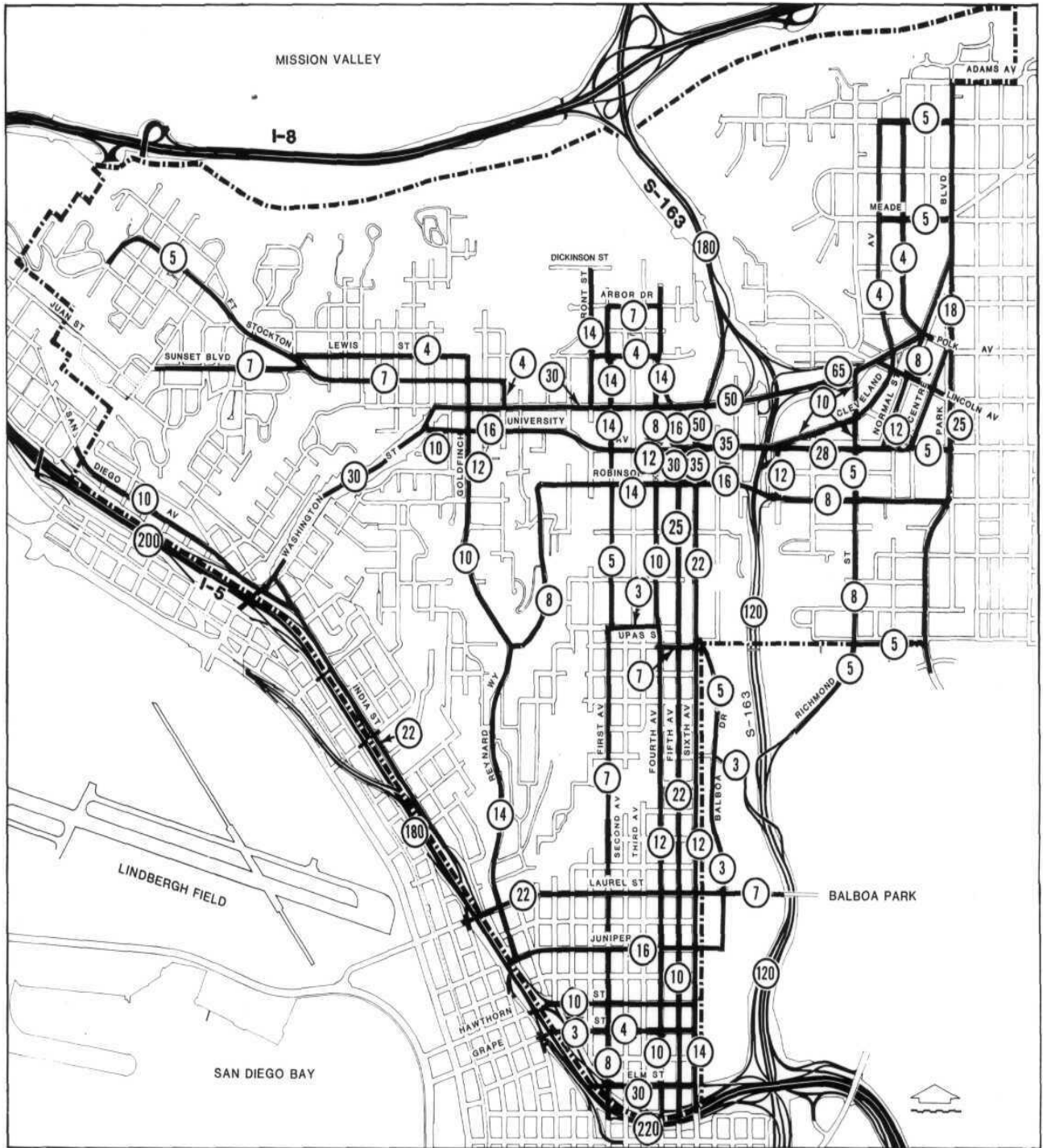


Average Weekday Traffic in 1000's



1987 TRAFFIC VOLUMES  
 UPTOWN Community Plan  
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE  
 8



⓪⓪ = Average Weekday Traffic in 1000's



### FUTURE TRAFFIC VOLUMES

#### UPTOWN Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE

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