

4. On-Street Parking - Optimize the use of street rights-of-way for parking:
 - a. Minimize parking prohibitions
 - b. Provide diagonal parking where feasible
 - c. Establish time limits for parking where appropriate
 - d. Expand the use of residential permit parking if needed
 - e. Modify right-of-way development standards

TRANSIT

Existing Conditions

The major trip attractors in and around Uptown provide support for major transit links within the community. The high number of elderly persons in the area also lends support to the transit system. The major east-west and north-south transit corridors include Washington Street and University Avenue; and First, Fourth, Fifth and Sixth Avenues and Park Boulevard (Figure 14).

A transit study of the Uptown area was conducted in 1986 by the Metropolitan Transit Development Board (MTDB). The purpose of this study was to identify and prioritize transit-related improvement projects which could best alleviate existing or potential transportation problems resulting from the area's near-term (five-year) development.

Objectives

- Provide improved transit service, efficiency and route coordination.
- Promote transit use to and within the community, in particular by major employers.
- Provide shuttle services for neighborhoods with either no or inadequate transit services and for those persons with special needs such as the elderly and handicapped.
- Provide transit improvements through both public and private participation, particularly from development proposing a reduced ratio of off-street parking.

Recommendations

1. TRANSFER FACILITY

Provide a focal point to coordinate transit activity on University Avenue between Fifth Avenue and Sixth Avenue. This facility will be a catalyst for other transit improvements, enhancing transfer coordination and providing a base for shuttle service (if implemented), and should include a shelter, seating, posted timetables and route maps. The facility should not interfere with other pedestrian activities. Funding should be from development impact fees and/or assessment districts.

Depending upon the final design of this facility, the traffic and land use recommendations should be reassessed in the immediate area as appropriate.

2. TRANSIT ROUTES AND SCHEDULES

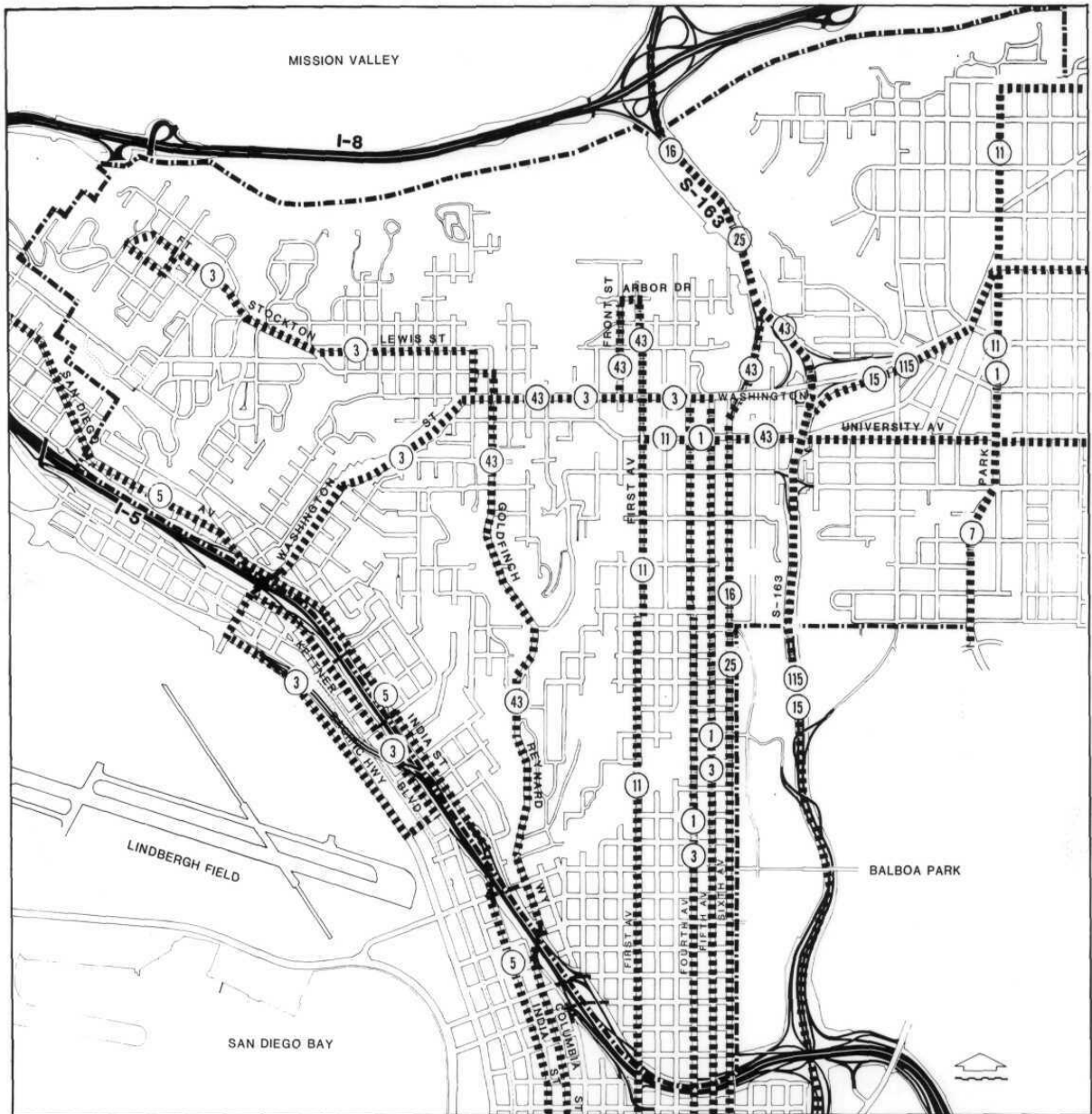
Adjustments to transit routes, schedules and stops should be undertaken to reduce travel times, even out headways, reduce headways during peak hours and facilitate transfers.

A. The following service improvements are programmed in the "San Diego Short Range Transit Plan FY 88-92" (Metropolitan Transit Development Board, 1987):

- Route 1: Improve peak service direction frequency from 30 minutes to 15 minutes.
- Route 11: Improve weekend service frequency from 45 minutes to 30 minutes.
- Route 43: Improve weekday service frequency from 60 minutes to 30 minutes.

B. The following proposals are recommended for implementation:

- Improve service frequency on Route 3 to 15 minutes.
- To enhance transfer opportunities, reroute Route 3 to serve the proposed transfer facility on University Avenue between Fifth and Sixth Avenues.
- Delete the Route 3 loop to UCSD Hospital (it takes through passengers out of direction) and replace service to UCSD with a shuttle from the transfer facility. The shuttle would also serve Mercy Hospital and possibly other locations in the medical complex area. Passengers could transfer to the shuttle at the transfer facility from all routes serving Uptown, thereby improving access to the hospital area.
- Coordinate service between Uptown and downtown along the Fourth, Fifth and Sixth Avenue corridor. Possibilities include operating all routes along Fourth and Fifth Avenues to improve service frequency on these streets and spacing buses more evenly to minimize wait times.
- Implement a cross-town route from the Euclid Avenue Trolley Station, along University Avenue Transfer Facility and along Washington to the future Old Town Transit Center (trolley station). This route will provide a direct transit connection to Mid-City/North Park and Old Town/Point Loma that is currently possible only with one or more transfers.



ROUTE/APPROXIMATE SERVICE POINTS

- 1** DOWNTOWN - KENSINGTON
- 3** MISSION HILLS - CENTRE CITY - SOUTHEAST
- 5** UNIVERSITY CITY - SAN DIEGO STATE - COLLEGE GROVE - UTC - CENTRE CITY
- 11** SAN DIEGO STATE - UPTOWN - SOUTHEAST
- 15** CENTRE CITY - UPTOWN - LA MESA

ROUTE/APPROXIMATE SERVICE POINTS

- 15/115** CENTRE CITY - SAN DIEGO STATE - PARKWAY PLAZA
- 16** COLLEGE GROVE - SOUTHEAST - CENTRE CITY - UPTOWN - MISSION VALLEY - MISSION VILLAGE
- 25** CENTRE CITY - UPTOWN - MISSION VALLEY - CLAIREMONT
- 43** CLAIREMONT - DOWNTOWN - SAN DIEGO STATE



BUS ROUTES
UPTOWN Community Plan
 CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE
14

- Create an Uptown Transit Task Force comprised of representatives from the community, Caltrans, the City of San Diego and MTDB to promote the transit (and transportation improvements) recommended in the Uptown Community Plan, the Metropolitan Transit Development Board's "Uptown Transit Study" and the "Short Range Transit Plan."

3. CROSSTOWN TRANSIT ROUTE

Provide a new transit route through Uptown along the Washington Street/University Avenue corridor. This route could improve regional service to Old Town and Point Loma to the west; and to North Park, Mid-City and Southeast San Diego to the east.

4. SHUTTLE SERVICE

Implement shuttle service; initial routes could include the UCSD Medical Center and Mission Hills. Appropriate adjustments to other routes would improve service for all riders.

5. MOBILITY PLANNING

A major component of the City's Urban Design Program is mobility planning. The goal of this effort is to optimize personal mobility and minimize traffic congestion through the coordination of policies for the management of traffic, transit, trip demand, parking and land use. Examples of programs include employer transit pass subsidies and flexible work hours to reduce peak hour traffic.

6. BUS SHELTERS

Provide bus shelters at appropriate locations. The design and location of the shelters should be coordinated with community and business groups.

7. FINANCING

Sources of financing for proposed transit improvements should include developer contributions and/or an assessment district based upon development impact on the community and degree of benefit from transit improvements. Trade-offs between the provision of off-street parking and transit contributions should be considered, as well as property owner assessments for transit operating costs. Major employers such as hospitals should also participate in public transit programs or provide their own shuttle service.

FIXED RAIL TRANSPORTATION

Existing Conditions

Long range planning for the expansion of the trolley system currently calls for a north extension from the Santa Fe Depot to Old Town San Diego and an eastern extension from Old Town

through Mission Valley. The alignment of this route would be generally west of Interstate 5 and north of Interstate 8, outside of the Uptown community plan area.

Preliminary efforts are underway to develop a Bay-Park link, joining San Diego Bay with Balboa Park. This linkage may include the extension of the proposed Gaslamp trolley along Fifth Avenue to Laurel Street.

A possible trolley route linking Centre City with Mid-City via El Cajon Boulevard has been analyzed but is considered infeasible at this time.

Objective

- Provide a fixed rail transit linkage to Centre City.

Recommendation

Explore the feasibility of extending the Gaslamp trolley to the Hillcrest commercial core.

BIKEWAYS

Existing Conditions

Uptown is a very popular biking area due to its proximity to major recreation and employment centers. The often-congested traffic also encourages bicycling to work, to the store or for pleasure.

There are several existing bikeways in Uptown. These include both Class II facilities, which are striped lanes with signage; and Class III facilities, which provide signage only. An east-west route connects Presidio Park to Balboa Park via Fort Stockton Drive, University Avenue, Third Avenue and Upas Street. Existing north-south routes include Goldfinch Street/Reynard Way, Fourth and Sixth Avenues south of Upas Street, and Fifth Avenue south of Juniper Street (Figure 15).

Objective

- Develop a comprehensive bikeway system which would not only provide a safe connection between neighborhoods, schools and commercial areas, but which would connect with bikeways in neighboring communities and Centre City.

Recommendations

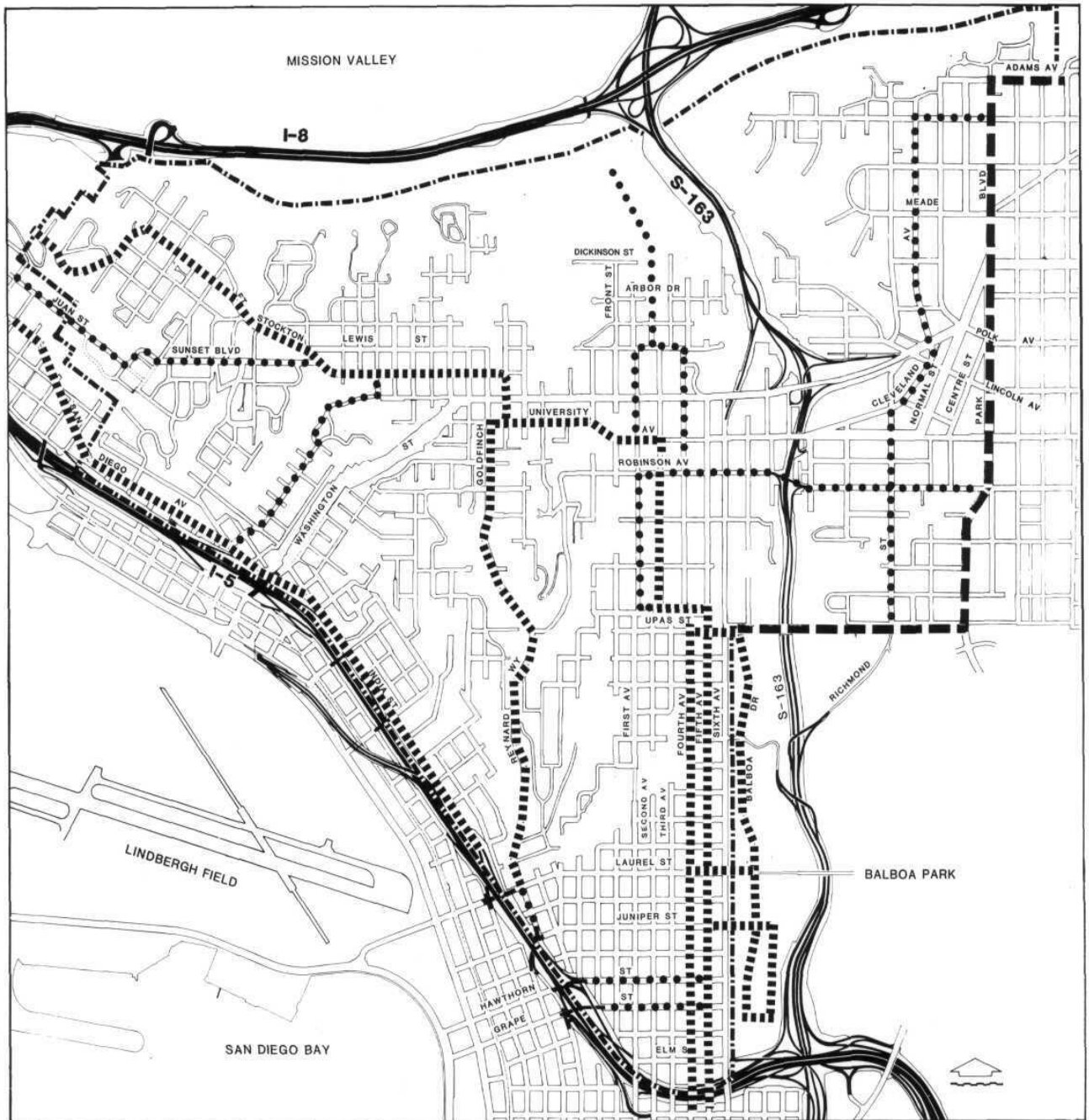
A bikeway system should not only provide access throughout the community, but should provide access to and from Balboa Park and adjacent communities. Given Uptown's urban environment and proximity to employment centers and other activity centers, it is logical that the bicycle will continue to be an important alternative means of personal transportation.

The proposed bikeways shown in Figure 15 provide additional linkages throughout the community. The San Diego Avenue bikeway provides a connection between Old Town and Centre City, as well as access to the Middletown area. The Washington Street, University Avenue and Robinson Street bikeway provides cross-town access from the Pacific Highway corridor to North Park. A direct route from the bay to Balboa Park is provided by the Hawthorn Street and Grape Street routes. Access from University Heights to Balboa Park is provided by the Park Boulevard bikeway. And finally, a bikeway system in the medical complex area provides access to that area and to Mission Valley via Bachman Canyon.

Bicycle routes should be adequately identified by proper signage. Destination plates should be added to selected bicycle route signs for the purpose of identifying the routes to major activity centers and to secure parking facilities in these activity centers.

Whenever possible, bicycle lockers or areas of restricted access should be provided for employees who commute to work by bicycle. In addition, bicycle racks should be provided for customers who travel by bicycle. These bicycle racks should be placed in visible locations near store entrances, but should not impede pedestrian circulation. The bicycle racks should be of a secure and stable design. Small signs should identify the bicycle parking areas.

Employer incentives such as flexible hours to avoid peak traffic congestion should be considered for bike commuters.



- Existing Class III
- Proposed Class II
- Proposed Class III



UPTOWN BIKEWAYS
UPTOWN Community Plan
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FIGURE
 15