

Proposed Project List

***Issues Addressed:**

Several key issues affect community safety, mobility, and health in the study area:

- A. Truck-related congestion, noise and pollution in residential areas.
- B. Truck- and employee-related parking in Barrio Logan and National City.
- C. Auto-related traffic congestion.
- D. Limited bicycle infrastructure and pedestrian enhancements in key areas.
- E. Limited electric vehicle charging infrastructure.

****Status:**

Assumed - Proposed projects or programs that have policies or documents that have been completed, approved, adopted, or that are in a capital improvement program.

New/Enhanced - Newly proposed enhancements, projects, or programs.

ID: See Proposed Project Map on page 6

ID	* Issues Addressed	Proposed Improvement	** Status
BARRIO LOGAN			
14	A	Cesar Chavez Pkwy: Closure of Restaurant Depot driveway fronting Cesar Chavez Pkwy to improve rail crossing safety, reduce truck traffic and improve access to Cesar Chavez Park.	New/Enhanced
5	C D	National Ave & 16th St: New traffic signal to improve operations and bike/ped access.	Assumed
6	C D	Sigsbee St & Harbor Dr: New traffic signal to improve operations and bike/ped access.	Assumed
7	C D	Beardsley St & Logan Ave: New traffic signal to improve operations and bike/ped access.	Assumed
8	C D	Beardsley St & National Ave: New traffic signal to improve operations and bike/ped access.	Assumed
9	C D	Beardsley St & Harbor Dr: Modification of raised median to restrict EB and SB left turns.	Assumed
10	C D	Cesar Chavez Pkwy & Logan Ave: Reconfiguration of intersection to improve operations and bike/ped access.	Assumed
11	C D	Cesar Chavez Pkwy & National Ave: Reconfiguration of intersection to accommodate exclusive WB and EB right turn lanes.	Assumed
12	C D	Cesar Chavez Pkwy & Main St: Reconfiguration of intersection to accommodate exclusive WB right turn lanes.	Assumed
13	C D	Cesar Chavez Pkwy & Harbor Dr: Reconfiguration of intersection to improve operations and bike/ped access.	Assumed
44	C D	Cesar Chavez Pkwy: Raised median between Harbor Dr and Logan Ave.	Assumed
47	C	National Ave: Traffic calming measures between 16th St and 26th St. Initial study assumed curb extensions at four locations, new traffic signal, and 2 signal modifications.	Assumed
67	C	Cesar Chavez Pkwy: Urban greening and walkability improvements along Cesar Chavez Pkwy between 25th St and Cesar Chavez Park. Consistent with planned Bay to Park Link.	Assumed

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SHIPYARDS			
3	A B	Sampson St & Harbor Dr: Reconfiguration of intersection to improve operations and bike/ped access to shipyards.	New/Enhanced
68	C	Evaluate roadways and shipyards near Belt St & Sampson St for additional opportunities to establish bus/truck loading, parking and queuing areas.	New/Enhanced
4	A B	Schley St & 26th St: Diverter island on 26th St to restrict NB traffic from Schley St.	Assumed
15	C D	Sampson St & Logan Ave: New traffic signal and restriping to accommodate exclusive left turn lanes in SB and NB directions.	Assumed
16	A B	Schley St & Harbor Dr: Reconfiguration of intersection to improve operations and bike/ped access to shipyards.	Assumed
28TH STREET			
26	A	28th St & National Ave: Reconfiguration of intersection to alleviate queueing for WB vehicles.	New/Enhanced
27	A	28th St & Harbor Dr: Reconfiguration of intersection to accommodate 3 SB left turn lanes.	New/Enhanced
38	A B	28th St & Harbor Dr: Enhanced pedestrian facilities to accommodate shipyard demand including widened crosswalks, curb extensions, curb ramps, and potential pedestrian scramble.	New/Enhanced
69	A	I-5 South Onramp: Relocate from Boston Ave to 28th St to reduce community impacts and improve freight mobility.	New/Enhanced
2	A	28th St & Harbor Dr: Reconfiguration of intersection to provide dual EB left turn lanes.	Assumed
24	C D	28th St: Installation of quad gates and pedestrian gates at rail crossing to improve visibility and operations.	Assumed
45	A	28th St: Reconfiguration to increase capacity and improve access between Harbor Dr and Main St.	Assumed
46	A	28th St: Reconfiguration to increase capacity and improve access between Main St and National Ave. Initial study assumed 2 NB and 3 SB lanes with raised median.	Assumed
48	C	Boston Ave: Traffic calming improvements including potential bike boulevard between 26th St and 28th St.	Assumed
49	C	Boston Ave: Class I bikeway/multi-use path between 29th St and 32nd St.	Assumed

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32ND STREET			
28	A	32nd St & Harbor Dr: Additional and/or extended left-turn pocket from EB Harbor Dr to 32nd St to improve operations for all movements by shortening phase time for left turns.	New/Enhanced
30	A	32nd St & Harbor Dr: Additional and/or extended left-turn pocket from WB Harbor Drive to Naval Base Gate 6 (32nd St).	New/Enhanced
35	A	Naval Base Gate 6 (32nd St): Operational improvements including capacity expansions where feasible and real-time wait signs. Coordinate with future military construction project for gate infrastructure.	New/Enhanced
73	B C	32nd St & Harbor Dr: Intersection study to optimize operations for all users, including pedestrians with removal of bridges.	New/Enhanced
79	A	32nd St & Harbor Dr: Additional right-turn pocket from SB 32nd St to Harbor Dr.	New/Enhanced
80	A	32nd St & Harbor Dr: Additional right-turn pocket from EB Harbor Drive to Naval Base Gate 6 (32nd St).	New/Enhanced
71	C	Cesar Chavez Pkwy Trolley Rail Grade Separation: Grade separation of Trolley rail corridor at Cesar Chavez Pkwy crossing (east of Harbor Drive).	Assumed
8TH STREET / CIVIC CENTER DRIVE			
31	A	8th St & Harbor Dr: Additional and/or extended left-turn pocket to improve access from WB Harbor Drive to Naval Base Gate 9 (8th St).	New/Enhanced
32	A	8th St & Harbor Dr: Reconfiguration of WB 8th St to allow 3 through lanes Naval Base Gate 9 (8th St).	New/Enhanced
33	A	Civic Center Dr & Harbor Dr: Dual EB left turn lanes to increase capacity for traffic from nearby I-5 SB offramp.	New/Enhanced
34	A	Tidelands Ave & 19th St: Reconfiguration of intersection to add dual NB left turn lanes and exclusive SB right turn lane on Tidelands Ave for access to Naval Base Gate 13 (19th St).	New/Enhanced
53	B	8th St: Class II bike lanes connecting Harbor Dr, 8th St Trolley/bus station and National City communities. Pedestrian upgrades including rail crossing gates and curb ramps. Wayfinding facilities.	New/Enhanced
82	A	Facilities to access to Naval Base Dry Side from 8 th St for bike/ped users, and automobiles if feasible.	New/Enhanced
54	B	Cleveland Ave: Class II bike lanes connecting Civic Center Dr and Bay Marina Dr.	Assumed
56	C	Civic Center Dr: Class III shared bike route connecting Harbor Dr and National City communities.	Assumed
BAY MARINA			
19	B	Pepper Park: Bike/pedestrian connections to Pepper Park extension proposed in <i>National City Marina District Balanced Land Use Study (2016)</i> .	Assumed
50	B	Bayshore Bikeway, National City: Relocation from Tidelands Ave to Marina Way and McKinley Ave.	Assumed
51	B	Cleveland Ave-Marina Way connection across Bay Marina Dr.	Assumed
55	C	24th St/Bay Marina Dr: Class II bike lanes connecting NCMT, 24th St Trolley/bus station and National City communities. Pedestrian upgrades including rail crossing gates and curb ramps. Wayfinding facilities.	Assumed

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NAVAL BASE PROJECTS			
20	A	Naval Base Gate 9 (8th St): Enhanced bike/ped gate facilities to allow multimodal access, including from nearby 8th St Trolley/bus station.	New/Enhanced
35	A	Naval Base Gate 6 (32nd St): Operational improvements including capacity expansions where feasible and real-time wait signs. Coordinate with future military construction project for gate infrastructure.	New/Enhanced
39	A C	Naval Base Vesta Street Bridge: Grade-separated structure for autos, bikes and pedestrians over Harbor Drive connecting Naval Base San Diego Wet and Dry Sides. (Included as Phase I of proposed <i>TCIF Port Access Improvements</i> project.)	New/Enhanced
74	A C	Main St: In conjunction with Vesta St bridge, operational and capacity improvements to accommodate additional traffic entering Naval Base Gates 29 (Vesta St) and 32 (Yama St).	New/Enhanced
75	A C	Naval Base Gate 29 (Vesta St): In conjunction with Vesta Street bridge, operational improvements including capacity expansions where feasible and real-time wait signs.	New/Enhanced
76	A C	Naval Base Gate 32 (Yama St): In conjunction with Vesta Street bridge, operational improvements including capacity expansions where feasible and real-time wait signs.	New/Enhanced
77	A	Naval Base Gate 9 (8th St): Operational improvements including capacity expansions where feasible and real-time wait signs. Coordinate with future military construction project for gate infrastructure.	New/Enhanced
81	A	Harbor Dr: Left-turn pocket from WB Harbor Drive to Naval Base Gate 6A (truck-only gate south of 32nd St).	New/Enhanced
84	A	Allow transit bus access on the Naval Base, with potential Navy contribution toward operating cost. Currently done in Norfolk VA.	New/Enhanced

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EFFICIENT GOODS MOVEMENT			
1	A	Freight Haul Road: Dedicated lanes (where feasible) and signal priority for truck freight along Harbor Drive between TAMT/Cesar Chavez Pkwy, NCMT and connections to I-5. Includes freight signal priority (FSP), queue jumps, delineators and signage. Generally aligned in the #1 lanes and median.	New/Enhanced
64	B	Harbor Dr: Resurface to improve traffic and freight movements and enhance safety, preferably concurrent with other proposed roadway improvements.	New/Enhanced
85	A	Establishment of truck route and weight restrictions with appropriate load/weight maximums to improve goods mobility. May be combined with freight truck geofencing and/or FSP on preferred truck routes (see Goods Movement section) to provide additional incentives for compliance.	New/Enhanced
90	A	Freight Signal Priority (FSP): Facilities to provide priority to freight vehicles at signalized intersections. Can be specific to certain times or conditions. Demonstration project with 10 trucks in progress by Port Tenants.	New/Enhanced
91	A	Freight Truck Geofencing: Tracking mechanism to keep trucks within preferred routes and parking areas. Could be paired with incentives including freight signal priority (FSP) or access to proposed Freight Haul Road.	New/Enhanced
92	A	Port Freight & Navy Mobility Community Web Portal: Freight community web portal for Port tenants, Navy commands and other users to enhance efficiency and improve logistics. Could include scheduling system to reduce impacts from queuing and parking.	New/Enhanced
93	C	Inland Port Facility: Feasibility evaluation for an inland port facility outside the study area to facilitate train/truck movements currently occurring at the Port's marine terminals. Property in Otay Mesa is potential opportunity.	New/Enhanced
94	C	Regional Truck Parking Strategy: Identification of needs and potential facility locations to support truck movements, including into and out of the Working Waterfront.	New/Enhanced
95	C	Truck Parking & Rest Facilities: One or more facilities providing parking, rest and other services for truck drivers heading to/from the Working Waterfront. May include innovative strategies such as on-street, overnight paid parking technology. Potential P3 opportunity.	New/Enhanced
96	C	Truck Parking Information Management System: Resource for tenants and truck operators to obtain information and potentially reserve parking resources. Could be tied to Port Freight Community Web Portal.	New/Enhanced
97	A D	Marine Highway: Marine-based services between Port and other locations (to reduce pressure on truck and rail corridors). Could also include passenger ferry service between key regional destinations.	New/Enhanced

