

RESOLUTION NO. 2019-8053

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IMPERIAL BEACH, CALIFORNIA, APPROVING THE RESILIENT IMPERIAL BEACH (RIB) GENERAL PLAN MOBILITY ELEMENT AS A GENERAL PLAN/ LOCAL COASTAL PROGRAM (GP/LCP) AMENDMENT (MF 1234).

WHEREAS, the City sought to further implementation of local and regional sustainability goals by developing a Complete Streets policy, fostering a systems approach to addressing complex problems, preparing a climate action plan (CAP) as a companion item to the RIB GP/LCP amendments, and proposing additional supportive policies; and

WHEREAS, the Mobility Element helps implement Coastal Act section 30252 to maintain and enhance public access to the coast; and

WHEREAS, the Mobility Element is in compliance with the 2008 California Complete Streets Act and supports the San Diego Association of Government's (SANDAG) Regional Complete Streets Policy to help fulfill the regional goal of a safe, balanced, multimodal transportation system that supports compact and sustainable development; and

WHEREAS, the Mobility Element with its Complete Streets policy is a commitment to a process that ensures the needs of people using all modes of travel are considered and appropriately accommodated on every street or every network of streets; and

WHEREAS, the Mobility Element supports development and operation of a circulation system that encourages the use of active transportation that support physical activity and equitable healthy communities; and

WHEREAS, the Mobility Element supports the improvement of multiple modes of transportation and pursuing mobility innovations to meet the needs of Imperial Beach residents, businesses and visitors while also reducing vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions; and

WHEREAS, the proposed RIB GP/LCP Mobility Element will replace the former GP/LCP Circulation Element; and

WHEREAS, the proposed RIB GP/LCP Mobility Element policy amendments support a balanced approach toward achieving environmental, economic and community goals, including fostering healthy communities and improving access to coastal resources; and

WHEREAS, the San Diego County Regional Airport Authority serving as the Airport Land Use Commission (ALUC) has reviewed the amendments and on May 30, 2019 made the determination that the GP/LCP amendments are consistent with the Airport Land Use Compatibility Plan (ALUCP) that was adopted on October 25, 2015; and

WHEREAS, this project complies with the requirements of the California Environmental Quality (CEQA) as the draft Negative Declaration (ND) was prepared for this project and is included as a companion item to the RIB GP/LCP Mobility Element Amendment; and

WHEREAS, on July 17, 2019, the City Council of the City of Imperial Beach held a duly advertised public hearing for the purpose of considering the Resilient Imperial Beach (RIB) Draft

General Plan Mobility Element/Local Coastal Program (LCP) amendments that constitute a Complete Streets policy for the City of Imperial Beach General Plan/LCP Land Use Plan; and

WHEREAS, the City Council of the City of Imperial Beach has considered the record as well as the maps, exhibits, and written documents contained in the file for the RIB GP-Mobility Element/LCP Update on record in the City of Imperial Beach, and has considered the oral presentations given at the public hearing.

NOW, THEREFORE, BE IT RESOLVED, that the RIB General Plan/Local Coastal Program Mobility Element Amendment, as shown and made a part of Resolution No. 2019-8053 in attached Exhibit B is hereby approved by the City Council of the City of Imperial Beach and shall only become effective upon its certification by the California Coastal Commission.

PROTEST PROVISION: The 90-day period in which any party may file a protest, pursuant to Government Code Section 66020, of the fees, dedications or exactions imposed on this development project begins on the date of the final decision.

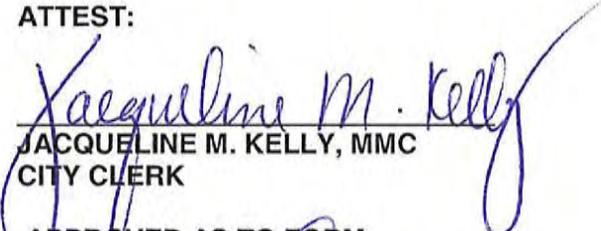
PASSED, APPROVED, AND ADOPTED by the City Council of the City of Imperial Beach at its regular meeting held on the 17th day of July 2019, by the following vote:

AYES:	COUNCILMEMBERS:	WEST, SPRIGGS, AGUIRRE, PATTON, DEDINA
NOES:	COUNCILMEMBERS:	NONE
ABSENT:	COUNCILMEMBERS:	NONE



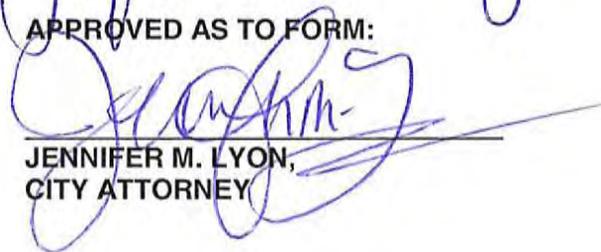
SERGE DEDINA, MAYOR

ATTEST:



**JACQUELINE M. KELLY, MMC
CITY CLERK**

APPROVED AS TO FORM:



**JENNIFER M. LYON,
CITY ATTORNEY**

City of Imperial Beach General Plan/Local Coastal Program Land Use Plan Mobility Element

Final

EXHIBIT B

July 17, 2019



3.0 Mobility Element

Where we live, work, and play impacts our health, and how we move within and between our communities is critical to improving quality of life and access to opportunity.

American Public Health Association

GOALS

- ⌵ A city with safe, efficient, and complete streets that meets the needs of all users.
- ⌵ A pedestrian-oriented, small beach town atmosphere where people can comfortably and safely walk or bicycle
- ⌵ Provision of a coordinated land use and mobility system that supports sustainable development, mobility choices, and healthy, active living
- ⌵ A well-connected mobility network that embraces innovative technologies and supports mobility choices to reduce greenhouse gas emissions and vehicle miles traveled

Background

The quality of life and economic vitality of Imperial Beach is dependent upon an increasingly safe and efficient operating mobility system. The Mobility Element establishes the framework for the City's approach to complete streets, regional access, and the increased use of active transportation in order to reduce air pollution and greenhouse gas emissions while improving health. Specific aspects of the mobility system are discussed below.

ACTIVE LIVING AND EQUITABLE HEALTHY COMMUNITIES

Imperial Beach strives to create healthy communities that encourage healthy living and active transportation among all residents, particularly those living in predominantly racial and ethnic minority and lower-income neighborhoods. Creating activity-friendly environments supports physical activity, as well as a range of co-benefits including improved health, social cohesiveness, improved safety and security, environmental sustainability, and economic vitality.

COMPLETE STREETS

"Complete Streets" is a term to describe a system that meets the needs of all users of the streets, which traditionally is defined to include pedestrians, bicyclists, users of public transit, motorists, children, seniors, persons with disabilities, movers of commercial goods and emergency vehicles. Other existing and emerging micromobility options such as skateboards and emerging technologies such as electric scooters and bicycles merit consideration on a case-by-case basis. Complete Streets provide opportunities to reduce air pollution and greenhouse gas emissions while enabling active travel and opportunities for safe physical activity. Complete Streets are implemented through improvements of, but not limited to, new or widened sidewalks, tree plantings, high visibility crosswalks, curb extensions, pedestrian countdown signal heads, traffic calming features, bicycle facilities, bicycle racks, lighting, signage, accessible public transit stops, access to schools, civic facilities, commercial/retail areas, and mixed-use land uses.



Imperial Beach strives to create healthy communities that encourage healthy living and active transportation among all residents, as well as complete streets.

REGIONAL ACCESS

Imperial Beach is dependent on its transportation connections to the rest of the region and pro-actively works with other cities and organizations to preserve and improve this regional access. Major transportation system planning, funding, programming, and implementation occurs at the regional level through the San Diego Association of Governments (SANDAG). Imperial Beach, along with the other 17 cities and the County, work through SANDAG to chart the region's future growth and transportation investments through development and adoption of a Regional Transportation Plan (RTP). The most recent RTP was incorporated into San Diego Forward, The Regional Plan, adopted by the SANDAG Board in 2015. At the time of this 2019 General Plan/LCP update, SANDAG was anticipating that the next update of the RTP would include transformative changes to the region's transportation system to exceed ambitious greenhouse gas (GHG) emission targets set by the California Air Resources Board. Cutting edge technologies, social equity, sustainability, supporting land use, and economic opportunities would be core considerations to create this transformative Regional Plan. The Mobility Element includes goals and policies to reduce GHG emissions and vehicle miles traveled, and provides flexibility to take advantage of future mobility services and innovations. GHG reductions are more explicitly addressed in the City's Climate Action Plan.

SAFETY, ENVIRONMENTAL SENSITIVITY, ENERGY EFFICIENCY

The City strives for safety, environmental sensitivity, multi-modal effectiveness and energy efficiency in all transportation designs and improvements. In this system, pedestrian walkways, bicycle paths, and public transit receive the same attention as facilities designed for vehicular traffic.

SERVICE LEVELS FOR STREETS AND SIGNALIZED INTERSECTIONS

The City has a longstanding policy that arterials and local streets should be designed to operate at service level "C" or better during average daily traffic volume (ADT) conditions, and that signalized intersections under peak hour conditions should operate at service level "D" or better. The City acknowledges that a lower standard is acceptable for special events and seasonal beach related traffic. However, the City anticipates transitioning from a level of service to a Vehicle Miles Traveled (VMT) metric as the primary means to determine transportation impacts, in accordance with Senate Bill 743 (Steinberg, 2013).

VISITOR PARKING AND TRAFFIC

The City's small-town character and coastal location regularly attract daily visitors. When the weather and beach conditions are attractive, beach parking demand often exceeds supply. Where practical, the City should work toward increasing coastal access while reducing parking demand and greenhouse gas emissions through increased use of walking, bicycling, public transit and ridesharing, and innovative use of transportation demand management.

QUALITY AND AESTHETICS

Since people move through and about Imperial Beach on the mobility system, their impression of the community is based on the scenic and aesthetic qualities of the system, as well as its functional characteristics. The environment of each neighborhood is also heavily dependent on the quality of the street scene. The City values the aesthetic qualities of all roadways and transportation facilities, and places special emphasis on creating enjoyable streets with improved safety within underserved neighborhoods.

INNOVATIVE TECHNOLOGIES AND STRATEGIES

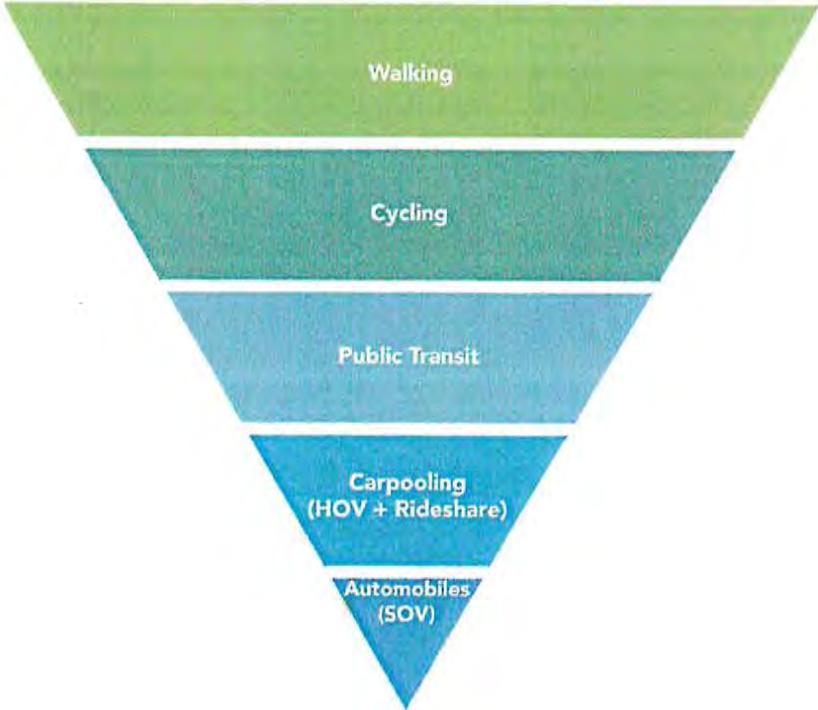
The mobility system as a whole can operate more efficiently and more safely through the use of Intelligent Transportation Systems (ITS) and Transportation Demand Management (TDM). ITS utilize technology to maximize the efficiency and effectiveness of multimodal transportation systems. ITS can be used to increase vehicle throughput and reduce congestion, among other benefits. TDM refers to programs and strategies that manage and reduce traffic congestion by encouraging the use of transportation alternatives. Looking forward, Autonomous Vehicles (AVs) have the potential to provide a range

of benefits to Imperial Beach and the region and are paramount to consider in planning efforts. Transportation, safety, and health impacts of AVs will depend on how they are incorporated into transportation systems.

SUSTAINABLE TRANSPORTATION HIERARCHY

A modal hierarchy of users, as shown on Figure M-1, provides a framework to inform planning, design, and operational decisions. The hierarchy is intended to consider and give priority to the most vulnerable users of the roadway and the most resource efficient transportation modes. The figure is not intended to be comprehensively representative of all modes. Other micromobility options including but not limited to skateboards, electric scooters, and electric bicycles fit within the hierarchy and merit consideration as well.

Figure M-1. Sustainable Transportation Hierarchy



Coastal Act

DISCUSSION

Coastal Act section 30252 relates to mobility. This section states: the location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of public transit service, (2) providing commercial facilities within or adjoining residential development or other areas that will minimize the use of coastal access roads, (3) providing non-automobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transit, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation resources by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development. Mobility Element policies support achieving Sustainable Transportation Hierarchy and Complete Streets principles to implement Coastal Act section 30252. For example, Policy 3.1.1 requires incorporation of Complete Streets principles into

all new development, Policy 3.2.1 calls for coordinate with regional planning and transportation agencies to improve transit services, and Policy 3.5.1 provides direction on parking management.

3.1 Street System

Discussion

STREET TYPOLOGY SYSTEM & OVERLAYS

The City's Street Typology system (Figure M-2) categorizes streets based on street character, adjacent land uses, functionality, and intended users. The system serves to supplement the City's Street Classification system and reflects the City of Imperial Beach's commitment to providing Complete Streets. The Street Classification system (Figure M-3) remains as a separate measure to evaluate vehicular operations.

Street Overlays complement the Street Typologies, acknowledging that portions of Imperial Beach's roadways may serve a special use and require additional design considerations.

Street Typologies

- ⌵ Arterial Thoroughfare
- ⌵ Multimodal Boulevard
- ⌵ Neighborhood Connector
- ⌵ Residential Street
- ⌵ Multi-Use Path

Street Overlays

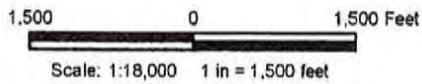
- ⌵ Ecoroute Overlay
- ⌵ Truck Route Overlay



Photo credit: Ricky Jose Cervantes



Source: SanGIS 2014; City of Imperial Beach 2017



**FIGURE M-2
STREET TYPOLOGIES**

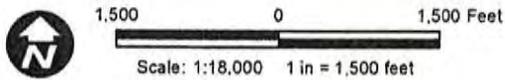
LOCAL COASTAL PLAN UPDATE
IMPERIAL BEACH



Source: SanGIS 2014, City of Imperial Beach 2017

**FIGURE M-3
STREET CLASSIFICATIONS**

LOCAL COASTAL PLAN UPDATE
IMPERIAL BEACH



Each Street Typology and Overlay is identified in the following pages, including an overview of the purpose, the respective characteristics, and identification of the respective streets. The Street Typology and Overlay system is intended to provide guidance for the selection of design elements by taking into consideration the context of the local environment, such as land use type and concentration, and the competing needs of all transportation modes. Figure M-2 displays the Street Typologies and Overlays.

ARTERIAL THOROUGHFARES

OVERVIEW

Arterial Thoroughfares are 4- and 6-lane roadways providing key vehicular access to Imperial Beach. They accommodate greater volumes of vehicular traffic due to greater vehicular network connections, traverse many of the City's signalized intersections, and generally provide for vehicular priority without compromising the safety of other modes.

DESCRIPTION BY MODE

Pedestrian

Intersection treatments at both signalized and unsignalized intersections can facilitate improved safety at pedestrian crossings through high visibility marked crosswalks, advance stop bars, and pedestrian countdown signals with lead pedestrian intervals at signalized intersections. Pedestrian crossing distances can be reduced through curb extensions and/or curb bulb-outs where feasible. Landscape strips between the sidewalk and roadway are also an effective tool to further separate pedestrians from vehicular traffic. On wide streets, center medians may be provided as pedestrian refuges.

Bicycle

Bicycle facilities that provide a dedicated right-of-way for the sole use of bicyclists, such as cycle tracks, bike lanes or buffered bike lanes, are most appropriate for these roadways.

Public Transit

Public transit stop designs that are incorporated into roadways in a manner that reduces conflicts with vehicles and cyclists can effectively improve rider safety.

Vehicular

Arterial Thoroughfares are critical to the efficient movement of people and goods and must strive for vehicular operational efficiency without compromising the safety of other modes.

Applicable Streets

- ‡ Former State Route (SR) 75/Palm Avenue, east of 7th Street.

State Route 75 was relinquished to the City in 2018. Relinquishment is a process to remove a state highway, either in whole or in part, from the State Highway System. With respect to former State Route (SR) 75, Imperial Beach gained local control over design, operations and maintenance.

MULTIMODAL BOULEVARD

OVERVIEW

Multimodal Boulevards are 2- and 4-lane roadways providing the primary access to the City's commercial core, coastal areas, and other key destinations. They are utilized by local residents and visitors alike and are designed for the safe mobility of all transportation modes. This typology is designed to support high levels of pedestrians, public transit riders, and bicyclists through traffic calming measures, attractive landscaping, and multimodal facilities. Wayfinding signs should be scaled and designed to appeal to all transportation modes and users.

DESCRIPTION BY MODE

Pedestrian

Pedestrians are accommodated by wider sidewalks, high visibility crosswalks, median islands, and decreased crossing distances through curb extensions or curb bulb-outs. Context sensitive pedestrian amenities (e.g. seating, public art, trash receptacles, trees/shading, etc.) emphasizes pedestrian mobility and creates a more inviting environment. Pedestrian scale lighting is encouraged, especially within the commercial areas and adjacent to public transit stops. When feasible, landscape strips between the sidewalk and roadway further separate pedestrians from vehicular traffic and improve comfort and safety.

Bicycle

Bicycle facilities improve overall mobility and emphasize improved safety for riders on City roadways. Bicycle parking is to be provided at strategic, visible locations. When feasible, protected bicycle facilities should be considered along Multimodal Boulevards to improve the comfort and safety of cyclists.

Public Transit

Existing and future public transit stops will be clearly identifiable and accentuated with amenities (e.g. seating, shelters, information kiosks, and trash receptacles). Wayfinding will direct public transit users to key destinations such as the beach, pier, and civic center.

Vehicular

On-street parking will be maximized to the extent possible without compromising the safety or mobility of other modes. Where applicable, on-street parking should be located between vehicular travel lanes and bicycle facilities to provide increased protection for bicyclists.

Applicable Streets

- ⬇ Seacoast Drive
- ⬇ 9th Street
- ⬇ 13th Street
- ⬇ Palm Avenue, west of 7th Street
- ⬇ Imperial Beach Boulevard

NEIGHBORHOOD CONNECTOR

OVERVIEW

Neighborhood Connectors are generally undivided 2-lane roadways that traverse neighborhoods, providing connections across the City. They are fronted by residential land uses and schools and provide essential connections. They are utilized primarily by local residents. The efficient movement of all modes is important along these roadways, however, maintaining slow speeds is a priority.

DESCRIPTION BY MODE

Pedestrian

Maintaining a connected sidewalk network with intersection crossings that improve safety is a priority along Neighborhood Connectors. Landscaping and traffic calming measures are encouraged to create a comfortable pedestrian environment. Pedestrian amenities are lower priorities along Neighborhood Connectors. When feasible, provide a landscape strip between the sidewalk and roadway to further separate pedestrians from vehicular traffic.

Bicycle

Bicycle routes are recommended for Neighborhood Connectors. Bicycle parking and wayfinding signage are lower priorities, with exceptions being streets accessing the Bayshore Bikeway, falling within the City's Ecoroute Overlay, or around schools.

Public Transit

Public transit is not currently present or planned along Neighborhood Connectors; however, there should be sufficient pedestrian and bicycle connections from Neighborhood Connectors to transit stops.

Vehicular

Neighborhood Connectors can be designed to slow vehicular speeds through traffic calming features such as curb bulb-outs/extensions, speed humps or lumps, and chicanes. Roundabouts and neighborhood traffic circles can be utilized to slow vehicles while improving operations.

Applicable Streets

- ‡ 3rd Street
- ‡ Connecticut Street
- ‡ 7th Street
- ‡ 11th St, south of Imperial Beach Boulevard
- ‡ Florida St, north of Imperial Beach Boulevard
- ‡ 15th Street
- ‡ Cypress Avenue
- ‡ Elm Avenue
- ‡ Iris Avenue, west of Connecticut Street
- ‡ Oneonta Ave, Connecticut St to 9th Street
- ‡ Holly Avenue, east of 9th Street
- ‡ Iris Avenue, east of 13th Street

RESIDENTIAL STREETS

OVERVIEW

Residential Streets provide direct access to the City's single family and multi-family homes. These are generally undivided 2-lane roadways that accommodate the lowest vehicular volumes of all four street typologies described. Ensuring a network of connected sidewalks and pedestrian crossings that improve safety remains a priority along Residential Streets.

Maintaining low vehicular speeds is critical to maintaining the character of Imperial Beach's residential neighborhoods and improved safety. Similar to Neighborhood Connectors, landscaping and traffic calming measures can provide improved safety and comfort enhancements for all users. Bicycle parking, wayfinding signage and pedestrian amenities are low priorities along Residential Streets.

Applicable Streets

All other streets not identified under previous typologies.

MULTI-USE PATH

OVERVIEW

Multi-Use Paths provide a dedicated right-of-way physically separated from the roadway and intended for the exclusive use by non-motorized transportation modes, primarily walking and bicycling. These facilities support recreational and utilitarian trips, offering alternative connections that may be more direct than the roadway network.

Signage is an effective method to emphasize the shared use nature of these facilities and reiterate bicyclists are to yield to pedestrians. Additional signage placed along connecting roadways is also effective for directing users to Multi-Use Path access points. See also the Parks, Recreation and Coastal Access Element for information on the California Coastal Trail.

Applicable Segments

- ⌵ Bayshore Bikeway along the northern City boundary, east of 7th Street.
- ⌵ Parallel to 7th Street, from Bayshore Bikeway to approximately Cypress Avenue
- ⌵ Ecoroute Overlay alignment, south of Caspian Way to 5th Street/Grove Avenue.
- ⌵ Border to Bayshore Bikeway



Multi-Use Paths provide a dedicated right-of-way physically separated from the roadway and intended for the exclusive use by non-motorized transportation modes.

ECOROUTE OVERLAY

OVERVIEW

An Ecoroute Overlay accentuates Imperial Beach's environmental assets including South San Diego Bay, the Tijuana River Estuary, the dunes on South Seacoast Drive, the beach, the pier and the breakwaters. The Ecoroute supplements designated Street Typologies, and is not a typology in itself. Street design along the Ecoroute should accommodate all users of the street, while providing infrastructure that encourages pedestrian and bicycle travel.

Distinctive signage and in-pavement markings designate the routes and interpretive stations are provided that explain the different ecosystems, the major roles and players in them and how they are connected together. The 1994 General Plan recommended establishment of the Ecoroute, which was incrementally implemented as street resurfacing occurred. The final segments were completed in December 2013.

Applicable Streets

- ⌵ Seacoast Drive, south of Palm Avenue
- ⌵ 3rd Street, south of Imperial Beach Boulevard
- ⌵ 5th Street, south of Grove Avenue
- ⌵ Connecticut Street, south of Elm Avenue
- ⌵ 7th Street, north of Elm Avenue
- ⌵ Palm Avenue, west of 7th Street
- ⌵ Imperial Beach Blvd, west of 3rd Street



An Ecoroute Overlay accentuates Imperial Beach's environmental assets including South San Diego Bay, the Tijuana River Estuary, the dunes on South Seacoast Drive, the beach, the pier and the breakwaters.

TRUCK ROUTE OVERLAY

OVERVIEW

The Truck Route Overlay emphasizes the importance of enhanced safety and efficient truck and freight movement throughout Imperial Beach. The Truck Route Overlay acknowledges that additional design considerations must be made to ensure roadways can accommodate truck traffic.

Designated Truck Routes maintain truck traffic to prime, major and collector roadways and aim to limit the amount of heavy traffic and noise through residential neighborhoods. Lane widths, parking restrictions, turning radii, and access to the various land uses trucks serve should be required when designing or modifying roadways identified with the Truck Route Overlay area.

Applicable Streets

- ⌵ Former SR-75/Palm Avenue, from northern City limits to 13th Street – also serves as the designated route for oversized truck loads in Imperial Beach
- ⌵ Imperial Beach Boulevard, 9th Street to eastern City limit
- ⌵ 13th Street, from Palm Avenue to southern City limit
- ⌵ 9th Street, from former SR-75/Palm Avenue to Imperial Beach Boulevard or neighborhood traffic circles.

Policies

COMPLETE STREETS PRINCIPLES

- 3.1.1 Incorporate Complete Streets principles into all transportation projects at all phases of development, including planning and land use decisions, scoping, design, implementation, maintenance, and performance monitoring.
- 3.1.2 Supplement the City's Street Classification system with the Street Typology System and Overlays described in this element to further implementation of Complete Streets.
- 3.1.3 Use a modal hierarchy of users framework to inform planning, design, and operational decisions. The hierarchy is intended to consider and give priority to the most vulnerable users of the roadway and the most resource efficient transportation modes.
- 3.1.4 In accordance with state law, develop a metric and thresholds of significance for Vehicle Miles Traveled (VMT), or adopt regional standards when available, to replace level of service as the primary determinant of transportation impacts.
- 3.1.5 Consider emergency vehicle response times prior to implementing in-road features.

MULTI-MODAL STREET DESIGN AND ACCESS

- 3.1.6 Require cross sections, the general right-of-way width, and configuration for each street and highway meet City specifications.
- 3.1.7 Ensure that all street and highway designs further the goal of providing safe and efficient mobility for all users, as well as an aesthetically pleasing urban form.
- 3.1.8 Facilitate enhanced pedestrian crossings through high visibility marked crosswalks, advance stop bars, and pedestrian countdown signals with lead pedestrian intervals at signalized intersections as determined by the City.
 - a. Reduce pedestrian crossing distances through median refuge islands, curb extensions and/or curb bulb-outs, where feasible.
- 3.1.9 Install traffic calming measures, specifically on Multimodal Corridors, Neighborhood Connectors, and Residential Streets as a measure to enhance public safety. Traffic calming should be a priority near schools, at locations with relatively greater vehicular volumes, and areas with vehicular speeds higher than posted speed limits.
- 3.1.10 Install marked crosswalks in locations with a high volume of pedestrian traffic, use high-visibility pavement

- markings, such as continental crosswalks, or stamped concrete, brick, or similar paving materials as an extra warning to motorists.
- a. Stamped concrete, brick, or similar paving materials should not impede or hinder the ability of bicycles to use designated bike lanes.
 - b. Consider distinctive, artistic crosswalk designs that are consistent with the character of Imperial Beach.
- 3.1.11 As deemed necessary, require developers to dedicate right-of-ways and street improvements associated with their projects.
 - 3.1.12 Locate driveways for corner properties on arterials or collectors as far away from the intersection as possible. Encourage joint access driveways shared by abutting uses.
 - 3.1.13 Maintain narrow driveway widths in order to retain a pedestrian street scale and ensure minimum and maximum curb cut widths conform to the Municipal Code.
 - 3.1.14 Prohibit new street curb cuts or parking layouts requiring backing into the street where residential properties abut both an alley and a street designed as an Arterial Thoroughfare, Multimodal Boulevard, or Neighborhood Connector.
 - 3.1.15 Where residential properties abut both an Arterial Thoroughfare, Multimodal Boulevard, or Neighborhood Connector and a residential street, access shall be taken only from the residential street. Other residential properties abutting both an alley and residential street should primarily take access from the alley with the exception that one 16-foot wide curb cut allowing no more than two vehicles to back into the street may be allowed.
 - 3.1.16 Provide clear and ample wayfinding signage for key facilities such as the beach, pier, library, community centers, Tijuana River Valley and Wildlife Refuge, Border Field State Park, the City Hall complex and City parks.
 - a. Provide signage at varying scales and locations as a means to appeal to pedestrians, bicyclists, and motorists.
 - 3.1.17 Plan and design projects, including City Capital Improvement Program projects, to consider current and planned adjacent land uses, local transportation needs, and sea level rise vulnerabilities, while incorporating the latest and best practice design guidance. Each project must be considered both separately and as a part of a connected regional network to determine the level and type of treatment necessary for all foreseeable users.
 - 3.1.18 Integrate infrastructure or features that improve mobility for pedestrians, bicyclists, and public transit riders of all ages and abilities into all street design projects. Allow exclusion of such infrastructure when documentation indicates one of the following bases for exemption:
 - specific modes are prohibited by law;
 - the cost would be excessively disproportionate to the need;
 - there is a clear absence of current and future need; or
 - environmental impacts outweigh the potential benefits.
 - 3.1.19 Ensure street design standards support, not impede, the inclusion of Complete Streets principles as a means to ensure the needs of all users of the street are met, regardless of age, ability or mode of travel; and are coordinated with related policy documents, such as the Bicycle Transportation Plan, as well as future updates or new comprehensive active transportation planning documents.
 - 3.1.20 Ensure that transportation infrastructure, such as sidewalks, crosswalks, and public transit stops, are compliant with the Americans with Disabilities Act (ADA) and meet the needs of people with varying disabilities.
 - 3.1.21 Prioritize implementation of infrastructure and street design features that improve or promote the safety of pedestrians, bicyclists, and public transit riders.
 - 3.1.22 Identify and implement improvements to improve pedestrian and bicycle access to coastal and recreational resources such as the beach, Imperial Beach Pier, public parks and Bayshore Bikeway; and to public transit stops, schools, and commercial/retail and mixed-use land uses. Examples of improvements may include, but are not be limited to, new or widened sidewalks, high visibility crosswalks, pedestrian countdown signal heads, traffic

calming features, bicycle facilities, bicycle racks, regularly spaced pedestrian-scale lighting, seating, tree planting, and signage.

- 3.1.23 Collaborate with SANDAG and pursue local measures to encourage application of Intelligent Transportation Systems and Transportation Demand Management strategies to reduce vehicle miles travelled, parking demand and greenhouse gas emissions, while increasing active transportation.
- 3.1.24 Consider and evaluate when feasible, innovative designs including but not limited to channelized T intersections; round-a-bouts; and protected bike lanes.
- 3.1.25 Consider implementation of transportation infrastructure and street design that supports other allowed micromobility options, such as scooters, and does not impede Complete Streets principles.
- 3.1.26 Incorporate resiliency measures and adaptation strategies into capital improvement planning and other investment decisions.
 - a. Resiliency measures can include but are not limited to: raising of infrastructure and structures, establishment of permanent or temporary alternative routes for public transit and bikeways, green infrastructure that reduces flooding, and adaptation of stormwater and wastewater systems.
 - b. Evaluate the adaptive capacity of planned capital projects and suitable strategies to contribute towards maintaining and enhancing the City's environmental, economic, and community viability.

LOCATION-SPECIFIC RECOMMENDATIONS

- 3.1.27 Collaborate with the City of San Diego to establish a future right-of-way to connect the I-905 freeway interchange and Ream Field.
- 3.1.28 Collaborate with the City of San Diego and Caltrans to rename Coronado Avenue as Imperial Beach Boulevard or as an alternative to recognize both names on the freeway interchange signs.
- 3.1.29 Require street and mobility system improvements be evaluated for implementation, including any required environmental review, in association with other Mobility Element policies as project-level implementation opportunities arise.
- 3.1.30 Collaborate with adjoining jurisdictions and private developers to implement improvements to Palm Avenue that were identified through the former SR 75 relinquishment process.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

- 3.1.31 Strive for the use of Intelligent Transportation Systems to reduce congestion and air pollution from motor vehicles.
 - a. Replace fixed-time signals with fully-actuated and/or interconnected signals.
 - b. Optimize signal timing, ideally including adjustments at least every three years.
 - c. Interconnect signalized intersections in accordance with the regional Traffic Flow Improvement strategy.
- 3.1.32 Support the planning, procurement, and implementation of Autonomous Vehicle (AV) technologies as a way to further advance Imperial Beach's goals related to transportation, air quality, access and equity.
 - a. Evaluate development parking requirements as AV technologies become more commonplace in Imperial Beach and the surrounding region.
 - b. Ensure all AVs operate compatibly with other roadway users, with an emphasis on non-motorized transportation users.
 - c. Collaborate with federal, state, regional, other local, and private sector partners as AV technologies become more prevalent.

3.2 Public Transit

Discussion

The City supports the availability of public transit service as a means to provide transportation choices in the community. The presence of transit in the community reduces automobile congestion, provides transportation to underserved and disadvantaged community members, reduces air pollution, and services tourism. The Metropolitan Transit System (MTS) is the public transit service provider for Imperial Beach, the urbanized areas of San Diego County, and the rural parts of East County (Figure M-4). These routes provide service along Imperial Beach and Palm Avenue corridors, former SR-75, and several other streets and connections to the coast and regional transit service. MTS provides bus and rail services directly or by contract with private operators. MTS coordinates all its services and determines the routing, stops, frequencies and hours of operation.

The SANDAG Smart Growth Concept Map (2016) identifies the intersection of 9th Street and Palm Avenue as an area where consideration should be given to establish a transit/mobility hub as a means to promote the area as a Community Center providing mixed-use, mixed-income development including retail, restaurant, entertainment, hospitality, and residential uses along the mixed-use public transit corridor.

Land Use Element policies provide direction on locating residential, commercial, and recreational uses in relationship to each other so as to encourage walking, bicycling, and public transit ridership among these land uses. Policies also call for major employment, retail, and entertainment districts, and major coastal recreational areas to be well served by public transit and easily accessible to pedestrians and bicyclists.

Public transit stop design should incorporate appropriate pedestrian amenities to encourage ridership and increase comfort and safety (e.g. seating, covered shelters, lighting, information kiosks, wayfinding, and trash receptacles).



Public transit stop design should incorporate appropriate pedestrian amenities.

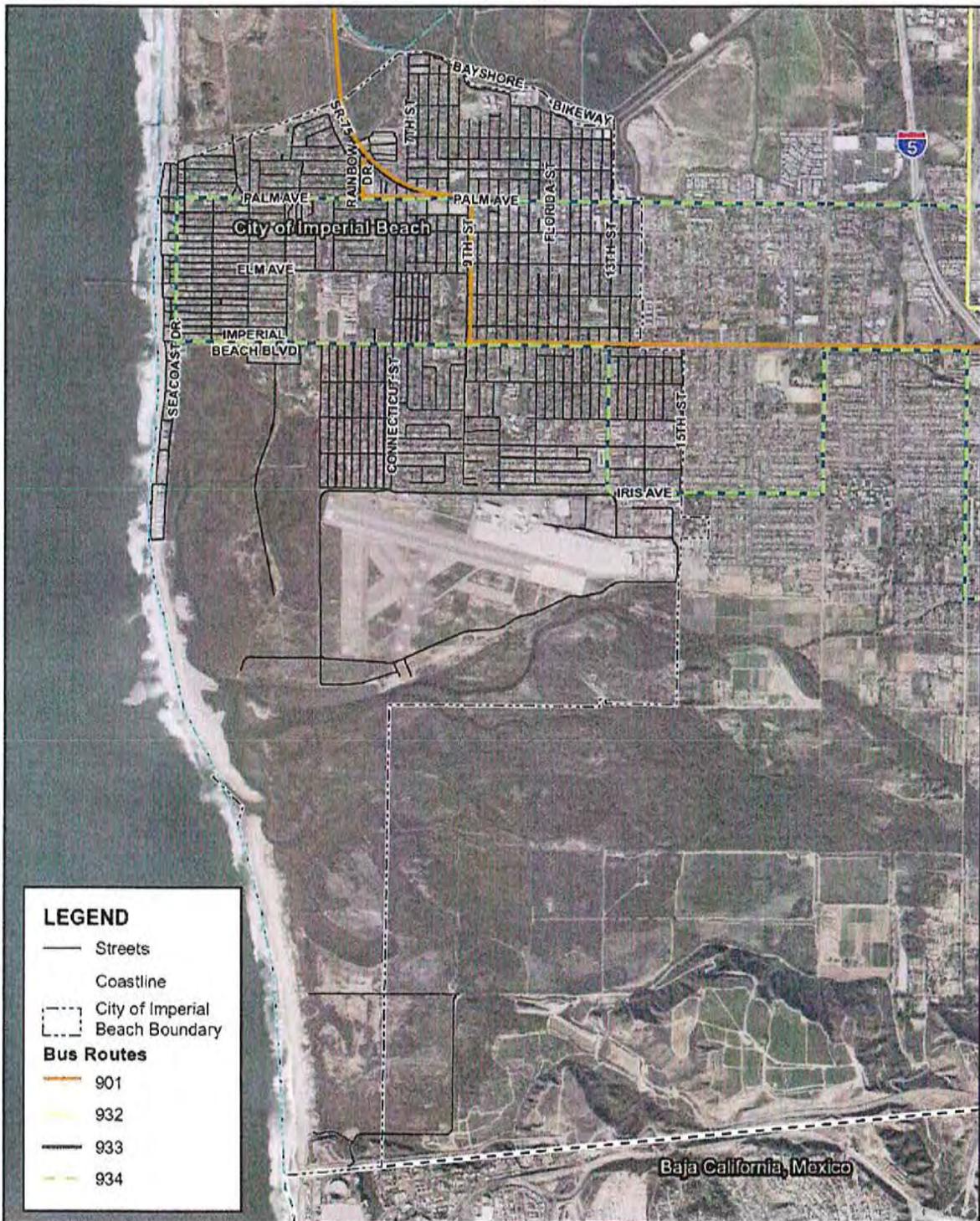
Policies

- 3.2.1 Coordinate with regional planning and transportation agencies to improve public transit services in the City of Imperial Beach.
 - a. Support implementation of rapid bus routes
 - b. Explore the potential for an expanded multi-modal transfer station on former SR 75/Palm Avenue.
- 3.2.2 Consider establishing a public transit mobility hub at the intersection of 9th Street and Palm Avenue. As deemed necessary, require new developments to provide or assist in funding public transit facilities such as bus shelters and turnouts.
- 3.2.3 Promote ridesharing and provide ridesharing information to the public.
- 3.2.4 Collaborate with SANDAG, other agencies, and local businesses and organizations to implement Transportation Demand Management initiatives included in the Regional Transportation Plan.
- 3.2.5 Incorporate public transit stop design into roadway design to reduce conflicts with vehicles and cyclists and improve rider safety.
- 3.2.6 Ensure existing and future public transit stops are clearly identified and accentuated with amenities (e.g. seating, covered shelters, information kiosks, lighting and trash receptacles).
- 3.2.7 Use wayfinding signage to direct public transit users to key destinations such as the beach, pier, and civic center.
- 3.2.8 In accordance with the Land Use Element, locate new commercial and higher density residential development in locations with existing or planned public transit services to the extent feasible.

- 3.2.9 Support innovative first-mile last-mile mobility solutions that can enhance access to public transit, City neighborhoods and key destinations throughout the City.



The City supports the availability of public transit service as a means to provide transportation choices in the community.



**FIGURE M-4
BUS ROUTES**

LOCAL COASTAL PLAN UPDATE
IMPERIAL BEACH

3.3 Bicycle Mobility

Discussion

Bikeways are located and classified as shown in Figure M-5. The Imperial Beach Bikeway Plan (2009) provides for the safe and efficient mobility of bicyclists through the community. The Plan is designed to tie into the City of San Diego's bicycle facilities on Palm Avenue and provide connections to the Bayshore Bikeway as well as other key points of interest within Imperial Beach.

The City highly values bikeways as they complement Imperial Beach's small town residential character and recreation emphasis. Bicycle travel is an effective alternative to automobile travel resulting in, improvements to air quality and maximize the benefit to energy conservation. In addition, the City's network of bicycle infrastructure provides convenience to residents and visitors. Bicycle facilities will be incorporated to improve bicycle mobility and emphasize the roadways as a safe place to ride for all users. In particular, bicycle connections and routes are emphasized to connect to public areas such as the beach, City Hall, schools, and parks and in other public facilities in order to encourage bicycle use. East-west bicycle connections are important to providing bicycle access between the beach and residents to the east. The types of bicycle facilities include:



Bikeways complement Imperial Beach's small town character and recreation emphasis.

- ❖ Class I – A completely separated right of way for the exclusive use of bicycles and pedestrians.
- ❖ Class II – Striped bike lanes for one-way bike travel on a street or highway.
- ❖ Class III – A signed shared roadway provides for shared use with pedestrians or vehicular traffic, typically on lower volume roadways. Generally has signage and may include sharrow roadway markings.
- ❖ Class IV – These are separated bikeways but in contrast to Class I facilities are on street facilities. They are frequently called cycle tracks.

Where feasible, consider use of protected bicycle facilities to increase bicycle safety by physically separating bicyclists from vehicular traffic. Bicycle boulevards are encouraged along Residential Streets. Bicycle boulevards are distinguishable by signs and pavement markings, while also using design features to manage vehicular speeds and discourage – but not prevent – through trips by vehicles.

Policies

- 3.3.1 Ensure the City's Bikeway Plan provides for the safe and efficient mobility of bicyclists.
 - a. Connect to the City of San Diego's Class II bicycle facilities on Palm Avenue.
 - b. Connect to the Bayshore Bikeway, to key points of interest within Imperial Beach, and to the Ecoroute Bikeway.
 - c. Update as needed and continue to implement the City's Bikeway Plan.
- 3.3.2 Support bikeways within the City and adjoining jurisdictions.
 - a. Install bicycle storage facilities in public areas, such as the beach, City Hall, schools and parks and in other public facilities in order to encourage bicycle use.
 - b. Require the provision of bicycle storage facilities as a condition of approval on new development applications for proposed commercial, hotel or major residential projects and/or provided at public transit and bus system facilities, or designated public transit stops.
 - c. Support bicycle facilities providing a dedicated right-of-way for the sole use of bicyclists, such as cycle tracks, bike lanes or buffered bike lanes, for Arterial Thoroughfares and Multimodal Boulevards. Support

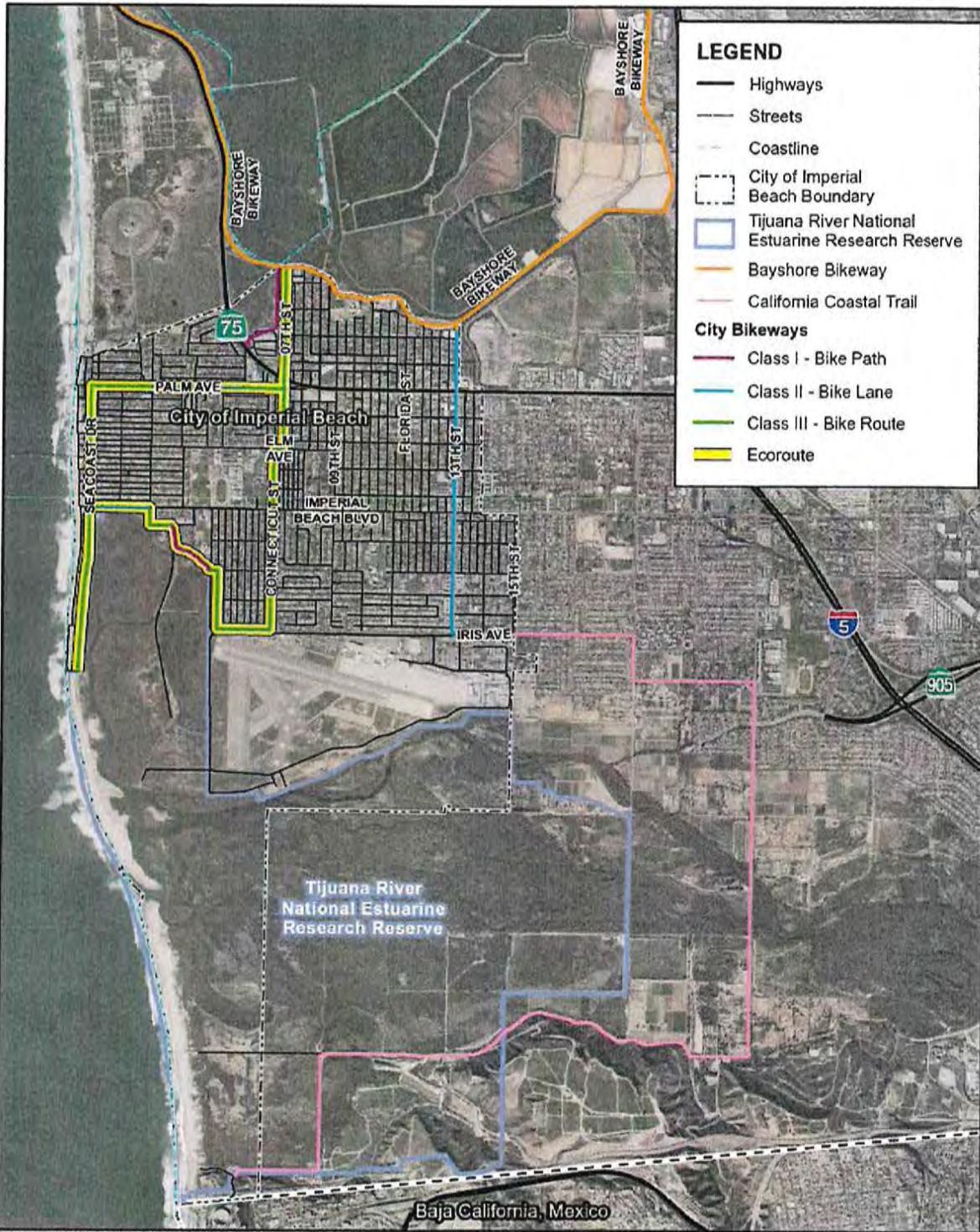
bicycle mobility along Neighborhood Connectors and Residential Streets through design features intended to keep vehicles within posted speed limits while discouraging cut-through traffic.

- d. Provide bicycle parking at strategic, visible locations.
- e. Utilize signage to emphasize the shared use nature of Multi-Use Paths and reiterate bicyclists are to yield to pedestrians. Signage will be placed along connecting roadways to direct users to Multi-Use Path access points.

3.3.3 Continue to support the use of emerging micromobility/ bikeshare programs within the City to further promote alternative modes and increase access.



The City highly values bikeways as they complement Imperial Beach's small town residential character and recreation emphasis.



Source: SanGIS 2014, 2017; City of Imperial Beach 2017; TRNEER 2017

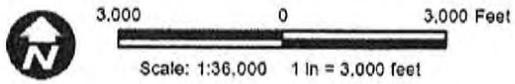


FIGURE M-5
CONSOLIDATED
BIKEWAYS
LOCAL COASTAL PLAN UPDATE
IMPERIAL BEACH

3.4 Pedestrian Mobility

Discussion

Imperial Beach is committed to providing walkable, safe and pleasant streets through the implementation of widened sidewalks, cohesive paving materials, pedestrian-scale lighting, pleasing landscaping, and improved safety at crossings for all residents and visitors. Increased walking is a part of a healthy active lifestyle that supports healthy communities and reduces greenhouse gas emissions by converting auto trips to walking trips. Maintaining an interconnected network of safe sidewalks and crossings is a priority throughout the City. See the Design Element for policies related to creating an active pedestrian streetscape.



Imperial Beach is committed to providing walkable, safe and pleasant streets.

Policies

- 3.4.1 Require that sidewalks be provided for all new developments.
- 3.4.2 Locate the sidewalk so that parkway (a landscape strip for trees and vegetation) is located between the sidewalk and the vehicle travel way, wherever possible.
- 3.4.3 Discourage the use of sidewalks for use as a bicycle route or bicycling facility, unless designed and designated as a Multi-Use Path. Encourage treatments to create a pleasant walking experience including concern for views, paving materials, landscaping, street furniture and pedestrian scaled lighting.
- 3.4.4 Provide context sensitive pedestrian amenities (e.g. seating, public art, trash receptacles, shading, street trees, etc.) to emphasize pedestrian mobility and create a more inviting environment.
- 3.4.5 Strategically locate public plazas, pocket parks, and public art in all neighborhoods to improve safety and create an attractive and comfortable pedestrian streetscape.
- 3.4.6 Encourage pedestrian scale lighting, especially within the commercial areas and adjacent to public transit stops.

3.5 Parking

Discussion

Parking supports the long-term needs of the residents, businesses, beachgoers and visitors of Imperial Beach. It is also a major factor contributing to the cost of housing and often results in an auto-oriented urban form. The City seeks to support coastal access goals, and provide a reasonable amount of parking where and when it is needed, while also improving walkability and preserving the small-town character of the City. The overall intent is to encourage a more pedestrian oriented atmosphere near the beach, and develop properties near the ocean with commercial and recreational uses that maximize the recreational and economic benefits of the coast while balancing the need for parking.



Provide a reasonable amount of parking where it is needed, while also improving walkability

Parking demand may shift over time based on the cost of parking and driving, shifts in vehicle technology, quality of public transit service, availability and condition of bicycle and pedestrian infrastructure, and aesthetics and safety of the urban environment. While most parking associated with development appears to be free to consumers, it is often indirectly paid for through rental costs, home prices, or costs of goods and services. More recently, the growth in ridesharing via smart phone applications is resulting in changes to how people travel. Ridesharing and ridehailing services have allowed visitors to enjoy Imperial Beach without a need to park thereby reducing visitor parking demand. Future integration of autonomous vehicles is anticipated to result in a dramatic change the mobility landscape, especially as it relates to parking. Parking needs may be greatly reduced as the traveler's need to park close to destinations is diminished when a vehicle can drop passengers curbside and then self-park or travel to the next passenger pickup. As technologies advance and behaviors shift, the City needs to be flexible in its policy approach to ensure the full benefits of these advancements are realized, while managing potential impacts including curb space utilization and VMT increases.

Parking demand may also be altered as a result of development. The potential changes to parking demand and availability resulting from recent and future development should be monitored and evaluated to understand the effects, if any, on public parking, and determine appropriate responses, as necessary. This monitoring and evaluation should be performed in locations experiencing development changes throughout the City, however, an emphasis should be placed on the areas within and surrounding the C/MU-2 zoning designation, as well as for development sited near public parking lots used for accessing the coast.

Policies

- 3.5.1 Provide and manage parking so that it is reasonably available when and where it is needed, without degrading coastal resources or impeding public recreational use of coastal amenities and facilities.
- 3.5.2 Provide parking for residents, visitors, and employees as part of new development, in accordance with the City's Zoning Ordinance/LCP Implementation Plan.
 - a. Consider flexibility in parking requirements to address reduced parking demand as a result of access to high quality public transit services, any reduced auto ownership, shared parking opportunities, provision of car sharing opportunities or other means.
 - b. Strive to reduce the amount of land devoted to parking through measures such as parking structures, shared parking, and managed public parking while still providing appropriate levels of parking.

Parking Requirements

Per the City of Imperial Beach Zoning Ordinance, which also serves as a part of its Local Coastal Program Implementation Plan, parking standards for the commercial/mixed-use zones are as follows

- ⌵ Commercial – C/MU-1 and C/MU-3 zones: 1 per 500 gross sq. ft. of commercial use.
- ⌵ Commercial – C/MU-2 zone: 1 space per 1,000 gross sq. ft. of commercial use.
- ⌵ Multiple-family residential – C/MU-1, C/MU-2, and C/MU-3 zones: 1.5 spaces per dwelling unit.
- ⌵ Hotel without cooking facilities – C/MU-1, C/MU-2, and C/MU-3 zones: 1 space per guest room.
- ⌵ Hotel with cooking facilities – C/MU-1, C/MU-2, and C/MU-3 zones: 1.5 spaces per guest room.

For all other zones, the standards are:

- ⌵ Residential: 1.5 to 2.0 spaces per dwelling unit.
- ⌵ Hotel/Motel: 1 space per guest room.
- ⌵ Commercial: varies from 1 space per 50 sq. ft. to 1 space per 500 sq. ft. of building.
- ⌵ Bars and restaurants: 1 space for each 75 sq. ft. of net floor area, plus 1 per 2 employees at largest work shift

- 3.5.3 Promote the consolidation of off-street parking for several uses and the placement of parking behind buildings, rather than along the street front, to improve walkability, allow for a more pedestrian-oriented environment, reduce the number of street ingress and egress points, and facilitate well-designed, small-lot infill development.
- 3.5.4 Encourage shared parking for properties located west of Seacoast Drive and on Seacoast Drive.
- 3.5.5 Utilize off-site parking facilities, transportation demand management strategies, and shared parking in commercial/mixed-use areas.
- 3.5.6 Restrict recreational vehicles and heavy-duty trucks from on street parking along local streets.
- 3.5.7 Approve shared parking only when technical evidence is presented to justify the shared use that is satisfactory to the City's Traffic Engineer.
- 3.5.8 Permit In-lieu parking only when it can be demonstrated that the in-lieu fee is sufficient to provide off-site parking and the City has developed a program for such off-site parking. This program shall require an LCP amendment.
- 3.5.9 Where feasible, promote and permit public use of private parking facilities currently underutilized on weekends and holidays (i.e., serving office buildings) in all commercial/mixed use zones located within ¼ mile of the beach.
- 3.5.10 Explore collaboration options with the school district to establish regular high-season parking options in school lots when not in use. Consider supplementing the lot(s) with a school, City, or privately-based electric vehicle or other shuttle service to the beach.
- 3.5.11 Encourage Transportation Demand Management strategies throughout the Commercial/Mixed-Use Districts by requiring employers to provide incentives for their employees including providing public transit passes or subsidies, rideshare/ridehailing subsidies, implementation of ridesharing programs, preferred parking for carpool/vanpool, and on-site shower facilities.
- 3.5.12 Maximize on-street parking on Multimodal Boulevards to the extent possible without compromising the safety or mobility of other modes.
- 3.5.13 Continue to evaluate parking needs in light of new technologies, efficiency, and impacts for new developments.

3.6 Performance Measures

Monitoring the performance of the mobility network helps strengthen the understanding of travel behaviors and related responses to investments, by establishing baseline measures and continually monitoring changes to these metrics over time.

- 3.6.1 Collaborate with SANDAG, MTS, universities and others, or establish a City monitoring program to evaluate multimodal performance and outcomes of infrastructural and operational improvements, and land use/development changes.
- 3.6.2 Establish a series of locations for reoccurring bicycle and pedestrian counts. Locations to consider may include existing and planned bicycle facilities, near the beach, parks, and recreational resources, commercial/retail corridors, and identified school routes.
- 3.6.3 Monitor public transit boarding and alighting data by stop, as provided by MTS.
- 3.6.4 Track bicycle and pedestrian involved collisions by location, time of day, day of week, and primary collision factor to better understand potential safety issues facing the most vulnerable of transportation users. Use this information to better inform the development of recommended infrastructure and programmatic improvements. Similarly, this information can be used to better understand effectiveness of safety enhancements.
- 3.6.5 Track implementation of multimodal improvements, such as new bicycle facilities, implementation of enhanced marked pedestrian crossings, installation of new curb ramps, improvements or replacements of existing sidewalks, installation of new sidewalks, public transit stop enhancements, and public transit operational improvements.

- 3.6.6 Measure the reach of programmatic efforts related to pedestrian, bicycle, and public transit activities. This should include the number of participants engaged in various programs, such as Safe Routes to School or bicycle education programs, as well as those intended to be reached through larger encouragement, campaigns. Encourage assessment of current pedestrian, bicycle and public transit streetscape quality prior to, and after, proposed changes are implemented to measure the impact of built environment changes on transportation modes.



Monitoring the performance of the mobility network helps strengthen the understanding of travel behaviors and related responses to investments.

