



Motion to approve with the alteration of the map to remove the spoke on Diamond & Bayard (end phase 3 at Cass & Diamond for simplicity)  
**Approved 8-1-0 on Nov 12, 2024**

# PB Pathways Phase 3

## Draft Recommendations

9/10/24

## PB Pathways

### Project Overview

- PB Pathways is a network of streets adopted as routes with lower vehicle traffic, suitable for active mobility.
- PB Pathways prioritize the most vulnerable users while also allowing for vehicles.
- These are officially bike boulevards but have minimal infrastructure today. Bike boulevards go by many names, such as Neighborhood Greenways or neighborways, and should follow the design principles of urban bikeability.

## NEIGHBORHOOD GREENWAYS

- » Are quiet, slow streets
- » Prioritize walking, biking, and rolling
- » Connect people to parks, schools, businesses, and other neighborhoods

Look for:



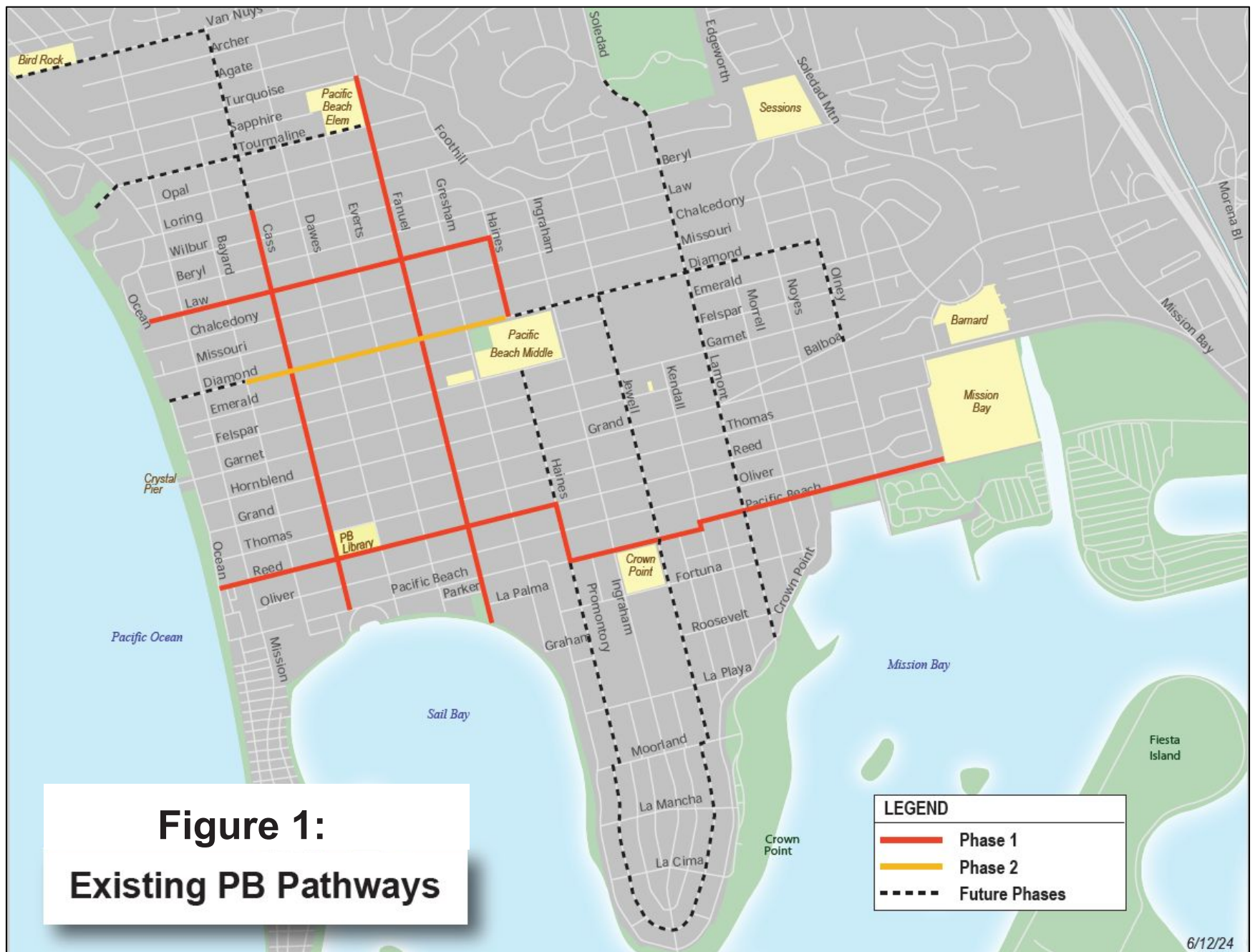
"SHARROW"  
STREET  
MARKINGS



WAYFINDING  
SIGNS



## PB Pathways Today



**Figure 1:**  
**Existing PB Pathways**

LEGEND	
	Phase 1
	Phase 2
	Future Phases



## Topics for Board Action

### 1. Routes

- Routes to include in Phase 3

### 2. Beach access

- Beach access points to prioritize along PB Pathways
- Challenges to prioritize when addressing access at these points

### 3. Branding

- Type of branding and wayfinding to use along PB Pathways
- Locations to install signs, etc.

### 4. Intersections

- Intersections to prioritize along PB Pathways

### 5. Traffic calming tools

- Preferred design tools to consider along PB Pathways

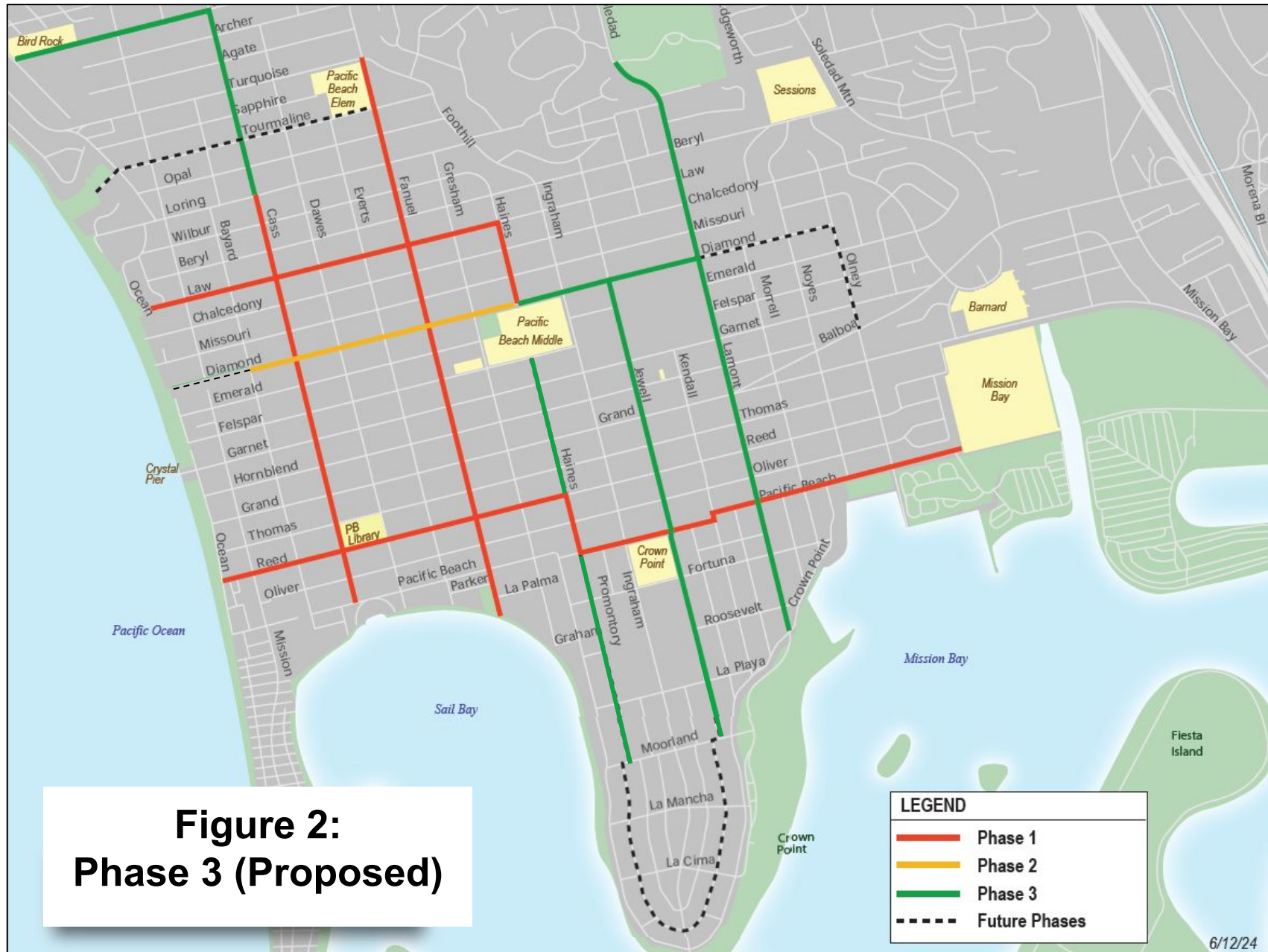


# Routes

## Draft Recommendations



## Proposed action: Confirm Phase 3 PB Pathways Routes



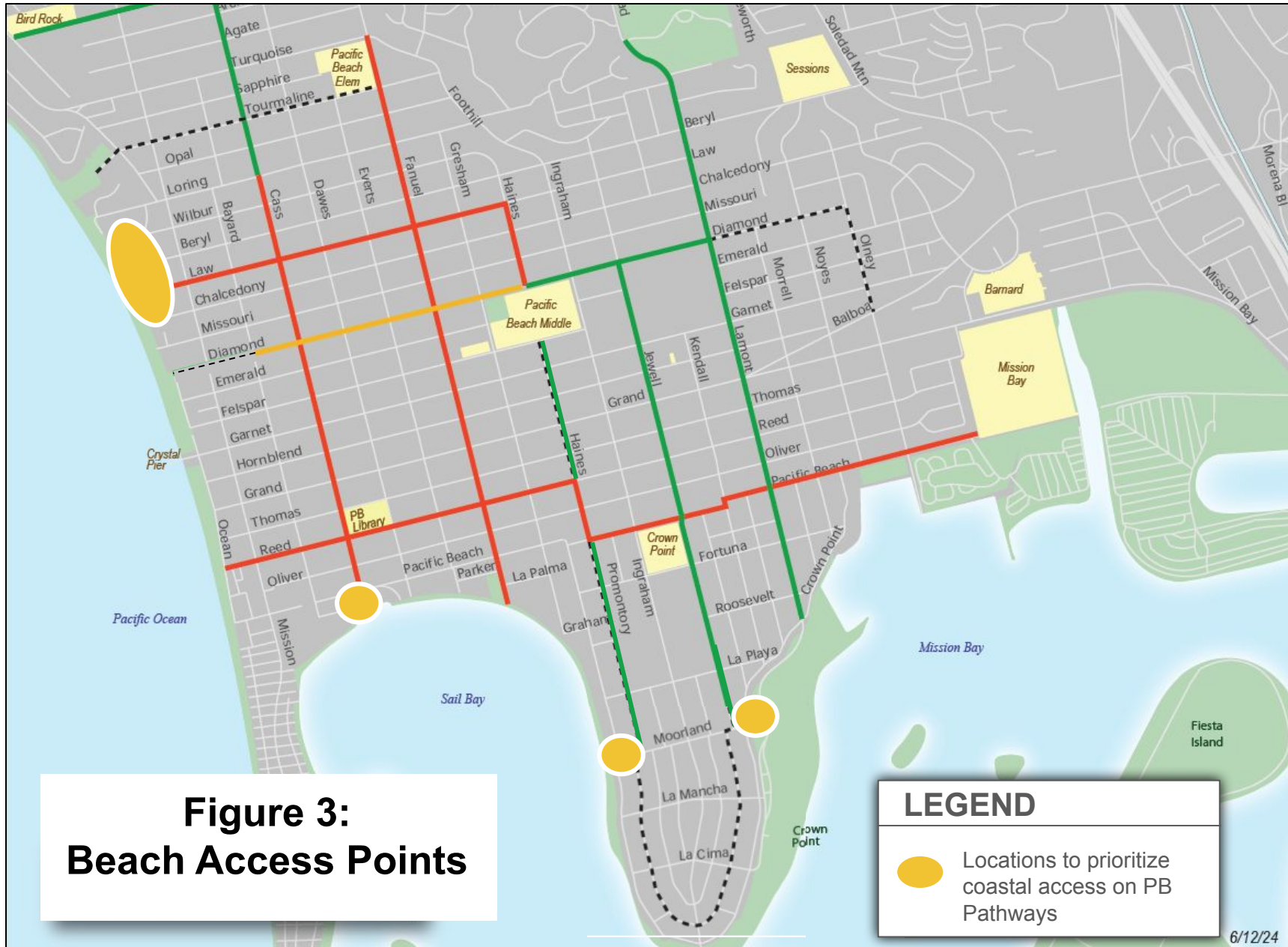


# Beach Access

## Draft Recommendations



## Proposed action: Confirm priority beach access points





## **Proposed action:**

**Recommend the City evaluate and address beach access concerns at priority locations, including:**

- Lack of appropriate bicycle parking
  - Limits ability to cycle to beach, bikes locked to rails, etc.
- Lack of vehicle parking
  - Illegal parking impedes street access
  - Traffic congestion from vehicles circling for parking spots
- Congestion and dangerous street design creates conflicts between pedestrians, vehicles, and bicycles
- Intersections at alleys, parking garages, and ramps are unsafe for pedestrians and cyclists
- Ramps at Moorland are difficult to navigate and do not provide direct pedestrian connections to bayside walk



# Branding

## Draft Recommendations

## Proposed action:

- Add signs and decals along new Phase 3 routes
- Replace missing/damaged decals along Phase 1 and 2 routes
- Use signs and decals consistently along routes
- Improve visibility of decals by increasing size or adding mid-block decals
- Explore eco-friendly paint alternatives

### Signs



### Pavement markings





# Intersections

## Draft Recommendations

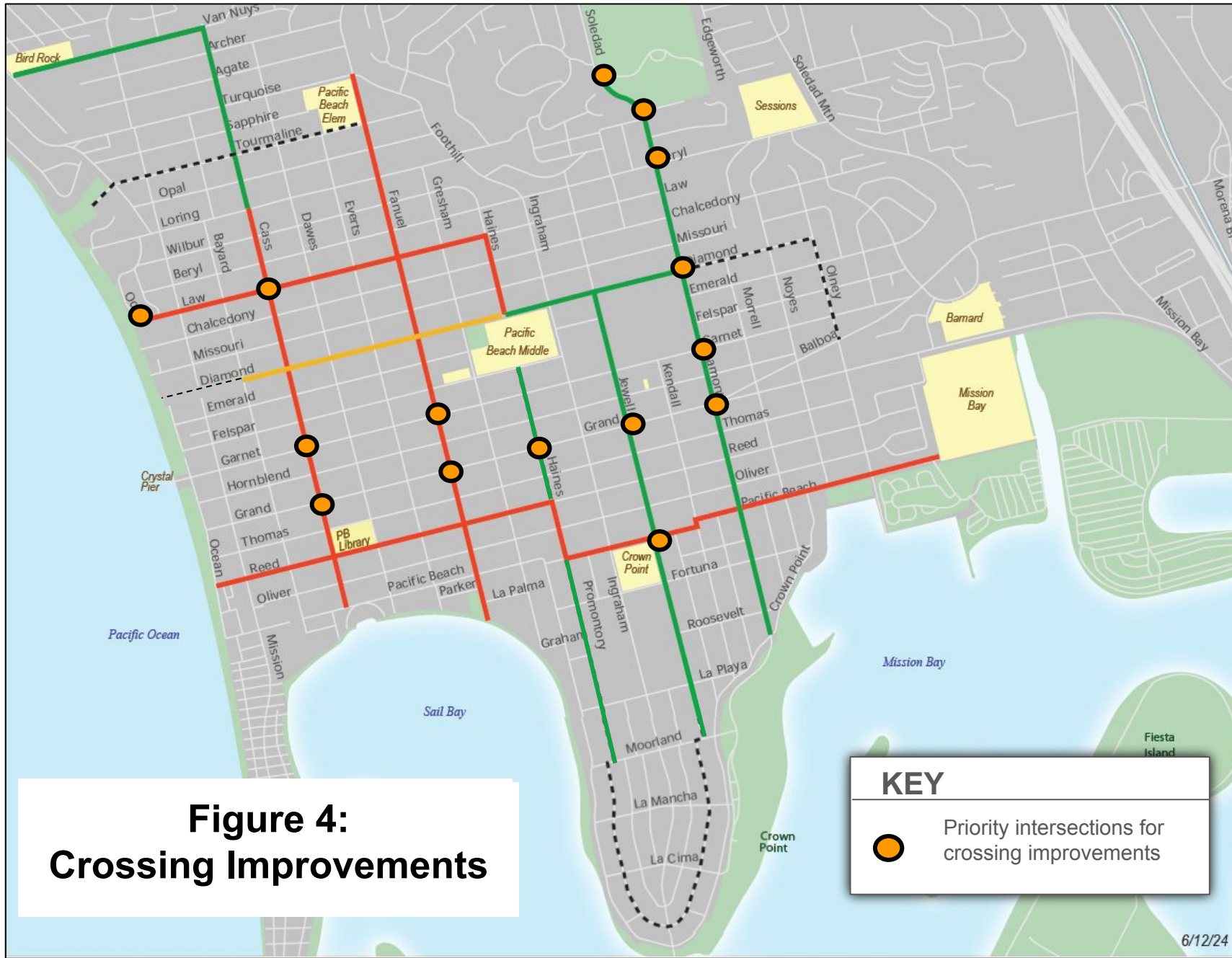


## Intersections

- Figure 4 shows intersections that are difficult or dangerous to cross, with high conflict between active travel modes and vehicles
- Figure 5 shows intersections where traffic control is inconsistent, with stop signs that don't align with the safe and easy flow of travel along on PB Pathways



## Proposed action: Confirm intersections for crossing improvement



**Figure 4:  
Crossing Improvements**

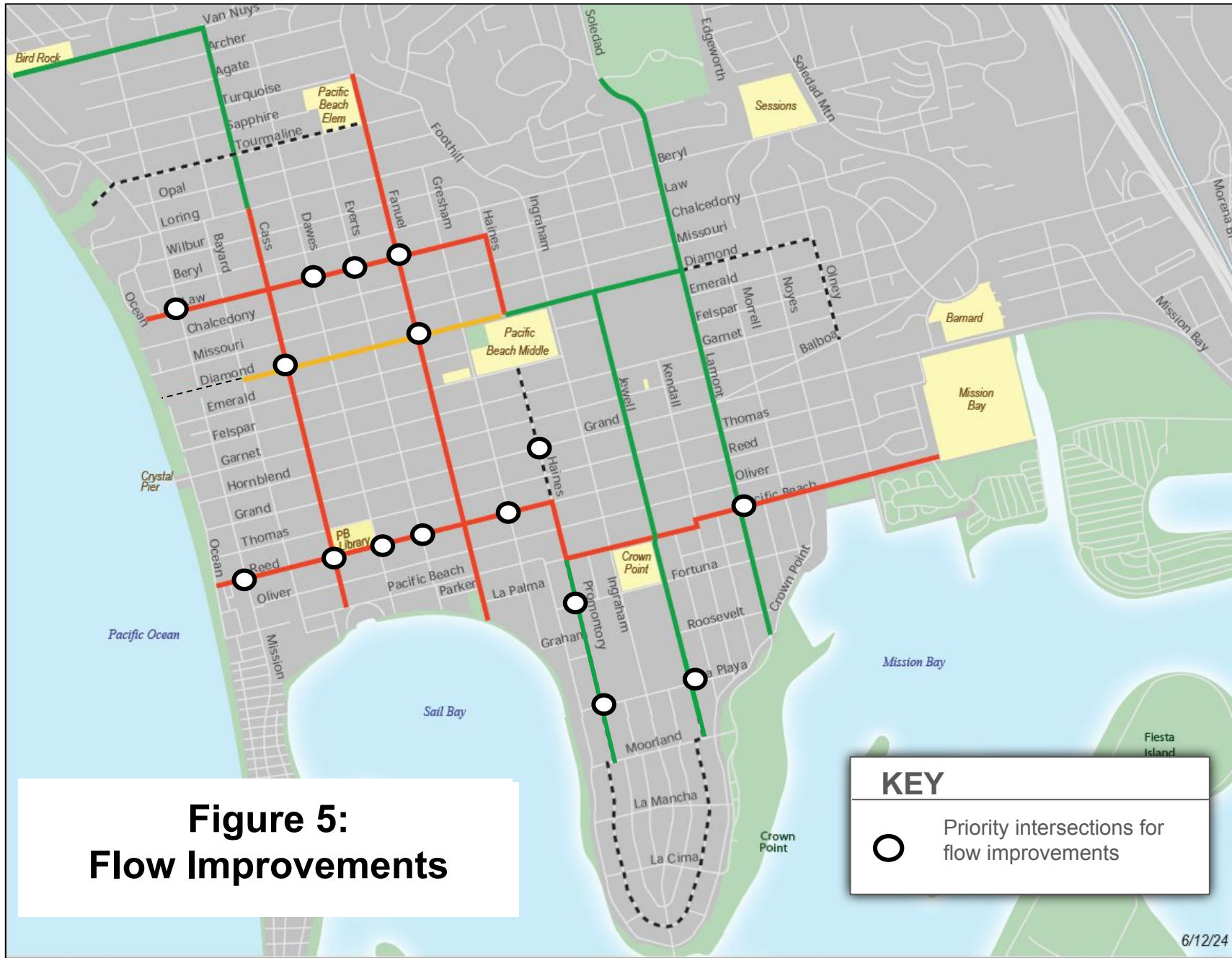
### KEY



Priority intersections for crossing improvements



## Proposed action: Confirm intersections for flow improvement





# Traffic Calming Tools

## Draft Recommendations



## Design Principles for Installing Traffic Calming Tools

- **Prioritize Bikes, Pedestrians, and Neighbors:**
  - Consistent with City of San Diego General Plan, [Mobility Element-10](#)
- **Calm Streets:**
  - Reduce speeds and deter cut-through traffic
  - Enhance pedestrian and bike crossings on busier streets
- **Clear Guidance and Increased Safety:**
  - Pavement markings and signage are clear and easy to understand
  - More activity on streets leads to safer environments
- **Innovative and Adaptive Solutions:**
  - Focus on quick and inexpensive changes to test tools
  - Take advantage of state legislation being implemented citywide
- **Flow and Accessibility:**
  - Consider ways to improve flow along pathways while maintaining low vehicular traffic

## Proposed Action: Confirm preferred intersection Tools

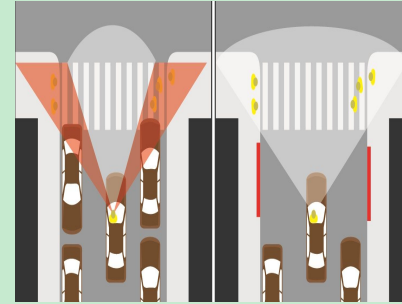
### Signs in Crosswalk



### Marked crossings



### Daylighting



### Lead ped. signal timing



### Bike Sensors



### Curb extensions



### Mini traffic circle



### Stop Signs



## Proposed Action: Confirm preferred street segment tools

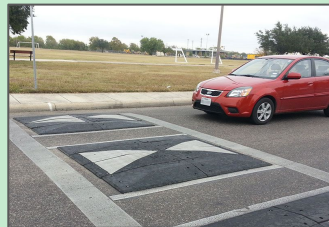
### Signs



### Pavement markings



### Speed cushions



### Speed Limits





# Board Action

## Draft Recommendations



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### Proposed Motion

**The Pacific Beach Community Parking District board recommends the following:**

1. Include the routes in Figure 2 as Phase 3 of the PB Pathways project
2. Prioritize beach access at the locations shown in Figure 3
3. Address the concerns highlighted by community members and outlined in this presentation at priority beach access locations
4. Improve branding and wayfinding along the PB Pathways as outlined in this presentation
5. Address crossing safety and traffic flow at the priority intersections identified in Figures 4 and 5
6. Prioritize the use of the traffic calming tools identified in this presentation along the PB Pathways



## Next Steps

- Share recommendations and consult with PB Planning Group
- Vote by Parking District Board
- Consult with City on process for advancing PB Pathways Phase 3

[Additional Background Information](#)