

## Item 18-0051 – F Street Promenade Streetscape Master Plan from Bay Boulevard to Third Avenue

### Chapter 4 – Final Streetscape Plan

The final streetscape plan reflects community desires and input expressed at the three community workshops and on the questionnaire, as well as input from the Safety Commission, two bicyclist advocacy groups (San Diego Bike Coalition and Bike Walk Chula Vista), the Chula Vista Fire Department, Metropolitan Transit System (MTS), SANDAG, and the City of Chula Vista Departments of Development Services and Public Works.

The final streetscape plan, when implemented, will result in a safer and more attractive F Street corridor that improves the bicycling and walking experience between downtown Chula Vista and the Chula Vista waterfront without sacrificing vehicular operations.

The Master Plan includes the following specific recommendations:

- Protected 12-foot wide multi-use path from Third Avenue to Bay Boulevard
- Difference in multi-use path pavement color and texture to distinguish bicycling and walking areas
- High-visibility crosswalks and mid-block crossings
- Pedestrian lighting, street trees and parkway planting areas from Third Avenue to Bay Boulevard
- Gateway, interpretive and wayfinding signage with public art
- Plazas including shade trees, benches and bike racks
- Transformation of the former railroad bridge over Interstate 5 into a pedestrian plaza
- Bulb-outs at Woodlawn Avenue, Broadway, and 5th Avenue
- Stormwater planters
- Overhead utility undergrounding
- Reduce travel lanes from four to three lanes west of Broadway

Overall, the proposed streetscape improvements meet the desires of the community and will be an important foundation for future detailed design work, leading towards eventual implementation of the F Street Streetscape Master Plan. It is the intent of this plan that as the Port of San Diego, in conjunction with the City of Chula Vista, continue their Bayfront planning efforts, the bicycle and pedestrian connections proposed in this document are integrated into Bayfront improvements, strengthening the linkage between the Bayfront and Downtown's Village District at Third Avenue. The final streetscape plan on pages 30 - 31 illustrates the extent, location, and types of overall improvements.