

= California State Route 282 =

State Route 282 (SR 282) is an east ? west state highway entirely within the city of Coronado , California . It is a spur of SR 75 and connects the rest of the state highway system with Naval Air Station North Island . The road is part of a link connecting to the metropolitan area of San Diego via SR 75 and the Coronado Bay Bridge . The entire route uses a one @-@ way couplet , with Third Street in the westbound direction and Fourth Street in the eastbound direction .

Third and Fourth streets , as part of the Coronado street system , have existed since the 19th century , and were paved in the early 20th century . SR 282 was designated in 1968 , around the time the San Diego ? Coronado Bridge was opened . Attempts to build first a highway , and later a tunnel , to allow base traffic to bypass the Coronado city streets , were rejected by voters in 1974 and 2010 , respectively .

= = Route description = =

SR 282 begins at Alameda Boulevard as a one @-@ way couplet consisting of Third and Fourth streets . The portion of Alameda Boulevard between Third and Fourth streets is also part of SR 282 westbound . McCain Boulevard and Tow Way continue west from the Fourth and Third street intersections with Alameda Boulevard into Naval Air Station North Island , respectively . Third and Fourth streets continue through the intersections of I ? J avenues , Palm Avenue , and D ? H avenues , passing through a residential area . Third Street goes by Palm Park , and Fourth Street by Triangle Park ; both are at the intersections with Palm Avenue . SR 282 travels slightly southeast towards its terminus at SR 75 (Orange Avenue) .

SR 282 is part of the National Highway System (NHS) , a network of highways that are essential to the country 's economy , defense , and mobility . In 2013 , SR 282 had an annual average daily traffic (AADT) of 13 @, @ 300 on Fourth Avenue between J Avenue and Alameda Boulevard , and 24 @, @ 200 on Alameda Boulevard between Third and Fourth Streets , the latter of which was the highest AADT for the highway .

= = History = =

The intersection of Third Street and Orange Avenue dates back to at least 1890 . Coronado began to commission the paving of much of its street system in the early 1910s . In November 1911 , the board of trustees in Coronado approved the paving of Third Street from Orange Avenue to what was K Avenue . It soon became the goal of the city to have all streets paved before the 1915 San Diego World Exposition . The streets west of Orange Avenue were to be handled in one contract , using " decomposed granite and oil . " Third Street had already been paved with this material by 1913 .

SR 282 was initially designated in 1967 solely along Fourth Street from SR 75 to the Naval Air Station ; however , it was not to be in effect until the San Diego ? Coronado Bridge was completed . Nevertheless , before the bridge opened , the designation was added in the 1968 legislative session , along with the portion of Orange Avenue from the Coronado Ferry landing to Fourth Street , which was to be removed once the Coronado Bay Bridge opened . The designation came into effect on February 21 , 1969 . In April , plans were under way to repave Fourth and Third Streets and add signals at the Orange Avenue intersections . The bridge opened on August 3 , 1969 . In September , the City of Coronado added Third Street as a truck route going westbound to the base , in addition to the already @-@ existing Fourth Street truck route leaving the base .

In 1974 , Proposition N was proposed to attempt to resolve concerns regarding traffic in Coronado . The plan was to build another highway along the northern and eastern shore of Coronado Island , to bypass the busy residential and commercial districts and provide easy access to the North Island Naval Air Station from the western end of the bridge . The proposition asked voters whether the City Council should " actively pursue " the matter . Previous proposals had included widening Fourth Street to be able to handle traffic in both directions . Critics contended that the highway would block the view of the San Diego Bay . Coronado Mayor Rolland McNelly opposed the proposal in early

November 1974 as it would require approval from over 30 government agencies and would force the city to continue with it , although some declared the road " impossible to build . " The voters rejected this plan , and the City Council then voted to keep traffic along Third and Fourth streets , closing the gate at First and Second streets . The bridge and the resulting traffic continued to be a hotly debated issue in the early 1980s . A plan in 1981 to convert Fourth Street into an expressway leading to the naval station was strongly opposed by the public due to the required demolition of structures and a lack of evidence that the plan would succeed in reducing traffic ; by this time , Third and Fourth streets had been converted into one @-@ way streets between the bridge and the naval station .

In April 2006 , the Navy commenced construction on an entrance to the Naval Air Station from the intersection of Third Street and Alameda Boulevard . The new entrance was completed in July 2007 , and the existing entrance and exit on Fourth Street was made an exit @-@ only station . Before then , traffic entering the base had to continue southwest on Alameda Boulevard , making a left on Fourth Street . This change was expected to reduce congestion in downtown Coronado .

The City of Coronado has attempted to have a tunnel built from the Coronado bridge to the San Diego Naval Base numerous times , and hired Ledford Enterprises to help with the lobbying process in 2002 and 2006 . The city endorsed a proposed study in 2004 to determine possible alternatives to resolve the traffic issues , which included keeping the status quo . On June 8 , 2010 , Coronado voters decided against Proposition H , which would have advised the city to undergo further investigation into building a tunnel between the Coronado bridge and the San Diego Naval Base . This concluded ten years of studies and proposals by the city of Coronado to find a way to reduce traffic to the naval station during rush hour . Critics of the proposal did not believe that the tunnel would resolve the traffic issues . Following this , the Coronado City Council voted to abolish the Tunnel Commission .

= = Major intersections = =

The entire route is in Coronado , San Diego County .