

Morena Boulevard Station Area Planning Study

City of San Diego
Development Services Department



Bay Area Economics
Nelson Nygaard
PMC
JLC



Introductions



- City of San Diego
 - Michael Prinz, Project Manager

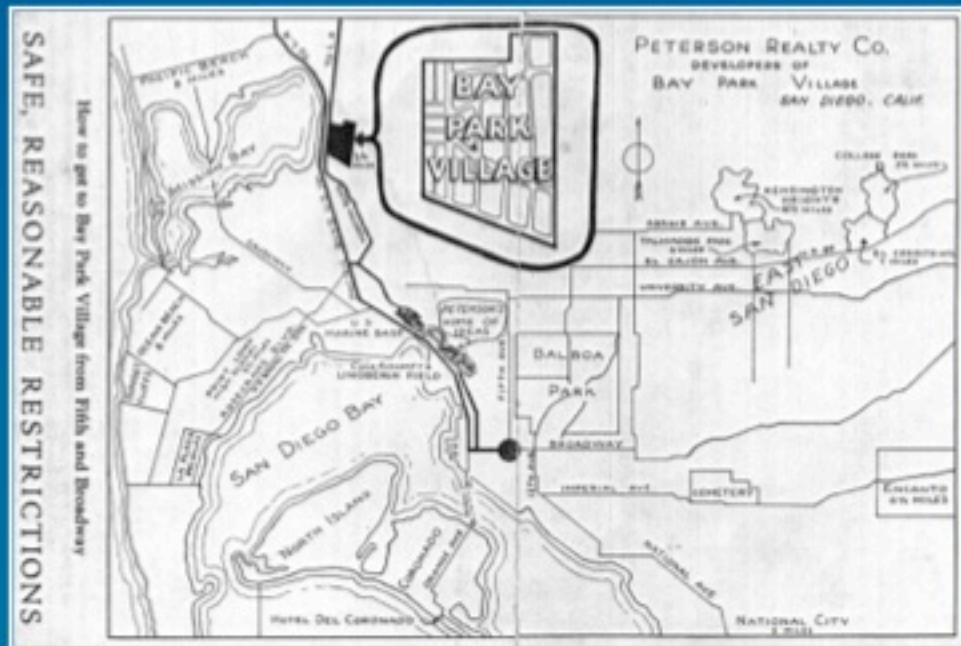
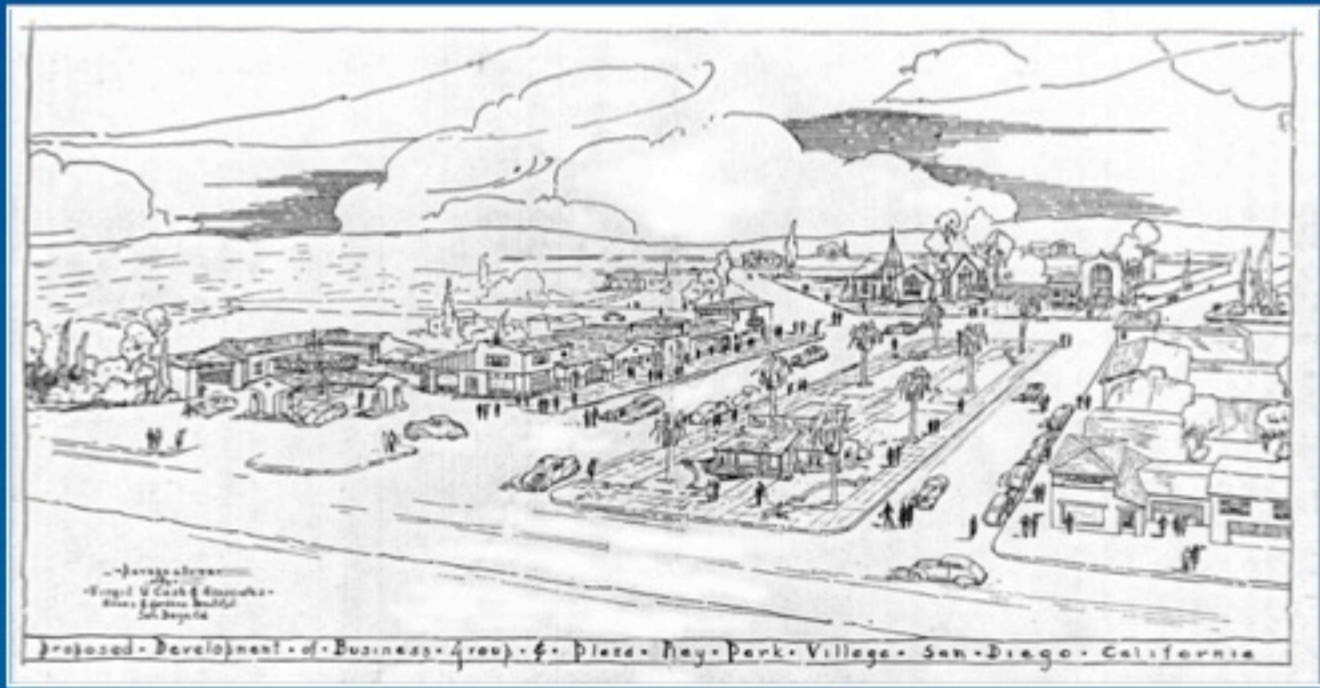


- Consultant Team
 - Michael Singleton, KTU+A, Program Manager
 - Robert Efrid, KTU+A, Project Manager
 - Jenny An, KTU+A, Outreach Coordinator/Planner
 - Josie Calderon, JLC, Outreach Lead
 - Gardenia Durantes, JLC, Outreach Coordinator
 - Mark Teague, PMC, Project Planner

- Other Contributors

- SANDAG
- Caltrans

**PROJECT BACKGROUND
&
CONTEXT**



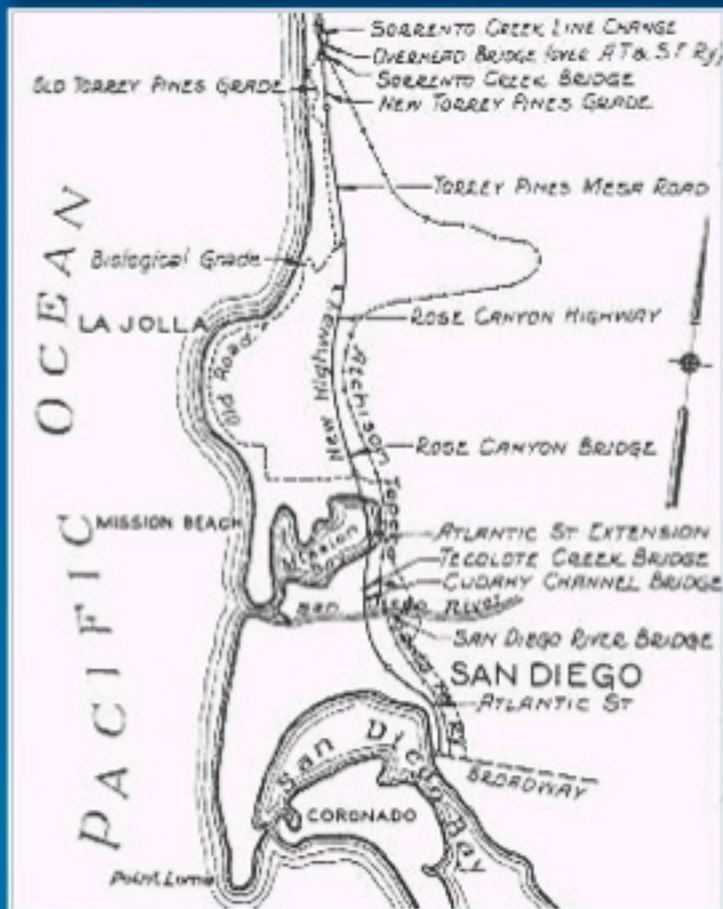
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1940's



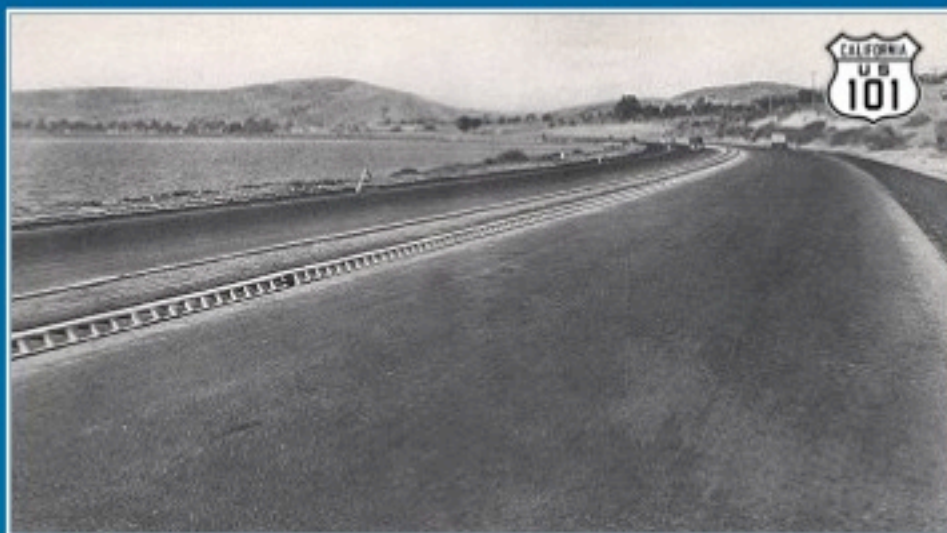
1950's



1934



1922



1938

• Mid-Coast Corridor Project Overview

- Extend light rail service from the Santa Fe Depot north to the University City community. 8 stations are being proposed as part of the project:
 - Tecolote Road
 - Clairemont Drive
 - Balboa Avenue
 - Nobel Drive
 - Pepper Canyon (UCSD west campus)
 - Voigt Drive (UCSD east campus)
 - Executive Drive
 - Terminus Station (at Westfield UTC transit center)
- Additional station at the VA Medical Center.
- Final SEIS/SEIR to be adopted in 2014
- Construction beginning in 2015
- Operational line in 2018



• Clairemont



• Tecolote



• Morena



- Mid-Coast Corridor Project Overview



**Alternative Development
Alignment Engineering
Station Design
Environmental Review
Construction Drawings
Implementation**

**Land Use / Zoning Changes
Development Guidelines
Circulation Changes
Station Connectivity**



Study Area:

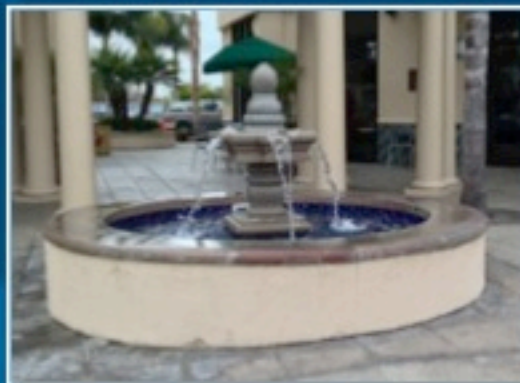
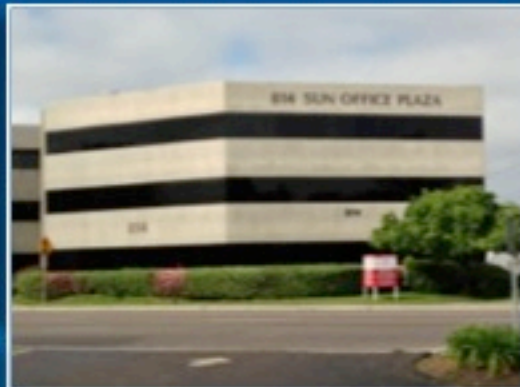
- North - Gesner Street
- West - railroad tracks/I-5
- South - Friars Road
- East - Varies, generally one block east of Morena Blvd



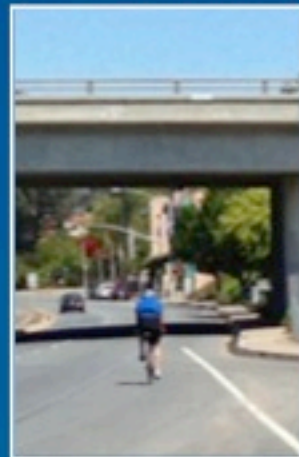
Study Area Rationale:

- Include industrial, commercial, retail, office, and limited residential along Morena Blvd
- Include nodes around proposed LRT stations
- Exclude single family residential to the east

Study Focus: Land Use/Urban Design



Study Focus: Mobility



Transit Supportive Development Defined



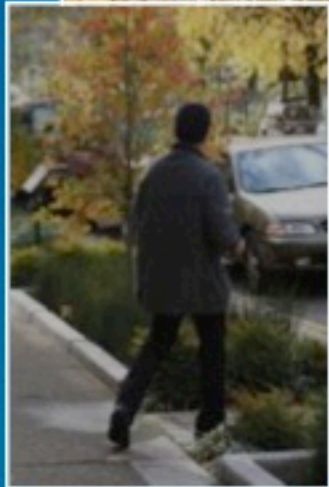
1. Plan for Mixed Uses & Density (High Land Efficiency)”



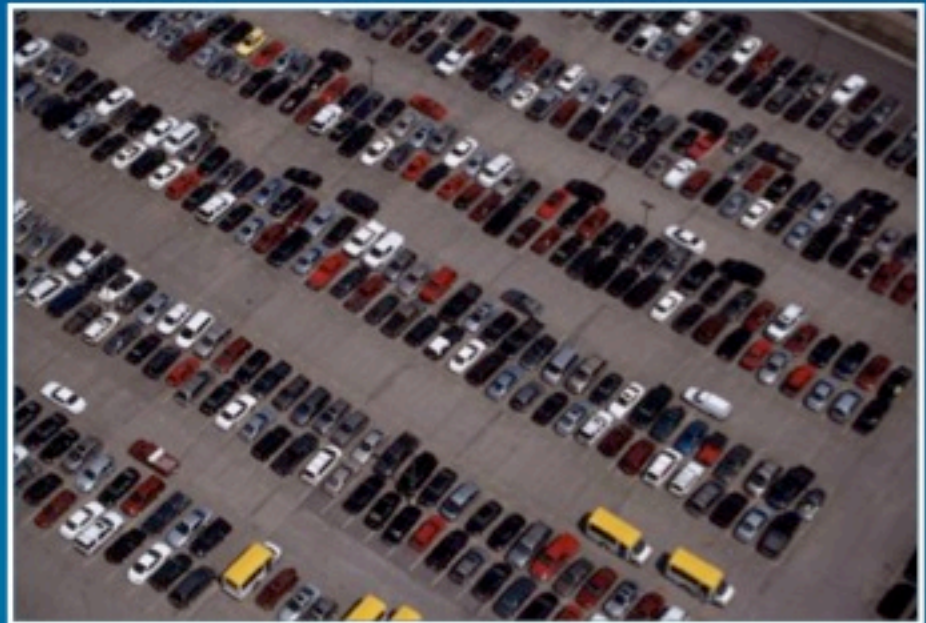
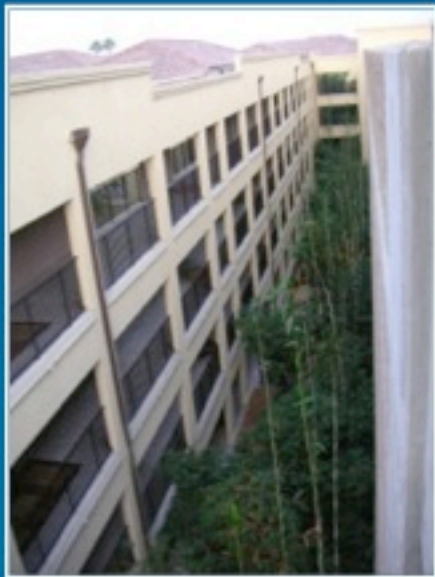
2. Design for a "Human Scale"



3. Offer a “Diversity of Mobility Options”



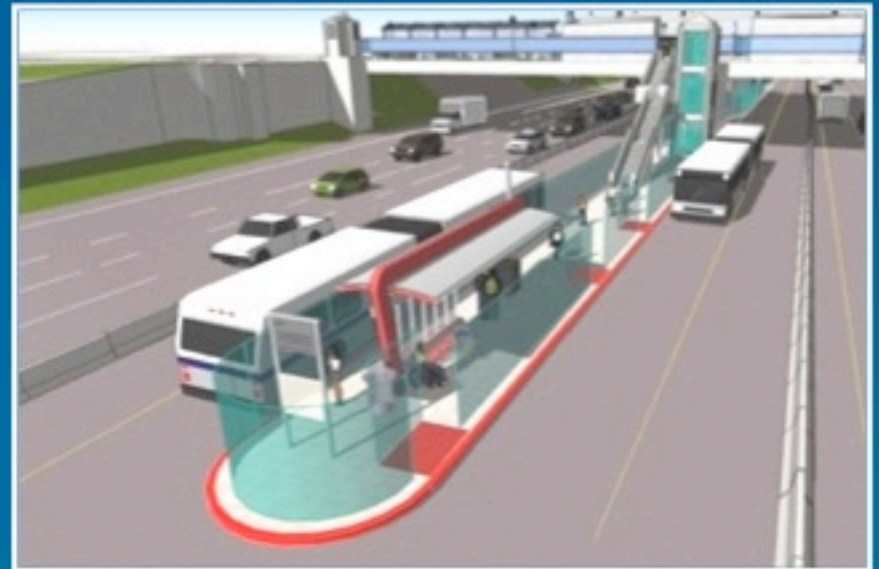
4. Provide for Appropriate & Integrated “Parking Resources”



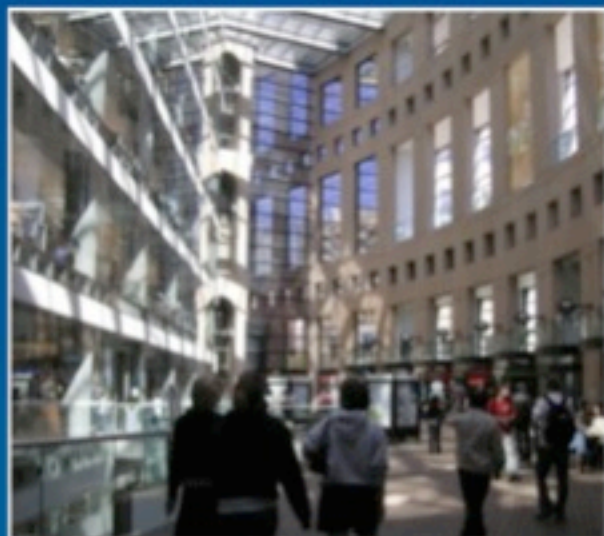
5. Create "Destinations & Activity Centers"



6. Make transit facilities accessible & unique places



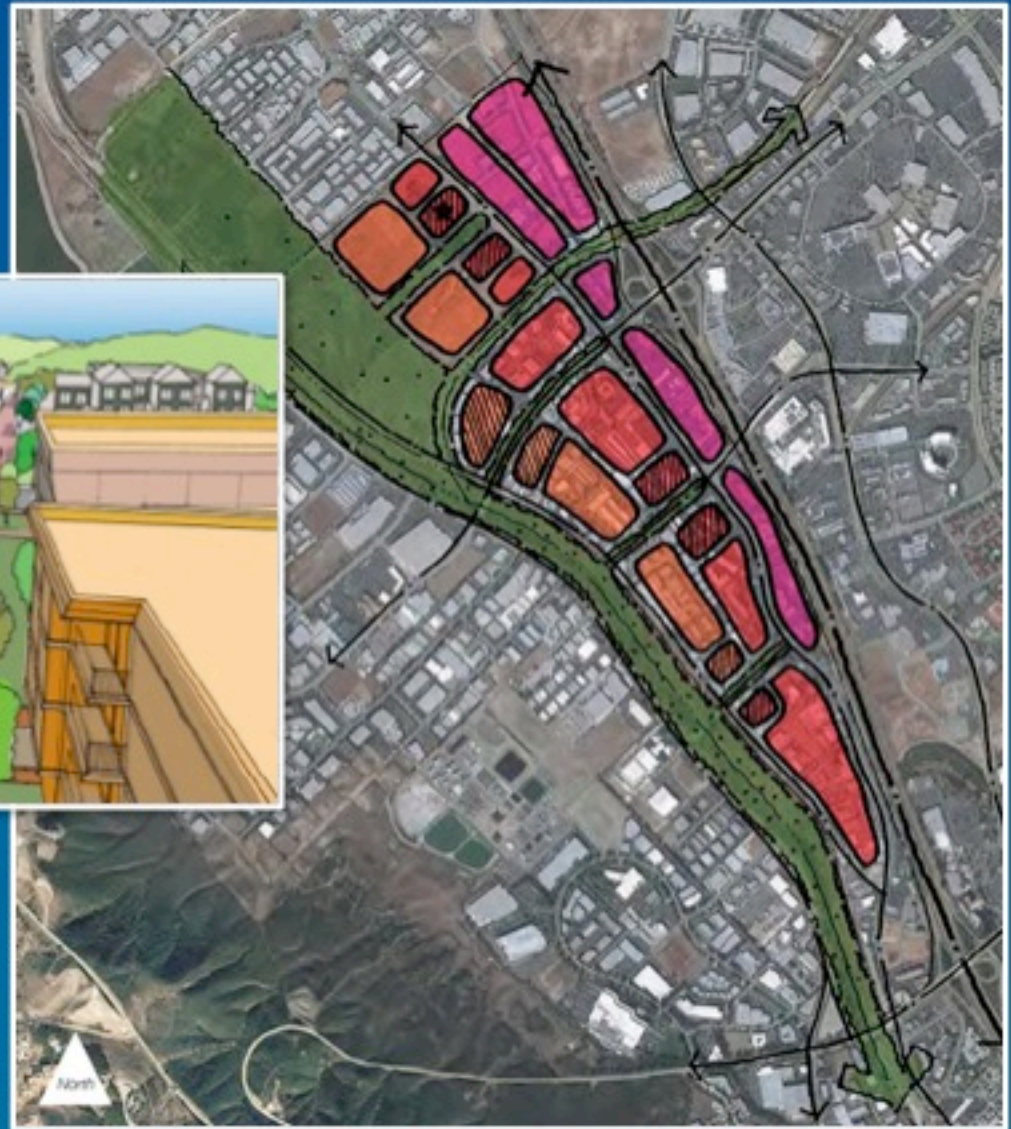
7. Provide "Social Gathering Spaces"



8. Support "Walking Modes"



9. Integrate land use, urban form and mobility



Local Examples of Smart Growth Transit Station Areas



Rio Vista Trolley Station



La Mesa Trolley Station



Morena/Linda Vista Trolley Station



Grossmont Trolley Station

Walkability Defined



Essential Elements



- Safety →



- Accessibility →



- Connectivity →



- Walking Environment →

= Walkable

In urban areas, 28% of vehicle trips are < 1 mile:

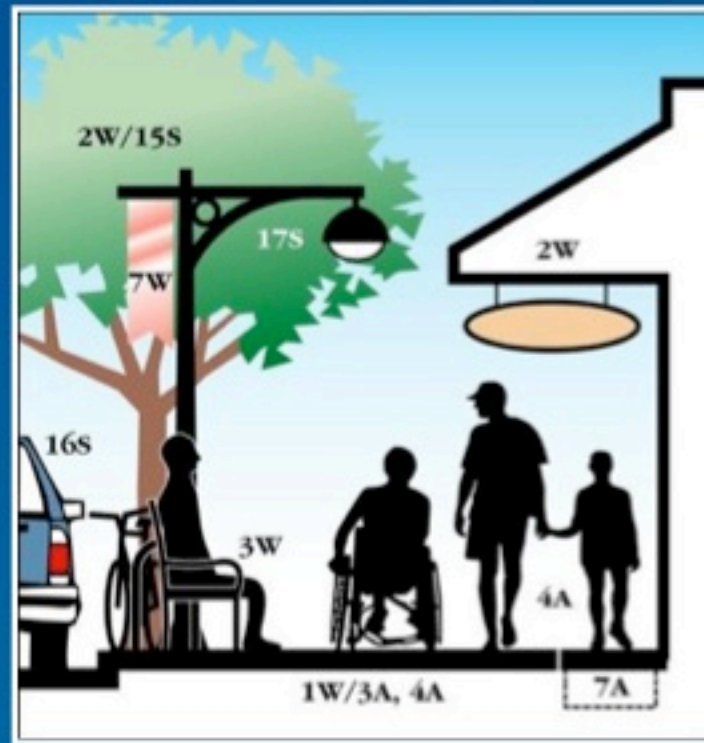
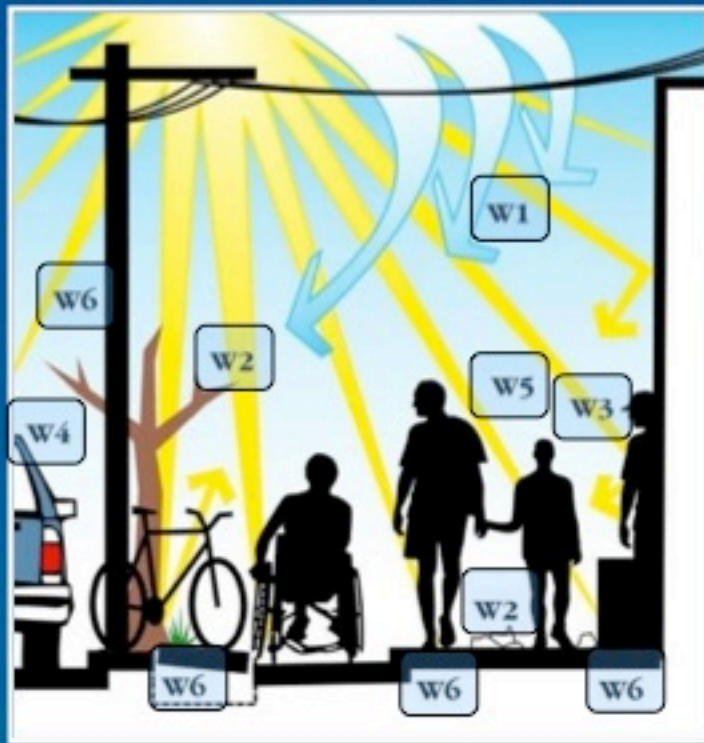
- Many trips are walkable (1/2 mile) & bikeable (several miles)



Mobility Trip Characteristics

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Solve Walking Issues with Pedestrian Scaled Solutions



W1 - Harsh environmental conditions

W2 - Poor maintenance

W3 - Perceived unsafe walkways due to fear of crime

W4 - Lack of buffer from high speed/high volume traffic

W5 - Absence of site amenities

W6 - Walkway obstructions



When you design for cars, they will dominate everything
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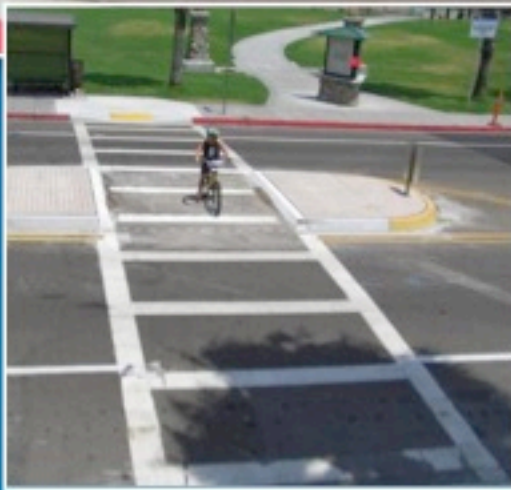
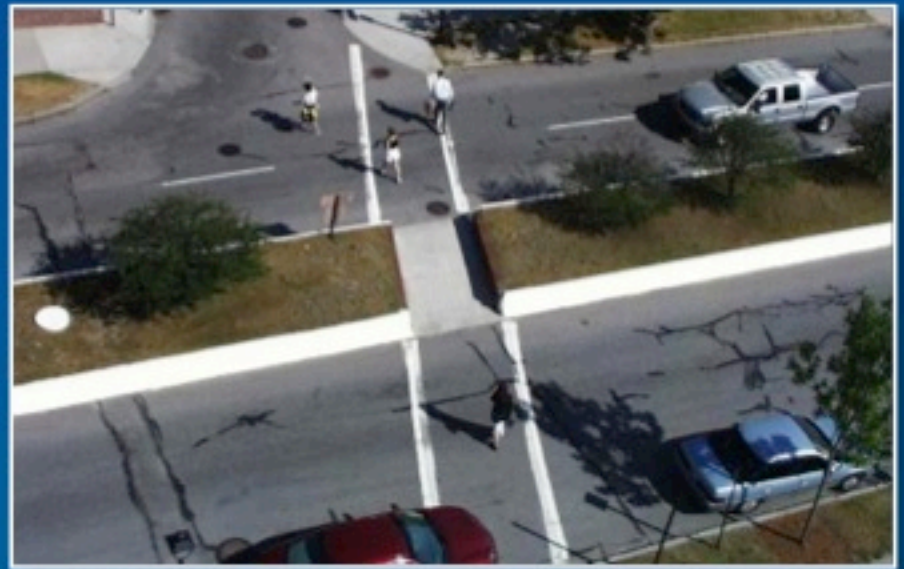
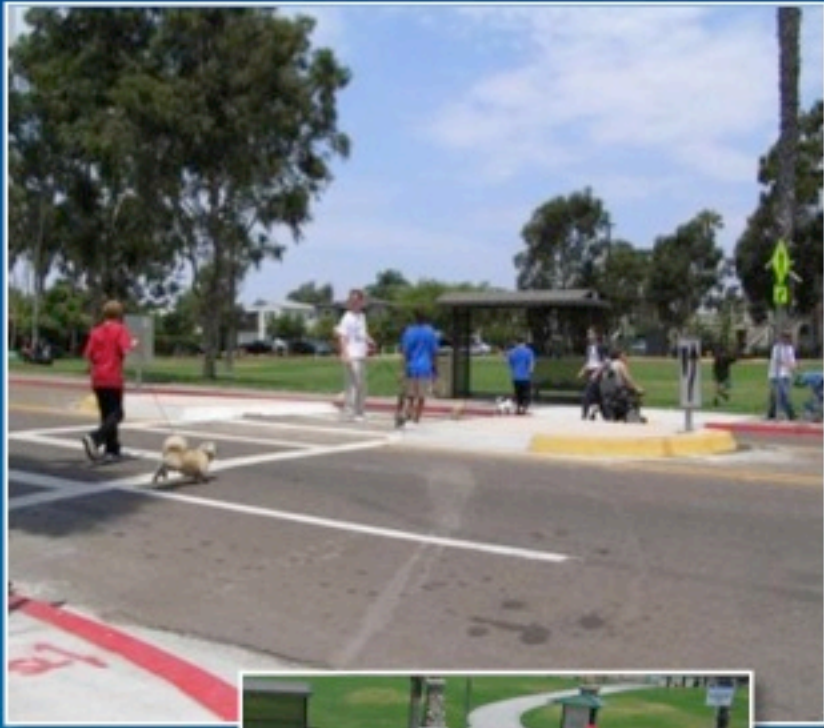


When you design for people, people will dominate

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Proper Design Activates the Street and Supports Retail
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Pedestrian Tools: Median Refuges & Funneled Crossings
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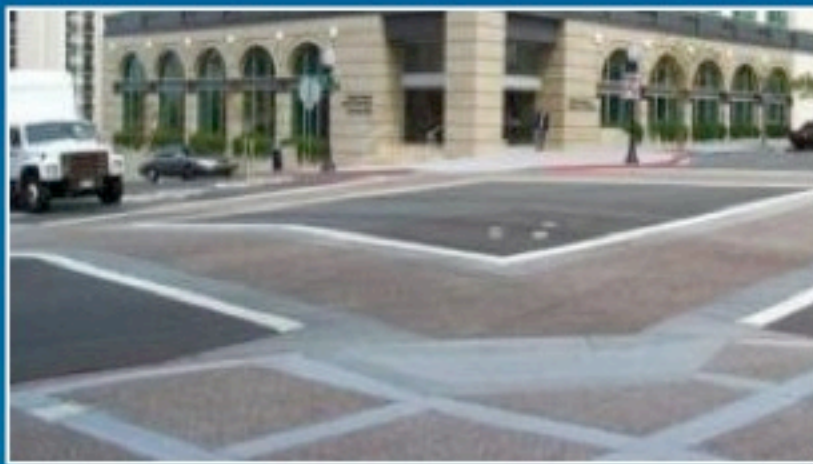
Pedestrian Improvement Tools: **Mid-block Crossing Devices**

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Pedestrian Improvement Tools: **Pedestrian Crossing Signals**

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Pedestrian Improvement Tools: Enhanced Crosswalks
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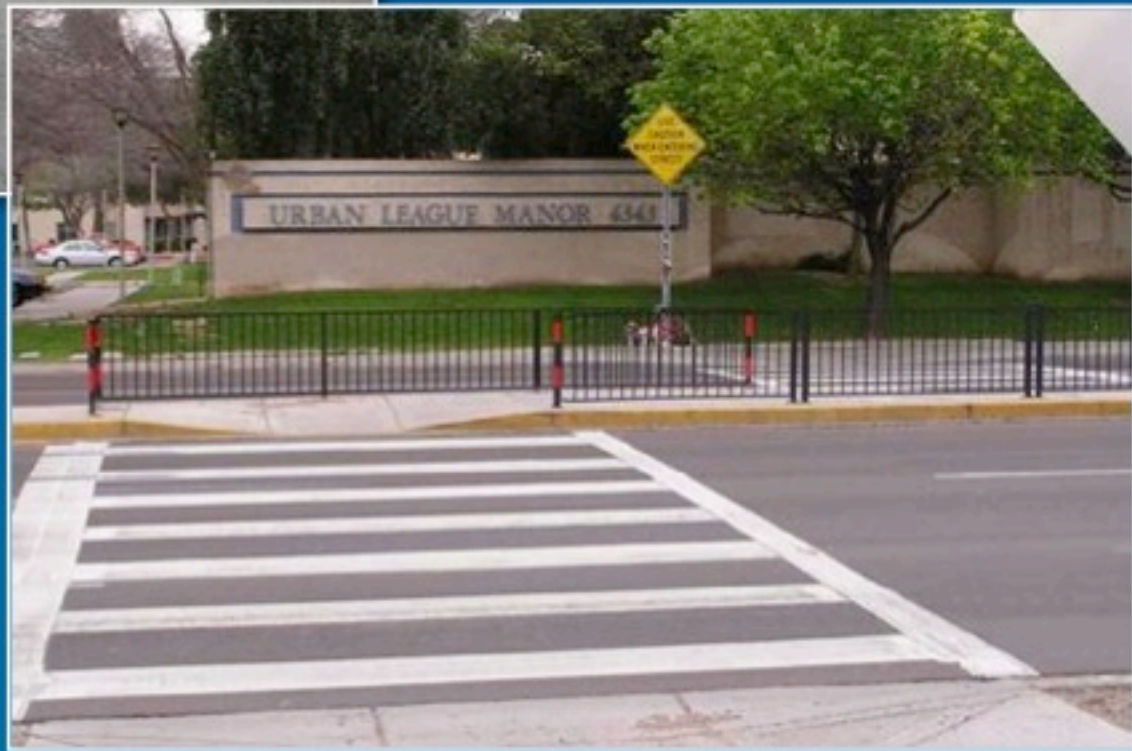


Pedestrian Improvement Tools: Crosswalks at Roundabouts
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Pedestrian Improvement Tools: **Crossing Aids**

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Pedestrian Improvement Tools: **Bulb-outs & Median Refuges**

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Bikeability Defined



Bike Facility Definitions



Class 1 Bike Path with Separated from Roadways



Class 2 Bike Lane with Parking



Class 3 Standard Bike Route with Signage Only

Bikeability improved through innovative bike facilities



Class 2 Wide Bike Lane



Route with Shared Lanes (sharrows)



Route with Shared Lane Markings (sharrows)



Cycle Track (one-way with bollards)

Innovative Bike Facilities



Class 2 Painted Crossover Lanes



Class 2 Painted Lane and Bike Box



Separated Trail with Buffer



Angled Back-in-Parking



Bikeway Boulevard

DEVELOPMENT OF A COMMUNITY VISION STATEMENT

Project Purpose: Establish a vision for the area around the LRT stations and along Morena Blvd

Vision: What do you want the study area to be like in 10-20 years? (experience, impressions, immeasurable aspects)

INSTRUCTIONS: Please grab a pen and a few post it notes, write down a word or very short phrase relating to your aspirations or topic areas you want to see in the Vision Statement. Look at the sample words and the qualifier words on the poster. Place them in the general category circle. If they cover several areas, place them in the overlap.