



## MOBILITY

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## Introduction

Urban form and transportation are interdependent and the mix of land uses and intensity associated with urban development affects travel. A balanced multi-modal transportation network increases quality of life by ensuring all people regardless of ability or choice can access destinations within the community. A multi-modal network recognizes that not all people use an automobile as their primary mode of travel. Legitimate travel choices need to be broadened so that a good portion of trips can be made without a car. Walking, cycling, and transit should not be modes of last resort; rather they should be convenient, pleasant, safe and desirable modes of travel. To this end, the Mobility Element includes goals, policies, and recommendations that will lead to a robust multimodal network that encourages walking, bicycling, and taking transit while continuing to provide for needed vehicular access in the community.

Key to achieving a multi-modal balance is creating and maintaining a comprehensive integrated transportation network that serves all categories of users and makes more efficient use of roadway space. A guiding strategy for mobility planning in Uptown is to provide a complete streets network (accommodating all modes and users) while largely limiting recommendations to modifications within the existing rights-of-way, and to avoid extensive road widening in a large, built out community that envisions an emphasis on more walking, bicycling, and use of public transit. Street improvements will use

complete streets concepts to enable safe, comfortable, and attractive access to all users of the roadway including pedestrians, bicyclists, persons with disabilities, and users and operators of public transportation. Creating an environment with multiple transportation choices will strengthen Uptown's land use vision.

## MOBILITY ELEMENT GOALS

- A complete network of pedestrian-friendly, multi-modal facilities throughout the community to meet current and future needs
- Safe, walkable neighborhoods which utilize pedestrian connections and improved sidewalks that create comfortable pedestrian experience
- A transportation system that enhances neighborhood livability
- A complete streets network connecting Uptown to Downtown and North Park.
- A complete, safe, and efficient bicycle network that connects community destinations and links to surrounding communities and the regional bicycle network
- High-quality public transit service as the preferred transportation mode for employees and residents centered around transit-oriented development.
- Adequate capacity and improved regional access for vehicular traffic
- Interagency coordination to provide additional comprehensive mobility strategies and



*Multi-modal balance can be achieved by considering all modes of transportation and the needs of all current and future users.*



*Linking transit and bicycling has the potential for expanded travel options and transit ridership.*

opportunities, funding resources, and inter jurisdictional cooperation

- Efficient use of parking resources through parking management strategies in the commercial areas and high frequency transit corridors to reduce the costs associated with providing parking and reduce parking impacts while supporting local businesses

### 3.1 Active Transportation

Active transportation refers to modes of travel that are human-powered, such as walking and bicycling. There are many benefits to having active transportation in a community, including a reduction in green house gas emissions and public health benefits related to increased physical activity. Communities endorse active transportation by providing facilities that encourage an active lifestyle, such as visually inviting streetscapes, greenspaces, and wayfinding signage. Integrated networks of pedestrian and bicycling paths further boost use of active transportation modes of travel within a community.

Uptown has many characteristics that contribute to it being an inviting community for pedestrians. A majority of the retail use is oriented on the street front, which increases pedestrian activity. Parking in commercial districts and corridors is often limited or requires a fee, encouraging more walking trips, or more trips where customers park once and walk between several destinations. A healthy mix of uses near retail corridors and the short walking distance to Balboa Park and natural canyons also results in more walking activity.

#### WALKABILITY

Uptown provides opportunities for people to walk along its grid pattern streets, through Balboa Park and open space canyons, and across its pedestrian bridges. Deficiencies in the pedestrian environment make mobility more challenging including: freeway and ramp intersections, high vehicular travel speeds, wide intersection crossings, and lack of pedestrian amenities and physical and landscape pedestrian buffers from vehicles. Figure 3-1 identifies locations for potential pedestrian improvements. General Plan policies ME-A.1

through ME-A.9 and Table ME-1, Pedestrian Improvement Toolbox should be considered for guidance.

#### POLICIES

**MO-1.1** Enhance existing pedestrian travel routes along commercial corridors and streets leading directly to community destinations such as Balboa Park, schools, and neighborhood parks with street trees, pedestrian streetlights, street furniture, and wayfinding signage.

**MO-1.2** Provide marked crosswalks and pedestrian countdown signals and/or pedestrian phasing at signalized intersections within the focus areas identified in the City’s pedestrian planning effort.



*The Uptown community has some of the most walkable neighborhoods in the city.*



*Uptown is known for several pedestrian bridges that promote walkability and connectivity between its neighborhoods.*



**MO-1.3** Consider the use of corner bulbouts along the following pedestrian corridors:

- University Avenue at the intersections with First Avenue, Third Avenue, Tenth Avenue, Richmond Street, and Normal Street.
- Normal Street at Campus Avenue/Polk Avenue
- Polk Avenue at Park Boulevard
- Robinson Avenue at the intersections with Fourth Avenue and Fifth Avenue
- Fourth Avenue between Interstate 5 and Robinson Avenue
- Fifth Avenue between Interstate 5 and Robinson Avenue
- Park Boulevard at the intersections with Upas Street and Myrtle Avenue

**MO-1.4** Support and promote pedestrian improvements that promote a safe, separated pathway connection along Washington Street between Hawk Street and India Street.

**MO-1.5** Implement traffic operational improvements that support and facilitate ingress and egress movements of emergency vehicles accessing the hospital complex

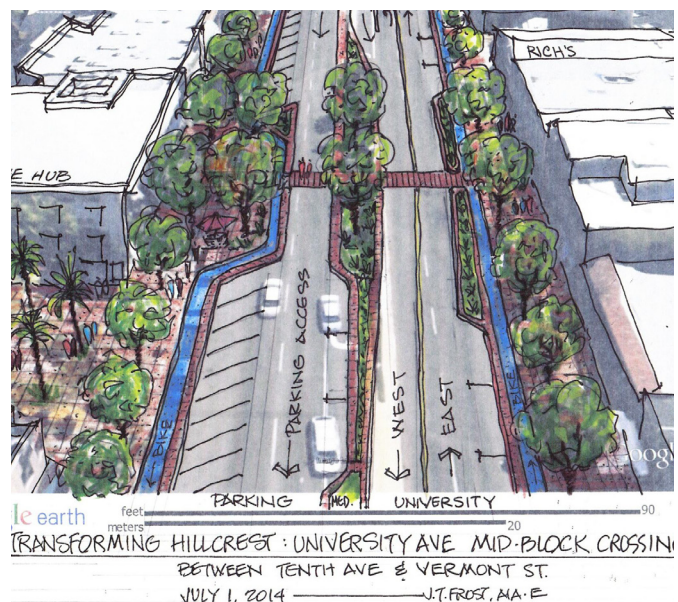
**MO-1.6** Consider mid-block crossings, where appropriate, to provide pedestrians additional opportunities to cross along streets with infrequent intersections, or where a direct route is needed to a popular destination.

**MO-1.7** Implement pedestrian enhancements within identified pedestrian focus areas developed as part of the pedestrian planning effort. These enhancements include but not limited to bulb-outs curb extensions, enhanced crossing treatments, and traffic calming, leading pedestrian intervals, pedestrian scramble phases and pedestrian recall phases to provide safety and operational improvements for all transportation modes.

## BICYCLING

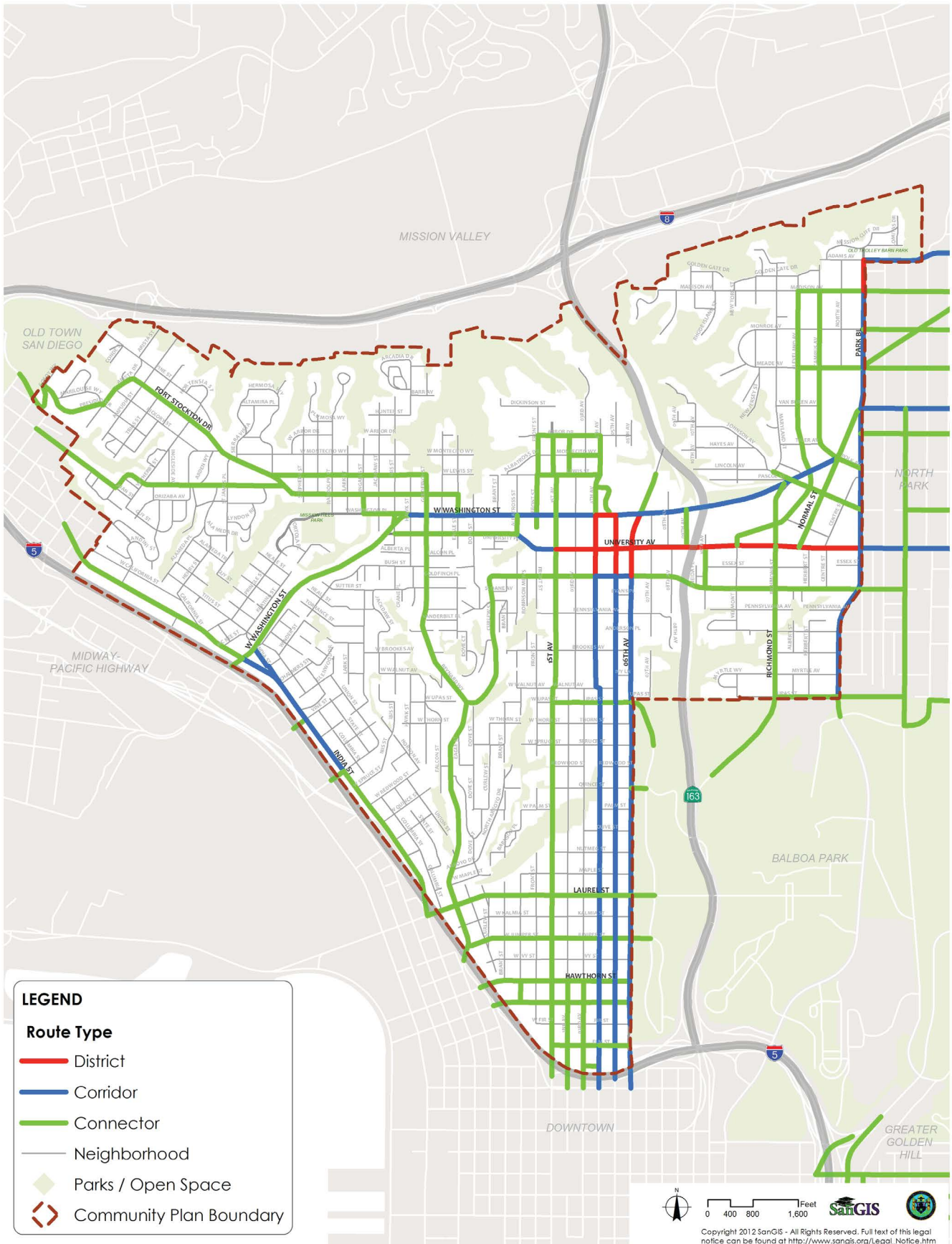
The creation of a well connected and integrated bicycle network, including high quality, protected facilities where feasible, will facilitate bicycling and help meet travel needs in the Uptown community. Uptown provides opportunities for bicycling due to its proximity to major employment centers and recreation areas and has the potential for establishing an enhanced bicycle network including bicycle boulevards which are identified bicycling streets optimized for free-flowing bicycle traffic and safety as well as other measures that promote increased cycling rates among the general public. The community is easily accessible to Downtown, Balboa Park, Old Town, and San Diego Bay. An integrated bicycle network within the community that also connects to surrounding communities and destinations within the community such as parks, schools, shopping, libraries, hospitals, etc. would encourage more bicycle activity in the community. The planned bicycle facilities for the community are shown in Figure 3-2. Bicycle facilities that are protected or offer physical barriers from vehicle travel are preferred and encourage more people to travel by bicycle.

General Plan policies ME-F.1 through ME-F.6 as well as the following community-based policies should be considered for guidance.



Conceptual drawing for a midblock crossing across the eastern portion of University Avenue. Graphic courtesy of J.T. Frost, AIA-E

FIGURE 3-1: PEDESTRIAN ROUTES



## POLICIES

- MO-1.8** Install bicycle parking facilities consistent with the citywide bikeway network.
- MO-1.9** Utilize Uptown's street grid to identify bicycle priority streets connecting areas within Uptown and to Greater Golden Hill and Greater North Park.
- MO-1.10** Increase the level of comfort and safety for bicycling as well as accessibility for all levels of bicycle riders with improvements design specifically for accommodating bicycles such as wayfinding and markings, actuated signal timing, priority parking, wider bike lanes and, where feasible, protected bicycle.
- MO-1.11** Support bicycle facilities on Washington Street, Laurel Street, Juniper Street, San Diego Avenue, Third Avenue, Fourth Avenue, Fifth Avenue, Sixth Avenue, and Bachman Place.
- MO-1.12** Support bicycle facilities on roadways that that would connect Uptown to Greater North such as: Washington Street, Lincoln Avenue, University Avenue, Robinson Avenue, and Park Boulevard.
- MO-1.13** Increase the level of bicycle comfort and safety for bicycling as well as accessibility for all levels of bicycle riders with improvements designed specifically for accommodating bicycles such as signs and markings, actuated signal timing, priority parking, wider bike lanes and, where feasible, protected bicycle facilities.



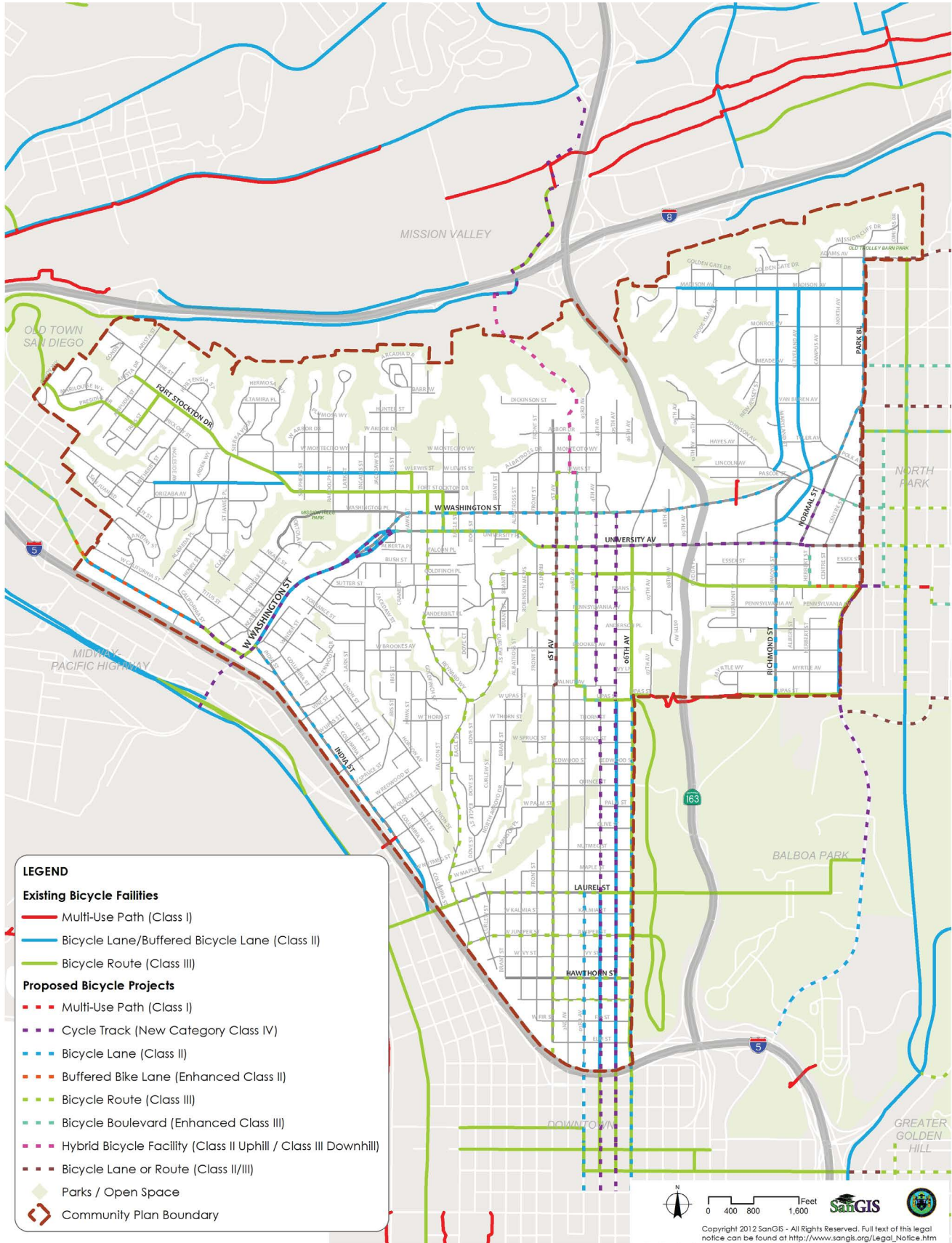
*Facilities that promote biking should accommodate all cyclists regardless of skill.*



*The buffered bike lanes along Fifth Avenue connect Downtown with Bankers Hill/Park West and Hillcrest.*



FIGURE 3.2: PLANNED BICYCLE FACILITIES



### 3.2 Transit

Transit improves community livability by increasing access to civic, commercial and employment destinations. Transit in Uptown should be attractive, convenient and act as a viable choice of travel, reducing dependence on the automobile. Expanding transit services is an essential component to the Uptown mobility element. Transit and land use will be tightly linked, and transit stations should be integrated into walkable, transit oriented neighborhoods and centers.

Future transit service is identified in the San Diego Association of Governments (SANDAG) Regional Transportation Plan (RTP). The 2050 RTP identifies Rapid Transit, Light Rail Transit, and Streetcar service within Uptown. The new improvements will improve the type



*Uptown is linked to the regional transit system via Mid-City Rapid Bus.*



*A streetcar line between Downtown and the Hillcrest business core would provide another travel option in the community and serve as a tourism booster for the community.*

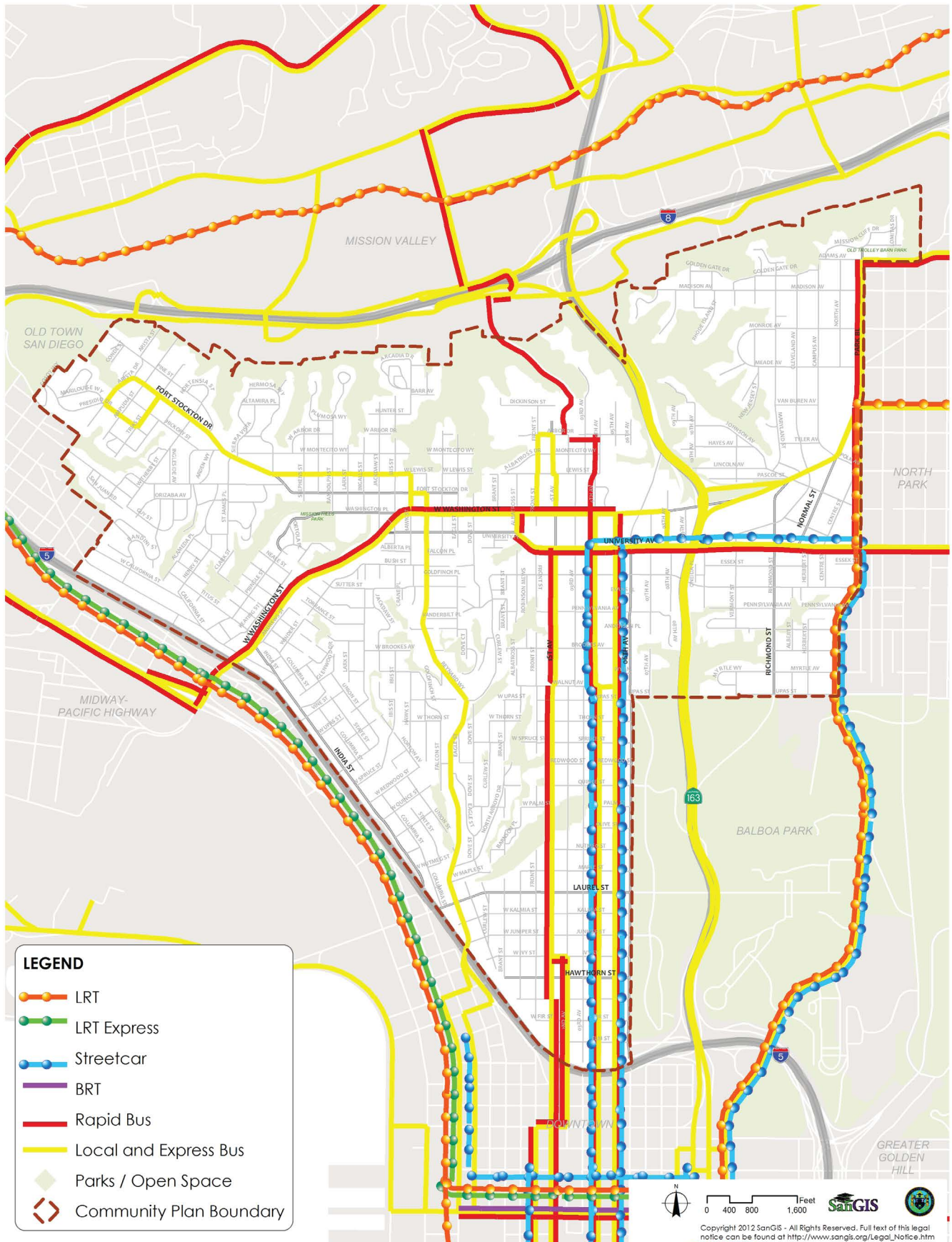
of service, frequency of service and areas patrons can access. Figure 3-3 illustrates the transit network with the buildout of the 2050 RTP.

The following are planned transit service enhancements for Uptown contingent upon future funding:

- Route 10 will convert to a Rapid bus route with improvements to include expansion of the services to La Mesa and Ocean Beach. Route 10 currently travels along University Avenue and Washington Street in the Uptown community corridor.
- Route 120 will convert to a Rapid bus route along its current route. The current Route 120 travels along Fourth and Fifth Avenues and University Avenue in the Uptown community corridor. This route would convert to a Rapid Bus Route and continue to provide service between Kearny Mesa and downtown San Diego, at 10-minute frequencies throughout the day. Service is planned to begin in approximately 2030.
- Route 11 will convert to a Rapid bus routes along its current route. Route 11 currently provides local bus service from SDSU Transit Center to Skyline Hills and travels along Park Boulevard, University Avenue, and First Avenue in the Uptown community. The expected year for completion is 2035.
- Street Car Service, will provide services from Downtown to the Hillcrest neighborhood. The streetcar service will travel along Fourth and Fifth Avenues, University Avenue, and Park Boulevard in the Uptown community corridor. The expected year for completion of this improvement is 2020.
- Mid-City LRT will provide service from City College to San Diego State University via Park Boulevard to El Cajon Boulevard by 2035. Phase 1 will include a LRT extension from downtown to Mid-City via El Cajon and Park Boulevard. Phase 2 will extend the Phase 1 construction efforts to the current SDSU transit center. LRT Service will be provided via Park Boulevard and University Avenue in the Uptown community corridor. The expected year for completion is 2035.



FIGURE 3-3: PLANNED TRANSIT SERVICE



General Plan policies ME-B.1 through ME-B.10, as well as the following community-based policies should be consulted for guidance.

## POLICIES

- MO-2.1** Coordinate with SANDAG to provide convenient public transit connections to Downtown and the San Diego International Airport.
- MO-2.2** Coordinate with Metropolitan Transit System (MTS) to improve public transit amenities such as benches, shade structures, lighting, secure bicycle parking facilities and timetables where appropriate.
- MO-2.3** Encourage the installation of electronic arrival schedules where appropriate and implement real time transit schedule updates to provide timely and efficient loading.
- MO-2.4** Include public art, shade trees, and landscaping surrounding bus stops, where appropriate, to improve the environment and encourage the use of public transportation.
- MO-2.5** Coordinate with SANDAG to implement transit infrastructure and service enhancements in the Regional Transportation Plan.
- MO-2.6** Coordinate with SANDAG to pursue efforts to implement a streetcar line connecting Downtown and Hillcrest.
- MO-2.7** Coordinate with SANDAG and MTS to install, where feasible, a minimum of 8 foot wide sidewalks at bus stop stations.
- MO-2.8** Design bicycle and pedestrian infrastructure improvements, such as bulb-outs, should be planned in consideration of bus stops and bus turning movements to avoid adverse impacts to existing and planned bus services to the area.

## 3.3 Street and Freeway System

Many of the surface streets within Uptown are segmented by canyons, focusing the majority of east-west traffic onto Washington Street, University Avenue, Robinson Avenue and Laurel Street. North-south traffic is concentrated on India Street, Reynard Way, First, Fourth, Fifth and Sixth Avenues and Park Boulevard. This focusing effect contributes to congestion found on most of these streets. Figure 3-4 illustrates the existing roadway classifications and Figure 3-5 illustrates the future roadway classifications.

With most public right-of-way fully constructed with streets and sidewalks and adjacent developments built out, the strategy for street system planning with this community plan is to avoid widening roadways and adopt a Complete Streets approach (accommodating all modes



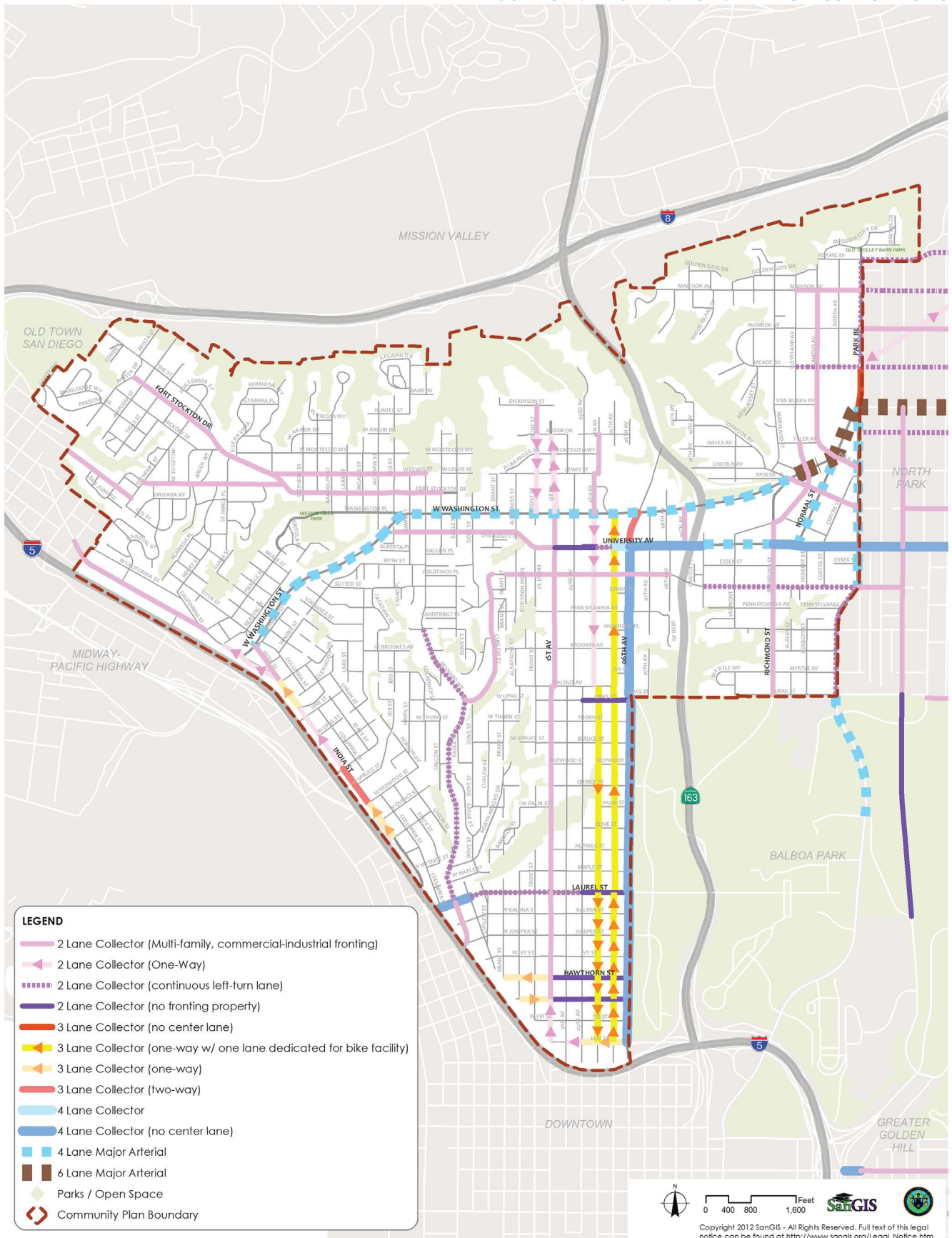
*Complete streets encourages street connectivity and aims to establish a comprehensive, integrated mobility network for all modes of travel.*



*Public art can promote transit use in addition to community pride.*



FIGURE 3-4: EXISTING ROADWAY CLASSIFICATIONS



**LEGEND**

- 2 Lane Collector (Multi-family, commercial-industrial fronting)
- 2 Lane Collector (One-Way)
- 2 Lane Collector (continuous left-turn lane)
- 2 Lane Collector (no fronting property)
- 3 Lane Collector (no center lane)
- 3 Lane Collector (one-way w/ one lane dedicated for bike facility)
- 3 Lane Collector (one-way)
- 3 Lane Collector (two-way)
- 4 Lane Collector
- 4 Lane Collector (no center lane)
- 4 Lane Major Arterial
- 6 Lane Major Arterial
- Parks / Open Space
- Community Plan Boundary

Scale: 0 400 800 1,600 Feet

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and users) that focuses on repurposing existing roadways to incorporate other modes of travel. By creating an efficient and attractive multimodal network, trips will begin to be transferred to bicycling, walking, transit, and public transit.

General Plan Policies ME-C.1 through MC-C.7 and Table ME-2 (Traffic Calming Toolbox), as well as the following community-based policies provide guidance for street, freeway, and intersection improvements.

## POLICIES

- MO-3.1 Provide a complete streets network throughout the community, safely accommodating all modes and users of the right of way.
- MO-3.2 Repurpose right-of-way to provide high quality bicycle, pedestrian, and transit facilities while maintaining vehicular access
- MO-3.3 Implement focused intersection improvements to improve safety and operations for all modes.
- MO-3.4 Provide street trees, street lighting, and implement a wayfinding program.
- MO-3.5 Incorporate balanced multi-modal concepts into planning, design, retrofit and maintenance of streets.
- MO-3.6 Ensure efficient movement and delivery of goods to retail uses while minimizing impacts on residential and mixed use neighborhoods.
- MO-3.7 Coordinate with Caltrans and SANDAG to identify and implement needed freeway and interchange improvements along SR-163 and I-5 to improve community's accessibility to regional facilities and enhance active transportation modes along freeway interchanges.
- MO-3.8 Implement traffic operational improvements that support and facilitate ingress and egress movements of emergency vehicles accessing the Medical Complex neighborhood.

- MO-3.9 Implement road and lane diets and traffic calming measures where appropriate to improve safety and quality of service, and increase walking and bicycling in the community.

## 3.4 Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) is the application of technology to transportation systems with the goal to maximize efficiency of services while increasing vehicle throughput, reducing congestion, and providing quality information to the commuting public. The application of ITS technologies can influence choices across all modes of travel by providing real-time and reliable information regarding transit arrivals and departures, parking structure space availability, electric and alternative fuel vehicle charging and fueling locations, etc. Such applications would be beneficial to the Hillcrest Business District and other neighborhood commercial areas where the location and availability of on-street and off-street parking would make shopping, dining, and conducting businesses more convenient for patrons.

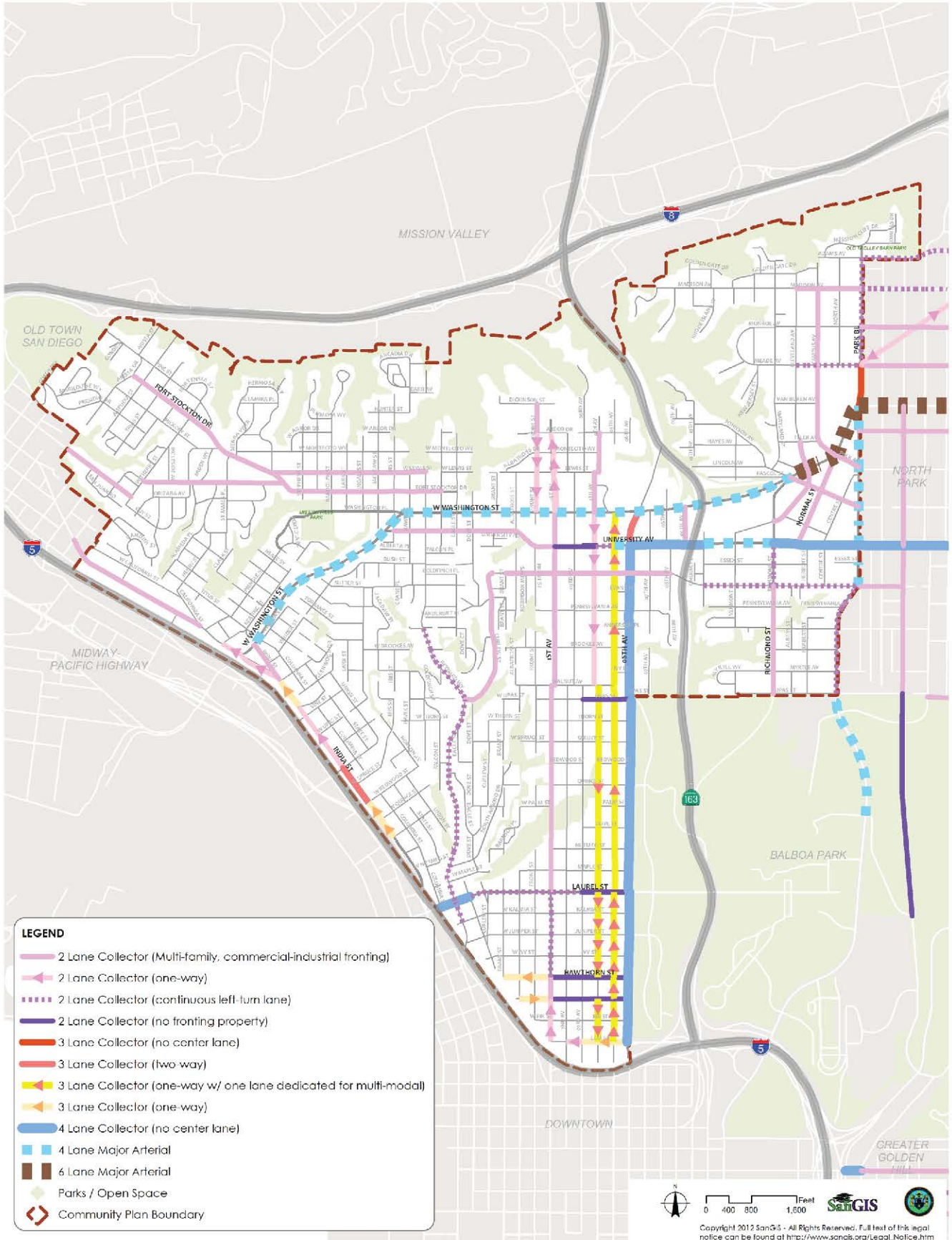
General Plan Policies ME-D.1 through ME-D.6 as well as the following community-based policies should be considered when evaluating ITS improvements.

## POLICIES

- MO-4.1 Utilize Intelligent Transportation System (ITS) improvements to improve safety, efficiency and service and congestion, including but not limited to traffic signal coordination, traffic and transit information, and transit priority measures.
- MO-4.2 Support implementation of ITS strategies such as smart parking technology, traffic and transit information dynamic message signs, traffic signal coordination, and transit priority.
- MO-4.3 Encourage accommodation of emerging technologies such as car charging stations into future infrastructure and development projects especially in new office and multi-family structures.



FIGURE 3-5: FUTURE ROADWAYS CLASSIFICATIONS





Large employers within the community can also contribute to a more multi-modal community transportation network.

### 3.5 Transportation Demand Management

Transportation Demand Management (TDM) combines marketing and incentive programs to reduce dependence on automobiles and encourage use of a range of transportation options, including public transit, bicycling, walking, and ridesharing. These are important tools to reduce congestion and parking demand and are applicable to the Uptown community.

General Plan Policies ME-E.1 through ME-E.8 as well as the following community-based policies should be considered when evaluating TDM applications.

#### POLICIES

- MO-5.1** Encourage new residential, office, and commercial developments and any new parking garages to provide spaces for carsharing.
- MO-5.2** Encourage large employers such as hospitals and the San Diego School District to provide transit passes at reduced rates to employees.
- MO-5.3** Support bikesharing and carsharing programs in the community to reduce the need for auto ownership.

### 3.6 Parking Management

Parking has the ability to protect pedestrians, calm traffic, and reveal public transit to be a more attractive option. On-street parking should be preserved in commercial areas to serve short term shoppers and for loading. In the residential areas, the on street parking should be managed to serve residents. New development should implement creative parking programs such as in-lieu programs managed by the parking district and construct new parking structures that are designed sensitively and sited appropriately adjacent to existing uses.

General Plan Policies ME-G.1 through ME-G.5 as well as Table ME-3 (Parking Strategy Toolbox), as well as the following community-based policies should be considered when evaluating new parking facilities.

#### POLICIES

- MO-6.1** Consider public parking structures with shared parking arrangements to supplement the parking needs and serve Uptown businesses.
- MO-6.2** Consider strategies such as permit parking or limited-time parking in the residential areas.
- MO-6.3** Utilize diagonal parking on side-streets adjacent to commercial districts and within multi-family neighborhoods to increase parking supply where feasible.
- MO-6.4** Encourage screening on-site parking by locating it in areas not highly visible from the street corridor or by using landscaped islands and border landscaping.



Public parking improvements can serve the dual purpose of providing commercial parking as well as public space and art.



- MO-6.5 Implement below - ground parking and parking structures for new development as alternatives when surface parking is inadequate or would result in large paved areas without adequate space for landscaping amenities.
- MO-6.6 Implement a parking in-lieu fee for new development that would contribute to implementing parking demand reduction strategies or fund parking structures within the community.
- MO-6.7 Provide on-street parking on all streets to support adjacent uses and enhance pedestrian safety and activity.
- MO-6.8 Include primarily parallel on-street parking on high-volume arterial and collector streets and angled parking on lower-speed and lower-volume streets.
- MO-6.9 Limit driveway curb cuts to the extent possible to maximize the curb length available for on-street parking. Driveway access should be provided through alleys or shared driveways.
- MO-6.10 Explore opportunities to incorporate reverse angle (i.e., back in) diagonal parking to improve safety for bicyclists, calm traffic and reduce conflicts with on-coming traffic. This is particularly appropriate in locations with street widths (50 feet or greater), where a narrower travel lane can accompany this configuration.
- MO-6.11 Avoid conflicts between front-in angled parking and marked bicycle lanes. In these locations, a six-foot buffer must be provided. Bicycle lanes may abut the parking area when back-in angled parking is used.
- MO-6.12 Use metered parking in commercial areas to provide reasonable short-term parking for retail customers and visitors while discouraging long-term resident and employee parking. Restrict time limits of 30

minutes or less to areas reserved for special, short-term, high-turnover parking such as passenger loading, convenience stores, dry cleaners, etc. Maximum time limits should not exceed 2 hours where turnover of parking spaces is important to support nearby retail business.



*Private developments can assist in addressing existing parking needs through shared parking opportunities during off-peak times.*



*Electronic parking meters can provide adjustable time duration rates and statistical data on parking utilization.*



*Reversed angled parking could provide opportunities for more parking in the community and safer streets.*

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