



CHAPTER 10: CONSTRUCTION PHASING & IMPLEMENTATION

This chapter focuses on establishing the next phase of the University Avenue Corridor Mobility Study, implementation planning for the changes proposed along the corridor and identification of potential funding sources. The key step towards implementing the proposed changes of the recommended University Avenue Mobility Plan (Option 1) is to identify how construction of the various improvements along the University Avenue Study Corridor can be phased to provide the greatest benefit to the community while still considering the project’s underlying budget constraints.

10.1 CONSTRUCTION PHASING

Based on the type of improvements proposed along the segments, the project is divided into three (3) primary phases. The first primary construction phase consists of the improvements along the segment of University Avenue between 54th Street and College Avenue. Dedicated bicycle lanes and raised medians would be constructed within this segment. The second primary construction phase consists of the improvements along the segment of University Avenue between College Avenue and Aragon Drive. Traffic and parking lane widths would be reduced in this segment to allow for construction of raised medians and dedicated bike lanes. The third primary construction phase consists of the improvements along the segment of University Avenue between Aragon Drive and 69th Street. A large portion of this segment was reconstructed as part of the Salvation Army – Kroc Center project. The general roadway configuration would remain the same as the existing condition. (It should be noted that the construction phasing is consistent with the cost estimate break down by segment.)

The construction costs are broken down separately for each intersection and for each section of sidewalk and roadway between each intersection. Each intersection improvement includes the replacement or addition of curb ramps to meet ADA design criteria. The signalized intersections all included some level of upgrade if not full modification or upgrade of the signal systems. All of the improvements for a complete intersection, including the turn lanes approaching the intersection, drainage improvements, and transit stop improvements would need to be replaced in a single construction phase. Construction of improvements between the intersections could be phased independently.

Segment 1 (54th Street to College Avenue) Phasing

The improvements proposed along Segment 1 (54th Street to College Avenue) include elimination of the free right turns at 54th Street and 58th Street, Reconfiguration of the Chollas Parkway intersection, addition of dedicated bicycle lanes and completion of raised medians. These improvements provide the greatest benefit to the community in terms of improved safety and mobility. The most extensive physical improvements are proposed for this segment and at the highest total cost. Segment 1 has been divided into smaller sub-phases that could be constructed independently. Each of the sub-segments would provide benefits from a safety and mobility perspective. However, the addition of dedicated bike lanes; cannot be divided into the separate sub-phases effectively. At a minimum, the improvements from 54th Street to the Chollas Parkway intersection would need to be completed before dedicated bike lanes could be added safely to this segment.

Segment 2 (College Avenue to Aragon Drive) Phasing

The improvements in Segment 2 (College Avenue to Aragon Drive) provide for dedicated bike lanes and raised medians. These improvements could be constructed independently of either Segment 1 or Segment 3. The construction cost for these improvements is significantly less than Segment 1, but the benefits to the community would also be less. The traffic demand is less east of College Avenue and addition of the bike lane in this segment would be isolated. Bike lanes in this segment alone would not provide the connectivity



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to 54th Street corridor. Improved sidewalk, curb ramps, and transit stops would improve mobility within the segment. The west bound bus stop at Aragon Drive should be relocated to the far side location in front of a parcel that is currently vacant. This parcel should be flagged by Development Services Department (DSD) to coordinate any future development permits with the relocated bus stop. This bus stop could be relocated independently of other Segment 2 improvements.

Segment 3 (Aragon Drive to 69th Street) Phasing

The improvements in Segment 3 provide for “share the road” (sharrow) striping, sidewalk, and drainage improvements. The majority of this segment was improved as part of the Kroc Center project; therefore, most of the sidewalks and curb ramps meet current standards. A raised median has been constructed and the landscaping is privately maintained. The proposed improvements would benefit mobility, but the sharrow striping would not have the connectivity to other corridors. The City of La Mesa boundary is located just to the east at Lois Street. The City of La Mesa is in the process of revising their bike facilities master plan and may provide bike improvements east of Lois Street. The sharrow striping would provide a better benefit with connectivity to the City of La Mesa. The City of San Diego Water Department has retained a design build contractor to provide water main improvements between Alamo Drive and Lois Street. In accordance with City policy, the water replacement project would be required to upgrade the curb ramps along the alignment. There may be an opportunity to add the sharrow striping to the water group job at a relatively low cost.

Improvement Priorities

Table 10-1 summarizes the priority assigned to each of the segments along the corridor based on safety and mobility considerations. Limited funding on the order of \$600,000 should be available in the coming fiscal year. The high priority projects are well beyond the anticipated funding levels available. The highest priority is assigned to the 54th Street intersection which would also provide an opportunity to improve the entrance to the community. Additional funding on the order of \$1.4 million would be needed to proceed with this phase as the initial phase.

Table 10-1 - Priority of Improvements along University Avenue Corridor

Segment	Location	Priority Ranking	Total Cost
1A	54th Street Intersection	1	\$2,009,439
1B	Chollas Parkway Intersection	2	\$5,828,871
1C	58th Street Intersection	2	\$1,608,415
1D	58th Street to 60th Street - Roadway Segment	3	\$1,665,553
1E	60th Street Intersection	4	\$575,353
1F	60th Street to College Avenue - Roadway Segment	4	\$2,158,704
2A	College Avenue to Cartegena Drive	5	\$1,814,812
2B	Cartegena to Rolando Boulevard	5	\$2,040,277
2C	Rolando Boulevard to Aragon Drive	5	\$3,541,865
3A	Aragon Drive to 69th Street	5	\$794,163

As an alternative, smaller projects that could be completed within the funding available were considered. Striping is relatively inexpensive and could be completed in some areas ahead of the physical improvements. The new dedicated bike lanes could be stripped from 58th Street to Aragon Drive. The physical improvements would be limited to addition of bike loops at the signalized intersections. The sharrow striping could be added from Aragon Drive to 69th Street. Striping of the dedicated bike lanes from 54th Street to 58th Street could not be completed without the major improvements west of 58th Street, but the total length from 58th Street to 69th Street would provide a benefit to mobility. Striping of the bike lanes between 58th Street and 60th Street has the added benefit of eliminating parking on the south side of the street. The cost of these improvements is approximately \$570,000 and is within the \$600,000 budget. The condition of the westbound bus stop across from the University Square Driveway creates a safety issue. This bus stop could be expanded



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and the walkway to the north could be added independently from the sidewalk improvements. Additional funding in the order of \$400,000 would be needed to include this improvement in the initial phase. The break down for the striping and ramp improvements are shown in table 10-2.

The improvements from 54th Street to College have been identified as the most significant in terms of safety and mobility. As an alternative to constructing improvements now, the current funding could be dedicated to the final design and permitting of several major improvements. Funding on the order of \$600,000 could provide the construction documents for the 54th Street and 58th Street intersections as well as the improvements between 58th Street and 60th Street. With the completed design and more detailed cost estimates in hand, the City would have the appropriate back up to seek additional funding and move quickly toward construction. This method would advance the improvements needed to delete the free right turn lanes and improve safety at two major intersections, improve the entrance to the corridor and provide much needed improvements to the University Square bus stop.

The Chollas Parkway intersection is also a priority project as it relates to safety and mobility. Based on current estimates, the design cost for this intersection would be approximately \$850,000. Additional funding from another source would need to supplement the existing funding of \$600,000 to consider advancing this project as the first project. While this project would provide a significant enhancement to the corridor, there is a more likely chance that redevelopment of the Chollas Triangle would include these improvements or at least include contributions to the funding of the project. With the potential for private funding, the Chollas Parkway intersection is not recommended as potential first project for the current funding source.



Table 10-2 – Summary of Striping & Ramp Improvement Costs

Location	Improvement	Total Cost (\$)
58 th Street to College Avenue	Striping of Bike Lanes, bike loops at signalized intersections	\$569,961
University Plaza Driveway	Expand bus stop, & add walkway to the north	\$398,543
Entire Corridor	Transit Improvements	\$22,036,451

10.2 DESIGN PROCESS AND CONSTRUCTION PROCESS

Preliminary Design

More detailed design drawings and studies based on more detailed information would be prepared to further define construction costs and environmental impacts. Funding requests would be secured based on the preliminary design. Environmental approvals would be processed based on the Preliminary Design documents and the processes defined based on review the Application for Environmental Initial Study prepared as part of this study.

Final Design

Final Construction Documents including design plans, traffic control, specifications, and construction cost estimates would be prepared in accordance with the preliminary design and environmental approvals. The design would include the improvements appropriate to the phase of work together with any environmental mitigation required.

Bidding and Construction

The construction documents are advertised by the City of San Diego for a competitive bid by qualified licensed contractors. After review of the submitted bids, a contract is awarded to the lowest responsive and qualified bidder. Construction is managed and inspected by City staff.

10.3 FUNDING SOURCES

City of San Diego

Redevelopment funding had been previously identified for improvement projects in the corridor. Due to budget cuts at the State level, these funding sources are uncertain.

Other Funding Sources

Large improvement projects are often funded by new private development such as what occurred in front of the Kroc Center. Development of the Chollas Triangle provides an opportunity for developer funding of major improvements. There are several large parcels on the north side of University Avenue west of 58th Street that also provide potential development and redevelopment opportunities. The majority of parcels east of 60th Street are small. While there is a potential for private redevelopment, the poor economy and the small size of the parcels does not make redevelopment a likely source of funding from these properties. There are some smaller elements of the plan that could be implemented with smaller developments including the curb pop-outs at Rolando Boulevard, upgrades to curb ramps, driveway closures, and relocation of bus stops. Option 1 of the University Avenue Mobility Plan should be incorporated into the community plan in order for the potential improvements to be considered during the development process.