UNIVERSITY COMMUNITY PLAN UPDATE SUBCOMMITTEE

MARCH 2020









EIR Technical Studies



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FORUM REPORT OUT

PLANNING DEPARTMENT







FORUM REPORT OUT



ATTENDEES







FORMAT

- Presentations
 - Land Use
 - Market Trends
 - Mobility
 - Urban Design
- Activities
 - Interactive Polling
 - Framework Diagrams
 - Discussion Groups
 - Opportunities/Challenges







What are the most important opportunities for the University Community Plan Area?



What are your thoughts about allowing mixed-use on industrially zoned areas nearest to the Mid-Coast Trolley Stations?



improve these areas



l would need more analysis

1 I am against it





What mobility enhancements will most support the economic prosperity of the University Community?



How might the business community invest in the success of the local transportation network? (select top two)







TOP STRATEGIES

- Mixed-use
- Connectivity
- Increase pedestrian/bicycle infrastructure
- Enhance and preserve open space
- Break-up superblocks, create pedestrian environment
- Purposeful mixed-use, including housing
- Incentivize strategies in the Municipal Code

Full report-out available at PlanUniversity.org under UPDATES



CITY OF SAN DIEGO MOBILITY VISION UNIVERSITY COMMUNITY PLAN UPDATE









MOBILITY VISION OUTLINE

Activities To Date

CPU Mobility Process

Community Context

Mobility Approach

Proposed Networks

Summary





ACTIVITIES TO DATE



MOBILITY EXISTING CONDITIONS







MOBILITY ACTIVITY





ONLINE SURVEY

FEEDBACK RECEIVED

- Bicycle and pedestrian infrastructure needed throughout community, especially along major corridors
- Increased connectivity needed, as well as opportunities to ease congestion
- Access to existing and future transit stations identified as a priority

Question: where would you like to see mobility improvements?







MOBILITY ACTIVITY

				PLANNING FOR PEDESTRIANS
INSTRUCTIONS: Please so locations where you feel t	elect the pedestrian features o these features can reduce ped	lescribed below and identify estrians concerns.	any	The Alexand Barris
		Select a feature	Star harring	
	and a		Location:	and the second second
			Select a feature	
		And the second second	Location:	Torrey Pines Control Valley
1. Continental Crosswalks Improve crosswalk visibility	L. Continental Crosswalks 2. Pedestrian Countdown Signals activity of billion	3. Curb Pop Outs or Curb	Select a feature	Real Providence
and driver yielding compliance. Identify intersection.	with a clear indication of how many seconds remain to safely	crossing distances and serve as a traffic calming mechanism	Location:	SE / No Colora
	cross. Identify intersection.	Identify location.	Select a feature	
			Location:	
			Select a feature	
A LANDER	-	Caller Street	Location:	The second secon
			Select a feature	HORE OR MICAS
4. Lead Pedestrian	5. Advanced Stop Bars/Limit	6. Pedestrian Hybrid Beacons are traffic control	Location:	TT SHOLD THE ARE
a 3-7 second head start when	at intersections and mid-block	signals that help	Select a feature	RICH REPART
reinforcing their right-of-way over turning vehicles. <i>Identify</i>	separation between the vehicle and crossing pedestrians. <i>Identify</i>	cross mid-block across high traffic roadways.	Location:	a and a second
Intersection.		Select a feature	ALLE SALARE MARKEN THE	
	HILE ADDUTES TREBUSANTIA +		Location:	
			Select a feature	Will Der Bergenand In Construction of the Cons
		Location:		
7. Pedestrian Scale	8. Wayfinding is used to help	9. Landscaped Buffers	Select a feature	
Lighting increases visibility along walkways, creating a more comfortable and inviting environment for pedestrians. Identify location	orient pedestrians and direct them to destinations. Maps and directional signage are two wayfinding examples. <i>Identify</i> <i>location</i> .	along roadways provide separation between pedestrians and vehicles, creating a more comfortable environment. <i>Identify</i> <i>location</i>	Location:	The City of SAN DIEGO UNIVERSITY Community Plan Update

FEEDBACK RECEIVED

- Improve walking conditions along key corridors
- Improve Genesee Avenue intersection
- Transit and Bike/Pedestrian improvements are necessary
- Roundabouts along Governor Drive
- Solutions for congestion along La Jolla Village Drive, North Torrey Pines Road, and Genesee Avenue





CPU MOBILITY PROCESS

Existing Conditions	Concepts and Alternatives	Community Plan Document	CEQA Environmental Review	Plan Approval
Data Collection Existing Conditions Report	<section-header><text><text><text></text></text></text></section-header>	Traffic Modeling Mobility Study Mobility Element	Traffic Impact Study Environmental Impact Report	Planning Commission Council Committee City Council





CPU MOBILITY PROCESS







CPU MOBILITY PROCESS

FEBRUARY 2020						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
26	27	28	29	30	31	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29



MARCH 2020						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	1	2	3	4



University CPU Subcommittee

















Live in University, Employed Outside Employed and Live in University





COMMUNITY CONTEXT – MOBILITY DATA

Home to Work Trips (University Residents)





Source: OnTheMap 2017 & ACS 2017







Employed in University, Live Outside





COMMUNITY CONTEXT – MOBILITY DATA





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COMMUNITY CONTEXT – GUIDING PRINCIPLES

Renowned Institutions	Vibrant Mixed-Use Urban Core	Diversified Housing Inventory
Center of Economic Activity	Safe, Integrated Mobility System	Integrated with its natural environment, open space and recreational areas
	Sustainable Urban Design	



MOBILITY APPROACH - COLLABORATION





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UNIVERSITY Community Plan Update MOBILITY APPROACH – SETTING (CONSTRAINTS)







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MOBILITY APPROACH – SETTING (OPPORTUNITIES)

Housing & Mixed Use Space





Improve access to the region (Mid-Coast)



Dedicate space for bikes







Retain Employers





MOBILITY APPROACH – UC SAN DIEGO



Growth





Activated Space













MOBILITY APPROACH – EFFICIENT MOVEMENT





MOBILITY APPORACH – MOBILITY STRATEGIES





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PLANNED TRANSPORTATION IMPROVEMENTS







PROPOSED NETWORK – TRANSIT STRATEGIES



Plan for regional transit

Improve reliability of existing transit

Leverage mobility hubs

Incorporate micromobility/microtransit

Improve inter-community connections







PROPOSED NETWORK – TRANSIT STRATEGIES



Plan for regional transit

Improve reliability of existing transit

Leverage mobility hubs

Incorporate micromobility/microtransit

Improve inter-community connections







PROPOSED NETWORK - TRANSIT



Highlight: Flexible Lanes









Highlight: Bus On Shoulder & Transit Signal Priority








Highlight: Mobility Hubs



Planned mobility hub at Voigt Trolley Station



Planned mobility hub concept at employment centers





PROPOSED NETWORK - TRANSIT



Highlight: Aerial Skyway





















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PROPOSED NETWORK - TRANSIT





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PROPOSED NETWORK - TRANSIT







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PROPOSED NETWORK - TRANSIT







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PROPOSED NETWORK – EMERGING MOBILITY

Highlight: Autonomous Shuttles









PROPOSED NETWORK – EMERGING MOBILITY

Highlight: Shared Neighborhood Electric Vehicle (NEV)/Bike Lanes











PROPOSED NETWORK - OPPORTUNITIES





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PROPOSED NETWORK – BICYCLE STRATEGIES



Develop quality bike connections

Provide low stress bike facilities

Implement traffic calming measures

Implement intersection safety treatments

Enhance inter-community connectivity







PROPOSED NETWORK – BICYCLE FACILITY TYPES



Multi-Use Path



One-Way Separated Bikeway (Cycle Track)



Two-Way Separated Bikeway (Cycle Track)







PROPOSED NETWORK – BICYCLE FACILITY TYPES



Bike Lane (Buffered)



Bike Route/Bike Boulevard









PROPOSED NETWORK – BICYCLE



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PROPOSED NETWORK – BICYCLE







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UNIVERSITY COMMUNITY PLAN UPDATE **Recommended Bike Network**





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PROPOSED NETWORK – BICYCLE







Class I - Bicycle Trail / Multi-Use Path Class II - Standard/Buffered Bicycle Lane Class III - Bicycle Route with Sharrows Class I - Bicycle Trail / Multi-Use Path Class II - Standard/Buffered Bicycle Lane Class III - Bicycle Boulevard* Class IV - Cycle Track (One-Way) Class IV - Cycle Track (Two-Way) Traffic Calming Enhancements

* Proposed bicycle boulevards shall include vehicle volume and speed management strategies and designs where necessary (speeds > 20 MPH or volumes > 3,000 ADT)



PROPOSED NETWORK – BICYCLE





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PROPOSED NETWORK – PEDESTRIAN STRATEGIES



Provide first/last mile connections

Improve pedestrian crossings

Create connections through superblocks

Reduce conflict points

Enhance pedestrian environment









Highlight: Pedestrian-Oriented Area

















UNIVERSITY COMMUNITY PLAN UPDATE Proposed Pedestrian Improvements













UNIVERSITY COMMUNITY PLAN UPDATE Proposed Pedestrian Improvements







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UNIVERSITY COMMUNITY PLAN UPDATE **Proposed Pedestrian Improvements**

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PROPOSED NETWORK - PEDESTRIAN



















PROPOSED NETWORK – VEHICLE STRATEGIES



Maximize efficiency using technology

Focus on efficient movement of users

Manage curb space

Preserve goods movement

Improve inter-community connections







PROPOSED NETWORK – VEHICLE STRATEGIES



Highlight: Traffic Calming; Flexible Lanes







PROPOSED NETWORK – VEHICLE

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Network



Corridor





UNIVERSITY Community Plan Update NOBEL DRIVE – EXISTING CROSS SECTION





NOBEL DRIVE – "IF EVERYTHING FIT" SCENARIO







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NOBEL DRIVE – PROPOSED CROSS SECTION









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