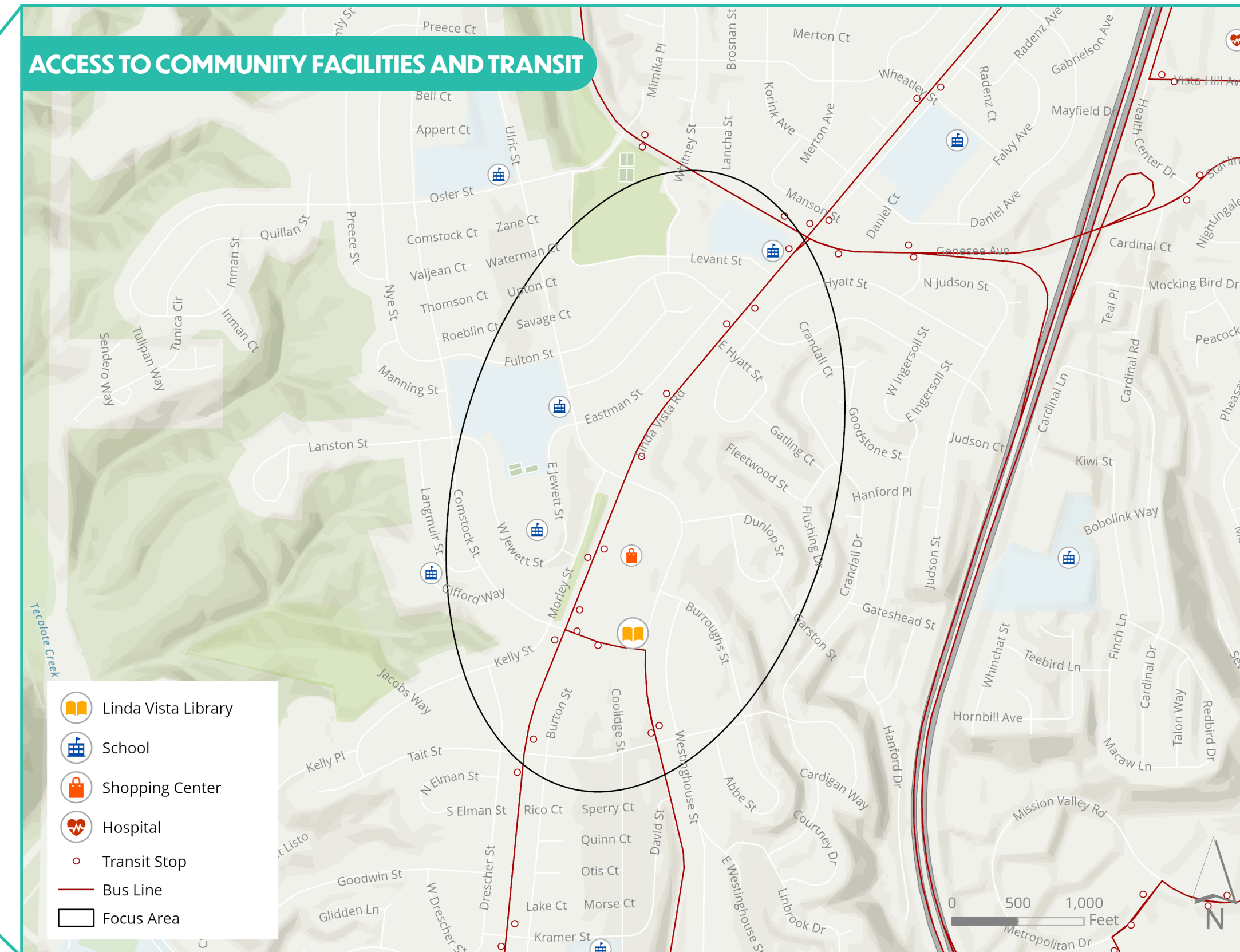
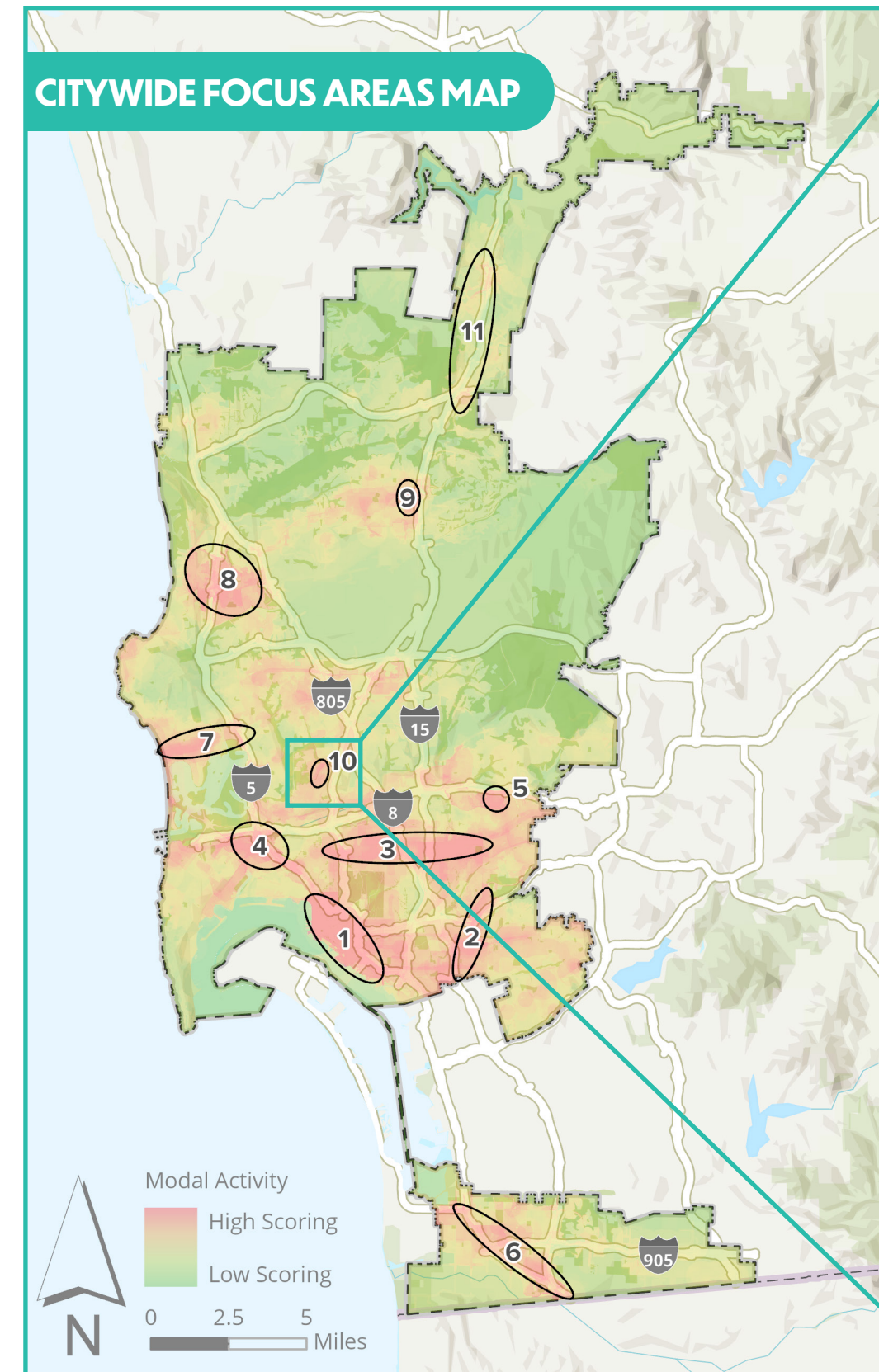


COMMUNITY SETTING

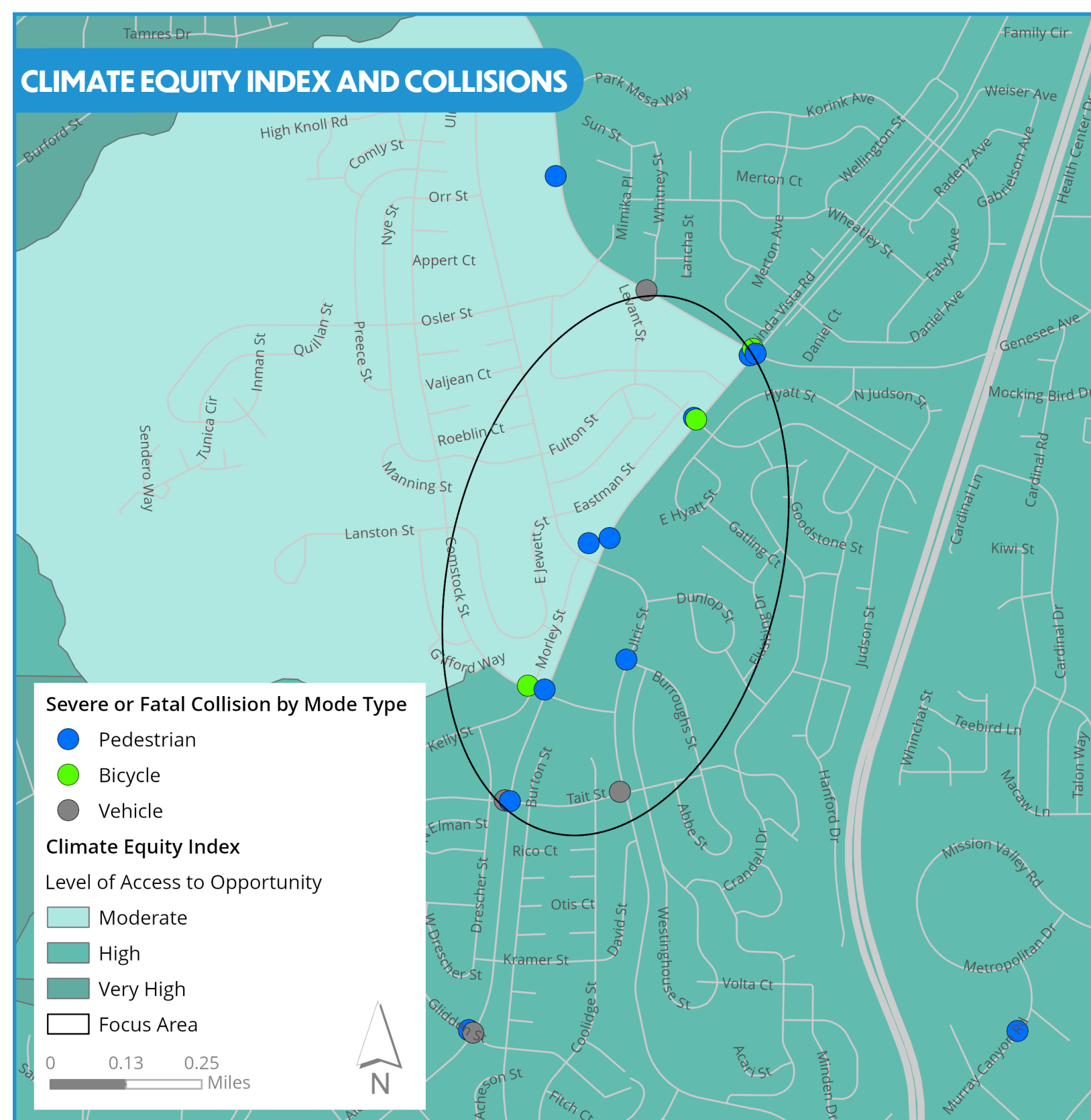
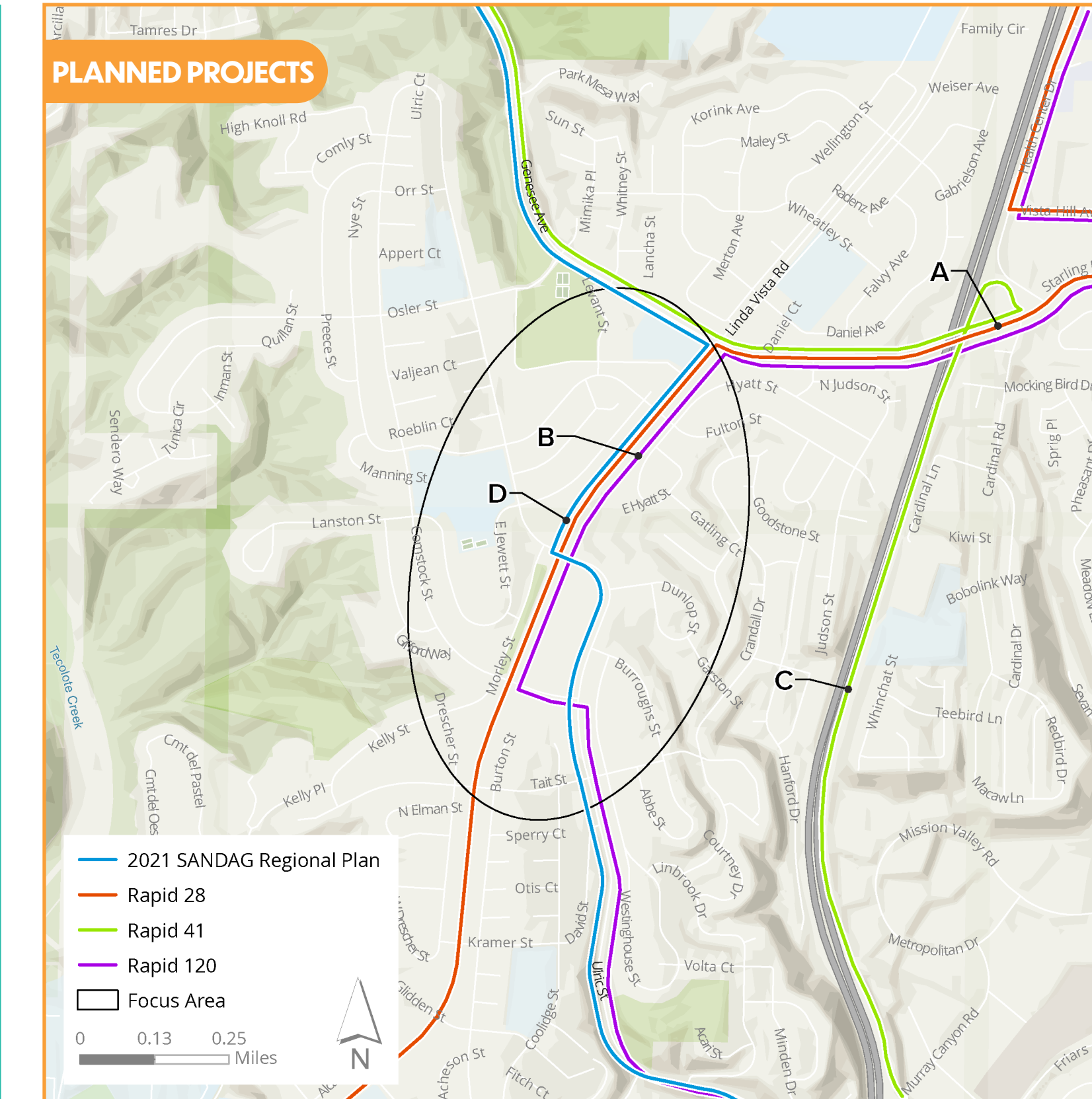
THE MOBILITY MASTER PLAN FOCUS AREA #10 INCLUDES PARTS OF LINDA VISTA. THE AREA IS CENTRALLY LOCATED WITHIN SAN DIEGO AND HAS DIRECT ACCESS TO SR-163 AND THE SOUTHERN PORTIONS OF THE CLAIREMONT MESA AND KEARNY MESA COMMUNITIES. MOBILITY CHALLENGES IN THIS AREA ARE DUE TO PRIMARILY RESIDENTIAL USES WITH LIMITED ACCESS TO QUALITY FACILITIES FOR VIABLE TRANSIT ACCESS AND ACTIVE TRANSPORTATION USE.

	POPULATION	FOCUS AREA: 6,000 CITY OF SAN DIEGO: 1,386,300
	MEDIAN HOUSEHOLD INCOME	FOCUS AREA: \$57,000 CITY OF SAN DIEGO: \$88,000
	MEDIAN AGE	FOCUS AREA: 31 CITY OF SAN DIEGO: 36
	PERCENTAGE OF WORKERS DRIVING ALONE	FOCUS AREA: 68% CITY OF SAN DIEGO: 69%
	PERCENTAGE OF HOUSEHOLDS WITH NO VEHICLE	FOCUS AREA: 8% CITY OF SAN DIEGO: 6%

FOCUS AREA ANALYSIS

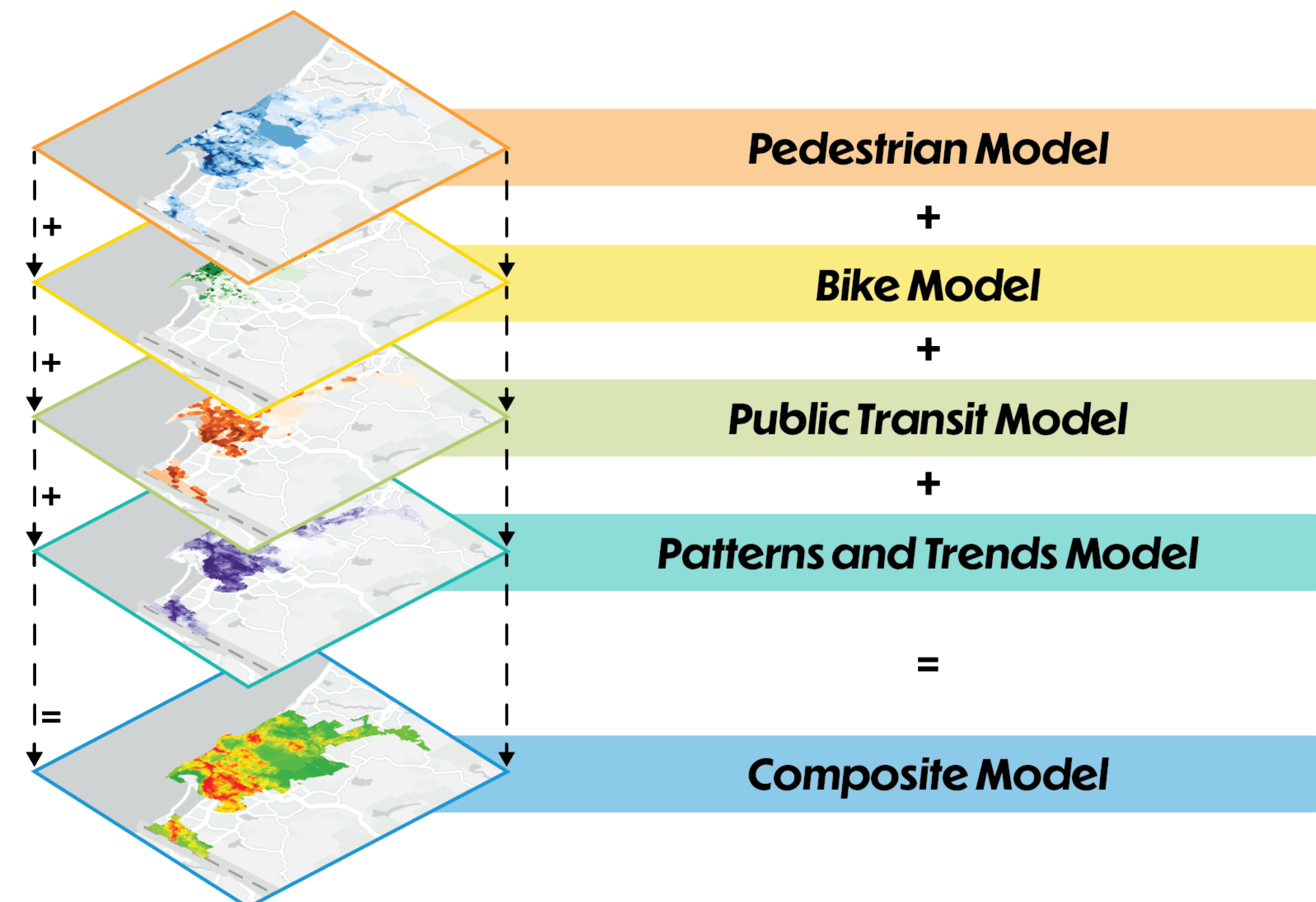


MOBILITY PROJECTS



MULTIPLE DATASETS WERE COMBINED TO DEVELOP THE MOBILITY MASTER PLAN FOCUS AREAS:

- » PERCENTAGE OF WORKERS THAT COMMUTE BY MODE TYPE
- » ALL CRASHES BY MODE TYPE
- » PEDESTRIAN PROPENSITY ANALYSIS
- » BICYCLE PROPENSITY ANALYSIS
- » TRANSIT PRIORITY AREAS
- » NUMBER OF SEVERE AND FATAL COLLISIONS
- » CLIMATE EQUITY INDEX
- » BLUEPRINT DEVELOPMENT PROPENSITY MODEL
- » POPULATION DENSITY
- » POPULATION GROWTH
- » COMMUNITIES OF CONCERN
- » SANDAG SMART GROWTH AREAS
- » BLUEPRINT SAN DIEGO
- » HOUSEHOLDS WITH NO VEHICLE OWNERSHIP
- » PROXIMITY TO MAJOR POINTS OF INTEREST



Projects	Description
A	Transit Leap Rapid 28 - Point Loma to Kearny Mesa via Central Mobility Hub and Linda Vista
B	Transit Leap Rapid 120 - Kearny Mesa to Downtown via Mission Valley
C	Transit Leap Rapid 41 - Fashion Valley to UTC/ UC San Diego via Linda Vista and Clairemont
D	On-Street and Off-Street bikeways, known as the Clairemont - Center City Corridor, that will traverse portions of Linda Vista Rd, Ulric St, and Genesee Ave
Not Mapped	Buffers for pre-existing bike lanes along Linda Vista Rd and Genesee, where missing (Concept per the Linda Vista Comprehensive Active Transportation Strategy)
Not Mapped	Bulb-outs with new pedestrian ramps at all four corners on Ulric St and Fulton St (Concept per the Linda Vista Comprehensive Active Transportation Strategy)
Not Mapped	Protected intersection at Linda Vista Rd and Genesee Ave (Concept per the Linda Vista Comprehensive Active Transportation Strategy)
Not Mapped	Corridor improvements, such as mid-block crossing, wider sidewalks, traffic calming measures, and bike lanes, along Comstock St between Linda Vista Rd and Ulric St (Concept per the Linda Vista Comprehensive Active Transportation Strategy)
Not Mapped	Wider sidewalks along Linda Vista Rd between Comstock St and Ulric St (Concept per the Linda Vista Comprehensive Active Transportation Strategy)
Not Mapped	Mid-block crossing on Ulric St between Dunlop St and Linda Vista Rd (Concept per the Linda Vista Comprehensive Active Transportation Strategy)