

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. This community plan envisions a high-quality, reliable, multi-modal transportation network that strengthens the land use vision, promotes travel choice, and fosters a clean and sustainable environment. A balanced multi-modal transportation network increases quality of life by ensuring~~ ensures all people, regardless of ability or choice, can access destinations within the community ~~because it recognizes that. A multi-modal network recognizes that~~ not all people use an automobile as their primary mode of travel. Legitimate travel choices must 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 multi-modal 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 that would limit transportation improvements to modifications within the existing rights-of-way, and to avoid extensive road widening in a large, built-out community, and promote that envisions an emphasis on more walking, bicycling, and use of public transit. This strategy will create a transportation network that will result in a more efficient use of the roadway and provide connections to key destinations such as schools, parks, shopping, and nearby employment. 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~~ Uptown's land use vision. The Mobility Element sets out to achieve the following goals of the Climate Action Plan (CAP), which contains the City's strategies for reducing greenhouse gas emissions:

- Increase commuter walking opportunities.
- Increase commuter bicycling opportunities.
- Increase the use of mass transit.
- Reduce fuel consumption.
- Promote effective land use to reduce vehicle miles traveled.

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 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.
- A connected network of safe routes to schools that encourages and facilitates families to walk and bicycle to school.
- Allocation of funding resources to areas where accidents are concentrated consistent with Vision Zero.

3.1 Active Transportation Walkability

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 greenhouse 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 is a large community that is comprised of several unique neighborhood districts including Mission Hills, Hillcrest, Middletown, and Bankers Hill. Deficiencies in the pedestrian environment include the barriers presented by freeway infrastructure and inadequate sidewalks and pedestrian facilities on higher pedestrian and vehicular volume streets. The community is bounded and divided by busy freeways including Interstate 5, Interstate 8, and State Route 163. Only one major roadway (Washington Street) that traverses between freeways across the community in the east-west direction. Freeway and ramp intersections abound within the community, along with high vehicular travel speeds, wide intersection crossings, and a lack of pedestrian amenities such as furniture, street lights, and a landscaped pedestrian buffers from vehicles. Numerous canyons further subdivide the community, and while these canyons provide sweeping views of Downtown and the waterfront area, they provide mobility challenges associated with navigating the community and around the canyons. Through the years, several pedestrian bridges and trails have been created to cross over and through these canyons, which has added a unique pedestrian experience to the Uptown community.

Despite the challenges described above, the neighborhoods within the Uptown community have characteristics of an inviting pedestrian environment including a dense network of high intensity land use focused along major corridors, sidewalks and alleyways, and a gridded street pattern. A majority of the retail use in commercial districts, such as Washington Street and University Avenue in the Hillcrest neighborhood and along 4th and 5th Avenues in Hillcrest and Bankers Hill neighborhoods, is oriented on the street front which increases pedestrian activity in the area. 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.

Mobility efforts within the Uptown community focus on improving pedestrian amenities to address the challenges posed by natural topography and existing vehicular-based environment. The Mobility Element provided recommendations to improve the existing roadways conditions by diversifying its roadways to include multi-modal elements and improve the overall safety for non-motorized vehicle use. Recommended improvements in the Mobility Element were developed with the consideration of implementing complete streets on the community's existing roadways. Areas of emphasis for pedestrian improvements in the Uptown community are provided in Figure 3-1.

Pedestrian policies are numbered below as Policy MO-1.1 through MO-1.14. General Plan policies ME-A.1 through ME-A.9 and Table ME-1, the Pedestrian Improvement Toolbox should be consulted for guidance.

Box 3-X: PEDESTRIAN ROUTE TYPES

- District Sidewalks support heavy pedestrian levels in mixed-use concentrated urban areas. Corridor Sidewalks support moderate pedestrian levels in moderate density business and shopping districts.
- Connector Sidewalks support low pedestrian levels along roads with institutional or business complexes.
- Neighborhood Sidewalks support moderate pedestrian levels in low to moderate density housing areas.
- Ancillary Pedestrian Facilities are crossing over streets such as plazas, paseos, promenades, courtyards, or pedestrian bridges and stairways.
- Paths are walkways and paved paths used for recreational and transportation purposes that are not adjacent to a roads.
- Trails are unpaved walkways not adjacent to a roadway that are used for recreational purposes.

~~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** Enhance pedestrian crossings at marked crosswalks through the implementation of advanced treatments that include but not limited to continental crosswalks, Provide marked crosswalks, pedestrian activated crossing lights, flashing beacons (rectangular rapid flashing beacons), and pedestrian countdown signals, and/or pedestrian phasing at signalized intersections within the focus areas identified in the City's pedestrian planning effort.
- MO-1.3** Consider the use of corner bulb-outs along the following pedestrian corridors:
- University Avenue at the intersections ~~with~~ of 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-1.56~~ Consider mid-block crossings along commercial corridors and in other areas, where ~~warranted~~ 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-1.67~~ Implement pedestrian enhancements within identified pedestrian focus areas developed as part of the pedestrian planning efforts. These enhancements include but are not limited to bulb-outs/curb extensions, enhanced crossing treatments, ~~and~~ traffic calming, leading pedestrian intervals, ~~pedestrian scramble~~ continental crosswalk phases and pedestrian recall phases ~~to provide safety and operational improvements for all transportation modes.~~

~~MO-1.7~~ Increase pedestrian safety from the westside of Bankers Hill to Balboa Park by providing pedestrian improvements, as identified in the Bankers Hill/Park West “Walk the Walk” plan; ~~Of particular interest are the following locations:~~
activated crossing lights and marked crosswalks along

- First Avenue at Nutmeg Street, Quince Street and Upas Street
- along Fourth Avenue at Juniper Street, Spruce Street, and Upas Street
- along Fifth Avenue at Grape Street and Juniper Street
- along Sixth Avenue at Grape Street, Juniper Street as Nutmeg Street. as identified in the Bankers Hill “Walk the Walk” plan.

~~MO-1.8~~ Encourage wider sidewalks where possible to especially along commercial streets and other high pedestrian traffic areas in the community that provide sidewalk widths that are sufficient to allow two people to pass a third person comfortably.

~~MO-1.9~~ Prioritize the completion of missing sidewalk segments identified by the City’s sidewalk survey efforts.

~~MO-1.10~~ Continue to pursue Safe Routes to School grant funding for area school areas and prioritize capital improvements that promote safe walking and biking routes to school and educational centers.

~~MO 1.11~~ Emphasize pedestrian crossing signal coordination and expedite crossing errors and adjustments.

~~MO 1.12~~ Improve the overall pedestrian experience by incorporating the following measures to address traffic signal timing:

Pedestrian countdown clocks timed with red signal

Pedestrian cross signals that automatically shows when light timing allows crossing

Ensuring that both sides of the street show the same walk signal

Separate button or activation for handicap crossing

Light timing that is responsive to pedestrians during more times of the day

Maintain extra crossing time even if the crossing button is not pushed prior to the light turning green

- ~~Motion detectors used in place of street crossing buttons~~MO-1.113 Provide adequate travel width for mobility devices such as wheel chairs- and motorized scooters by avoiding excessive signage and utility boxes in the public right-of-way.
- MO-1.124 Support pedestrian improvements that promote a safe ~~, separated pathway~~ connections along Washington Street from Lincoln Avenue to the bridge over State Route 163 in Hillcrest.
- MO-1.135 Support implementation of improvements in ~~the Uptown community~~Uptown identified in the City's pedestrian planning efforts and ~~Bicycle M~~master PPlan.
- MO-1.146 Support the implementation of pedestrian improvements that increase connectivity within the community along Sixth Avenue to Balboa Park such as crosswalks, flashing beacons, and countdown traffic signals.
- ~~MO 1.17~~—Implement traffic calming treatments on residential street where excessive speeding occurs.
- MO-1-15 Explore the feasibility of providing a pedestrian bridge over Washington Street west of Goldfinch Street.
- MO-1-16 Create more definable pedestrian connections between the Medical Complex neighborhood and Hillcrest through the use of crosswalks, signalization, and pavement variations.
- ~~MO 1.18~~ Provide marked crosswalks and pedestrian countdown signals and/or pedestrian phasing at signalized intersections along ~~the pedestrian routes including, but not limited to those identified in Figure 3-1.~~

3.2 Bicycling

THE CREATION OF A WELL-CONNECTED AND INTEGRATED BICYCLE NETWORK, INCLUDING HIGH QUALITY, SEPARATED FACILITIES, WILL FACILITATE BICYCLING AND HELP MEET TRAVEL NEEDS IN THE UPTOWN COMMUNITY. CYCLISTS WITHIN UPTOWN UTILIZE ITS STREETS FOR BOTH COMMUTING PURPOSES AND LEISURE CYCLING, THOUGH THE LATTER IS MORE DIFFICULT ON ITS BUSY ROADWAYS. EXISTING BICYCLE FACILITIES GENERALLY CONSIST OF BICYCLE ROUTE (CLASS III FACILITY), WITH LIMITED DISCONNECTED BICYCLE LANES IN THE NORTHEAST AND WEST AREAS OF THE COMMUNITY. ROADWAYS WITHIN THE COMMUNITY VARY BETWEEN FLAT TOPOGRAPHY IN CENTRAL BUSINESS DISTRICTS TO VERY HILLY AREAS IN THE WESTERN AND SOUTHERN PORTIONS OF THE COMMUNITY THAT EXTEND TO THE MIDWAY-PACIFIC HIGHWAY AND DOWNTOWN SAN DIEGO COMMUNITIES. THE UPTOWN COMMUNITY IS EASILY ACCESSIBLE TO AND FROM DOWNTOWN SAN DIEGO, BALBOA PARK, OLD TOWN, THE NORTH PARK 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. 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 bicycling 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. schools, shopping, libraries, and hospitals would encourage more bicycle activity.~~

The community has the potential for establishing an enhanced bicycle network, including bicycle boulevards which are identified as streets optimized for free-flowing bicycle traffic. These streets have enhanced safety measures, such as a separation from vehicular

traffic, specialized paint, and priority signals that promote increased cycling rates among. The planned bicycle facilities for the community are shown in Figure 3-2.

In addition to the Bicycle policies identified in this element, General Plan policies ME-F.1 through ME-F.6 should be considered for guidance.

POLICIES

- ~~MO-21.8~~ -Install bicycle parking facilities consistent with the regional and citywide bikeway network.
- ~~MO-21.9~~ Utilize Uptown’s street grid to identify bicycle priority streets connecting areas within Uptown, Greater and to Greater Golden Hill, Greater and Greater North Park, Midway-Pacific Highway, and dDowntown San Diego.
- ~~MO-21.10~~ 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. 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 bold pavement markings, actuated signal timing, priority parking, buffered wider bikebicycle lanes and, where feasible, protected bicycle facilities.
- ~~MO-21.11~~ 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-21.12~~ Support bicycle facilities on roadways ~~that~~ that would connect Uptown to Greater North Park 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.~~
- ~~MO-2.13~~ Establish a protected bicycle facility path running east ~~and~~ west from Park Boulevard to India Street with further details to be determined through feasibility studies and public input; ~~Of particular interest is along~~ including but not limited to University Avenue.
- ~~MO 2.14~~ Eliminate gaps in the bicycle network by creating and completing connections between bicycle facilities.
- ~~MO-2.15~~ Accommodate future bicycle parking needs as ridership increases.
a. Promote access for businesses to obtain parking facilities
~~—Consider the use of multi-colored, integrated parking meter bicycle racks to promote visibility and awareness.~~
b. ~~MO-2.16~~ Include video detection for bikes and pedestrians at intersections to facilitate efficient signal timing.
- ~~MO-2.17~~ Coordinate with SANDAG on the planning and implementation of regional bicycle facilities ~~along Park Boulevard, Normal Avenue, and Polk Avenue.~~
- ~~MO-2.18~~ Support the installation of bicycle corrals and other bicycle parking opportunities to enhance neighborhood identity within commercial corridors to support bicycle and foot traffic.
- ~~MO-2.19~~ Encourage training and safety awareness programs related to sharing the road with motorists.

3.32 Transit

Transit A well-integrated public transportation network 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. The Uptown community is currently served by several bus routes that run in the east-west and north-south directions through the community and provide connections to areas throughout San Diego. Expanding transit services is an essential component to the Uptown ~~mobility element~~ Community Plan. ~~Transit and land use will be tightly linked,~~ and future 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)~~ 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 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-Bus route~~ Route with improvements to include ~~expansion of the~~ expanding services to La Mesa and Ocean Beach. Route 10 currently travels along University Avenue and Washington Street in ~~the Uptown community corridor~~ the Uptown corridor.
- Route 120 will convert to a Rapid ~~bus-Bus route~~ Route along its current route. The current Route 120 travels along Fourth and Fifth Avenues and University Avenue in ~~the Uptown community corridor~~ the Uptown corridor. This route would convert to a Rapid Bus Route and continue to provide service between Kearny Mesa and ~~downtown San Diego~~ Downtown, at 10-minute frequencies throughout the day. Service is planned to begin in approximately 2030.
- Route 11 will convert to a Rapid ~~bus-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~~ First Avenue in 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 the Uptown community~~ Uptown 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 ~~s~~ and University Avenue in ~~the the Uptown community~~ Uptown corridor. The expected year for completion is 2035.

General Plan policies ME-B.1 through ME-B.10, ~~as well as the following community-based policies~~ should also be consulted for guidance in addition to the following transit system policies:-

POLICIES

- MO-32.1** Coordinate with SANDAG to provide convenient public transit connections to Downtown and the San Diego International Airport ~~from the the Uptown community~~ community.
- MO-32.2** 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-32.3** Encourage the installation of electronic arrival schedules where appropriate and implement real time transit schedule updates to provide timely and efficient loading.
- MO-32.4** Include public art, shade trees, and landscaping surrounding bus stops, where appropriate, to improve the environment and encourage the use of public transportation.

- ~~MO-32.5~~ Coordinate with SANDAG to implement transit infrastructure and service enhancements in the Regional Transportation Plan.
- ~~MO-32.6~~ Coordinate with SANDAG to pursue efforts to implement a streetcar line connecting Downtown and Hillcrest.
- ~~MO-32.7~~ Coordinate with SANDAG and MTS to install, where feasible, a minimum of 8 foot wide sidewalks at bus stop stations.
- ~~MO-32.8~~ 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.
- MO-3.9 Support the implementation of street cars along historic routes.
 - a. Incorporate public art to define streetcar routes.
 - b. Seek historic designation for restored streetcars from the State Office of Historic Preservation.
- ~~Create programs and establish more locations to encourage the use and distribution of transit passes.~~ MO-3.10 Coordinate with SANDAG to ensure that the Mid-City LRT extension and streetcar routes are included the Regional Transportation Plan.
- MO-3.11 Coordinate with MTS on the relocation of bus stops where needed and the implementation of shuttles between transit routes to improve ridership accessibility.
- MO-3.12 Coordinate with SANDAG and MTS to implement transit priority measures to improve transit travel times.

3.43 Street and Freeway System

As described in the walkability section, the Uptown community is bordered by Interstate 5, Interstate 8 and divided in the north-south direction by State Route 163. 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 concentrated effect contributes to congestion found on most of these streets. Existing roadway classifications are presented in Figure 3-4 and future roadway classifications are presented in Figure 3-5.

Considering that most of the public right-of-way is fully constructed with streets and sidewalks, and adjacent developments are in a built out condition, Uptown must repurpose existing roadways to incorporate other modes of travel. By creating an efficient and attractive multimodal network, bicycling, walking, transit, and public transit become more viable modes of transportation.

General Plan Policies ME-C.1 through MC-C.7 and Table ME-2 (Traffic Calming Toolbox) should also be consulted for guidance in addition to the following community-based policies for street, freeway, and intersection improvements:

Figure 3-4 illustrates the existing roadway classifications and Figure 3-5 illustrates the future roadway classifications.

With most public right of ways 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 streets approach (accommodating all modes and users) that focuses on repurposing existing roadways to incorporate other modes of travel. By creating an efficient and attractive multi-modal 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-43.1 Provide a complete streets network throughout ~~the community~~ Uptown, safely accommodating all modes and users of the right-of-way.
- MO-43.2 Repurpose right-of-way to provide high-quality bicycle, pedestrian, and transit ~~facilities~~ facilities while maintaining vehicular access.
- MO-43.3 Implement focused intersection improvements to improve safety and operations for all modes.
- MO-43.4 Provide street trees, street lighting, and implement a wayfinding program.
- MO-43.5 Incorporate balanced multi-modal concepts into planning, designing, retrofitting and maintenance of streets.
- MO-43.6 Ensure efficient movement and delivery of goods to retail uses while minimizing impacts on residential and mixed-use neighborhoods.
- MO-43.7 Coordinate with Caltrans and SANDAG to identify and implement needed freeway and interchange improvements along State Route 163 and Interstate 5 to improve community's accessibility to regional facilities and enhance active transportation modes along freeway interchanges.
- MO-43.8 Implement traffic operational improvements that support and facilitate ingress and egress movements of emergency vehicles accessing the Medical Hospital ~~Hospital~~ Complex neighborhood.
- MO-43.9 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 Uptown.
- MO-4.10 Prioritize safety improvements along transportation corridors to reduce transportation-related fatalities and injuries involving bicyclists and pedestrians as identified in bicycle and planning efforts such as Vision Zero and the Pedestrian Master Plan.
- MO-4.11 Implement focused intersection improvements to provide safety for all modes of transportation at major commercial intersections, at popular destinations in the community, and to and from Balboa Park.
- MO-4.12 Discourage vacating streets and alleys in cases where the public right-of-way cannot be utilized for significant public benefits such as linear, pocket, and joint use parks; access to open space systems, additional on-street public parking, and public access to individual parcels, or to maintain views of open space from public rights-of-way.
- MO-4.13 Support the restriction of new curb-cuts and the consolidation or removal of existing curb-cuts where possible to increase on-street parking.

3.54 Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) ~~is the application of technology to transportation systems with the goal to~~ are technologies that are applied to transportation systems such as vehicles, roadways, intersections, transit, and payment systems to improve their service. The goal of ITS application is 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. Information may be relayed or provided in the form of flashing messaging boards, self-adjusting traffic signals during peak traffic hours, and variable tolls depending on roadway volumes, 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-54.1** Utilize Intelligent Transportation System (ITS) improvements to improve safety, efficiency, ~~and~~ service and reduce congestion, including but not limited to traffic signal coordination, pedestrian and bicycle detection, traffic and transit information, and transit priority measures of particular interest is deployment of ITS improvement along along commercial corridors in the community such as Park Boulevard, Washington Street, University Avenue, Fifth Avenue, and Sixth Avenue.
- MO-54.2** Support implementation of ITS strategies such as smart parking technology, traffic and transit information dynamic message signs, traffic signal coordination, and transit priority.
- MO-54.3** -Encourage accommodation of emerging technologies such as car charging stations and self-driving/automated vehicles ~~into~~ future infrastructure and development projects, especially in new office and multi-family structures

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3.65 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~~ in 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-65.1** Encourage new residential, office, and commercial developments and any new parking garages to provide spaces for ~~car sharing~~ car sharing and validated parking for clients and patrons in order to reduce on demand for on-street parking.
- MO-65.2** Encourage large employers such as hospitals and the San Diego School District to provide transit passes at reduced rates to employees/students and to allow for flexible work and school schedules in order to shift trips off-peak periods.
- MO-65.3** Support bike/bicycles sharing in the public right-of-way and cars sharing programs in the community to reduce the need for auto ownership.
- MO-6.4** Create programs and establish more locations to encourage the use and distribution of transit passes.

3.76 Parking Management

~~Parking has the ability to contribute to the viability of businesses, protect pedestrians and calm traffic, and depending on its availability, parking also has the ability to influence decisions related to choosing reveal public transit as a to be a more attractive transportation 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. In addition to its various functions, both on and off-street parking are in high demand in Uptown's commercial areas such as in the Hillcrest core where parking serves short term shoppers and for loading as well as in residential areas surrounding the hospitals in the Medical Complex neighborhood where parking is utilized primarily by residents, hospital employees, and visitors. Additionally, demands are placed on parking as a result of special events that consistently take place in Balboa Park. Greater management of parking spaces through operational improvements, programs, and improvements associated with new development can assist in addressing the demand for parking in the Uptown's affected neighborhoods and also contribute to achieving mobility, environmental, and community development goals.~~

~~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-76.1~~ Implement creative parking programs with new development such as in-lieu programs managed by the community parking district that would contribute to the construction of new parking structures that are designed sensitively and sited appropriately adjacent to existing uses.

MO-7.2 Consider public parking structures with shared parking arrangements to supplement the parking needs and serve Uptown businesses.

MO-7.3 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.

MO-7.4 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-7.5 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-7.6 Support shared parking agreements with institutional uses, offices, and other businesses where associated parking could provide additional parking in the evening.

MO-7.7 Provide electric vehicle charging stations in parking garages, near parks and public facilities and in mixed-use developments.

~~MO-76.82~~ Consider strategies such as permit parking, or limited-time parking, and car sharing opportunities in the residential areas to reduce demand for on-street parking.

MO-7.9 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-7.10 Work with the Uptown Community Parking District in the implementation of a parking management plan within its established boundaries.

MO-7.11 Identify and dedicate carshare spaces in business districts and within the core of commercial districts.

~~MO-76.123~~ 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.~~
- ~~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-76.137~~ _____ Provide on-street parking on all streets to support adjacent uses and enhance pedestrian safety and activity.
- ~~MO-76.148~~ 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-76.150~~ 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-76.161~~ 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-76.172~~ 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.
- ~~a. Restrict time limits to of 30thirty-30 minutes or less to areas reserved for special, short-term, high-turnover parking such as passenger loading, convenience stores, dry cleaners, etc.~~
 - ~~b. Maximum Restrict time-time limits should not exceed limits to 2-two hours where turnover of parking spaces is important to support nearby retail business.~~
 - ~~c. Use flexible hours and rates for those meters located at a greater distance from the commercial core to encourage utilization of longer parking time zones and lower parking rates.~~
- ~~MO-7.18 Explore ways to maximize on-street parking by removing existing, underutilized curb-cuts and consolidating existing curb-cuts.~~
- ~~MO-7-17 Identify and dedicated carshare spaces in business districts and within the core of commercial districts.~~