

# KEARNY MESA COMMUNITY PLAN UPDATE

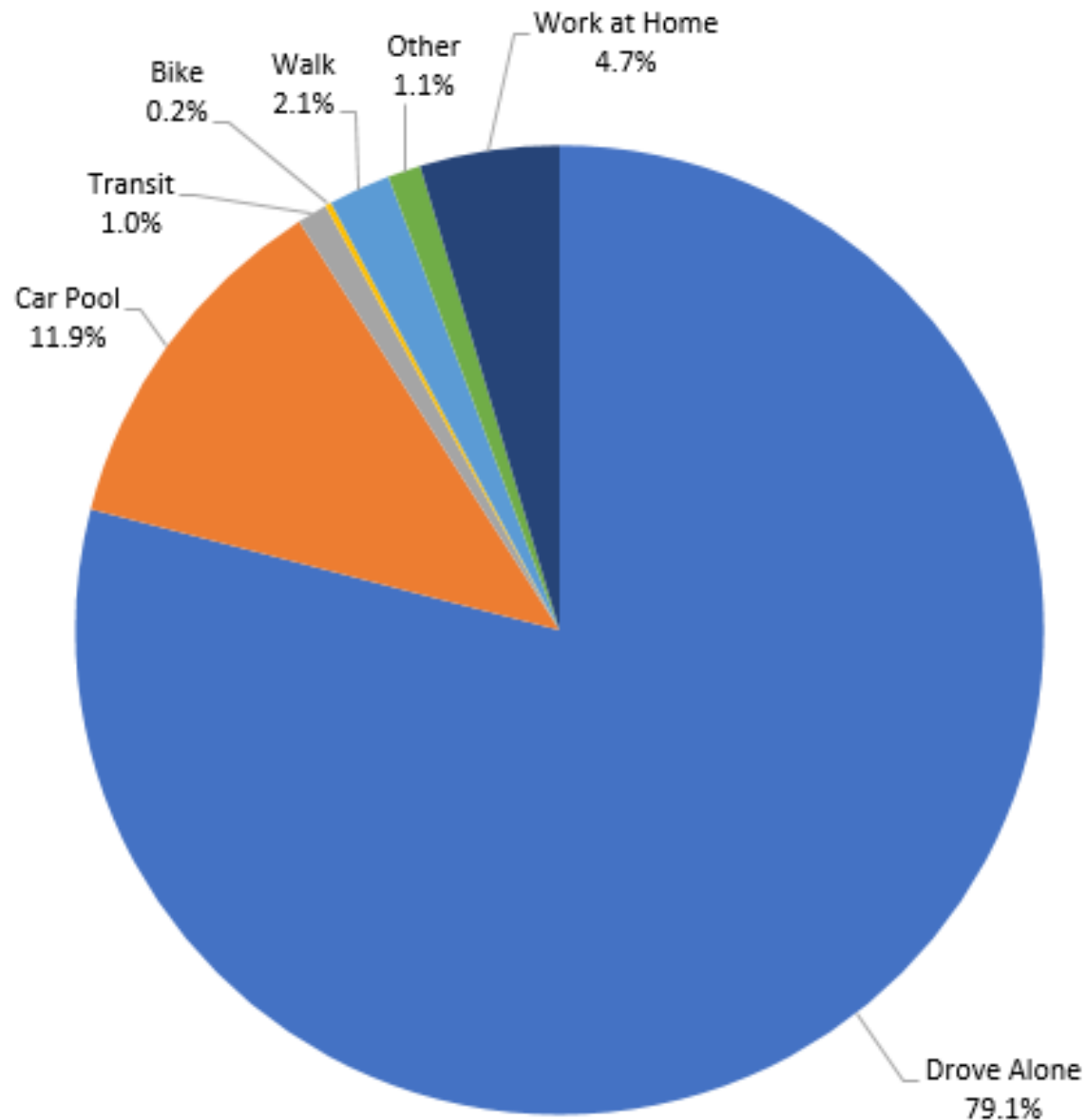
January 18, 2018 SUBCOMMITTEE MEETING

Mobility Concepts and Urban Design







- Mobility Concepts: Multimodal Planning Toolbox Presentation and Activities
  - Recap of Existing Mobility Needs and Public Feedback
  - Mobility Options
  - Discussion and Tabletop Exercise
- Urban Design Overview / Street Trees

## Kearny Mesa Mode Share



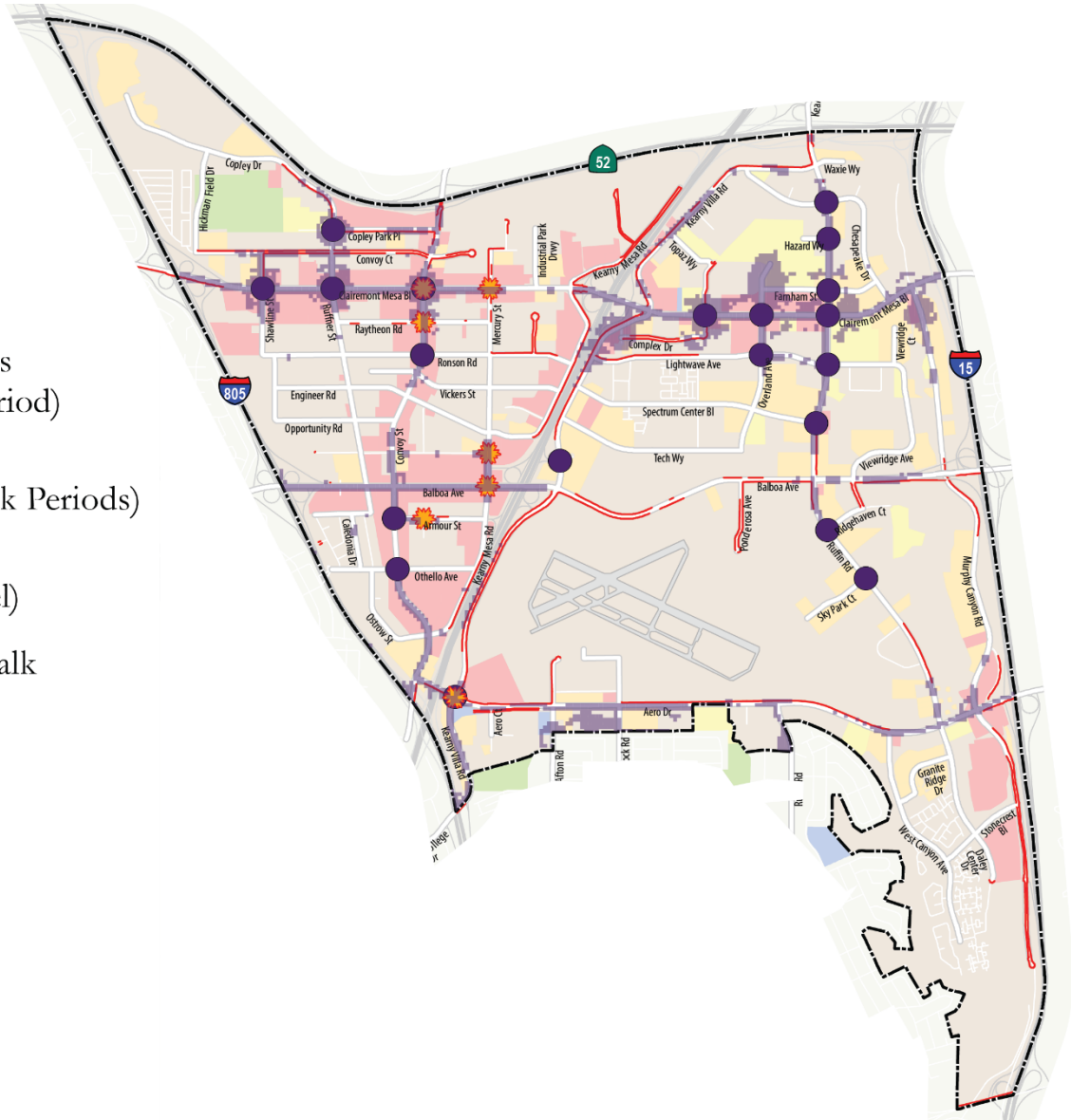
# Mobility Concepts

## Pedestrian Needs

-  High Pedestrian Collisions  
(2 or more in a 5-Year Period)
-  High Pedestrian Volumes  
(30 or Greater during Peak Periods)
-  High Pedestrian Priority  
(Pedestrian Priority Model)
-  Locations with No Sidewalk

### Key Land Uses





-  Commercial
-  Educational
-  Government
-  Office/Services
-  Parks










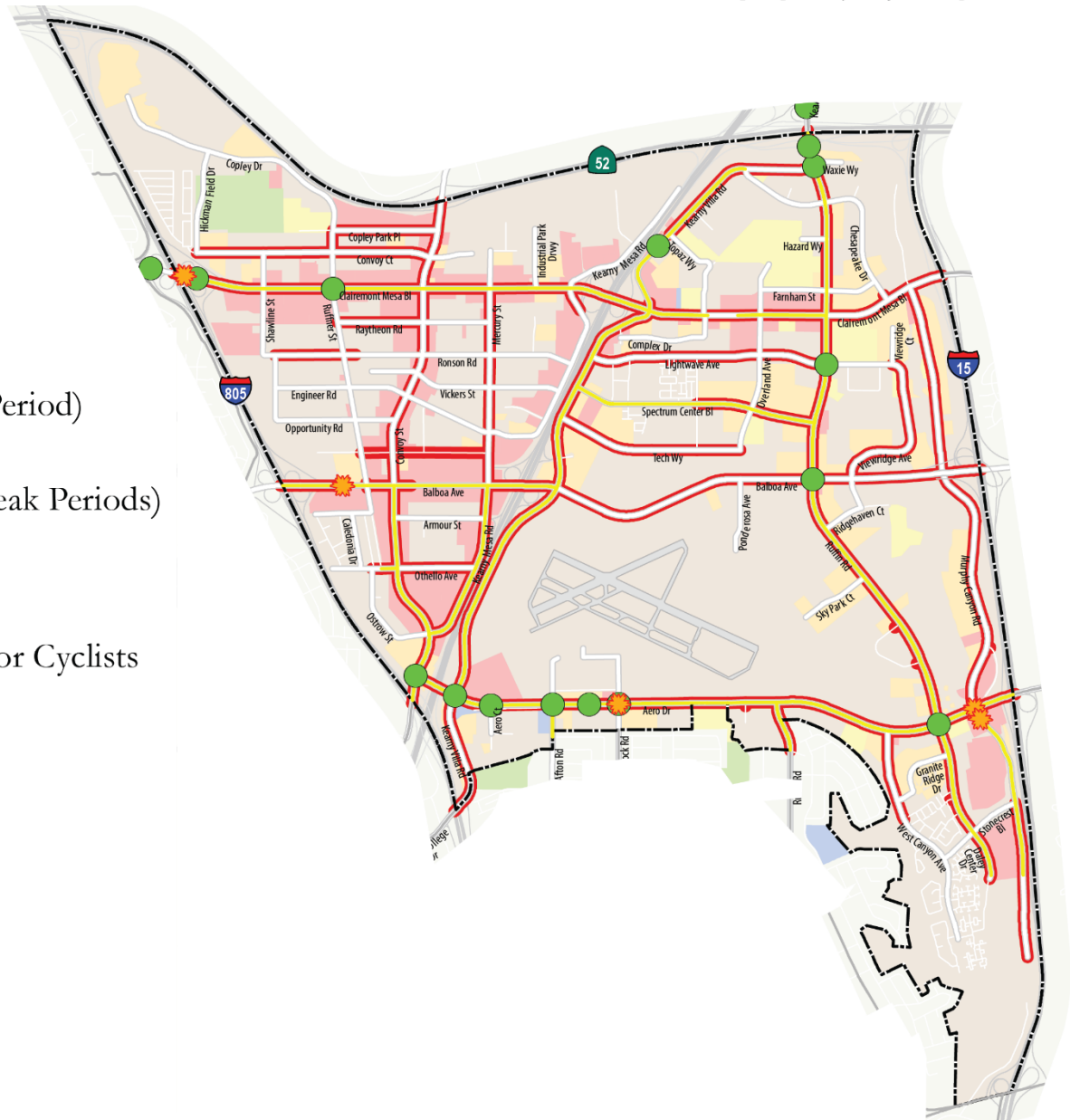
# Mobility Concepts

## Bicycle Needs

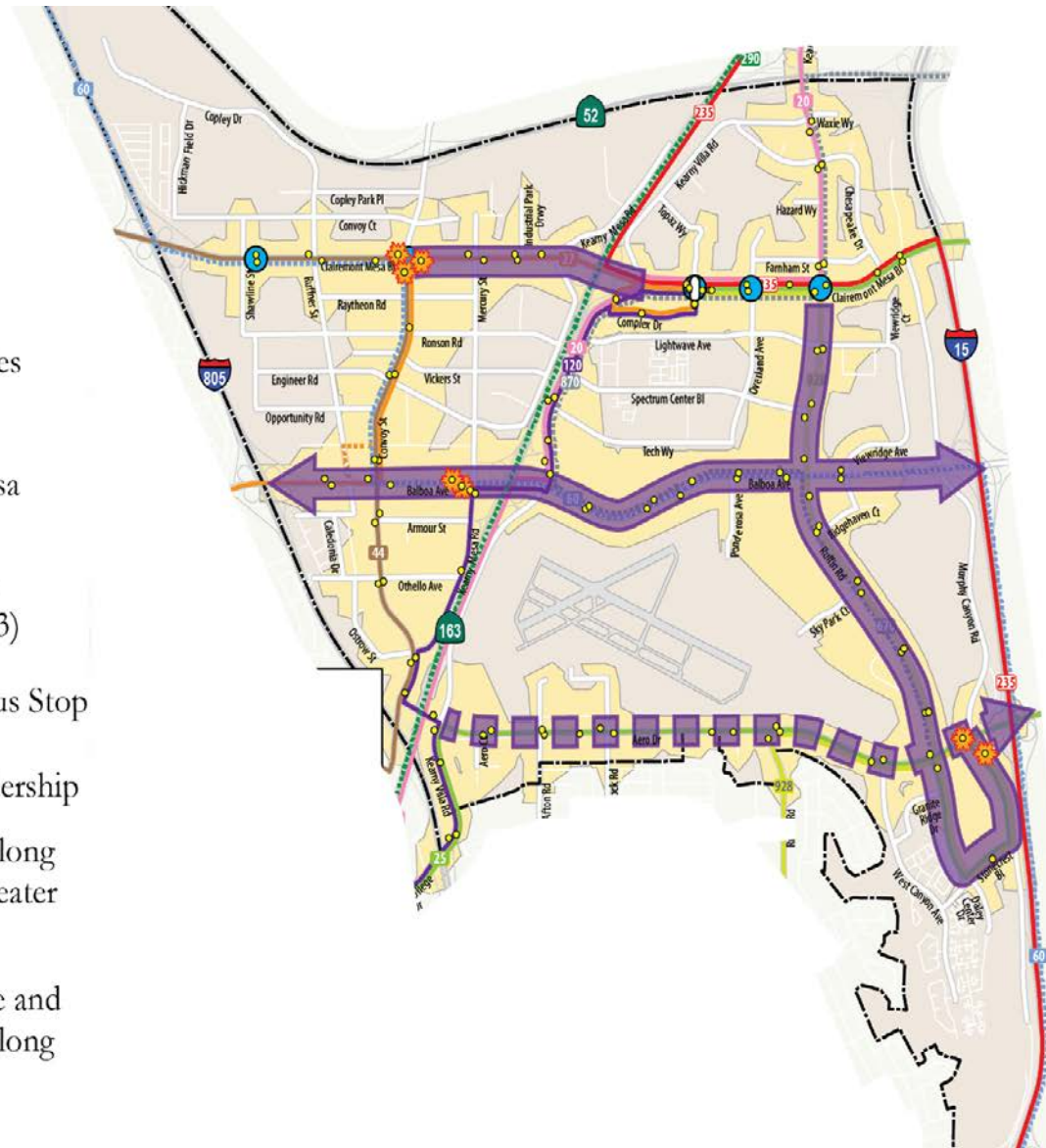
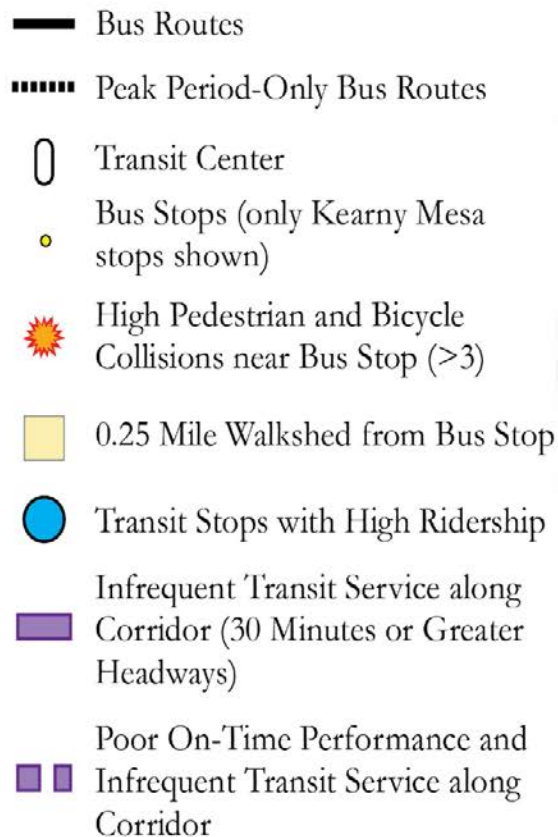
-  High Bicycle Collisions  
(2 or more in a 5-Year Period)
-  High Bicycle Volumes  
(12 or Greater during Peak Periods)
-  High Bicycle Priority  
(Bicycle Priority Model)
-  High Stress Roadways for Cyclists

### Key Land Uses (Existing)

-  Commercial
-  Educational
-  Government
-  Office/Services
-  Parks



# Transit Needs



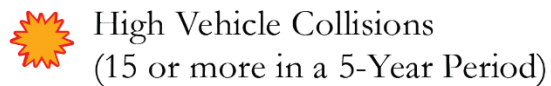
# Mobility Concepts

## Roadway Needs

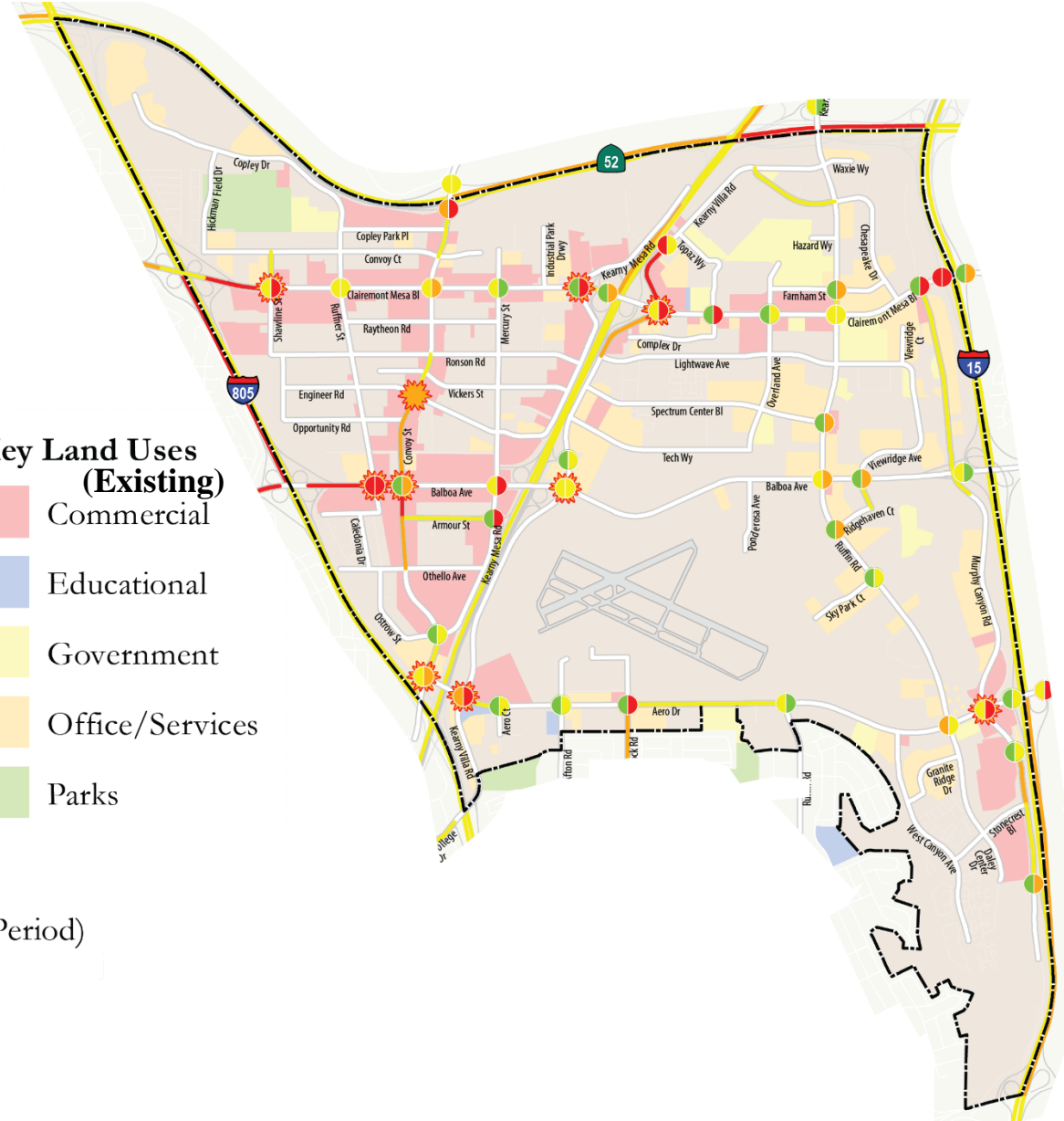
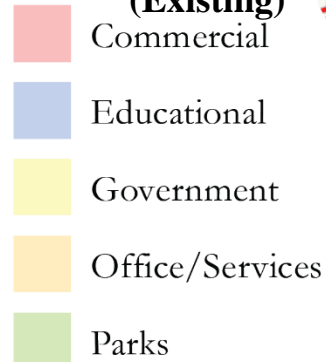
### Intersection Level of Service



### Roadway and Freeway Level of Service



### Key Land Uses (Existing)



# Mobility Concepts

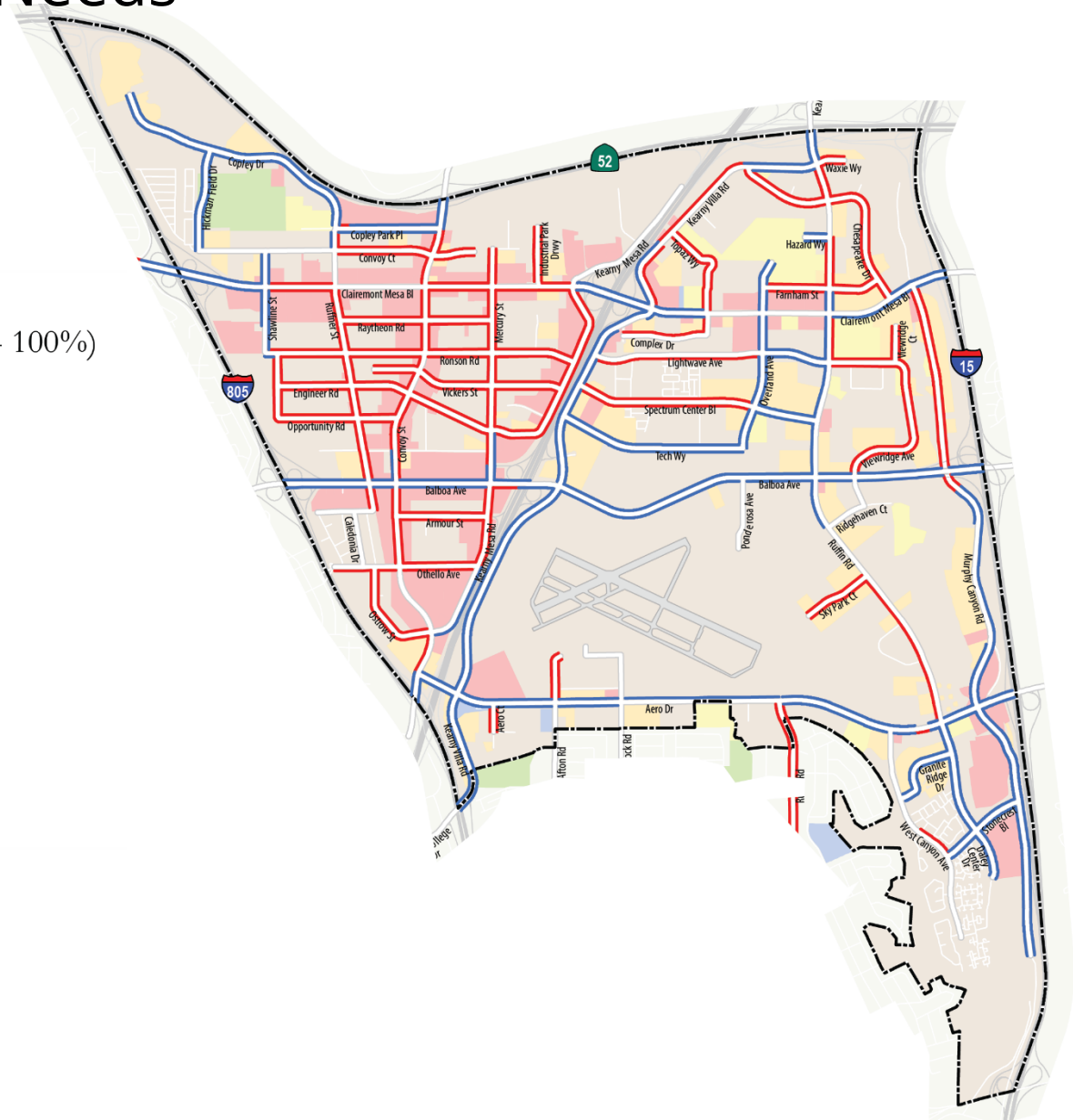
## On-Street Parking Needs

— High Observed On-Street  
Parking Occupancy (85% - 100%)

— Parking Prohibited

### Key Land Uses (Existing)

- Commercial
- Educational
- Government
- Office/Services
- Parks



## Summary of Priorities and Concerns

400+ Inputs Received through Community Workshop, Pop-Up Events, and Online Survey

## Top Community Goals, as related to Mobility

- Connections to and from employment, transit, other amenities
- Improve active transportation environment
  - Continuous Sidewalks with more trees/plants
  - Physically separated and connected bicycle facilities

## Mobility Options for Pedestrians

- Continuous Sidewalk with More Trees
- Shorten Pedestrian Crossing Distance
- Improve Pedestrian Visibility
- Pedestrian Focused Traffic Control
- Pedestrian Scale Lighting
- Create a Pedestrian Promenade on Convoy Street



## Improve the Walking Environment



Curb Extension / Bulb-outs

## Pedestrian Refuge





# Mobility Concepts

## Improve the Walking Environment



Pedestrian Hybrid Beacon and High Visibility Crosswalks

## Decorative Crosswalks



## Improve the Walking Environment



Pedestrian  
Countdown



Leading Pedestrian Interval



## Convoy Street Draft Concepts

### Pedestrian Promenade with on-street parking



### Pedestrian Promenade with Class II – Buffered Bike Lanes



## Mobility Options for Bicycles

- Improve Connectivity
- Improve Comfort
- Improve Safety
- Protected Intersections

# Mobility Concepts

## Existing Bicycle Facilities

### Facility Type









- Class I - Bike Path
- Class II - Bike Lane
- Class III Bike Route
- Class II / Class III Directional Facility



# Mobility Concepts

## Draft Proposed Bicycle Facilities

### Draft Locations for Bicycle Facilities

-  Existing Bicycle Facility
-  Proposed Bicycle Facility
-  Class I - Multi-Use Path
-  Class II - Bike Lane
-  Class III - Bike Route
-  Class IV - One-Way Cycle Track
-  Bike Route (SB) /Bike Lane (NB)
-  Cycle Track (SB/EB) / Multi-Use Pat





# Mobility Concepts

## Bicycle Facility Type: Class I – Multi-Use Path





## Bicycle Facility Type: Class II – Bike Lane



# Mobility Concepts

## Bicycle Facility Type: Class III – Bike Route





## Bicycle Facility Type: Class IV – Cycle Track (one-way)



# Mobility Concepts

## Bicycle Facility Type: Class IV – Cycle Track (two way)





# Mobility Concepts

## Protected Intersection



## Mobility Options for Transit

### Regional

- Plan For and Leverage Future Purple Line
- Mobility Hubs

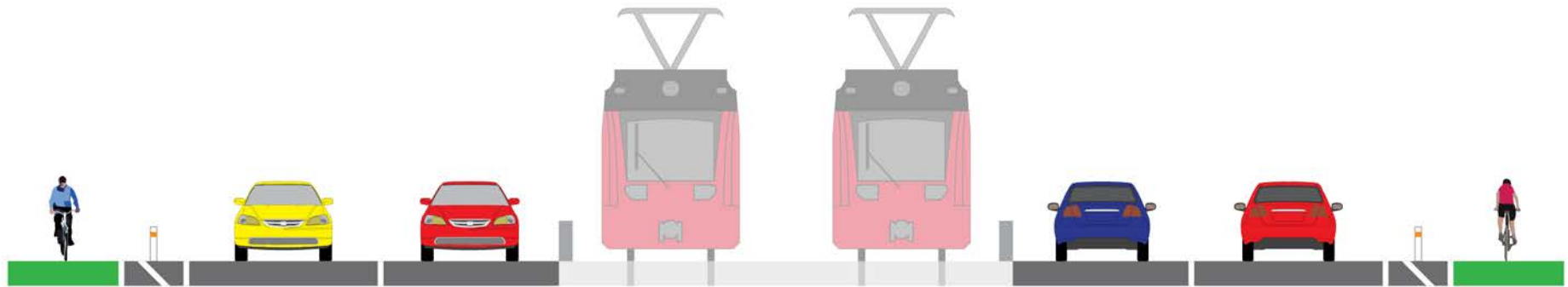
### Public-Private Partnership

- Potential Circulator to Convoy District

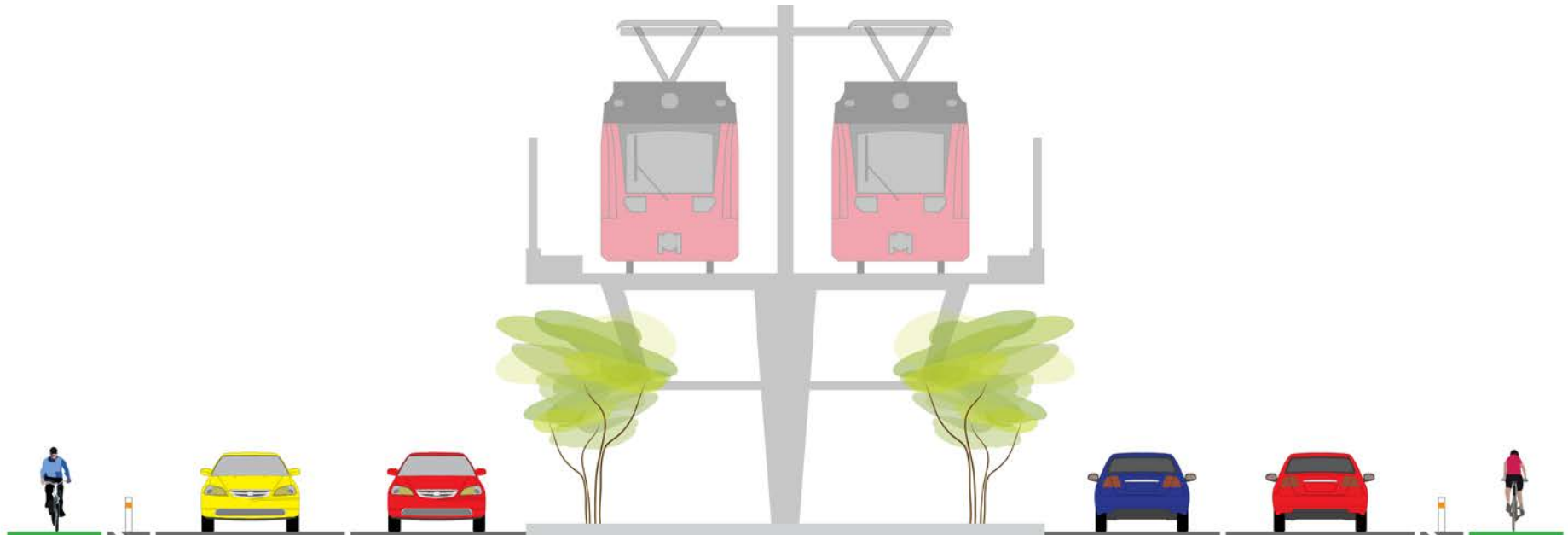
### City of San Diego

- Transit Priority Treatments
- Improve Access to Transit Stations

## Potential Cross-Section with Purple Line At-Grade Light Rail – Ruffin Road



## Grade Separated Light Rail – Ruffin Road





# Mobility Concepts

## Local Circulator

### Demand-Based



Free Ride Everywhere  
Downtown (FRED)

### Fixed-Route



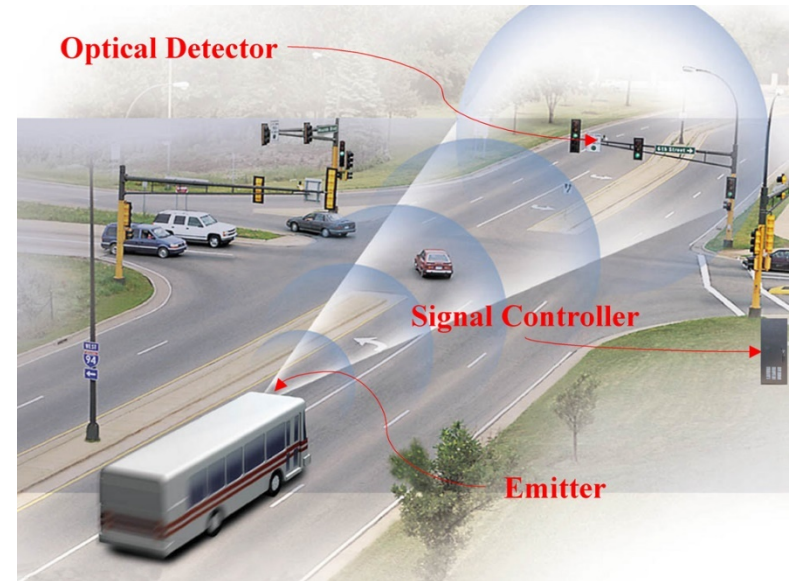
The Lunch Loop – Hillcrest Shuttle

# Mobility Concepts

## Transit Priority Treatment



Bus Only Lane



Transit Priority Signals

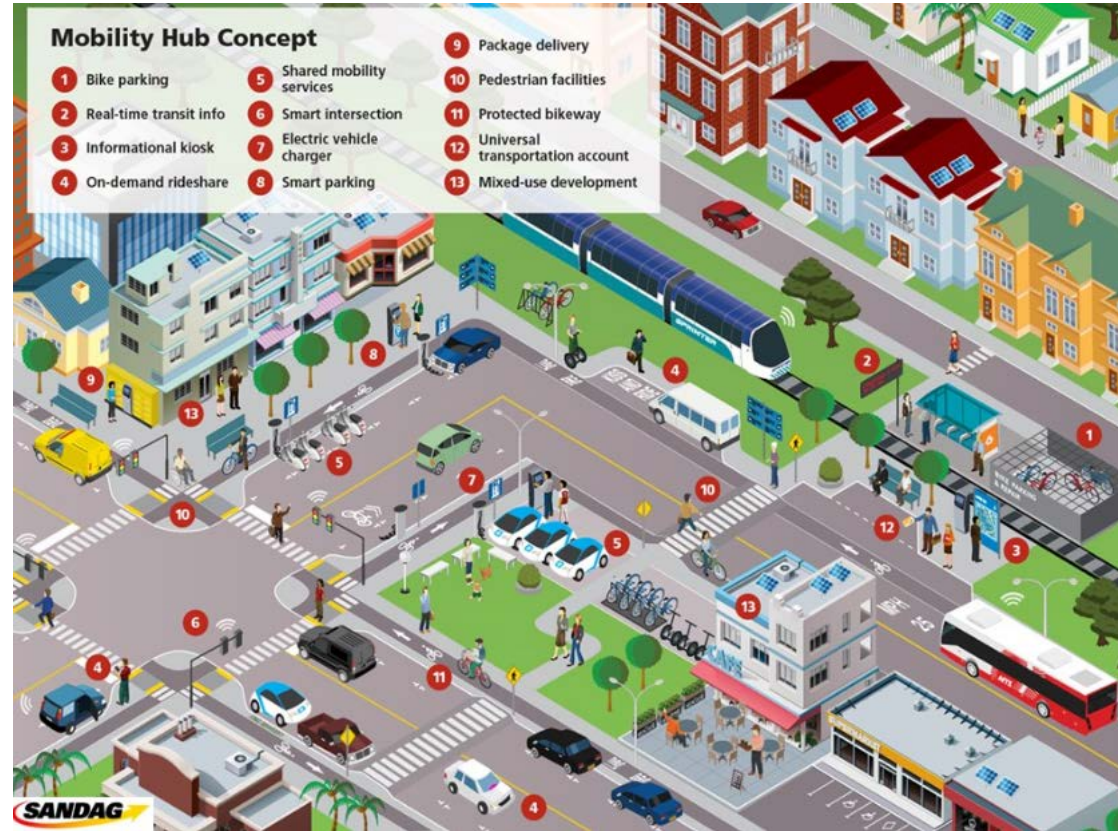


# Mobility Concepts

## Mobility Options for Transit



Quality Transit  
Amenities



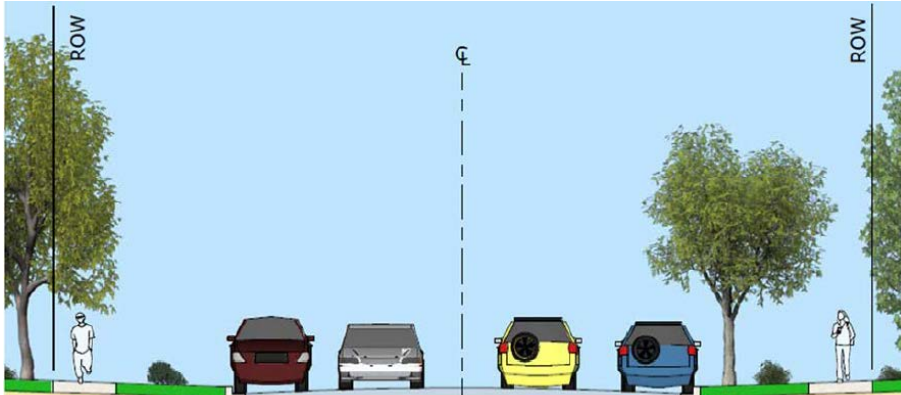
Mobility Hubs

## Mobility Options for Roadways

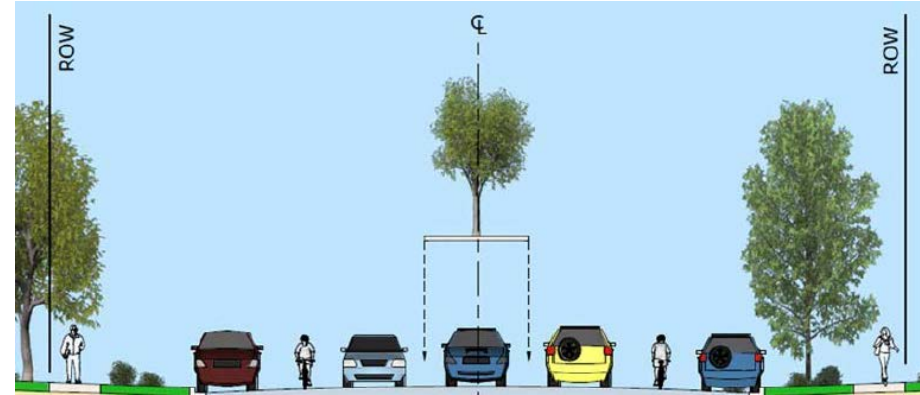
- Complete Streets Concepts
- Implement Technologies
- Traffic Calming
- Interchange Improvements

# Mobility Concepts

## Complete Streets Concepts for Collectors



2-Ln Collector



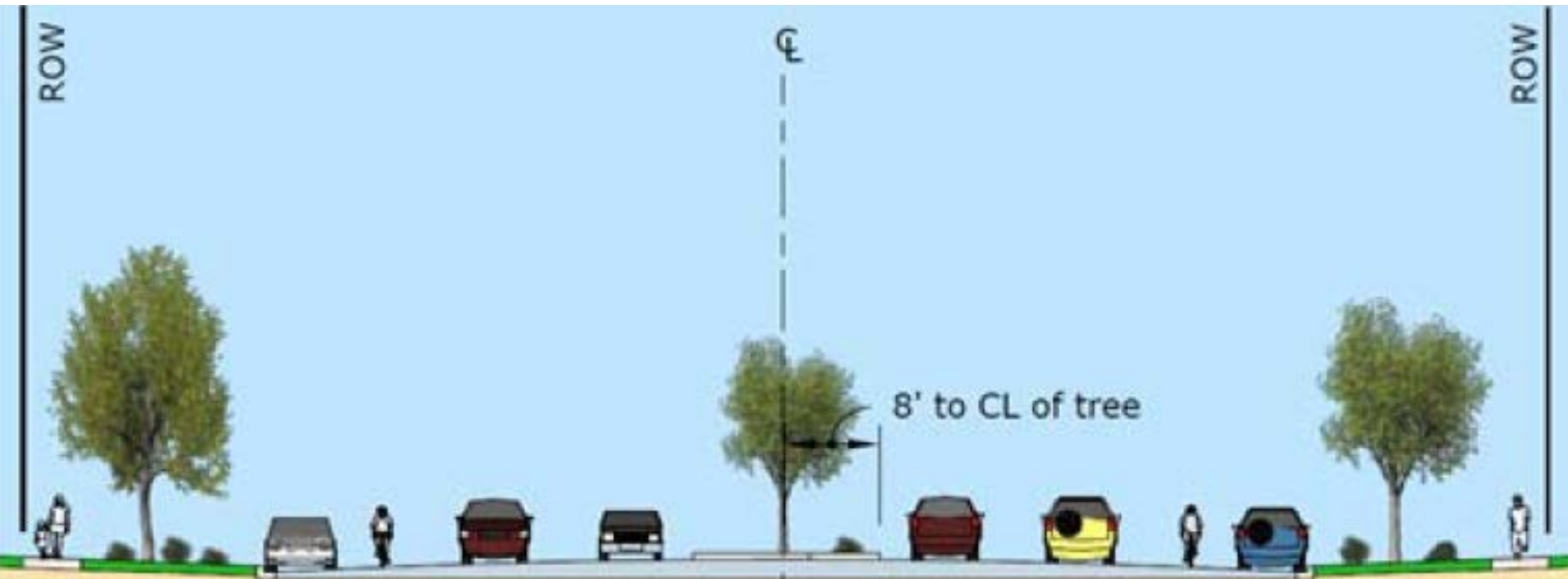
2-Ln Collector with turn lanes



4-Ln Collector

# Mobility Concepts

## Complete Streets Concepts for Majors

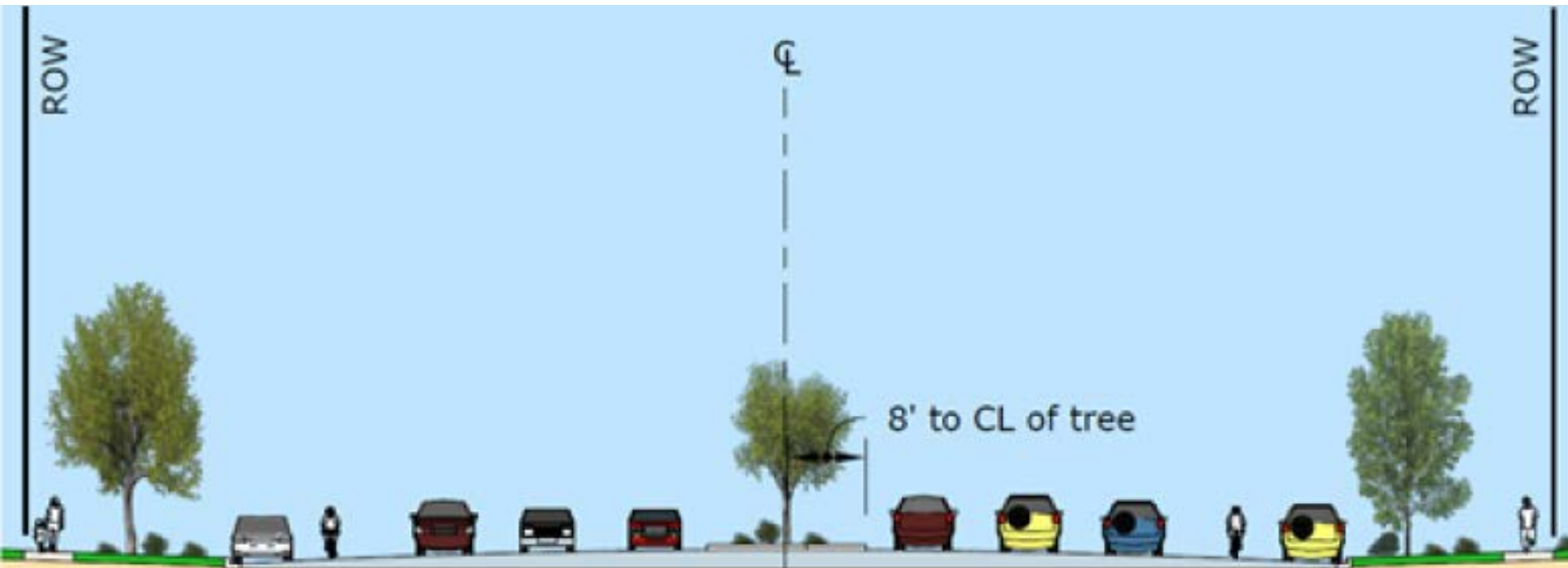


Four-Lane Major Arterial



# Mobility Concepts

## Complete Streets Concepts for Majors



Six-Lane Major Arterial



# Mobility Concepts

## Technologies



Traffic Signal Coordination



Autonomous Vehicles



Connected Infrastructure



Connected Vehicles

# Mobility Concepts

## Technologies

**KEARNY MESA**  
CONNECTED



“Park Once”  
Concept



Parking  
Management



Smart Parking



# Mobility Concepts

## Traffic Calming



## Freeway Improvements

### 2050 Regional Transportation Plan

- I-15: Two Managed Lanes (2020)
- SR-52: Two Managed Lanes (2035)
- HOV Connectors
  - I-805/SR-52 (2040)
  - I-15/SR-52 (2050)



## Discussion and Tabletop Exercise

# Urban Design Feedback from 2017 Workshop



## Common Themes

### Take away concepts:

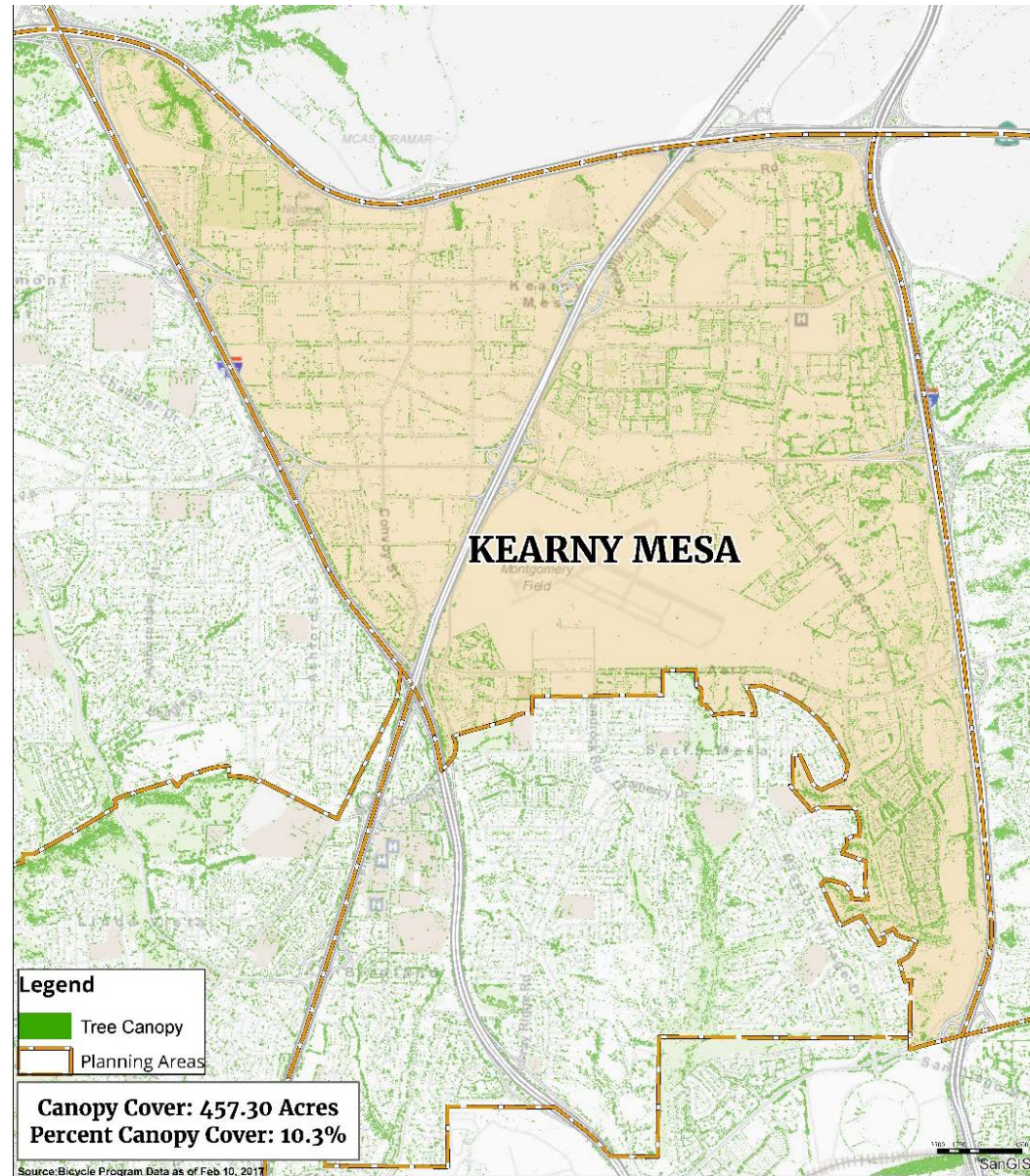
- Lush green commercial walkways/corridors
- Physical and visual connectivity to commercial activity
- Outdoor activities, seating, and plazas
- Pedestrian connectivity throughout the community to facilitate and promote walking



## Climate Action Plan (CAP)

### Climate resiliency strategy

- 15% urban tree canopy coverage by 2020
- 35% urban tree canopy coverage by 2035



## Draft Master Street Tree Plan

### East West Corridors

- Aero Drive
- Balboa Avenue
- Clairemont Mesa Boulevard

### North-South Corridors

- Convoy Street
- Ruffin Road
- Ruffner Road

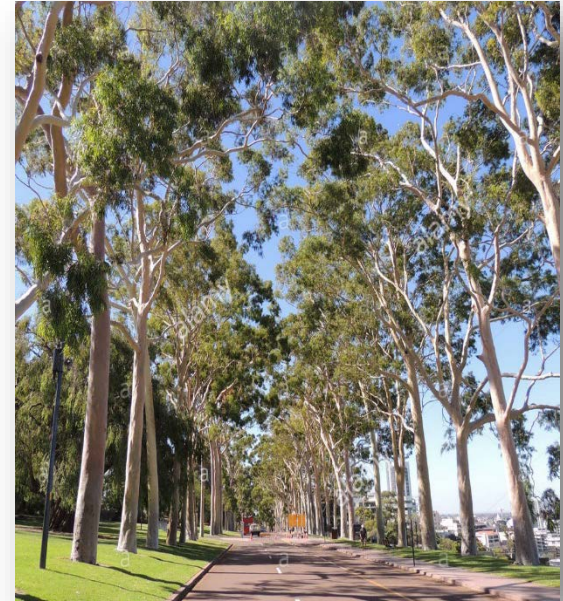
Interior pedestrian walkways





## Street Trees

- Aero Drive
  - Lemon Scented and/or Rose Gum Eucalyptus
- Balboa Avenue
  - Podocarpus





## Street Trees

- Clairemont Mesa Boulevard  
west of Ruffin Road
  - Evergreen Ash
- Clairemont Mesa Boulevard  
east of Ruffin Road
  - California Sycamore



## Street Trees

- Convoy Street
  - Chinese Flame
- Convoy Street
  - Ginkgo Bilboa



## Street Trees

- Ruffin Road north of Clairemont Mesa Boulevard
  - California Sycamore
- Ruffin Road south of Clairemont Mesa Boulevard
  - Silver dollar gum eucalyptus





## Street Trees

- Ruffner Road
  - Chinese Pistache
- Interior pedestrian walkways
  - Ginkgo (fall leaves)
  - Acacia (spring)
  - African tulip (summer)



## Discussion and Questions