

KEARNY MESA COMMUNITY PLAN UPDATE

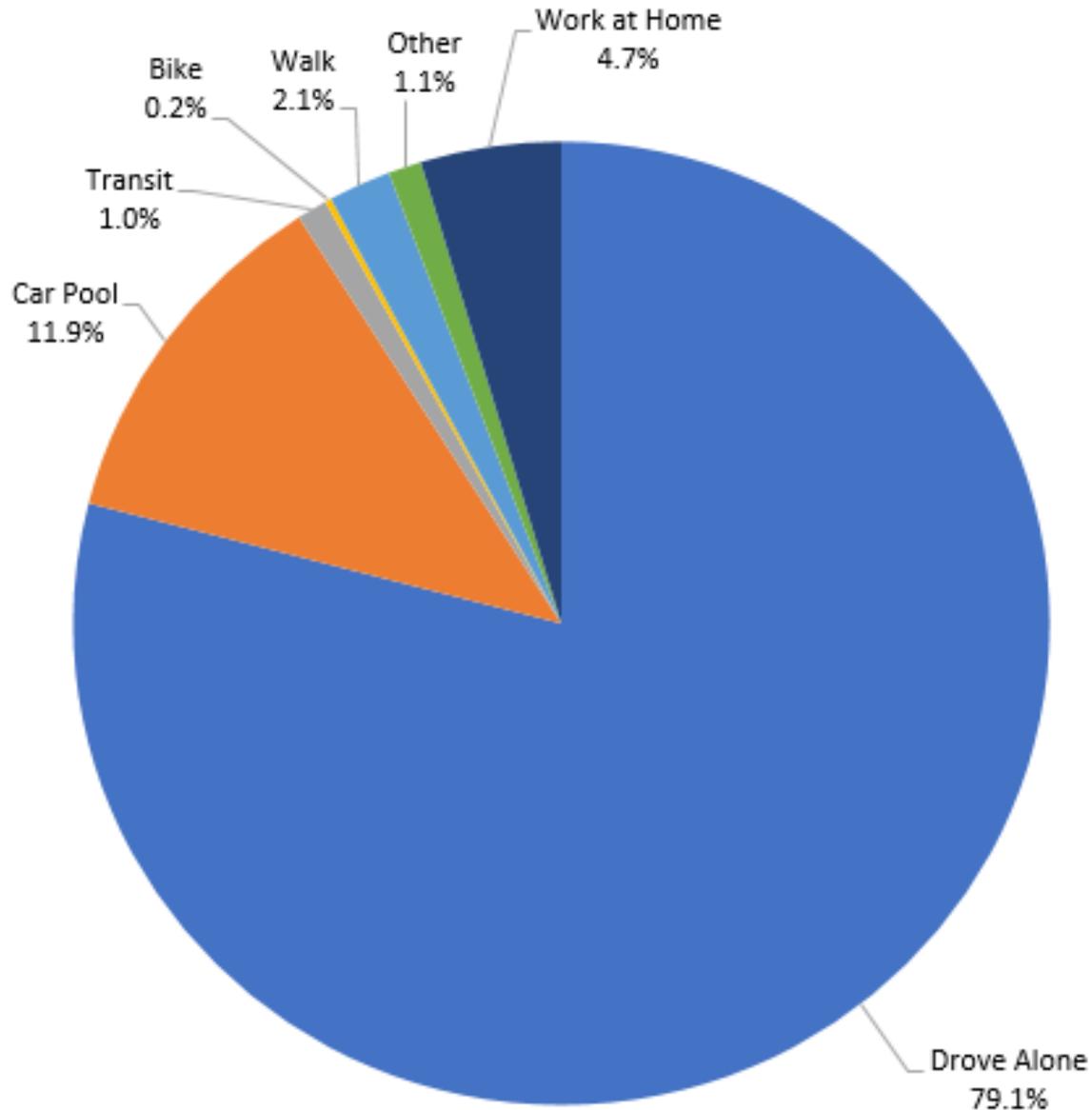
January 18, 2018 SUBCOMMITTEE MEETING

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



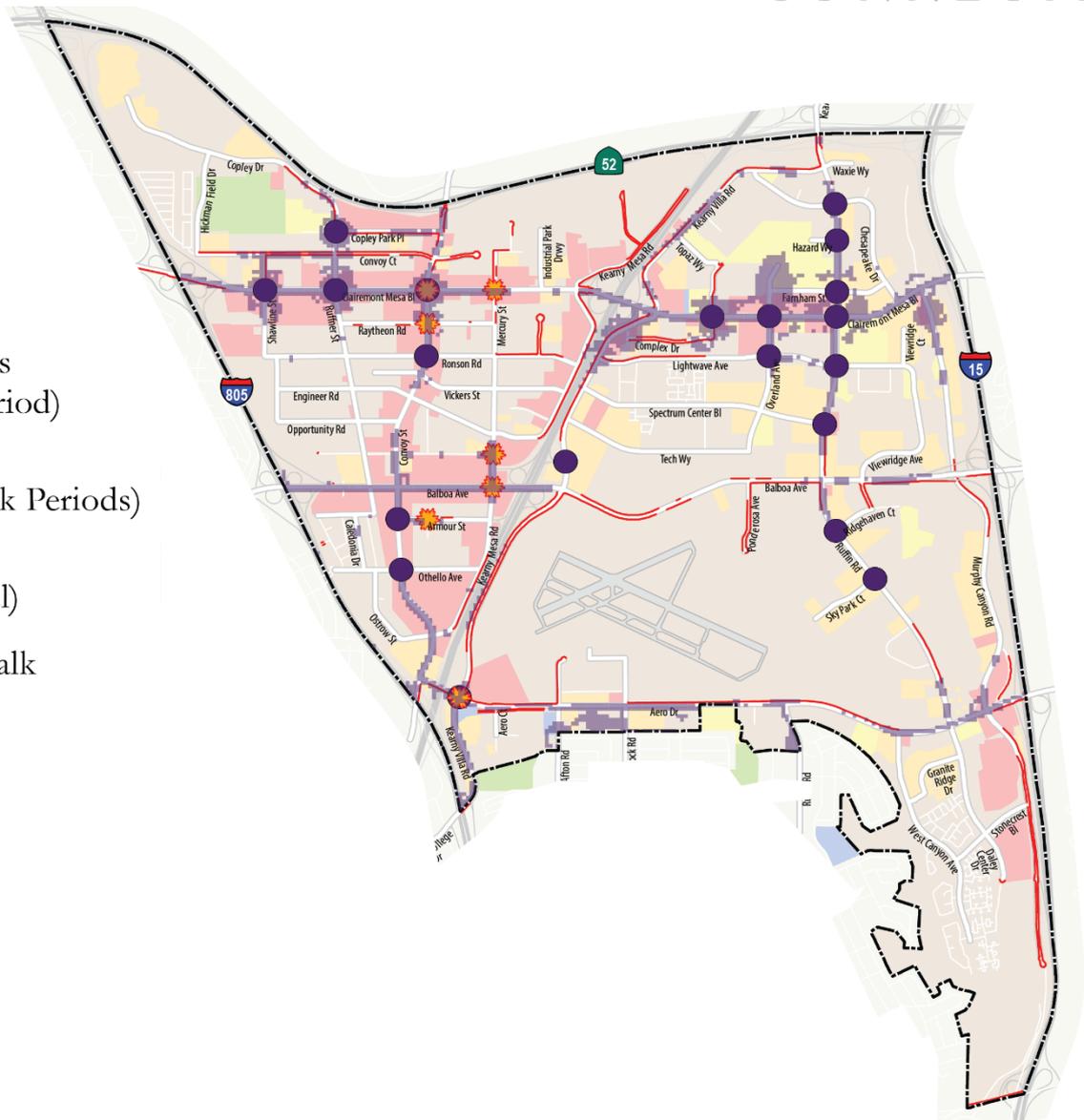
Mobility Concepts

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



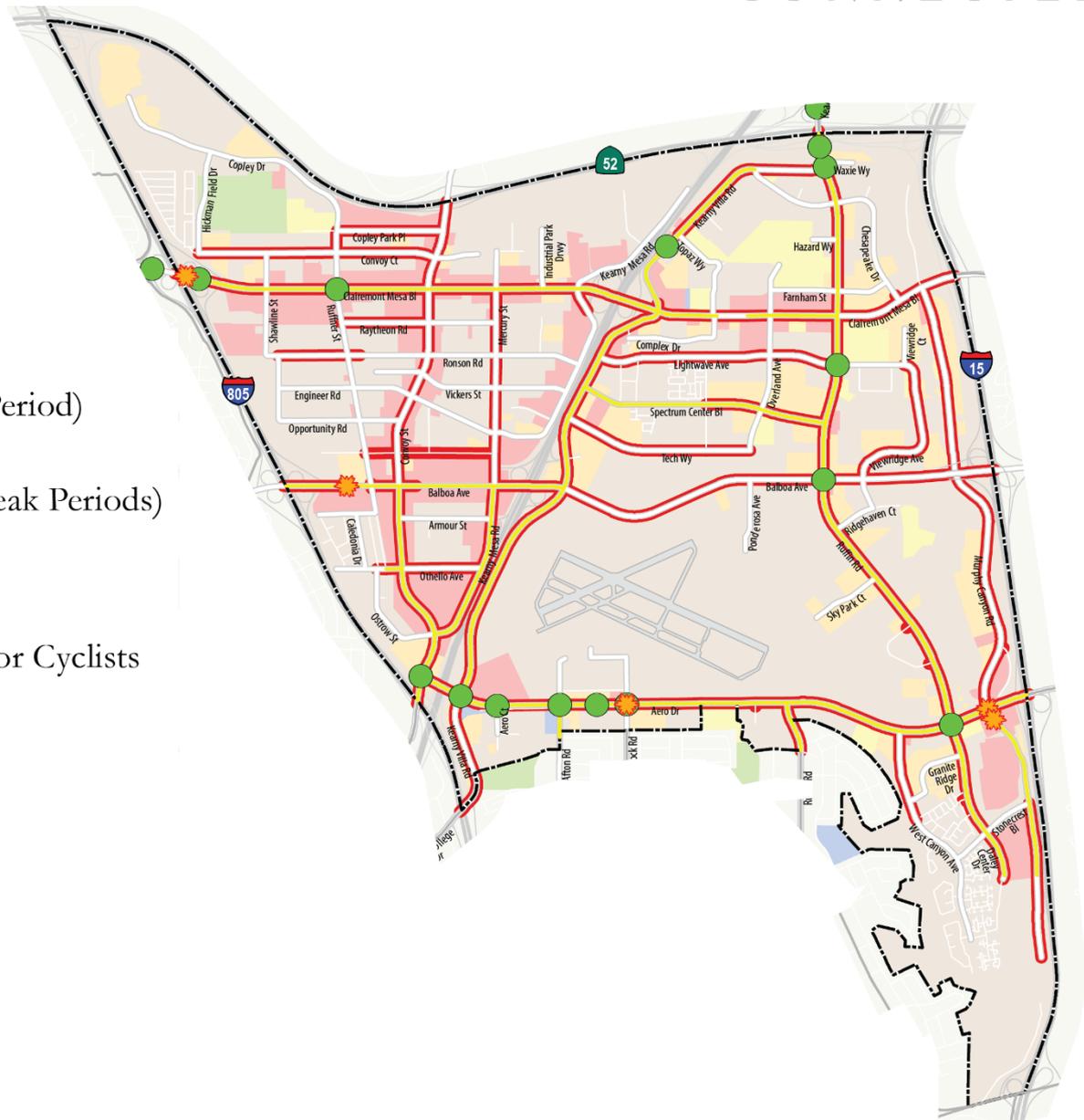
Mobility Concepts

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)

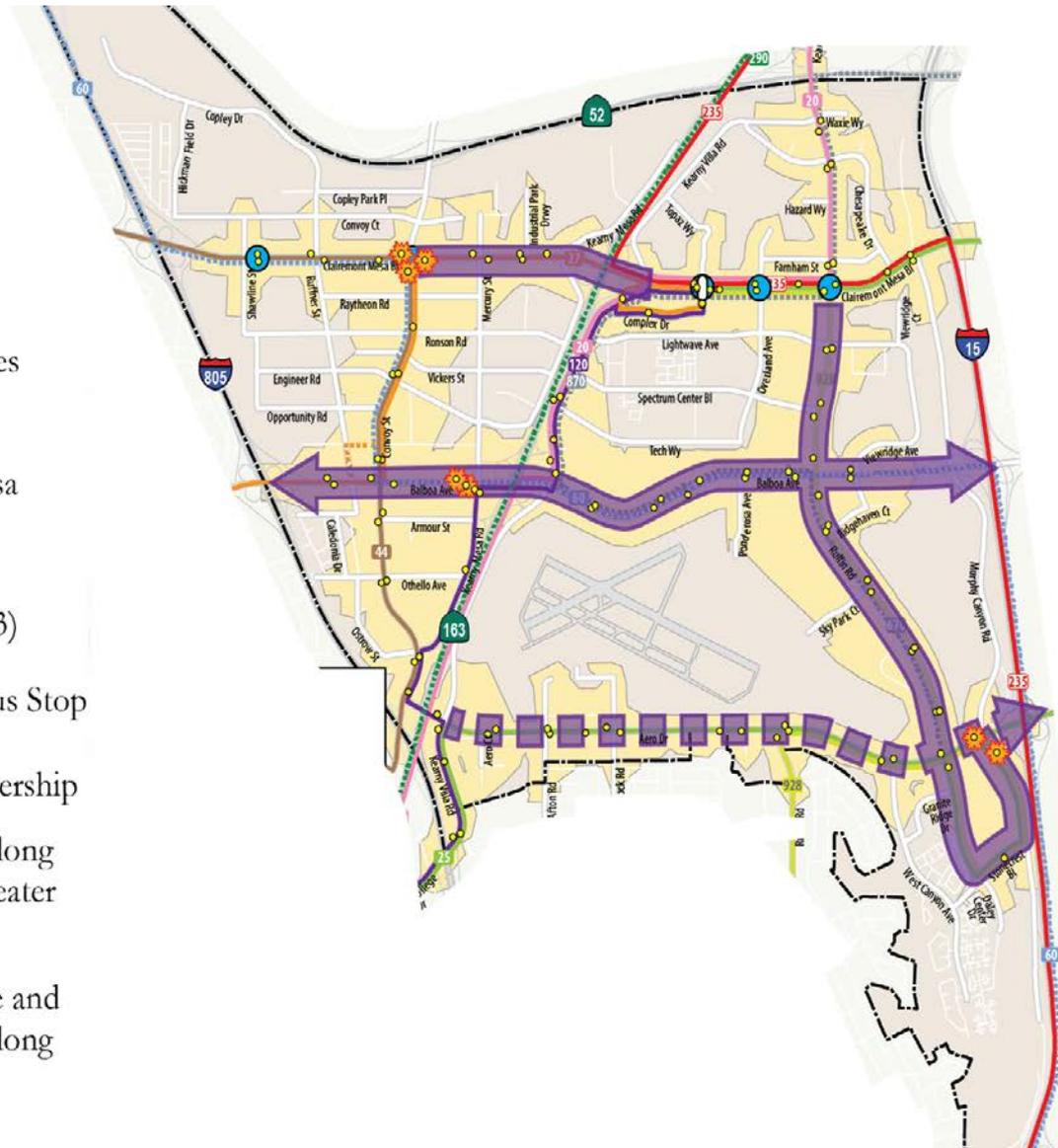
-  Commercial
-  Educational
-  Government
-  Office/Services
-  Parks



Mobility Concepts

Transit Needs

- Bus Routes
- ⋯ Peak Period-Only Bus Routes
- Transit Center
- Bus Stops (only Kearny Mesa stops shown)
- ☀ High Pedestrian and Bicycle Collisions near Bus Stop (>3)
- 0.25 Mile Walkshed from Bus Stop
- Transit Stops with High Ridership
- ▬ Infrequent Transit Service along Corridor (30 Minutes or Greater Headways)
- ▬ Poor On-Time Performance and Infrequent Transit Service along Corridor



Mobility Concepts

Roadway Needs

Intersection Level of Service

-  AM
-  PM
-  A - C
-  D
-  E
-  F

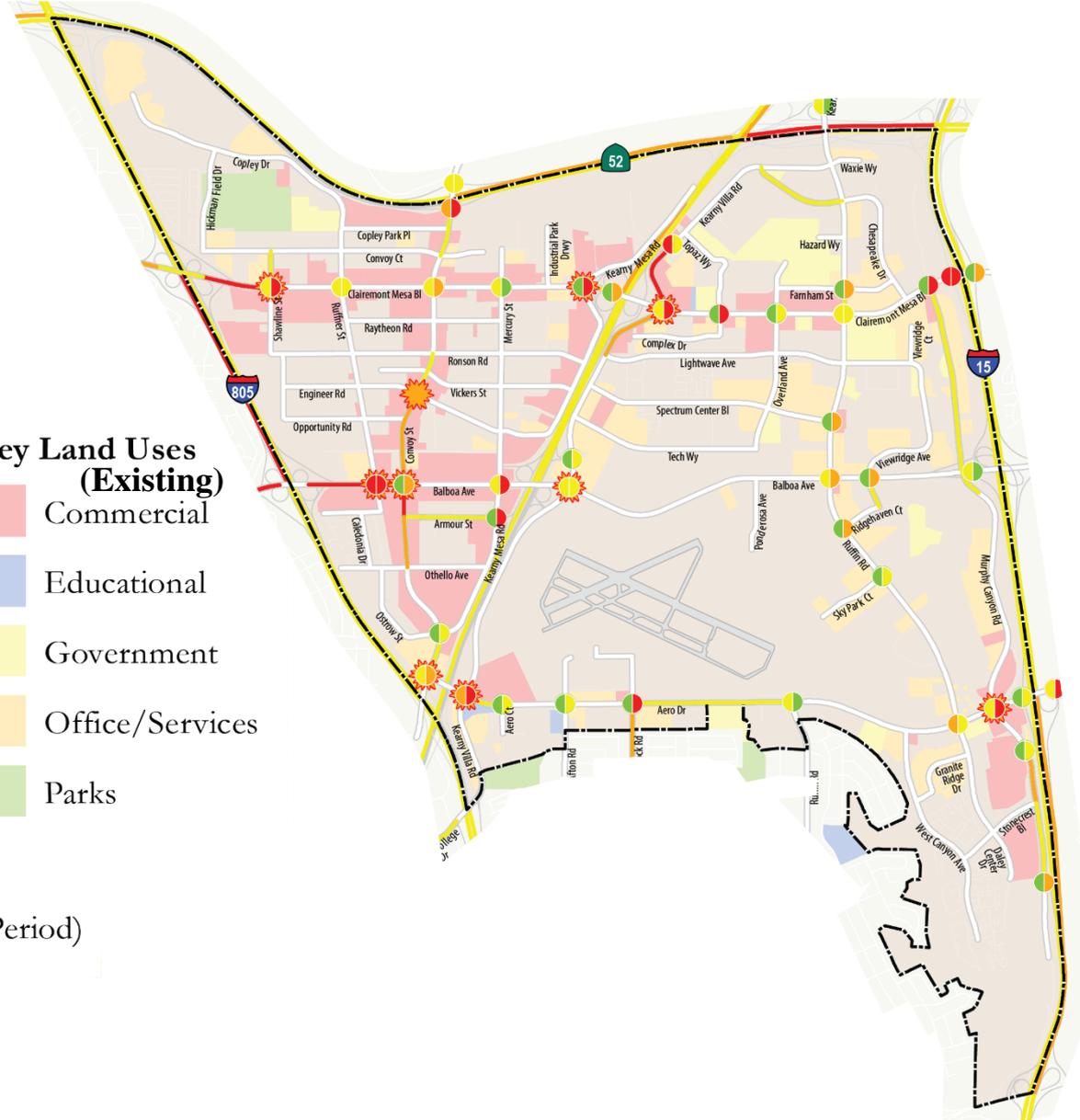
Roadway and Freeway Level of Service

-  D
-  E
-  F

 High Vehicle Collisions
(15 or more in a 5-Year Period)

Key Land Uses (Existing)

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



Mobility Concepts

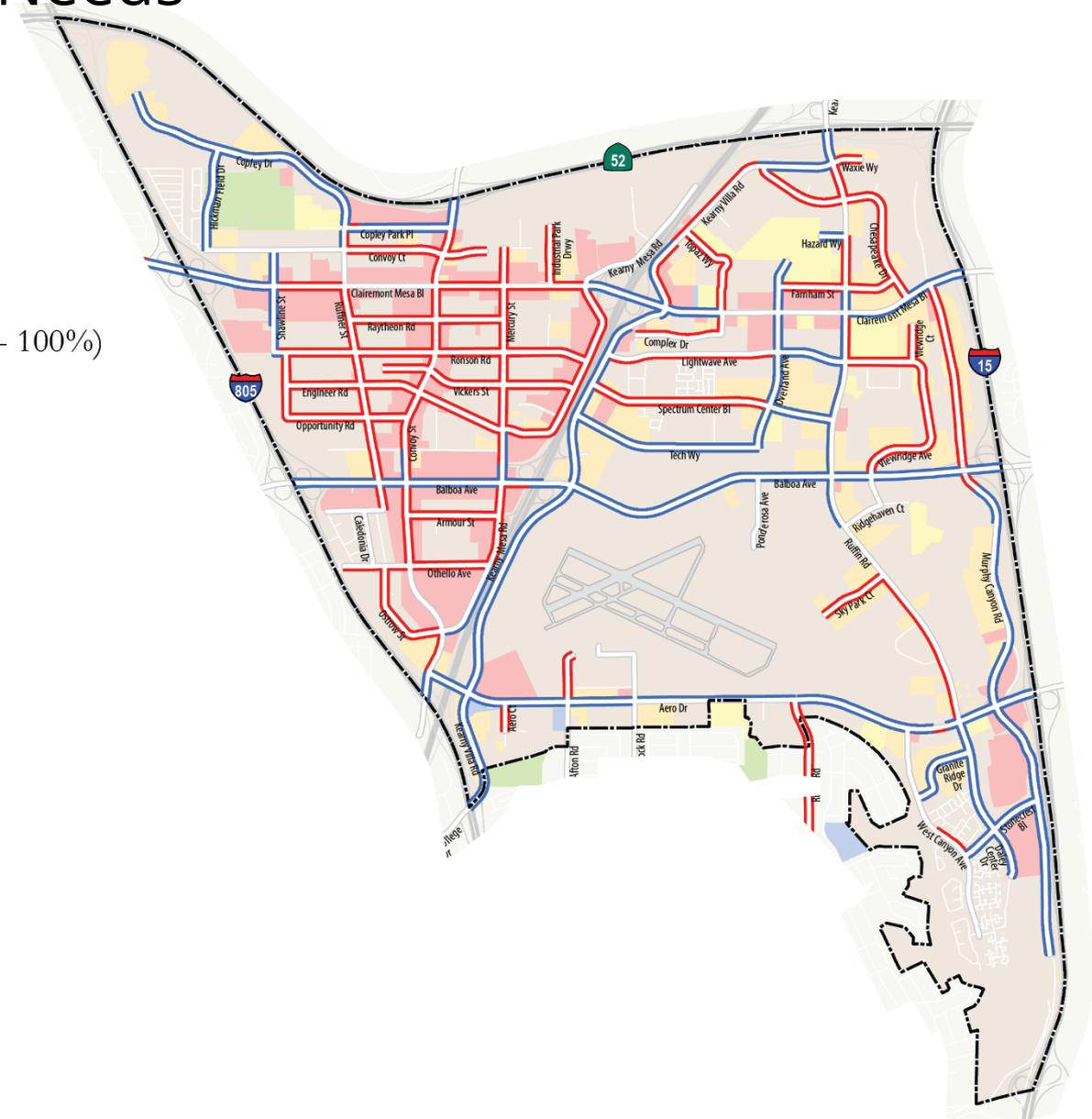
On-Street Parking Needs

— 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

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



Mobility Concepts

Bicycle Facility Type: Class II – Bike Lane



Mobility Concepts

Bicycle Facility Type: Class III – Bike Route



Mobility Concepts

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

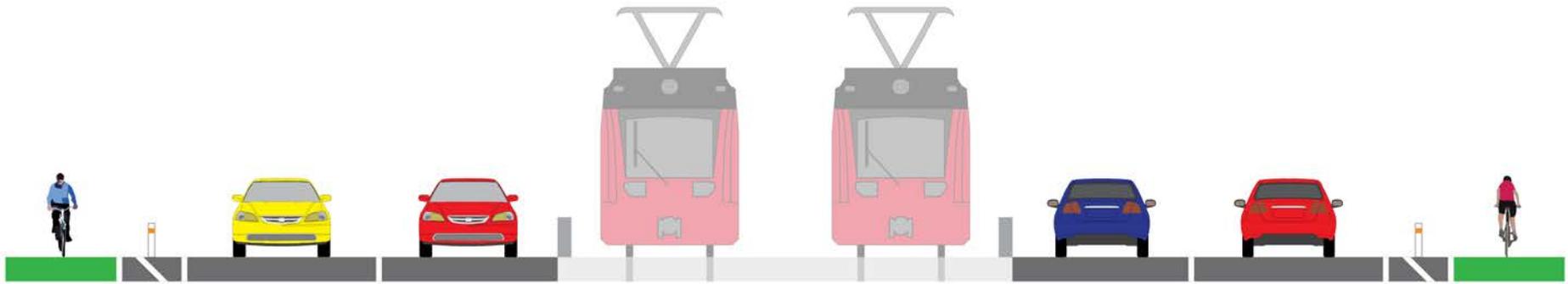
Public-Private Partnership

- Potential Circulator to Convoy District

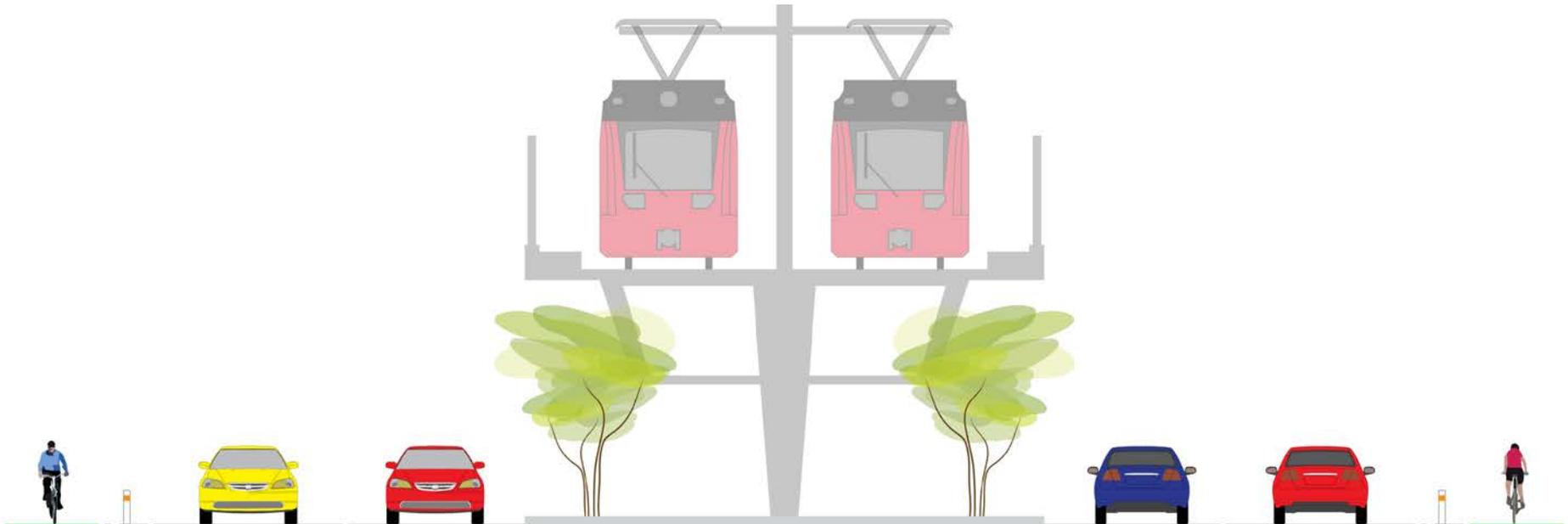
City of San Diego

- 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



Local Circulator

Demand-Based



Free Ride Everywhere Downtown (FRED)

Fixed-Route



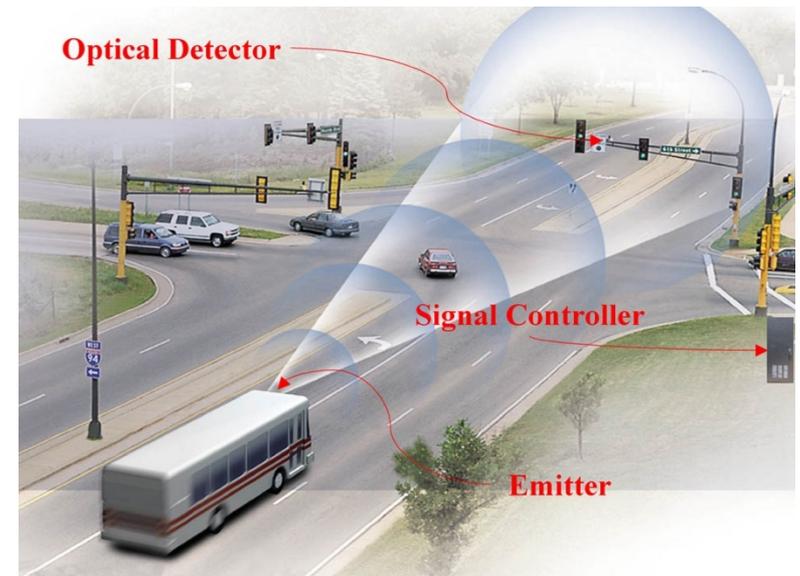
The Lunch Loop - Hillcrest Shuttle

Mobility Concepts

Transit Priority Treatment



Bus Only Lane

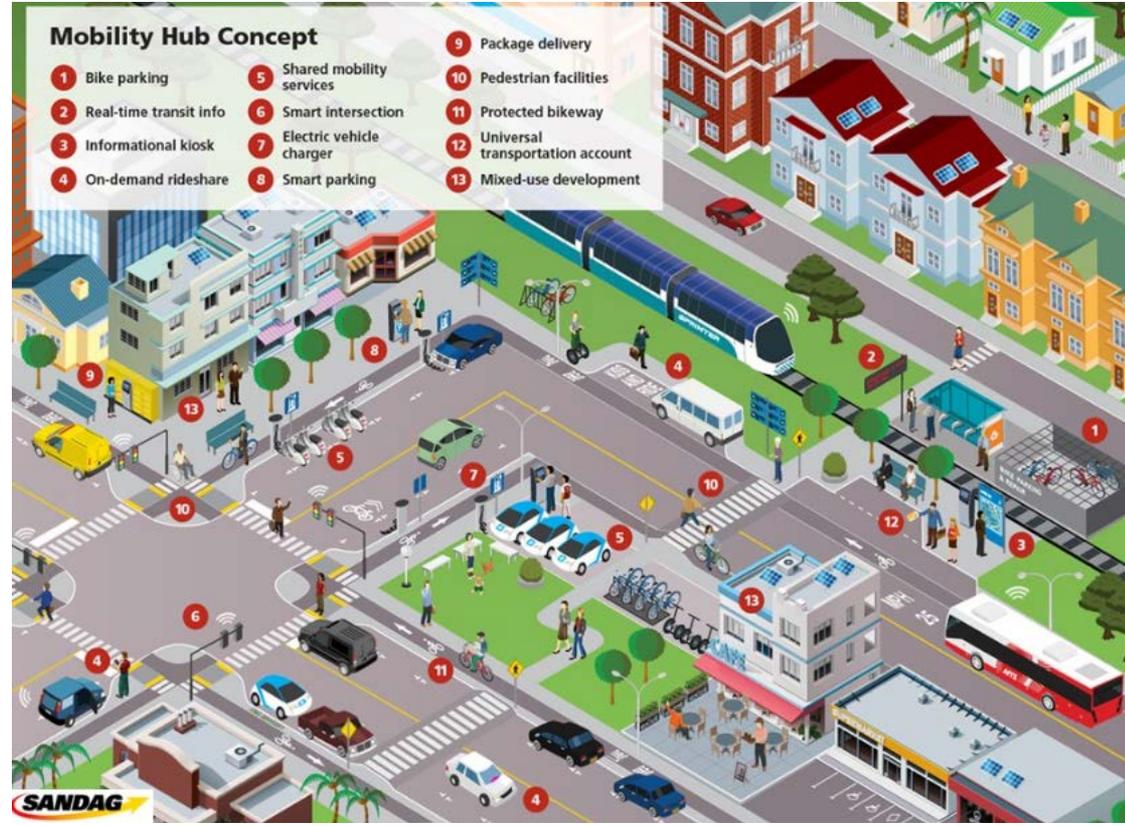


Transit Priority Signals

Mobility Options for Transit



Quality Transit Amenities



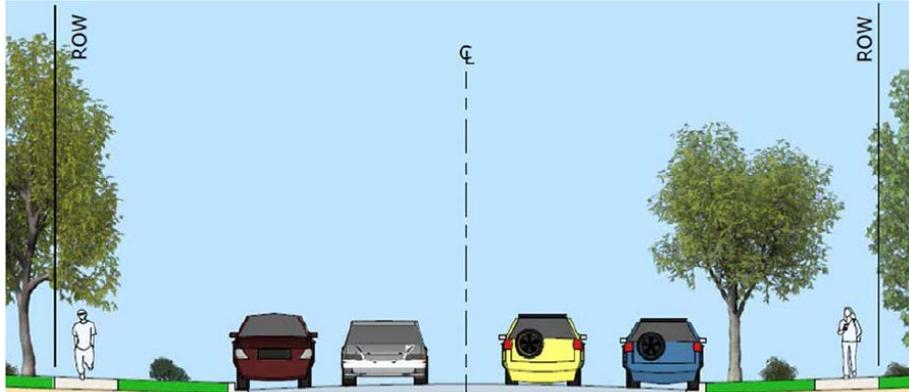
Mobility Hubs

Mobility Options for Roadways

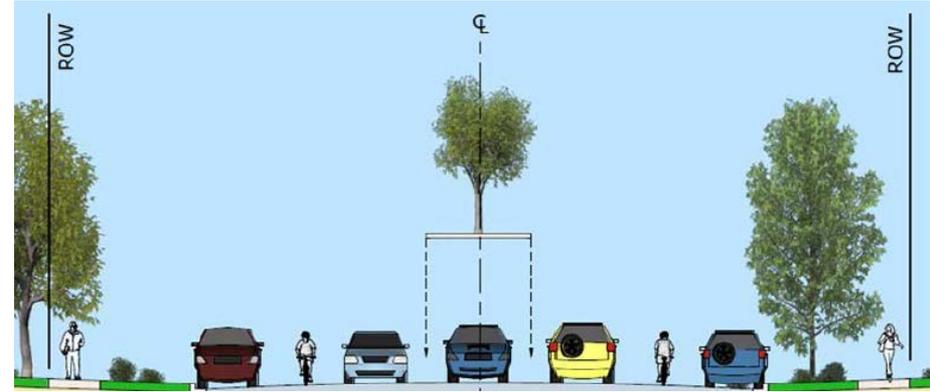
- Complete Streets Concepts
- Implement Technologies
- Traffic Calming
- Interchange Improvements

Mobility Concepts

Complete Streets Concepts for Collectors



2-Ln Collector



2-Ln Collector with turn lanes



4-Ln Collector

Mobility Concepts

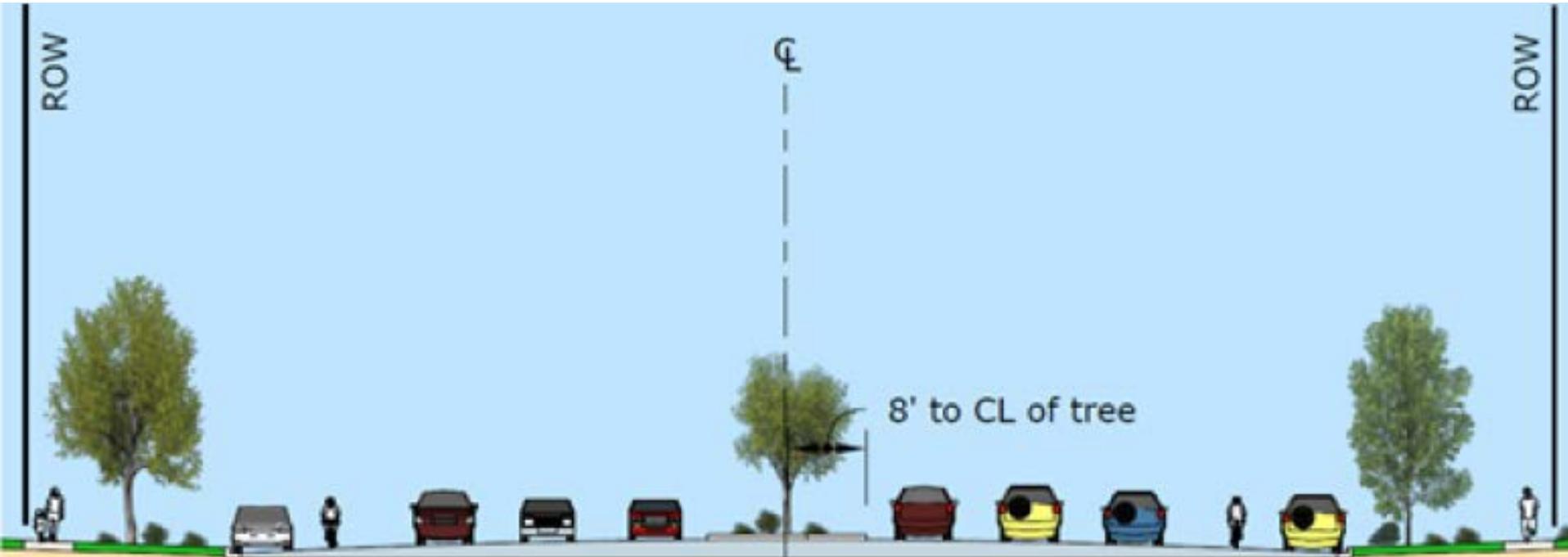
Complete Streets Concepts for Majors



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

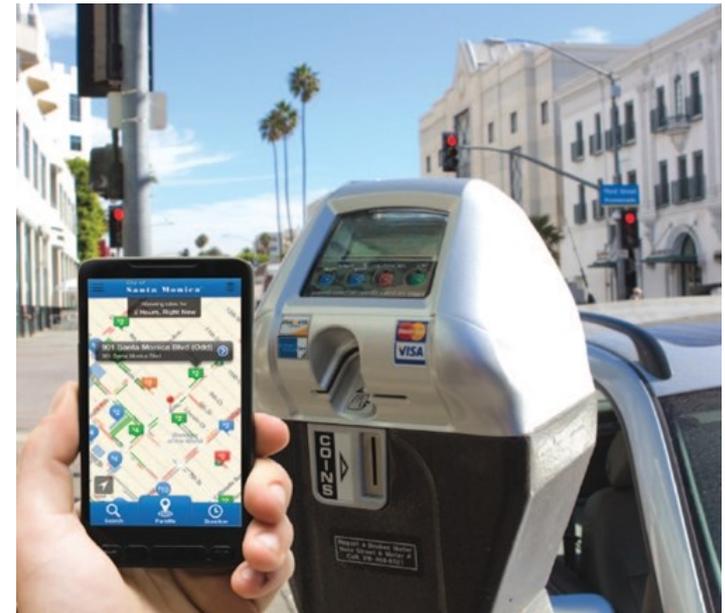
Technologies



Parking Management



“Park Once”
Concept



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

Common Themes

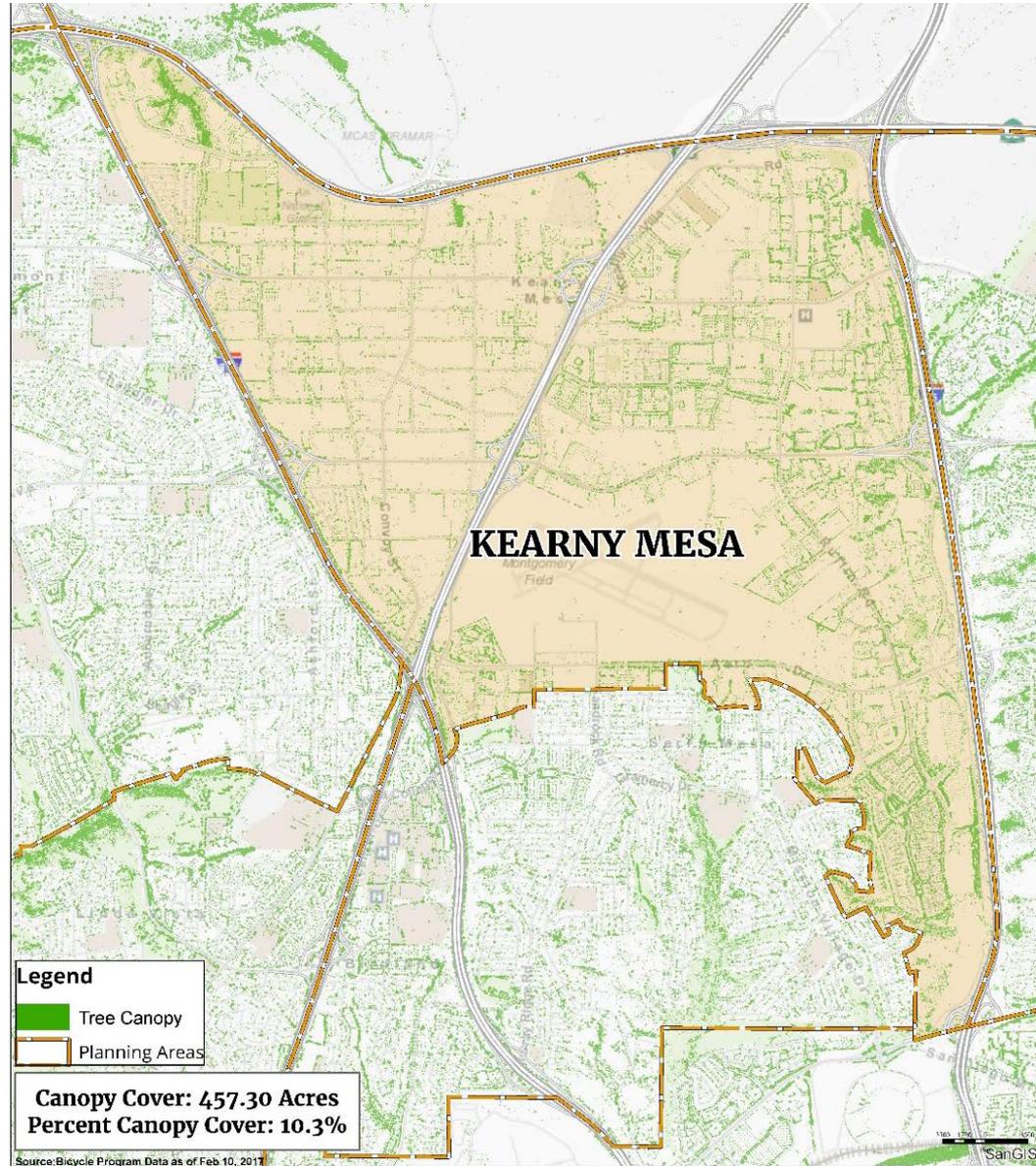
Take away concepts:

- 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

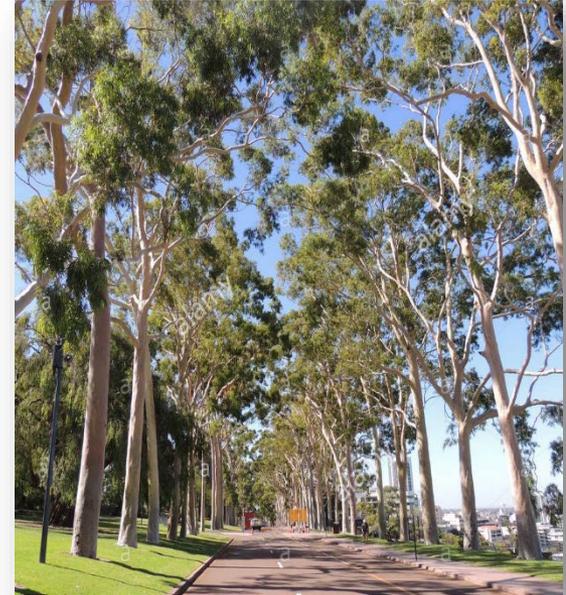
Interior pedestrian walkways



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