

# **University Avenue Mobility Plan Public Scoping Meeting**

March 24, 2010



# **University Avenue Mobility Plan**

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## **Introduction & Explanation of Public Scoping Meeting Process**

# **University Avenue Mobility Plan**

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## **Project History & Refined Concept Plan**



# Project History



- **PHASE I: University Avenue Traffic Calming Conceptual Plan (2002)**

- Partnership of City of San Diego, North Park Main Street, PAC, Planning Group, business community
- Three alternatives prepared
- One preferred alternative resulted

- **PHASE II: University Avenue Mobility Plan (2003/4)**

# Phase I:

## Traffic Calming Concept Goals

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- Reduce speeding
- Create a more inviting pedestrian environment
- Improve traffic flow and safety
- Provide for bicyclists
- Improve transit flow and reduce bus conflicts
- Beautify the avenue, help local businesses
- Increase parking if possible



# Phase I:

## Proposed Solutions/Tradeoffs

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- Reduce vehicle conflicts
  - Create uninterrupted thru-lane
  - Install left-turn & right-turn pockets
  - Separate buses from other traffic
  - Prohibit some left turns to & from University Avenue
- Provide a space for bicycles
- Provide more & safer pedestrian crossings
- Strategic parking shifts to improve safety/flow





# Phase II:

## Mobility Plan Goals

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- Review Preferred Alternative Concept Plan
- Assess operational feasibility
- Find balance between pedestrians, bicycles, transit, and vehicular flow
- Increase vitality of North Park Community
- Develop and sustain local community ownership

# Participation Opportunities

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- Community Workshops
- North Park Planning Group Workshops
- North Park Project Area Committee
- Project Website
- Storefront Exhibits and Notices
- Comment Forms



# Traffic Analysis

# Transit Analysis

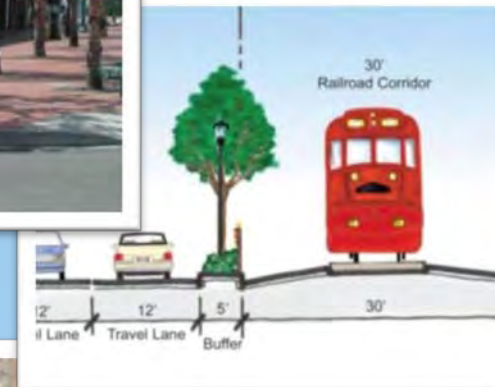
## Pedestrian Access

## Bicycle Access

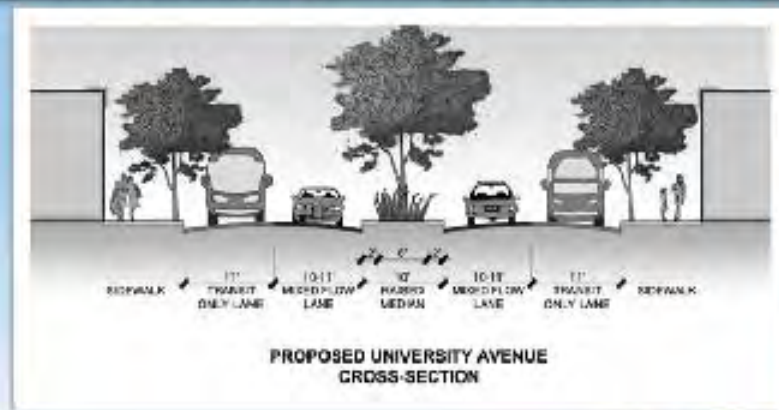
## Refined Concept Plan

## Cost Estimates

# Phasing Strategy



# Refined Concept Plan



# **University Avenue Mobility Plan**

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## **Proposed Project Features & Improvements**

# **University Avenue Mobility Plan**

## **Proposed Project Objectives**

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- Improve safety for pedestrians, bicycles and motorized traffic
- Improve mobility for pedestrians and transit users
- Reduce automobile traffic trips
- Promote sustainability of mixed use and commercial uses within the North Park CBD

# Existing Conditions

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# **Proposed Improvements**

## **Traffic Signals and Signal Modifications**

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- New traffic signals at Arnold Avenue and Oregon Street
- Remove traffic signal at the Ohio Street intersection
- Modifications to traffic signal timing at several intersections
  - Improve traffic circulation and safety

# Proposed Improvements

## Raised Median

- Raised and landscaped median in the center from Florida Street to Boundary Street
- Left-turn pockets incorporated



**Normal Street Median Improvements Project  
City of San Diego**

- 10 feet wide
- 6-foot-wide central landscape area
- 2 feet of paved surface each side

# Proposed Improvements

## Landscaping

- Landscaping within the center of raised median
  - Contingent upon acceptance of the Project by the local maintenance assessment district (MAD)
- Drought tolerant plants (if accepted by MAD)
  - Sage Leaf Rockrose
  - Mexican Cardinal Flower



**Mexican  
Cardinal Flower**



**Sage Leaf Rockrose**

# Proposed Improvements

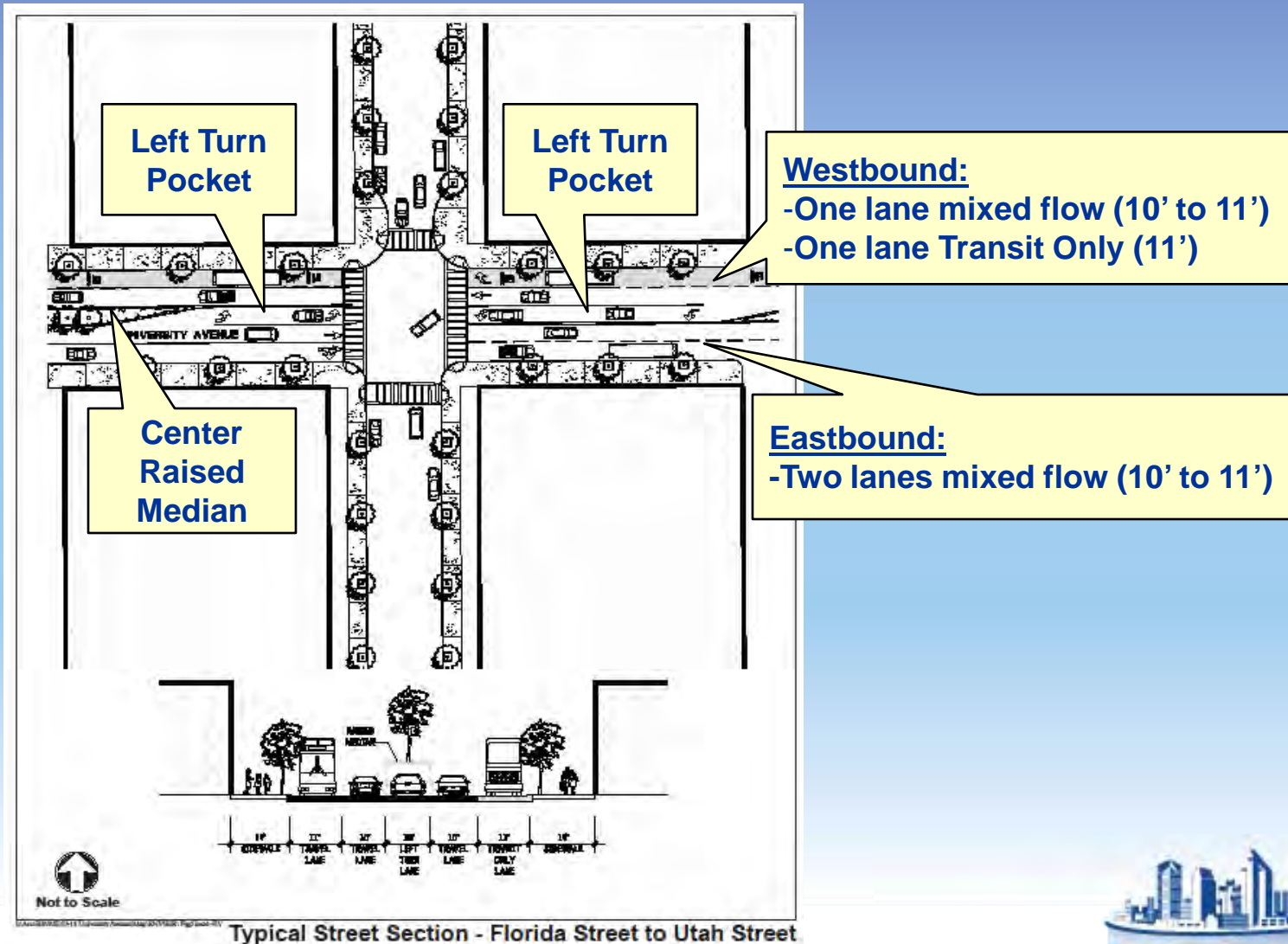
## Turn Pockets

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- New Left-turn pockets at intersections
  - Specific locations to be defined by Project Phase
- This improvement implies:
  - Modifications to traffic signal timing
  - Installation or modifications to loop detectors in the roadway
  - Modification or replacement of signal mast arms and signal heads
  - Construction of the dedicated left-turn lanes

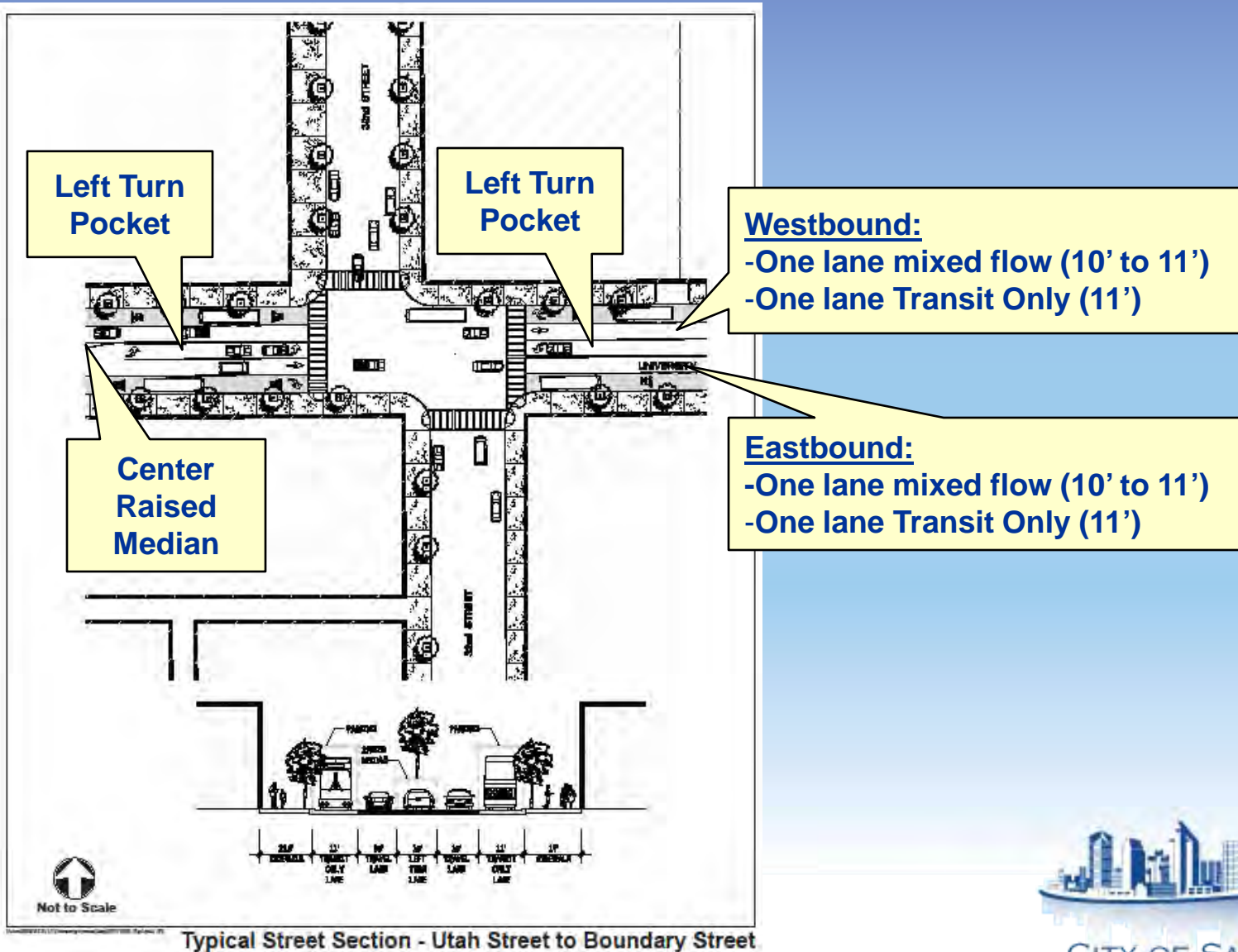
# Proposed Improvements

## Florida Street to Utah Street



# Proposed Improvements

## Utah Street to Boundary Street



# Proposed Improvements

## Transit Only Lanes

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- Westbound: Boundary Street to Florida Street
- Eastbound: Utah Street to Boundary Street
- 11 feet wide and marked as “Transit Only”
- Also for right-turning vehicles at intersections
- Parking to be removed

# Proposed Improvements

## Transit Stop Consolidation

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CURRENT TRANSIT STOPS	PROPOSED TRANSIT STOPS
9 Eastbound	5 Eastbound
9 Westbound	5 Westbound

- Proposed locations\* include:
  - Alabama Street
  - Texas Street
  - Pershing Street/Idaho Street
  - 30th Street
  - Iowa Street/32nd Street

\*subject to approval by MTS



# Proposed Improvements

## Transit Stop Consolidation

- New transit stops may\* include:
  - Shelters
  - Seating
  - Signage
  - Concrete bus pad
  - Trash receptacles
- Americans with Disabilities Act (ADA) compliant



Existing University Avenue Transit Stop

\*subject to approval by MTS

# Proposed Improvements

## Transit Stop Consolidation

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- Far-side transit stop location – after the intersection to facilitate bus and traffic operations.
- Benefits:
  - Minimize conflicts with right-turning vehicles and pedestrians
  - Encourage pedestrians to cross behind the bus
  - Allow buses to board/drop off passengers after crossing the intersection

# Proposed Improvements Pedestrian Crosswalks

- Enhanced pedestrian crossings
- May include:
  - In-pavement flashing devices
  - Reflective pavement markings
  - Activation equipment (push button or automatic sensors)
  - Control unit



**In-pavement Flashing Devices**

# Proposed Improvements

## Pedestrian Crosswalks

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- Abutting side street enhanced pedestrian crossings:
  - Alabama Street (north & south legs)
  - Idaho Street
  - 28th Street
- Re-striped with highly reflective paint or modified
- Removal of pedestrian crosswalk at Pershing Street



# Proposed Improvements

## Curb Extensions

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- Curb extensions, also known as pop-outs
  - Reduce distance between sidewalks on either side of the street
  - Reduce street crossing time
  - Reduce vehicle speed & potential for accidents
- Placed along side streets where on-street parking is proposed
- Contingent upon turning radius evaluations

# Phase 1 and Phase 2

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- The Project would be designed and constructed in phases, as funding is procured.
- Phase 1 - focuses on improvements to the core area of University Avenue between Utah Street and Boundary Street
- Subsequent phases would entail the remaining improvements, contingent upon available funding

# Phase 1 Components

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- Texas Street to Boundary Street:
  - Re-striping to provide a painted median
  - left-turn pockets at signalized intersections
  - Removal of most parallel on-street parking
- Utah Street to Grim Avenue – New raised landscape median
- New Curb extensions: Oregon Street (2), Idaho Street (2), 28<sup>th</sup> Street (1), and Utah Street (4)
- Arnold Avenue and Oregon Street - New traffic signals
- Ohio Street - Removal of an existing traffic signal
- Enhanced pedestrian crosswalks at Idaho Street/28<sup>th</sup> Street, Ohio Street, and Kansas Street



# Phase 1 Components (Cont.)

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- Existing crosswalks - re-striped with highly reflective paint at signalized intersections: Utah Street, 30<sup>th</sup> Street, Grim Street, Illinois Avenue, and 32<sup>nd</sup> Street
- Side streets between University Avenue to Lincoln Avenue - Re-striped to provide angled parking on both sides of the street
- Utah Street to Boundary Avenue - Re-striped to provide a transit-only lane and a mixed-flow lane in the eastbound and westbound directions
- Consolidation of transit stops
- New bicycle parking racks
- New pedestrian countdown signal heads at 15 intersections on University Avenue, Lincoln Avenue, and North Park Way



# Phase 2 Components

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- New raised landscaped median - Florida Street to Utah Street and Grim Avenue to Boundary Street
- Florida Street and Utah Street - Re-stripped to provide a transit-only lane and mixed-flow lane in the westbound direction, and two mixed-flow lanes in the eastbound direction
- Left-turn pockets and signal phase modifications at intersections
- Re-stripped Side streets - between University Avenue and Lincoln Avenue to provide angled parking on both sides of the street
- New curb extensions at several intersections: Alabama Street, Louisiana Street, Arizona Street, Granada Avenue , Kansas Street , 29<sup>th</sup> Street , Ohio Street , Illinois Street , and Iowa Street

# Phase 2 Components (Cont.)

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- Enhanced pedestrian crosswalk at Iowa Street/Herman Avenue
- Enhanced side street crossings at Alabama Street, Idaho Street, and 28<sup>th</sup> Street
- Existing crosswalks Re-striped with highly reflective paint at Florida Street, Mississippi Street, Texas Street, and Oregon Street
- Removal of on-street parking on University Avenue, between Florida Street and Texas Street

# Project Cost

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- Phase 1 – \$3,370,900
  - Construction and Inspection - \$1,920,000
- Phase 2 - \$4,841,800 (pending available funding)
  - Construction and Inspection - \$3,915,000

# Schedule

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- September 2010    Public Review of Draft EIR
- Feb/March 2011    Final EIR/NEPA Clearance
- June 2011          Phase 1 Design Plans Complete
- January 2012        Award Construction Contract/  
Start Construction
- February 2013       Complete Phase 1 Construction
- January 2015        Construction of Phase 2,  
Pending available funding



# **University Avenue Mobility Plan**

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## **Public Comment Period**



# Public Comment Period

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- Please remember, each speaker must:
  - **State name and address**
  - **Complete comments within 3 minutes**
  - **Refrain from conducting a debate on the merits of the project**
- Meeting will end at 8:00 pm
- Written comments may be submitted via provided form
- Please return form to City staff by close of meeting OR mail to Jeff Szymanski by adding postage to back of form
- Include name and address on sign-in sheet to receive Notice of Availability for Draft EIR



# Contact Us

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**(619) 533-4207**

or visit

**[www.sandiego.gov/engineering-cip](http://www.sandiego.gov/engineering-cip)**

**THANK YOU**

