



# Mobility

- 3.1 ACTIVE TRANSPORTATION
- 3.2 TRANSIT
- 3.3 STREETS & FREEWAY SYSTEM
- 3.4 PARKING MANAGEMENT

## Introduction

This community plan intends for a high-quality, reliable, multi-modal transportation network that strengthens the land use vision, promotes travel choice, and fosters a clean and sustainable environment. All forms of transportation have an important role in the community. However, the policies of this element intend to broaden travel choices so that a good proportion of trips can be made without a car. Walking, cycling, and transit should be convenient, pleasant, safe and desirable modes of travel and not be less desirable choices. The ultimate vision is for a robust multimodal network that encourages walking, bicycling, and taking transit while continuing to provide for needed vehicular access in the community.

**ME** 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 the Golden Hill community is to provide a balanced multi-modal network (accommodating all modes and users) that would limit transportation improvements to modifications within the existing rights-of-way, avoid extensive road widening in a built-out community, and promote walking, bicycling, and use of public transit. This strategy will be used to 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. Emphasizing a balanced, multi-modal approach to mobility planning in the community will 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.

### MOBILITY ELEMENT GOALS

- A complete and balanced multi-modal transportation network that provides safe, convenient and attractive travel choices.
- A well-integrated system of transit, auto, bicycle, and pedestrian facilities (including trails) that connects neighborhoods, commercial districts and destinations such as Balboa Park.
- Walkable neighborhoods that utilize pedestrian connections and improved sidewalks to create a safe, comfortable pedestrian environment.
- A wayfinding program to support efficiency and enhance use of all transportation modes.
- A complete bicycle network that connects community destinations safely and efficiently and provides links to Balboa Park, surrounding communities and the regional bicycle network.
- High-quality public transit service as a primary travel mode for community residents, visitors and employees.
- 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 commercial areas and transit corridors to reduce costs associated with providing parking and reduce parking impacts while supporting local businesses.

The Golden Hill community's mobility network is comprised of diverse elements, including pedestrian and bicycle infrastructure, public transit and roadway and freeway systems. The community has characteristics that contribute to an inviting community for pedestrians, but is challenged by the steep terrain within portions of the community. A majority of the retail use is oriented on the street front, and parking in commercial districts is often limited, which increases pedestrian activity in these areas. The location of the Greater Golden Hill community offers challenges for bicyclist due to the physical constraints of hills and canyons. The community is served primarily by bus Route 2, which operates at frequent intervals. With the exception of the eastern portion of the community, most areas are within reasonable walk distance to transit service. The pattern of streets and freeways has not changed appreciably in the twenty years since the previous community plan update and traffic patterns have been well established.

### 3.1 Active Transportation

Active transportation refers to walking and bicycling rather than vehicular transportation. Creating communities that foster active transportation will assist in creating a more sustainable community by reducing traffic congestion, enhancing public health and creating safer roadways. Walking and bicycling are viable transportation options within the Golden Hill community that have the potential to increase public health and contribute to the reduction of greenhouse gas emissions. Improving the ability for residents to utilize these modes of transportation as an alternative to automobiles is key to achieving overall goals of this community plan.

### WALKABILITY

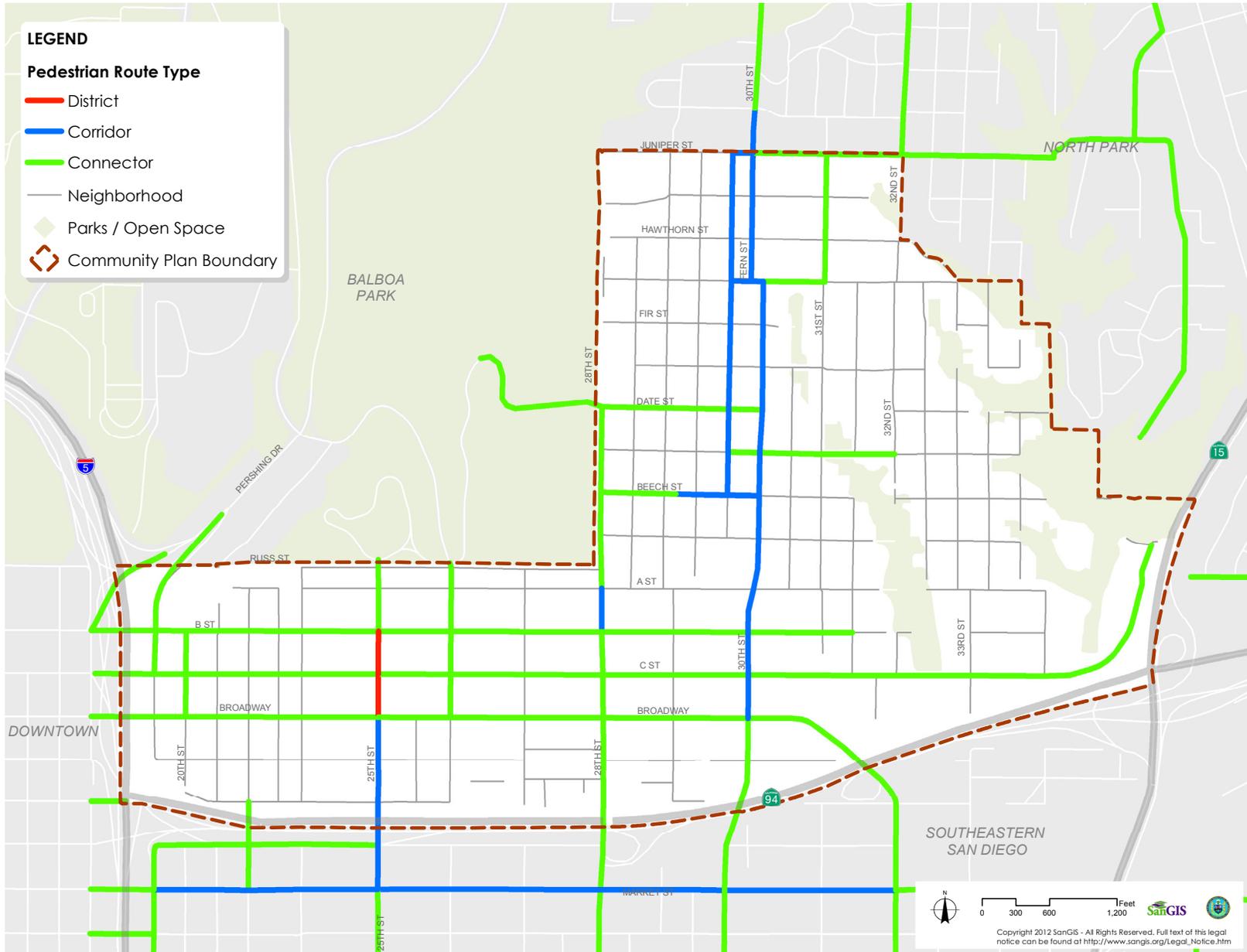
Pedestrian movement is improved when portions of the public right-of-way are effectively allocated and prioritized to maximize pedestrian activities through policies such as pedestrian-friendly paths and sidewalks. Walking is a basic human activity that cannot be overlooked in the quest to build sophisticated transportation systems.

The community's grid pattern of streets is a mobility asset by providing multiple access points to destinations throughout the community. This pattern provides better connectivity and disperses traffic to create comparatively more walkable commercial and residential neighborhoods. The community is also served by relatively convenient transit access. These characteristics are conducive to walkability and also provide mobility options for those who cannot drive, do not own a motor vehicle, or prefer to reduce their dependence on the automobile. However, portions of the community are less walkable due to sloping topography or separation by canyons.

Sidewalk mobility for pedestrians with and without mobility devices such as wheelchairs and motorized scooters is of primary importance to the creation of a walkable community. It is therefore important to provide adequate travel width for mobility devices. In areas of high pedestrian activity, a desirable objective is sidewalk widths sufficient for two people to pass a third person comfortably, although availability of adequate right-of-way poses a constraint in many areas.

Pedestrian focus areas in the Golden Hill community are provided in Figure 3-1. General Plan policies ME-A.1 through ME-A.9 and Table ME-1, Pedestrian Improvement Toolbox, as well as the following community-based policies should be consulted for guidance.

FIGURE 3-1: PEDESTRIAN ROUTES



## POLICIES

- ME-1.1 Implement pedestrian enhancements within identified pedestrian focus areas developed as part of the pedestrian planning effort. These enhancements include, but are not limited to, bulb-outs/curb extensions, enhanced crossing treatments, and traffic calming, leading pedestrian intervals, pedestrian scramble phases and pedestrian recall phases to provide safety and operational improvements for all transportation modes.
- ME-1.2 Consider mid-block crossings, where appropriate, to provide pedestrians additional opportunities to cross along streets with infrequent intersections, or where a direct route is needed to a popular destination.
- ME-1.3 Consider raised median islands/pedestrian crossing islands, where appropriate, to reduce traffic conflicts, provide pedestrians a crossing refuge, and reduce the scale of the street.
- ME-1.4 Improve the pedestrian environment adjacent and along routes to transit stops through the installation and maintenance of signs, crosswalks, and other appropriate measures.
- ME-1.5 Provide shade-producing street trees and street furnishings with an emphasis along routes to schools and transit.
- ME-1.6 Install missing sidewalk and curb ramps and remove accessibility barriers.

## BICYCLING

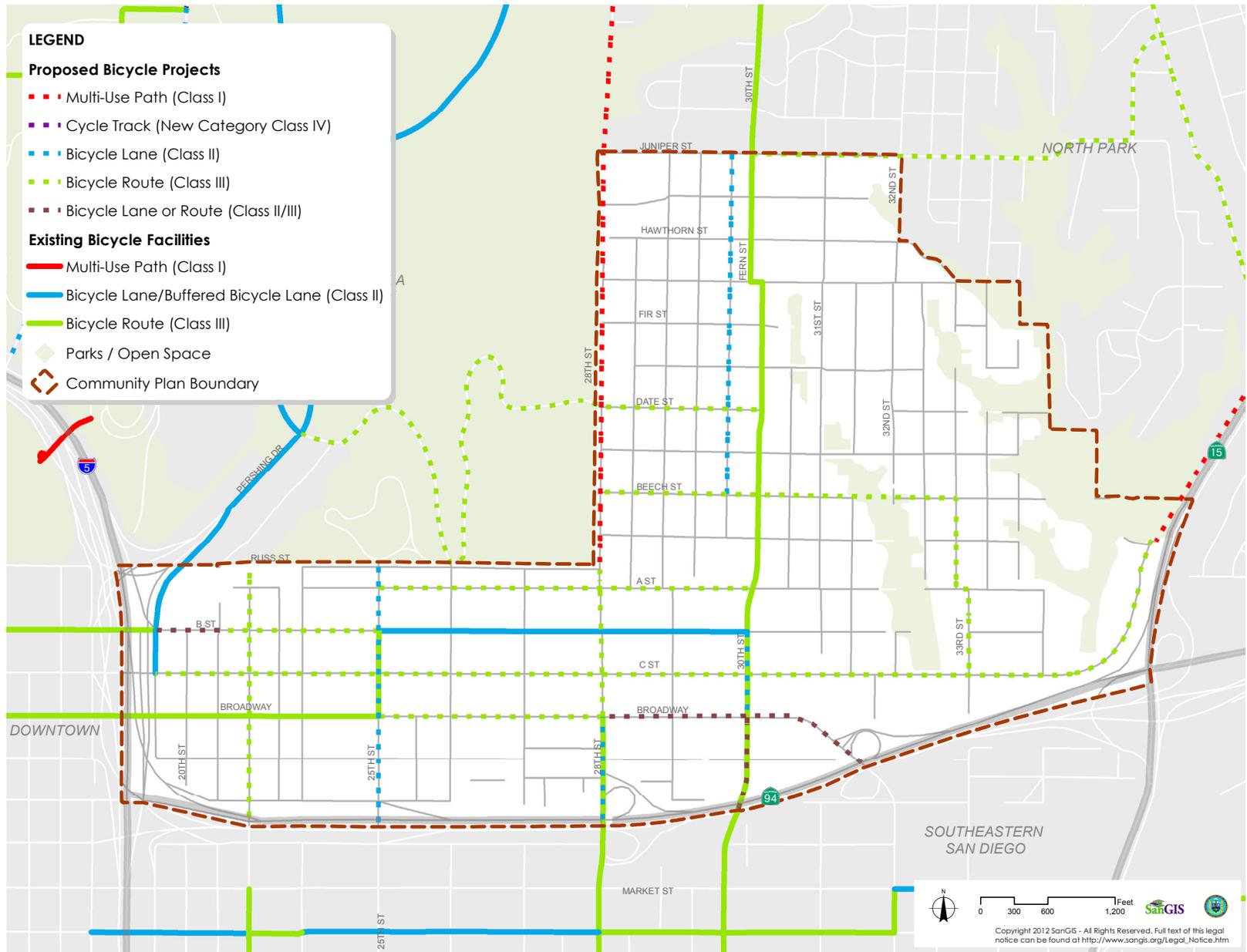
Bicycling as a form of transportation or recreation, makes up an important part of the circulation system. Bikeways are generally divided into three categories based on the degree of improvement and access control. These include bicycle paths, bicycle lanes and bicycle routes. Separate bicycle facilities are known to be safer and to promote increased cycling rates among the general population.

The City of San Diego's Bicycle Master Plan establishes a citywide system of bikeways. The goals of the General Plan and Bicycle Master Plan include creating a safe and comprehensive local and regional bikeway network and creating a city where bicycling is a viable travel choice, particularly for trips of less than five miles. For the Golden Hill community, development of a well-connected, dense bicycle network including high quality, protected facilities where feasible, will facilitate cycling and help meet community travel needs. The planned bicycle facilities for the community are shown in Figure 3-2. There are very few bicycle facilities currently provided in Golden Hill. Most bicycle activity in this area is for recreational trips and light errands, with few work trips. Downtown San Diego is outside of a comfortable walk to work trip for most residents, but well within biking distances, presuming safe routes are provided.



Convenient bicycle parking improves access to business districts. The bicycle racks shown here make efficient use of valuable sidewalk space.

FIGURE 3-2: PLANNED BICYCLE FACILITIES



## POLICIES

- ME-1.7** Where feasible, repurpose right-of-way to provide and support a continuous network of safe, convenient and attractive bicycle facilities shown in Figure 3-2. High priority bicycle facilities are along B Street, C Street, 30th Street, and Broadway.
- ME-1.8** Provide adequate bicycle parking facilities within commercial districts, and other activity centers. Priority locations are:
- Juniper Street/30th Street
  - Grape Street/Fern Street
  - Beech Street/30th Street
  - 25th Street/B Street
  - 25th Street/South of Broadway Street
- ME-1.9** Support new multi-use paths that connect Golden Hill to Balboa Park and the North Park community along 26th Street, Golf Course Drive, 28th Street, Russ Boulevard, and between Boundary Street and C Street.
- ME-1.10** Implement wayfinding signage to complement the bikeway system.
- ME-1.11** Increase safety, comfort, and accessibility for everyday bicyclists with improvements such as convenient parking for bicycles, buffered bike lanes and cycle tracks that provide a physical separation between cars and automobiles where feasible.



*For longer blocks, or areas of steeper terrain, mid-block pedestrian connections need to be preserved or, where feasible, established.*



*As shown here, street furniture should be placed outside of the sidewalk's pedestrian zone so that walking is unhindered.*

## 3.2 Transit

Public transit should be an attractive and convenient choice. Transit improves community livability by increasing access to civic, commercial and employment destinations, particularly those outside the community. Transit should ultimately act as a more viable choice of travel, reducing dependence on the automobile. Expanding transit services is an essential component to the Golden Hill Community Plan. Transit and land use should be closely linked, and transit stations should be integrated into walkable, transit-oriented corridors and neighborhood centers.

The San Diego Association of Governments (SANDAG) draft 2050 Regional Transportation Plan (RTP) identifies Rapid Transit and Streetcar service within Golden Hill. While the areas served by transit will not change with these new routes, the type of service, frequency of service and destination areas will all be improved. The following are planned transit service enhancements for Golden Hill contingent upon future funding:

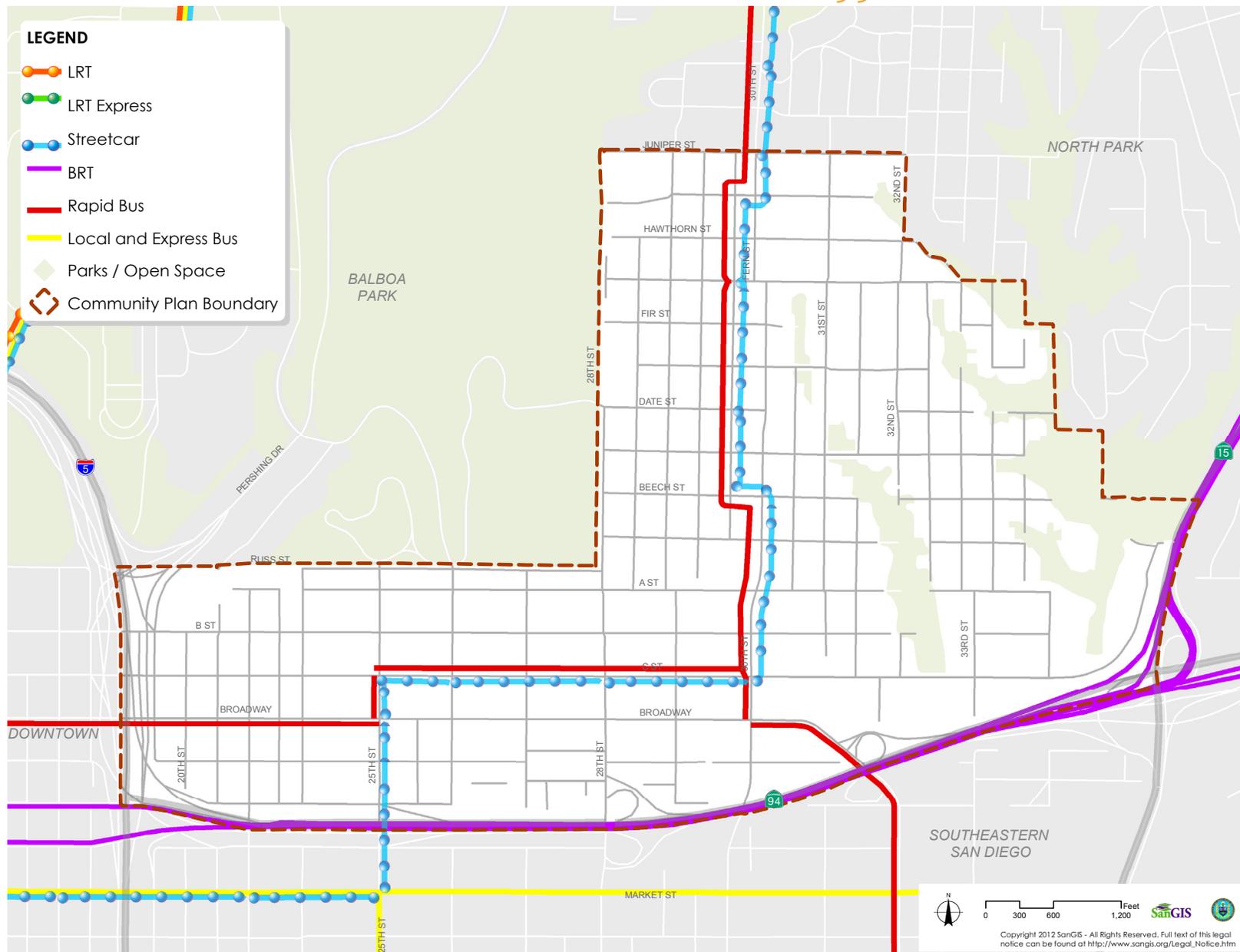
- Route 2 will convert to be a Rapid bus route along its current route. Route 2 currently provides local bus service from Downtown San Diego to North Park. Route 2 travels along Broadway, C Street, and 30th Street in the Golden Hill community. The expected year for completion is 2030.
- A new bus route will provide service from North Park to 32nd Street Trolley station in Barrio Logan. The expected year for completion is 2035.
- A streetcar route, currently designated as route 555, will provide streetcar service from 30th Street to Downtown San Diego. The planned route will provide service from 30th Street to Downtown San Diego. The expected year for completion is 2035.

Figure 3-3 illustrates the transit network with the buildout of the 2050 RTP. General Plan policies ME-B.1 through ME-B.10, as well as the following community-based policies should be consulted for guidance.

### POLICIES

- ME-2.1 Support and promote MTS/SANDAG efforts for improving public transit by operating later in the evening and increasing frequency of service.
- ME-2.2 Coordinate with SANDAG to promote infrastructure that enhances accessibility and improves the transit user's experience commensurate with SANDAG's transit stop typologies.
- ME-2.3 Work with MTS to place benches, shade structures and timetables at bus stops, where sidewalk depth is sufficient.
- ME-2.4 Coordinate with MTS and SANDAG to install electronic arrival schedules where appropriate and implement real time transit schedule updates to provide timely and efficient loading.
- ME-2.5 Coordinate with SANDAG to implement transit infrastructure and service enhancements in the Regional Transportation Plan.
- ME-2.6 Work with MTS and SANDAG to implement transit priority measures to improve transit travel times.
- ME-2.7 Coordinate the implementation of balanced multi-modal concepts, as appropriate, with ongoing transportation and congestion relief programs such as: TDM Program, Street Smarts Traffic Safety program, Residential Traffic Calming Program, Safe Routes to School Program, and TRAFFIX Program.
- ME-2.8 Coordinate with MTS on bicycle and pedestrian infrastructure improvements to avoid adverse impacts to existing and planned bus services to the area.

FIGURE 3-3: PLANNED TRANSIT SERVICE



### 3.3 Streets & Freeway System

The grid patterned streets of Golden Hill play a major role in the urban form of the community. The grid street pattern allows both east-west and north-south traffic movements, except in the eastern portion of the community due to canyon topography. There, two north-south canyons result in dead-end streets and a significant amount of out-of direction travel. Golden Hill is also bounded on three sides by freeways: Interstate 5 on the west, State Route 15 (SR-15) on the east and State Route 94 (SR-94) on the south. Figure 3-4 illustrates the existing roadway classifications.

With most public right-of-way fully constructed with streets and sidewalks and adjacent developments built out, the goal for street system planning with this community plan is to avoid widening roadways due to potential effects on community character. In order to accommodate the need for improved mobility, a balanced multi-modal approach (accommodating all modes and users) that focuses on repurposing existing roadways to incorporate other modes of travel is preferable. By creating an efficient and attractive multi-modal network, bicycling, walking and public transit become more viable modes of transportation. Figure 3-5 illustrates the future street classifications.

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

- ME-3.1** Provide a complete streets network throughout the community, safely accommodating all modes and users of the right-of-way.
- ME-3.2** Repurpose right-of-way to provide high quality bicycle, pedestrian, and transit facilities while maintaining vehicular access.

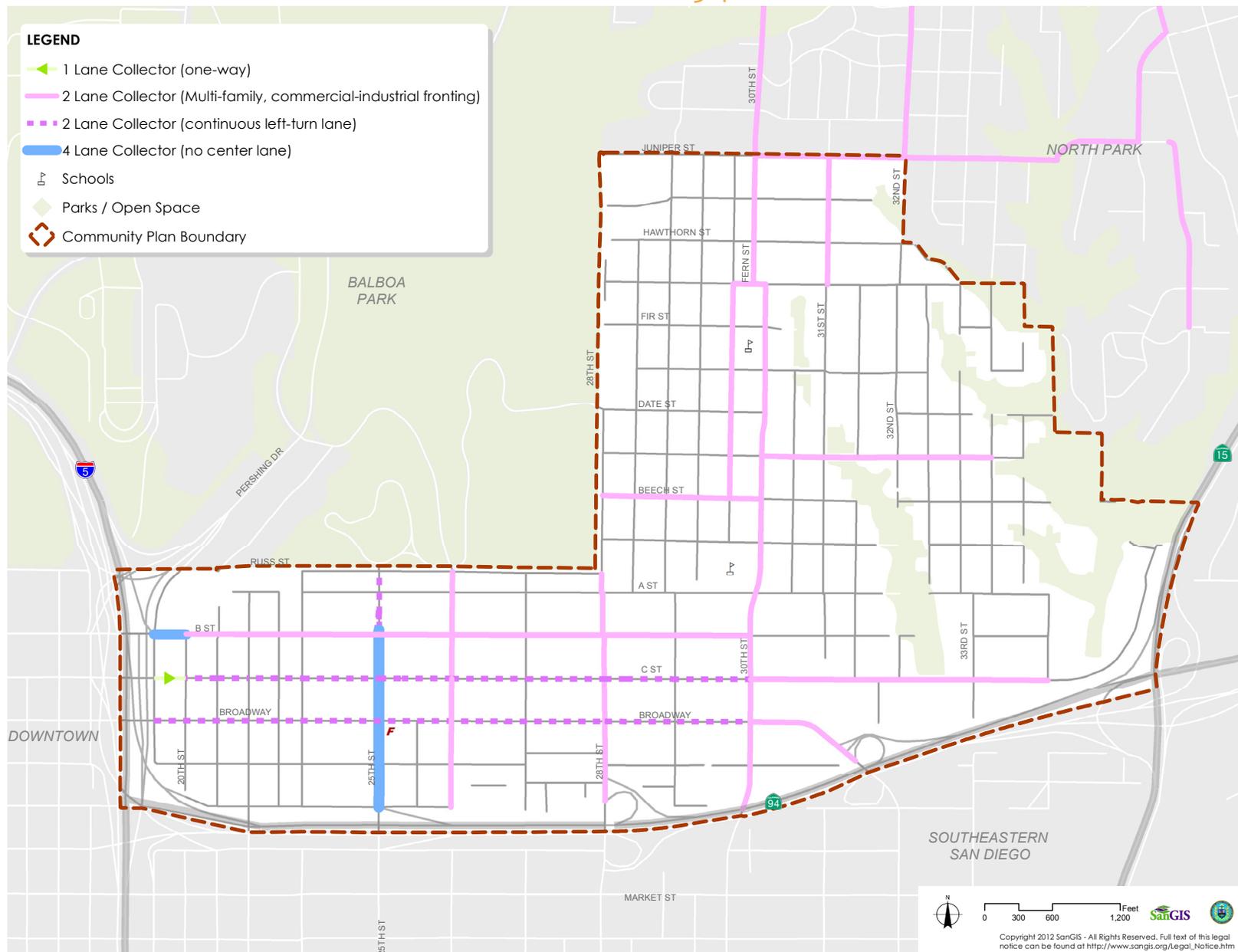
- ME-3.3** Implement focused intersection improvements to improve safety and operations for all modes.
- ME-3.4** Provide street trees, street lighting, and implement a wayfinding program.
- ME-3.5** Incorporate balanced multi-modal concepts into planning, design, retrofit and maintenance of streets.
- ME-3.6** Ensure efficient movement and delivery of goods to retail uses while minimizing impacts on residential and mixed-use neighborhoods.
- ME-3.7** Coordinate with Caltrans and SANDAG to identify and implement needed freeway and interchange improvements along SR-94 and SR-15 to improve accessibility to regional facilities and enhance active transportation modes along freeway interchanges.

ME



*Reconfiguring wider streets, such as 30th Street shown here, to provide bicycle lanes will improve bicycle safety and comfort.*

FIGURE 3-4: EXISTING ROADWAY CLASSIFICATIONS





### 3.4 Parking Management

On-street parking has the ability to calm traffic, protect pedestrians, and, the relative availability of convenient parking can allow public transit to be a more attractive transportation option. On-street parking supply should be maintained in commercial areas to serve short-term patrons of area businesses. Adequate parking is the key to a vibrant community, and on-street parking should be managed to adequately serve both commercial and residential 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

- ME-4.1 Locate off-street parking in the rear of the buildings and encourage access from rear alleys when available.
- ME-4.2 Consider parallel on-street parking on high-volume arterial and collector streets and angled parking on lower-speed and lower-volume streets.
- ME-4.3 Add diagonal parking on side-streets adjacent to commercial districts and within multi-family neighborhoods to increase parking supply where feasible.
- ME-4.4 Support implementation of innovative parking measures such as ‘unbundled’ residential parking.
- ME-4.5 Break-up large surface parking areas with landscaped islands and apply landscaped borders to screen parking from view. This can be accomplished through the use of trees, shrubs, mounding or walls appropriate to the character of the area. Large parking areas should also include patterned paving as a means to enhance surface areas.

- ME-4.6 Screen on-site parking by locating it in areas not highly visible from the street corridor.
- ME-4.7 As alternatives to surface parking lots, new development should provide parking designs that conceal parking such as parking below-grade, or, above-grade parking screened by building components. Access to parking access should be by alleys or side streets where available.
- ME-4.8 Provide on-street parking on all streets to support adjacent uses and to provide separation from vehicular lanes that also enhances pedestrian safety and comfort.
- ME-4.9 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.
- ME-4.10 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 generous street widths (50’ or greater) where a narrower travel lane can accompany this configuration.



*Substituting bicycle parking for auto parking preserves valuable sidewalk space for pedestrian travel.*

**ME-4.11** Avoid conflicts between front-in angled parking and marked bicycle lanes. In these locations, a six-foot buffer shall be provided. Bicycle lanes may abut the parking area when back-in angled parking is used.

**ME-4.12** 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. Restrict time limits of 30 minutes or less to areas reserved for special, short-term, high-turnover parking such as passenger loading, convenience stores, dry cleaners, etc. Maximum time limits should not exceed 2 hours where turnover of parking spaces is important to support nearby retail business.

**ME-4.13** Design parking space widths depending on the land use context and thoroughfare type, and the anticipated frequency of parking turnover. The preferred width of a parallel on-street parking lane is 7 feet.

**ME-4.14** Incorporate plantings into on-street parking areas to contribute to the visual character, provide additional space for street trees and to reduce the apparent width of the street and vehicular travel speeds, including:

- A. "Tree islands" to be included within the parking lane at regular intervals along the block to reduce uninterrupted lengths of on-street parking.
- B. Landscaped curb extensions at each end of a block.

**ME-4.15** Provide on-street motorcycle parking in prominent, well-lit locations. Motorcycle parking bays should be striped perpendicular to the sidewalk in the on-street parking lane.

**ME-4.16** Consider installation of on-street bicycle corrals in retail areas where pedestrian activity is heavy and sidewalk space limited. Bicycle corrals should be delimited with bollards to protect bicycles and cyclists.

**ME-4.17** Maintain on-street, short-term parking in retail commercial areas.

ME



*Aging pedestrian infrastructure and poorly placed parking within portions of the community detract from pedestrian access and comfort.*



*Streetscape renovations that include pedestrian improvements such as the 25th Street Renaissance Project can rehabilitate aging infrastructure and improve the pedestrian experience.*