MOBILITY 3

Introduction

The community plan places an emphasis on high quality reliable multi-modal network that strengthens the land use vision and promotes a clean and sustainable environment. All forms of transportation have an important role in the community. The policies within the Mobility Element provide goals, policies and recommendations to create a multi-modal transportation system that provides safe and efficient transportation choices for the community.

Travel choices need to be broadened so that a good portion of trips can be made without a car. Walking, bicycling, 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 multimodal network that encourages walking, bicycling, and taking transit while continuing to provide for needed vehicular access in the community.

Mobility plays a major role in the vision for North Park community. North Park provides opportunities for with new retail, restaurants, housing, and entertainment venues along its key commercial corridors and business districts. With mixed-use development, an increasing number of residents are within walking distance of shopping, entertainment, and commercial services and are opting to use transit, to walk and/or bicycle as their mode of transportation. The mobility element provides goals and policies to strengthen and create a richly connected urban community through a well implemented system of accessible, convenient, reliable, and resilient multi-modal transportation options that improve mobility for local residents, businesses, and organizations.

The community plan envisions creating viable transportation choices through a more balanced use of streets. The incorporation of complete streets concepts allows streets to accommodate all modes of transportation to coexist. The community's complete streets strategy would focus improvements within the existing rights-of-way, with an emphasis on walking, bicycling, and transit. This strategy will result in a more efficient use of streets and provide multimodal connections to destinations such as schools, parks, employment, and shopping. A complete streets approach to mobility planning will enable safe, comfortable, and attractive access to pedestrians, bicyclists, transit and automobiles.

Multi-modal balance can be achieved by considering all modes of transportation and the needs of all current and future users.

The Complete Streets concept encourages street connectivity and aims to establish a comprehensive, integrated mobility network for all modes of travel.

Mobility Element Goals

1. *An efficient transportation network that compliments North Park's community character.*
2. *A safe and efficient roadway that balances all modes of transportation.*
3. *Prioritized streets by modes of travel.*
4. *High-quality transit service as the preferred transportation mode for employees and residents centered around transit-oriented development.*
5. *A fully integrated network of vehicular, transit, bicycle and pedestrian facilities to meet current and future needs*
6. *Streets designed with complete streets concepts to accommodate all users.*
7. *An transit system that attracts all segments of the population*
8. *A safe and integrated bicycle and pedestrian network allowing residents safe, convenient access to community attractions, and neighboring communities.*
9. *Interagency coordination to provide additional comprehensive mobility strategies and opportunities, and funding resources.*

3.1 Active Transportation

Active transportation refers to non-motorized forms of transportation such as walking and bicycling. Active transportation can provide possitive health benefits as a result of increased physical activity. Active transporation requires safe and efficient facilities for walking and bicyclying such as wider sidewalks and bicycle facilities. Walking and bicycling are viable transportation options within the North Park, 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 the Mobility Element.

WALKABILITY

Pedestrian safety and comfort is essential to obtaining a walkable community. Providing facilities such as pathways, sidewalks, and wayfinding signage increases the walkability of a community. Creating a walkable community begins with having destinations close to each other, encouraging a mix of uses in developments and having sufficient densities to support transit. The connection between land-use and transportation is critical to safely and effectively accommodating pedestrians.

North Park has many characteristics that contribute to an inviting pedestrian experience. The streets are primarily a grid system with a mix of land uses. A majority of the commercial use is oriented on the street front, which increases pedestrian activity. Parking in the commercial districts and corridors is often limited, encouraging more walking trips, or more trips where customers park once and walk between several destinations. The close proximity to Balboa Park also increases pedestrian activity. The highest amount of pedestrian traffic occurs in the core of the community.

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.

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 routes in North Park are described below, and are shown in Figure 3-1. Pedestrian enhancements recommended along these pedestrian routes include but are not limited to bulb-outs curb extensions, enhanced crossing treatments, and traffic calming, leading pedestrian intervals, and pedestrian scramble crossing phases to increase safety and operational improvements.

General Plan policies ME-A.1 through ME-A.9 and Table ME-1, Pedestrian Improvement Toolbox, as well as the community-based policies in this element should be considered for guidance.

- *District Sidewalks* have heavy pedestrian levels with an identifiable focus to encouraging walking within a district node.
- *Corridor Sidewalks* have moderate pedestrian levels that connect to district nodes.
- *Connector Sidewalks* have lower pedestrian levels that connect industrial areas to corridor or district sidewalks.
- *Neighborhood Sidewalks* have low to moderate pedestrian levels within residential areas.
- *Ancillary Pedestrian Facilities* have moderate to high pedestrian levels that include bridges over streets, and plazas, promenades, or courtyards away from streets.
- *Paths* are exclusive to pedestrians and bicycles and are not associated with streets.

30th Street provides the only direct through-roadway connection across North Park to the Golden Hill Community.

It is essential for the creation of a walkable community to have adequate sidewalk width to accommodate pedestrians in high-pedestrian activity areas.

Mid-block crossings can be considered and utilized to accommodate pedestrian access across streets with infrequent intersections.

North Park's grid pattern street system is a major factor in promoting walkability.

POLICIES

ME-1.1 Enhance pedestrian travel routes based upon infrastructure conditions and level of use.

ME-1.2 Provide pedestrian amenities including street trees, street furniture, and signage to enhance the pedestrian experience.

ME-1.3 Provide marked crosswalks and pedestrian countdown signals and/or pedestrian phasing at signalized intersections along the pedestrian routes identified in Figure 3-1.

ME-1.4 Consider the installation of corner bulbouts along the following pedestrian corridors:

a. University Avenue at the intersections with Arnold Avenue and Pershing Avenue

b. Park Boulevard at the intersections with Upas Street and Myrtle Avenue

c. Texas Street at intersections between Wightman Street and Meade Avenue

d. 30th Street at the intersections with Howard Avenue, North Park Way, and Dwight Street

ME-1.5 Support and promote pedestrian facility improvements at the intersection of Upas Street and 30th Street.

ME-1.6 Support and promote sidewalk modifications along University Avenue between Park Boulevard and Florida Street.

ME-1.7 Install missing sidewalks and curb ramps and remove any other barriers to accessibility.

ME-1.8 Relocate above-ground infrastructure especially along mixed-use corridors, and transit stops.

ME-1.9 Locate public utilities outside of the pedestrian zone and designed so as not to obstruct a clear path of travel. Public utilities should be screened from public view, and placed underground where feasible.

ME-1.10 Prioritize activities within the sidewalk and make mobility functions such as pedestrian access, bicycle parking and transit stops the main priority.

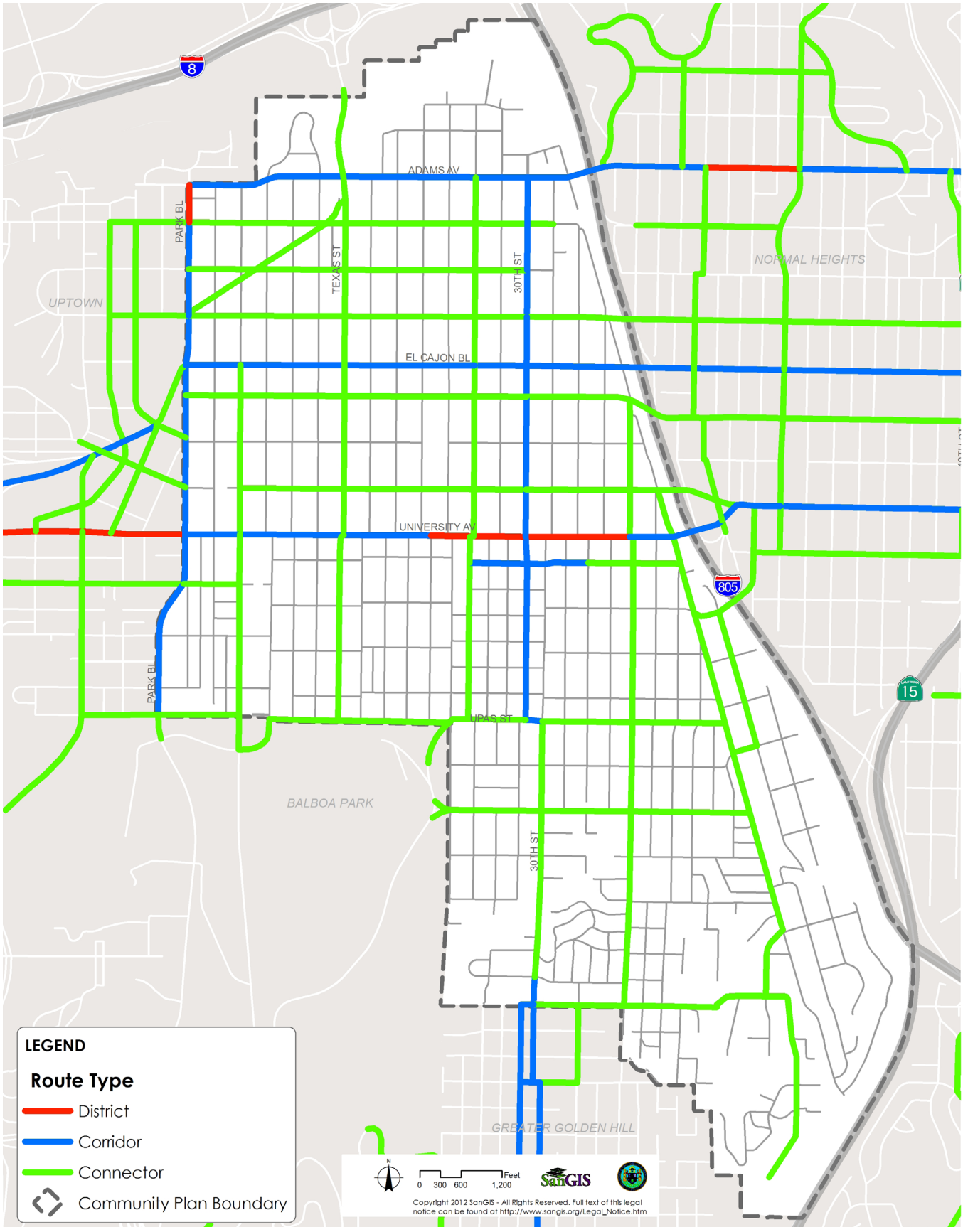
ME-1.11 Include pedestrian mobility enhancements in future transit and bicycle projects.

ME-1.12 Implement pedestrian enhancements alon identified pedestrian routes.

ME-1.13 Improve the pedestrian environment adjacent and along routes to transit stops through the installation and maintenance of signs, crosswalks, and other appropriate measures.

ME-1.14 Provide shade-producing street trees and street furnishings with an emphasis along routes to schools and transit.

Figure 3-1: *Pedestrian Routes*



BICYCLING

The development of a well-connected bicycle network with protected bicycle lanes where feasible, will help to meet the community's mobiliy vision. North Park's grid pattern streets create a connectivity that encourages the use of a bicycle for recreational trips, light errands, and work trips. The construction of additional bicycle facilities that are separated from vehicular traffic could encourage more people to choose bicycles for their preferred mode of travel. Separated facilities require more street space to be implemented.

The planned bicycle facilities for the community are shown in Figure 3-2. Implementation of the North Park bicycle network will provide access to community attractions and regional destinations such as Balboa Park and adjacent communities. Downtown San Diego is outside of a comfortable walk to work trip for most residents, but well within the distance commonly traveled using a bicycle.

General Plan Policies ME-F.1 through ME-F.6 as well as the following community-based policies should be considered for guidance.

POLICIES

ME-1.15 Utilize North Park's street grid to establish bicycle priority streets to connect to Uptown and Golden Hill.

ME-1.16 Implement separated bicycle facilities to bicycling as a primary mode of travel.

ME-1.17 Prioritize North Park bikeway projects to eliminate gaps in the network.

ME-1.18 Coordinate with SANDAG on the planning and implementation of regional bicycle facilities along Meade Avenue, Howard Avenue, Robinson Avenue, Landis Street, Georgia Street, Park Boulevard and Utah Avenue.

ME-1.19 Support bicycle facilities that connect North Park to Normal Heights and City Heights including connections along the following roadways: Adams Avenue, Meade Avenue, El Cajon Boulevard, Lincoln Avenue, and University Avenue.

ME-1.20 Support multi-use paths that connect Greater North Park to Greater Golden Hill including new connections along 28th Street adjacent to Balboa Park and between Boundary Street and C Street.

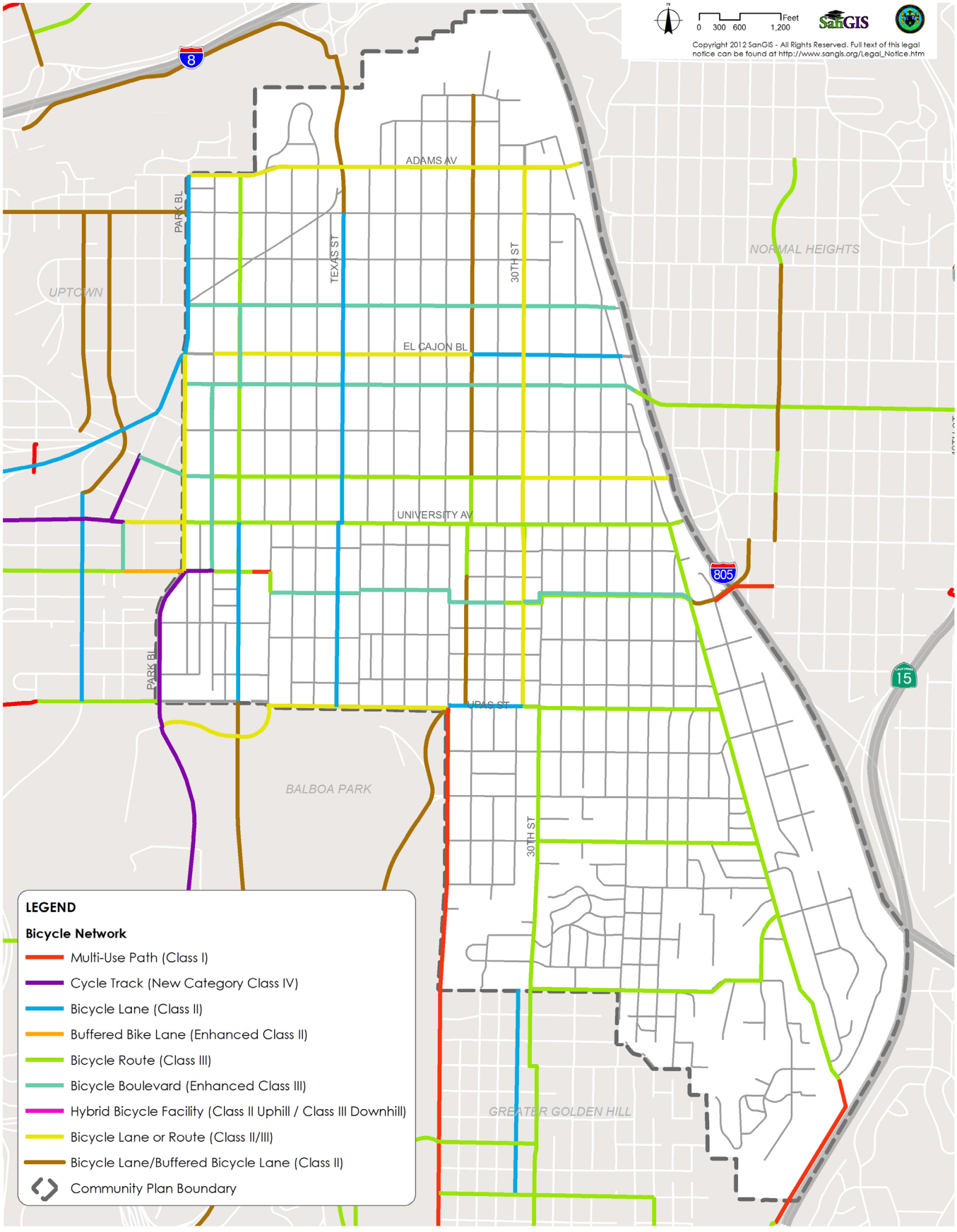
ME-1.21 Provide signage to identify bicycle routes and encourage their use for trips within the community, adjacent communities and attractions.

ME-1.22 Increase bicycle comfort and accessibility for all levels of bicycle riders with improvements such as signing and marking for bicycles, actuated signal timing for bicycles, priority parking for bicycles, wider bike lanes and, where feasible, protected bicycle facilities.

ME-1.23 Where feasible, repurpose right-of-way to provide and support a continuous network of safe, convenient and attractive bicycle facilities.

Bicycling promoting events like CicloSDias act as a means for communities to connect and provide a break from the stresses of car traffic.

Figure 3-2: *Planned Bicycle Facilities*



3.2 Transit

Expanding transit services to create a viable travel choice in North Park is an essential component to the North Park Mobility Element. Transit improves community livability by increasing access to civic, commercial and employment destinations. Transit in Golden Hill should be attractive, convenient and act as a viable choice of travel, reducing dependence on the automobile. Linking transit and land use is an essential component of the community plan's vision, with transit stations integrated into walkable, transit oriented neighborhoods and centers. North Park has a high transit ridership. Improvements will provide a faster and more efficient service. Additional amenities such as shade structures or shade producing trees around transit stops would improve the overall transit experience for riders.

Future transit service is identified in the Regional Transportation Plan (RTP). The 2050 RTP identifies Rapid Transit, Trolley (also know as light rail transit), and Streetcar service within North Park. The planned transit system will improve the type of service, frequency of service and areas to which patrons can reach using transit. The following summarizes some of the transit service enhancements contingent upon future funding within North Park:

RAPID BUS

This rapid bus service is planned between downtown San Diego and the North Park area. The route would be the same as the local service bus route 2, but will have fewer stations, quick boarding operations, and transit priority treatments at signalized intersections, resulting in faster travel times, as compared to the local buses. The service will operate throughout the day at 10-minute frequencies. The expected year for completion is 2030.

North Park is linked to the regional transit system via the Mid-City Rapid Bus.

This rapid bus service is planned between the 32nd Street Trolley Station and the Golden Hill and North Park areas. The route is planned to include El Cajon Boulevard, Park Boulevard, and 30th Street. The route would have limited stations, quicker boarding operations, and transit priority treatments at signalized intersections, resulting in faster travel times, as compared to local buses. The expected year for completion is 2035.

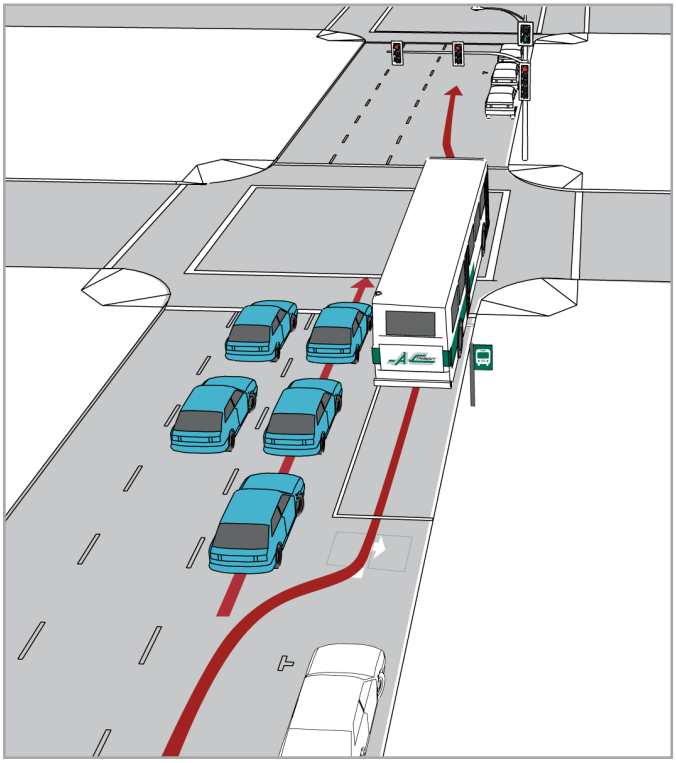
STREETCAR

This streetcar service is planned to connect the Golden Hill community with North Park, Petco Park and the Gaslamp district of downtown. The route would likely use a combination of 30th Street, B Street, and Market Street. The streetcar would operate within a travel lane shared with vehicular traffic and would have stops every two to three blocks. The service will strengthen the connection between Greater Golden Hill, Downtown, and North Park, with a primary target of serving retail and tourism activities. With frequent stations, the streetcar will have slower operating speeds, as compared to Rapid Bus service. The expected year for completion is 2035.

MID-CITY TROLLEY EXTENSION

SANDAG is planning the Mid-City Trolley Extesion from Downtown to the Mid-City communities and San Diego State via El Cajon Boulevard and Park Boulevard. The expected year for completion of this improvement is 2035. Figure 3-3 illustrates the transit network with the buildout of the 2050 Regional Transportation Plan.

General Plan policies ME-B.1 through ME-B.10, as well as the following community-based policies should be consulted for guidance.



Queue jumps provide transit priority on roadways and improves efficiency of travel by bus.

POLICIES

ME-2.1 Implement transit system priority for buses and queue jumps to improve the efficiency of travel by bus, where approriate.

ME-2.2 Consider the use of exclusive or restricted transit lanes where there is sufficient ridership.

ME-2.3 Enchance the pedestrian and bicycle ameneties around transit stops such as bicycle parking, shade trees and landscaping to increase the comfort and convenience for transit riders.

ME-2.4 Work with MTS to increase the transit rider experience by placing shade structures, benches and timetables at bus stops, where feasible.

ME-2.5 Work with SANDAG to implement electronic arrival schedules where appropriate and implement real time transit schedule updates to provide timely and efficient loading.

ME-2.6 Work with SANDAG to implement transit infrastructure and service enhancements in the Regional Transportation Plan.

ME-2.7 Work with MTS and SANDAG to implement transit priority measures to improve transit travel times.

ME-2.8 Coordinate with MTS on bicycle and pedestrian infrastructure improvements to avoid adverse impacts to existing and planned bus services to the community.

A streetcar line between North Park and Downtown would provide another travel option in the community and serve as a tourism booster for the community.

Figure 3-3: *Planned Transit Service*

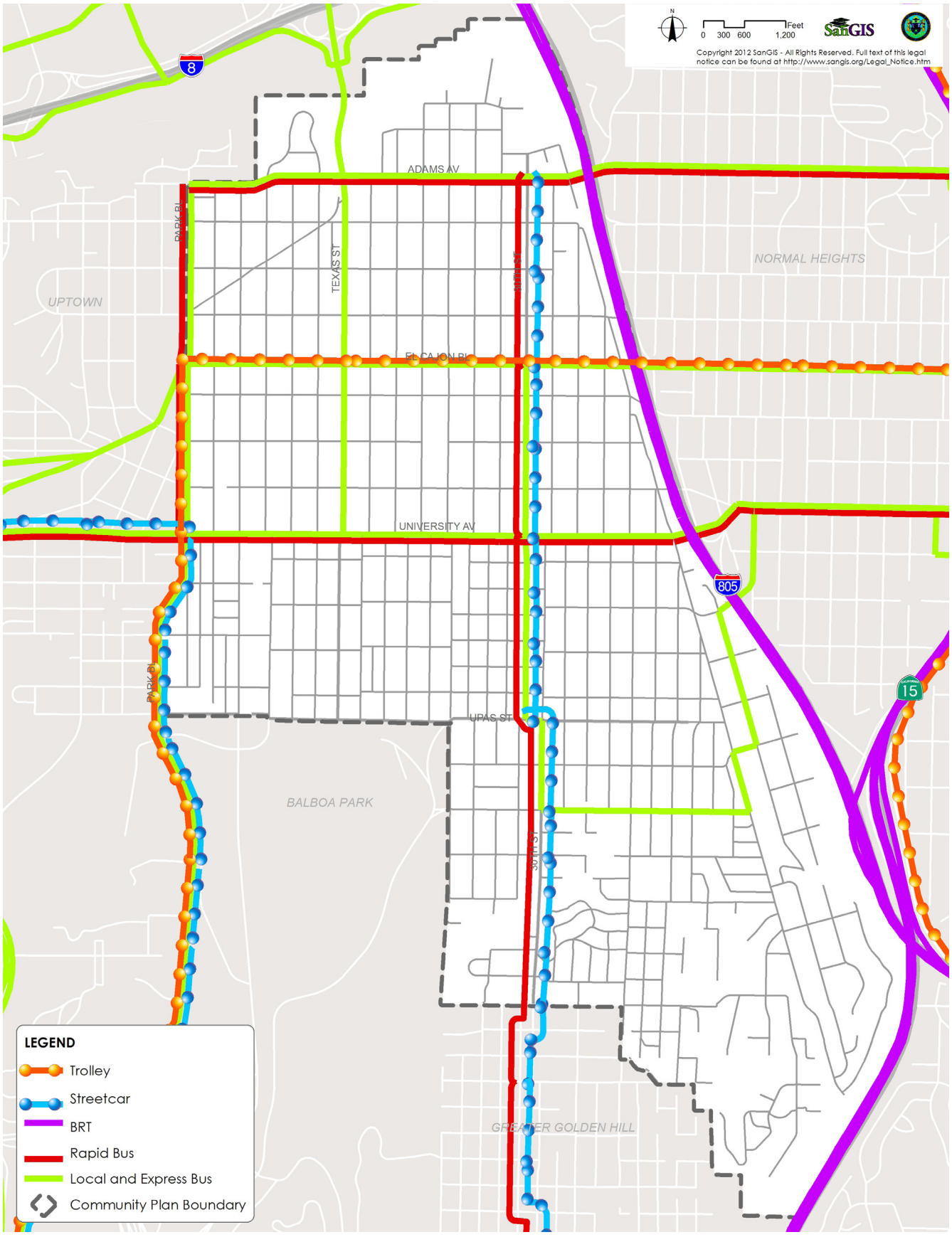
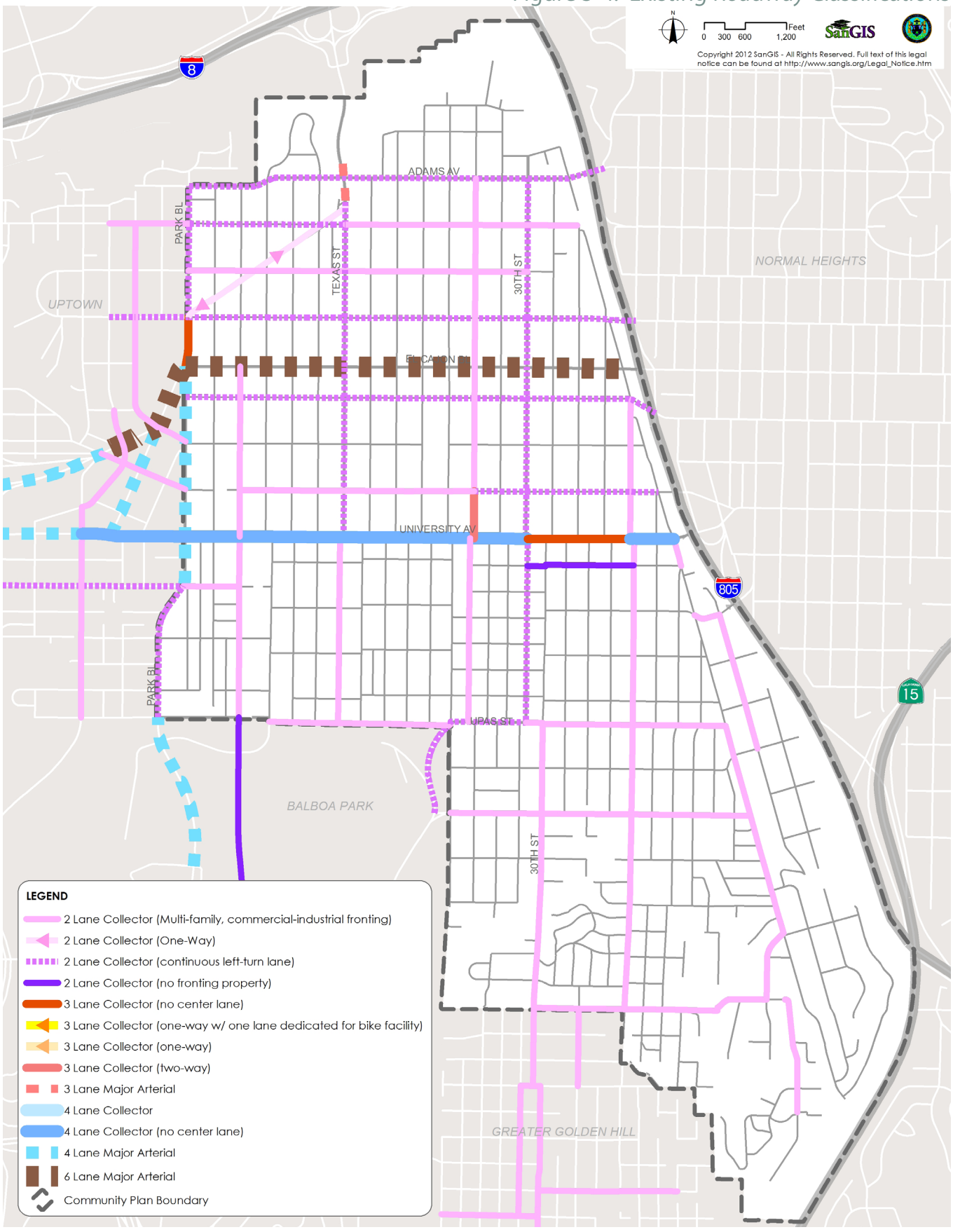


Figure 3-4: *Existing Roadway Classifications*



3.3 Street System

North Park's existing street system is a grid pattern. North Park is served by two major streets, El Cajon Boulevard and University Avenue, which provide east-west access to the Uptown community on the west and to the Mid-City and College communities on the east. Adams Avenue also provides a connection to the east, linking Greater North Park neighborhoods of Normal Heights and University Heights with the Mid-City neighborhoods of Normal Heights, Kensington and Talmadge. The major north-south streets in the community are 30th Street, which provides a link with the Golden Hill community and Downtown; Texas Street, which provides access to Mission Valley and into Balboa Park; and Park Boulevard, which is adjacent to Uptown and provides access to Balboa Park and to Downtown. Other surface streets of importance are two east-west streets, Meade Avenue and Lincoln Avenue and two north-south streets, Utah Street and 32nd Street. Figure 3-4 illustrates the existing roadway classifications.

The community plan envisions repurposing streets to incorporate multiple modes of travel and parking. By creating an efficient and attractive multimodal network, people can bicycle, walk, and use transit that ideally can contribute to less automobile congestion and a more healthy community. Figure 3-5 illustrates the planned 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.

Pedestrian and bicycle improvements along Texas Street provide mobility connections between North Park and Mission Valley.

POLICIES

ME-3.1 Implement road diets (reduction in number of traffic lanes) or lane diets (narrowing traffic lanes) where appropriate to accommodate transit and bicycles within the existing street right-of-way.

ME-3.2 Provide a complete streets network, that accommodates multiple modes of transportation throughout the community to accomadate all users of the roadway.

ME-3.3 Direct future transportation trips to walking, biking and transit modes by creating a safe, effective multimodal network.

ME-3.4 Implement focused intersection improvements to provide safety and operations for all modes at major commercial intersections and destination in the community and to and from Balboa Park.

ME-3.5 Coordinate with Caltrans and SANDAG to identify and implement needed freeway and interchange improvements at North Park Way.

ME-3.6 Repurpose right-of-way to provide high quality bicycle, pedestrian, and transit facilities while maintaining vehicular access

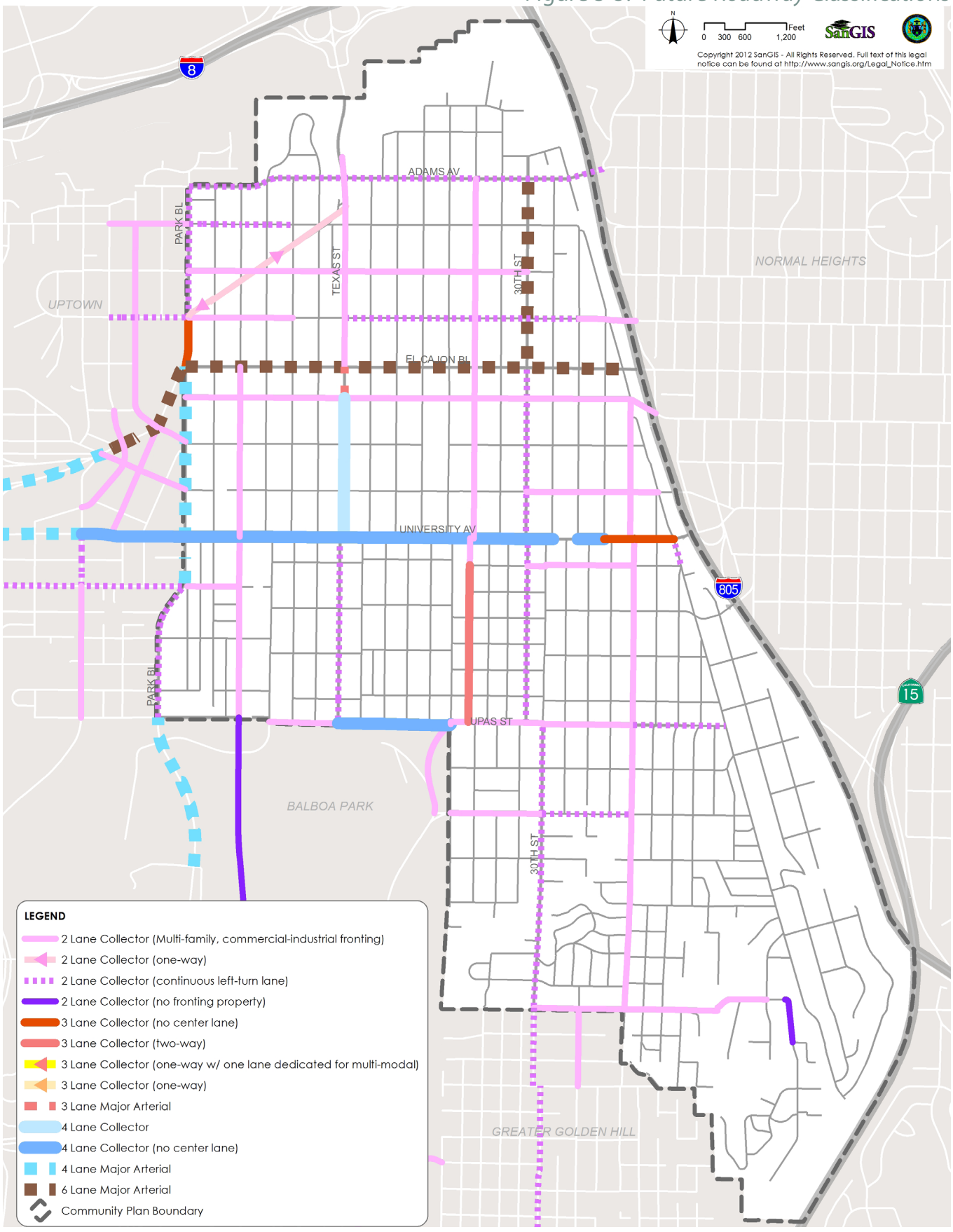
ME-3.7 Implement focused intersection improvements to improve safety and operations for all modes.

ME-3.8 Provide street trees, street lighting, and implement a wayfinding program.

ME-3.9 Incorporate balanced multi-modal concepts into planning, design, retrofit and maintenance of streets.

ME-3.10 Ensure efficient movement and delivery of goods to retail uses while minimizing impacts on residential and mixed use areas.

Figure 3-5: *Future Roadway Classifications*



3.4 Intelligent Transportation System

Intelligent Transportation Systems (ITS) is the application of technology to transportation systems with the goal 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.

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

ME-4.1 Support implementation of ITS strategies such as smart parking technology, traffic and transit information dynamic message signs, traffic signal coordination, and transit priority.

ME-4.2 Encourage accommodation of emerging technologies such as car charging stations into future infrastructure and development projects.

ME-4.3 Utilize ITS technology such as traffic signal coordination and transit priority measures to move people safely and efficiently through the community.

Facilities that promote biking should accommodate all cyclists regardless of skill.

Texas Street provides a continuous connection through North Park between Balboa Park and Mission Valley.

Repurposing right-of-way can provide opportunities not only for other modes of transit, but for public space as well.

3.5 Parking

Both on- and off-street parking are in high demand in North Park, especially in the Core area. The high parking demand is concentrated mainly in the Core area, bounded by North Park Way to Howard Avenue and from Hamilton Street to Iowa Street. The North Park Parking Structure provides convenient parking for the business patrons and visitors to the community. Other areas with high parking demand include 30th Street and University Avenue. Greater management of parking spaces can help achieve mobility, environmental, and community development goals.

POLICIES

ME-5.1 Consider additional diagonal parking on various side-streets adjacent to the Core area and mixed-use corridors, and within multi-family neighborhoods to increase parking supply where feasible.

Bike corrals can accommodate more bicycle parking than typical sidewalk bicycle racks, especially where sidewalk widths are limited in width.

Reversed angled parking could provide opportunities for more parking in the community and safer streets.

ME-5.2 Provide on-street parking on all streets to support adjacent uses and enhance pedestrian safety and activity where feasible.

ME-5.3 Include primarily parallel on-street parking on high-volume arterial and collector streets and angled parking on lower-speed and lower-volume streets.

ME-5.4 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-5.5 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.

ME-5.6 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.

ME-5.7 Support the construction of additional parking structures near El Cajon Boulevard and 30th Street and in close proximity to mixed-use corridors.

ME-5.8 Support shared parking agreements with institutional uses, offices, and other businesses where associated parking could provide additional parking in the evening.

ME-5.9 Locate on-site parking in the rear of the buildings and encourage access from the rear alley when available.

ME-5.10 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 of 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 time limits should not exceed 2 hours where turnover of parking spaces is important to support nearby retail business.

ME-5.11 Support implementation of innovative parking measures such as unbundled residential parking.

ME-5.12 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-5.13 On-street motorcycle parking should be provided in prominent, well-lit locations. Motorcycle parking bays should be striped perpendicular to the sidewalk in the on-street parking lane.

ME-5.14 Install bicycle corrals in the parking lane where pedestrian activity is heavy and sidewalk space limited. Bike corrals should be delimited with bollards to protect bicycles and cyclists.

ME-5.15 Preserve on-street parking in commercial areas to serve short-term shoppers.

Carsharing programs can reduce the demand for parking spaces and help to reduce automobile congestion and pollution.

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