



Morena Corridor Specific Plan

Linda Vista Planning Group – Ad Hoc Subcommittee | CITY OF SAN DIEGO | December 14, 2015

Tonight's Agenda - Mobility

- Project Schedule Overview
- Final Review of Vision & Guiding Principles
- Existing Mobility Constraints – Key Issues
- Previously Proposed Mobility Concepts— MBAP Recommendations
- Public Comment





Overall Specific Plan Schedule

Community Outreach

- Kick Off – March 2015
- Establishing the Context – Spring-Fall 2015
 - Existing Conditions Review (meeting 1)
 - Establishing the Vision and Guiding Principles (meeting 1 & 2)
- Preparing the Plan Framework – Winter 2016
 - Land Use Consideration Areas/Design Concepts (meeting 3 & 4)
 - Preferred Land Use and Mobility Concepts (meeting 5)
 - Urban Design Concepts / Infrastructure (meeting 6)
- Drafting the Document –Spring/Summer 2016
 - Draft Specific Plan
 - Draft Environmental Impact Report (EIR)
- Public Review Draft Specific Plan and EIR – Fall 2016
- Approval Process – Spring/Summer 2017
 - Final Draft Specific Plan and EIR
 - Public Hearings

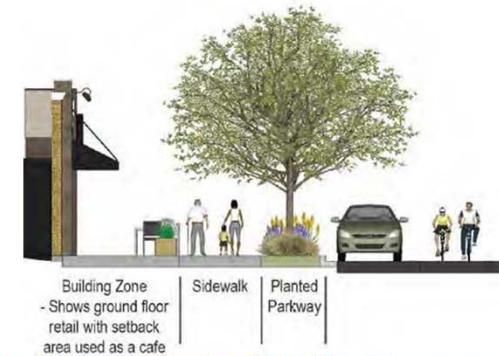


Draft Morena Corridor Vision Statement

- Enhance the Morena Corridor as a mixed-use area that has a vibrant community core with a strong restaurant/retail component, arts and cultural opportunities and central gathering places, with balanced residential density that includes affordable housing, quality urban design, safe and accessible travel for all modes, employment opportunities, adequate infrastructure, and open space in a manner that celebrates the historic nature of the community.

Draft Guiding Principles

- Protect and enhance the Corridor's **unique neighborhood character**.
 - Ensure new development respects general mass, volume, and scale of existing built environment.
 - Improve visual quality along Morena Boulevard
 - Preserve public views of Mission Bay
- Establish a varied and **balanced mix** of uses.
 - Encourage the preservation of existing restaurants and the development of new restaurants along the Morena Corridor
 - Provide a range of housing options
 - Integrate new uses that compliment the existing neighborhood character
- Improve the Corridor as a place of **services, shopping** and **small business**.
- Create additional **gathering** and **recreational open space** opportunities.
- Improve **mobility** for all modes of transportation.
 - Establish safe access
 - Provide adequate parking for all new development
 - Ensure safe and efficient travel for pedestrians, bicycles and vehicles
 - Improve access to Mission Bay Park
- **Celebrate community history** that dates back to the turn of the 20th century
- Maximize **sustainable development**.

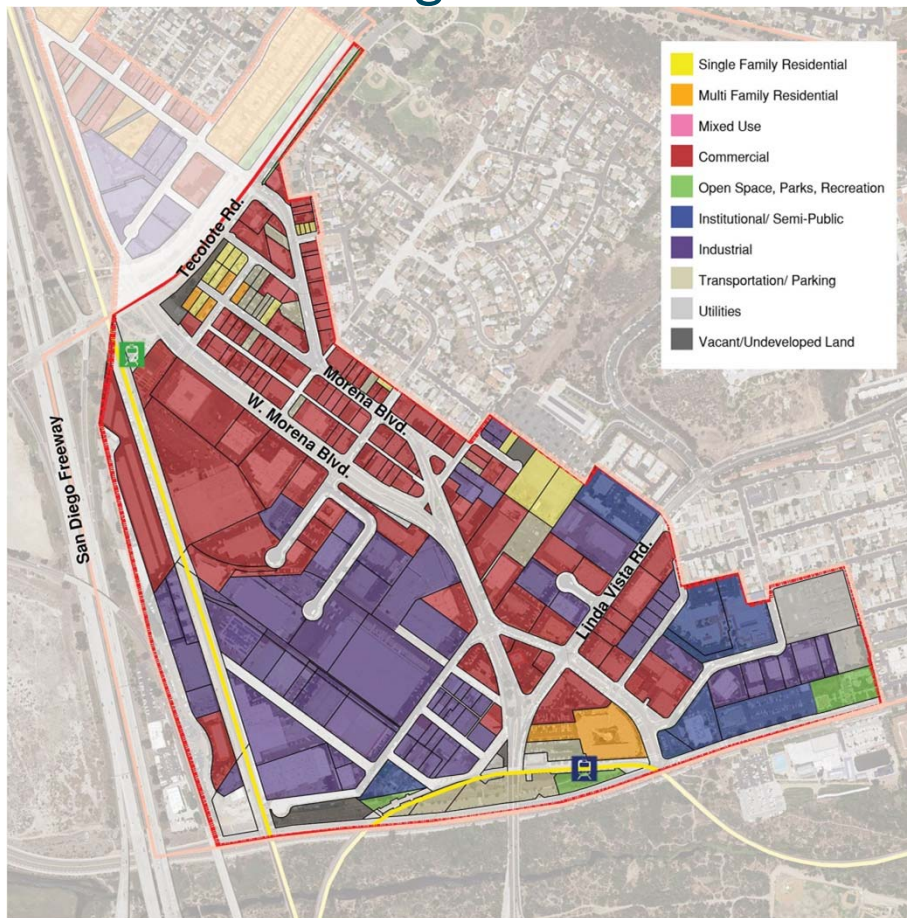


Plan Area – Linda Vista

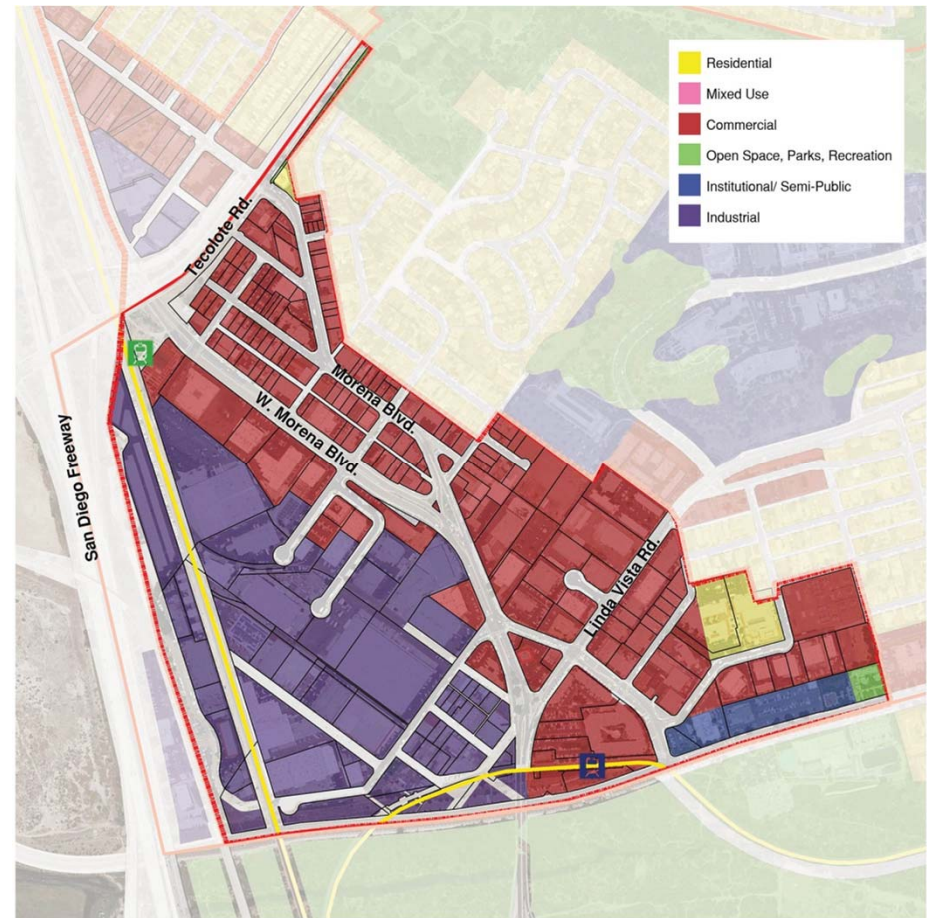


Linda Vista Plan Area Land Use

Existing Land Use



Adopted Land Use





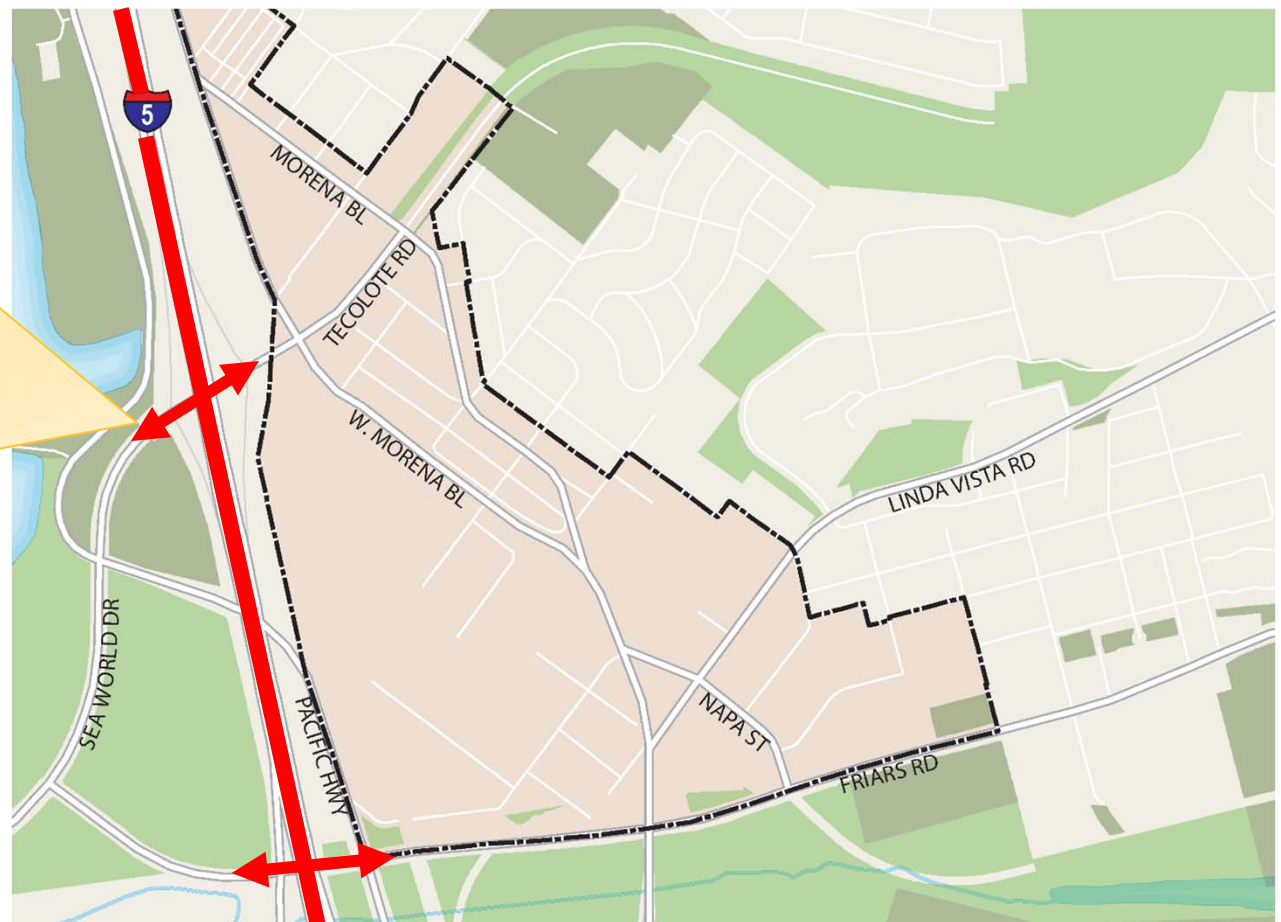
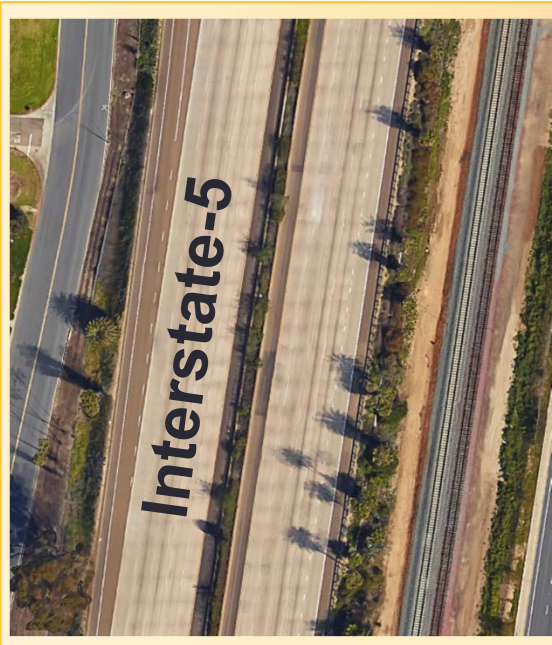
EXISTING MOBILITY CONSTRAINTS



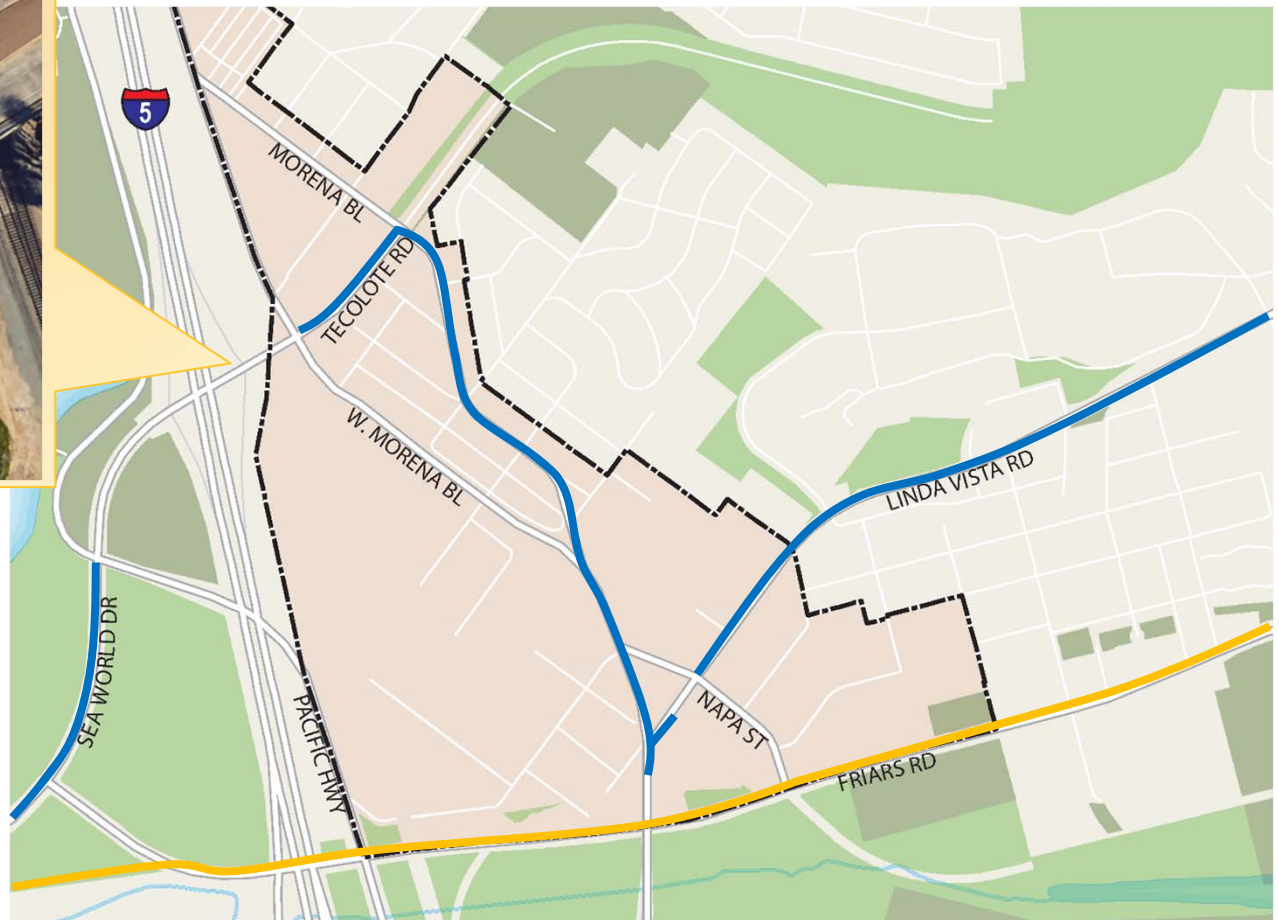
Mobility Constraints

- High volume roadways and rail line act as barriers
- Non-contiguous bicycle facilities
- Missing sidewalks
- Lack of pedestrian-oriented lighting
- Congested roadways and intersections

Mobility Constraints — Limited Freeway & Rail Crossings

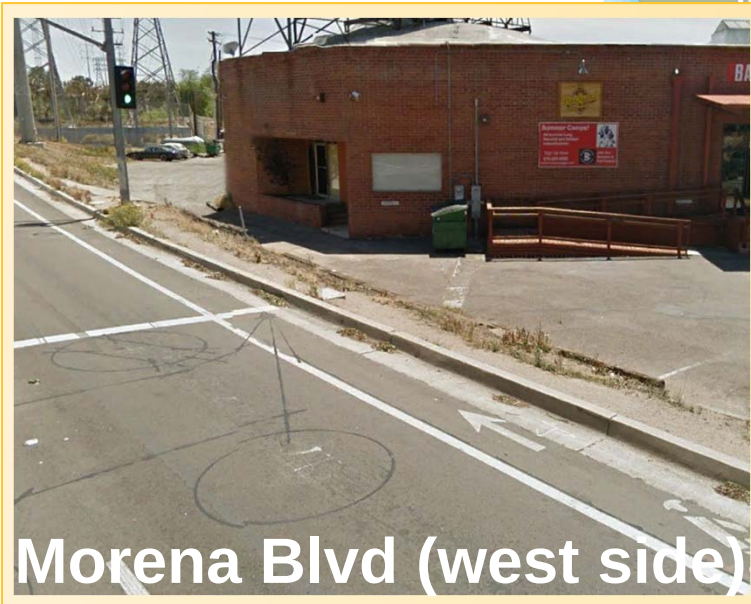


Mobility Constraints — Non-Continuous Bicycle Facility Across I-5

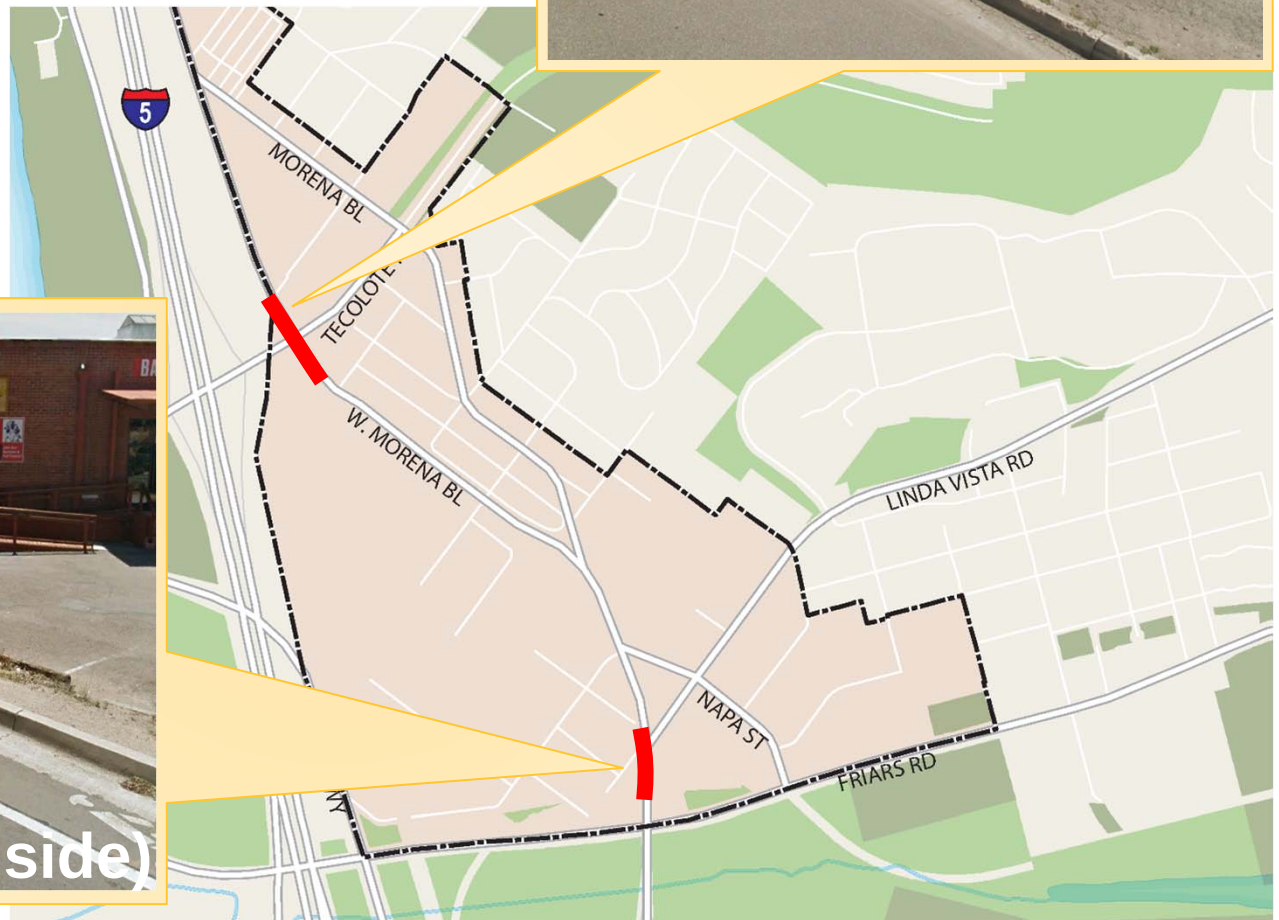


Mobility Constraints — Sidewalk Gaps & Pedestrian Lighting

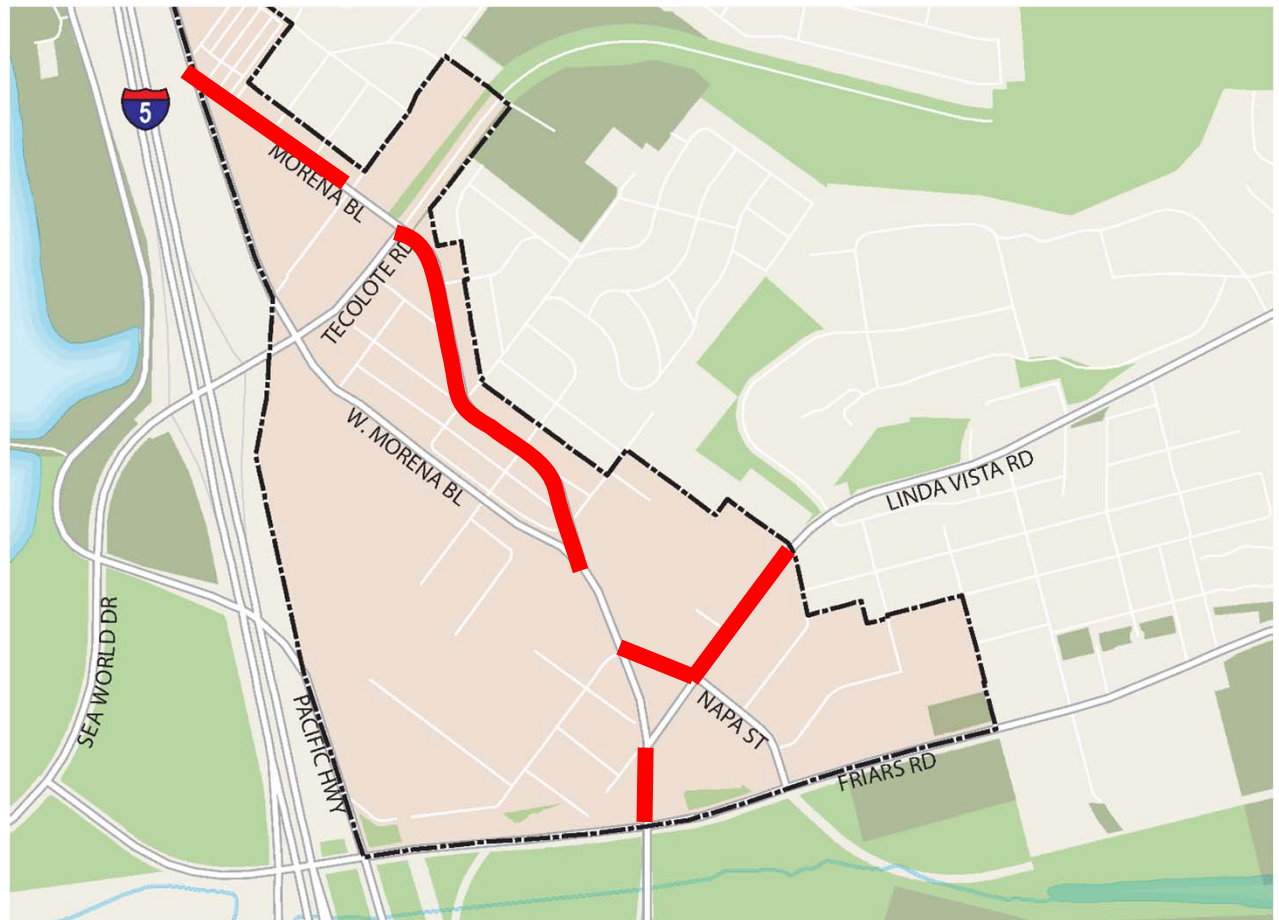
W. Morena Blvd
(both sides)



Morena Blvd (west side)

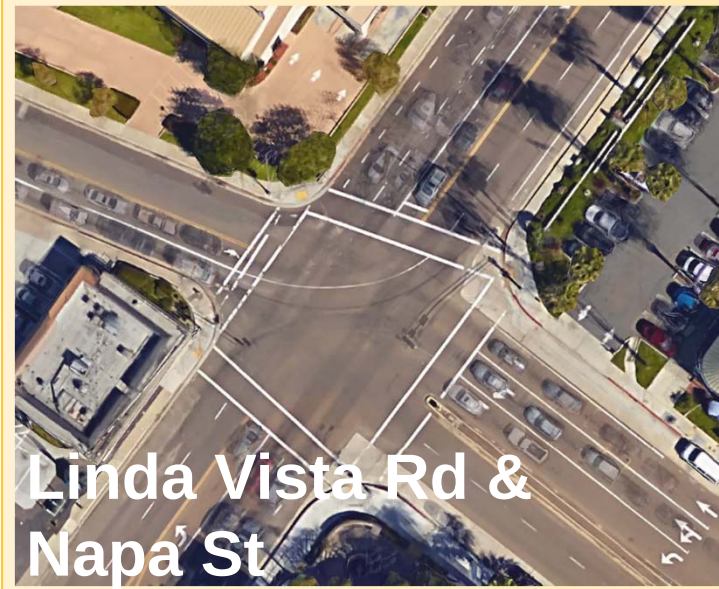


Mobility Constraints — Currently Congested Roadway Segments

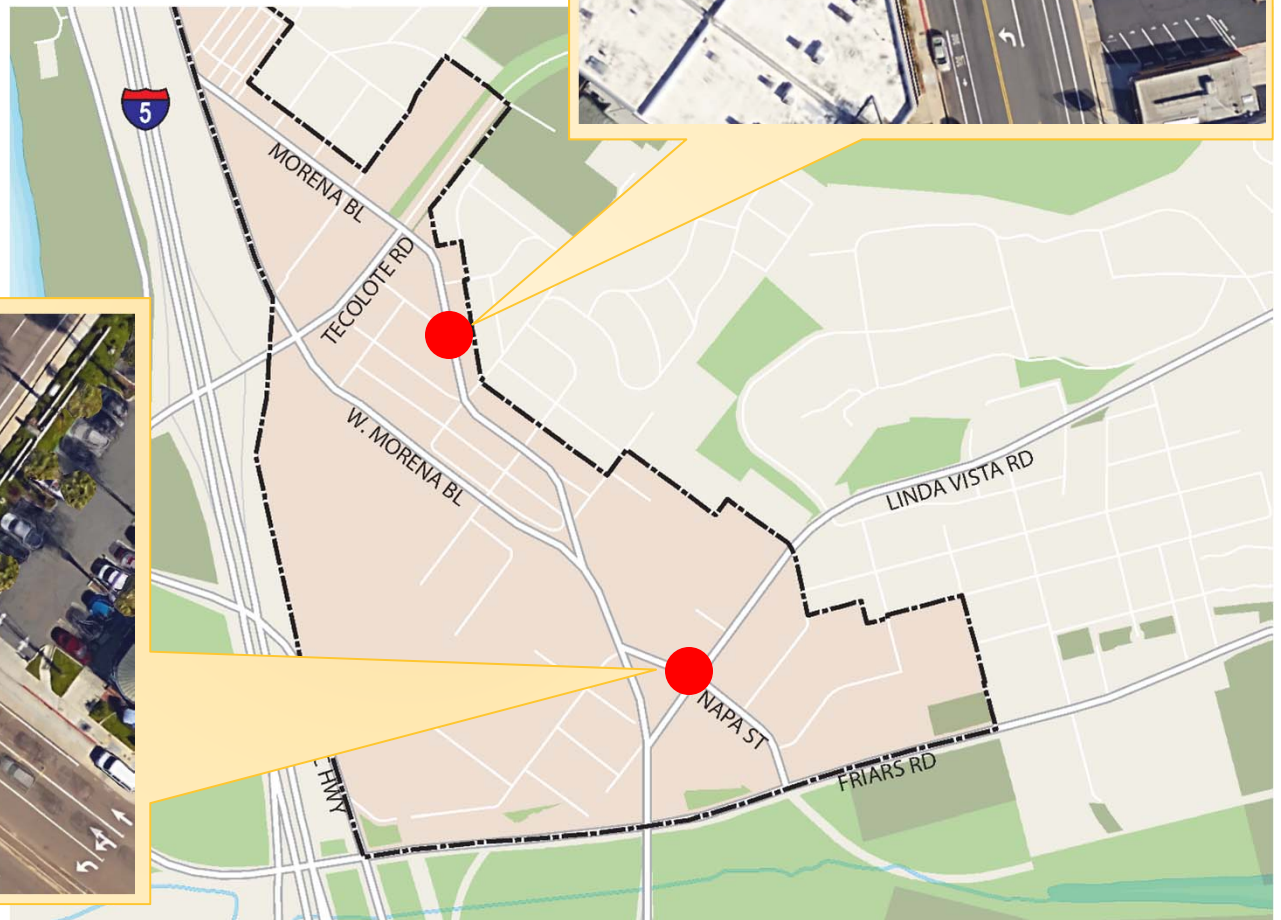


Mobility Constraints — Currently Congested Intersections

W. Morena Blvd &
Savannah St



Linda Vista Rd &
Napa St

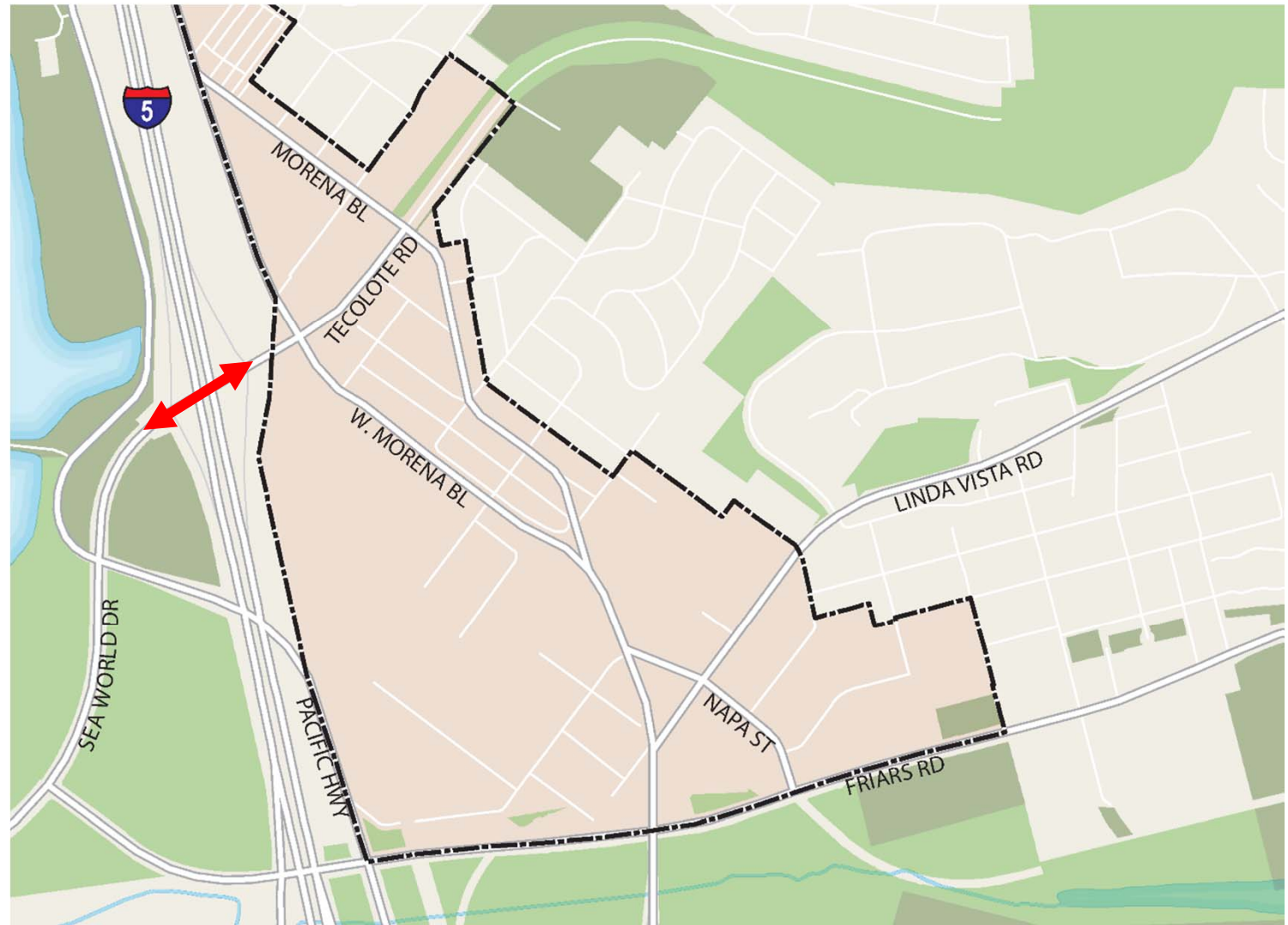




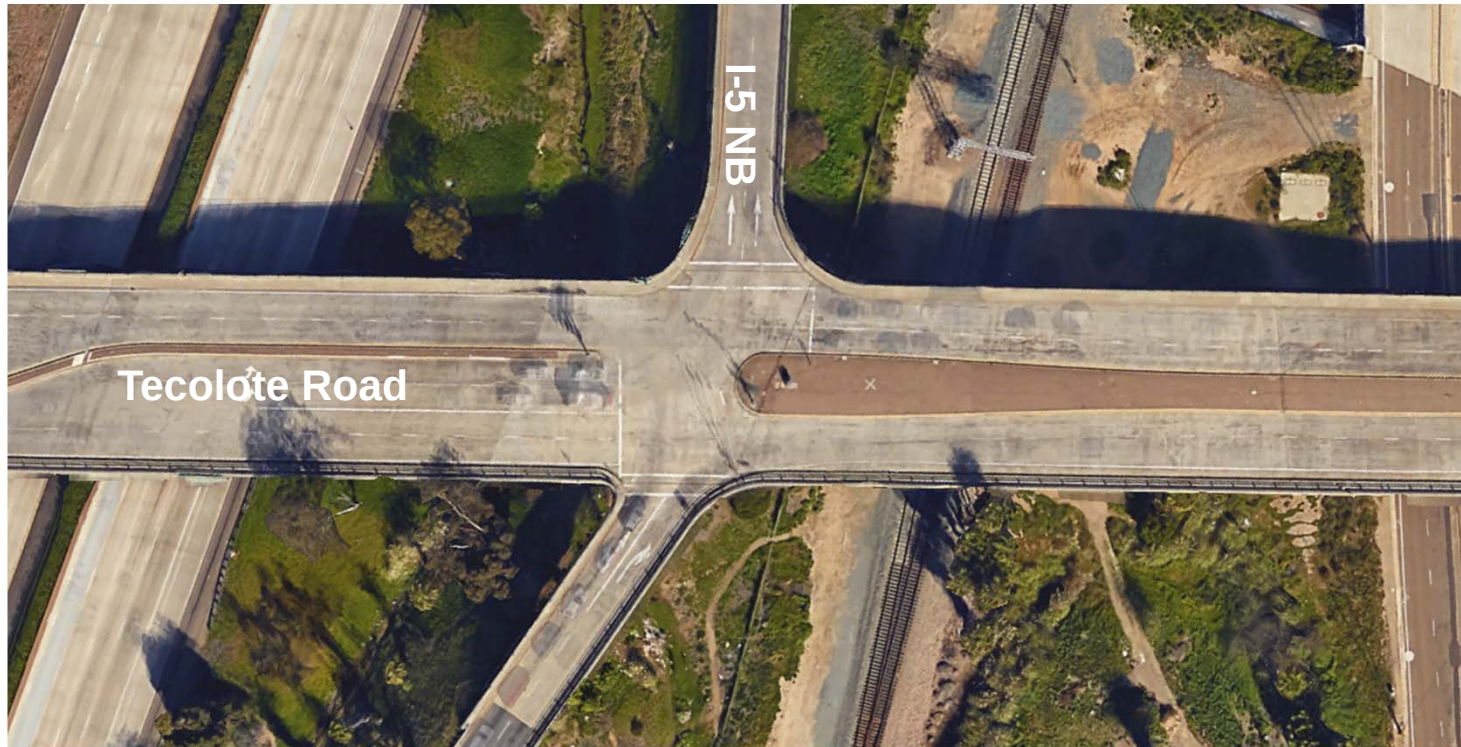
PREVIOUSLY PROPOSED ROADWAY CROSS-SECTIONS

Morena Boulevard Station Area Planning Study Recommendations

Tecolote Rd Interchange

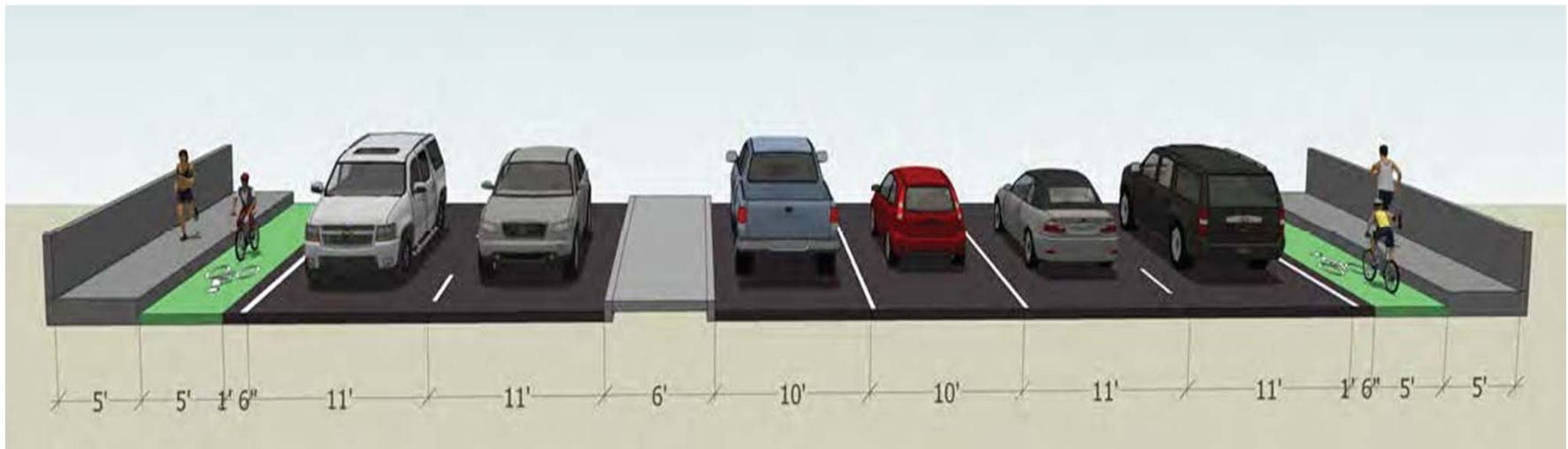


Existing – Tecolote Rd Interchange



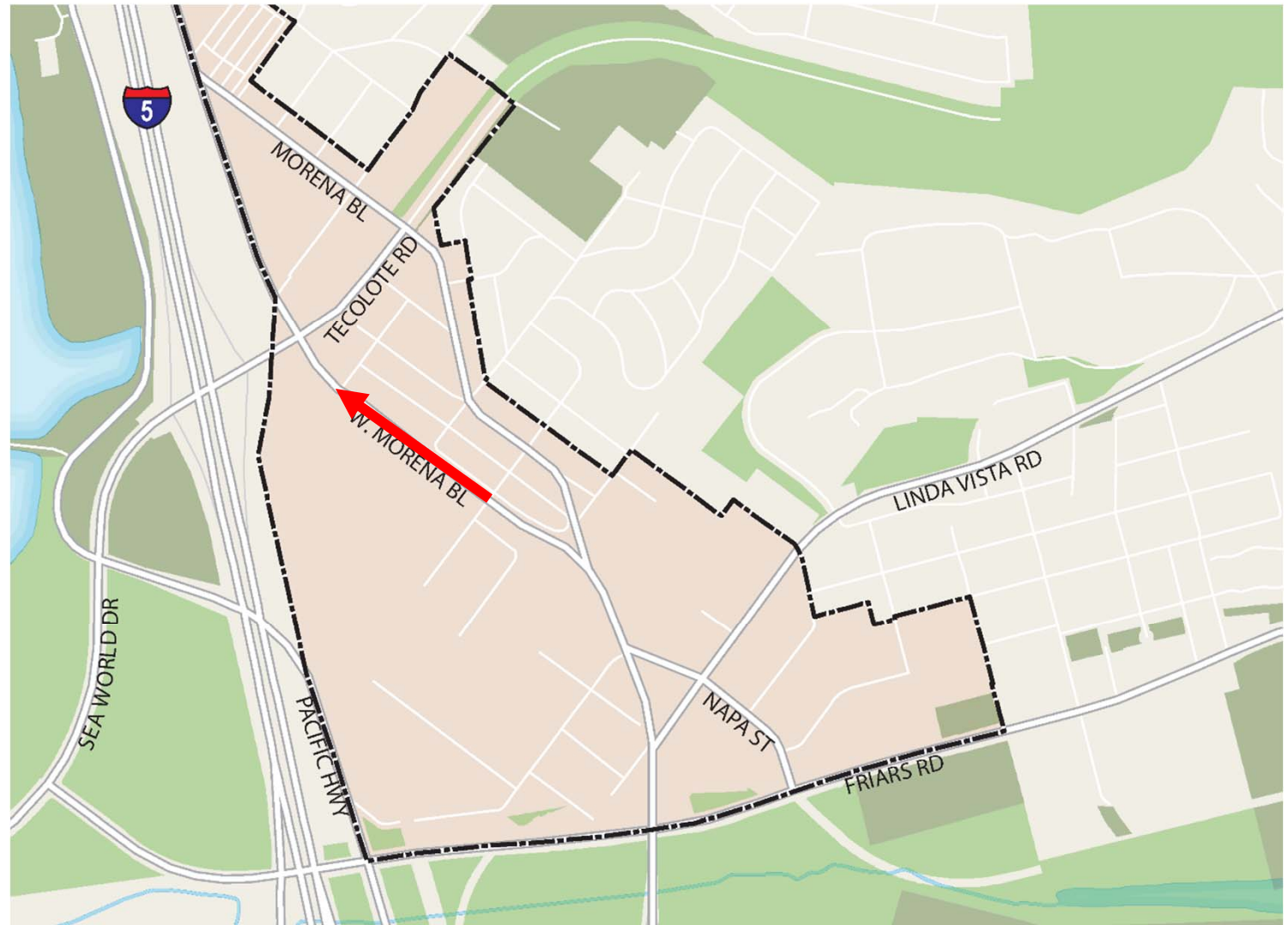
- 2 vehicle travel lanes in each direction
- Dual left-turn lanes for each freeway on-ramp
- Underutilized 18' wide median

Previous Concept – Tecolote Rd Interchange (page 119)

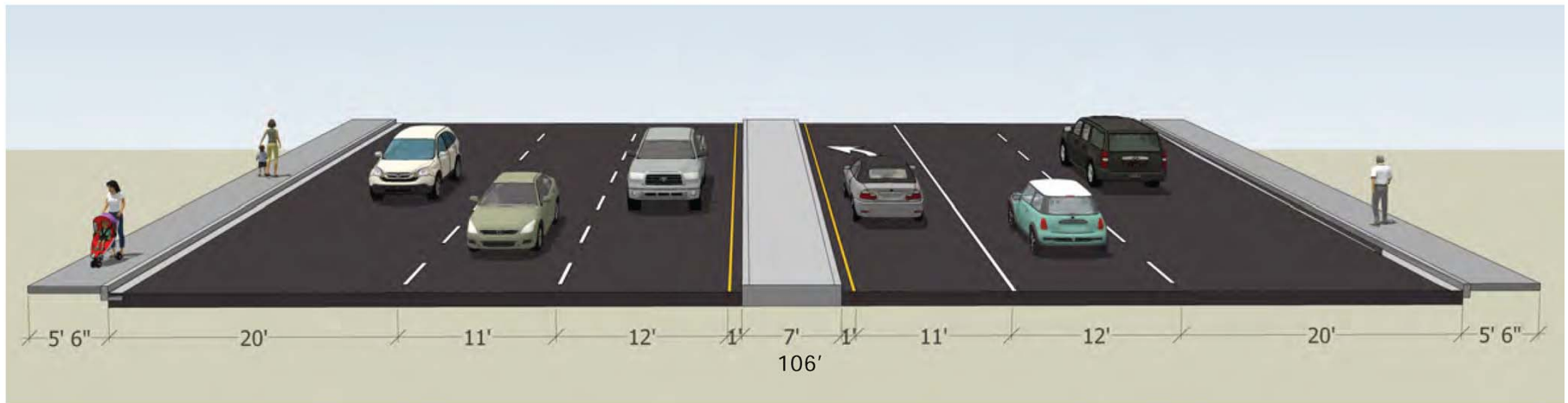


- Maintains 2 vehicle travel lanes in each direction
- Maintains dual left-turn lanes for each freeway ramp
- Bike lanes on each side of the street, with green paint to emphasize conflict areas

W. Morena Blvd between Vega St and Buenos Ave

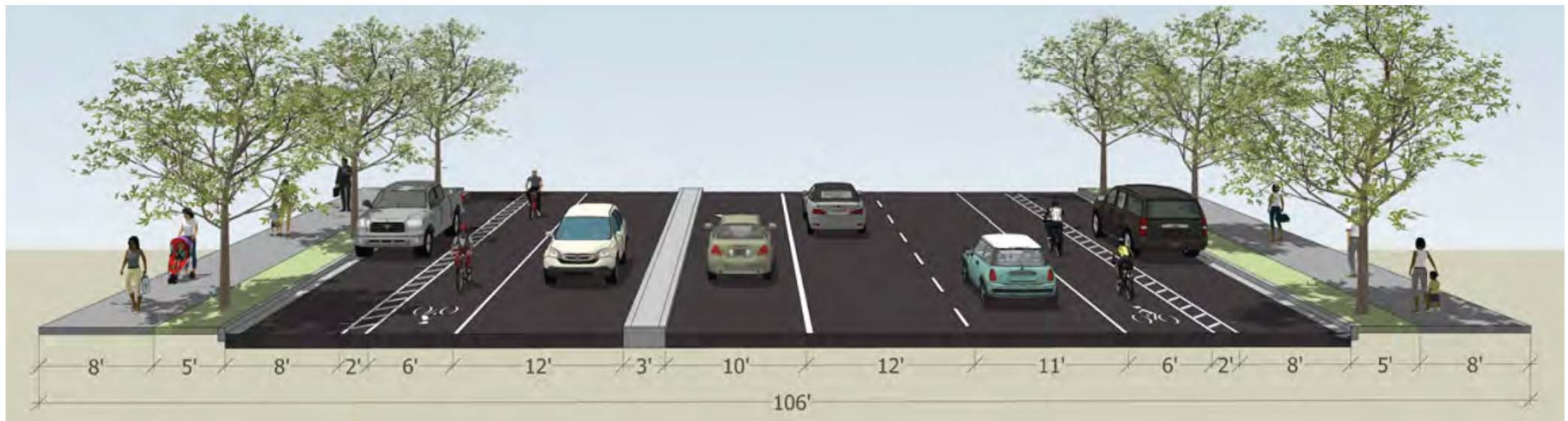


Existing Cross-Section — W. Morena Blvd between Vega St and Buenos Ave (page 111)



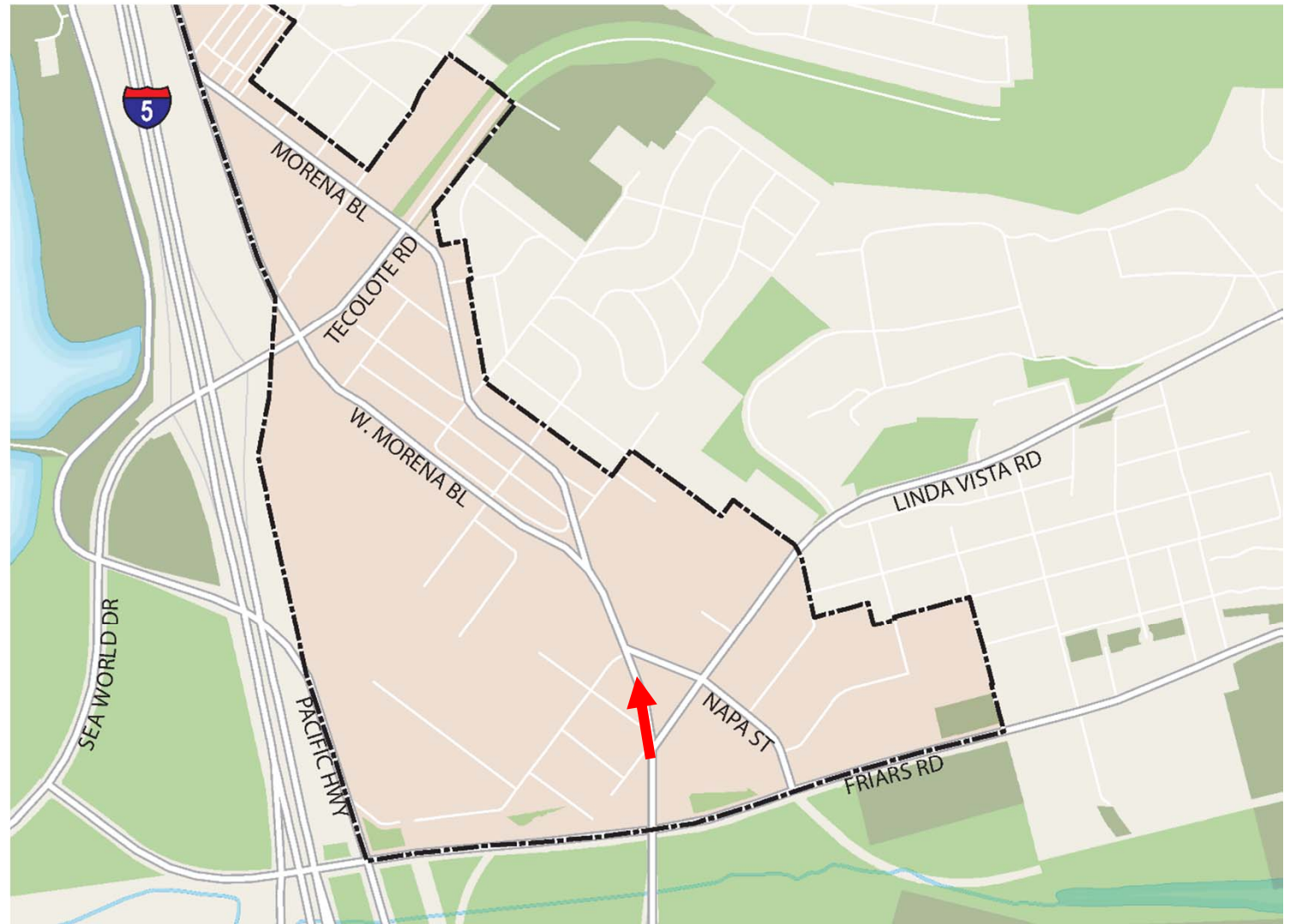
- 3 vehicle travel lanes south, 2 vehicle travel lanes north
- Raised median with left-turn pockets
- Intermittent on-street parking
- No bike facility

Previous Concept — W. Morena Blvd between Vega St and Buenos Ave (page 111)

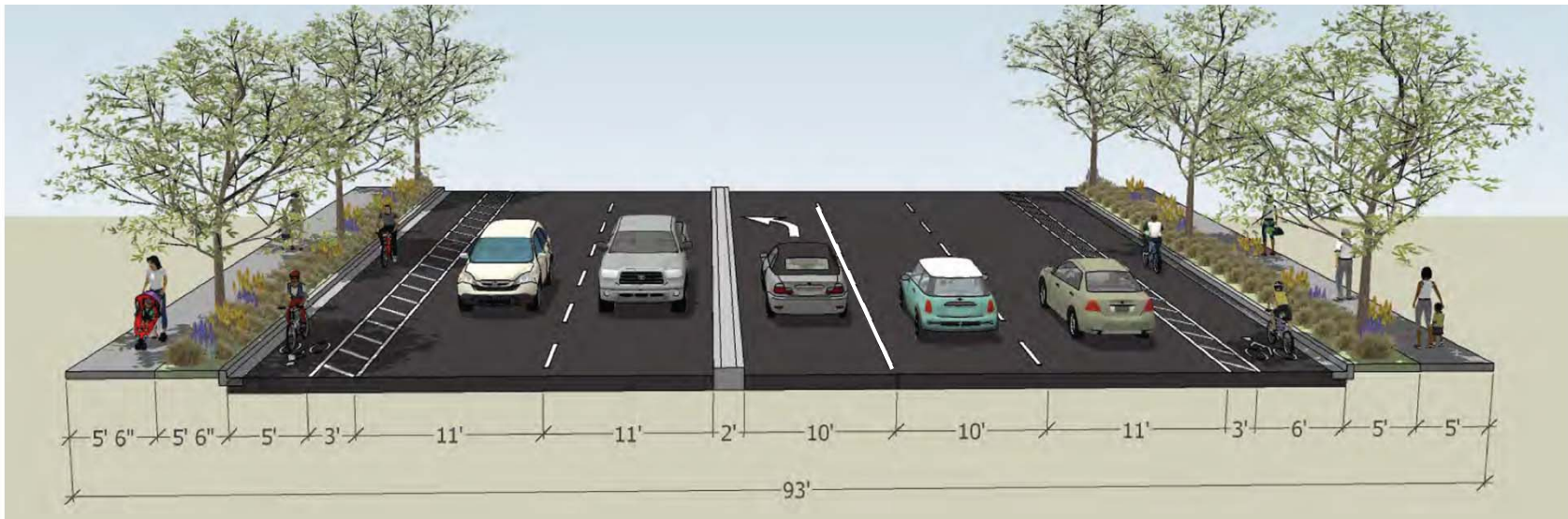


- 1 vehicle travel lane south, 2 vehicle travel lanes north
- On-street parking or bus turnout in each direction
- Landscaped median with left-turn pockets
- Buffered bike lanes in each direction

Morena Blvd south of Napa St

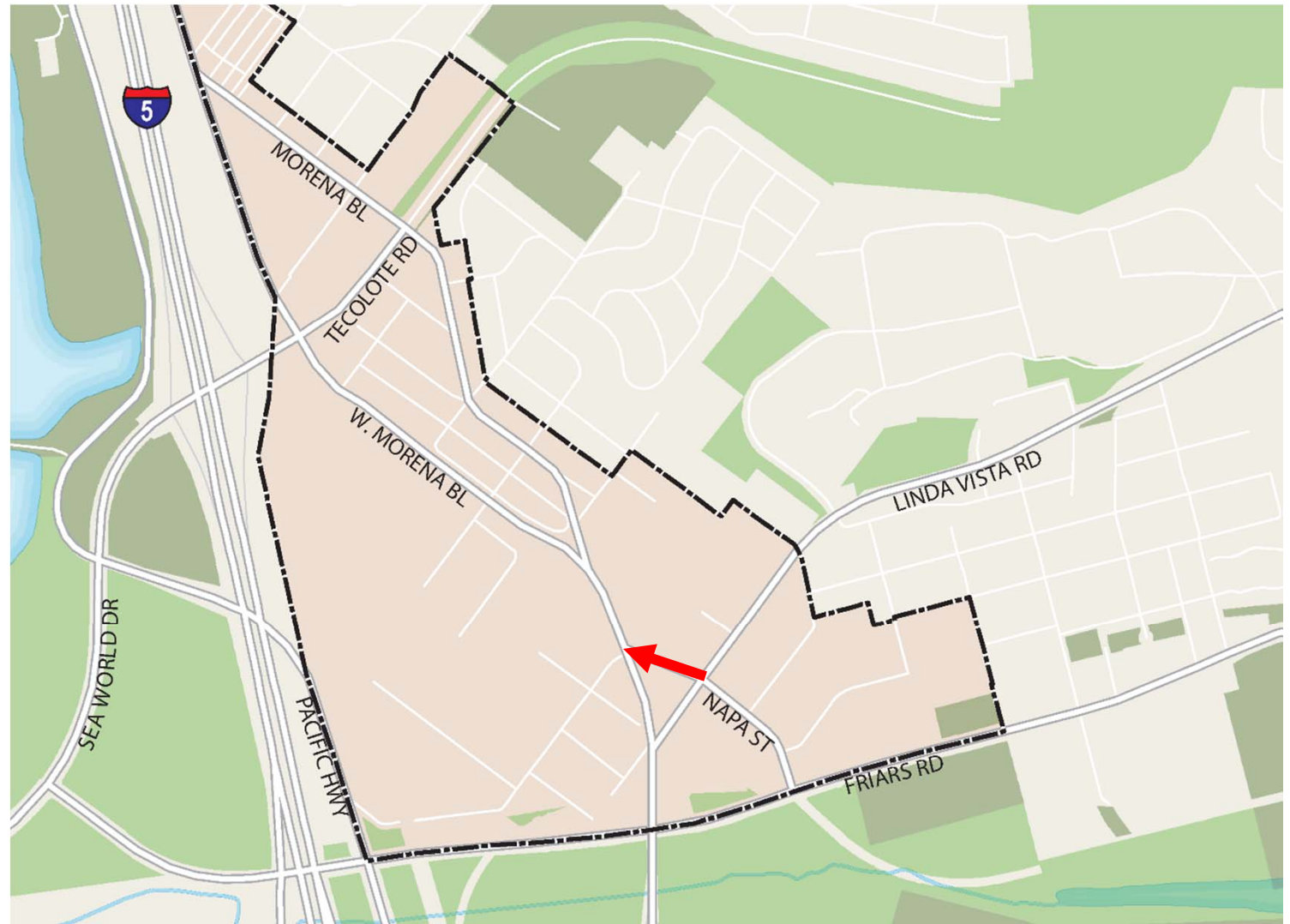


Previous Concept *Implemented* – Morena Blvd south of Napa St (page 111)

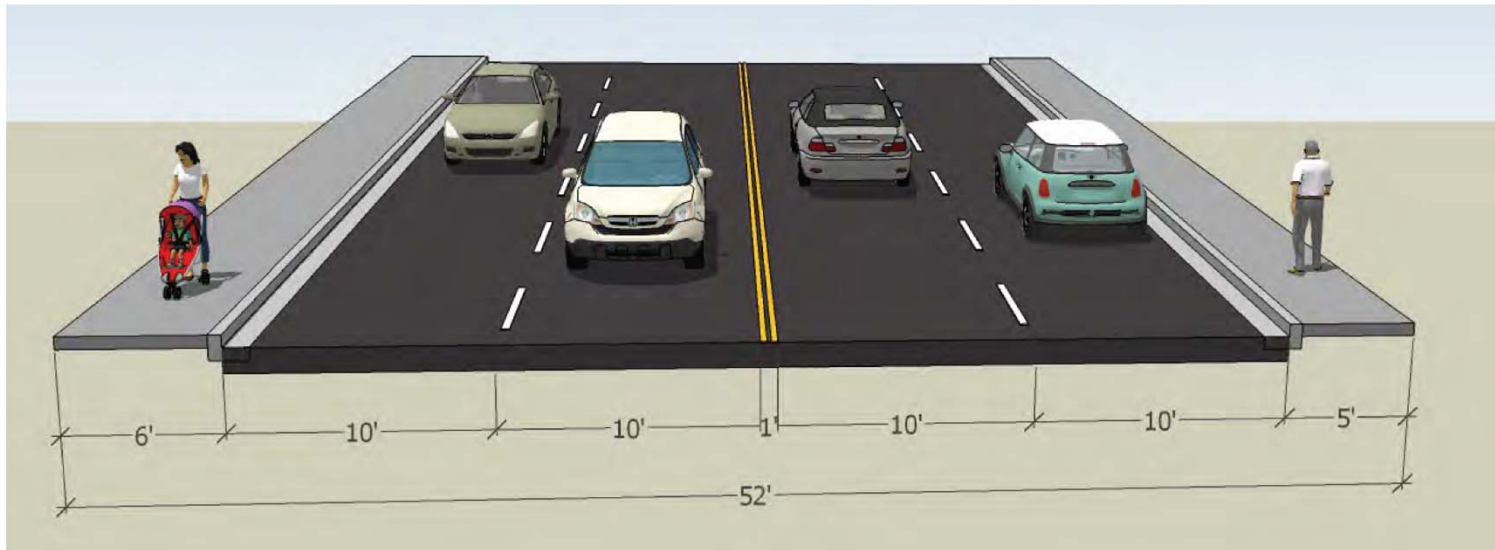


- 2 vehicle travel lanes south, 2 vehicle travel lanes north
- No on-street parking
- Raised median with left-turn pockets
- Buffered bike lanes in each direction

Napa St north of Linda Vista Rd

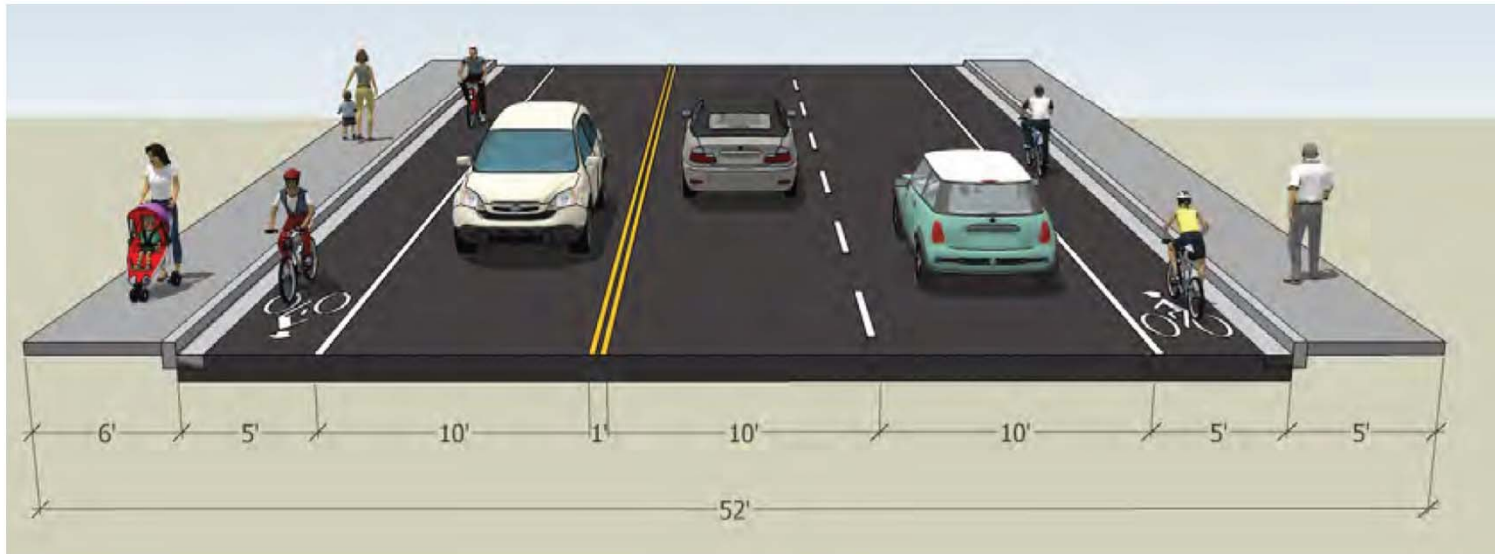


Existing Cross-Section — Napa St north of Linda Vista Rd (page 111)



- 2 vehicle travel lanes north, 2 vehicle travel lane south
- No bike facility

Previous Concept — Napa St north of Linda Vista Rd *Mid-Term* (page 111)



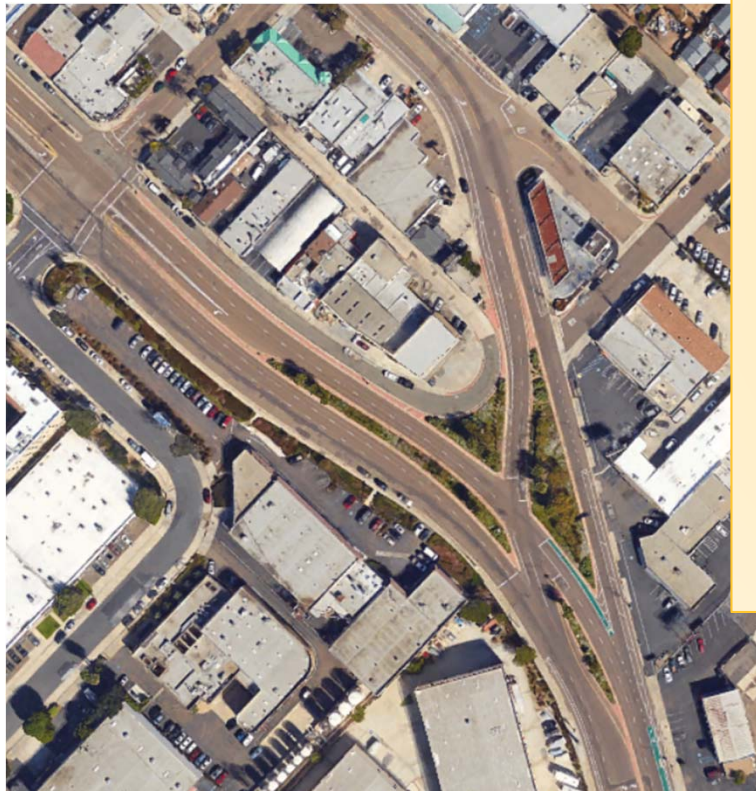
- 2 vehicle travel lanes north, 1 vehicle travel lane south
- Bike lanes in each direction



NEAR-TERM SPECIFIC IMPROVEMENTS

Previous Concept — Reconfigure southern Morena Blvd Split (page 117)

Existing



**Improves
multi-modal
connectivity
and positions
the
intersection
for future
roadway
extensions**

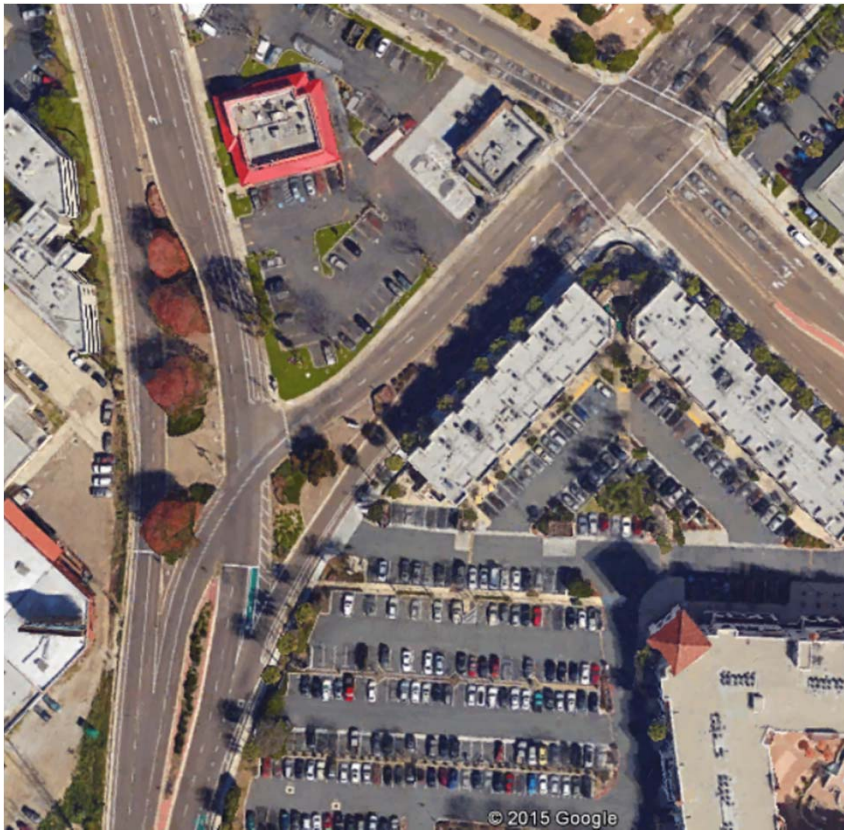
Proposed



- Intersection redesigned as a standard “T” intersection

Previous Concept — Reconfigure Linda Vista Rd and Morena Blvd Intersection (page 116)

Existing



Proposed



Improves average intersection delay from 77 seconds to 45 seconds (32 second improvement)

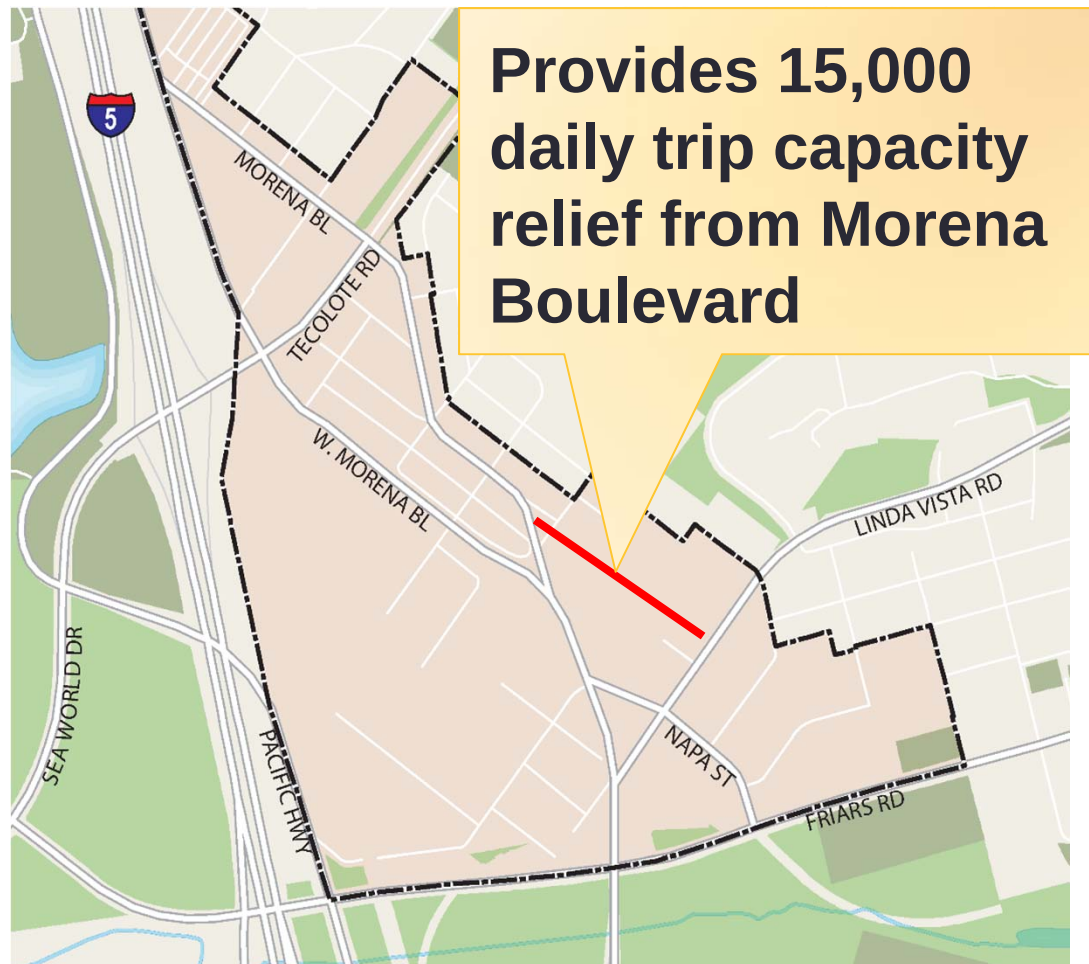
- Intersection redesigned as a standard “T” intersection



LONG-TERM SPECIFIC IMPROVEMENTS

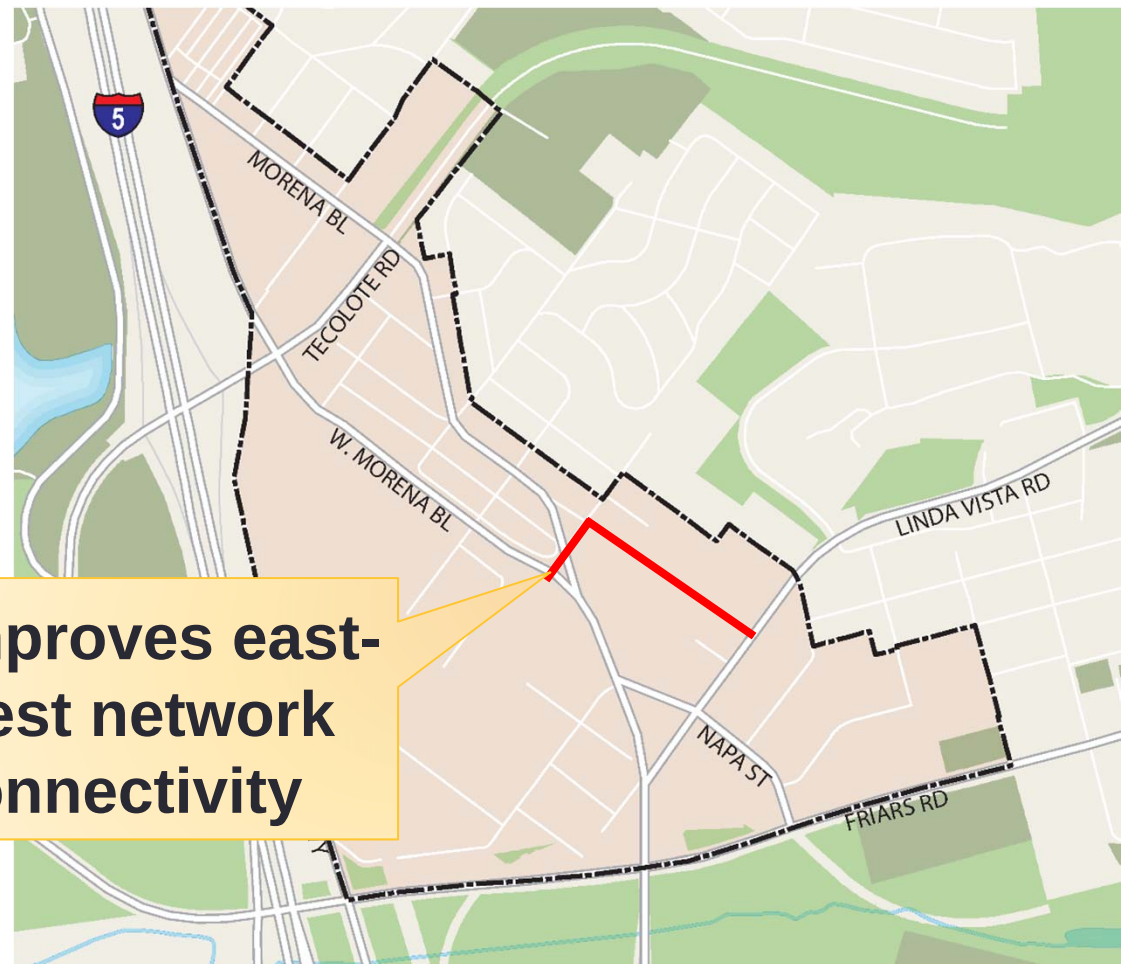
Previous Concept – New Street Segment: “East Morena” between Cushman Ave & Linda Vista Rd (page 116)

- 1 vehicle travel lane in each direction
- Bike lanes in each direction
- Parkways and tree-planted median



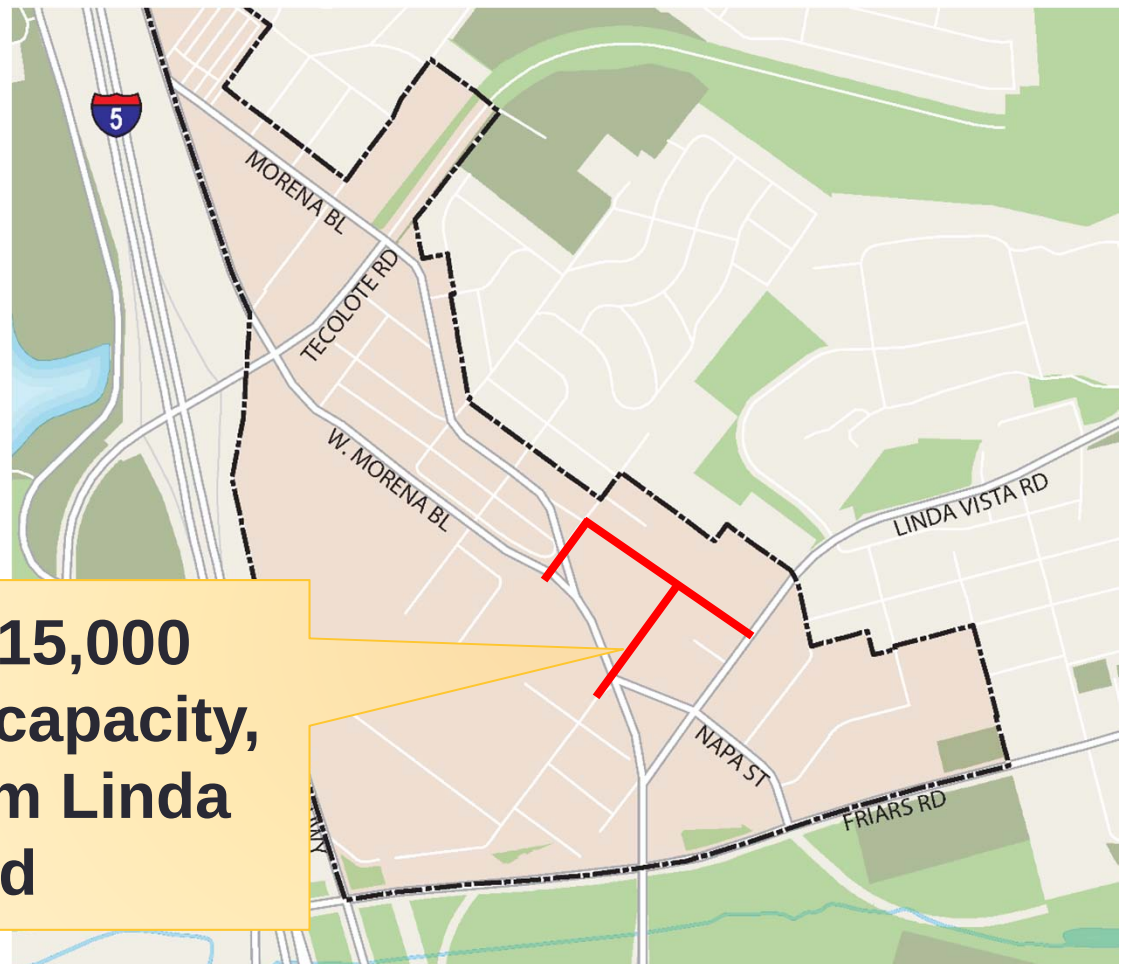
Previous Concept – New Street Segment: Cushman Ave extension towards W. Morena Blvd (page 116)

- Two vehicle travel lanes south, one travel lane north
- Bike lanes in each direction
- Tree-planted parkways



Previous Concept – New Street Segment: Sherman St extension towards the new East Morena Blvd (page116)

- 1 vehicle travel lane in each direction
- Class III bicycle route
- Landscaped parkway



**Provides 15,000
daily trip capacity,
Relief from Linda
Vista Road**

Previous Concept – Overall Improvements

(page 116)

Cushman Street extension

East Morena extension

Reconfigure southern Morena Boulevard split

Sherman Street extension

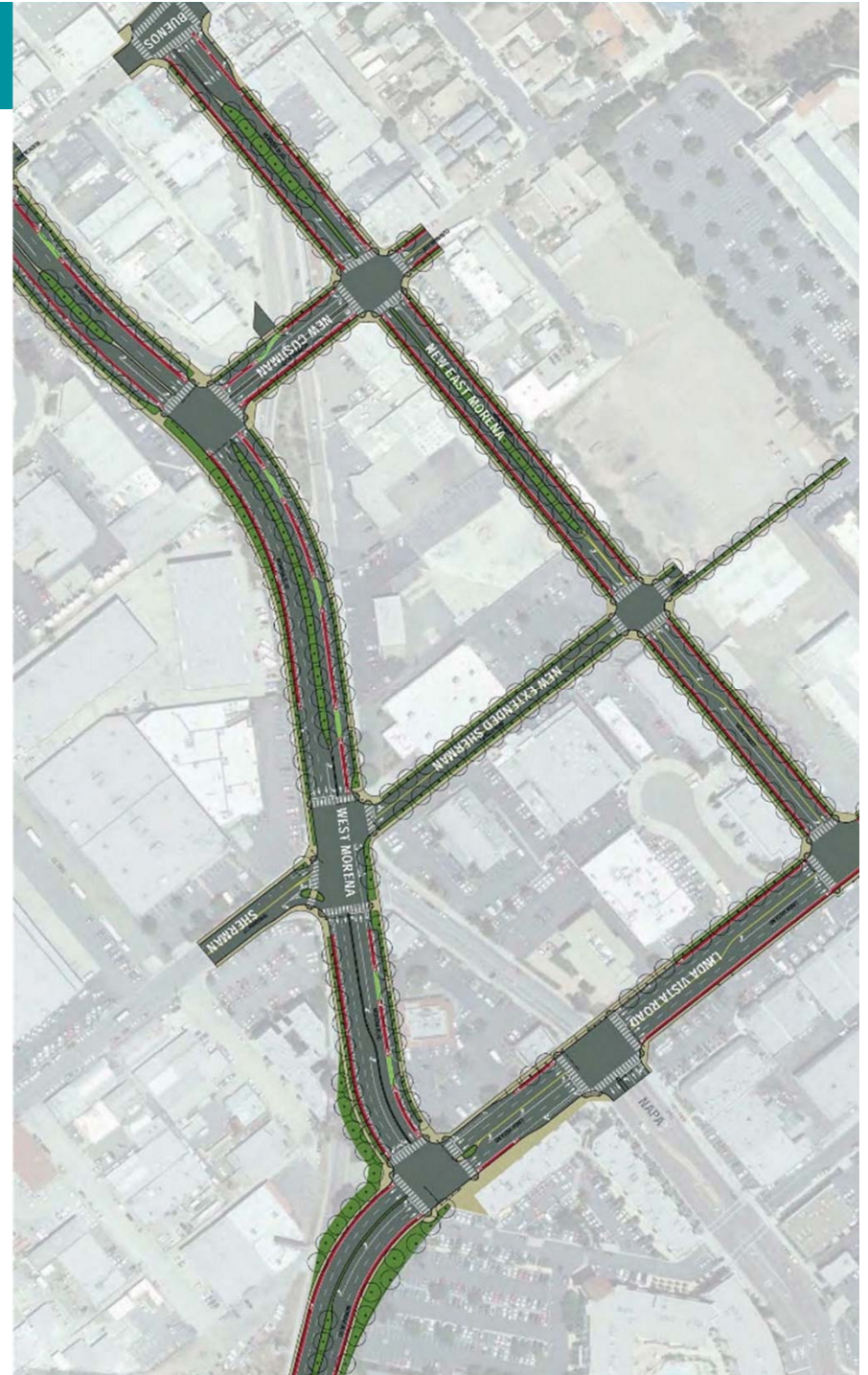
Reconfigure Linda Vista Road & Morena Boulevard Intersection

Napa Street closed



Previous Concept – Overall Long-Term Improvements Phasing (page 116)

Proposed





Public Comment

- ✓ Maximum 2 minutes
- ✓ No ceding time to others



Feedback & Questions

Next Ad-Hoc Subcommittee Meeting – January





Vision Statement – *simplified*

- Enhance the Morena Corridor as a mixed-use area that has a vibrant community core and central gathering places, with balanced residential density, quality urban design, safe and accessible travel for all modes, and employment opportunities in a manner that celebrates the historic nature of the community.