

## University Community Plan Update Mobility Activity Feedback

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Produced by



## **Table of Contents**

L	Introduction	2
2	Mobility Activity	3
	2.1 Planning for Pedestrians	4
	2.2 Planning for Bicycle	7
	2.3 Planning for Transit	9
	2.4 Planning for Roadways	П
3	Conclusion	13

## I Introduction

The City of San Diego's Planning Department has been working collaboratively with the University community to update the University Community Plan. Community engagement is a fundamental part of the community planning process. It's an exciting opportunity for residents, employees, and visitors of the area to give feedback on ways their community can be more connected, sustainable, and economically vibrant. The University community is being engaged in the update process through a variety of outreach techniques. One of the techniques is through monthly University Community Plan Update (CPU) subcommittee meetings.

On July 16, 2019 Planning Staff presented an overview of mobility planning and mobility within the community to the University CPU Subcommittee with a primary focus on mobility needs. An activity was conducted to receive input on needs and strategies for improving mobility within the community. This report summarizes the feedback received as well as the findings from the mobility activity which will be used to help inform the development of the future circulation network for the University CPU.

## 2 Mobility Activity

In the activity, participants were asked to consider the various features City Staff presented and to identify locations where they thought these could benefit the community and address access concerns for pedestrians, bicyclists, transit riders, and vehicles. The mobility activity was focused by the four primary modes of travel – pedestrians, cyclists, transit, and vehicles - and provided an educational component of as well as an activity requesting input from participants.

### 2.1 Planning for Pedestrians

For the pedestrian activity, participants were provided a blank map and the 9 pedestrian features shown below that may address pedestrian concerns. They were asked to review the pedestrian features and identify any locations where they feel these features could improve walking conditions, encourage walking in the community, and reduce pedestrian concerns.



**Continental Crosswalks** improve crosswalk visibility and are known to improve driver yielding compliance.



**Pedestrian Countdown Signals** provide pedestrians with a clear indication of how many seconds remain to safely cross.



**Curb Pop Outs or Curb Extensions** shorten pedestrian crossing distances and serve as a traffic calming mechanism.



Lead Pedestrian Intervals provide pedestrians a 3-7 second head start when entering an intersection, reinforcing their right-of-way over turning vehicles.



**Pedestrian Scale Lighting** increases visibility along walkways, creating a more comfortable and inviting environment for pedestrians.



Advanced Stop Bars/Limit Lines direct drivers where to stop at intersections and mid-block crossing locations, providing separation between the vehicle and crossing pedestrians.



**Wayfinding** is used to help orient pedestrians and direct them to destinations. Maps and directional signage are two way finding examples.



**Pedestrian Hybrid Beacons** are traffic control signals that help pedestrians and bicyclists cross mid-block across high traffic roadways.



Landscaped Buffers along roadways provide separation between pedestrians and vehicles, creating a more comfortable environment.

# Below are the results for this activity, separated by pedestrian feature. No participants identified any locations for wayfinding.



Of the 67 responses collected, respondents identified multiple locations along Genesee Avenue and La Jolla Village Drive as needing more of the features indicated above to improve walking conditions along the corridor. In addition to input received on pedestrian features, respondents were also given the option to volunteer their own suggestions and concerns. Participants also identified the following locations along La Jolla Village Drive in need of safer crossings and/or a pedestrian bridge:

- La Jolla Village Drive and Regents Road
- La Jolla Village Drive and Towne Centre Drive
- La Jolla Village Drive and Interstate 5 on/off ramps
- La Jolla Village Drive and Villa La Jolla
- La Jolla Village Drive and Gilman Drive on ramp

### 2.2 Planning for Bicycle

For the bicycle activity, participants were provided a map of preliminary draft proposed bicycle facilities and highlighted the pros and cons for the 4 bicycle facility types, as shown below. Participants were asked to review the bicycle facility maps and respond to the following questions.

- Is there anything we are missing for connections within University?
- Is there anything we are missing for connections to adjacent communities?

#### **Bicycle Facility Type**

#### Pros

Class I Multi-use Path



Class II Bicycle Lane



Class III Bicycle Route



Class IV Cycle Track

- Provides physical separation from vehicular traffic
- Provides cyclists their own right-of-way
- Comfortable for all skill levels
- Increases cycling rates
- Provides cyclists
   dedicated right-of-way
- May provide a more comfortable environment for cyclists
- May increase cycling rates
- Provides cyclist a shared facility with vehicular traffic
- Provides a low speed/low traffic volume cycling environment
- Alerts drivers to anticipate cyclists and share roadway with cyclists
- Provides physical separation from vehicular traffic
- Provides cyclists dedicated right-of-way within the roadway
- Comfortable for all skill levels
- Increases cycling rates

- **Cons** Right-of-way
- requirements May require parking
- reductions or vehicle capacity reductions
- No physical separation from vehicles
- May require parking reductions or vehicle capacity reductions
   May not appeal to
  - majority of potential cyclists
- Does not provide dedicated right-of-way
- Conflicts between cyclists and vehicular traffic
- Less desirable to majority of the cyclist population
- Right-of-way requirements
- May require parking reductions or vehicle capacity reductions

#### Below are the responses to these questions.





Almost half of the responses received identified the need to improve the bicycle facility and treatments at intersections along Genesee Avenue. With regards to connections to adjacent communities, 77% of participants stated that connections across Interstate 5 (I-5) are needed to encourage more cycling to the community.

### 2.3 Planning for Transit

For the transit activity, participants were provided a map with existing transit routes and the planned Mid-Coast Trolley alignment and station locations; an explanation of mobility hubs, and information on the 4 transit features below. They were asked to identify and prioritize their preferred locations for additional mobility hubs beyond the Mid-Coast Trolley stations as well as review the transit features and identify locations where these features can improve transit operations along an existing transit route.



**Green Extension** provides extra time for a transit vehicle to clear an intersection through Wi-Fi communication from the transit vehicle to the signal system.

**Queue Jump** provides a bus-only phase and a shared turn/bus-only lane to allow the transit vehicle to get ahead of the queue.

**Transit Stop Amenities** are features that accommodate riders waiting at a stop, such as a bench, bus shelter, or real-time arrival displays



**Flex Lanes** can increase the capacity of moving people through a corridor by prioritizing transit and high occupancy vehicles during peak hours or daily.

Below are the responses to this exercise.





Many mobility hub locations were identified; however, the La Jolla Village Drive and Regents Road intersection was the only location selected twice. Genesee Avenue received the most indications for needing transit improvements.

### 2.4 Planning for Roadways

For the roadway activity, participants were provided a map showing results of the existing conditions levels of service analysis. The map included intersections, roadway segments, freeway segments, freeway on-ramps within or adjacent to the community and planned adaptive signals per UC San Diego Long Range Development Plan. In addition, they were provided the pros and cons of three features to improve traffic flow along roadways as shown below. Participants were asked to review the features, identify the most congested intersections and roadway segments in the community and indicate if these features can improve operations at these locations.

Feature	Pros	Cons
	Reduces conflicts and severity of collisions Slows vehicular traffic through intersection	<ul> <li>Typically requires more right- of-way at intersection</li> <li>May require parking reductions</li> </ul>
Roundabout		
	Adjusts signal timing to fluctuations in traffic patterns to create smoother traffic flow	<ul> <li>Most beneficial at locations with seasonal or short-term fluctuations of traffic patterns</li> <li>May not allow for priority of transit</li> </ul>
Adaptive Traffic Signal		
NUTORCYCLES OK	Increases capacity of moving people through a corridor Can prioritize high occupancy vehicles and cycling Can operate all day or during peak-hours	<ul> <li>Typically requires more right- of-way</li> <li>May require parking reductions or vehicle capacity reductions</li> </ul>

Flex Lane/Smart Corridor

#### Below are the responses to this exercise.







Roundabouts were the most selected feature in this activity; mostly along Governer Drive at Regents Road and Mercer Street. La Jolla Village Drive, North Torrey Pines Road and Genesee Avenue were identified as the most congested roadway segments in the community, two of which are supported by the existing conditions level of service analysis. Participants identified the intersection of Genesee Avenue and Governor Drive as the most congested intersection in the University community, which was also reflected in the intersection level of service analysis map provided in this exercise.

## 3 Conclusion

Results from this and other community outreach activities will help inform the development of future multi-modal mobility improvements for the University CPU. It is important to create and provide various mobility options for residents, employees, students, and visitors to move more efficiently within the community and the region. The University CPU team will continue to look for options that will accommodate the overall development of the University Community and projected growth so it continues to thrive as a regional employment center, while capitalizing on the opportunity to plan land uses around the Mid-Coast Trolley extension.