University Community Plan Update Subcommittee Meeting

July 17, 2019

The City of SAN DIEGO

UNIVERSITY Community Plan Update

AGENDA – TUESDAY, JULY 16, 2019

6:00 CALL TO ORDER / ROLL CALL BY CHAIR – Andy Wiese

APPROVAL OF THE MINUTES – May 21, 2019; June 18, 2019

NON-AGENDA PUBLIC COMMENT – Two minutes per speaker

6:15 Item 1 INFO ITEM – Mobility Strategies & Existing Conditions Mobility Report

(Claudia Brizuela & Pedro Valera, Mobility Planning, Planning Department)

8:30 Item 2 ACTION ITEM – Draft CPU Vision Statement & Guiding Principles

9:00 Item 3 NEXT STEPS – **Next Meeting** – **September 17, 2019**

(University City High School, 6949 Genesee Avenue, San Diego, CA 92121)

ADJOURNMENT

ITEM 1

MOBILITY STRATEGIES & EXISTING CONDITIONS MOBILITY REPORT

The City of SAN DIEGO

UNIVERSITY Community Plan Update

UNIVERSITY
Community Plan Update

Outline

1. **Background**
2. **Mobility Methodology**
3. **Mobility Analysis and Opportunities**
4. **Next Steps**
5. **Breakout Session**

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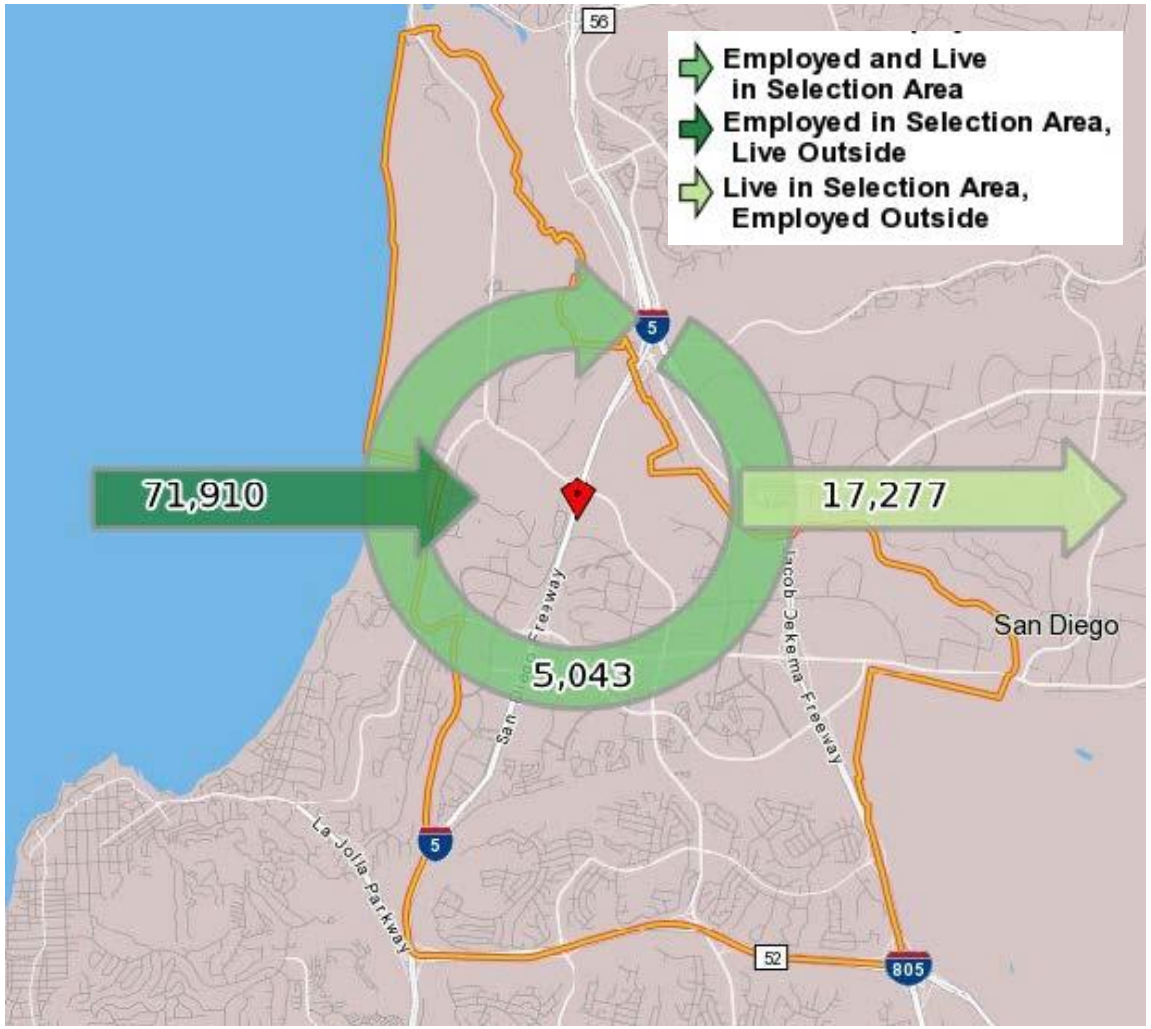
Community Facts

- Auto-centric (85% commute by vehicle)
- Residences in the Central and South areas
- Regional employment in the North and Central areas
- UC San Diego
- Mid-Coast Trolley Extension
- Sorrento Valley Station



Source: US Census Bureau (OntheMap), 2015

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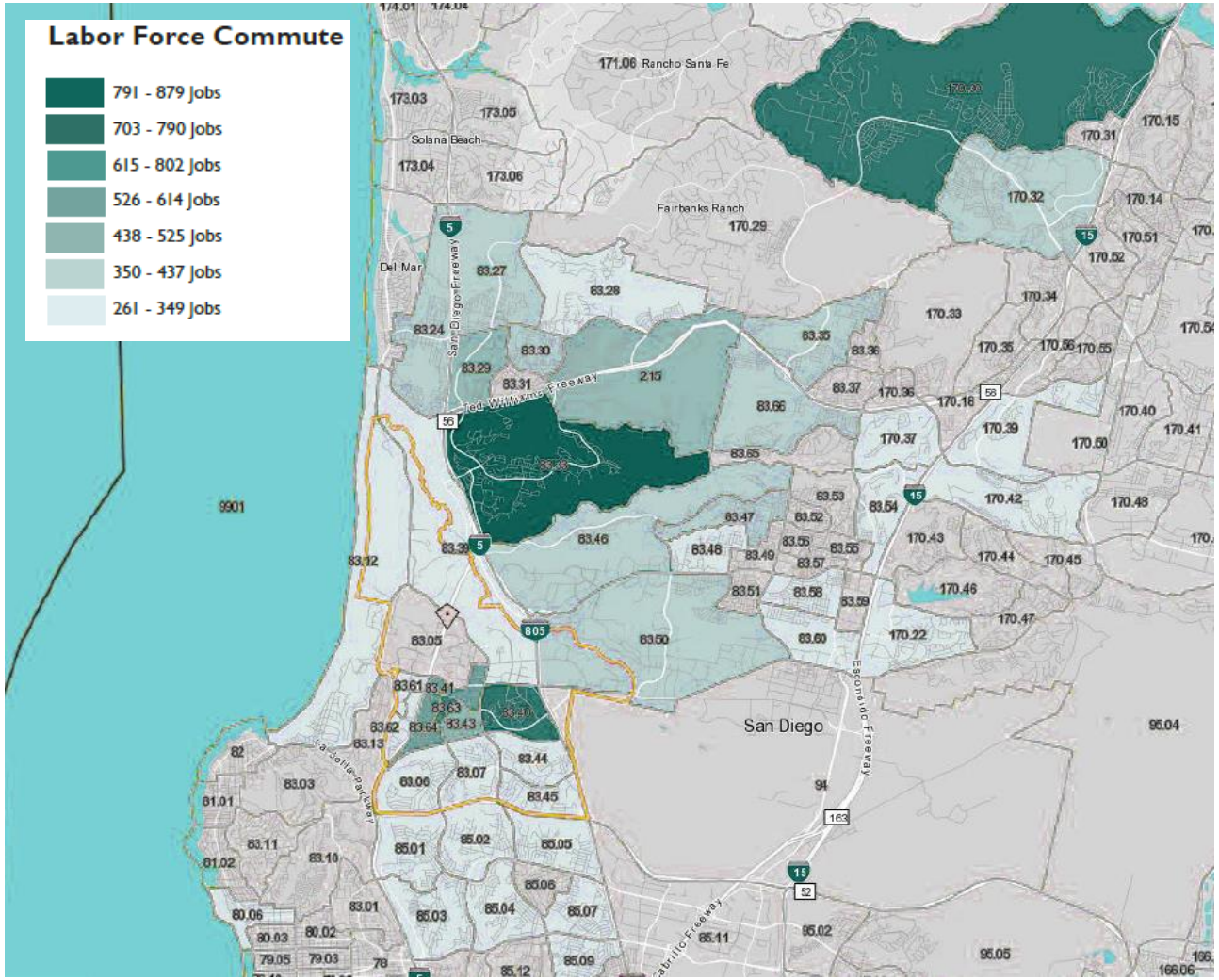
Commute to University Community



- 7% live and work in University - north of Rose Canyon and south of La Jolla Village Drive
- 93% commute to University
- About 25% of UC San Diego employees travel less than 5 miles

Source: US Census Bureau (OntheMap), 2015

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Draft Mobility Guiding Principle

A Safe, Integrated Mobility System. A mobility system that provides multi-modal options, including enhanced walkability and bikeability, and a safe, integrated network for travel within the community and connectivity to the urban core and the region, enhancing economic growth, livability, bikeability, walkability and sustainability.





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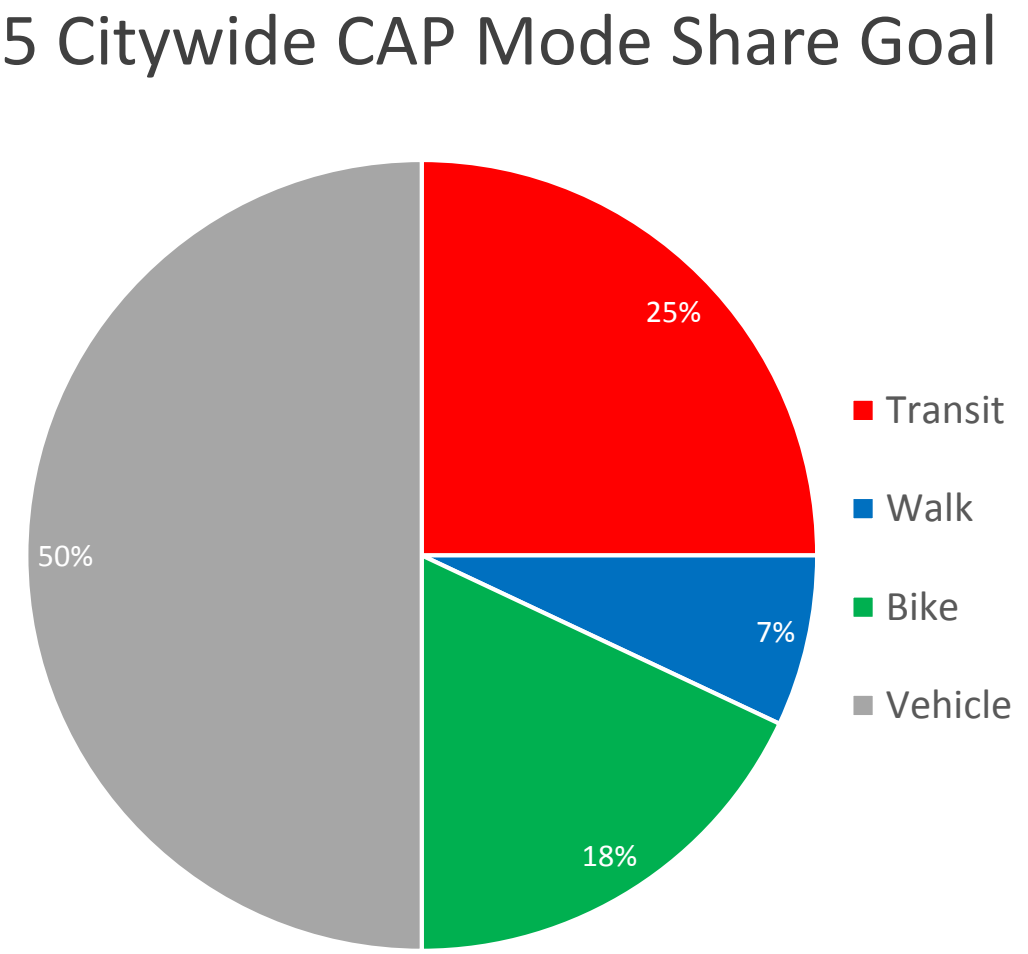
City of San Diego Climate Action Plan

Mobility Measures in Transit Priority Areas

- Increase Walking, Bicycling, and Transit
- Implement roundabouts to reduce vehicle fuel consumption
- Reduce Vehicle commute distance by 2 miles



Source: City of San Diego Climate Action Plan, 2015

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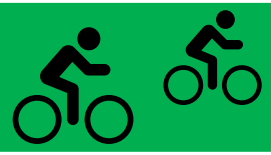
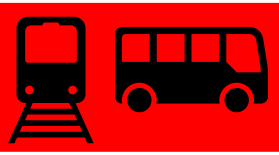
Mobility Assessment Methodology

PERFORMANCE MEASURE				
DEMAND	• Pedestrian Priority Model (PPM) • Peak-Period Counts • Census Data	• Bicycle Demand Model (BDM) • Peak-Period Counts • Census Data	• Existing Transit Ridership Data • Census Data	• Peak-Period Counts • Daily Roadway Volume Counts • Vehicle Classification Counts
SAFETY	• SDPD Historic Crashes (5 Yrs) involving Pedestrians	• SDPD Historic Crashes (5 Yrs) involving Cyclists	• SDPD Crashes History (5 Yr) near Transit Stops	• SDPD Historic Crashes (5 Yrs) involving Vehicles
QUALITY	• Pedestrian Environment Quality Evaluation (PEQE)	• Bicycle Level of Traffic Stress (LTS)	• Transit Stop Amenities • Transit Performance • Transit Speed	• Level of Service (LOS) at Intersections, Roadways, and Freeways • Freeway Ramp Capacity
CONNECTIVITY	• Sidewalk Inventory Data • Walkshed Ratio	• Connectivity on Low-Stress Facilities • Bikeshed Ratio	• Quality Walkshed and Bikeshed Ratios from Major Transit Stops	• VMT (Future only)

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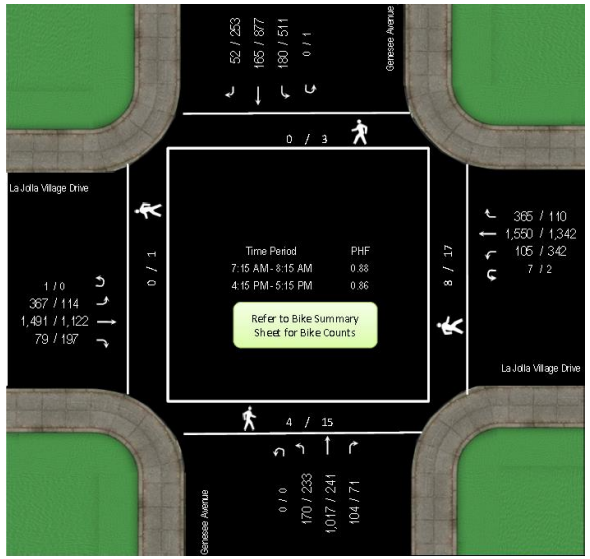
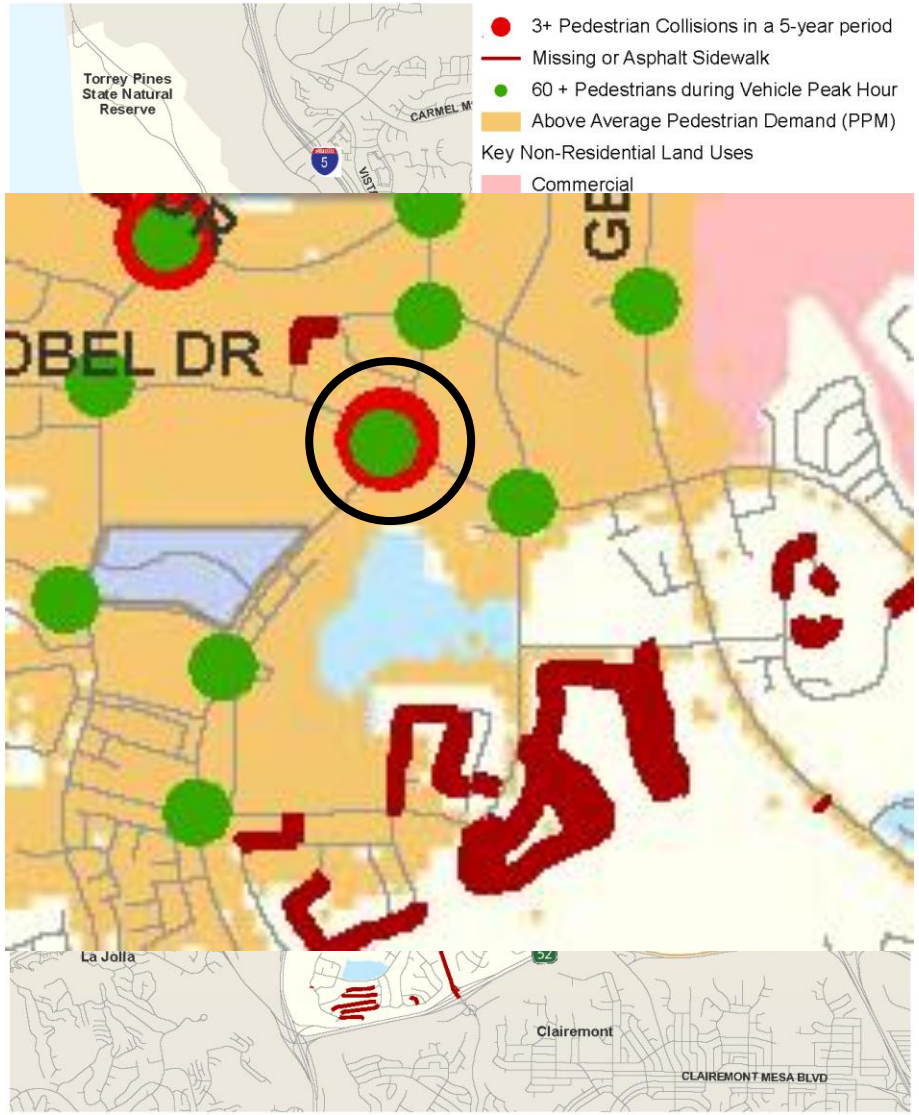
Mobility - Pedestrian

- **Demand –** Peak period counts and Pedestrian Priority Model
- **Quality –** Pedestrian Environment Quality Evaluation (PEQE)



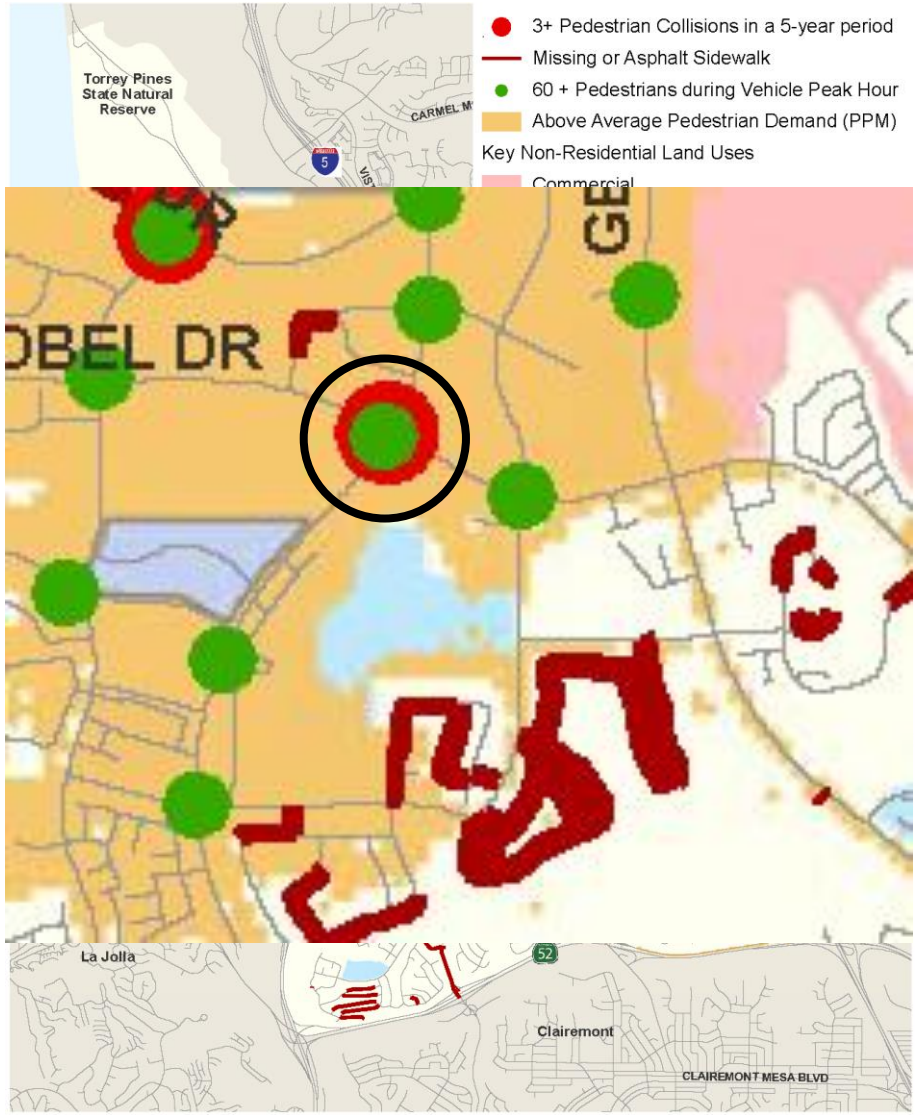


Mobility - Pedestrian

- **Safety** – 6 intersections with pedestrian concerns
- **Connectivity** – Missing/asphalt sidewalks

Nobel Drive & Regents Road

La Jolla Village Drive & Eastgate Mall



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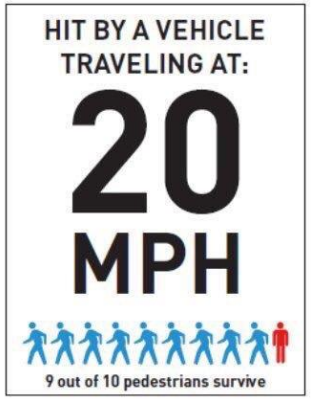
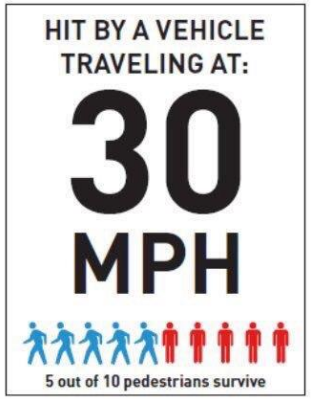
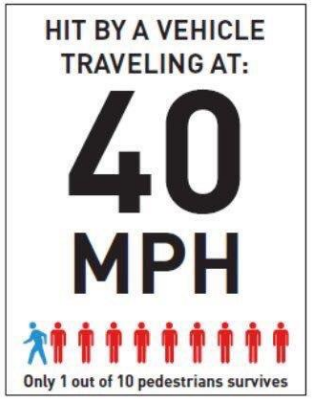
Pedestrian Network Strategies

- **Identify countermeasures** at pedestrian-involved crash locations
- **Reduce crossing distances**
- **Address barriers** in pedestrian network

Traffic Inducing Traffic







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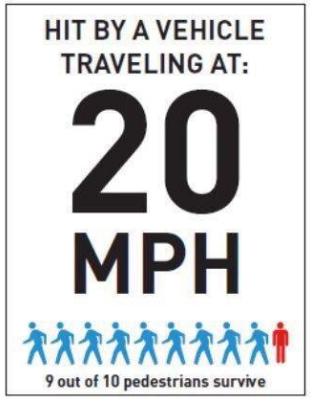
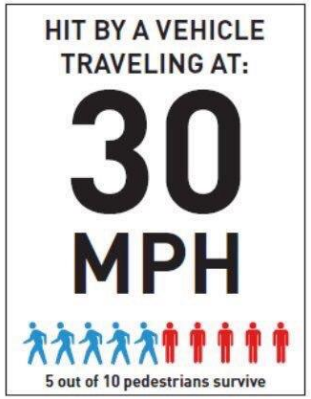
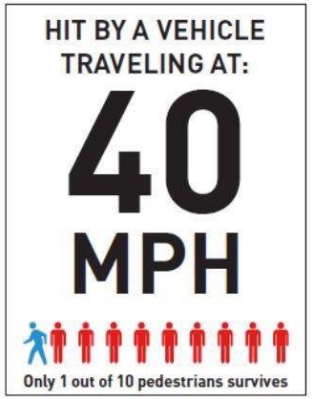
Pedestrian Network Strategies

- **Quality connections** to high pedestrian activity areas
- **Connect land uses** where desire lines are not served
- **Complement Mid-Coast transit investment** with first- and last-mile connections

Traffic Inducing Traffic







Toolbox - Pedestrian

Curb Extensions

- Reduces crossing distance
- Enhances visibility
- Encourage slower speeds
- Increased staging area

Potential Locations

- High pedestrian activity areas
- Near schools and parks
- Where parking exists
- Where mid-block crossings exist

Spreckels Elementary School

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Toolbox - Pedestrian

Lead Pedestrian Intervals

- Enhances visibility
- 3-7 second head start
- Reduces pedestrian crashes by as much as 60%[1]

Potential Locations

- High pedestrian activity areas
- Near retail, schools and parks
- Where heavy right-turning traffic conflicts with pedestrians (crashes)

5th Avenue and University Avenue (Hillcrest)

[1] *Safety Effectiveness of Leading Pedestrian intervals Evaluated by a Before-After Study with Comparison Groups*

Toolbox - Pedestrian

Rectangular Rapid Flashing Beacons

- Enhances visibility of pedestrians at mid-block crossing by alerting motorists
- Pedestrian activated
- Can reduce pedestrian crashes by 47%[1]

Potential Locations

- At an uncontrolled crosswalk
- High pedestrian activity areas
- Where pedestrian volumes fluctuate such as near schools and parks
- Where mid-block crossing occurs and yield rates are low

[1]NCHRP Research Report 841

Executive Drive, east of Judicial Drive

Villa La Jolla Park

Toolbox - Pedestrian

Pedestrian Hybrid Beacon

- Enhances visibility for pedestrians at mid-block crossing by increasing driver attention
- Pedestrian activated
- Can reduce pedestrian crashes by 69% and total crashes by 29%[1]

Potential Locations

- At uncontrolled crosswalk
- High pedestrian demand areas
- Where mid-block crossing occurs, with higher roadway volume and higher speeds

[1]Federal Highway Administration, 2010

Mission Center Road

Executive Drive, east of Judicial Drive

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Toolbox - Pedestrian

Address Missing Sidewalk

- Where feasible at gaps in sidewalk network
- Near transit stops

Pedestrian Bridges

- Grade separates pedestrians and motorists
- Does not impede traffic flow
- Links popular destinations where desire lines are not served

Gilman Drive & La Jolla Village Drive Ramps

La Jolla Village Drive, east of Genesee Avenue

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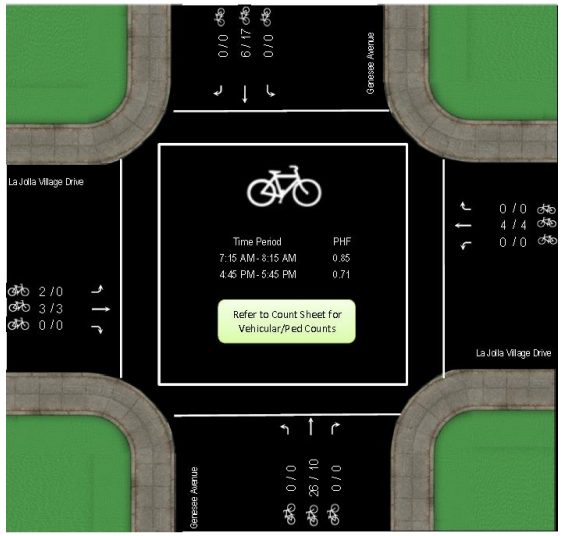
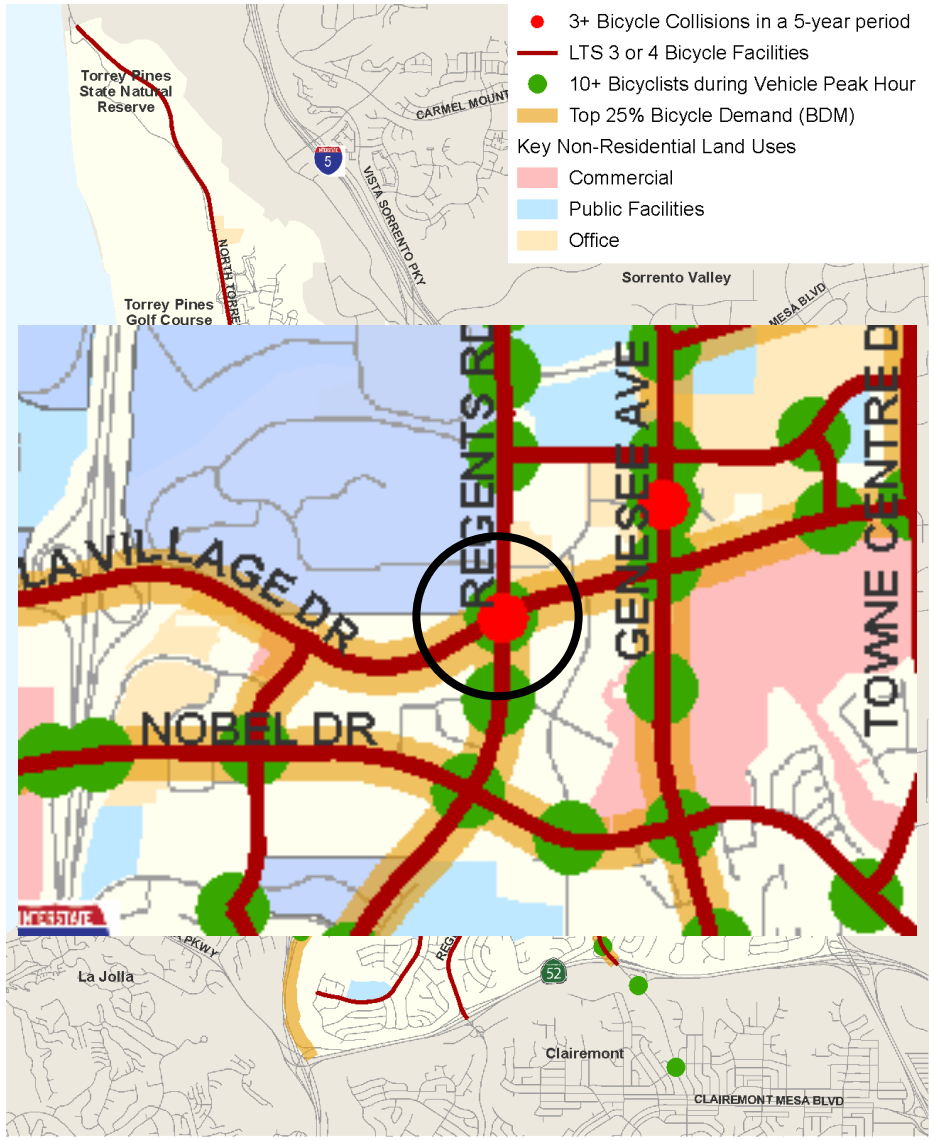
Mobility - Bicycle

- **Demand** – peak period counts and Bicycle Demand Model
- **Quality** – All high-stress facilities on major roadways

Scripps Hospital

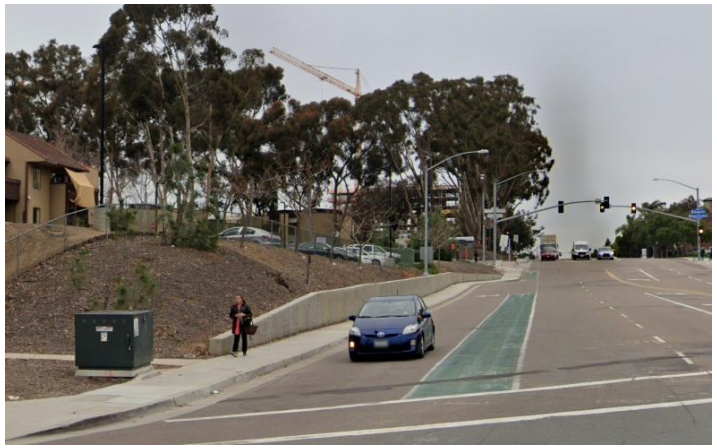




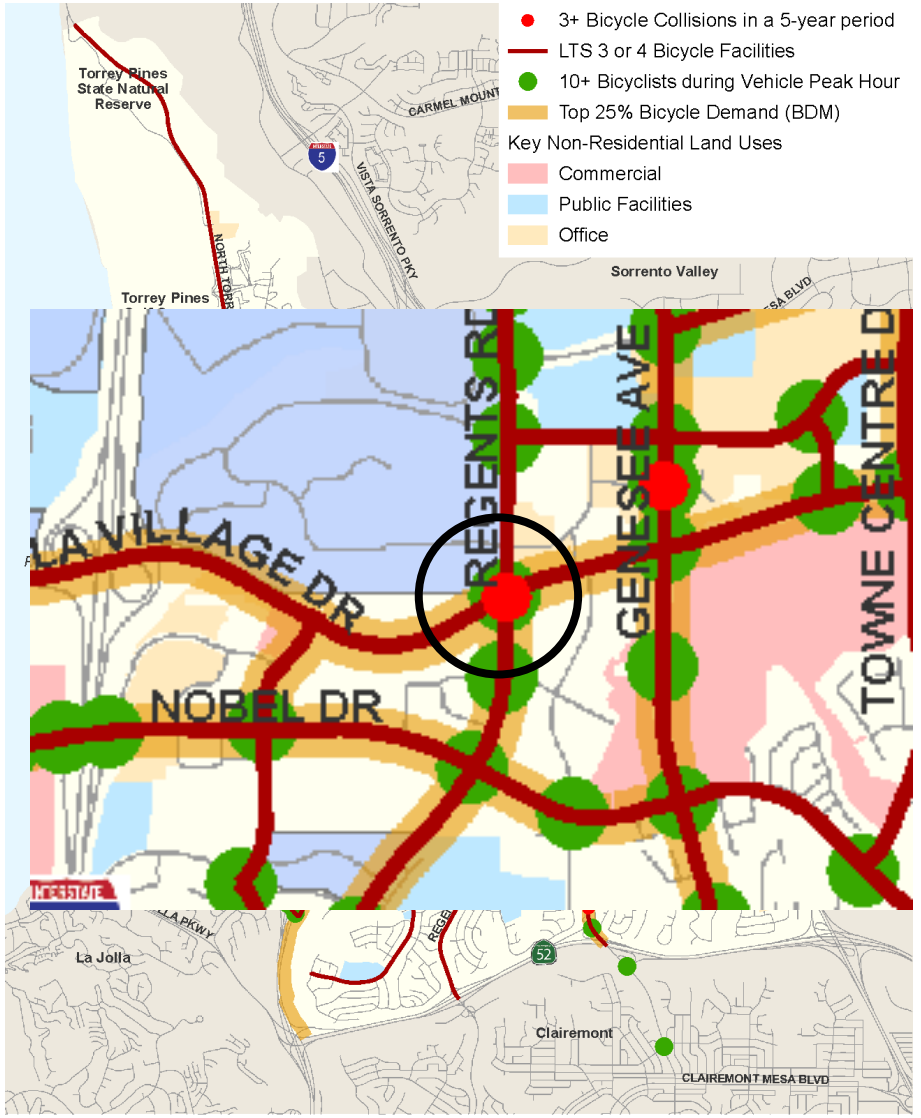
Mobility - Bicycle

- **Safety** – 4 intersections with bicycle concerns
- **Connectivity** – Discontinuous dedicated bicycle facilities

Governor Dr, approaching Genesee Ave

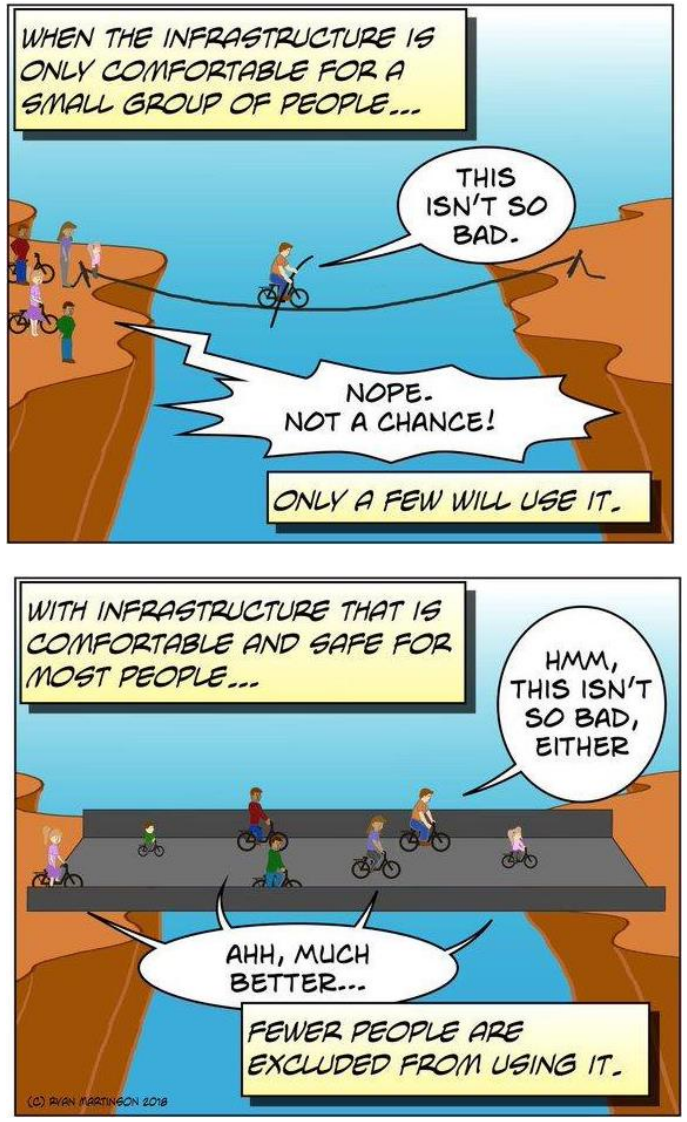


Regents Road & La Jolla Village Drive



Bicycle Network Strategies

- Provide local trips and regional connectivity
  - Address bike lanes that are discontinuous
  - Identify low-stress facilities
  - Identify intersection treatments where needed
  - Identify traffic calming features



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Bicycle Facilities

Class I – Multi-Use Path

- Provides physical separation from vehicular traffic
- Can accommodate bicycle, pedestrian, and other non-motorized travel

Bicycle Facilities

Class II – Bike Lane

- Dedicated bicycle facility within roadway
- Can have horizontal separation from vehicular traffic with a buffer

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Bicycle Facilities

Class III – Bike Route

- Bicycle facility shared with vehicle traffic
- Provide continuity to other bike facilities

Bicycle Facilities

Class IV – Cycle Track

- Dedicated bicycle facility within roadway
- Provide horizontal and vertical separation from vehicular traffic

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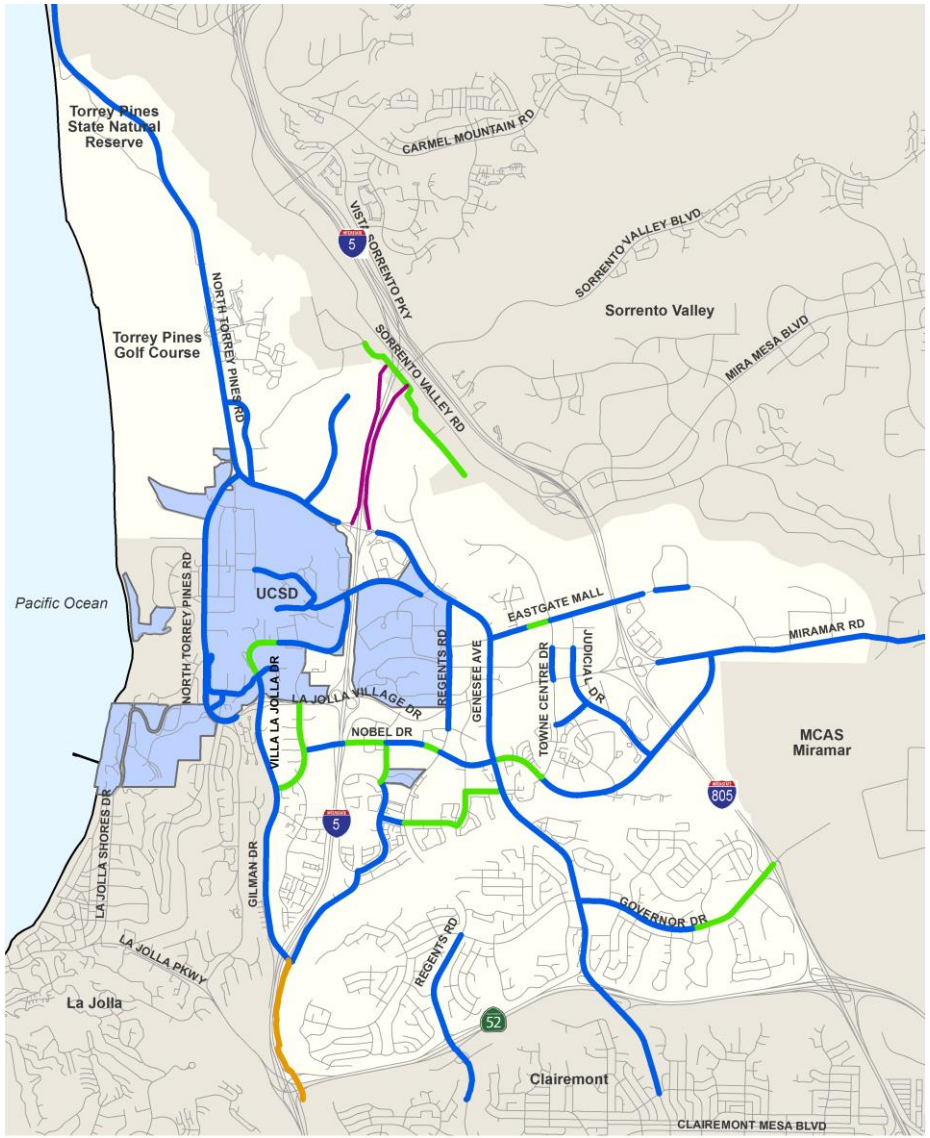
Existing Bicycle Network



Class I Bike Paths

Class II Bike Lanes

Class III Bike Routes

Freeway Shoulder

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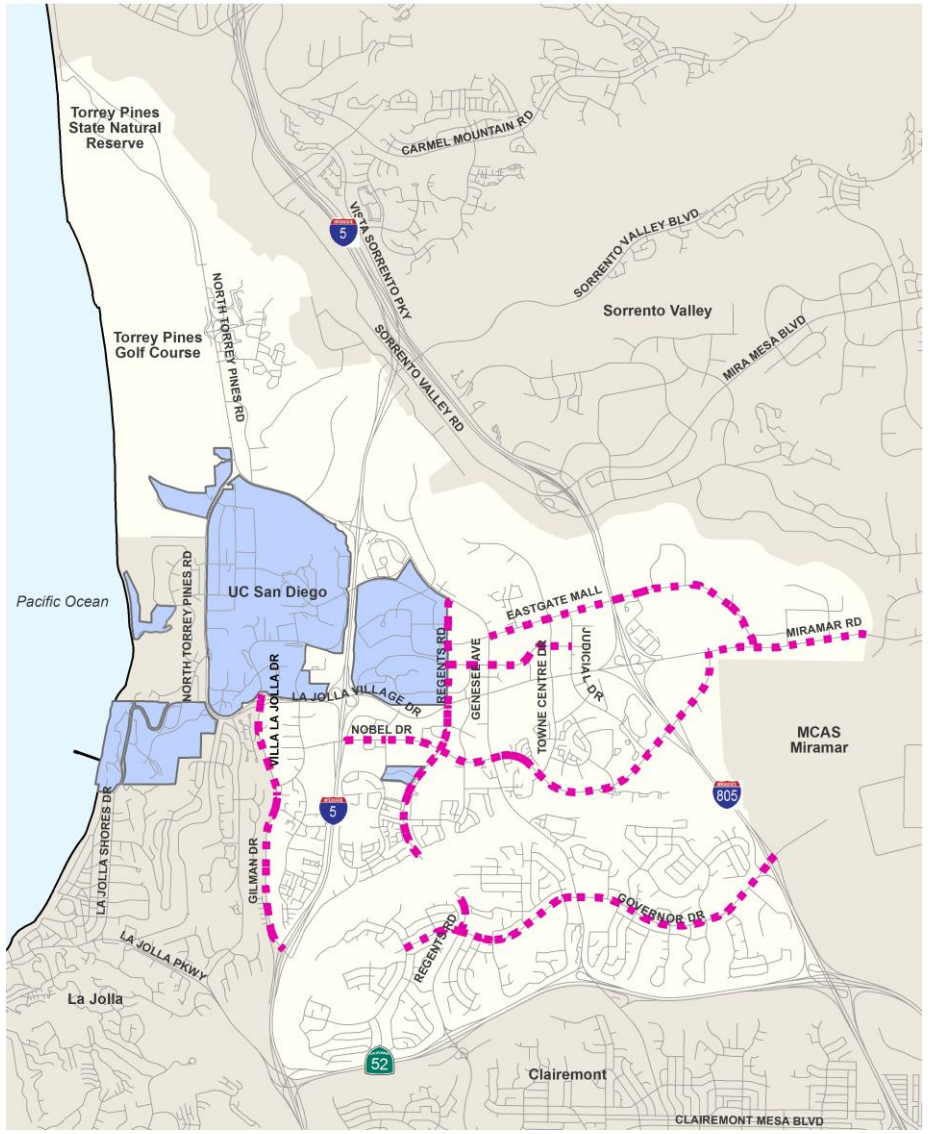
Proposed Bicycle Network



Class IV Cycle Track

- Gilman Drive
- Regents Road
- Governor Drive
- Nobel Drive
- Eastgate Mall
- Executive Drive
- Miramar Road

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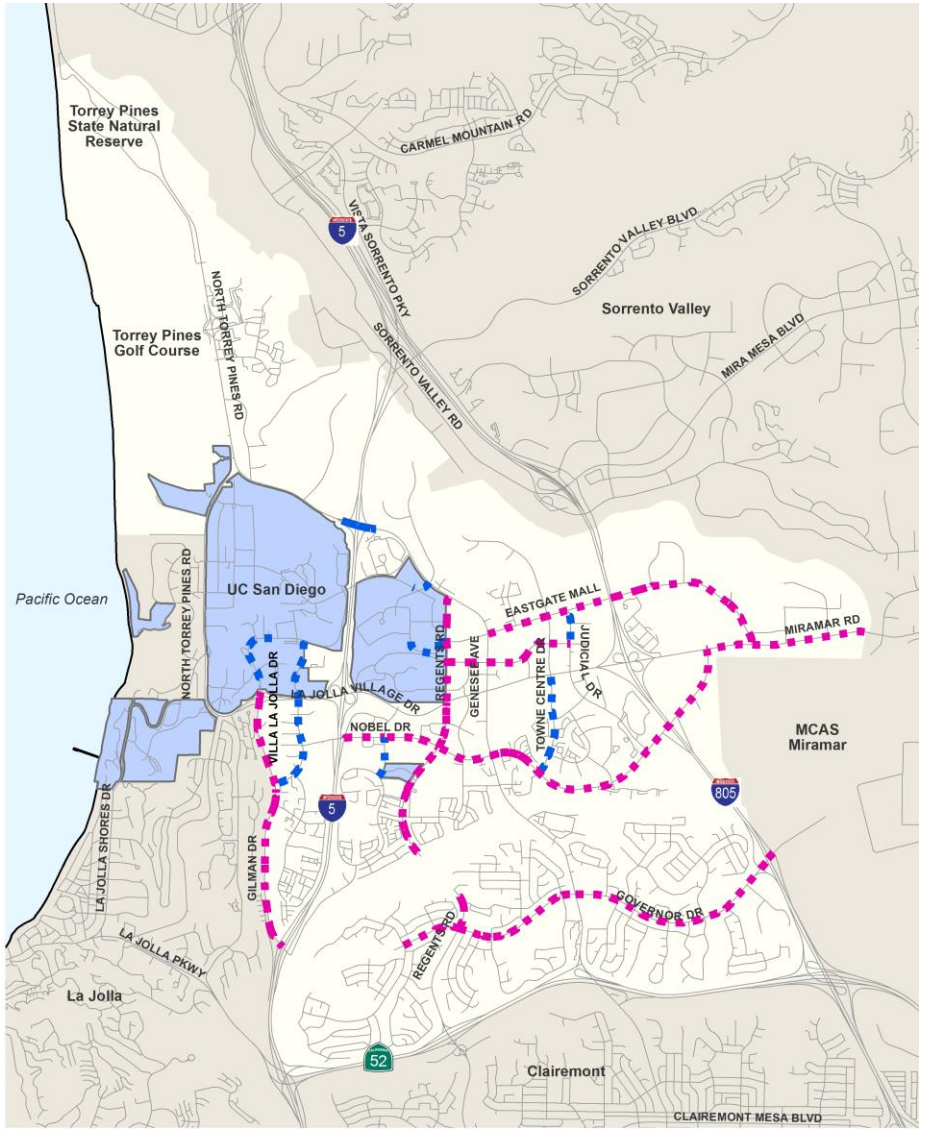
Proposed Bicycle Network



Class IV Cycle Track

+

Class II Bike Lanes

- Villa La Jolla Drive
- Towne Centre Drive
- Judicial Drive

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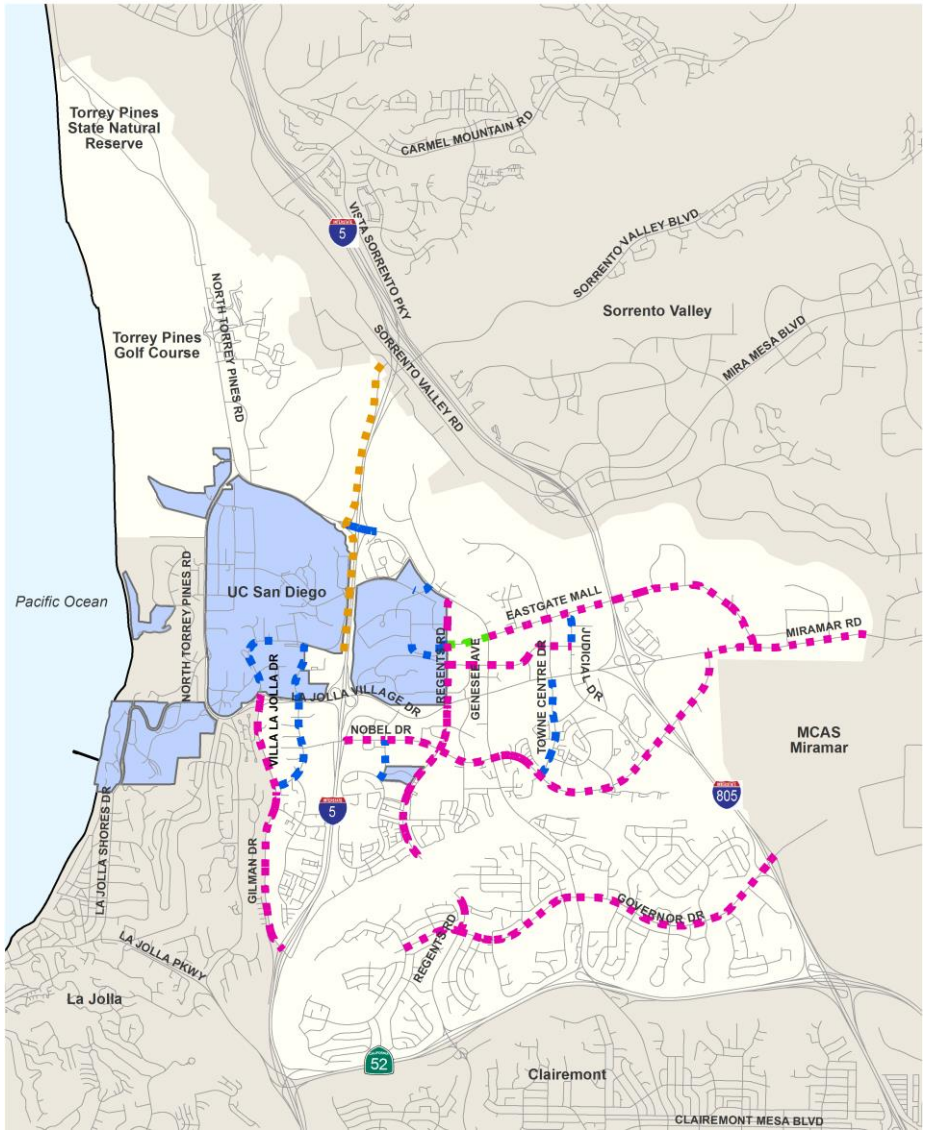
Proposed Bicycle Network



Class IV Cycle Track

+

Class II Bike Lanes

+

Class III Bike Routes

+

Class I Bike Paths

Class I

- I-5 Southbound

Class III

- Eastgate Mall

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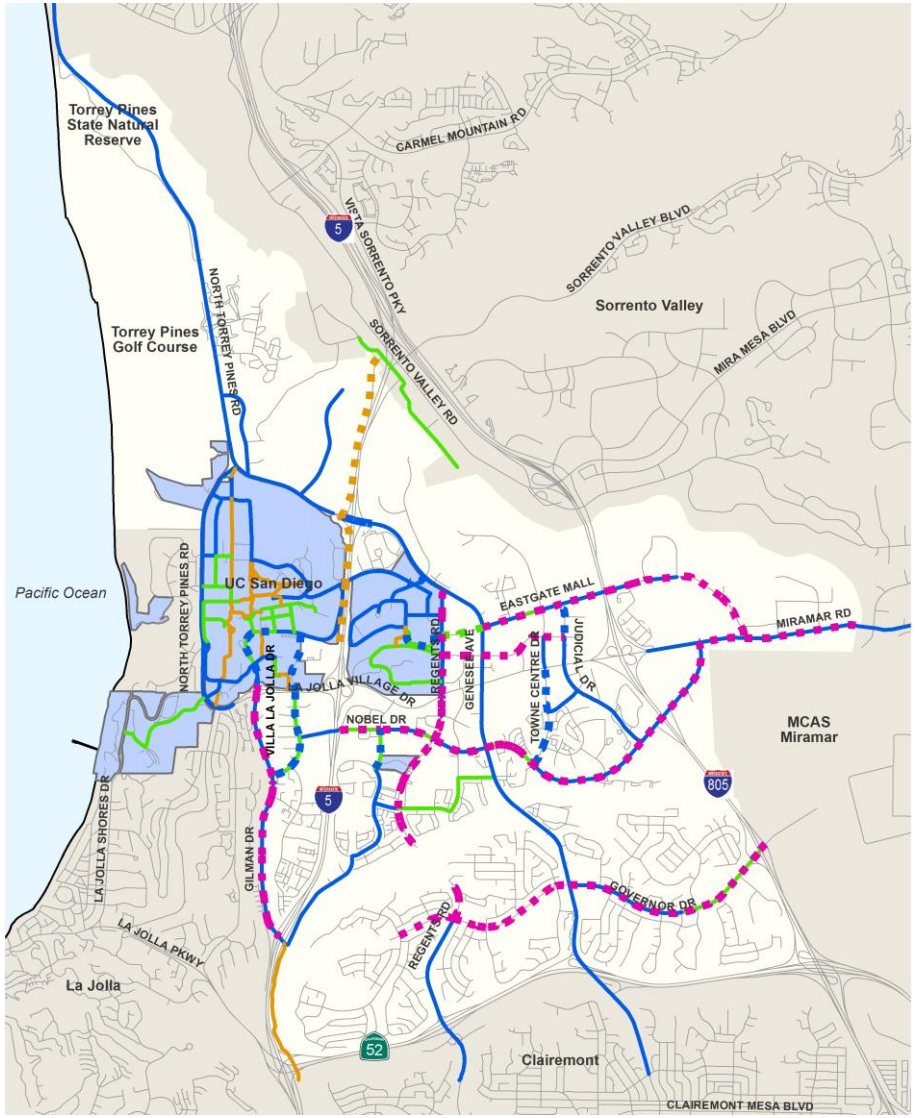
Proposed + Existing Bicycle Network



Class I Bike Path

Class II Bike Lanes

Class III Bike Routes

Class IV Cycle Track

Toolbox - Bicycle

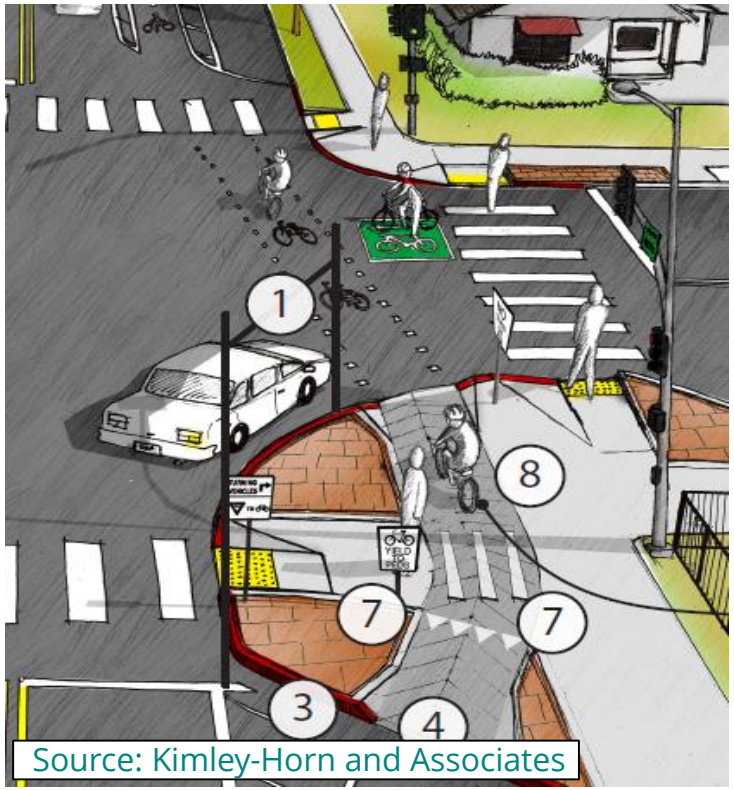
Source: NACTO

Bike Box

- Enhances visibility
- Bikes get ahead of queued traffic during red time
- Increases separation from crossing pedestrians
- Where heavy right-turning traffic conflicts with bicycles (crashes)

Two-Stage Left-Turn Box

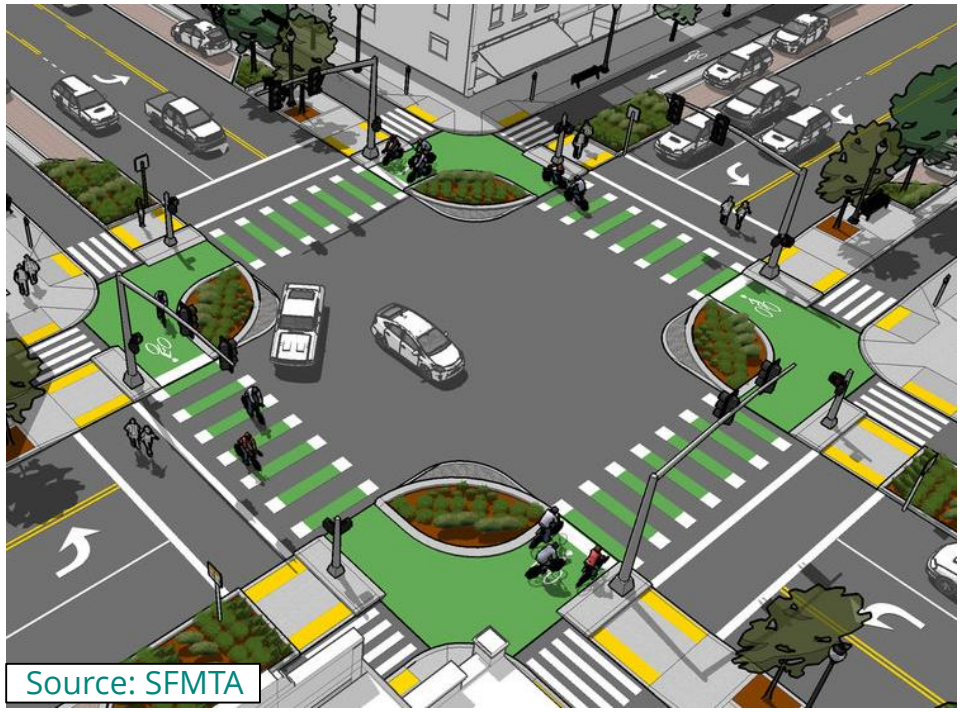
- Improves comfort for left turns



Source: Kimley-Horn and Associates

Bend out

- Reduces right-hook conflict
- Enhances visibility of pedestrian and cyclists



Source: SFMTA

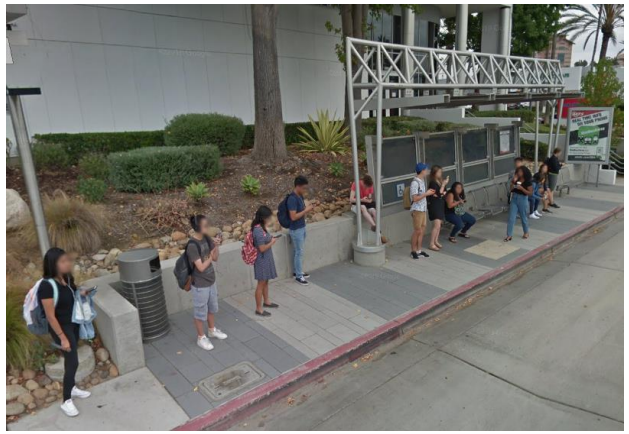
Protected Intersection

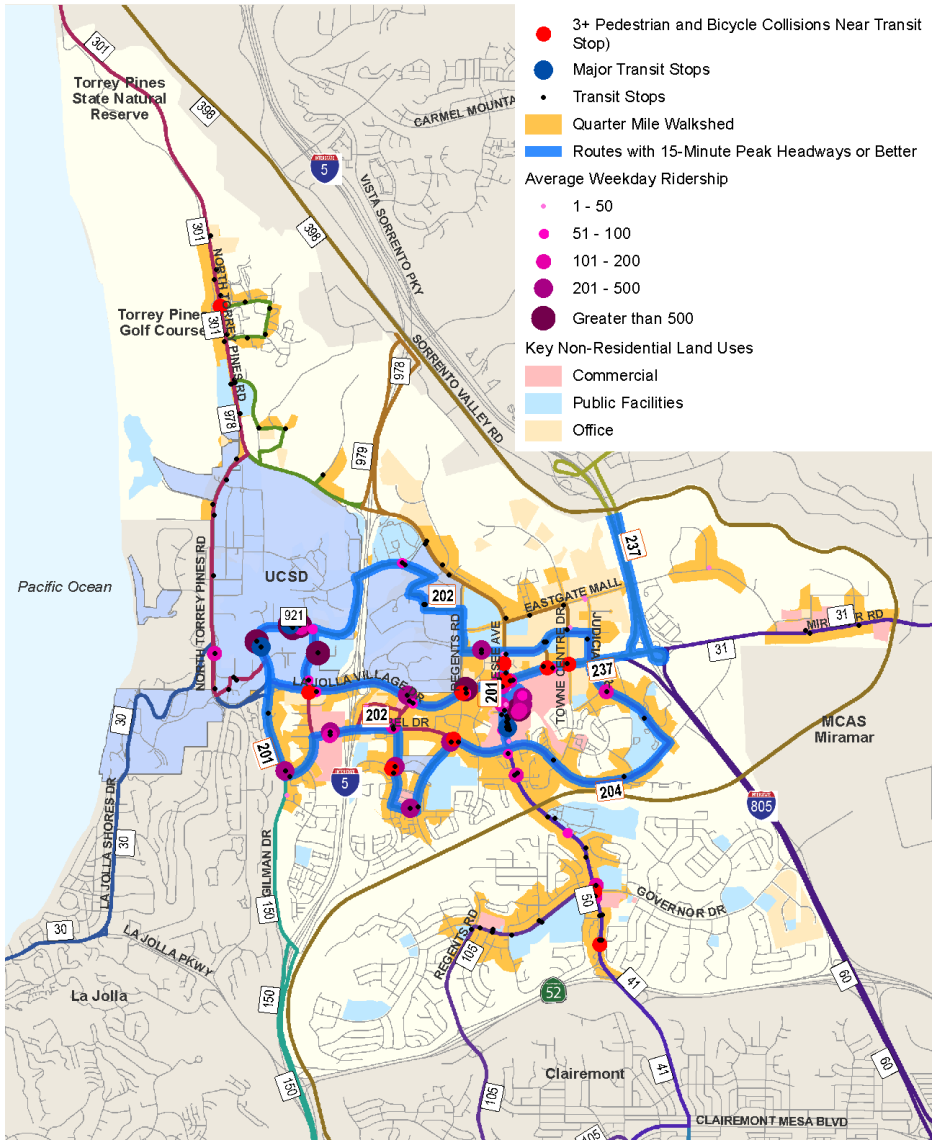
- Reduces crossing distance
- Enhances visibility
- Encourage slower speeds
- Where parking exists

Tradeoff: Eliminates exclusive right-turn lanes and right-turn on red

Mobility - Transit

- **Demand** – MTS Ridership data
- **Quality** – Amenity at transit stop evaluation





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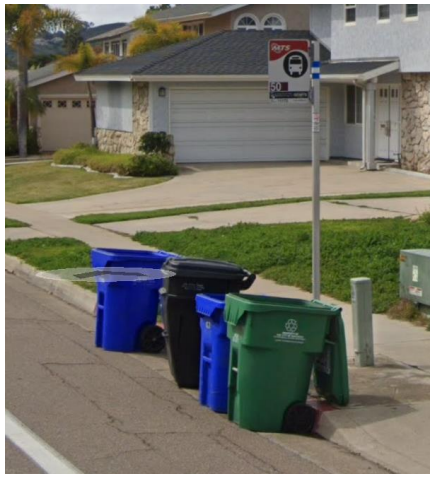
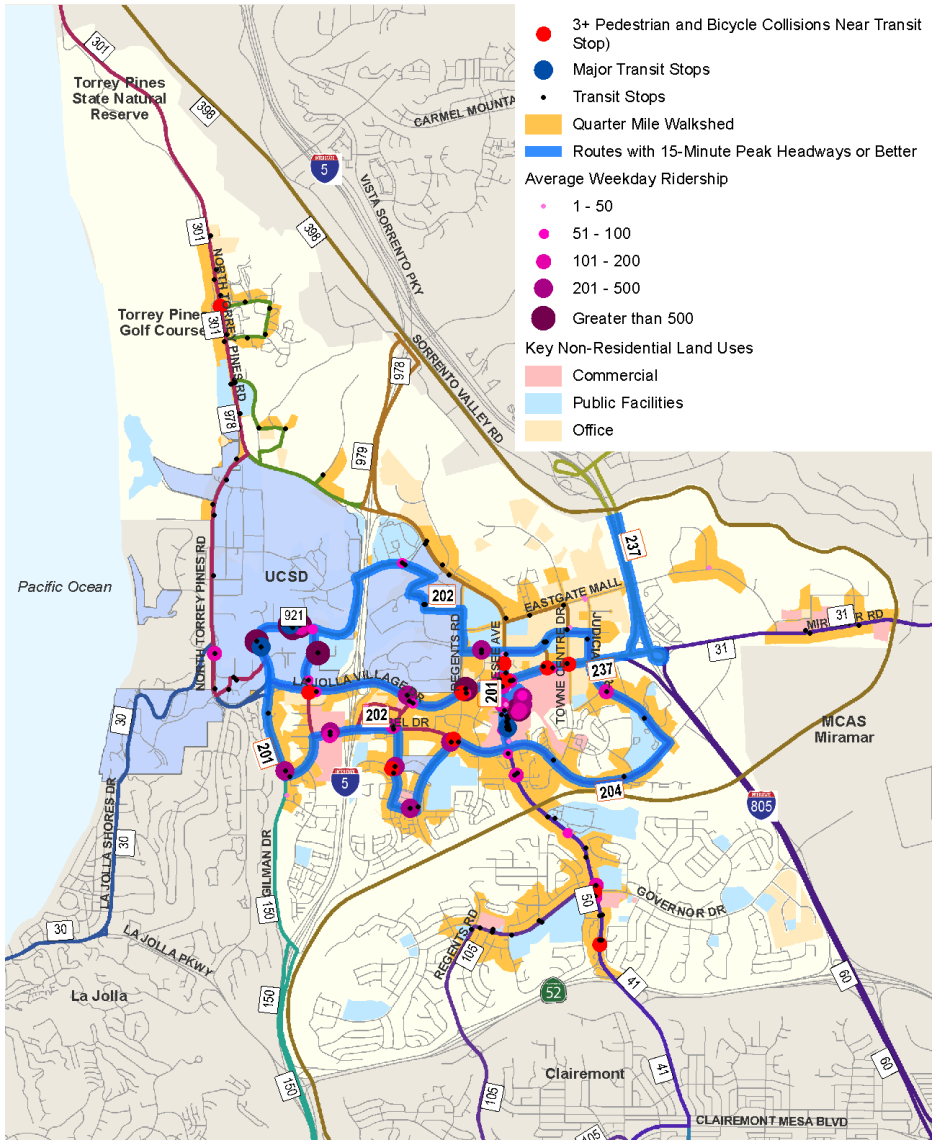
Mobility - Transit

- **Safety** – 12 locations with bicycle/pedestrian concerns
- **Connectivity** – Quality pedestrian and bicycle facilities from transit stops





Transit Network Strategies

- Anticipate proposed regional transit planning projects:
  - Mid-Coast Trolley Extension
  - Aerial skyway stations
  - Sorrento Valley Station relocation
- Improve underperforming routes
- Improve amenities at transit stops
- Quality first- and last-mile connections to transit stops

UTC Transit Center

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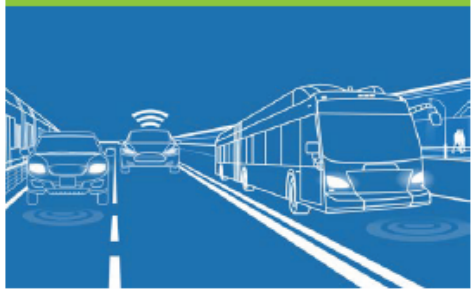
2021 SANDAG Regional Plan

5 BIG MOVES

Transportation technology is evolving and changing how we travel daily. Embracing these innovations, the 5 Big Moves will enhance connectivity, increase sustainability, and improve quality of life. The 2021 Regional Plan will synchronize the 5 Big Moves to deliver a fully integrated, world class transportation system.

COMPLETE CORRIDORS



The backbone of a complete transportation system that leverages technology, pricing, and connectivity to repurpose how both highways and local roads are used

Complete Corridors increase safety, capacity, and efficiency; provide dedicated space for high-speed transit and other pooled services; manage demand in real-time; and maximize use of existing roadways. Local roads are designed and operated to equally accommodate all users, including transit, bikes, and pedestrians.

TRANSIT LEAP

A complete network of high-capacity, high-speed, and high-frequency transit services that incorporates new transit modes and improves existing services

These routes will connect travelers to their homes, jobs, and other major destinations as fast or faster than driving.

MOBILITY HUBS

Places of connectivity where a variety of travel options converge to deliver a seamless travel experience

Mobility Hubs are aligned with the Transit Leap and offer numerous shared mobility services, enhanced bike and pedestrian infrastructure, and supporting amenities that work for every traveler and trip, all in the heart of the communities where people live, work, and play.

FLEXIBLE FLEETS

On-demand, shared, electric vehicles that connect to transit and travel between Mobility Hubs along the network of Complete Corridors

Diverse vehicles — including micromobility, like bikes and scooters, microtransit, and rideshare — provide personalized solutions for different types of trips and environments. In the future, driverless vehicle fleets will communicate to each other and surrounding infrastructure to make safe and timely connections.

NEXT OS

The "brain" of the transportation system

An integrated platform that will make all of the strategies work together by connecting users, transportation service providers, and infrastructure to orchestrate more efficient movement of people and goods. This holistic approach enables real-time data exchange for seamless multimodal travel, more accessible and cost-effective travel with a single payment and ticket, and dynamic pricing and incentives to balance network performance. This regional system manages supply and demand, drives system-wide optimization, and facilitates increased use of existing transportation systems to achieve desired goals around climate, environment, safety, and mobility.

Mid-Coast Mobility Hub Implementation Strategy

Identify services and amenities for each Mid-Coast station

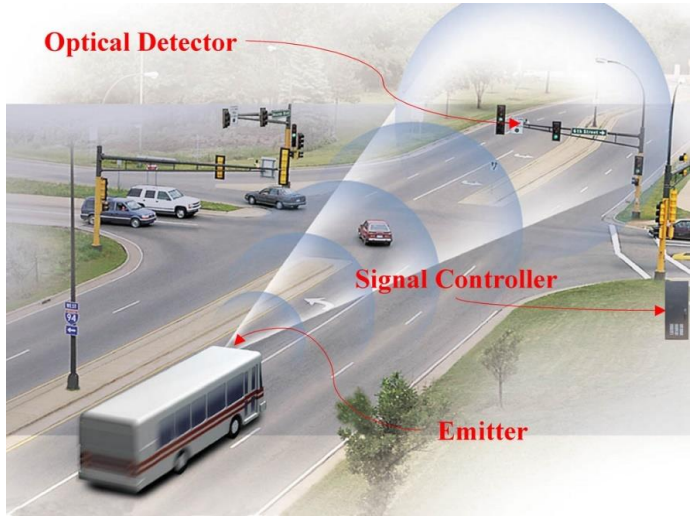
- Improved pedestrian and bicycle connections
- Micro-mobility storage
- On-demand ridesharing services
- Wayfinding

Voigt Drive Station

Source: SANDAG Mobility Hubs

Toolbox - Transit

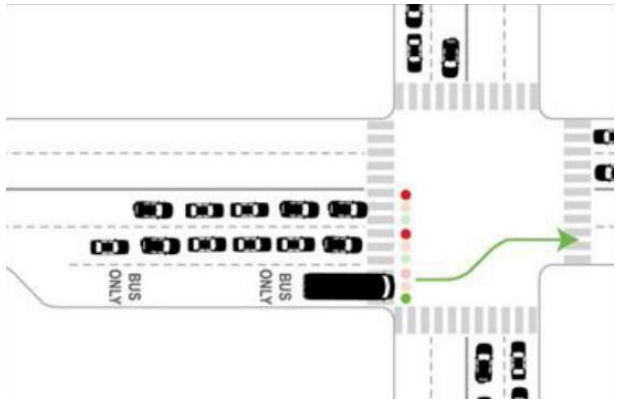
- Transit Priority Treatments
- Access to Transit Stops



Transit Signal Priority

Bus Lane

Transit Stop Amenities

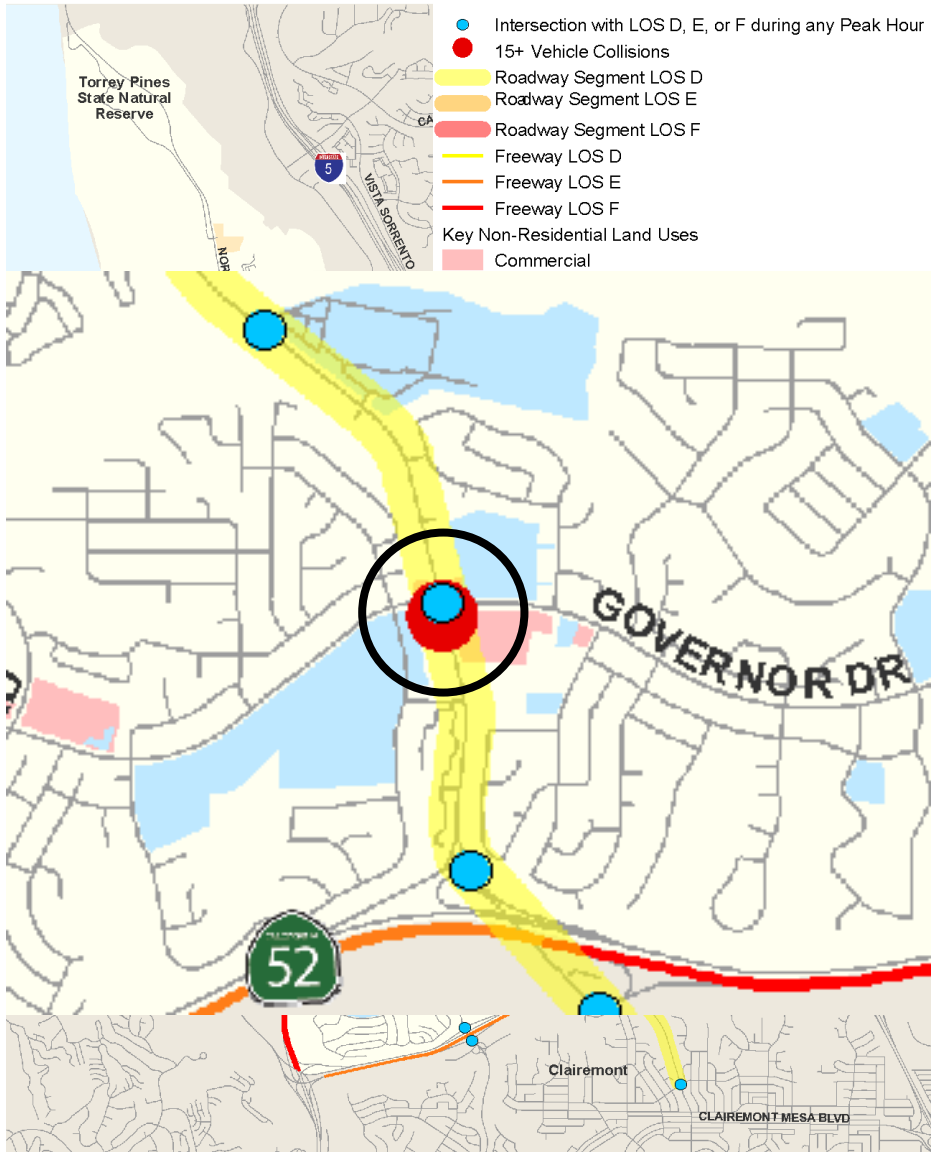


Queue Jump

Mobility - Vehicle

- **Demand** – peak period counts and average daily trips
- **Quality** – Operations analysis

Genesee Avenue & Governor Drive

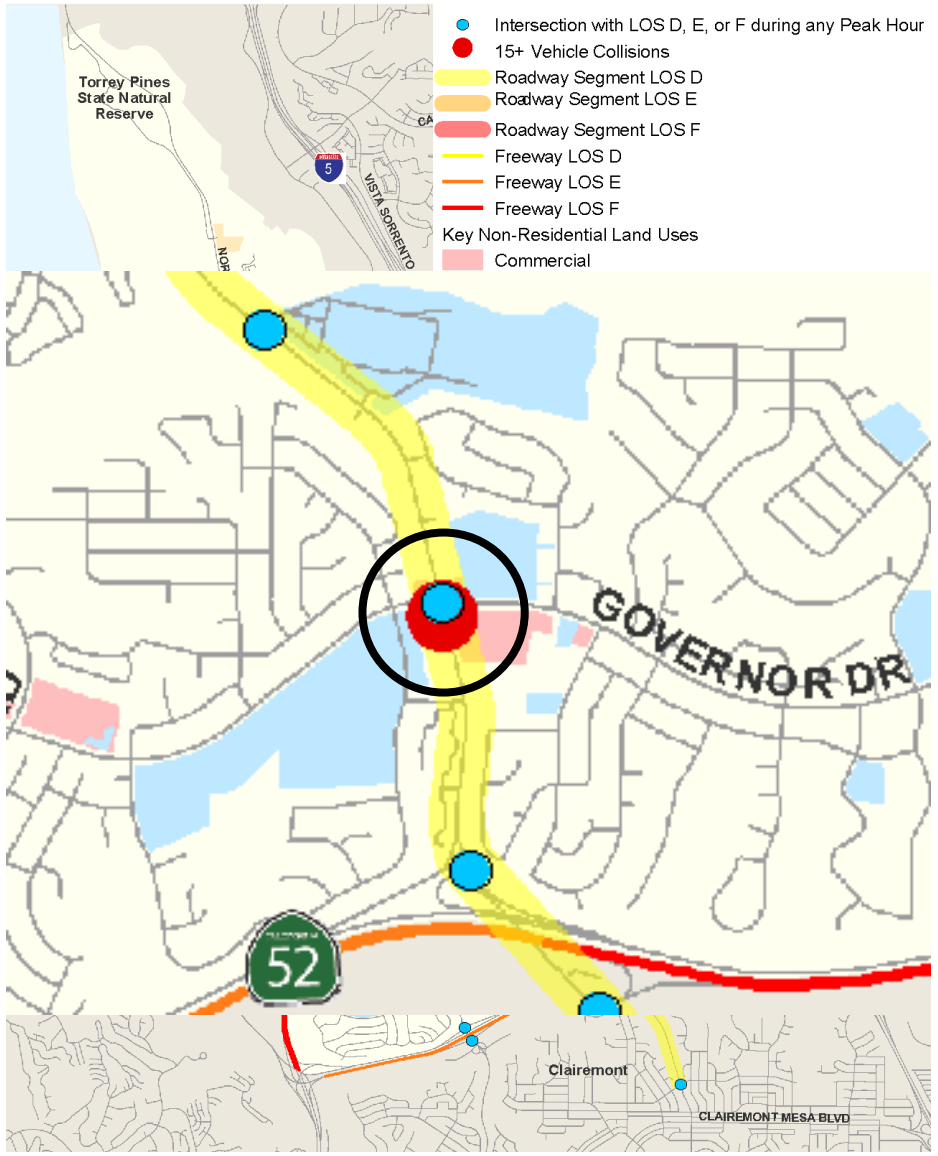


Mobility - Vehicle

- **Safety** – 13 locations with vehicle concerns
- **Connectivity** – travel time analysis

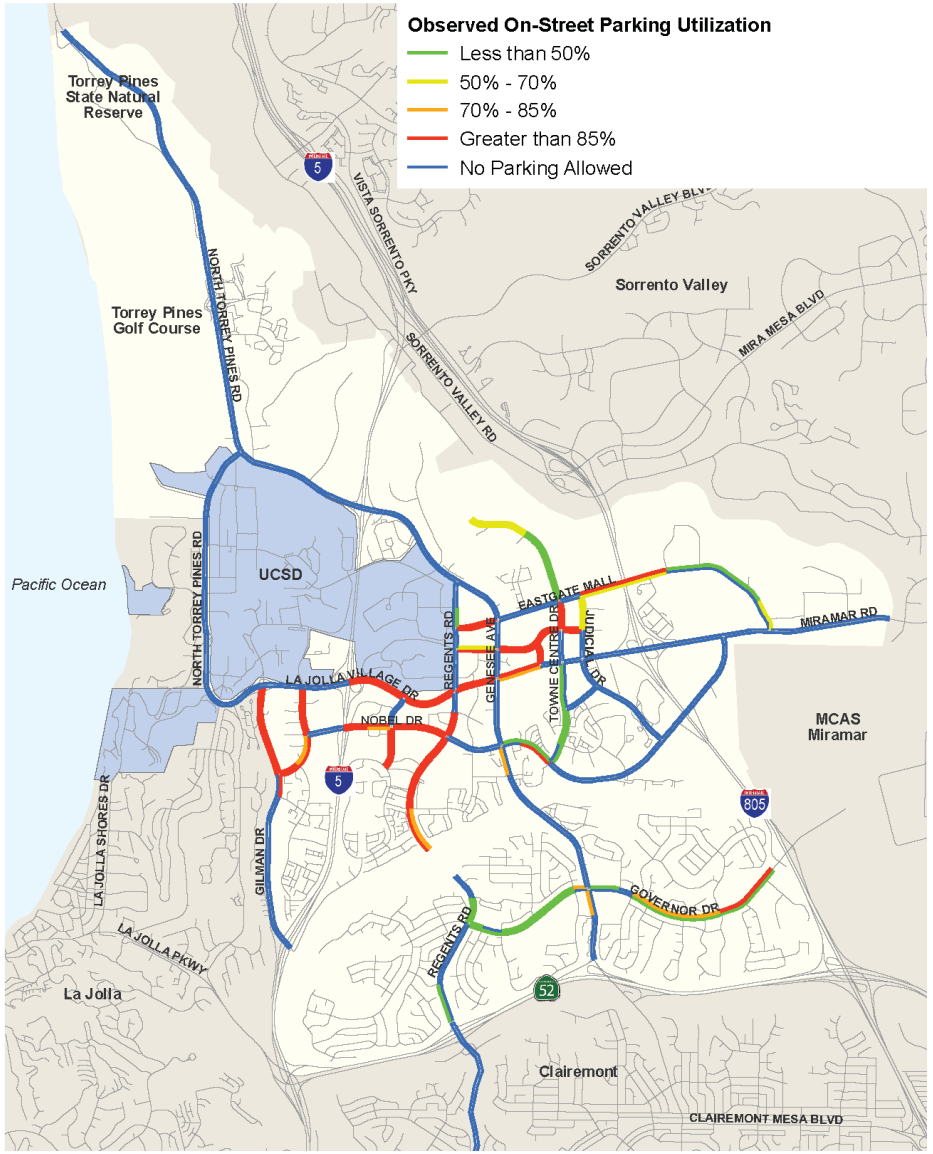
La Jolla Village Drive & Villa La Jolla Drive

La Jolla Village Drive & Regents Road



Mobility - Parking

- **Higher Utilization** – UC San Diego, office and retail centers
- Consideration for maximizing efficiency of roadways



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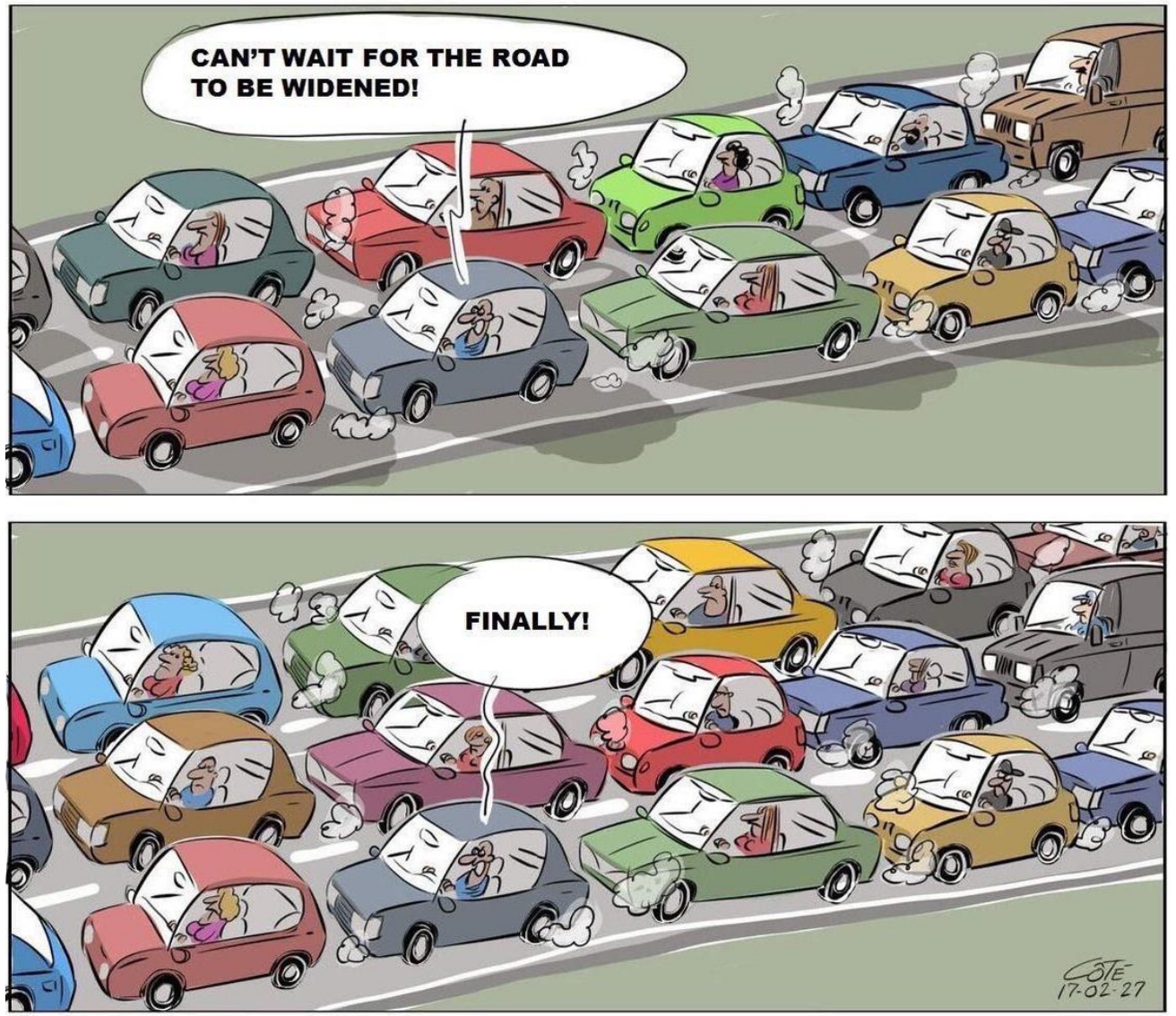
Vehicle Network Strategies

- Identify improvements at intersections and roadway segments
- Accommodate new land uses
- Identify traffic calming features
- Maximize efficiency of roadway through curb management

"Adding highway lanes to deal with traffic congestion is like loosening your belt to cure obesity." – Lewis Mumford in 1955.



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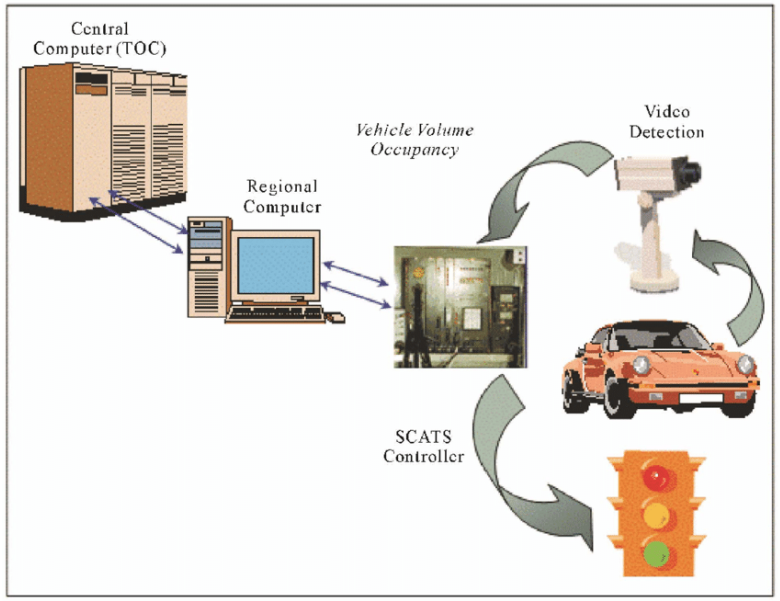
Toolbox – Vehicle

Flex Lane

Adaptive Signal Timing

Roundabouts

Toolbox – Emerging Technologies



Rideshare services

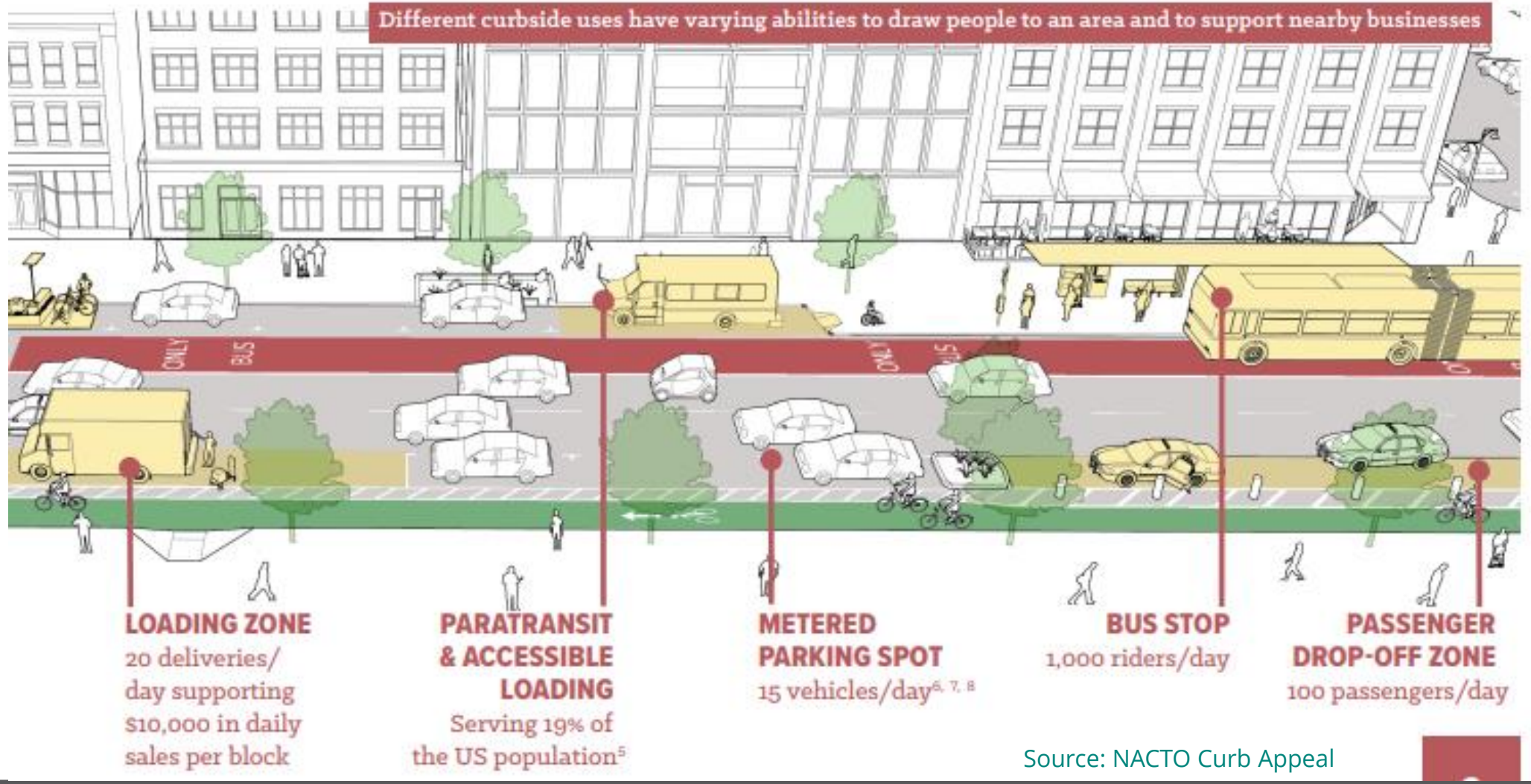
Neighborhood Electric Vehicle

Autonomous Vehicles

Bikeshare

Scootershare

Toolbox – Curbside Management



Source: NACTO Curb Appeal

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Mobility - Coordination

SANDAG

Caltrans

SD Development Services

MTS Metropolitan Transit System

SD Transportation & Storm Water

UC San Diego

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Outline

1. Background
2. Mobility Methodology
3. Mobility Analysis and Opportunities
4. **Next Steps**
5. Breakout Session

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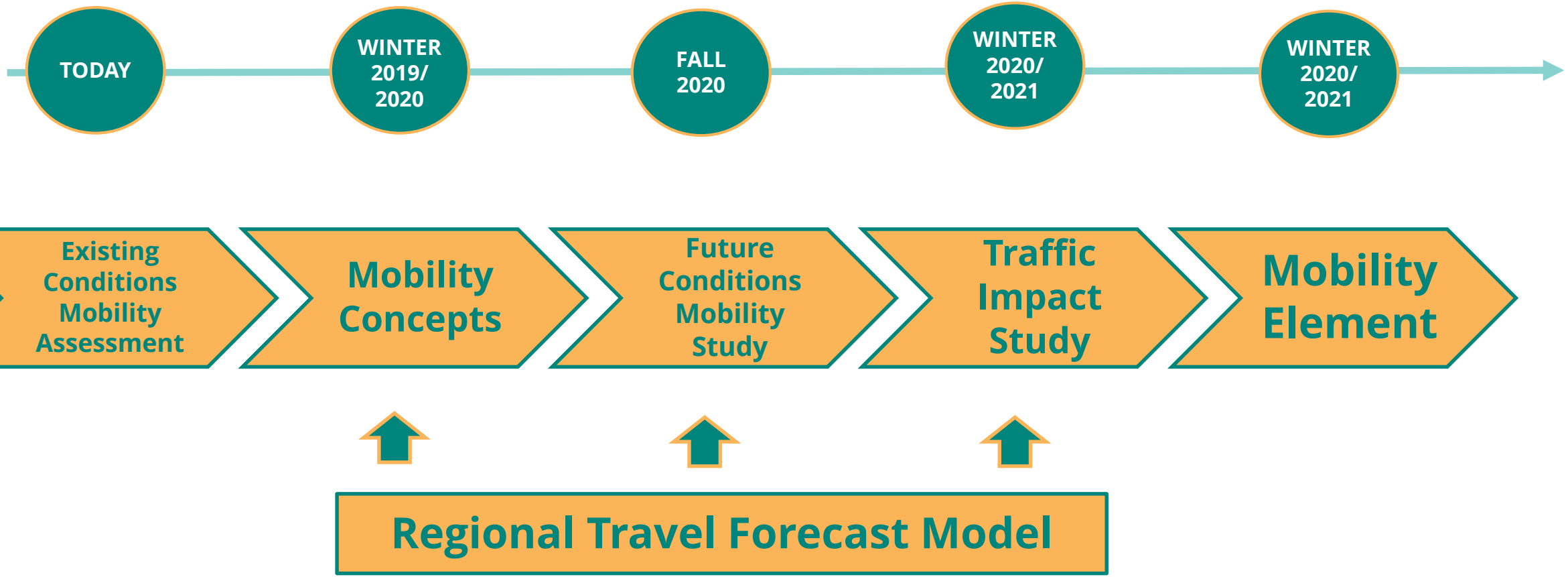
Mobility Planning – Next Steps



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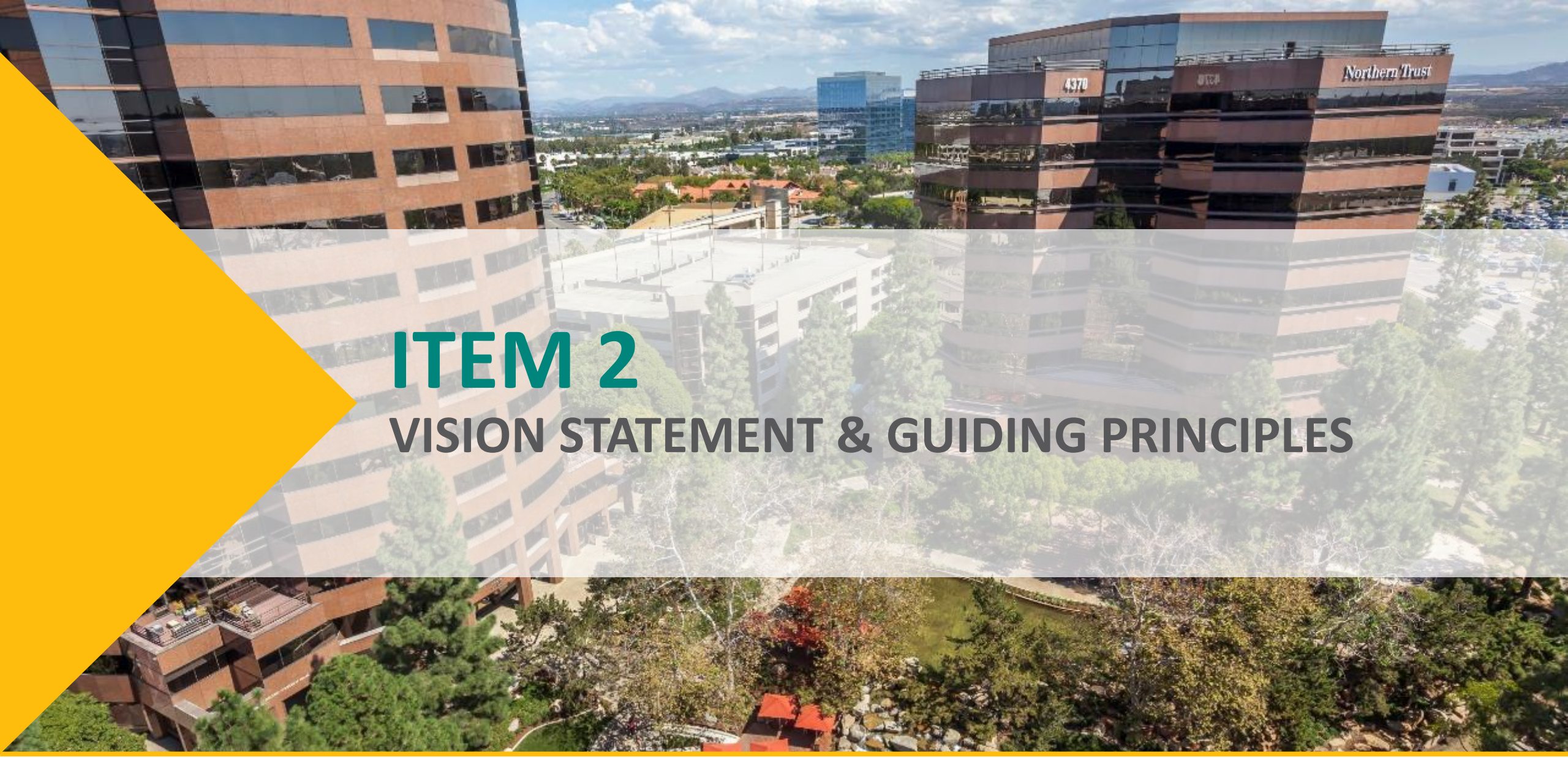
Breakout Session



ITEM 2

VISION STATEMENT & GUIDING PRINCIPLES

The City of SAN DIEGO

UNIVERSITY Community Plan Update

UNIVERSITY
Community Plan Update

Draft Vision Statement – Proposed Addition

A diverse and dynamic community with renowned higher education, healthcare, scientific research and technology institutions and businesses connected through a robust multi-modal transportation network to a vibrant mixed-use urban core and varied residential neighborhoods, which protects its unique natural habitat and canyon systems. *The community includes distinctive neighborhoods on either side of Rose Canyon. The Northern portion is envisioned as a relatively high density center of education, employment, and healthcare with multi-family and single family residences, as well as regional and neighborhood shopping. The southern portion, which is envisioned to change relatively little, is primarily single family neighborhoods, parks, local shopping, some multi-family housing and a business park.*

Bold - Approved Draft
Italic - Proposed Addition

Draft Vision Statement – Proposed Addition

University City is a family friendly community that fully supports the safety, health, and well being of children and families.