June 30, 2022
Tonight’s Team

Shannon Mulderig
Senior Planner
City of San Diego
SLMulderig@sandiego.gov

Claudia Brizuela
Senior Traffic Engineer
City of San Diego
CBrizuela@sandiego.gov

Monique Chen
Principal
CR Associates
mchen@CRAmobility.com
Housekeeping

Share thoughts with everyone

Raise Hand Function

Presentation and chat log will be uploaded
https://www.planhillcrest.org/meetingsandupdates
Agenda

• Mobility Planning Process
• Review of Existing Needs
• Plan Hillcrest Objectives – Mobility
• Review of Network Options
• Draft Recommended Networks
• Next Steps
Mobility Planning Process

COMMUNITY OUTREACH, PARTICIPATION & EDUCATION

RECOMMENDED NETWORKS & MOBILITY ANALYSIS

Draft

PROJECT MANAGEMENT & TEAM COORDINATION

RESEARCH & DATA COLLECTION

EXISTING CONDITIONS REPORT

- Demand
- Quality
- Connectivity
- Safety

COMMUNITY & STAKEHOLDER INPUT

LAND USE ALTERNATIVES

STAFF INPUT

MOBILITY GOALS & POLICIES

NETWORK ALTERNATIVES

Engineering Feasibility

Alternatives Refinements

DRAFT & FINAL MOBILITY ELEMENT/PLAN
Existing Needs – Transit
Existing Needs – Pedestrian
Existing Needs – Bicycle
Existing Needs – Vehicle

- High Vehicle Collisions (5 or more in a 5-Year Period)
- Low Average Speed to Posted Speed Ratio (<40%) during One or More Peak Period

Hillcrest Boundary
Community Planning Area
Existing Commute Patterns

<table>
<thead>
<tr>
<th></th>
<th>Count</th>
<th>Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Jobs in Hillcrest</td>
<td>25,033</td>
<td>100.0%</td>
</tr>
<tr>
<td>Work in Hillcrest but Live Outside</td>
<td>24,722</td>
<td>98.8%</td>
</tr>
<tr>
<td>Both Live and Work in Hillcrest</td>
<td>311</td>
<td>1.2%</td>
</tr>
</tbody>
</table>

Source: LEHD on the Map, 2019
Plan Hillcrest Objectives

- Celebrate the Legacy of the LGBTQ+ Community
  - Preserve historical resources and create inclusive spaces

- Create Public Spaces
  - Connect people to businesses and services

- Strengthen Connections
  - Make it easier to move around and access

- Support Local Business
  - Ensure a thriving and sustainable business district

- Address Housing Needs
  - Increase housing opportunities near transit
Network Options

Option 1: Transit & Active Transportation

Option 2: Transit Only Lanes & One Vehicle Travel Lane in Each Direction

Option 3: Hybrid Option with Transit Only Lanes & One Vehicle Travel Lane in Each Direction (east of 9th Ave), and one-way couplet with Robinson Street (west of 9th Ave)
Network Option #1

Option 1: Transit/Multimodal/Emergency Access Only

Option 2: Transit Only Lanes & One Vehicle Travel Lane in Each Direction

Option 3: Hybrid Option with Transit Only Lanes, and one-way couplet (west of 10th Ave) & One Vehicle Travel Lane in Each Direction (east of 10th Ave)
Draft Vehicular Network – Option 1

Recommended Functional Classifications

- **4-Lane Major Arterial**
- **2-Lane Major Arterial w/Center Running Transit (2M/T)**
- **3-Lane Collector (3C)**
- **2-Lane Collector (2C)**
- **Transit, Active Transportation & Emergency Response-only (T)**
- **Potential Signal Improvements**
Draft Bicycle Network – Option 1

Recommended Bicycle Facility Classifications

- **Class I - Bike Path**
- **Class II - Bike Lane**
- **Class III - Bike Route**
- **Class II/III - Bike Lane / Bike Route**
- **Class IV - Cycle Track (One-Way)**
- **Class IV - Cycle Track (Two-Way)**
- **Enhanced Class III - Bike Boulevard**

- **Hillcrest Boundary**
- **Community Planning Area Boundaries**
- **Bicycle Connection to Neighboring Community**
Option 1 – Major Issues

• Eliminates access to Fire Station No 5
Option 1 – Major Issues

• Eliminates freeway access from University Avenue and causes additional congestion at other freeway ramps
Option 1 – Major Issues

• Increases traffic on other streets including residential streets
Option 1 – Major Issues

- Creates difficulties for traffic circulation and access at intersections along University Avenue, such as 9th Avenue, Normal Street, Herbert Street.
Option 1 – Major Issues

- Affects business operations (loading/unloading, deliveries, etc.)
Option 1 – Major Issues

• Eliminates access to Fire Station No 5
• Eliminates freeway access from University Ave and causes additional congestion at other freeway ramps
• Increased traffic on other streets including residential streets
• Creates difficulties for traffic circulation and access at intersections along University Avenue, such as 9th Avenue, Normal Street, Herbert Street
• Affects business operations (loading/unloading, deliveries, etc.)
Network Option #2

**Option 1:** Transit/Multimodal/Emergency Access Only

**Option 2:** Transit Only Lanes & One Vehicle Travel Lane in Each Direction

**Option 3:** Hybrid Option with Transit Only Lanes, and one-way couplet (west of 10th Ave) & One Vehicle Travel Lane in Each Direction (east of 10th Ave)
Draft Vehicular Network – Option 2
Draft Vehicular Network – Option 2

Recommended Functional Classifications

- 4-Lane Major Arterial (4M)
- 2-Lane Major Arterial w/Center Running Transit (2M/T)
- 3-Lane Collector (3C)
- 2-Lane Collector (2C)

Potential Signal Improvements
Draft Bicycle Network – Option 2

Recommended Bicycle Facility Classifications
- Class I - Bike Path
- Class II - Bike Lane
- Class III - Bike Route
- Class II/III - Bike Lane / Bike Route
- Class IV - Cycle Track (One-Way)
- Class IV - Cycle Track (Two-Way)
- Enhanced Class III - Bike Boulevard

Hillcrest Boundary
Community Planning Area Boundaries
Bicycle Connection to Neighboring Community
Option 2 – Major Issues

- Lack of continuous bicycle facilities along University Avenue
Option 2 – Major Issues

• Uncontrolled freeway ramps along Washington Street cause potential safety concerns for cyclists
Option 2 – Major Issues

• Traffic operational challenges along University Avenue as a result of transit and bicycle priority treatments
Option 2 – Major Issues

- Lack of continuous bicycle facilities along University Avenue
- Traffic operational challenges along University Avenue as a result of transit and bicycle priority treatments
- Uncontrolled freeway ramps along Washington Street cause potential safety concerns for cyclists
Network Option #3

Option 1: Transit/Multimodal/Emergency Access Only

Option 2: Transit Only Lanes & One Vehicle Travel Lane in Each Direction

Option 3: Hybrid Option with Transit Only Lanes, and one-way couplet (west of 9th Ave) & One Vehicle Travel Lane in Each Direction (east of 9th Ave)
Recommended Vehicular Network

Recommended Functional Classifications

- 4-Lane Major Arterial (4M)
- 2-Lane Major Arterial w/Center Running Transit (2M/T)
- 3-Lane Collector (3C)
- 2-Lane Collector (2C)
- 2-Lane Collector Oneway (2C)
- 1-Lane Collector Oneway w/Center Running Transit (1C/T)
- 1-Lane Collector Oneway (1C)
- Potential Signal Improvements
Recommended Bicycle Network

Recommended Bicycle Facility Classifications
- Class I - Bike Path
- Class II - Bike Lane
- Class III - Bike Route
- Class IV/III - Bike Lane / Bike Route
- Class IV - Cycle Track (One-Way)
- Class IV - Cycle Track (Two-Way)
- Enhanced Class III - Bike Boulevard

Hillcrest Boundary
Community Planning Area Boundaries
Bicycle Connection to Neighboring Community
Recommended Transit Network

Planned Transit Improvements
(2021 RTP)

- Commuter Rail
- Light Rail or Streetcar
- Next Gen Rapid

Recommended Transit Improvements

- Center Running Transit Guideway
- Peak Period Bus Only Lanes
- Queue Jump/Transit Signal Priority

Hillcrest Boundary
Community Planning Area Boundaries
Recommended Pedestrian Network

Linear Park: 25’ – 35’*
- Similar to Urban Trail
- More amenities & recreation

Linear Parks and Urban Corridors
- Linear Park
- Urban Corridor
- Hillcrest Boundary
- Community Planning Area Boundaries

Urban Corridor: 15’-25’
- Connector / Circulation
- Café Seating
- Urban Greening

*Note: Dimensions may vary based on specific design requirements.
Advantages of the Recommended Network

✓ Provides peak-hour transit priority treatment on Washington Street –

✓ One-way couplets reduce intersection conflict and improves operations and safety

✓ Increases roadway capacity and better accommodates anticipated growth

✓ Maintains access to/from Fire Station No 5

✓ Best accommodates all users and moves people (not just cars) most efficiently

✓ Continuous bikeways on several major roadways within community
Online Community Engagement Platform

Purpose:

• Present **land use, public realm and mobility concepts** in an interactive manner.

• **Receive representative feedback** on the community’s preferred options.

• Reach the widest audience and **engage community members**.

**Live: March 10th – April 11th**
Hillcrest Mobility: 527 Comments

17% - Bikes and Public Transit Priority (80 comments)
15% - Increase/Improve Public Transit (68 comments)
10% - Preserve/Add Parking (47 comments)
7% - Streetscape Improvements (34 comments)

Scenarios with Edits

Increase/Improve Public Transit
Bikes & Public Transit Priority

Resolve Traffic Issues
Bike Lane Improvements

Scenarios

- No Cars
- Enhance Walkability
- Preserve Traffic Lanes
- Preserve Parking
- No Change
- Light Rail is Impractical
- No More Bike Lanes
- More Bike Lanes
- Car Priority
- Streetscape Improvements

No Bike Lanes
Multi-Modal
Coordination with Agencies & City Departments

Scripps

MTS Metropolitan Transit System

Caltrans

UC San Diego

San Diego Fire-Rescue Department

San Diego Transportation Department
Mobility Hub Concepts

What is a Mobility Hub?
A place where people can connect to multiple modes of transportation to make their trip as safe, convenient and reliable as possible.
Parking Technologies

“Park-Once” Concept

Community Circulator

Smart Parking

Parking Management
### Plan Hillcrest Timeline

<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>1 Plan Hillcrest Launch</td>
</tr>
<tr>
<td>2021/2022</td>
<td>2 Concept Development</td>
</tr>
<tr>
<td>2022</td>
<td>3 Draft Amendment</td>
</tr>
<tr>
<td>2022/2023</td>
<td>4 CEQA Environmental Review</td>
</tr>
<tr>
<td>2023</td>
<td>5 Amendment Approval</td>
</tr>
</tbody>
</table>

#### FOCUSED PLAN AMENDMENT DEVELOPMENT

#### CEQA Review

#### PUBLIC HEARINGS

### OPPORTUNITIES FOR PUBLIC INPUT

- Live Webinars
- Online Survey
- CPG & Subcommittee Meetings
- Planning Commission Workshop
- CPG Subcommittee Meetings
- Online engagement
- Planning Commission Workshop
- CPG Subcommittee Meetings
- Planning Commission Workshop
- Environmental Review Period
- CPG
- Historical Resources Board
- Planning Commission
- Council Committee
- City Council
Next Steps

- **JULY**: No Meeting
- **AUG**: Uptown Planners Subcommittee Meeting - August 18: Recommended Land Use Concepts
- **SEP**: Uptown Planners Special Meeting: Date TBD
  Recommended Land Use & Mobility Concepts
- **SEP**: Planning Commission Workshop