



# PLAN HILLCREST

Uptown Planners

January 21, 2020

# Tonight's Team

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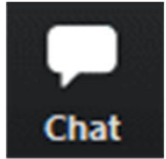
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# Housekeeping

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Share thoughts with everyone



Q&A at the conclusion of the presentation

Presentation and Q & A will be uploaded  
<https://www.planhillcrest.org/meetingsandupdates>












# Agenda

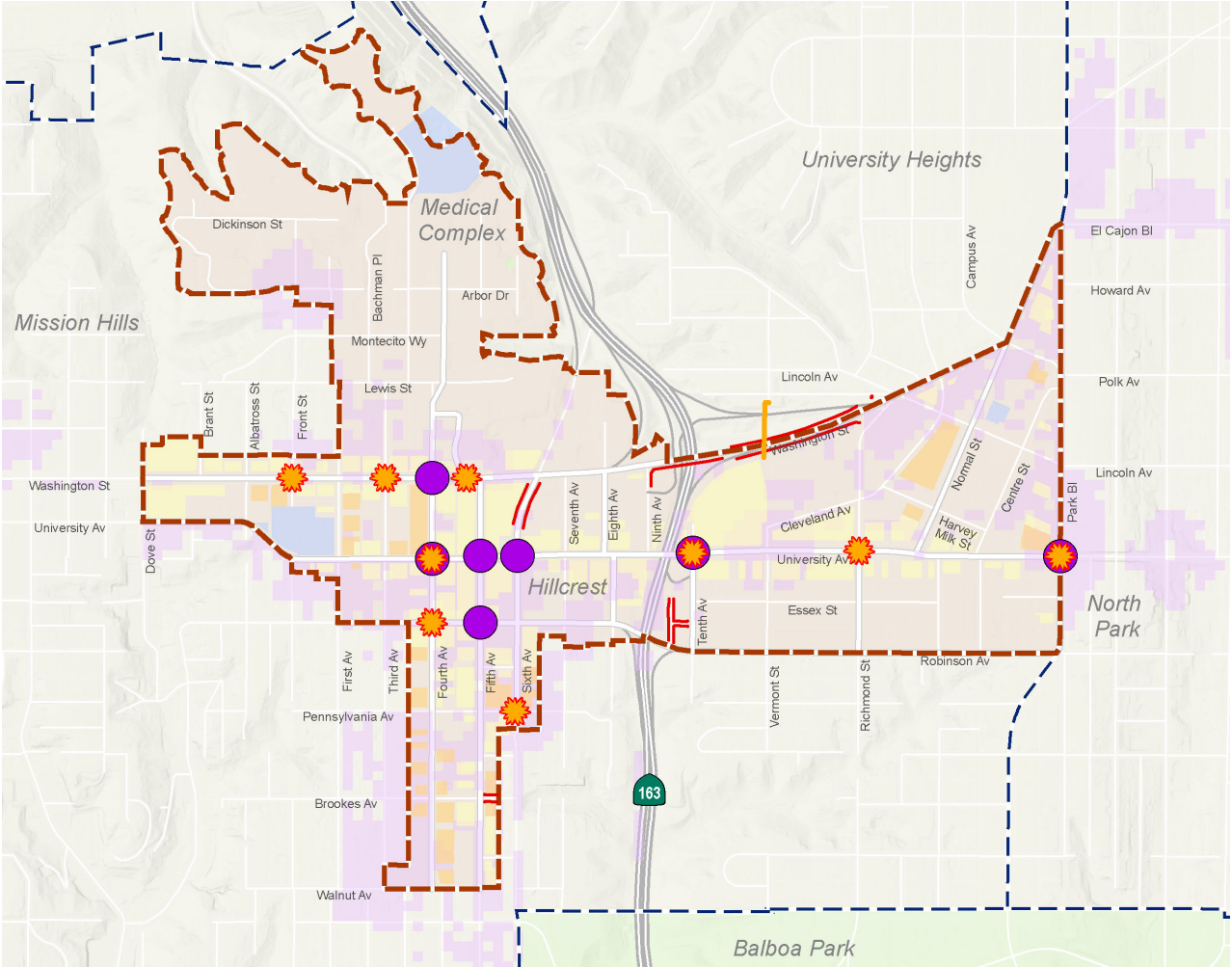
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- Project Overview
- Review of Existing Conditions
- Mobility Planning Approach
- Roadway Concept Visioning
- Operational Treatments
- Alleyway Activations
- Next Steps



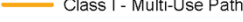
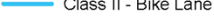



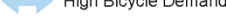








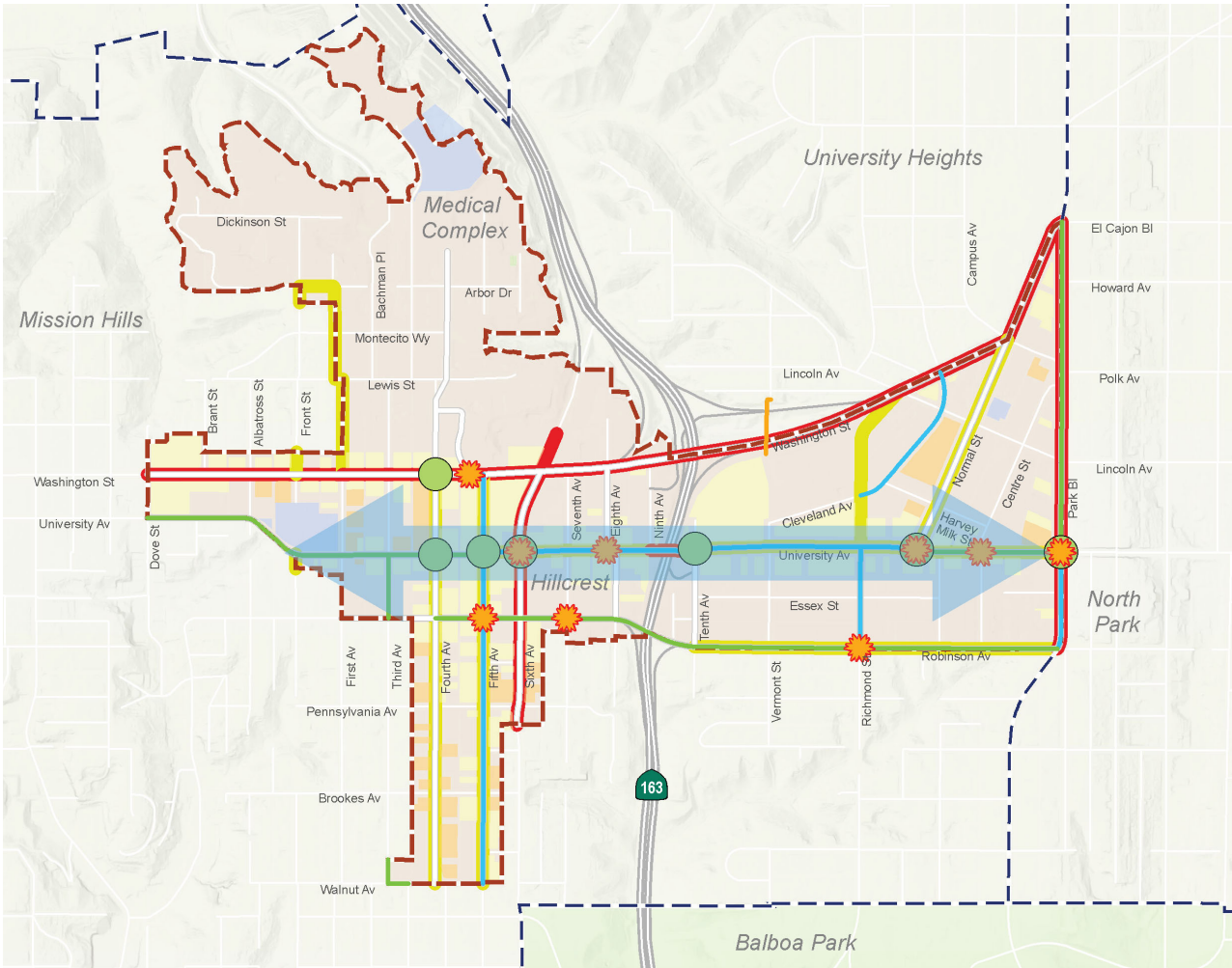
# Existing Conditions Review – Pedestrian

-  Pedestrian Collision Location (3 or Greater)
-  High Pedestrian Volumes (900 or Greater)
-  Locations with No Sidewalk
-  Class I - Multi-Use Path
-  Office
-  Commercial
-  Education
-  Park
-  High Pedestrian Priority Model
-  Hillcrest Boundary
-  Community Planning Area Boundaries







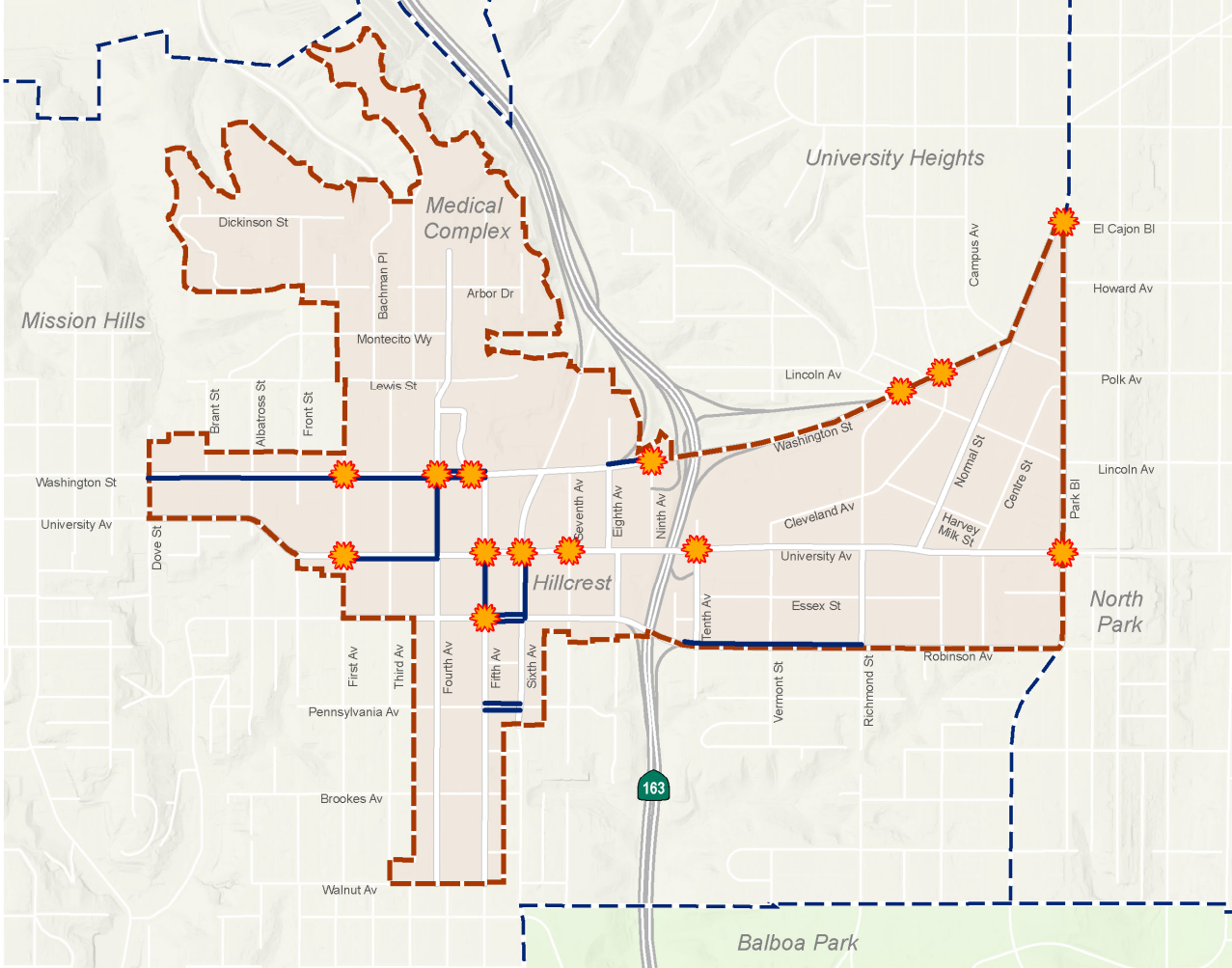
# Existing Conditions Review - Bicycle

-  Bicycle Collision Location (2 or Greater)
-  High Bicycle Volumes (100 or Greater)
-  Class I - Multi-Use Path
-  Class II - Bike Lane
-  Class III - Bike Route
- High Stress Roadways for Cyclists**
-  LTS 3
-  LTS 4
-  High Bicycle Demand
-  Office
-  Commercial
-  Education
-  Park
-  Hillcrest Boundary
-  Community Planning Area Boundaries











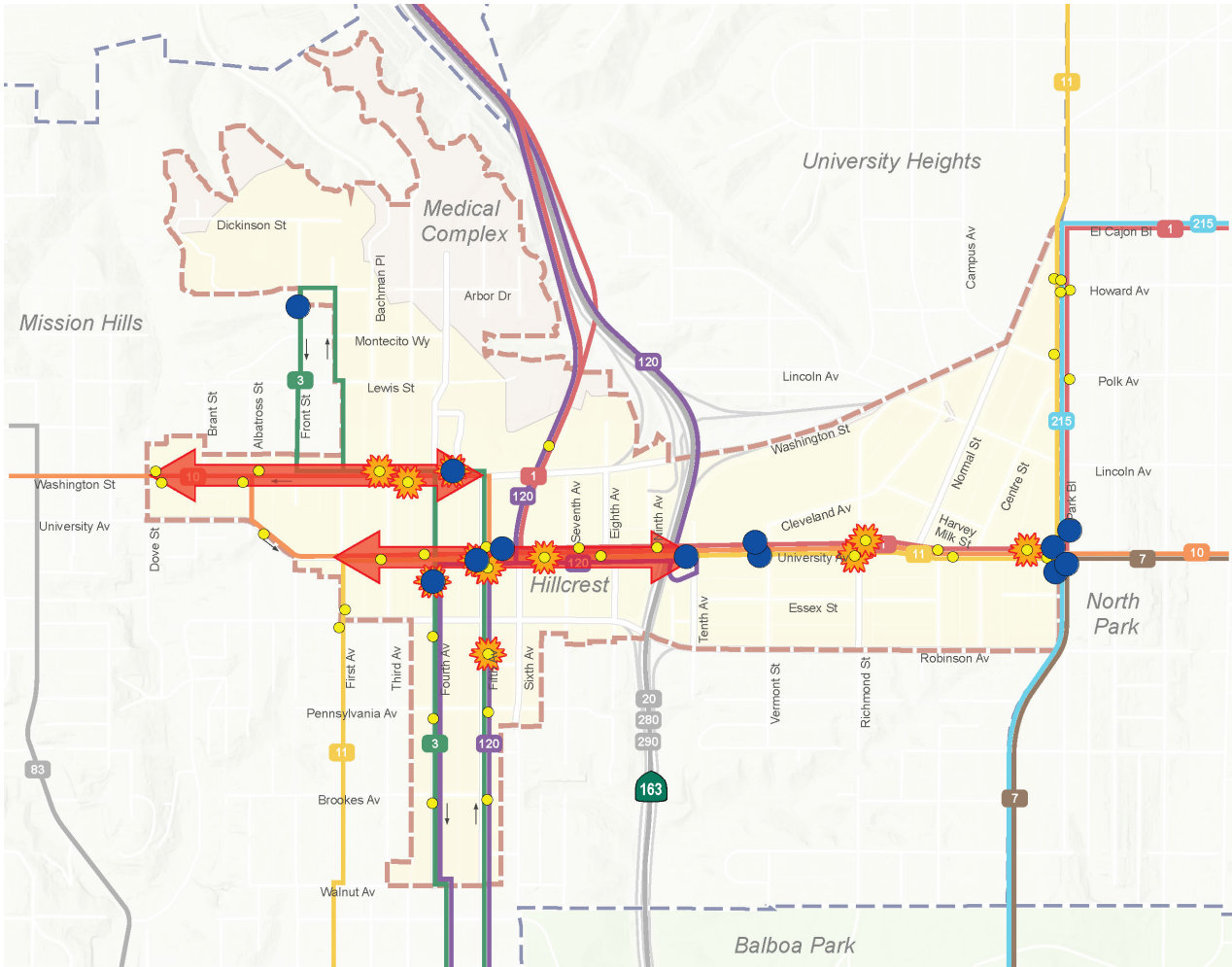
# Existing Conditions Review - Vehicle

-  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 Conditions Review – Transit

-  Bus Stops with High Ridership (>300 Average Daily Boardings & Alightings)
-  Hillcrest Bus Stops
-  High Pedestrian and Bicycle Collisions near Bus Stop (>10)
-  Bus Routes
-  Low Average Speed to Posted Speed Ratio (<50%) during One or More Peak Period
-  Quartermile Walkshed from Bus Stop
-  Hillcrest Boundary
-  Community Planning Area Boundaries





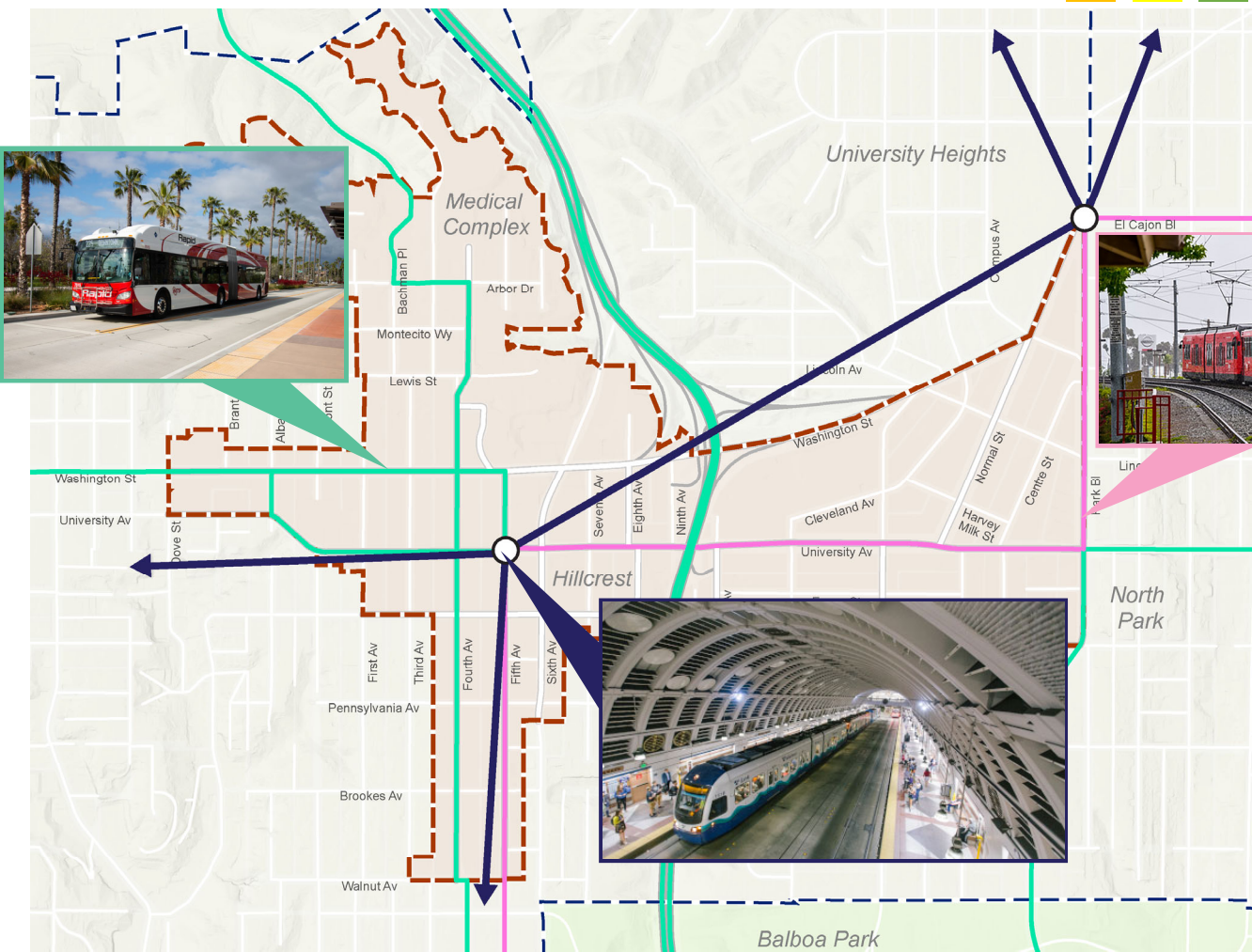
# Planned Improvements - Transit



- Light Rail
- Streetcar
- Arterial-level Rapid Bus
- Local and Express Bus
- Hillcrest Boundary
- Community Planning Area Boundaries

# Planned Improvements - Transit

- Major Transfer Points
- Commuter Rail
- Light Rail
- Net Gen Rapid
- Hillcrest Boundary
- Community Planning Area Boundaries



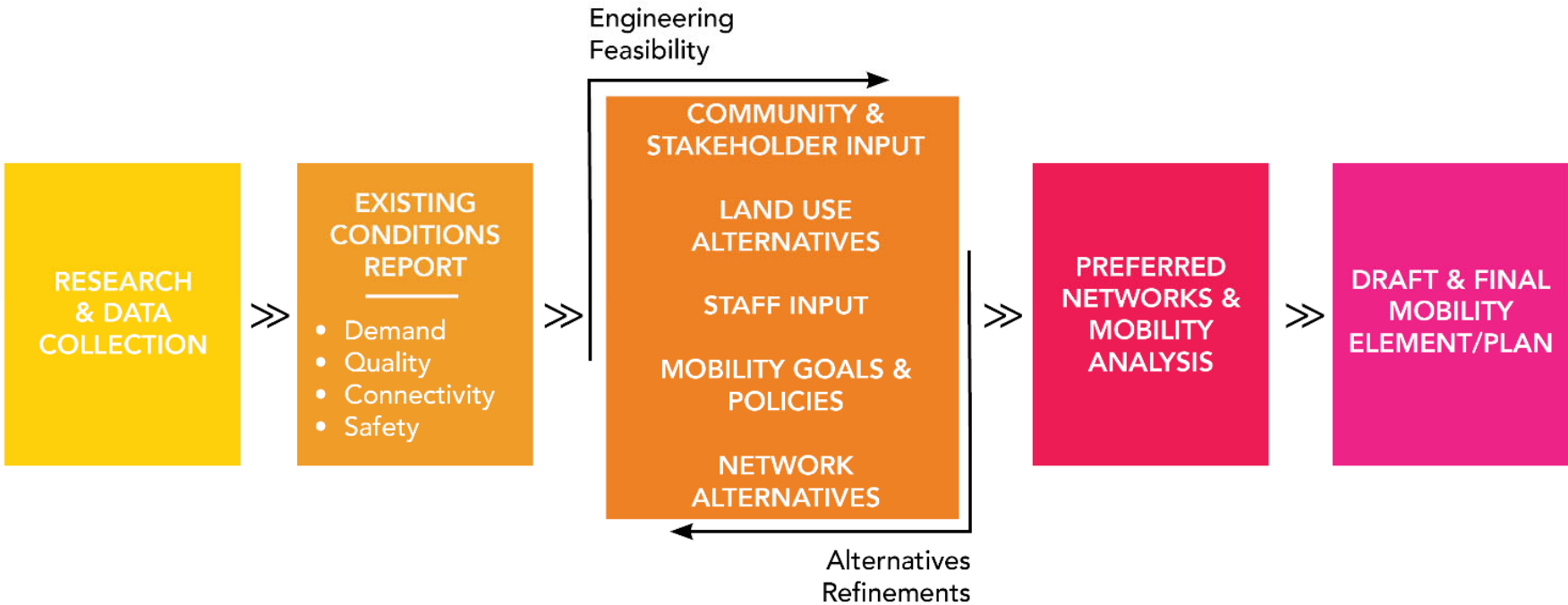
# Mobility Planning Approach



# Mobility Planning Approach







← COMMUNITY OUTREACH, PARTICIPATION & EDUCATION →



← PROJECT MANAGEMENT & TEAM COORDINATION →



# Mobility Planning Approach

Performance Measure				
<b>Demand</b>	<p>Active Transportation Propensity Model</p> <p>Travel Survey Data &amp; Peak Period Pedestrian Counts</p>	<p>Active Transportation Propensity Model</p> <p>Travel Survey Data &amp; Peak Period Bicycle Counts</p>	<p>Latent Demand at Major Transit Stops</p> <p>Boardings and Alightings information</p>	<p>Model Forecast</p> <p>Travel Survey Data &amp; Vehicle Related Counts</p>
<b>Connectivity</b>	<p>Travelshed Analysis</p> <p>Missing Sidewalk</p>	<p>Low-Stress Connectivity</p> <p>Mileage of Bicycle Facilities by Facility Type</p>	<p>Quality Walk &amp; Bicycle Ratios from Major Transit Stops</p>	<p>Vehicle Miles Traveled (VMT)</p>
<b>Quality</b>	<p>Pedestrian Environment Quality Evaluation (PEQE)</p>	<p>Bicycle Level of Traffic Stress (LTS)</p>	<p>Station Quality: Presence of Amenities</p> <p>Service Quality: Transit Speeds</p>	<p>Delay, Queuing, Corridor Travel Time</p> <p>VMT per Capita</p>
<b>Safety</b>	<p>Pedestrian Collisions (5-Yr)</p>	<p>Bicycle Collisions (5-Yr)</p>	<p>Collisions near a Transit Station/Stop (5-Yr)</p>	<p>Vehicle Collisions (5-Yr)</p>

# Mobility Context

Major Inter-Community Corridors

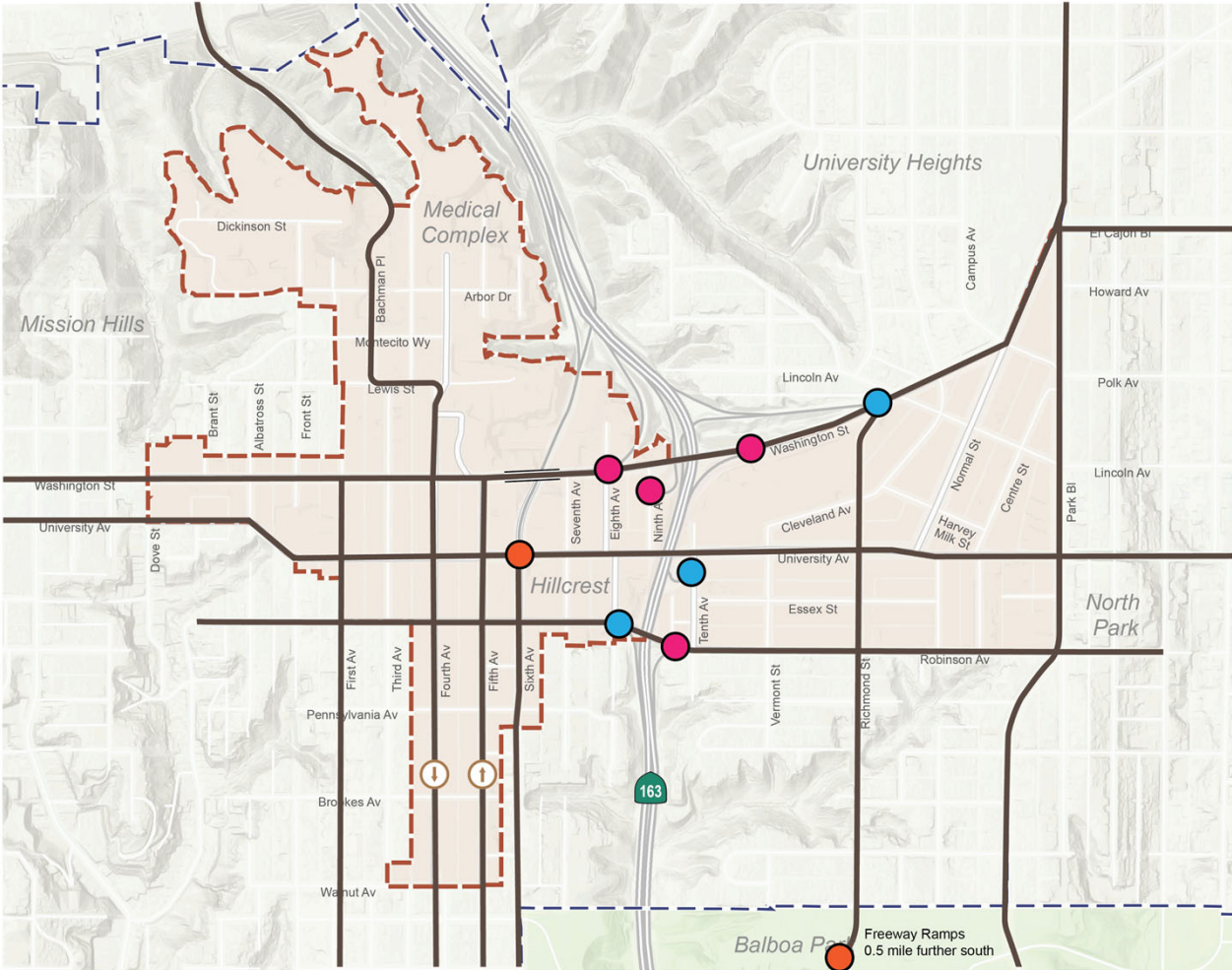
Freeway On-Ramp

Freeway Off-Ramp

Freeway On- and Off-Ramp

Hillcrest Boundary

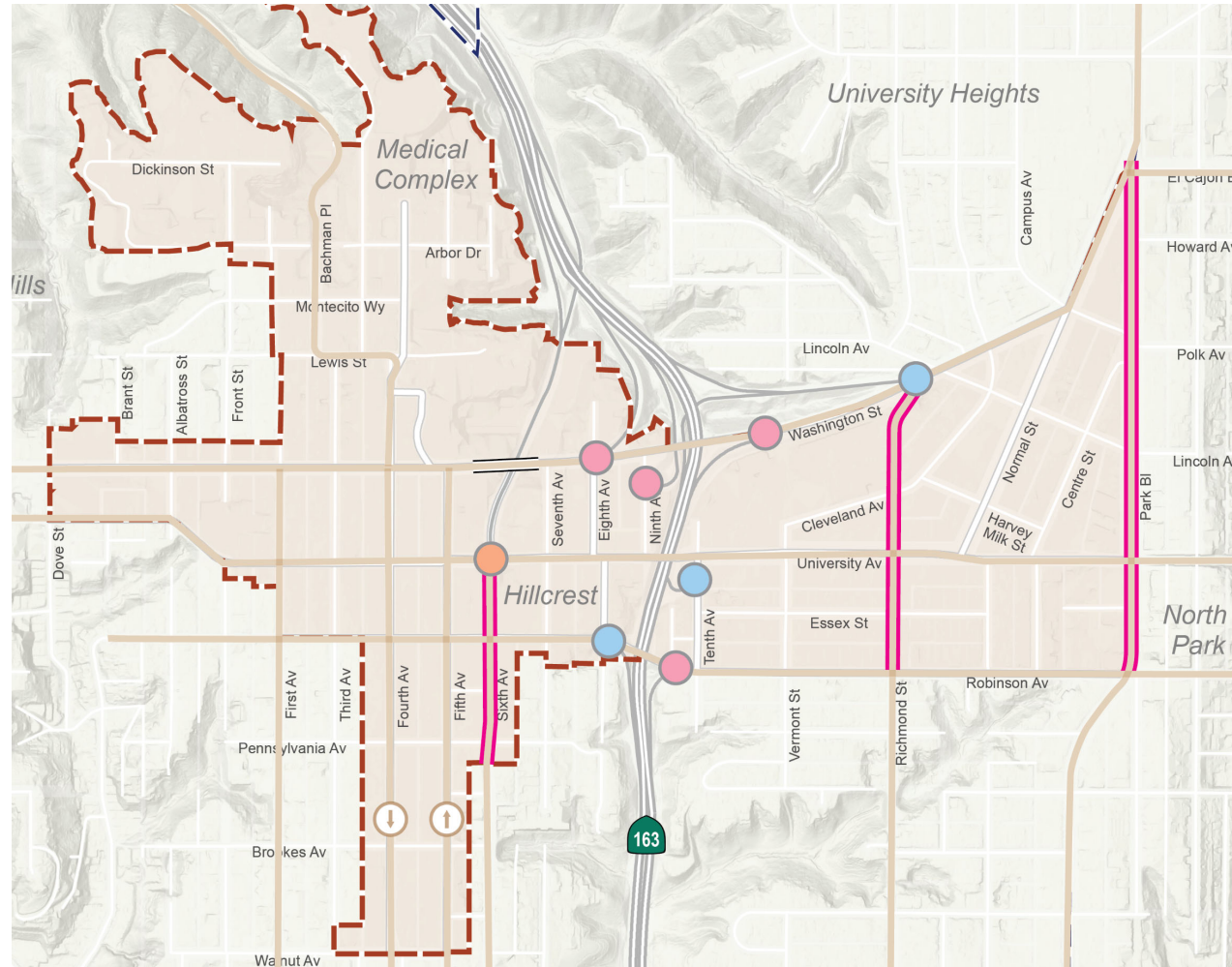
Community Planning Area Boundaries



# Mobility Context

## North/South Streets

- Sixth Avenue: freeway access and inter-community
- Richmond Street: freeway access and Balboa Park
- Park Boulevard: transit & inter-community

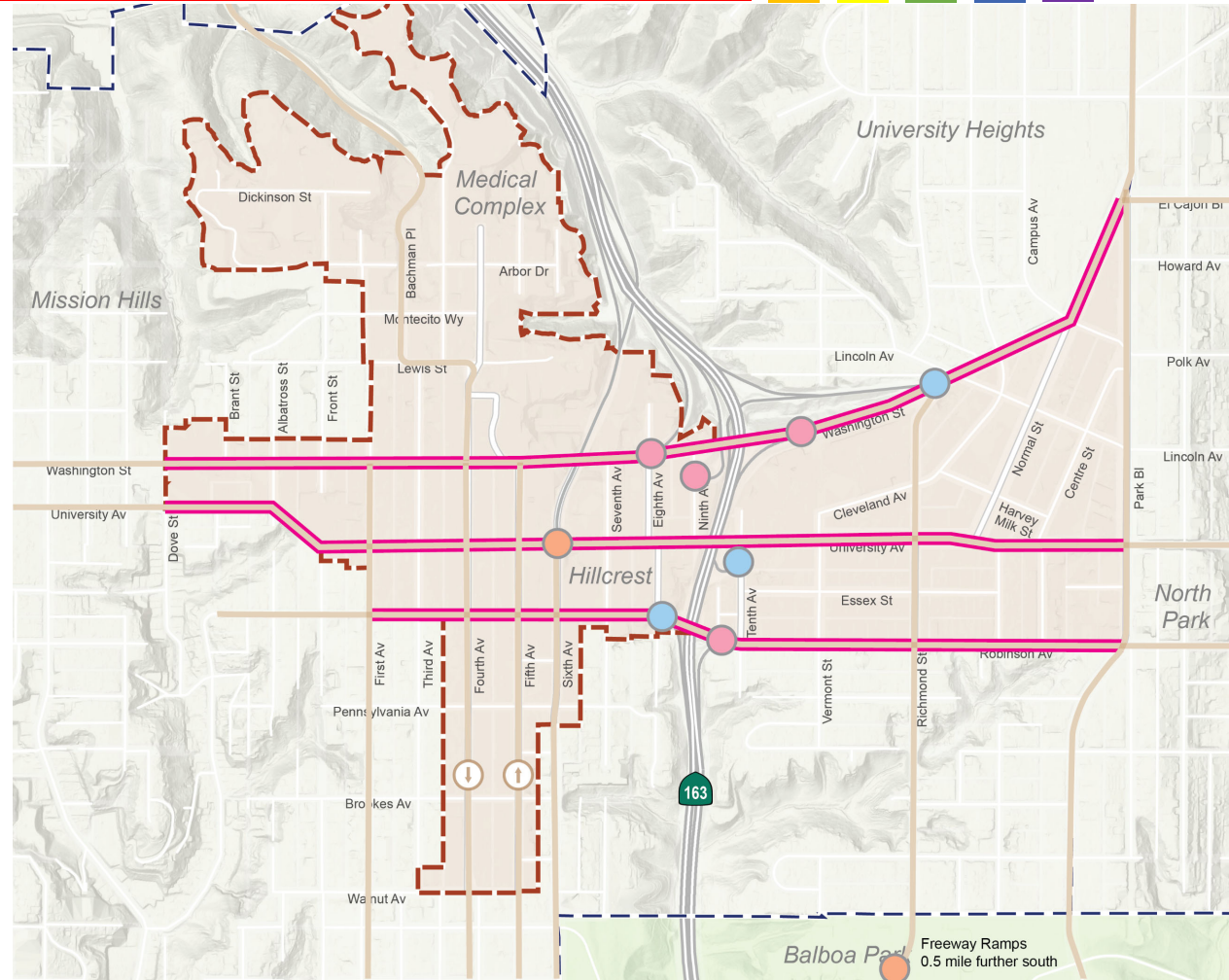




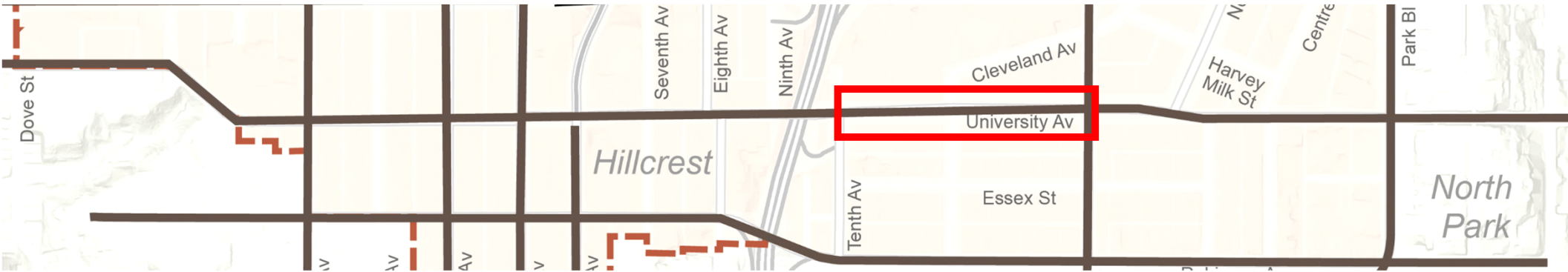
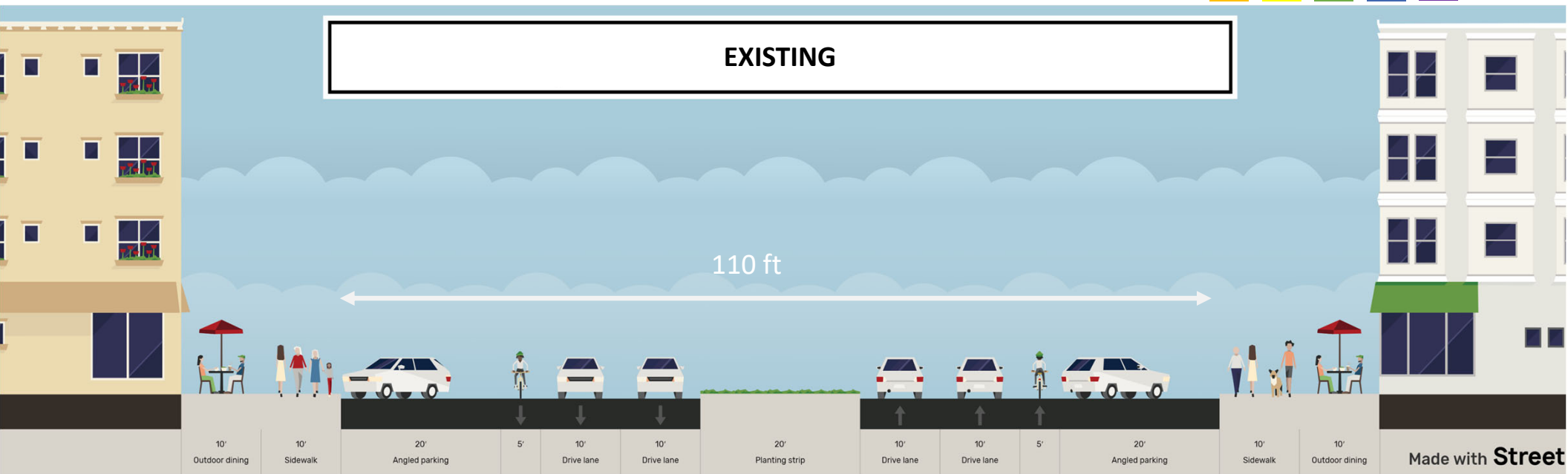
# Mobility Context

## East/West Roadways

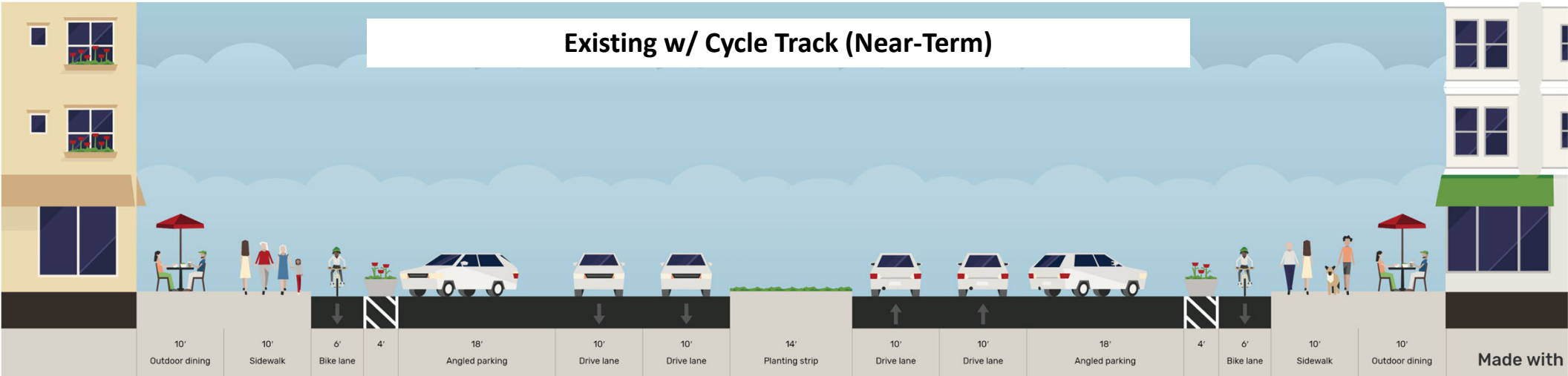
- Washington Street: vehicular oriented, few front-facing businesses / developments
- University Avenue: active commercial corridors, multi-modal
- Robinson Avenue: residential focus, slow street, multi-modal



# Roadway Concept Visioning - University Ave



# Roadway Concept Visioning - University Ave



Remain the Same



Increase in Quality



Remain the Same



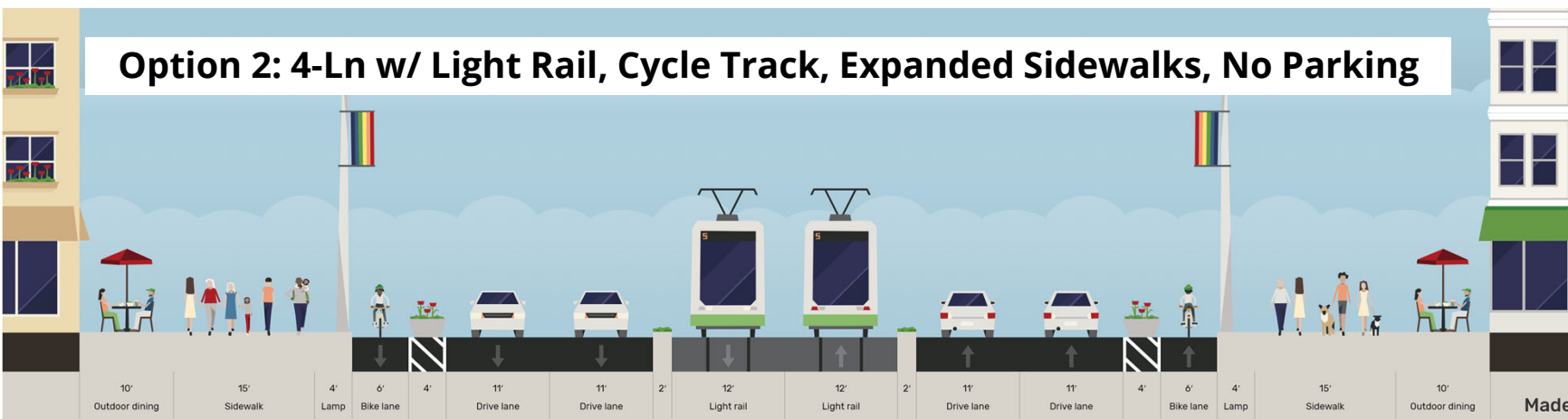
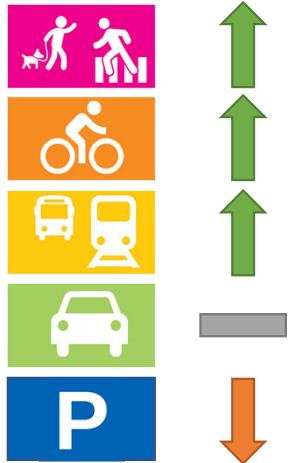
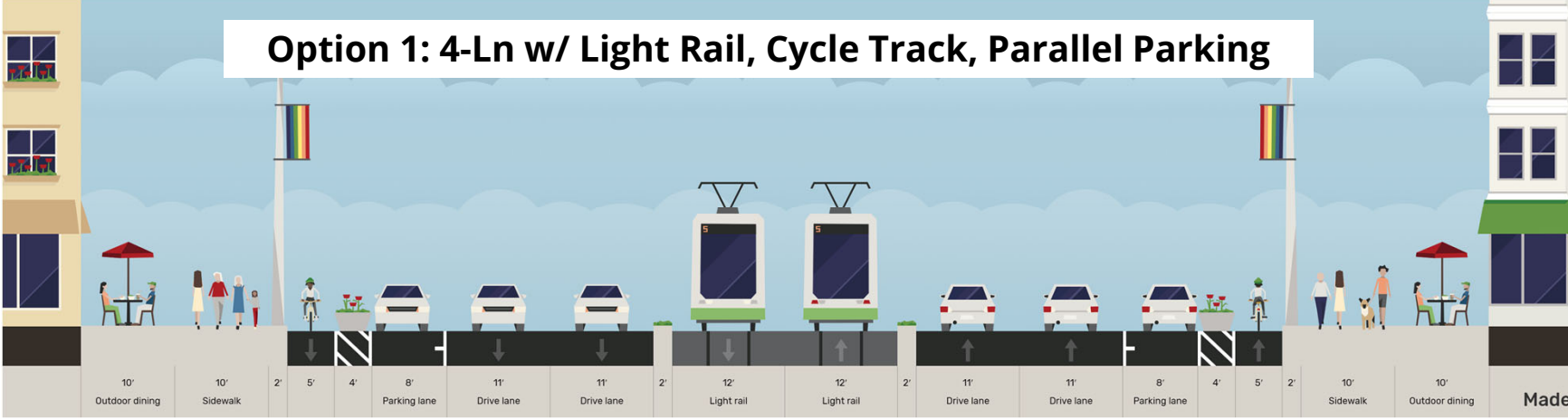
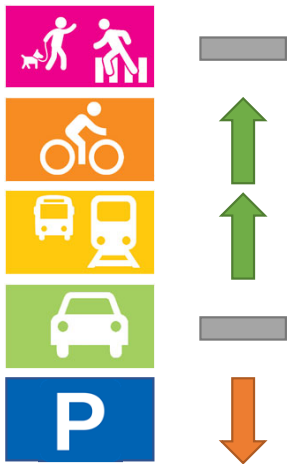
Remain the Same



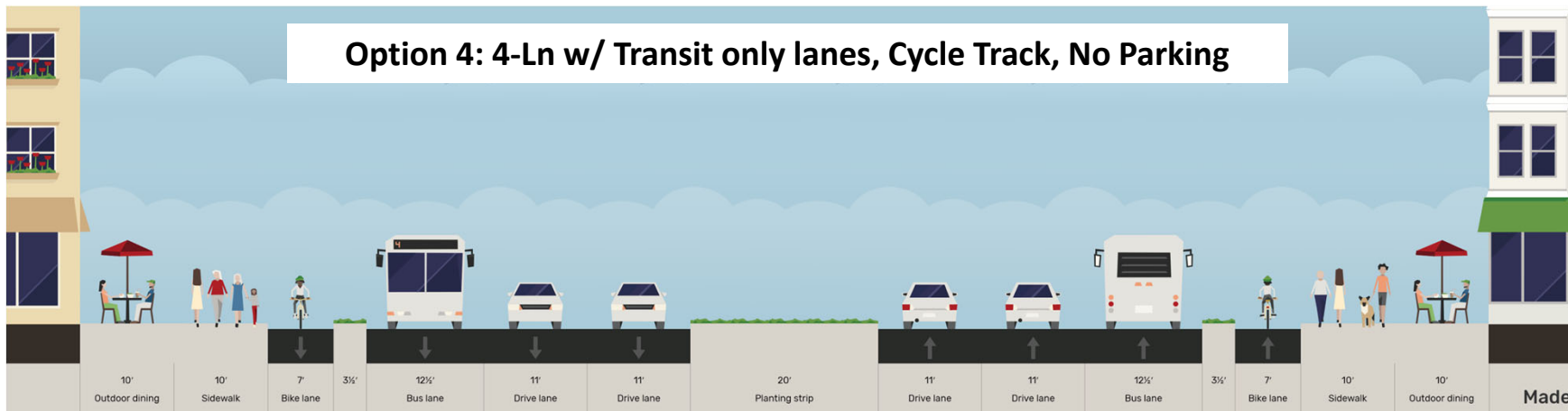
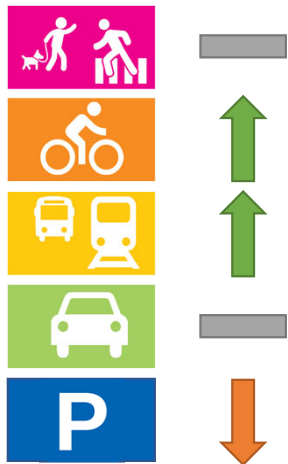
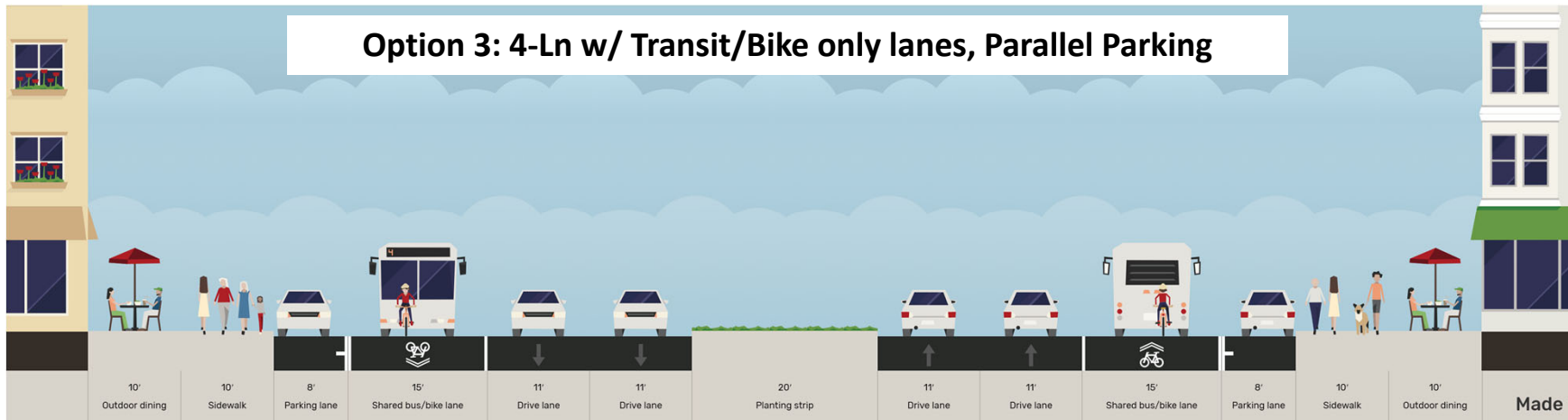
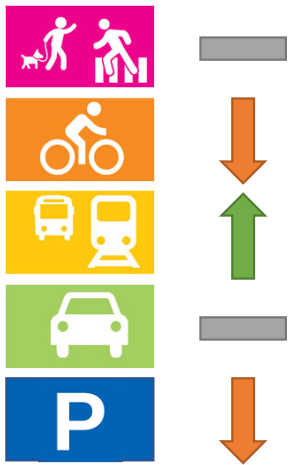
Remain the Same

Made with

# Roadway Concept Visioning - University Ave



# Roadway Concept Visioning - University Ave





# Polling Question





1. Which of the options shown do you favor the most for University Avenue?

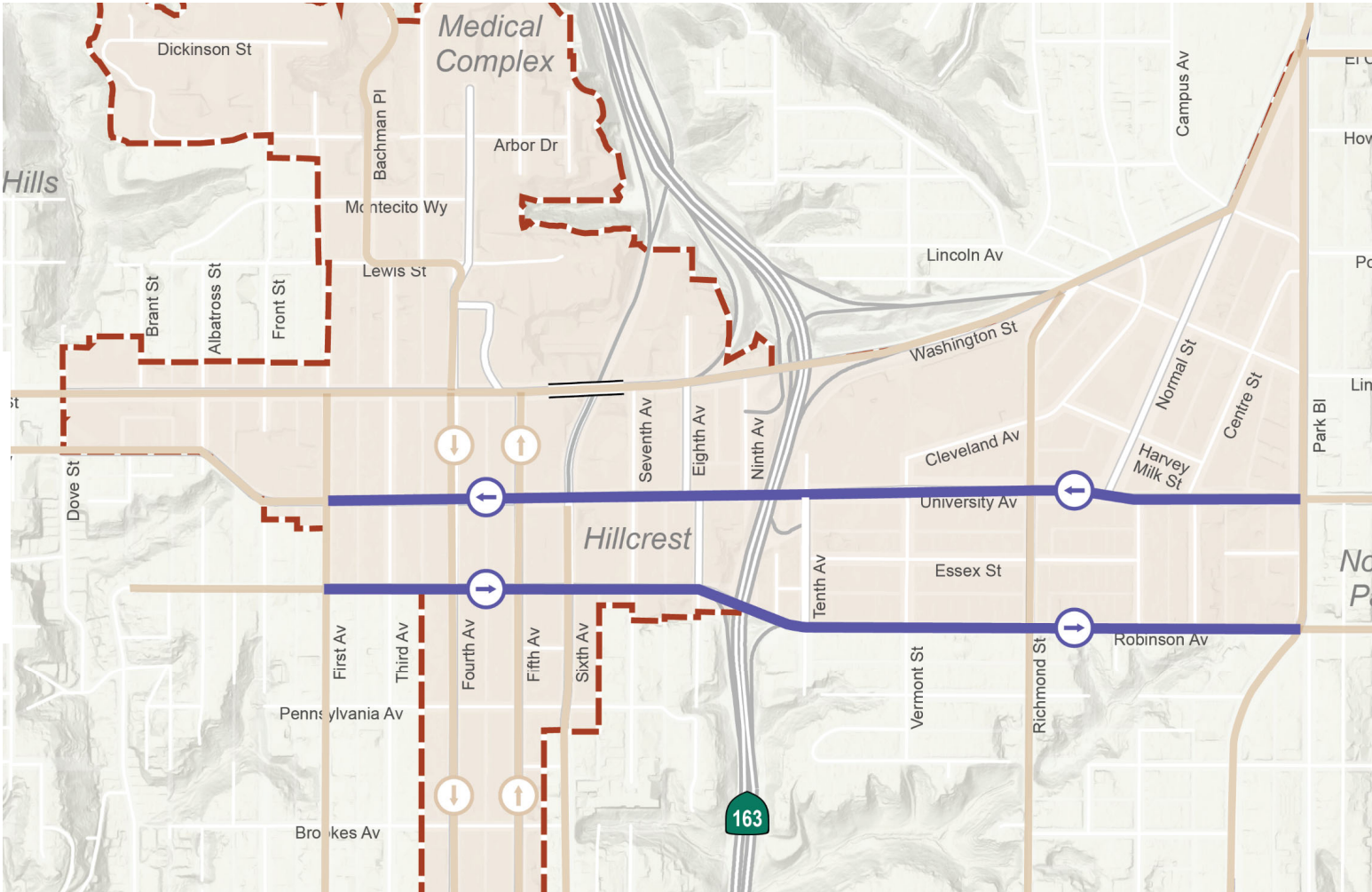
Option	Pedestrian	Bicycle	Transit	Vehicular	Parking
1	10 ft	Cycle Track	Exclusive	4-lane	Parallel
2	15 ft	Cycle Track	Exclusive	4-lane	No Parking
3	10 ft	Transit/Bike shared	Transit/Bike shared	4-lane	Parallel
4	10 ft	Cycle Track	Exclusive	4-lane	No Parking

# Roadway Concept Visioning - University Ave

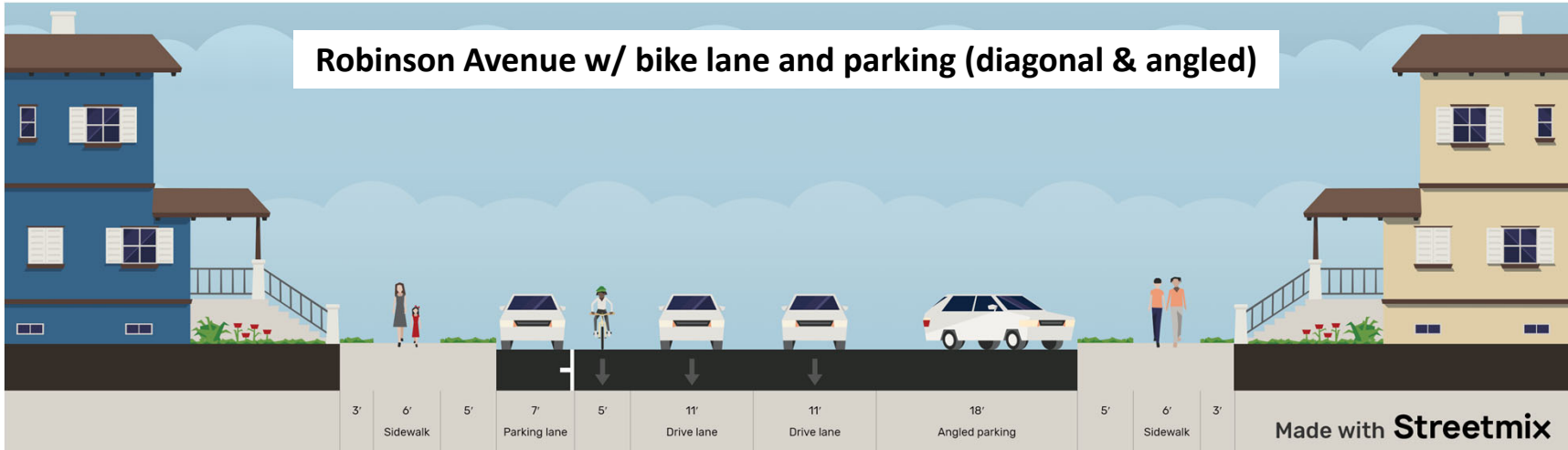
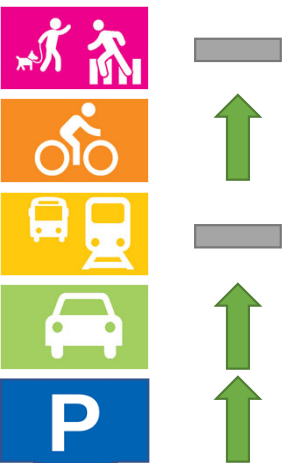
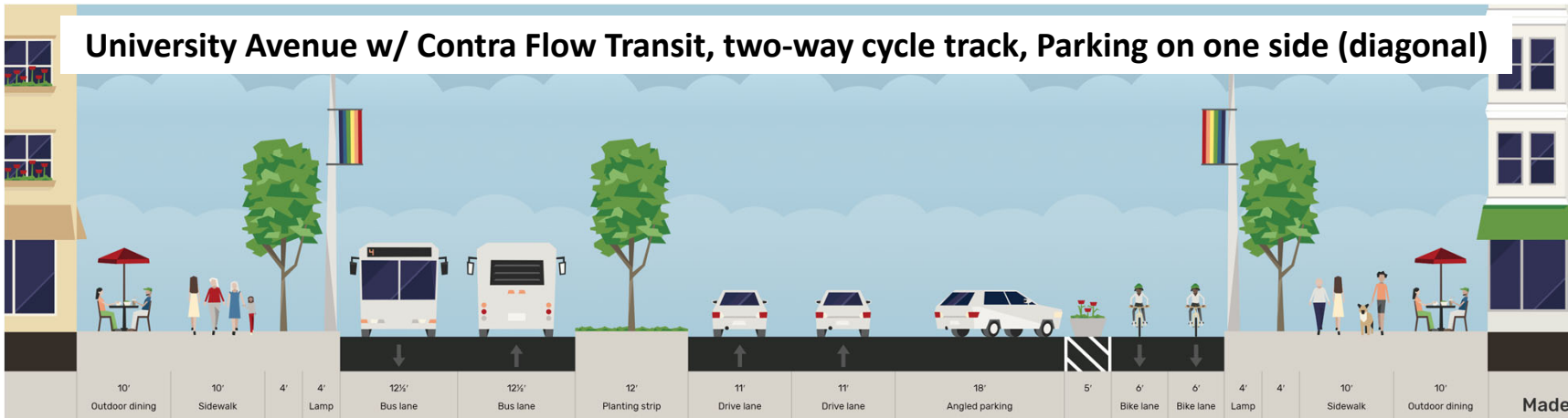
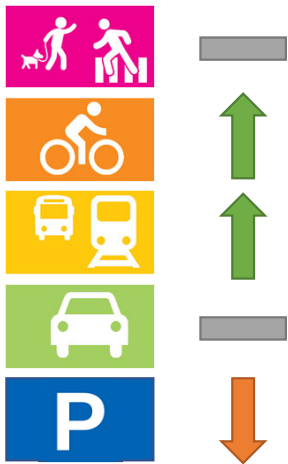
## One-Way Couplet

## University Ave & Robinson Ave

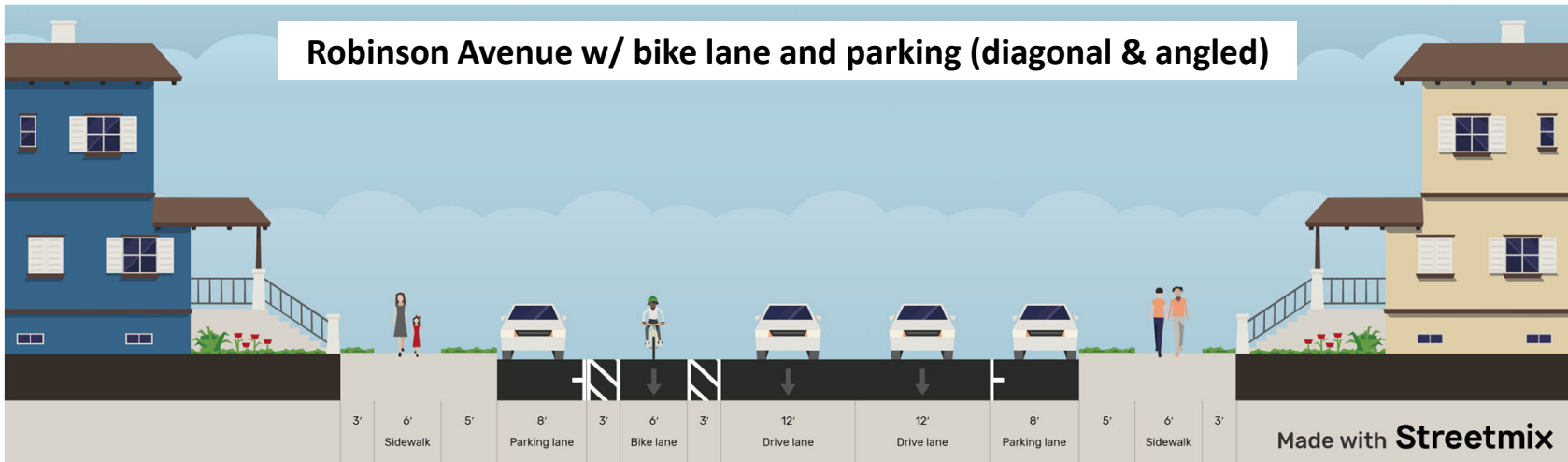
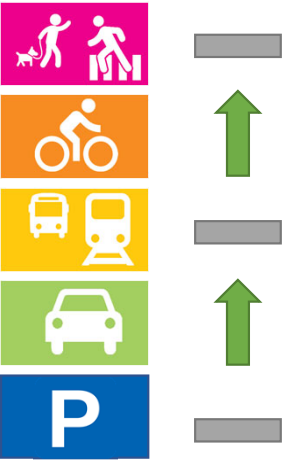
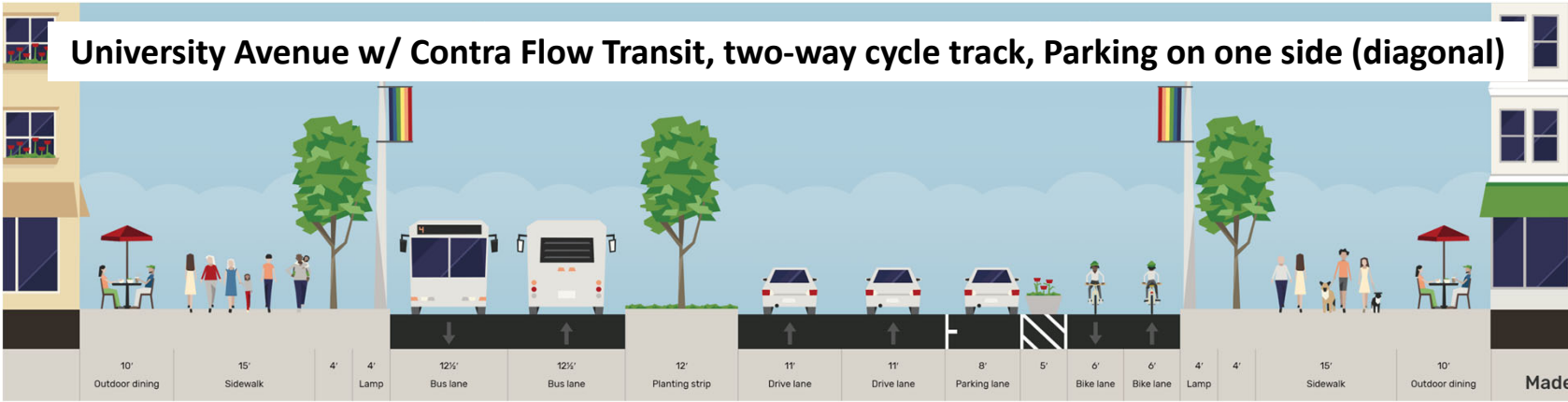
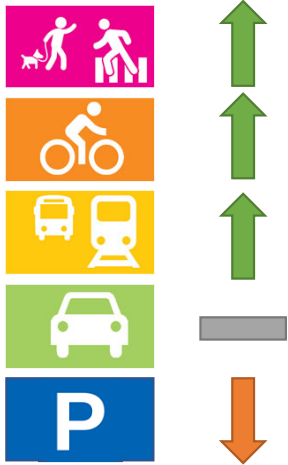
-  Vehicular One-Way Couplet
-  Vehicular Access Alternatives
-  Hillcrest Boundary
-  Community Planning Area Boundaries



# Roadway Concept Visioning - University Ave



# Roadway Concept Visioning - University Ave



# Polling Question

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What is your level of support for the one-way couplet?

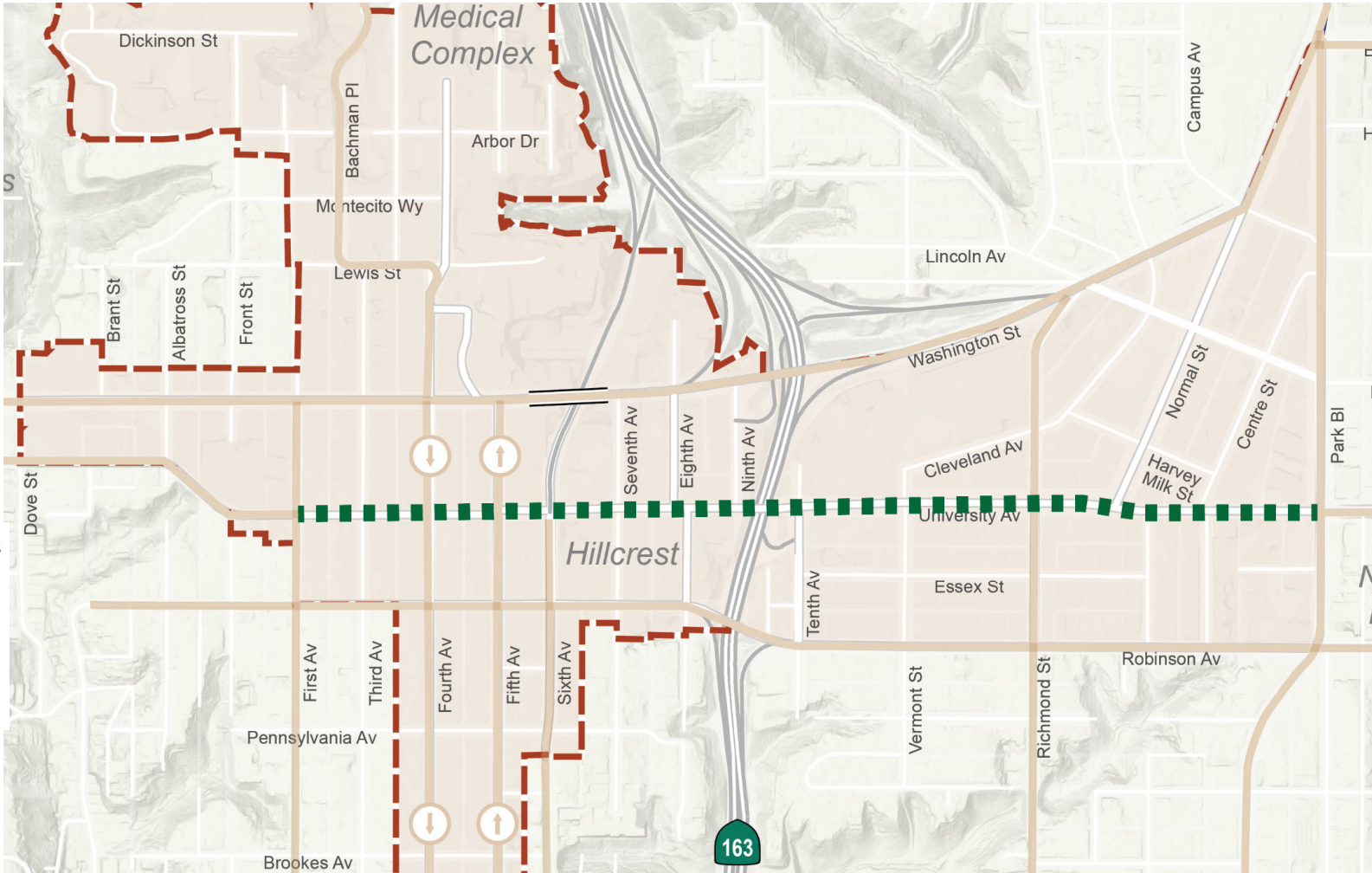
- a. Strongly support
- b. Somewhat support
- c. Support
- d. Do not support
- e. Strongly do not support



# Roadway Concept Visioning - University Ave

Transit/  
Multimodal/  
Emergency  
Access Only

University Avenue



- Transit, Multimodal and Emergency Services Access Only
- Vehicular Access Alternatives
- Hillcrest Boundary
- Community Planning Area Boundaries



# Roadway Concept Visioning

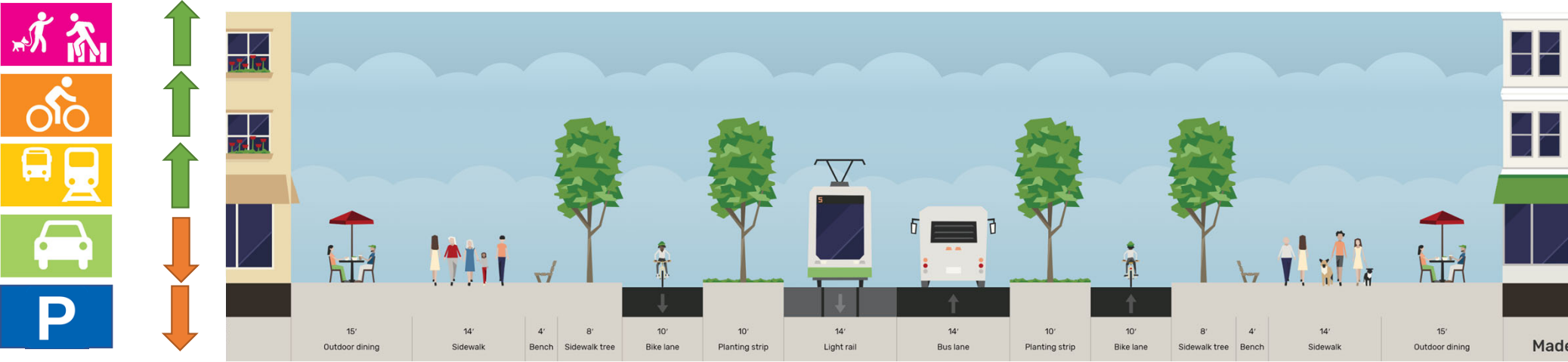
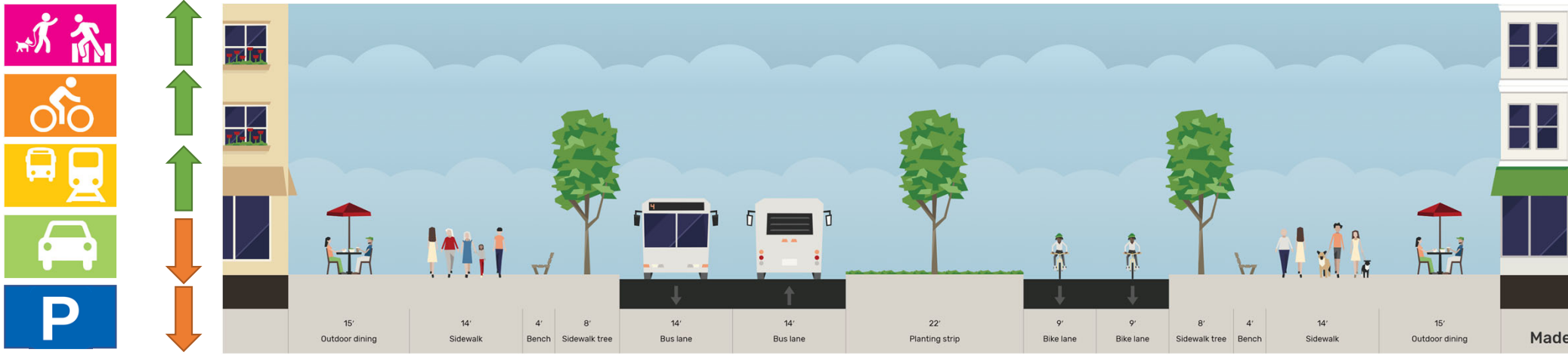


Washington Avenue SE,  
Minneapolis, MN

16th Street Mall, Denver,  
CO



# Roadway Concept Visioning - University Ave





# Polling Question

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What is your level of support for University Avenue as a Transit & Active Transportation only Corridor?

- a. Strongly support
- b. Somewhat support
- c. Support
- d. Do not support
- e. Strongly do not support

# Polling Question

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Pick two modal priorities for right-of-way on University?

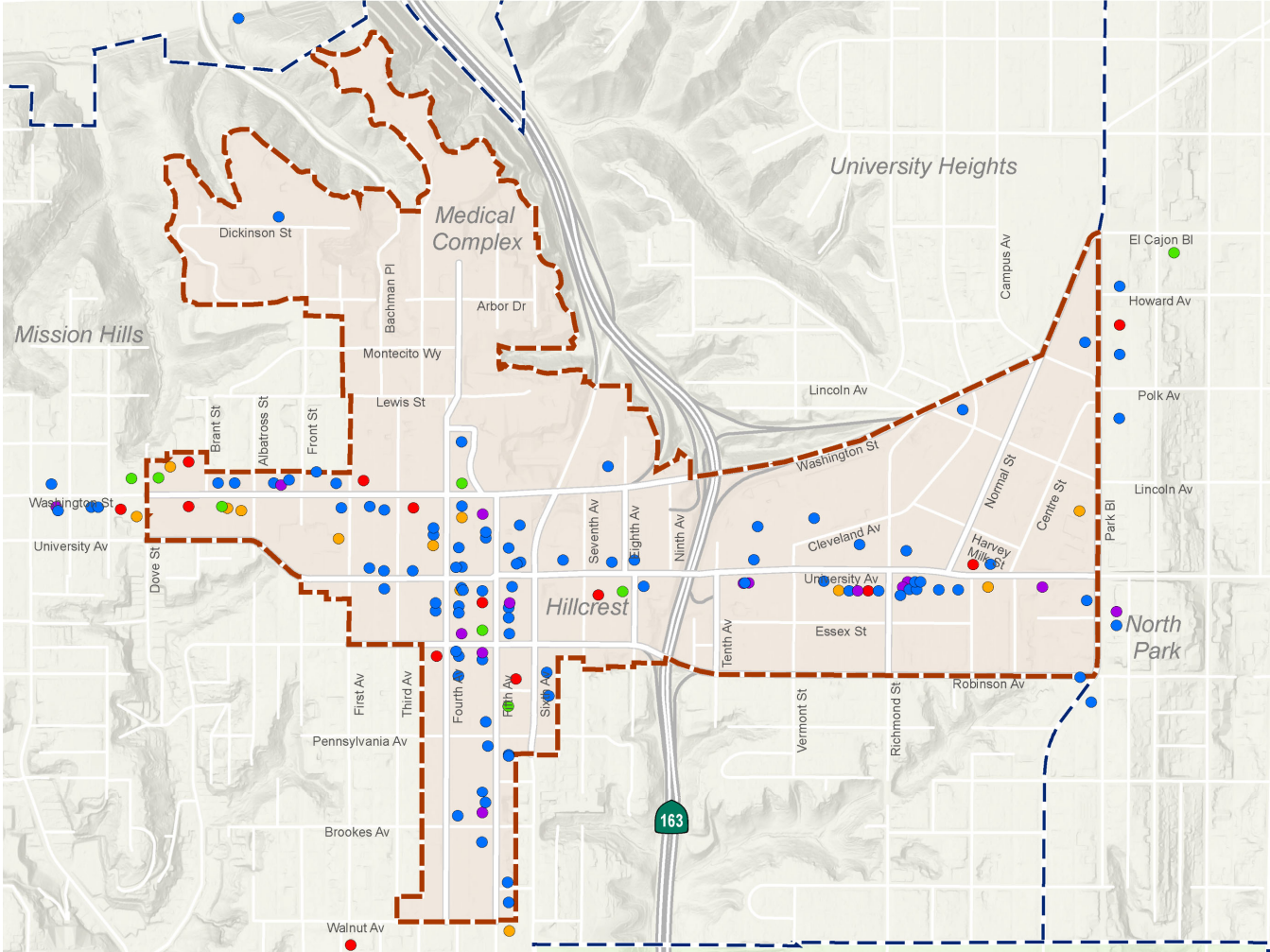
- a. Bicycle facilities
- b. Wider sidewalks
- c. Active public spaces
- d. On-street parking
- e. Transit facilities
- f. Vehicular facilities

# Operational Treatments

## Convert Short Trips to Bike/Walk Trips

### Types of Businesses

- Banks
- Bars
- Cafes / Restaurants
- Grocery / Drug Stores
- Fitness
- Hillcrest Boundary
- Community Planning Area Boundaries

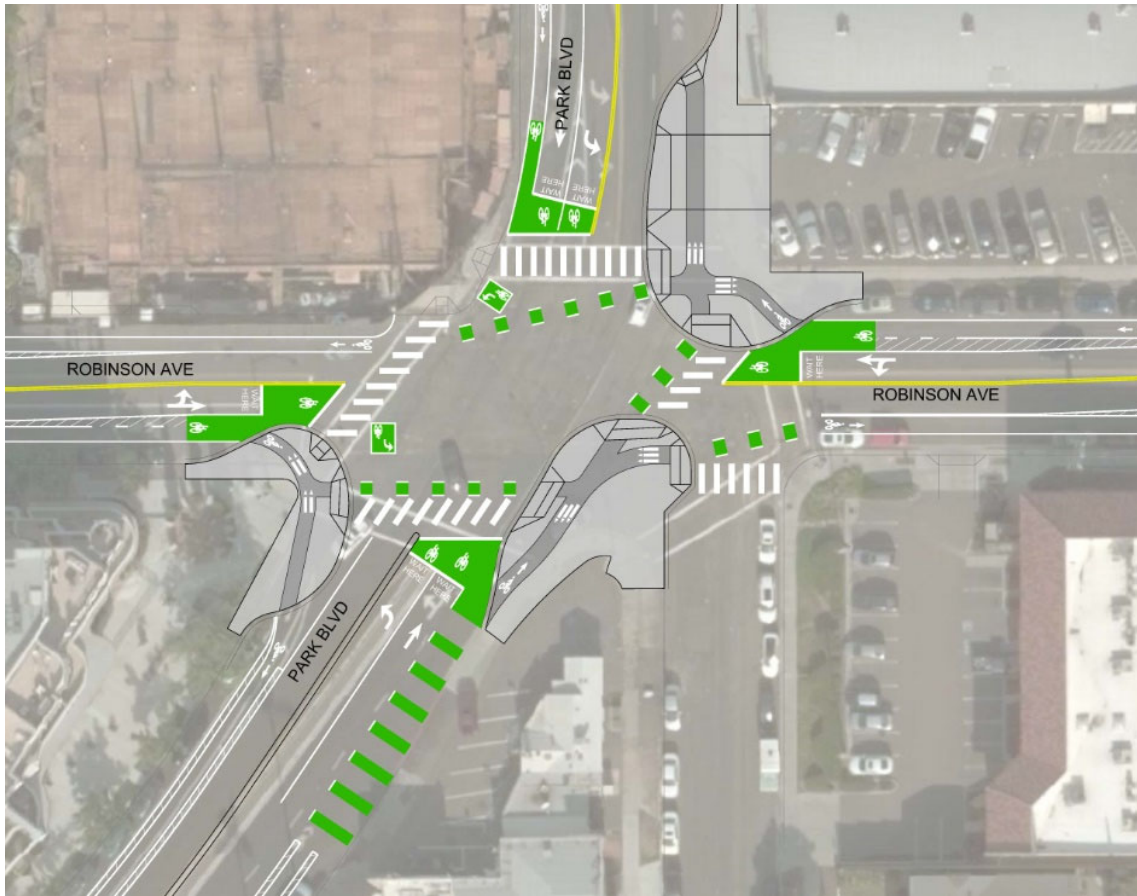


# Operational Treatments





# Operational Treatments



# Operational Treatments

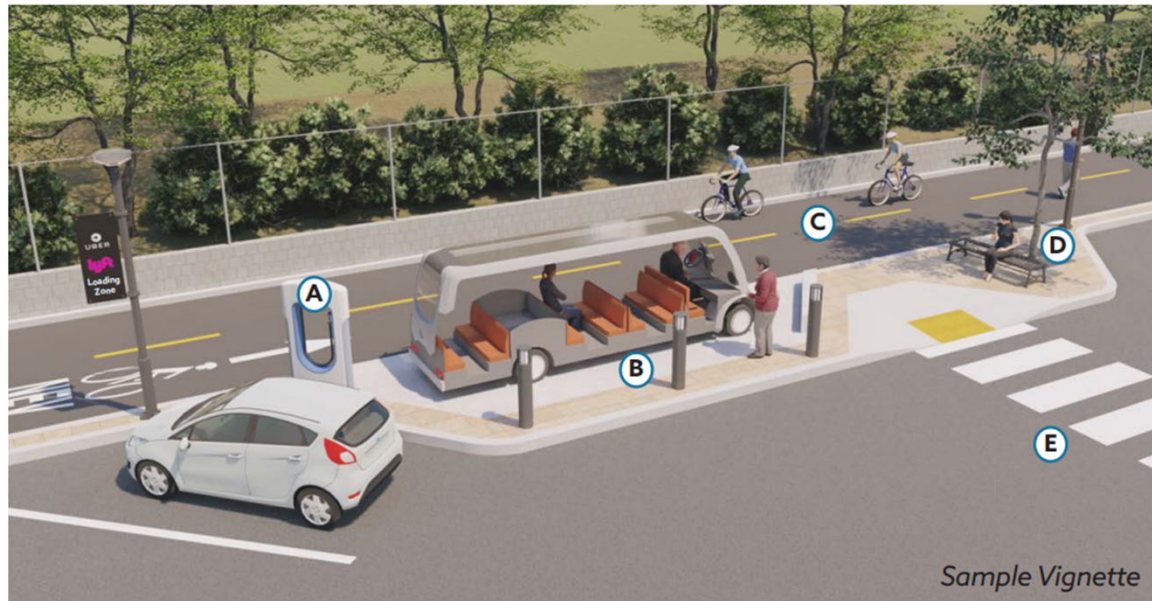




# Operational Treatments



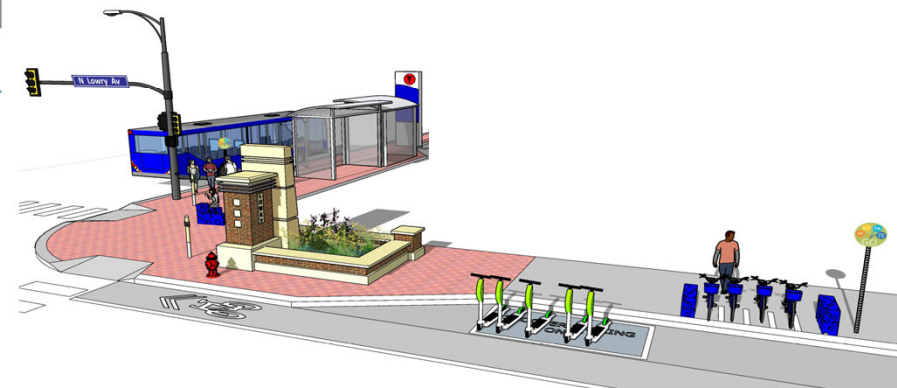
# Operational Treatments



Sample Vignette

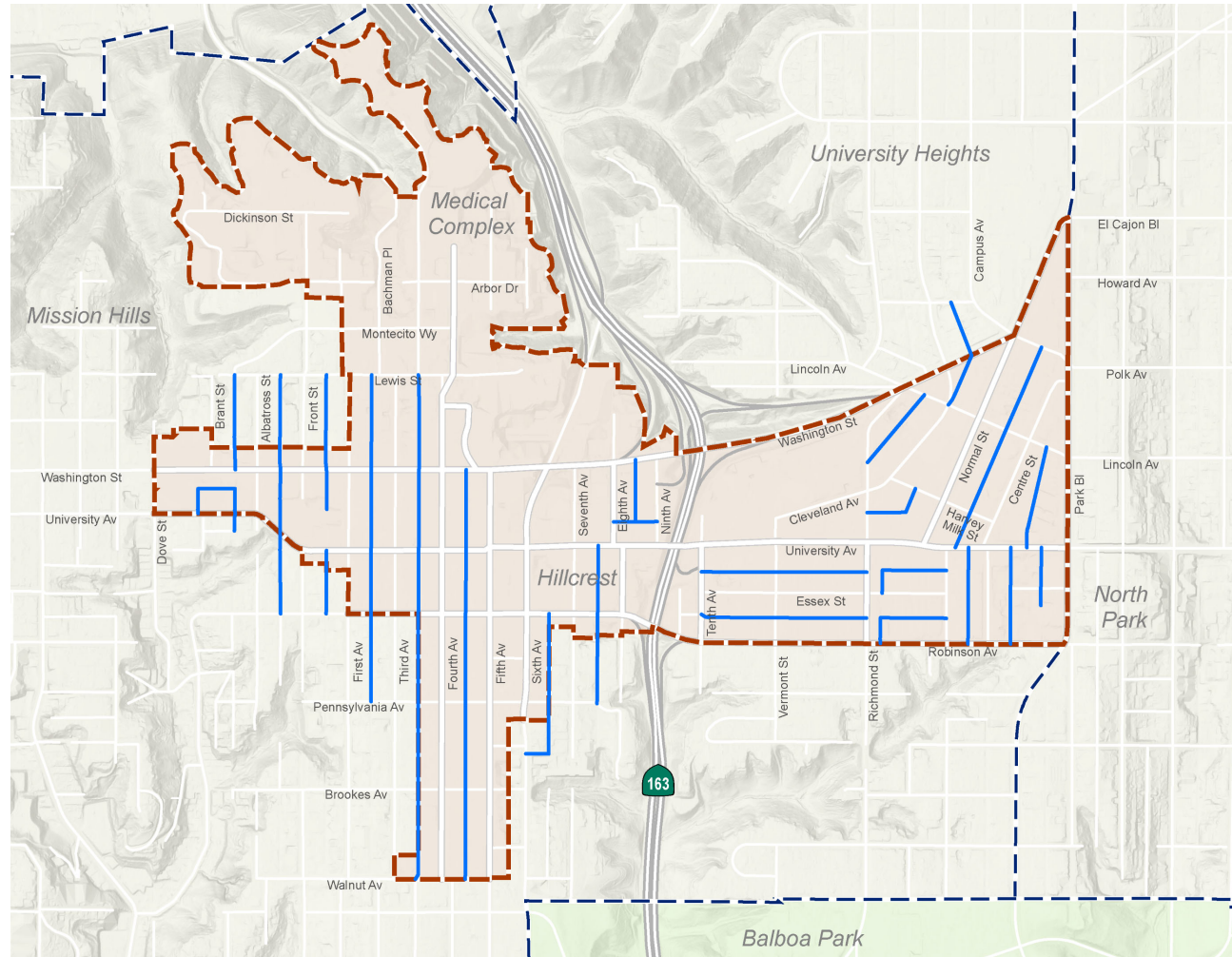
## Multi-Use Path with NEV Access Vignette

- A** Electric vehicle charging station
- B** NEV Pick-up / Drop off location
- C** Multi-Use Path
- D** Placemaking features i.e. seating with trees
- E** High-visibility crosswalk



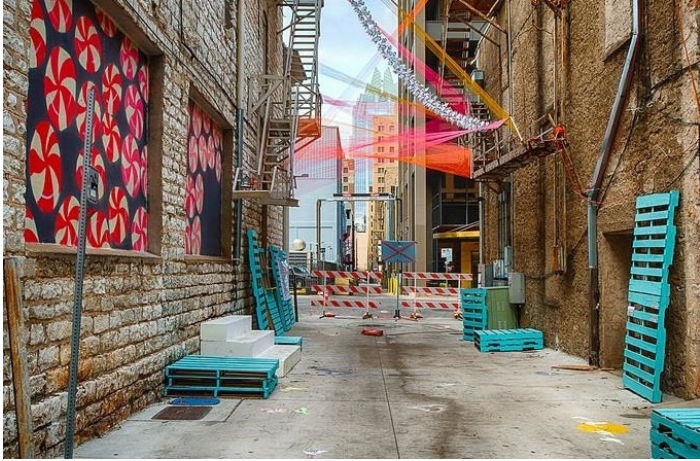


# Alleyway Activation

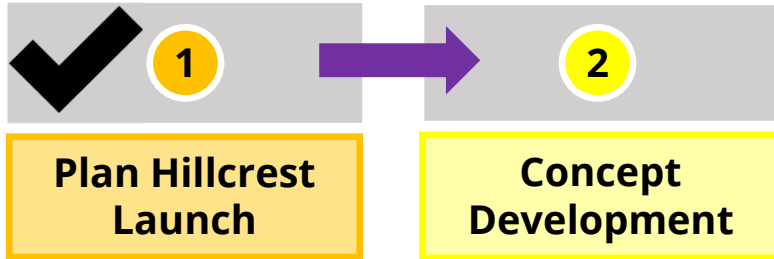
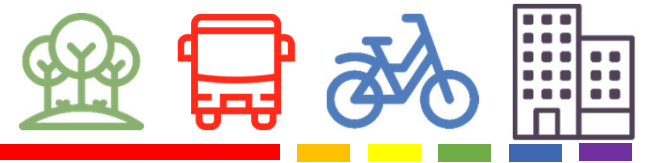




# Alleyway Activation



# Next Steps – Winter 2020-21



## OPPORTUNITIES FOR PUBLIC INPUT

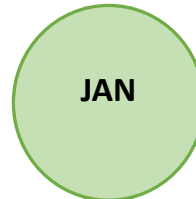


- CPG Subcommittee Meetings
- Online engagements

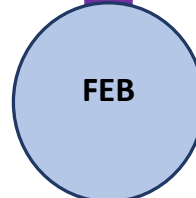
Next Meeting: February 18, 2021



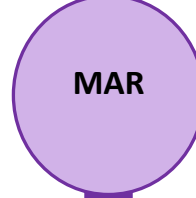
## Uptown Planners Subcommittee Upcoming Meeting Topics



Mobility Opportunities



Land Use and Building Design



Parks and Public Space Refined Concepts