



PLAN HILLCREST

Uptown Planners

June 30, 2022

Tonight's Team



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

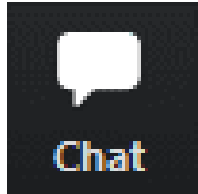


Claudia Brizuela
Senior Traffic Engineer
City of San Diego
CBrizuela@sandiego.gov



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>

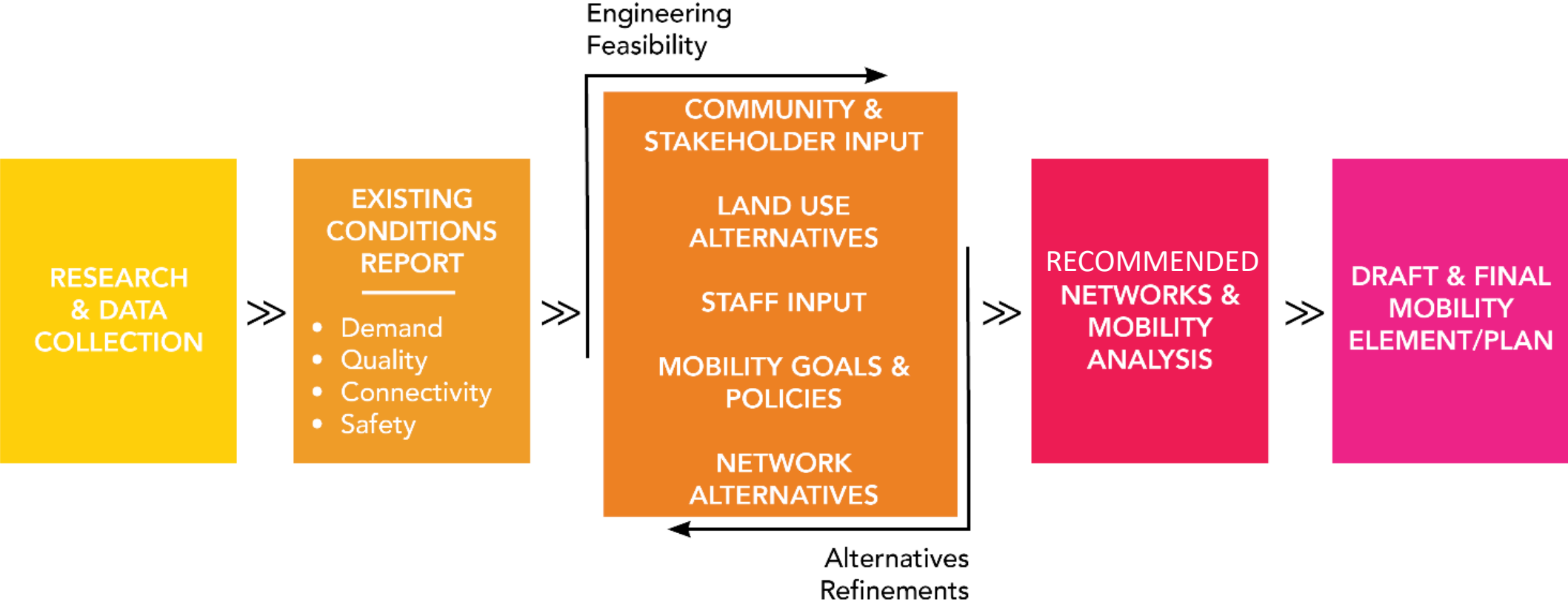
Agenda

- 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 →

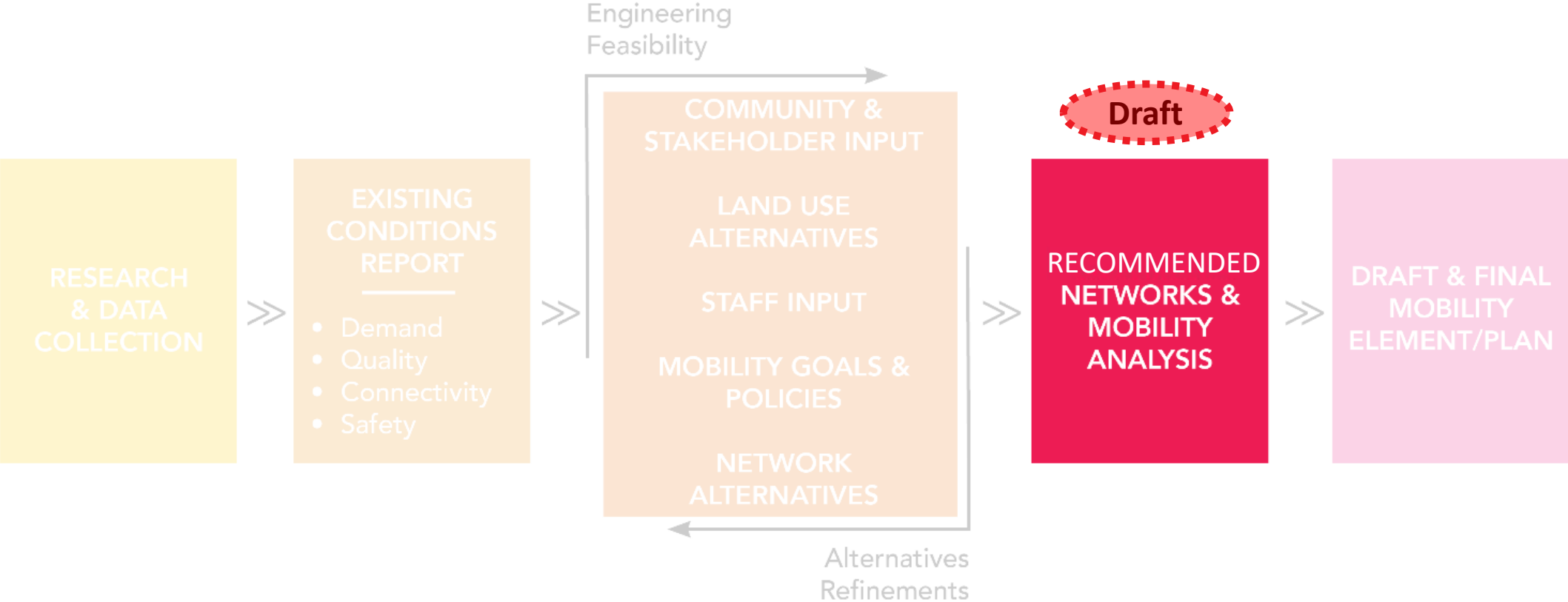


← PROJECT MANAGEMENT & TEAM COORDINATION →

Mobility Planning Process











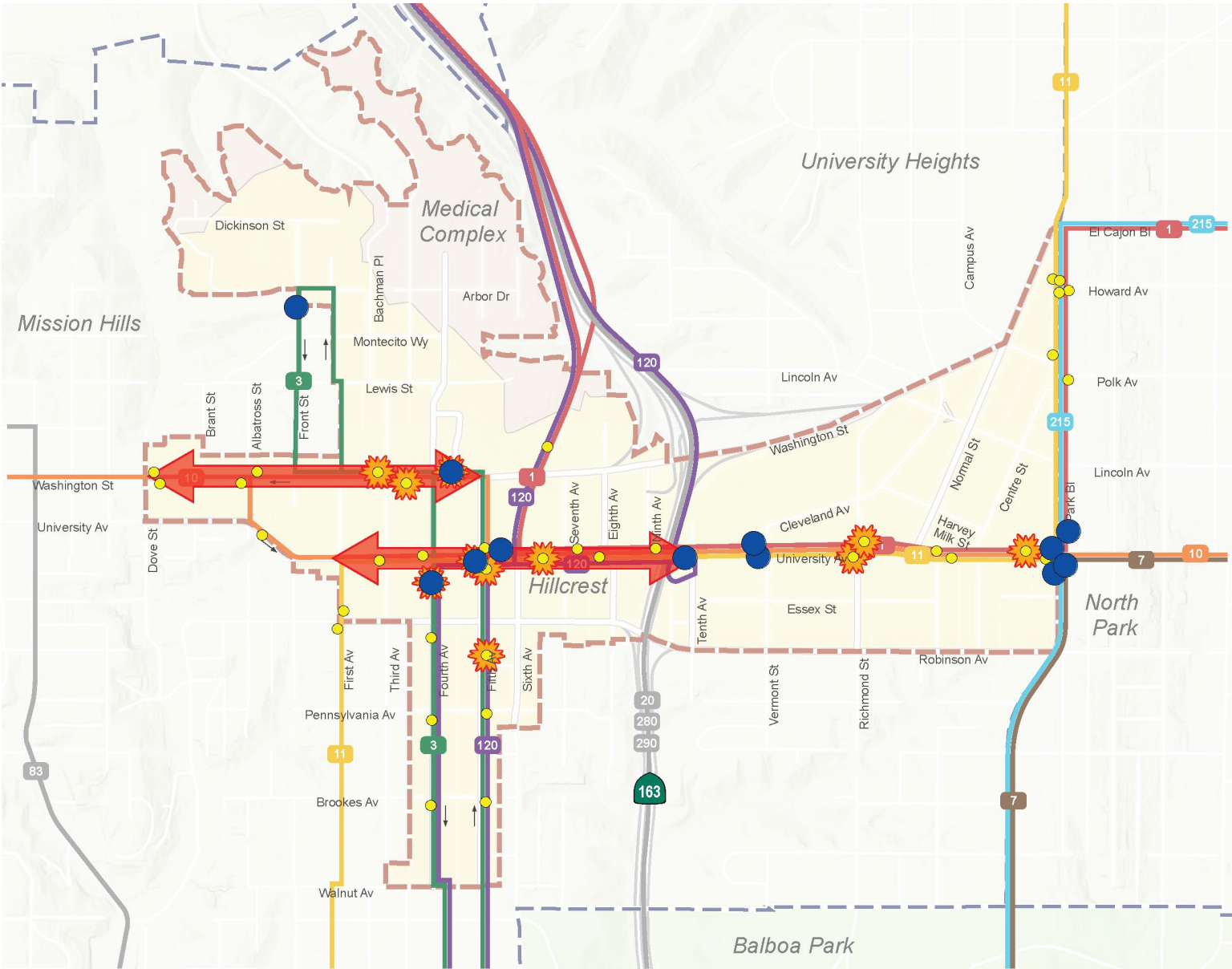
← COMMUNITY OUTREACH, PARTICIPATION & EDUCATION →














← PROJECT MANAGEMENT & TEAM COORDINATION →

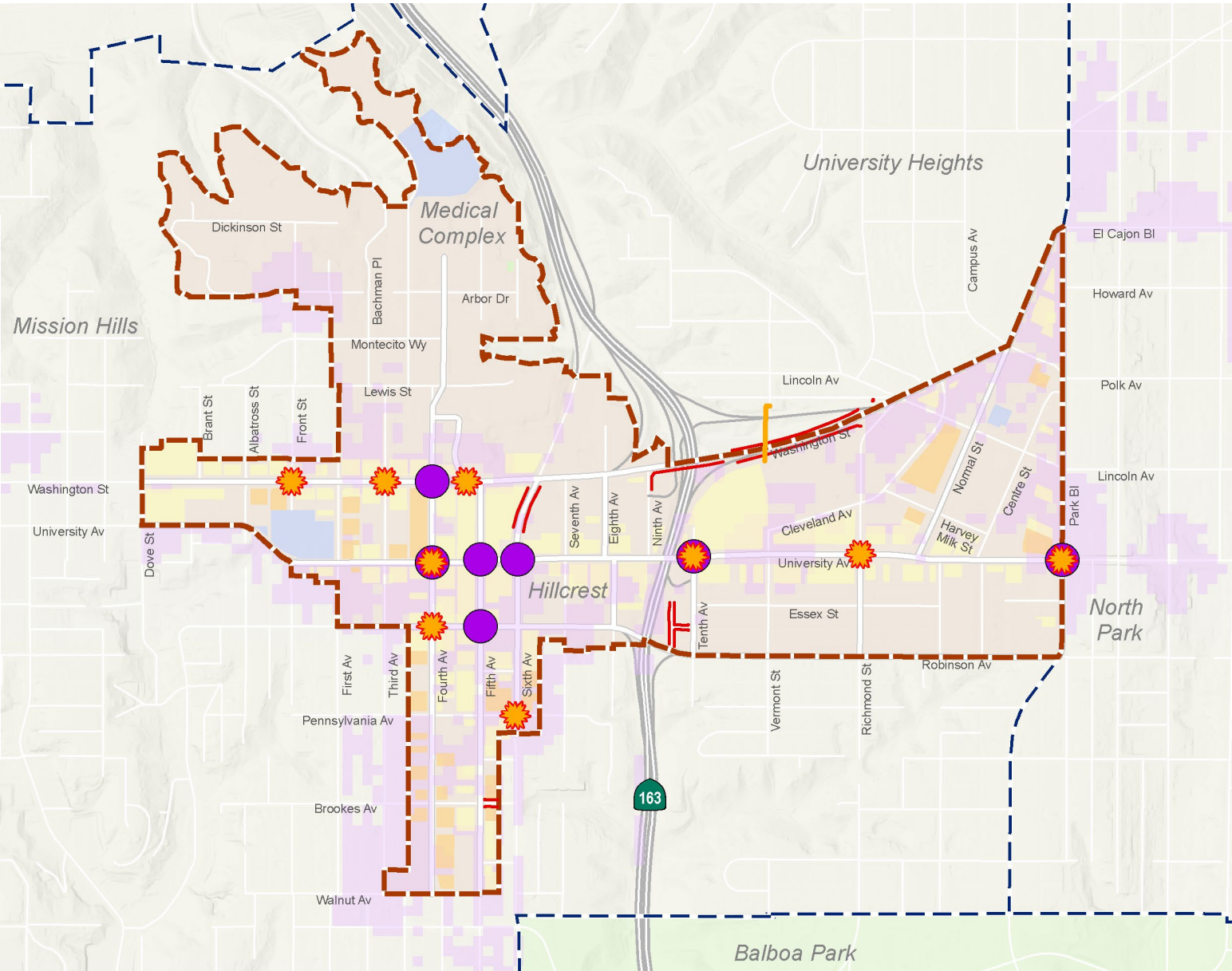
Existing Needs - Transit

-  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



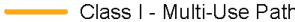
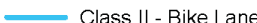





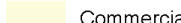
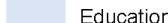





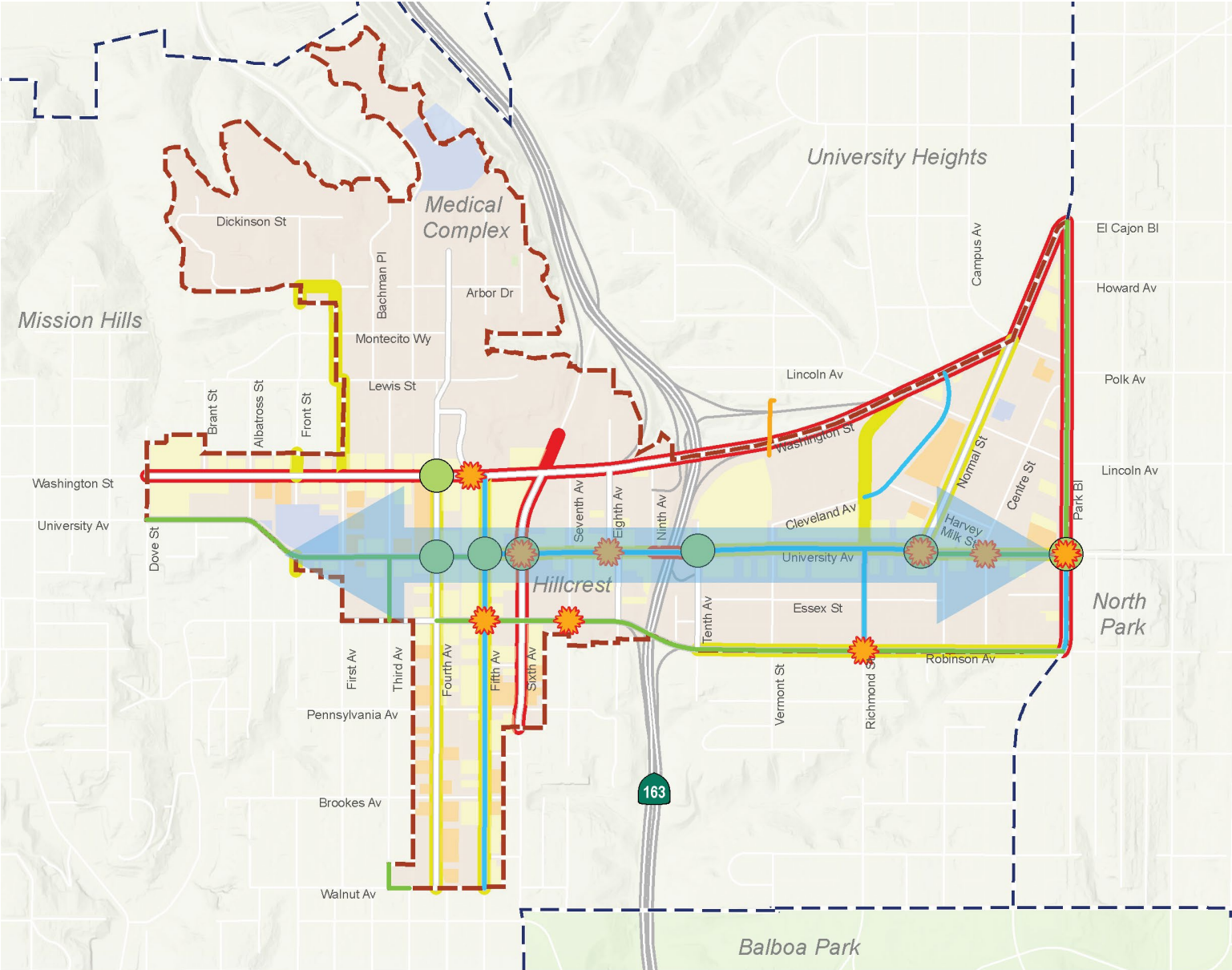
Existing Needs - Pedestrian

-  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







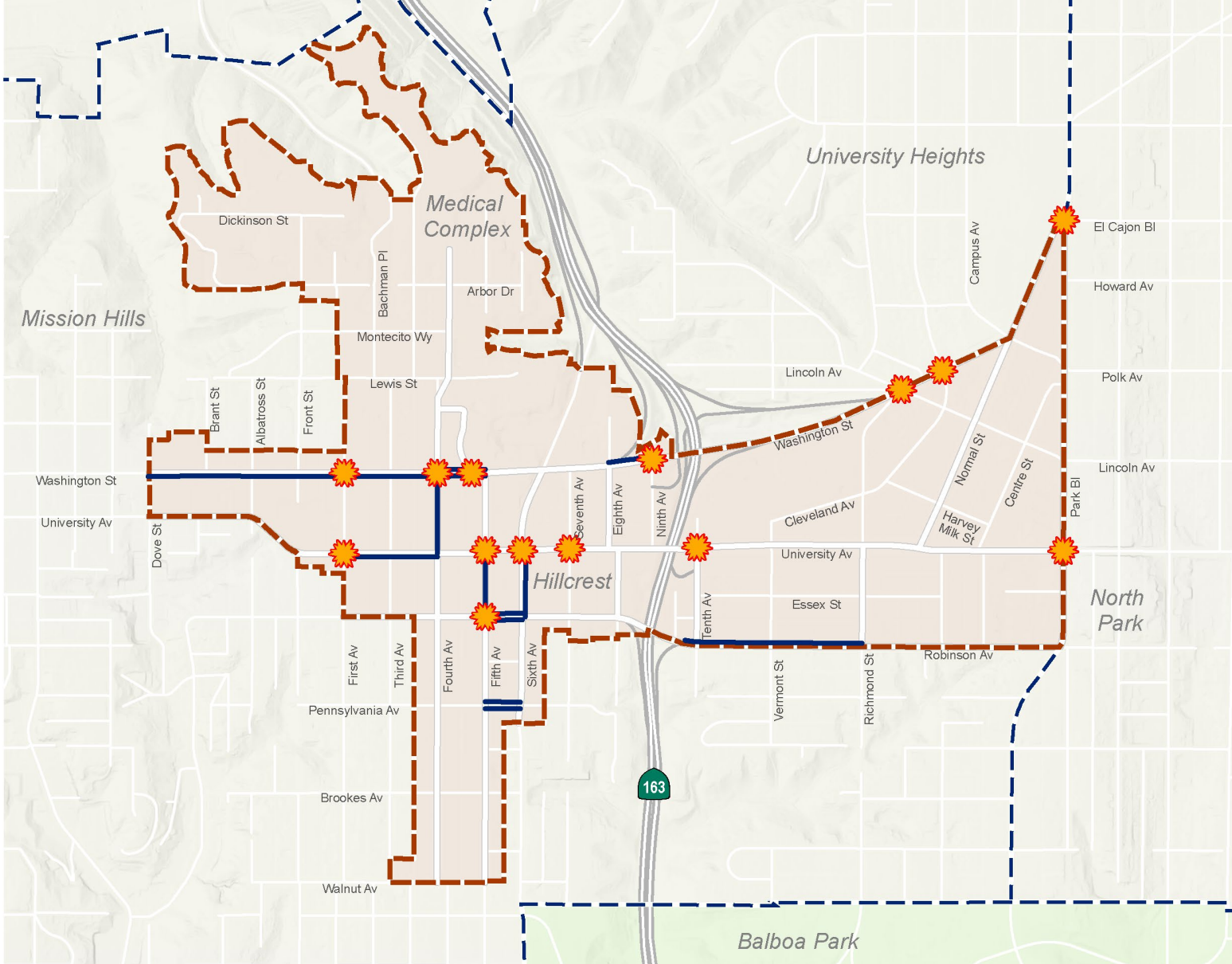
Existing Needs - Bicycle

-  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 Needs - Vehicle

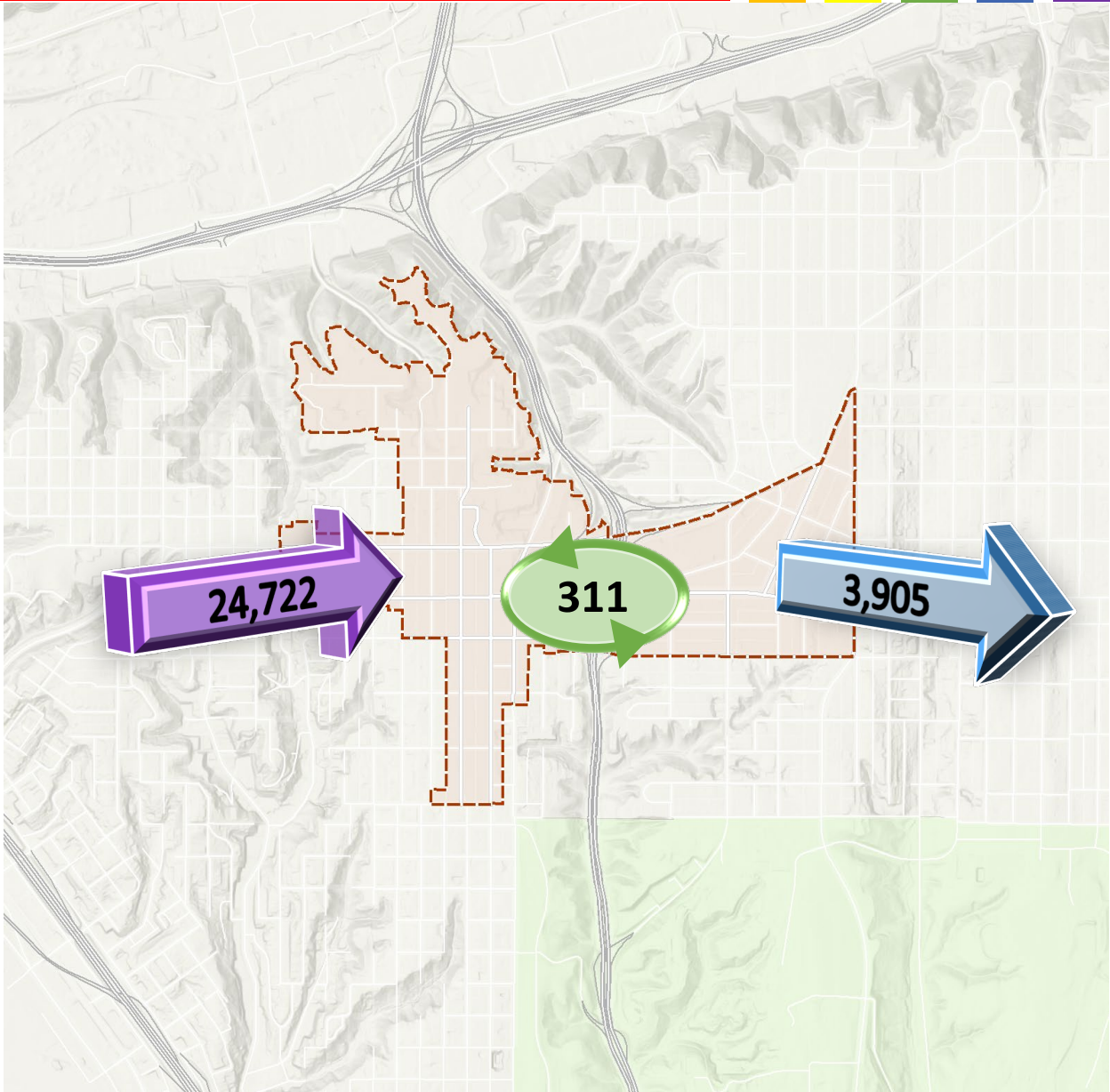
-  High Vehicle Collisions (5 or more in a 5-Year Period)
-  Low Average Speed to Posted Speed Ratio (<40%) during One or More Peak Period
-  Hillcrest Boundary
-  Community Planning Area



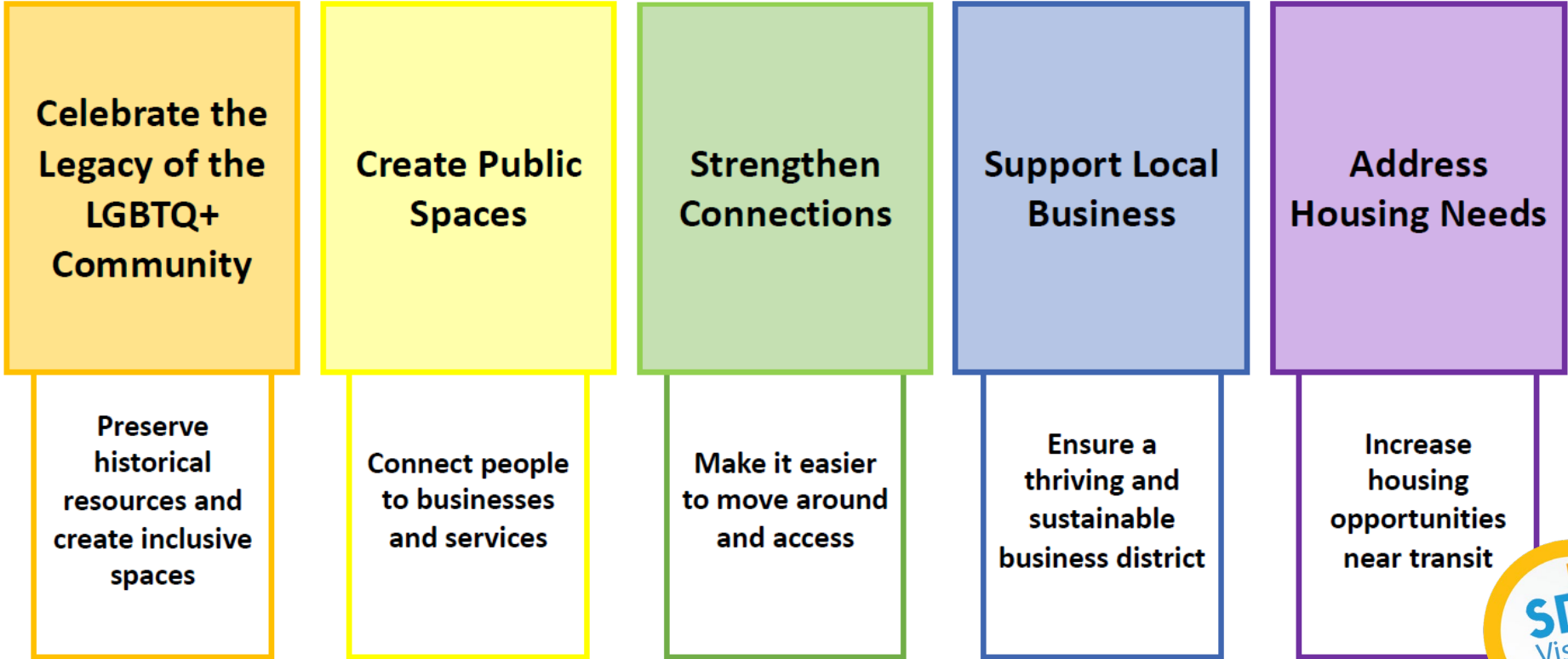
Existing Commute Patterns

	Count	Share
Total Jobs in Hillcrest	25,033	100.0%
Work in Hillcrest but Live Outside	24,722	98.8%
Both Live and Work in Hillcrest	311	1.2%

Source: LEHD on the Map, 2019



Plan Hillcrest Objectives



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

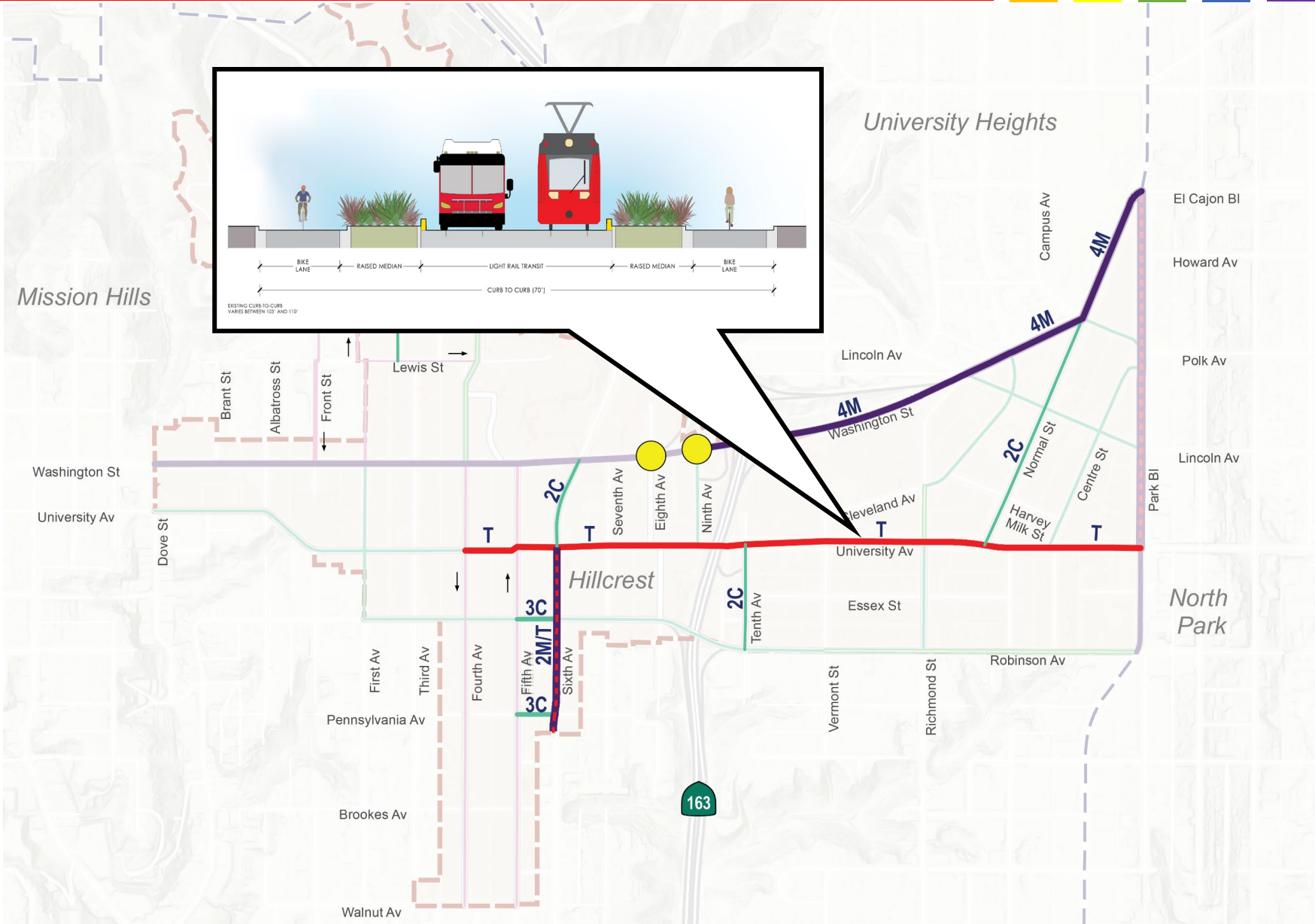
-  4-Lane Major Arterial w/Center Running Transit (4M/T)
-  4-Lane Major Arterial (4M)
-  3-Lane Major Arterial (3M)
-  2-Lane Major Arterial w/Center Running Transit (2M/T)
-  4-Lane Collector (4C)
-  3-Lane Collector (3C)
-  3-Lane Collector Oneway (3C)
-  2-Lane Collector w/Center Left Turn Lane (2C w/CLTL)
-  2-Lane Collector (2C)
-  2-Lane Collector Oneway (2C)
-  1-Lane Collector Oneway (1C)
-  Transit, Active Transportation & Emergency Response-only (T)
-  Potential Signal Improvements
-  Hillcrest Boundary
-  Community Planning Area



Draft Vehicular Network - Option 1

Recommended Functional Classifications

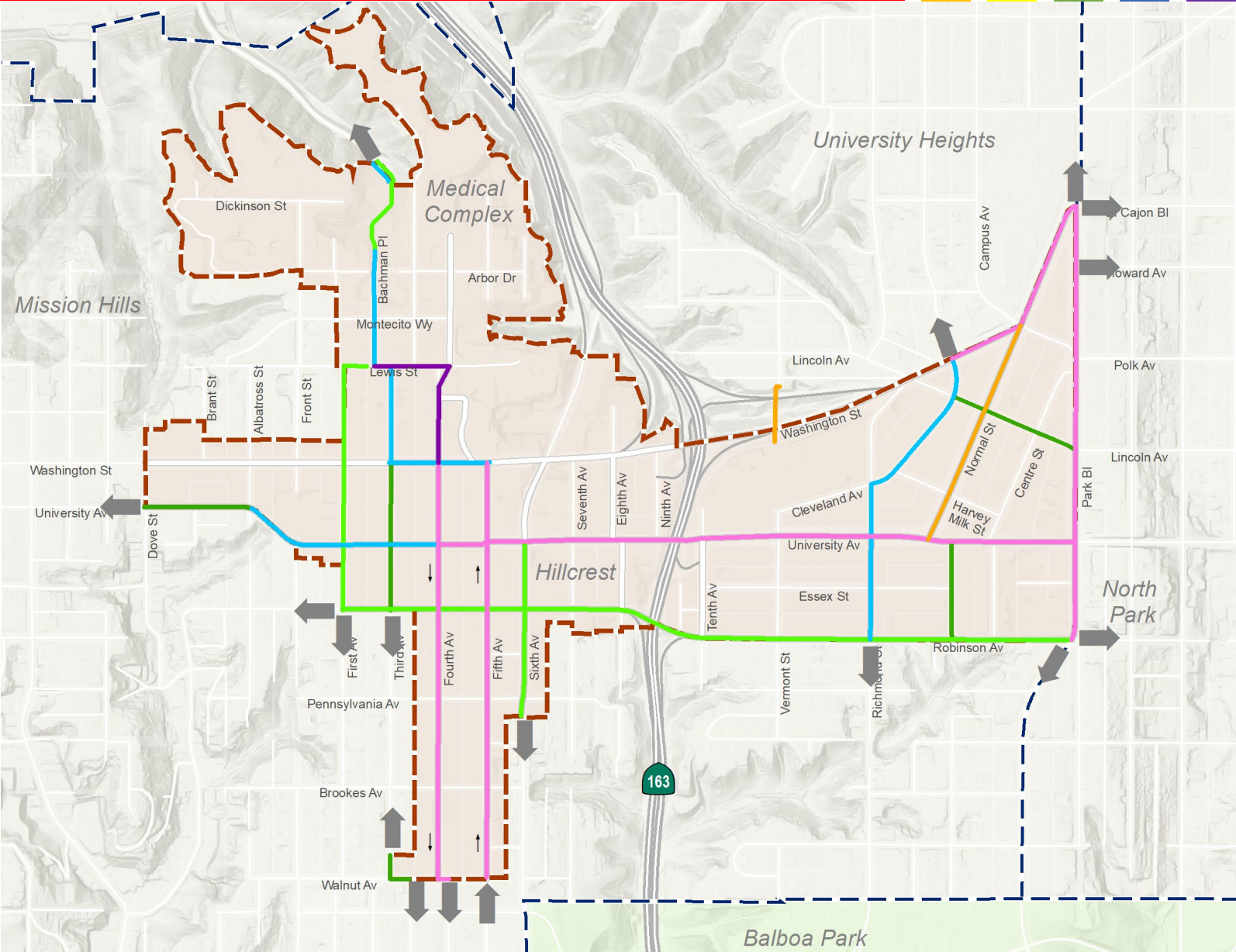
-  4-Lane Major Arterial
-  2-Lane Major Arterial w/Center Running Transit (2M/T)
-  3-Lane Collector (3C)
-  2-Lane Collector (2C)
-  Transit, Active Transportation & Emergency Response-only (T)
-  Potential Signal Improvements



Draft Bicycle Network - Option 1

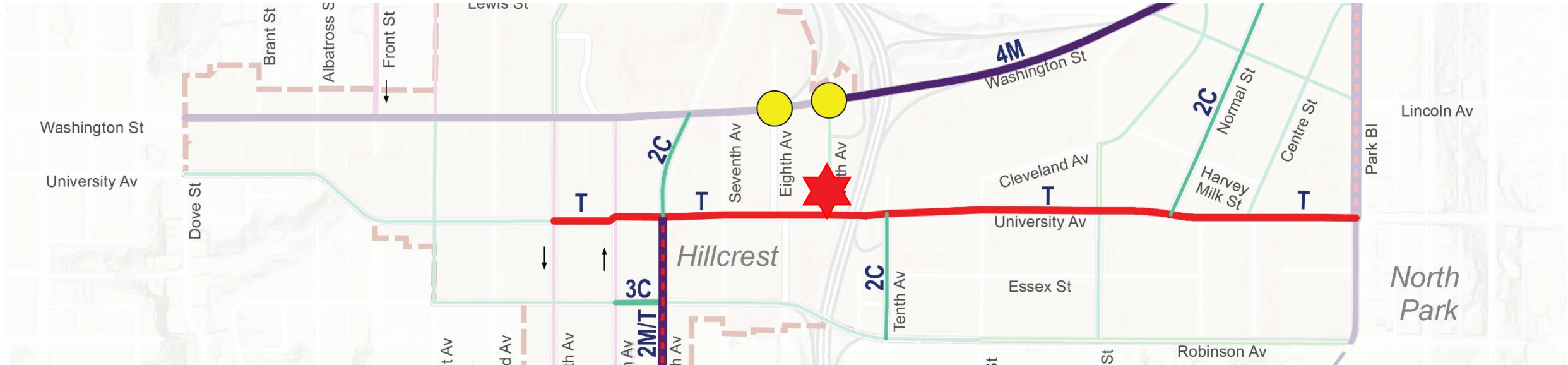
Recommended Bicycle Facility Classifications

- 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



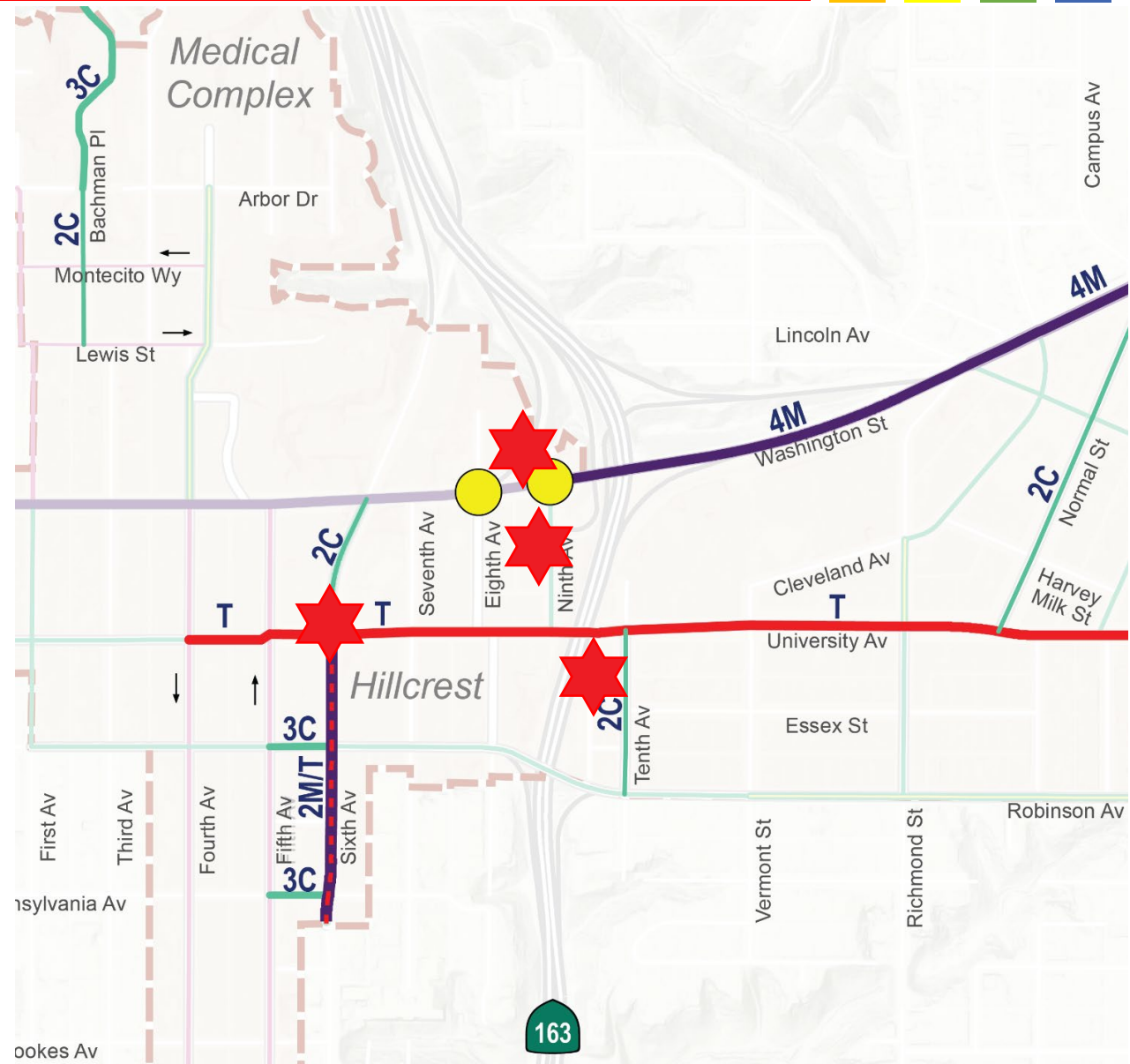
Option 1 - Major Issues

- Eliminates access to Fire Station No 5



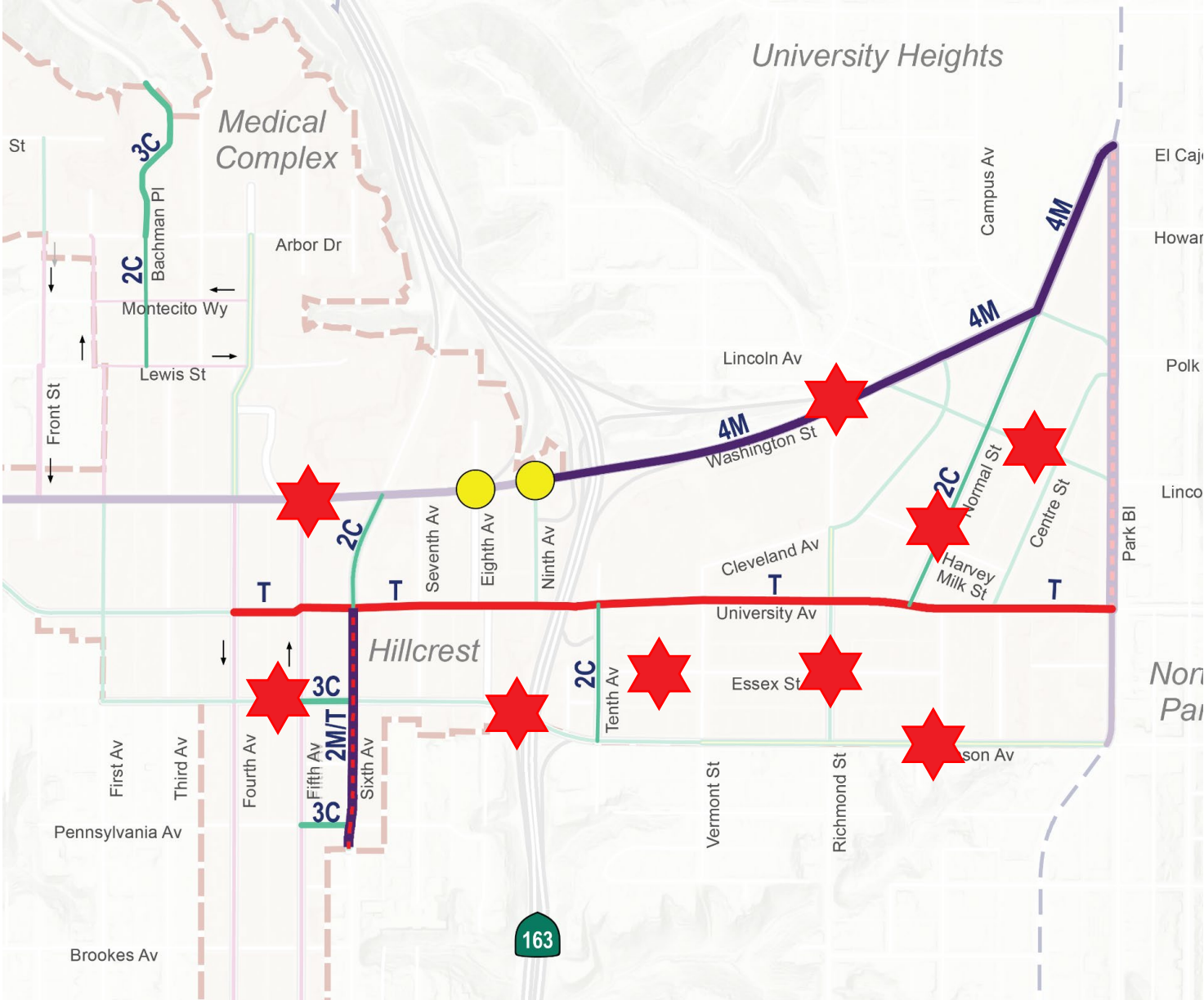
Option 1 - Major Issues

- Eliminates freeway access from University Avenue and causes additional congestion at other freeway ramps



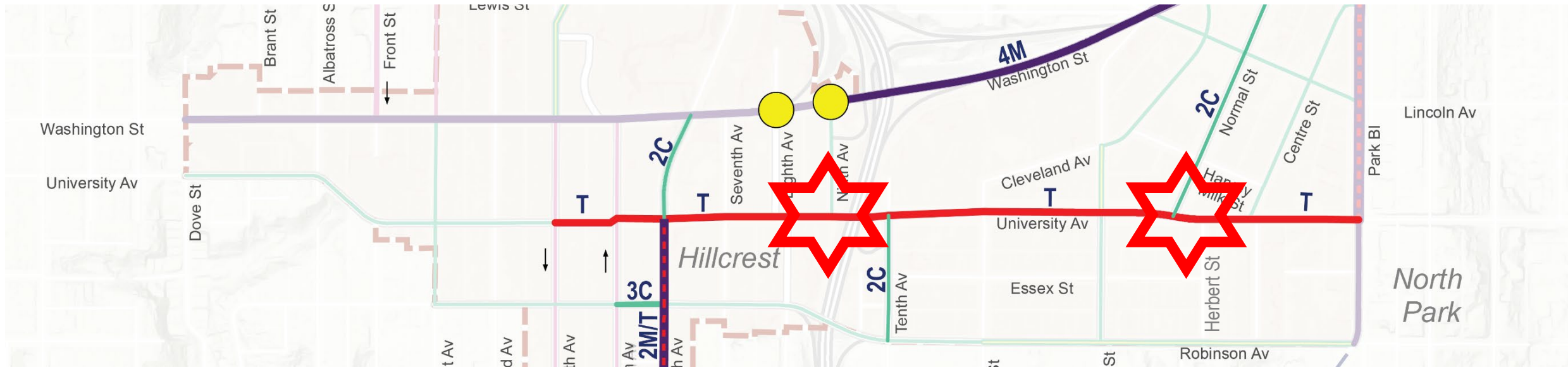
Option 1 - Major Issues

- Increases traffic on other streets including residential streets



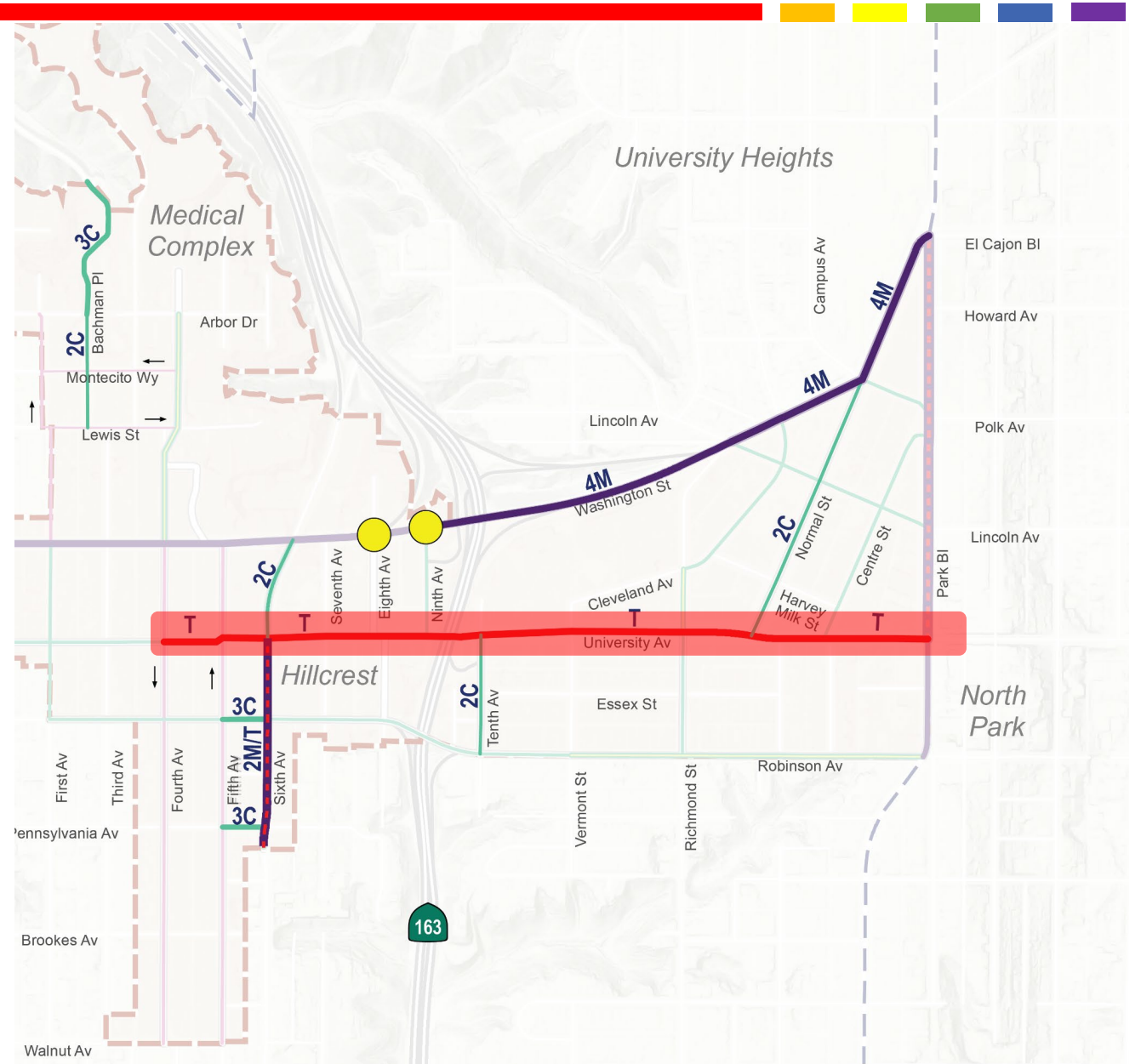
Option 1 - Major Issues

- Creates difficulties for traffic circulation and access at intersections along University Avenue, such as 9th Avenue, Normal Street, Herbert Street



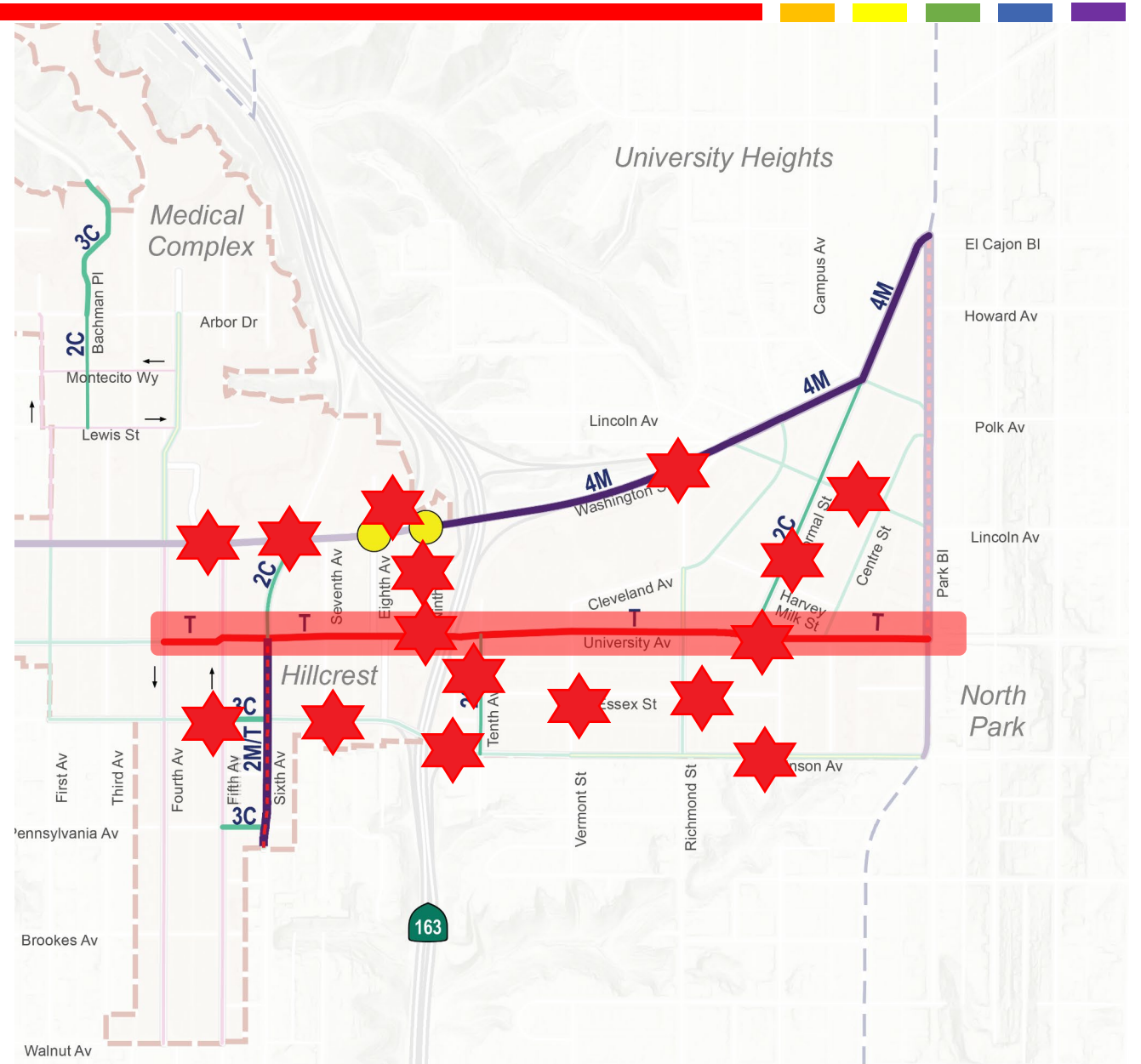
Option 1 - Major Issues

- 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

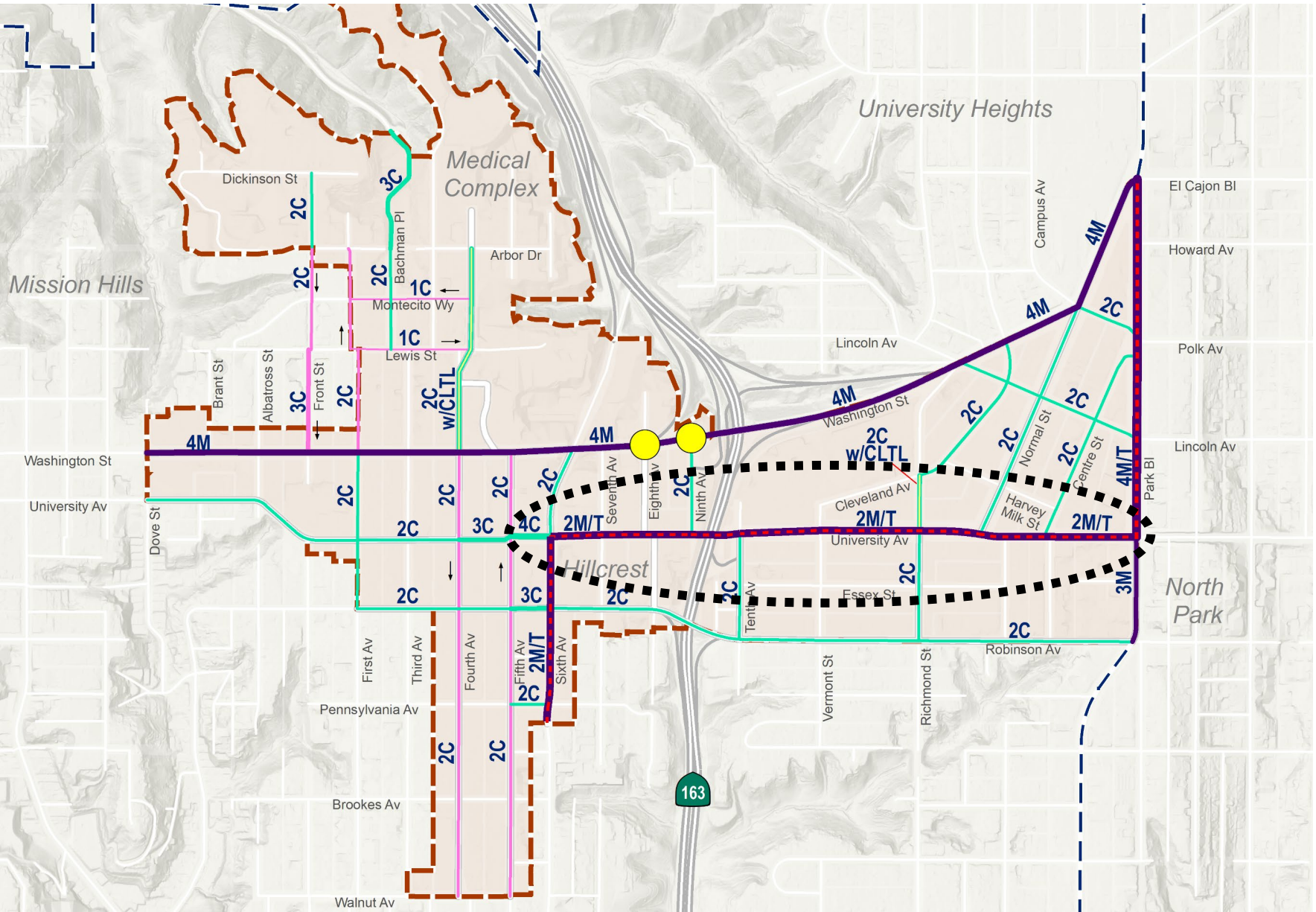
Option 2: Transit Only Lanes & One Vehicle Travel Lane in Each Direction

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






Recommended Functional Classifications

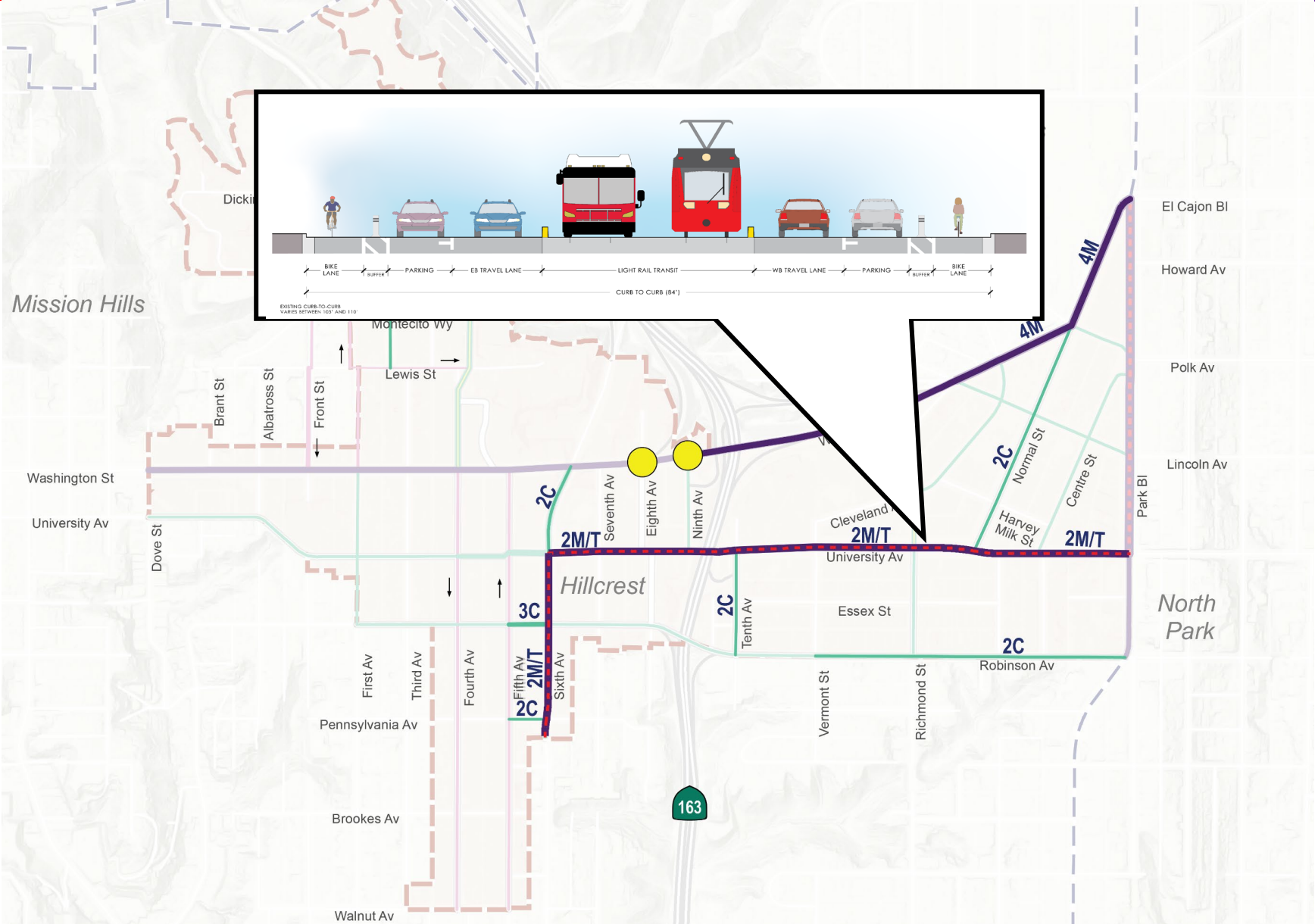
-  4-Lane Major Arterial w/Center Running Transit (4M/T)
-  4-Lane Major Arterial (4M)
-  3-Lane Major Arterial (3M)
-  2-Lane Major Arterial w/Center Running Transit (2M/T)
-  4-Lane Collector (4C)
-  3-Lane Collector (3C)
-  3-Lane Collector Oneway (3C)
-  2-Lane Collector w/Center Left Turn Lane (2C w/CLTL)
-  2-Lane Collector (2C)
-  2-Lane Collector Oneway (2C)
-  1-Lane Collector Oneway (1C)
-  Potential Signal Improvements
-  Hillcrest Boundary
-  Community Planning Area



Draft Vehicular Network - Option 2

Recommended Functional Classifications

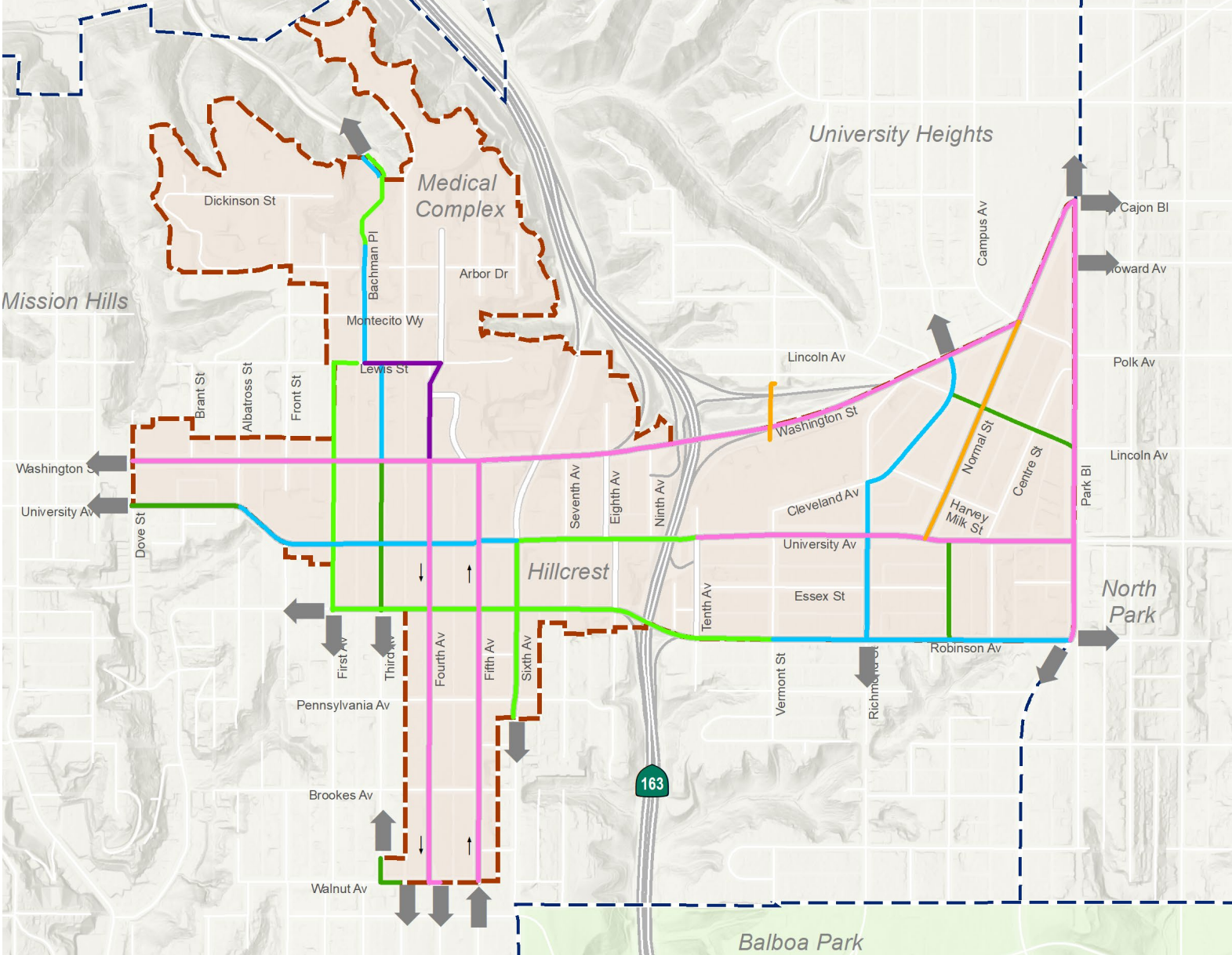
-  4-Lane Major Arterial (4M)
-  2-Lane Major Arterial w/Center Running Transit (2M/T)
-  3-Lane Collector (3C)
-  2-Lane Collector (2C)
-  Potential Signal Improvements



Draft Bicycle Network - Option 2

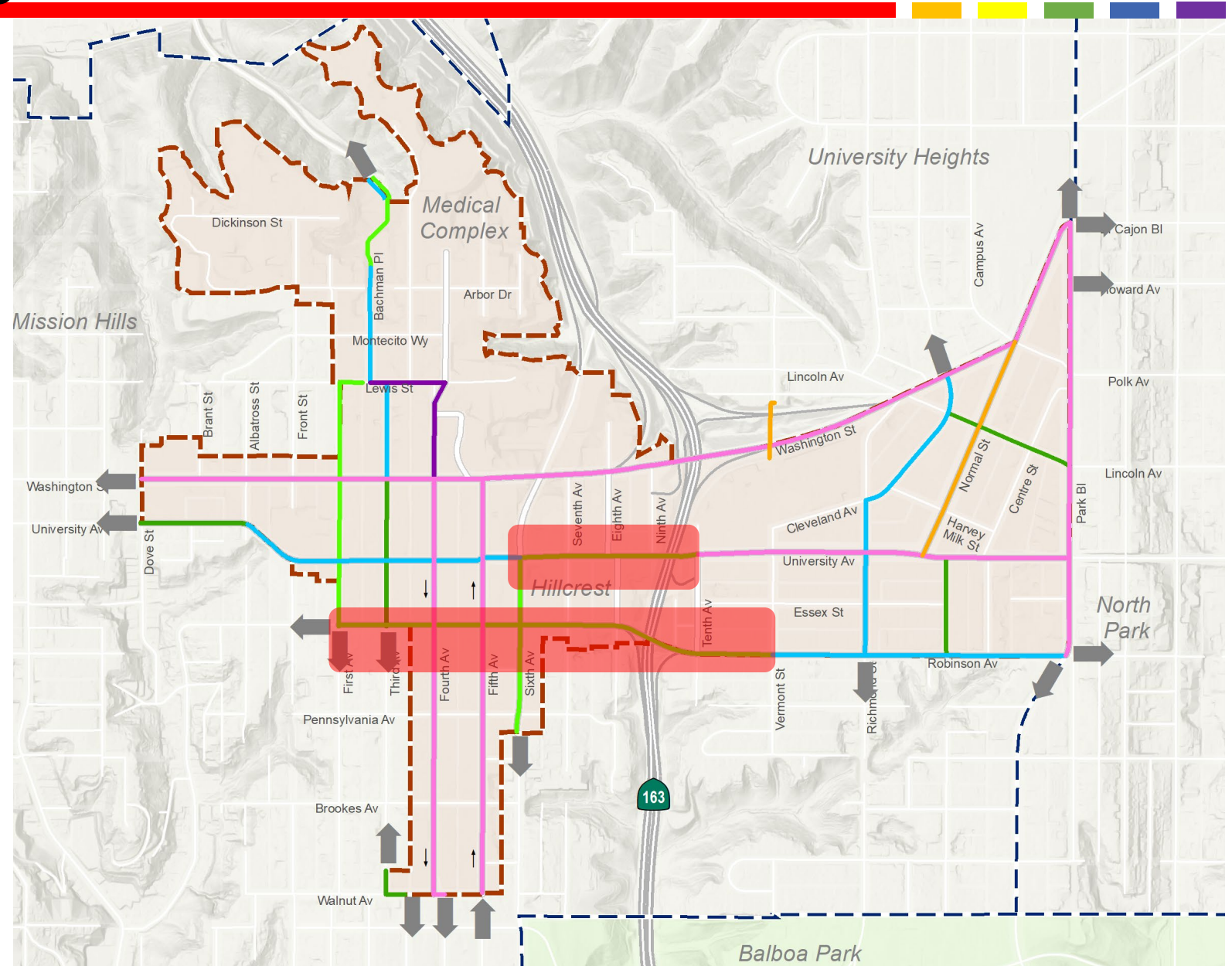
Recommended Bicycle Facility Classifications

- 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



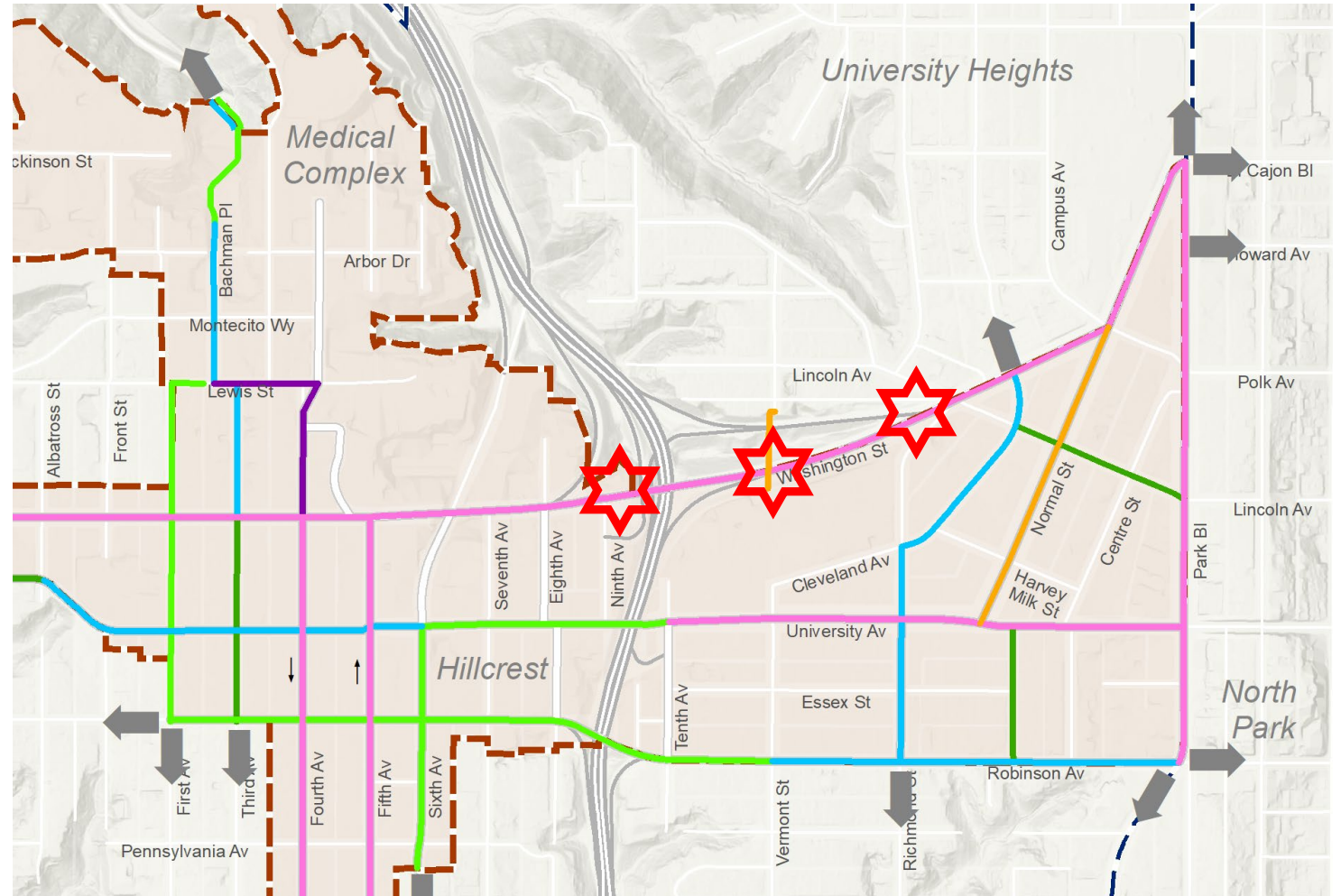
Option 2 - Major Issues

- Lack of continuous bicycle facilities along University Avenue



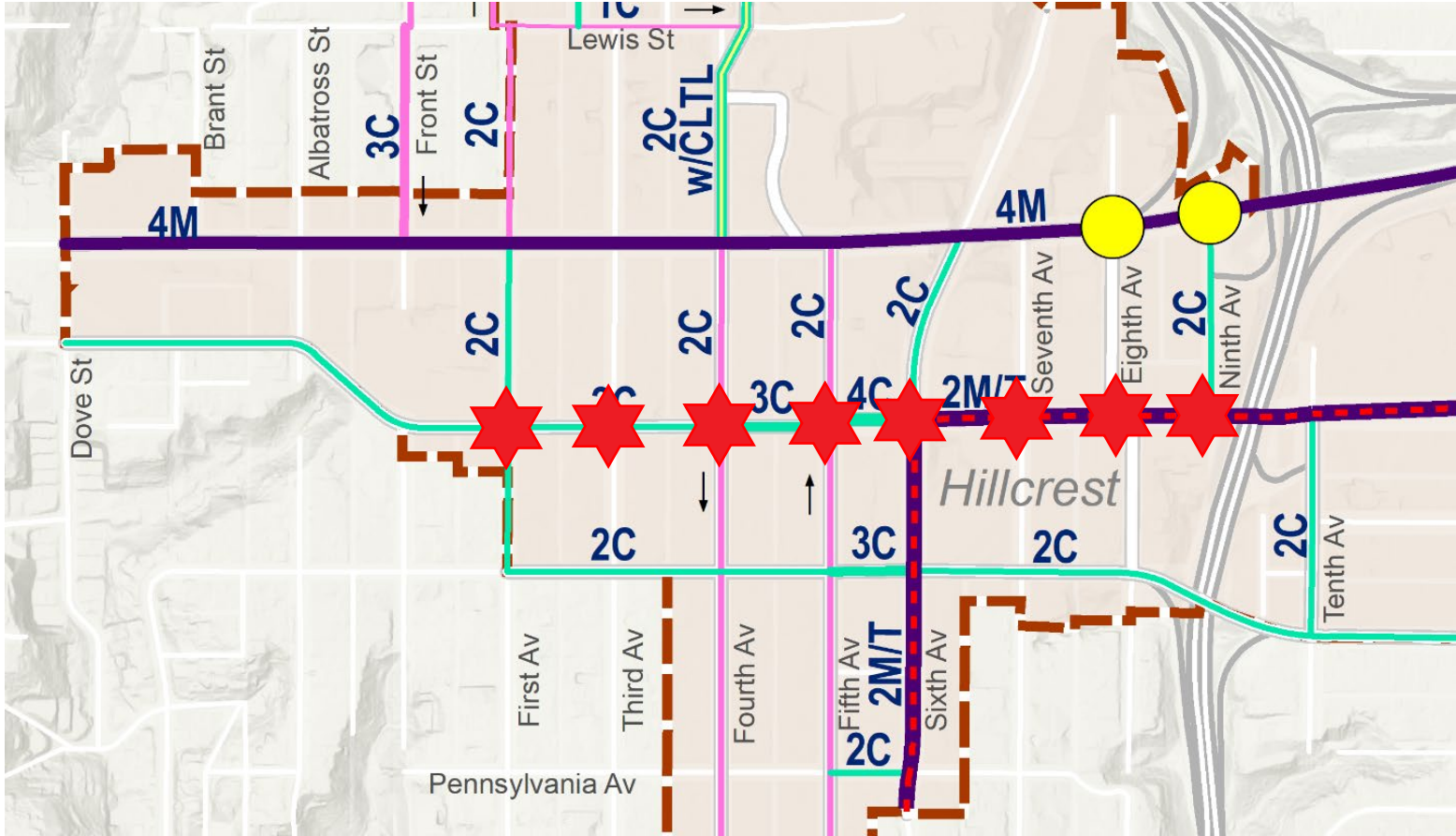
Option 2 - Major Issues

- Uncontrolled freeway ramps along Washington Street cause potential safety concerns for cyclists



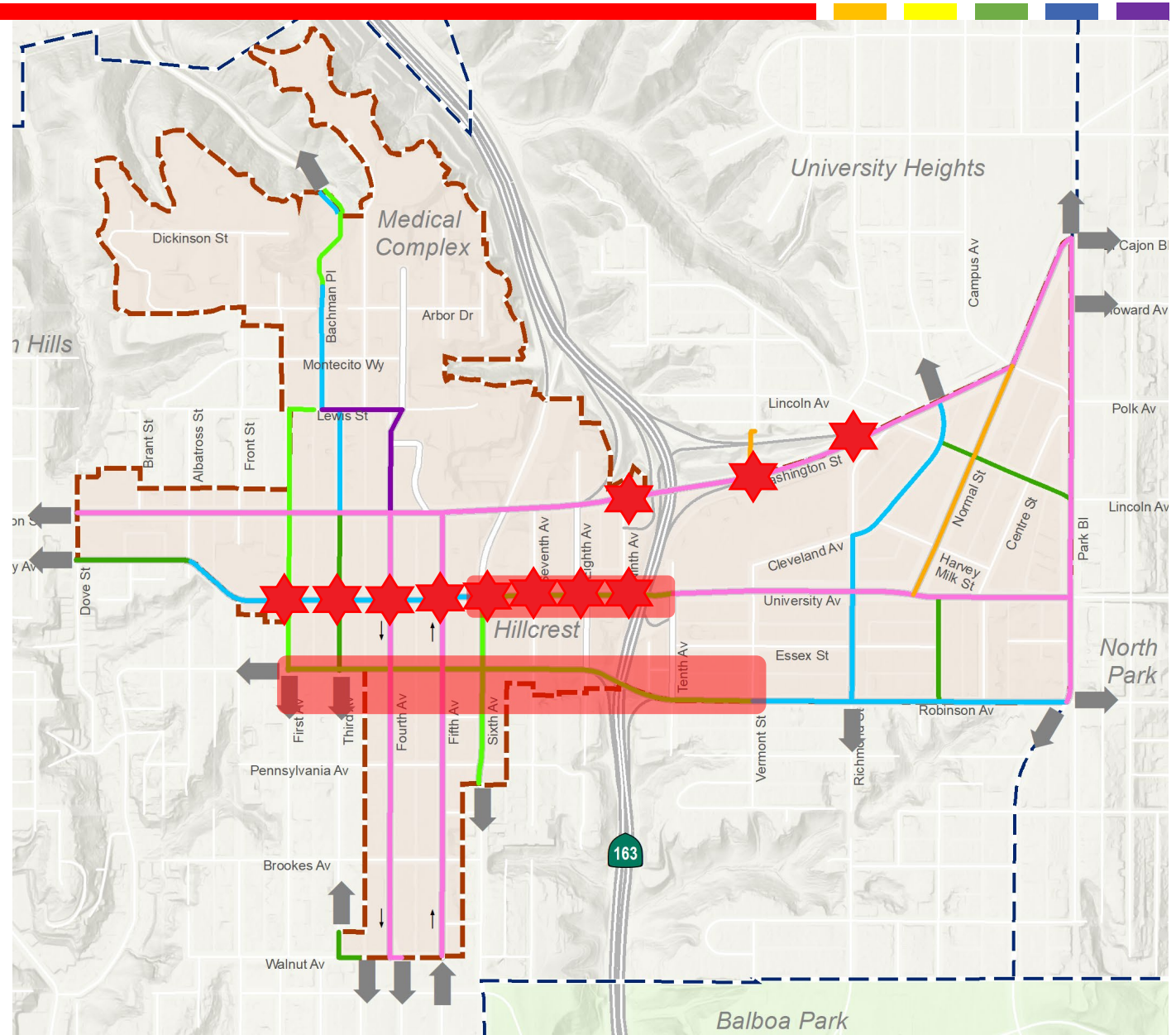
Option 2 - Major Issues

- 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

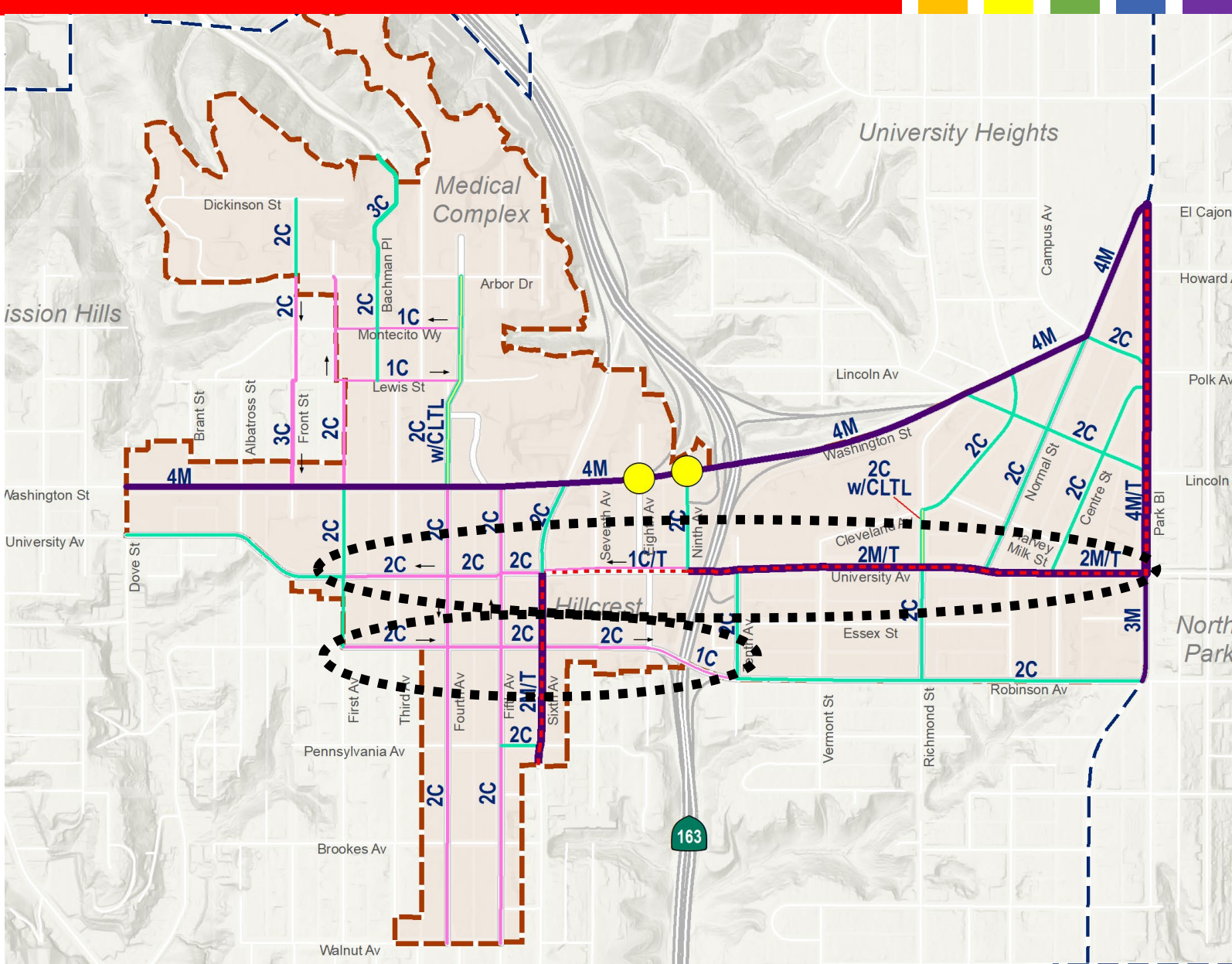
Option 2: Transit Only Lanes & One Vehicle Travel Lane in Each Direction

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

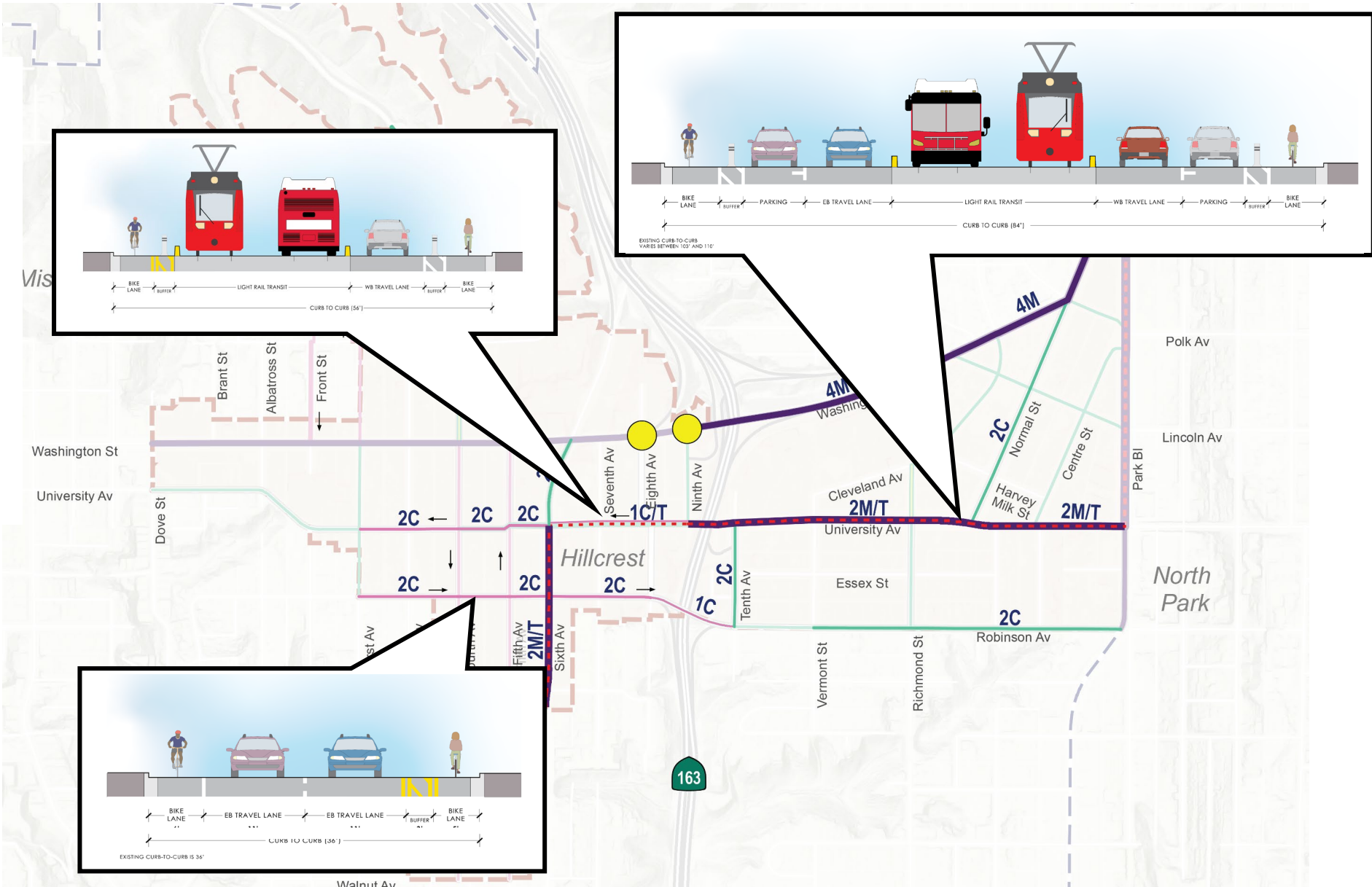
-  6-Lane Major Arterial (6M)
-  5-Lane Major Arterial (5M)
-  4-Lane Major Arterial w/Center Running Transit (4M/T)
-  4-Lane Major Arterial (4M)
-  3-Lane Major Arterial (3M)
-  2-Lane Major Arterial w/Center Running Transit (2M/T)
-  4-Lane Collector (4C)
-  3-Lane Collector (3C)
-  3-Lane Collector Oneway (3C)
-  2-Lane Collector w/Center Left Turn Lane (2C w/CLTL)
-  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
-  Hillcrest Boundary
-  Community Planning Area Boundaries



Recommended Vehicular Network

Recommended Functional Classifications

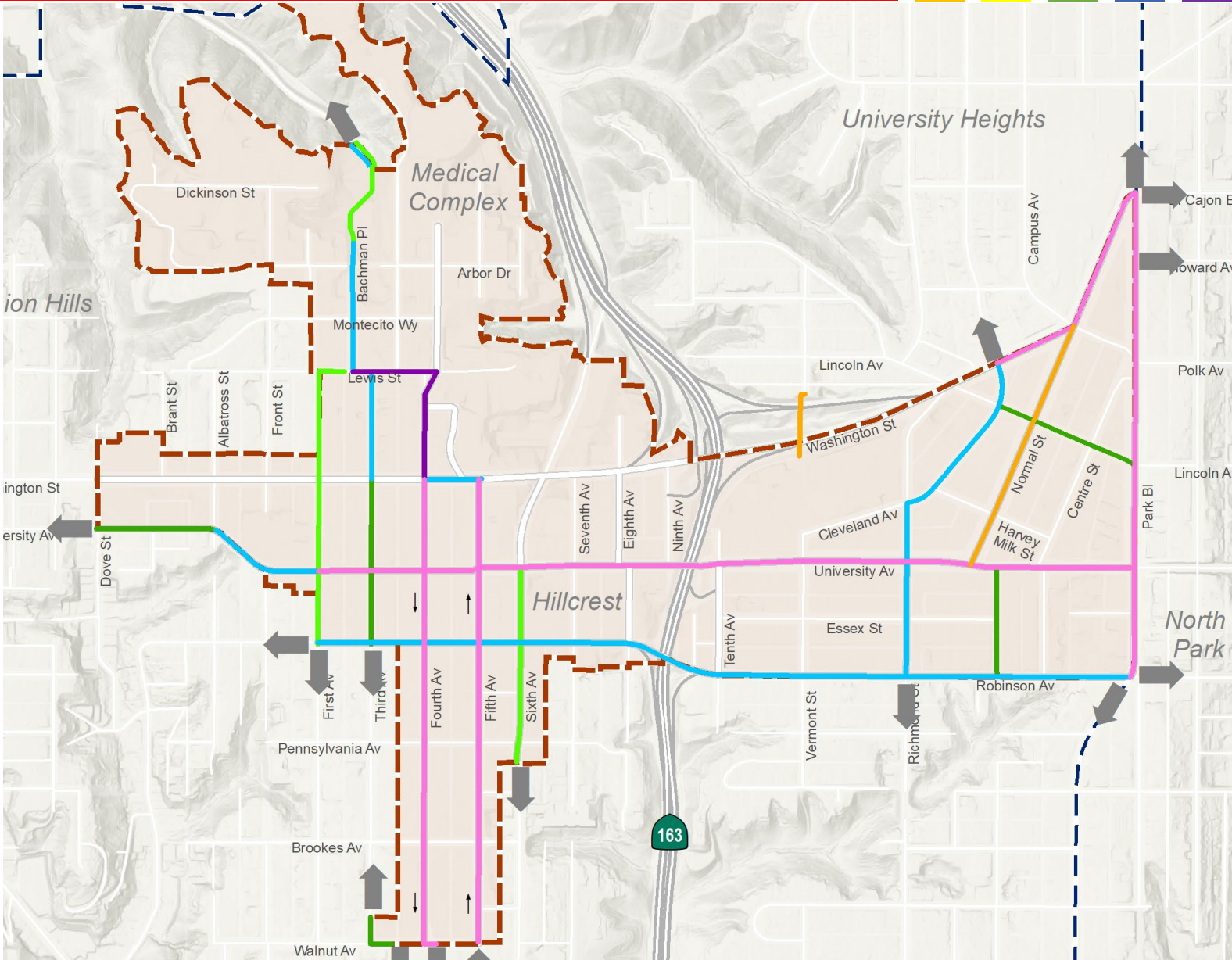
- 4-Lane Major Arterial (4M)
- 2-Lane Major Arterial w/Center Running Transit (2M/T)
- 3-Lane Collector (3C)
- 2-Lane Collector (2C)
- 2-Lane Collector Oneway (2C)
- 1-Lane Collector Oneway w/Center Running Transit (1C/T)
- 1-Lane Collector Oneway (1C)
- Potential Signal Improvements



Recommended Bicycle Network




Recommended Bicycle Facility Classifications

- Class I - Bike Path
- Class II - Bike Lane
- Class III - Bike Route
- Class 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


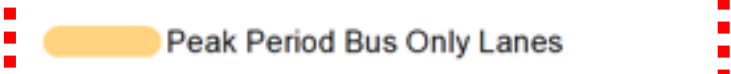
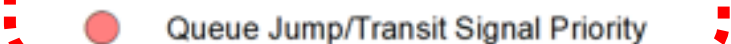
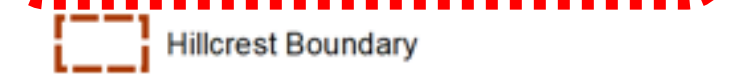



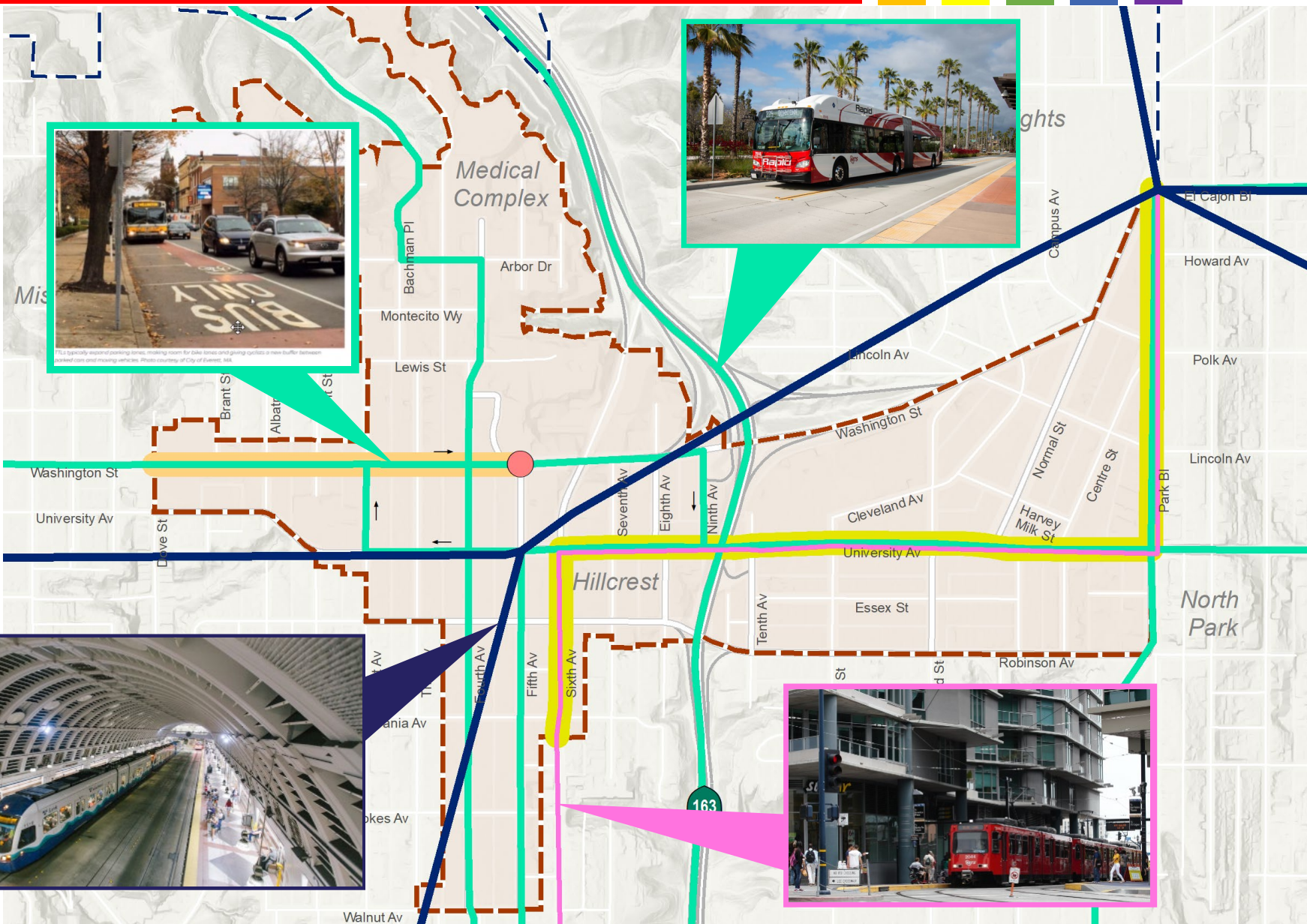
Recommended Transit Network

Planned Transit Improvements (2021 RTP)

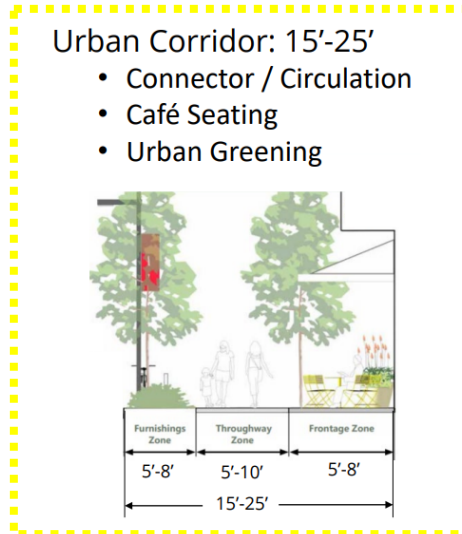
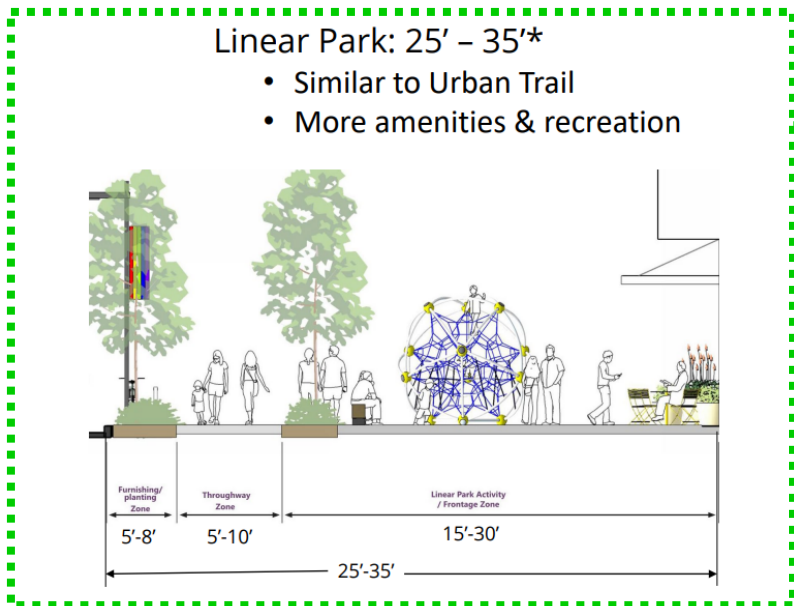
-  Commuter Rail
-  Light Rail or Streetcar
-  Next Gen Rapid

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 Parks and Urban Corridors

- Linear Park
- Urban Corridor
- Hillcrest Boundary
- Community Planning Area Boundaries

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

Hillcrest Focused Plan Amendment

Choose Your Future!

Welcome to Choose Your Future Hillcrest! The City of San Diego has been working closely with community stakeholders to create the Hillcrest Focused Plan Amendment. The Hillcrest Focused Plan Amendment will provide direction for the long-term development of the community, including concepts for urban design, housing, public spaces and parks, mobility, jobs, and to celebrate the LGBTQ+ Community.

For this online platform, we are relying on you to be an expert on this neighborhood. As you review the options presented, think about if you were not yourself, but a new resident moving into this community. Imagine you are possibly a student, a parent with young children, or an employee of one of the Hillcrest medical facilities, and you are in search of diverse housing options that range in size and varying levels of affordability. Where would you want to live? What would you want this community to look and feel like? What is the best way to allow the community to grow to take advantage of the investments that have already been made throughout the neighborhood?

This exercise will remain open from March 10, 2022 until midnight on April 11, 2022.



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)

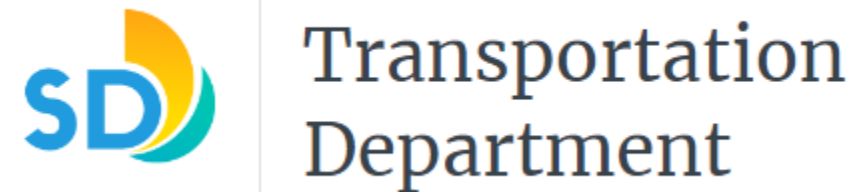
7% - Streetscape Improvements
(34 comments)



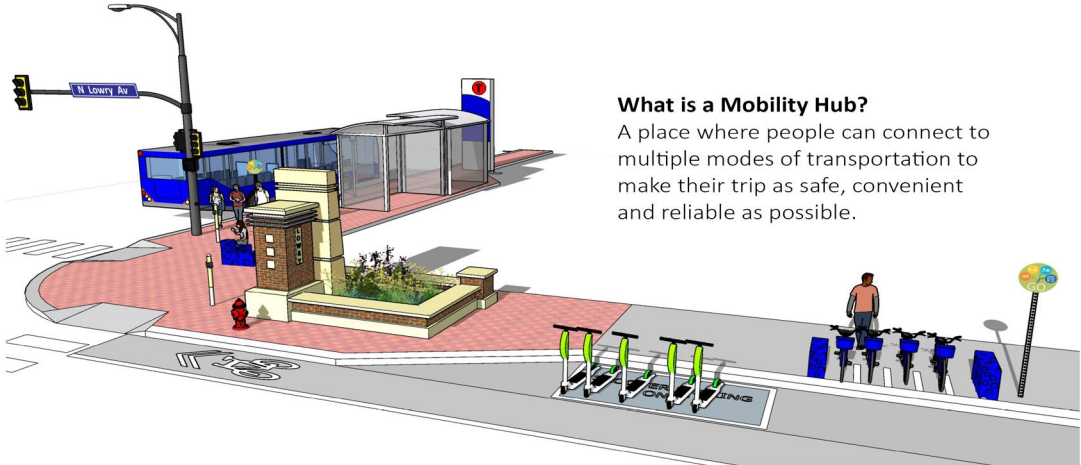
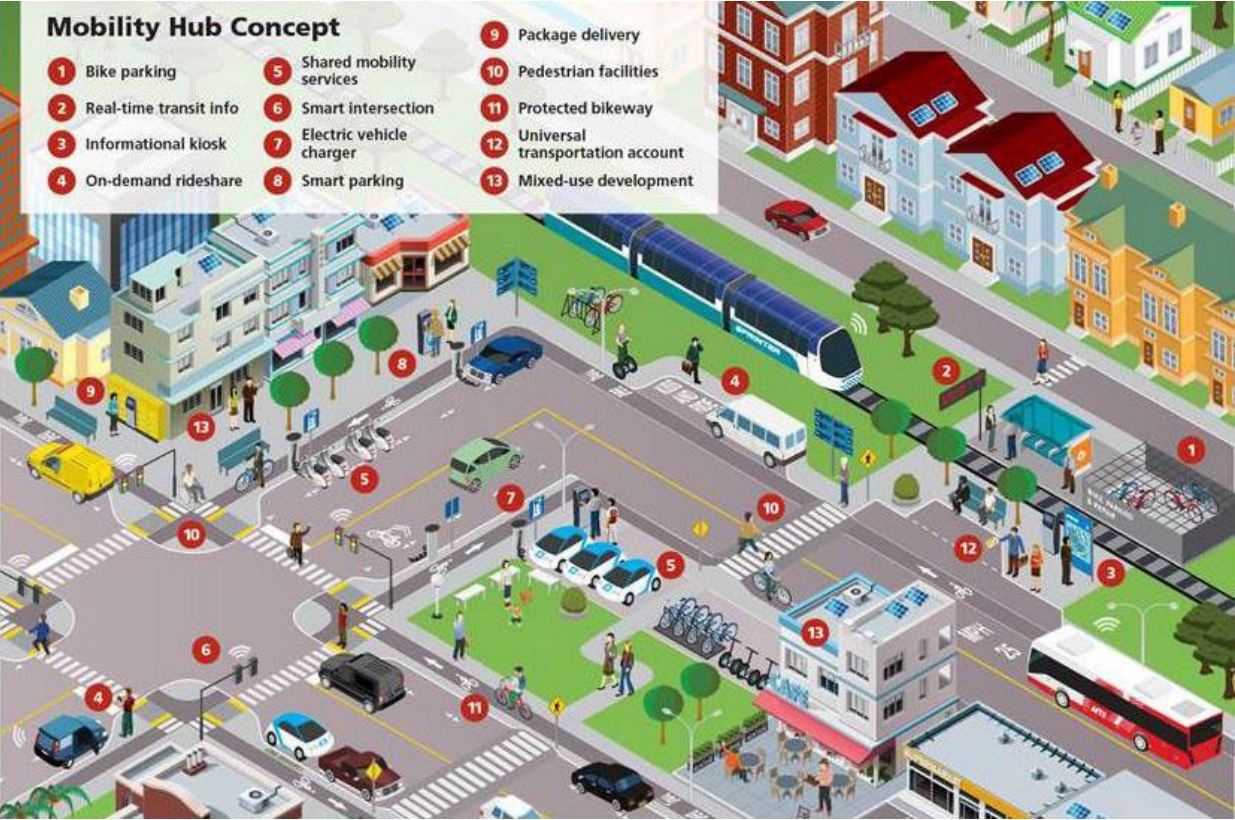
Coordination with Agencies & City Departments



UC San Diego



Mobility Hub Concepts



Parking Technologies

“Park-Once”
Concept



Community Circulator

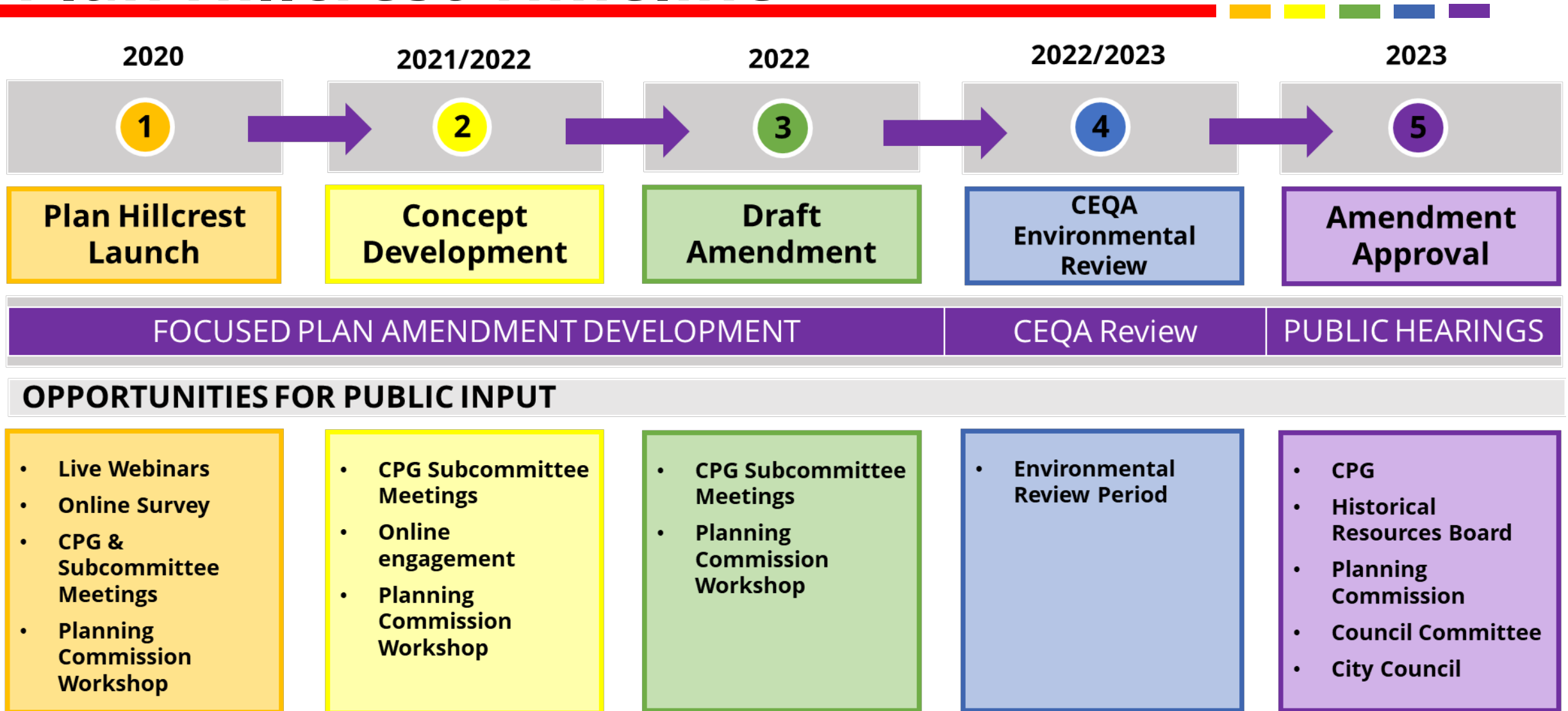


Parking
Management



Smart Parking

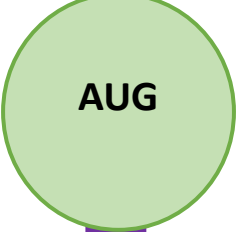
Plan Hillcrest Timeline



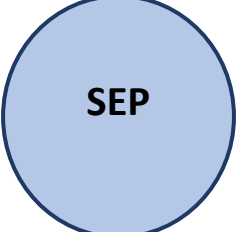
Next Steps



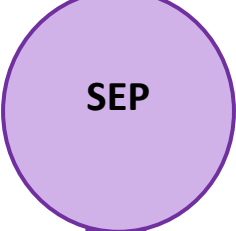
No Meeting



Uptown Planners Subcommittee Meeting - August 18:
Recommended Land Use Concepts



Uptown Planners Special Meeting: Date TBD
Recommended Land Use & Mobility Concepts



Planning Commission Workshop







PLAN HILLCREST

Uptown Planners

June 2022 - Mobility