



# PLAN HILLCREST

Uptown Planners

June 17, 2021

# Tonight's Team



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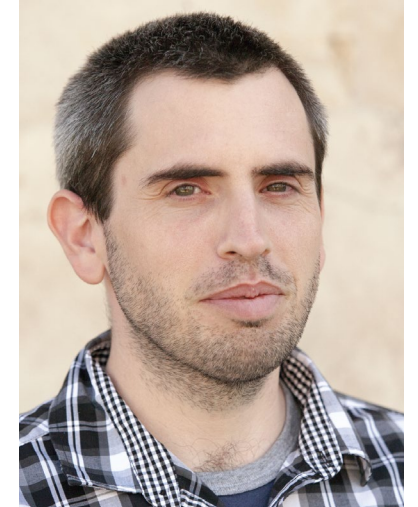
Tanner French  
Senior Traffic Engineer  
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Monique Chen  
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CR Associates  
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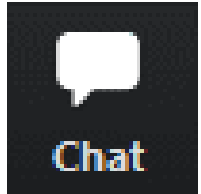
Phuong Nguyen  
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Sasha Jovanovic  
Senior Mobility Planner  
CR Associates  
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# Housekeeping

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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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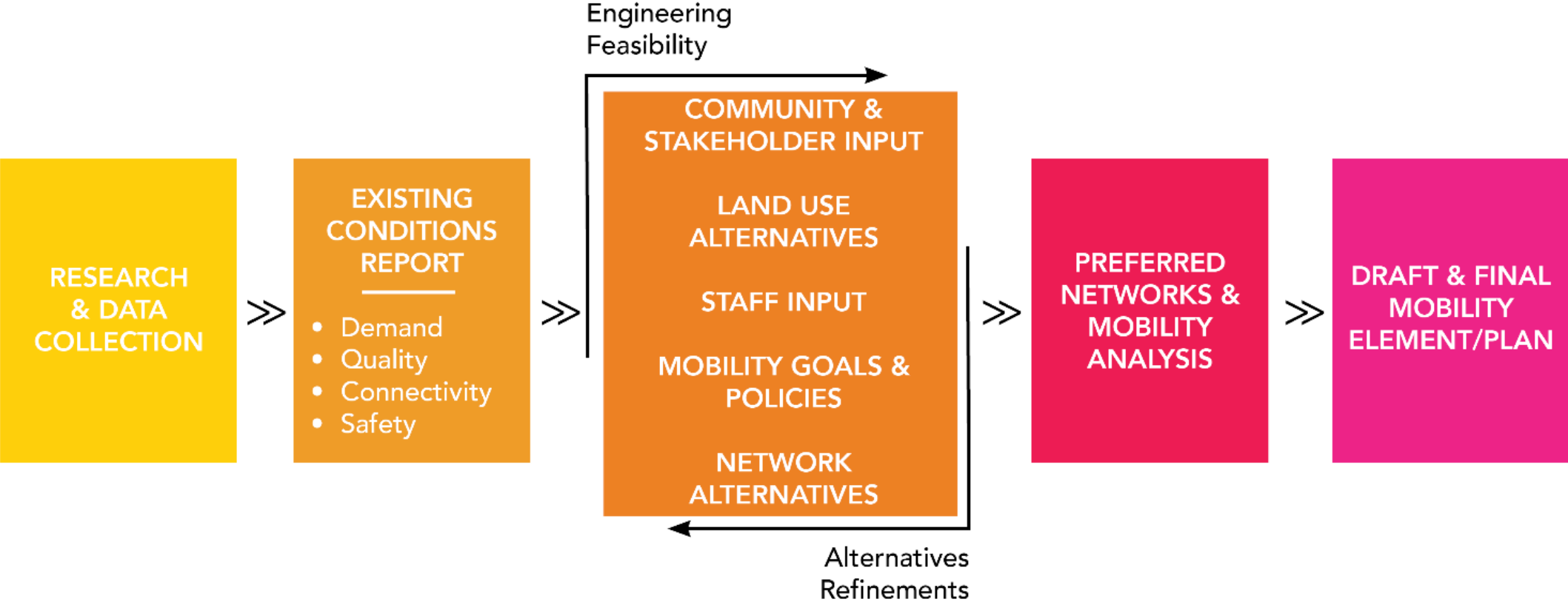
- Mobility Planning Process
- Review of the January 2021 Meeting
- Network Development
- Draft Network Scenarios
- Next Steps



# Mobility Planning Process



← COMMUNITY OUTREACH, PARTICIPATION & EDUCATION →

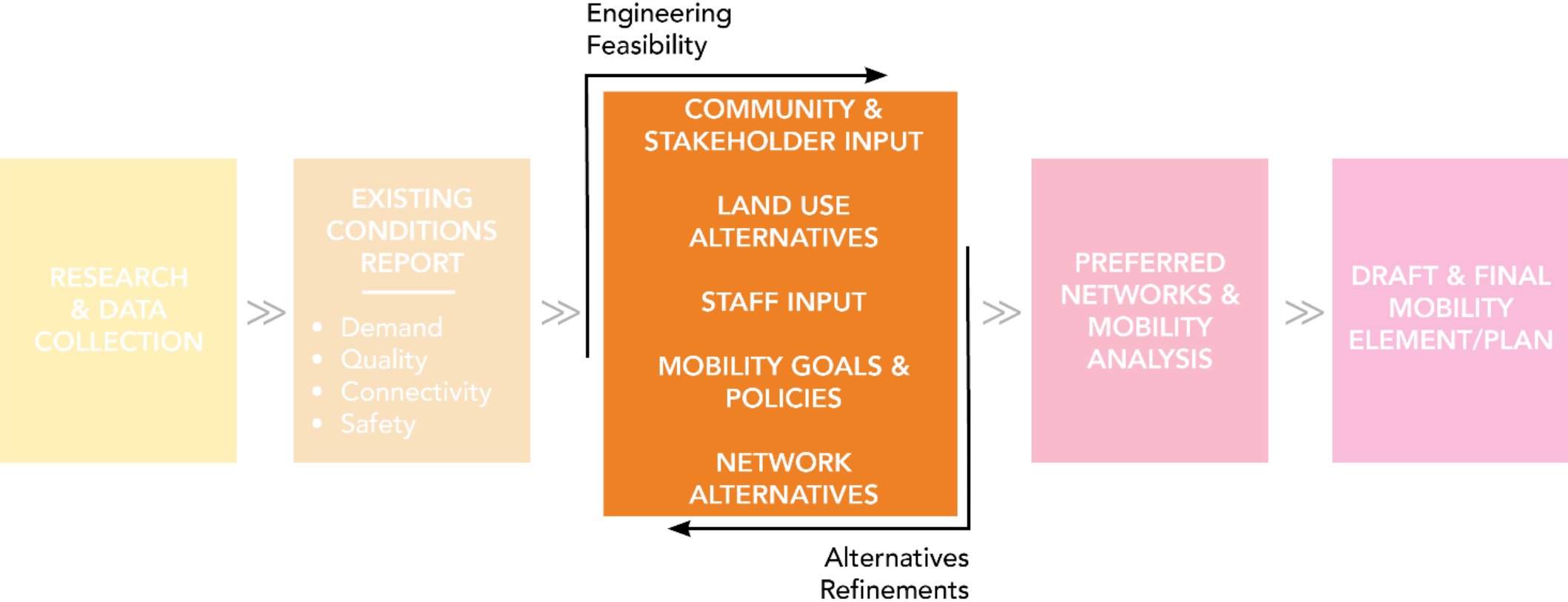


← PROJECT MANAGEMENT & TEAM COORDINATION →

# Mobility Planning Process



← COMMUNITY OUTREACH, PARTICIPATION & EDUCATION →



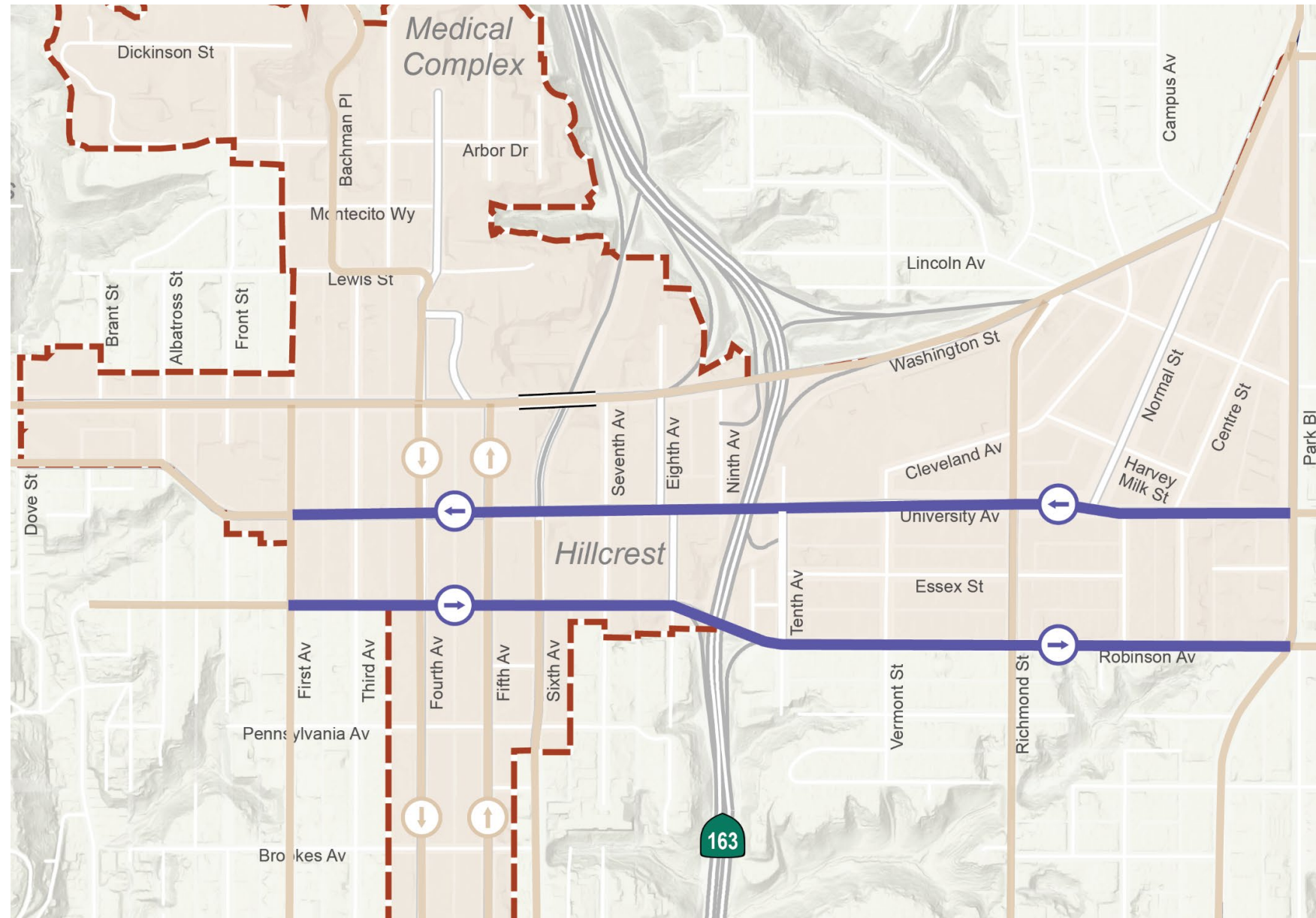
← PROJECT MANAGEMENT & TEAM COORDINATION →

# Concepts from Jan. 2021 Meeting

## One-Way Couplet

Out of 28 responses

- 32% (9) strongly support
- 21% (6) somewhat support
- 7% (2) support neutral
- 32% (9) do not support
- 7% (2) strongly do not support

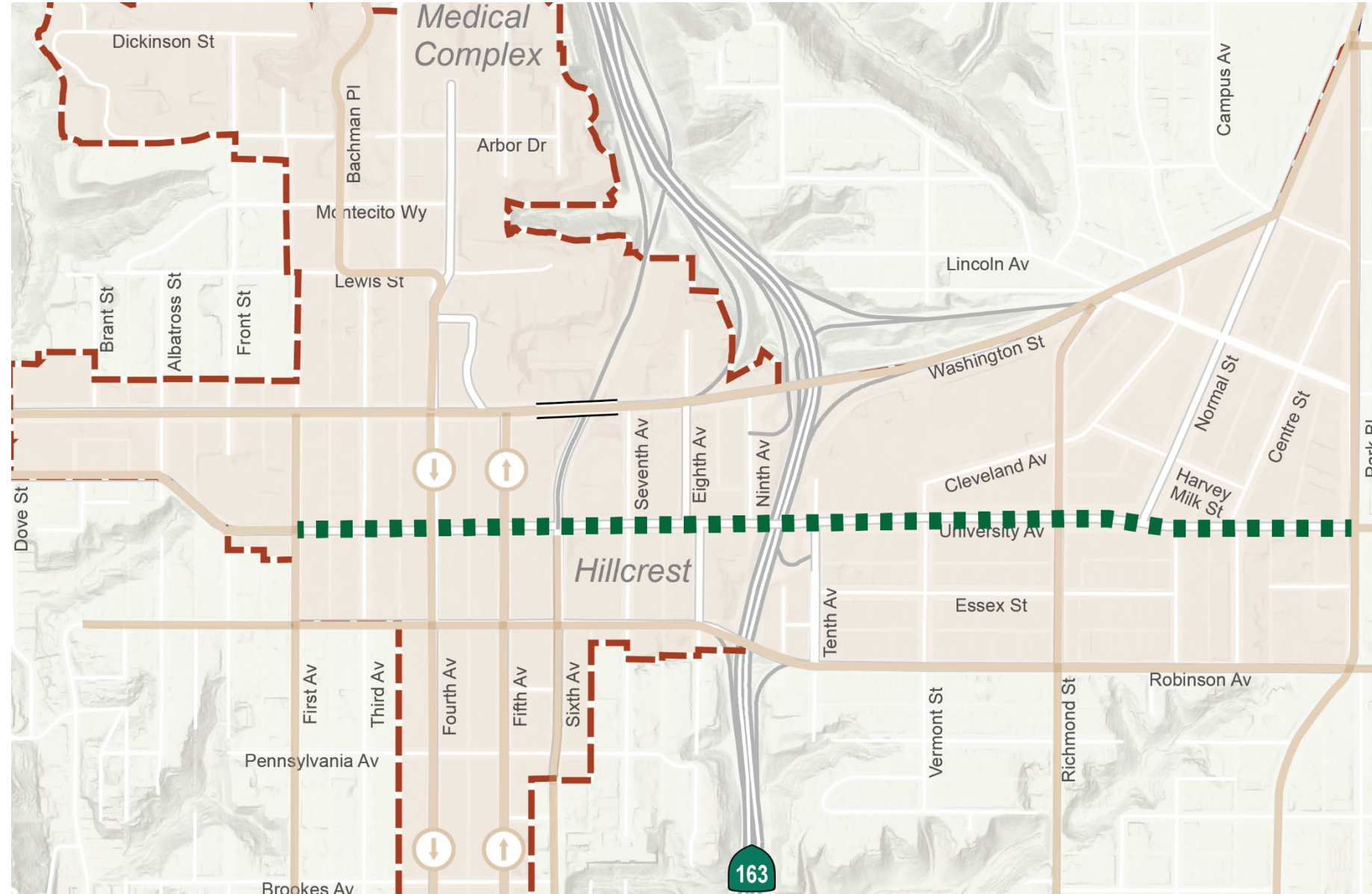


# Concepts from Jan. 2021 Meeting

## Transit/ Multimodal/ Emergency Access

Out of 32 responses

- 41% (13) strongly support
- 6% (2) somewhat support
- 6% (2) support neutral
- 22% (7) do not support
- 25% (8) strongly do not support





# Concepts from Jan. 2021 Meeting



What are your modal priorities for right-of-way on University?

Out of 32 responses (each chose two)

1. 53% (17) Bicycle facilities
2. 47% (15) Transit facilities
3. 44% (14) Active public spaces
4. 41% (13) Wider sidewalks
5. 9% (3) On-street parking
6. 6% (2) Vehicular facilities

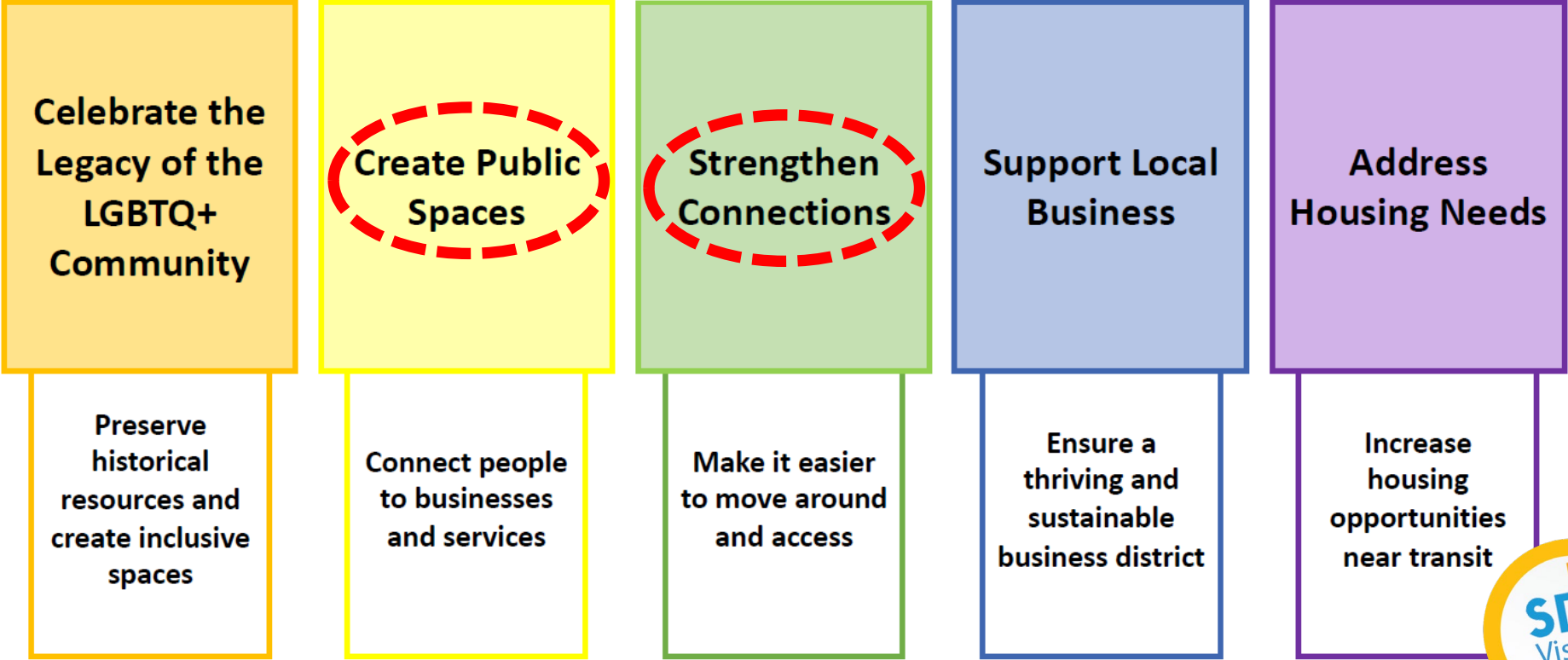
# Concepts from Jan. 2021 Meeting



Also discussed...

- Intersection crossings (pedestrian lead interval, no-turn on red, pedestrian scramble, curb extension, protected intersection, etc.)
- Mid-block crossings (RRFB, HAWK, etc.)
- Park-once concept
- Mobility hubs
- Alleyway activation

# Network Development



# Network Development

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- Input from community members
- Interagency meetings
  - Caltrans – shared concerns about traffic backing up onto SR-163
  - SANDAG – is flexible on the LRT alignment; shared a concept on Robinson over the bridge; traffic calming on University and Robinson; buffered bike lanes on Robinson
  - Fire Department – shared concerns about emergency response and access to buildings with wider sidewalks and public spaces



# Network Development

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

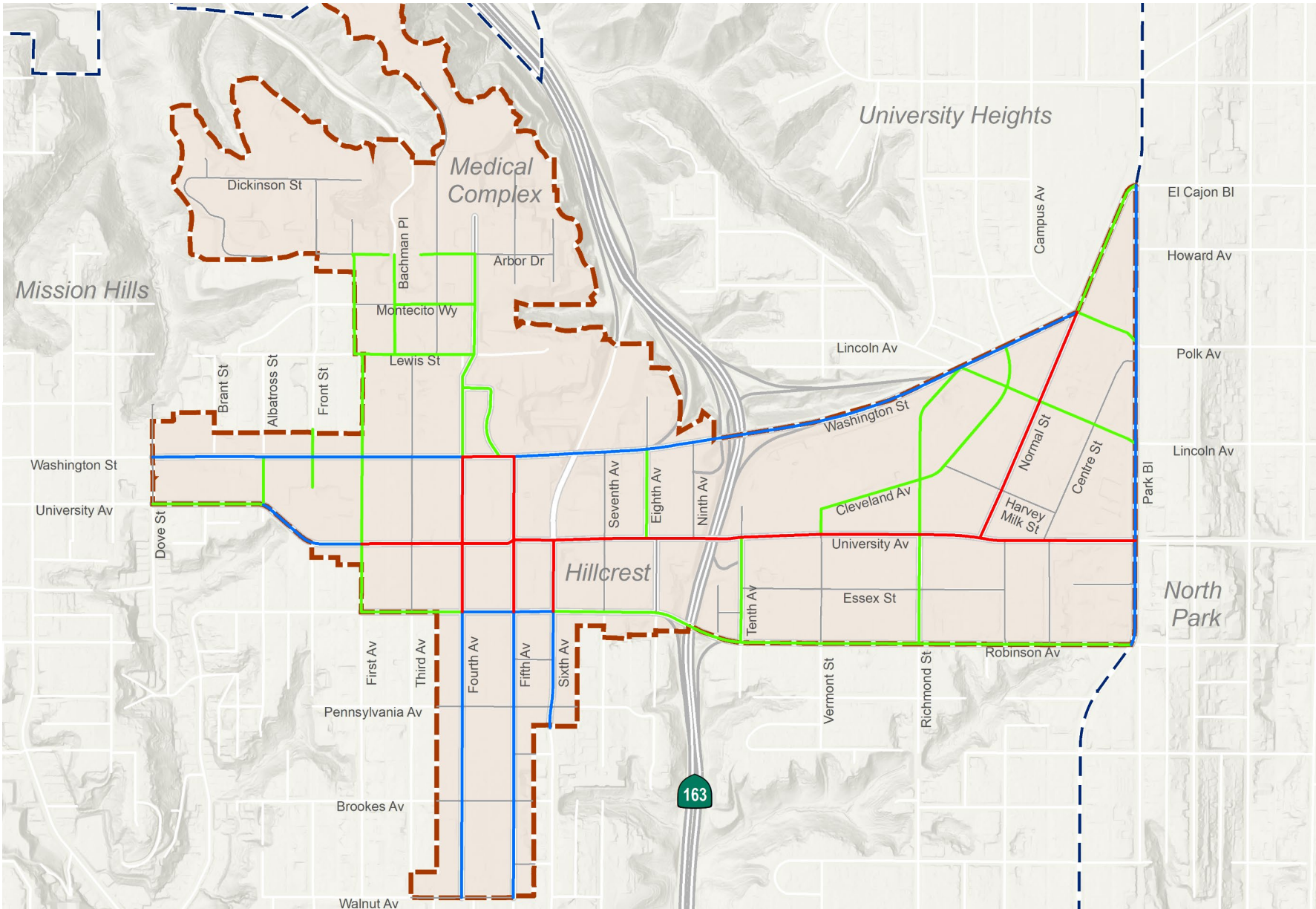
**Option 2:** Transit Only Lanes & One Vehicle Travel Lane in Each Direction

**Option 3:** Hybrid Option with Transit Only Lanes, and one-way couplet (west of 10<sup>th</sup> Ave) & One Vehicle Travel Lane in Each Direction (east of 10<sup>th</sup> Ave)

# Draft Pedestrian Network

## Planned Pedestrian Route Types

- District
- Corridor
- Connector
- Neighborhood
- Hillcrest Boundary
- Community Planning Area Boundaries





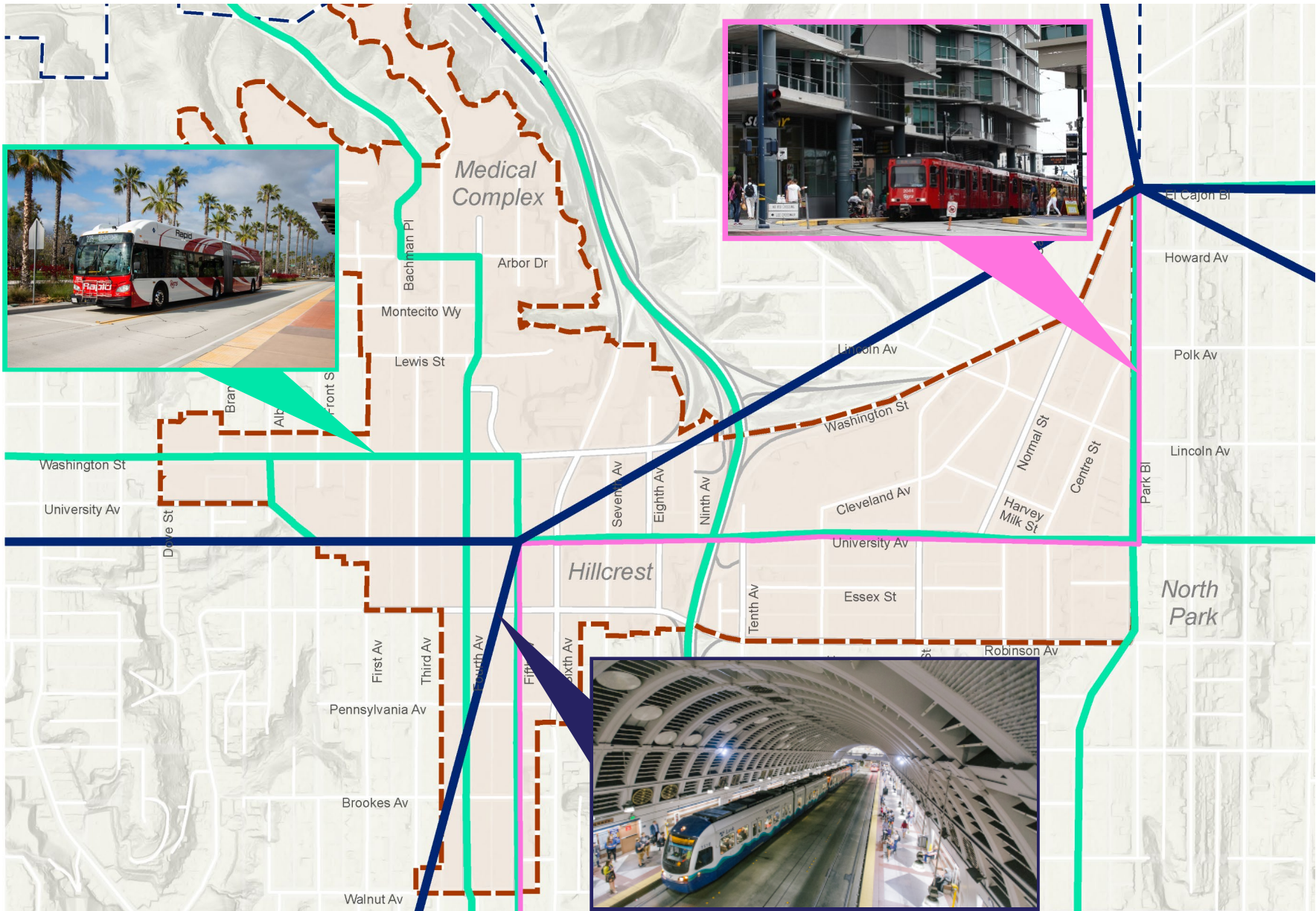
# SANDAG Transit Network



San Diego's Regional Planning Agency




**Transit Service (SANDAG 2021 RTP)**

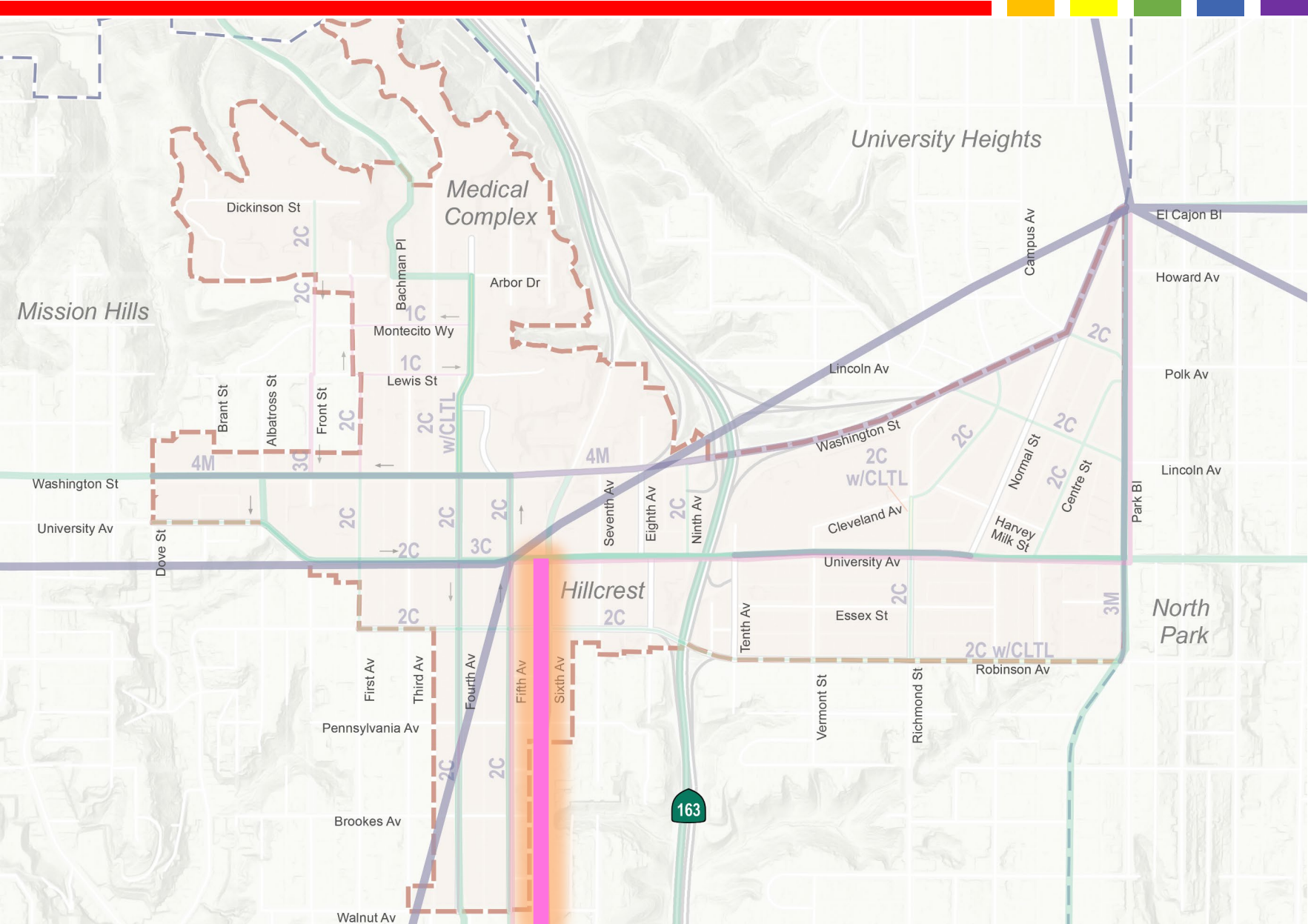
- Commuter Rail
- Light Rail
- Next Gen Rapid
- Hillcrest Boundary
- Community Planning Area Boundaries



# Draft Transit Network

**Recommended Alignment Change**
















-  Light Rail
-  Hillcrest Boundary
-  Community Planning Area Boundaries

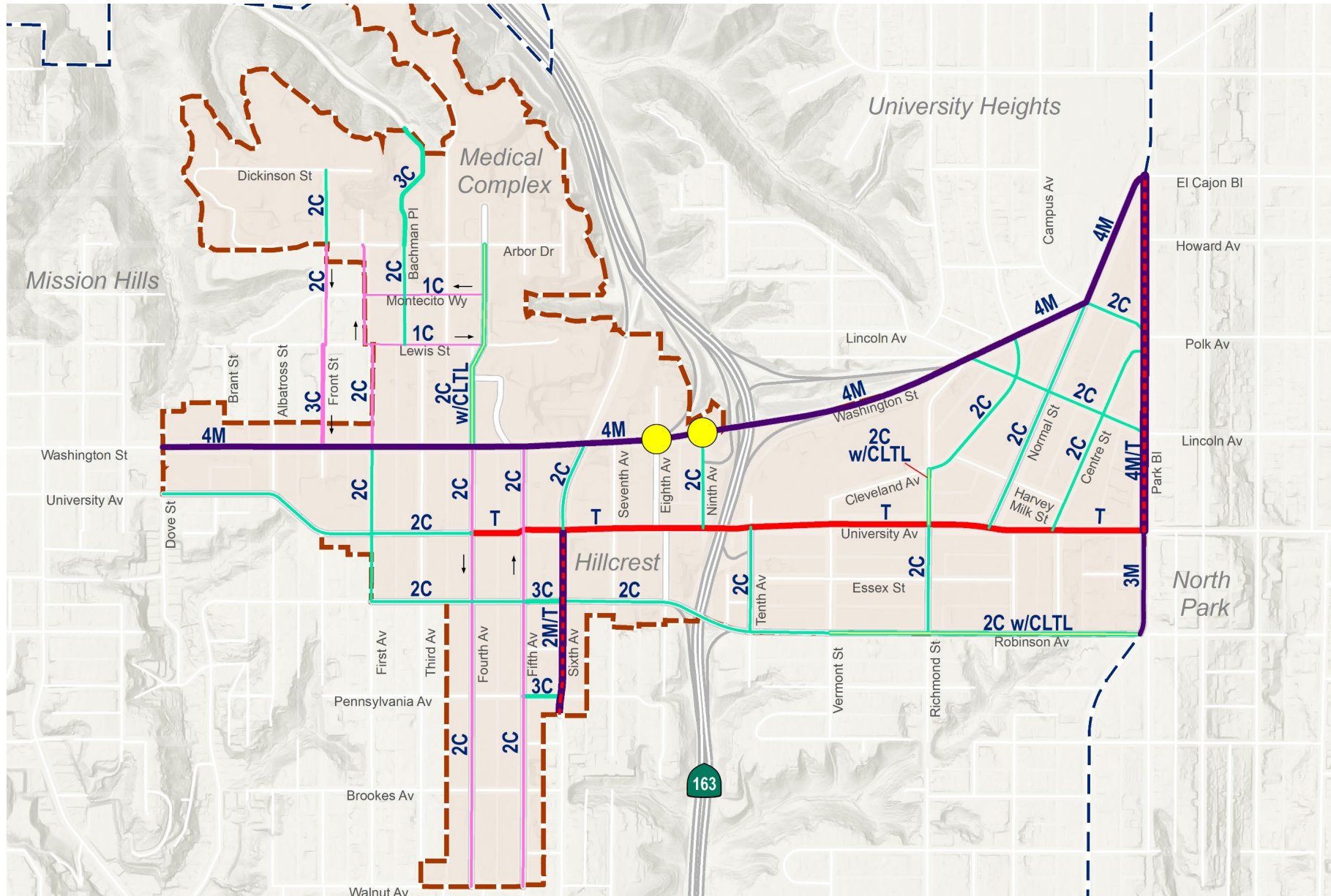




# Draft Vehicular Network - Option 1







## Recommended Functional Classifications

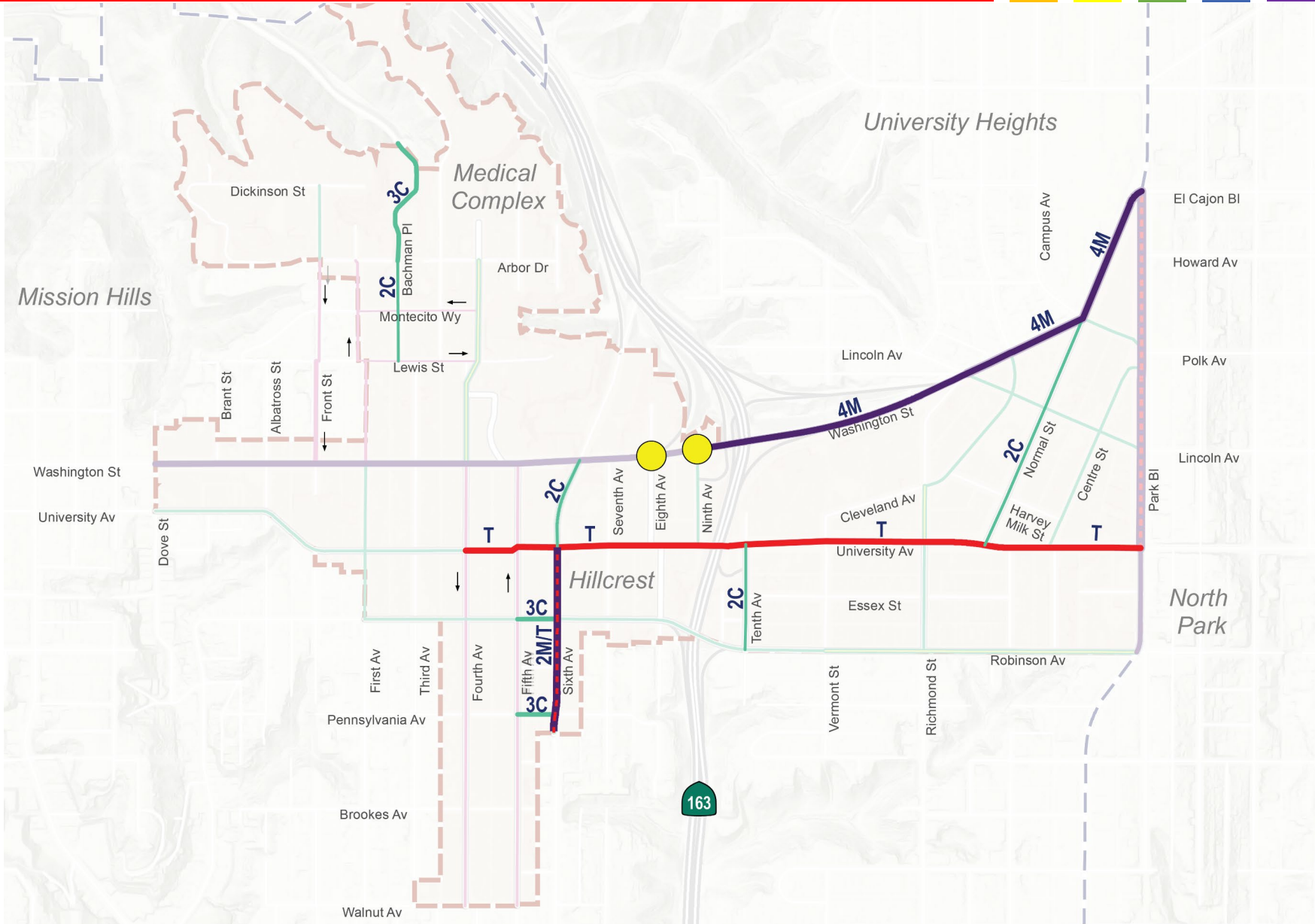
-  4-Lane Major Arterial w/Center Running Transit (4M/T)
-  4-Lane Major Arterial (4M)
-  3-Lane Major Arterial (3M)
-  2-Lane Major Arterial w/Center Running Transit (2M/T)
-  4-Lane Collector (4C)
-  3-Lane Collector (3C)
-  3-Lane Collector Oneway (3C)
-  2-Lane Collector w/Center Left Turn Lane (2C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

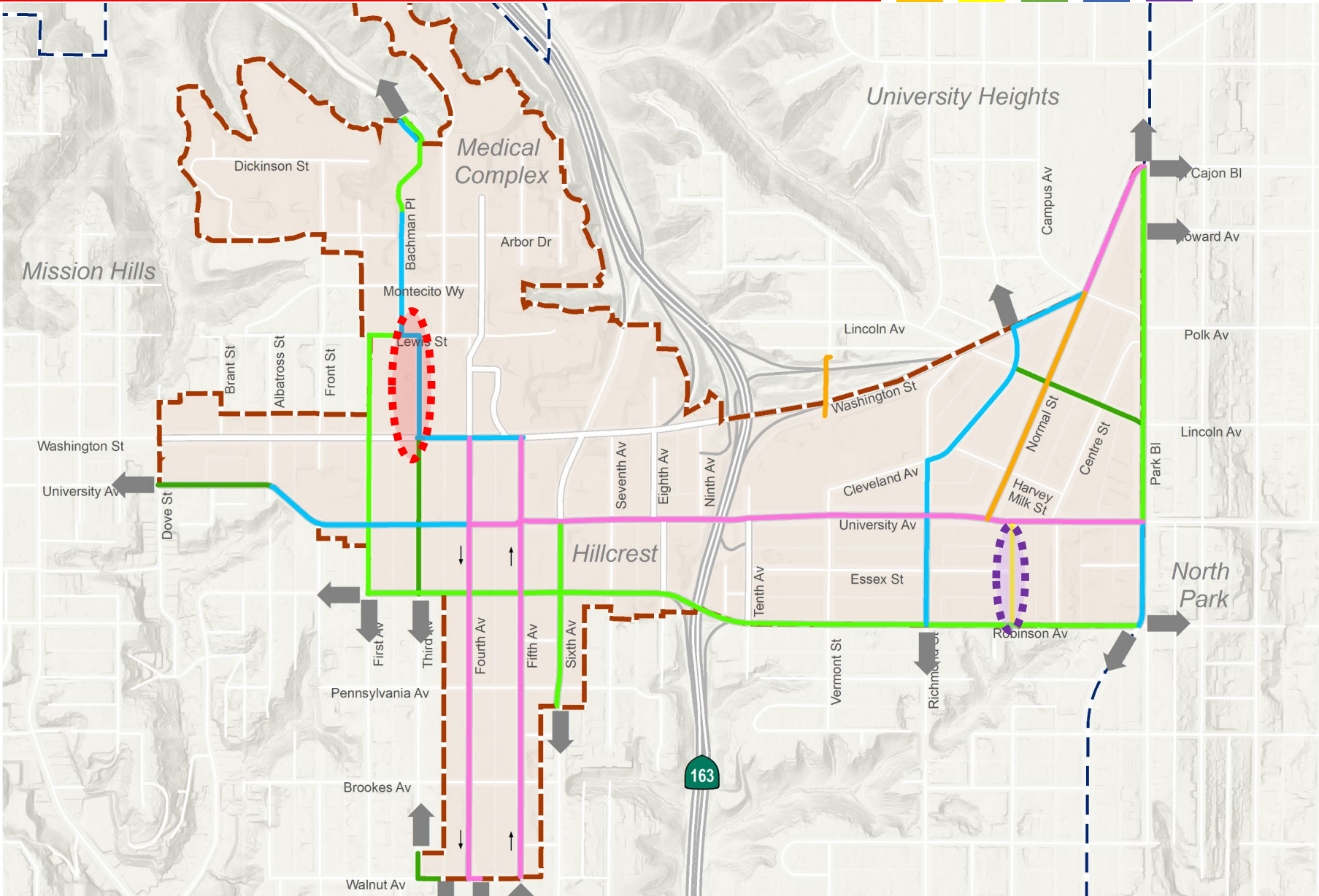




# Draft Bicycle Network - Option 1

## Recommended Bicycle Facility Classifications

- Class I - Bike Path
- Class II - Bike Lane
- Class III - Bike Route
- Class II/III - Bike Lane (SB) / Bike Route (NB)
- Class IV - Cycle Track
- Enhanced Class III - Bike Boulevard
- Advisory Bike Lane
- Hillcrest Boundary
- Community Planning Area Boundaries
- ➔ Bicycle Connection to Neighboring Community



# Draft Bicycle Network

## Contra-Flow Bike Lane

- Provides connectivity and access to cyclists traveling in both directions
- Eliminates out-of-direction travel for cyclists
- Reduces wrong-way riding
- Decreases sidewalk riding



NACTO



# Draft Bicycle Network

## Advisory Bike Lane (Edge Lane Road)

- Constraint roadway width
- Low speed
- Low volume



14<sup>th</sup> Street,  
Minneapolis MN

Somerset Street, Ottawa, ON

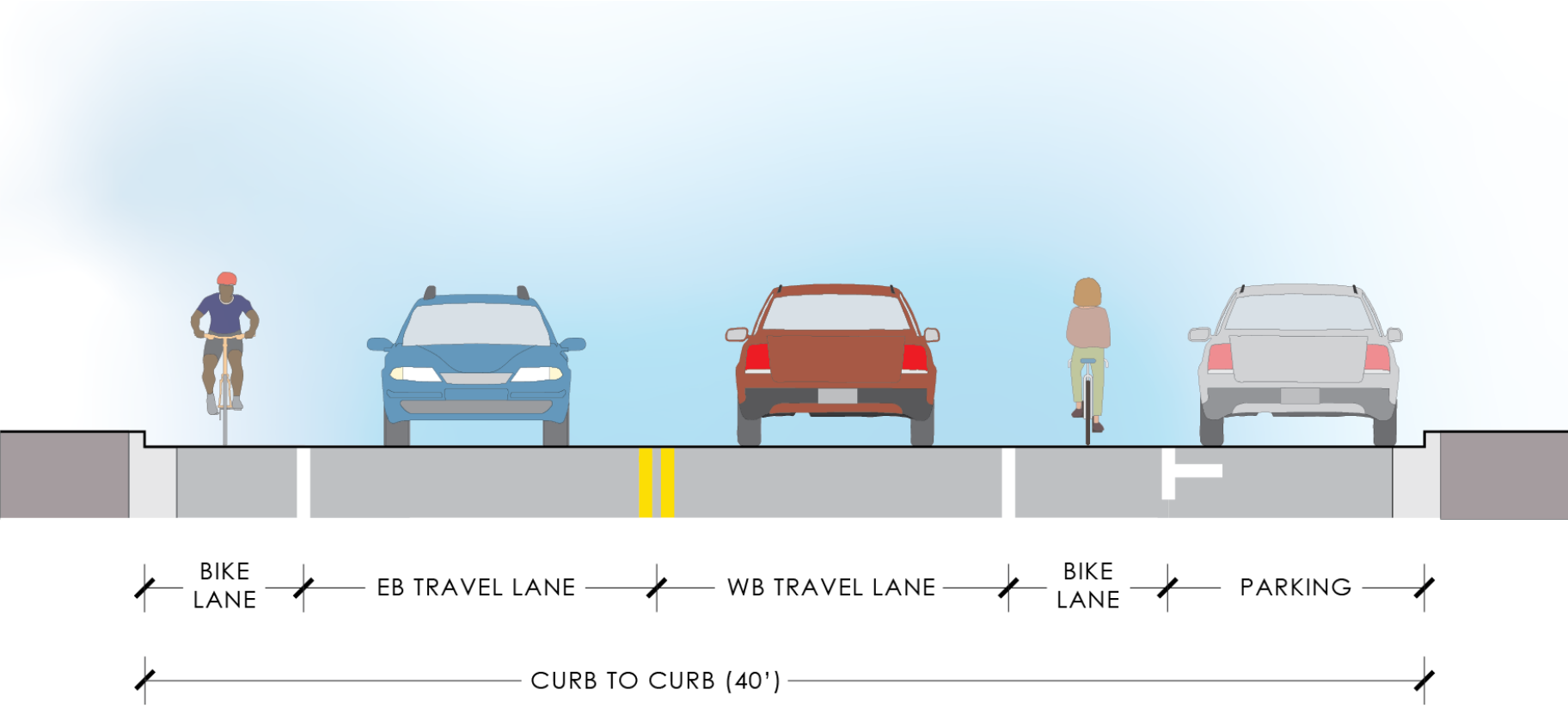


Potoman Greens Drive,  
Alexandria, VA



# Cross-Sections - Option 1

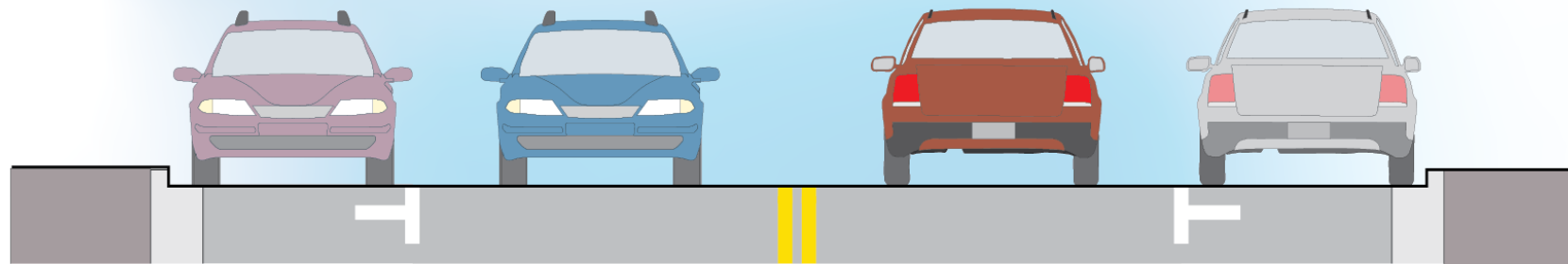
## University Avenue (western section)



EXISTING CURB-TO-CURB  
VARIES BETWEEN 40' AND 48'

# Cross-Sections - Option 1

## Robinson Avenue (western section)



—|— PARKING —|— EB TRAVEL LANE —|— WB TRAVEL LANE —|— PARKING —|—

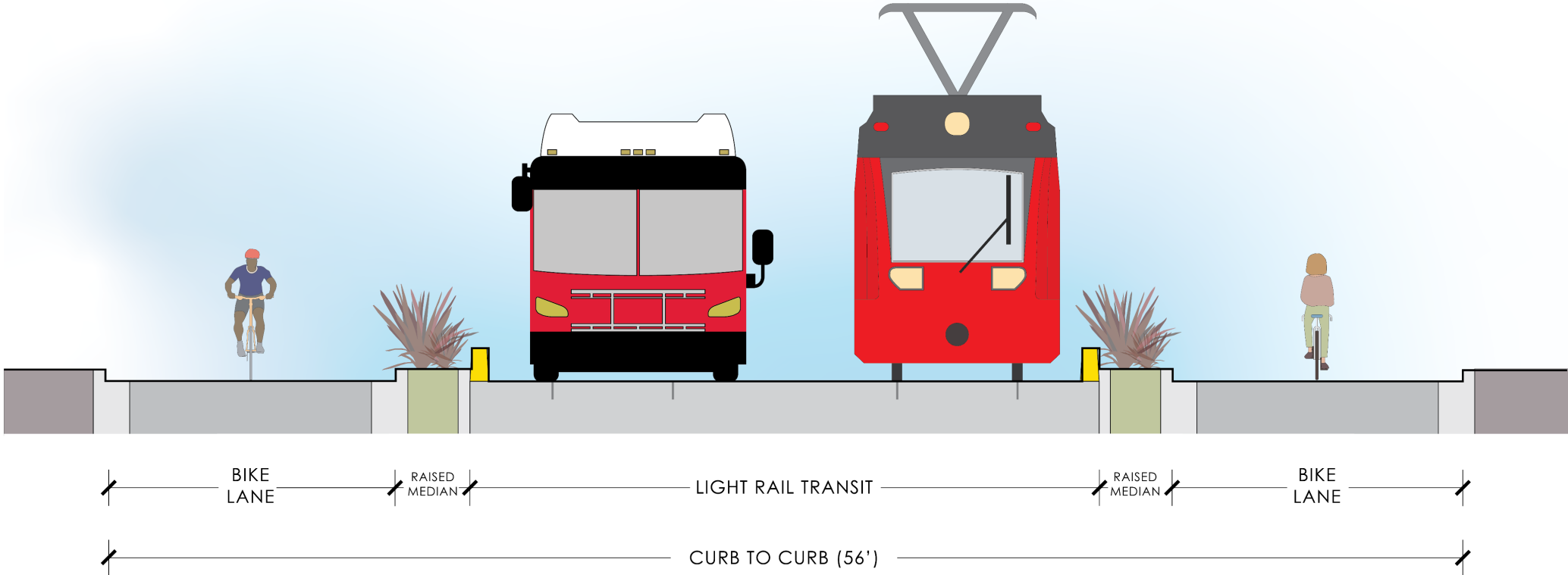
—|— CURB TO CURB (36') —|—

EXISTING CURB-TO-CURB IS 36'



# Cross-Sections - Option 1

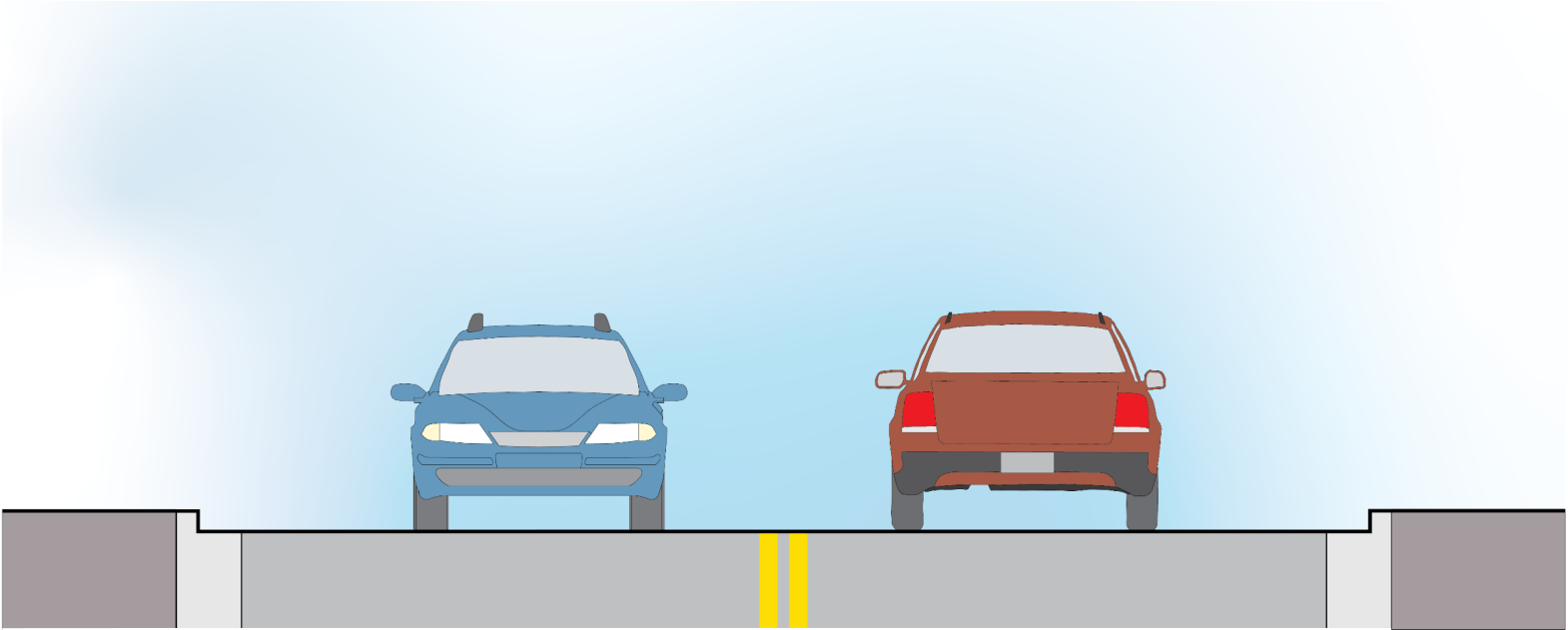
## University Avenue (middle section, between 6<sup>th</sup> Avenue and 9<sup>th</sup> Avenue)



EXISTING CURB-TO-CURB  
VARIES BETWEEN 56' AND 68'

# Cross-Sections - Option 1

## Robinson Avenue (middle section)



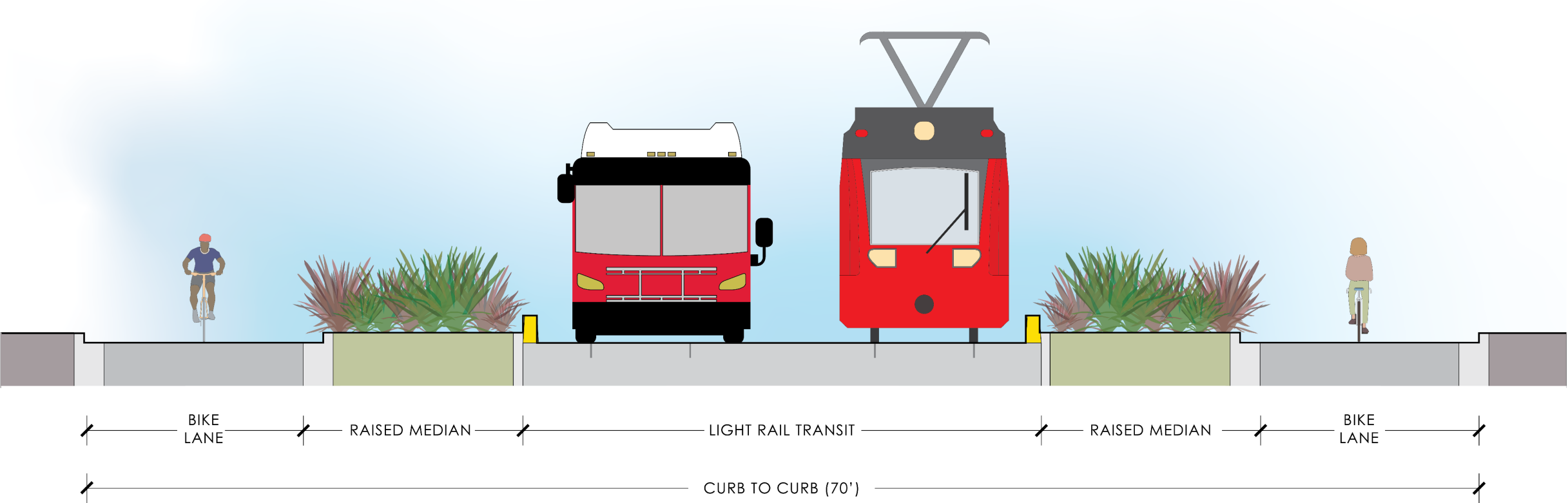
EB TRAVEL LANE      WB TRAVEL LANE

CURB TO CURB (26')

EXISTING CURB-TO-CURB IS 26'

# Cross-Sections - Option 1

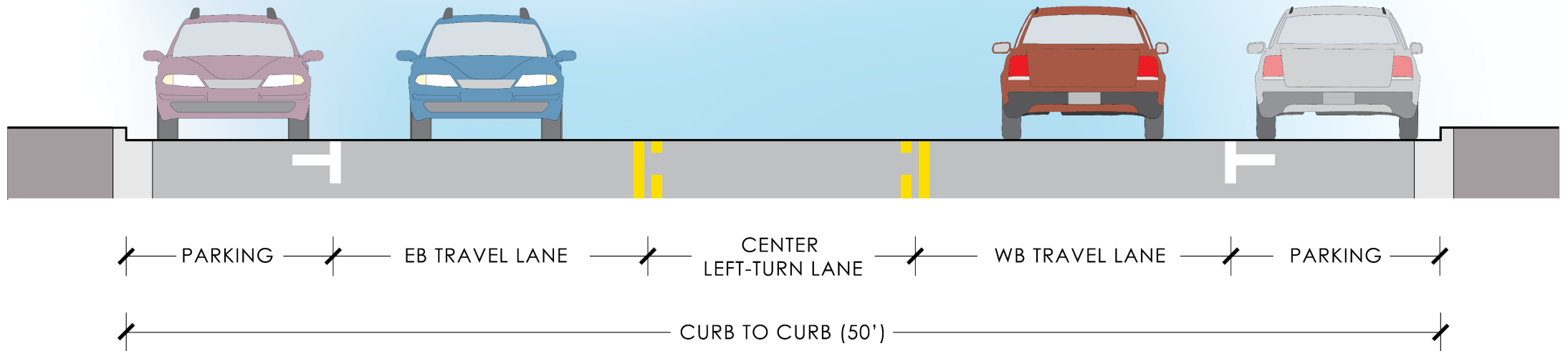
## University Avenue (eastern section)



EXISTING CURB-TO-CURB  
VARIES BETWEEN 103' AND 110'

# Cross-Sections - Option 1

## Robinson Avenue (eastern section)

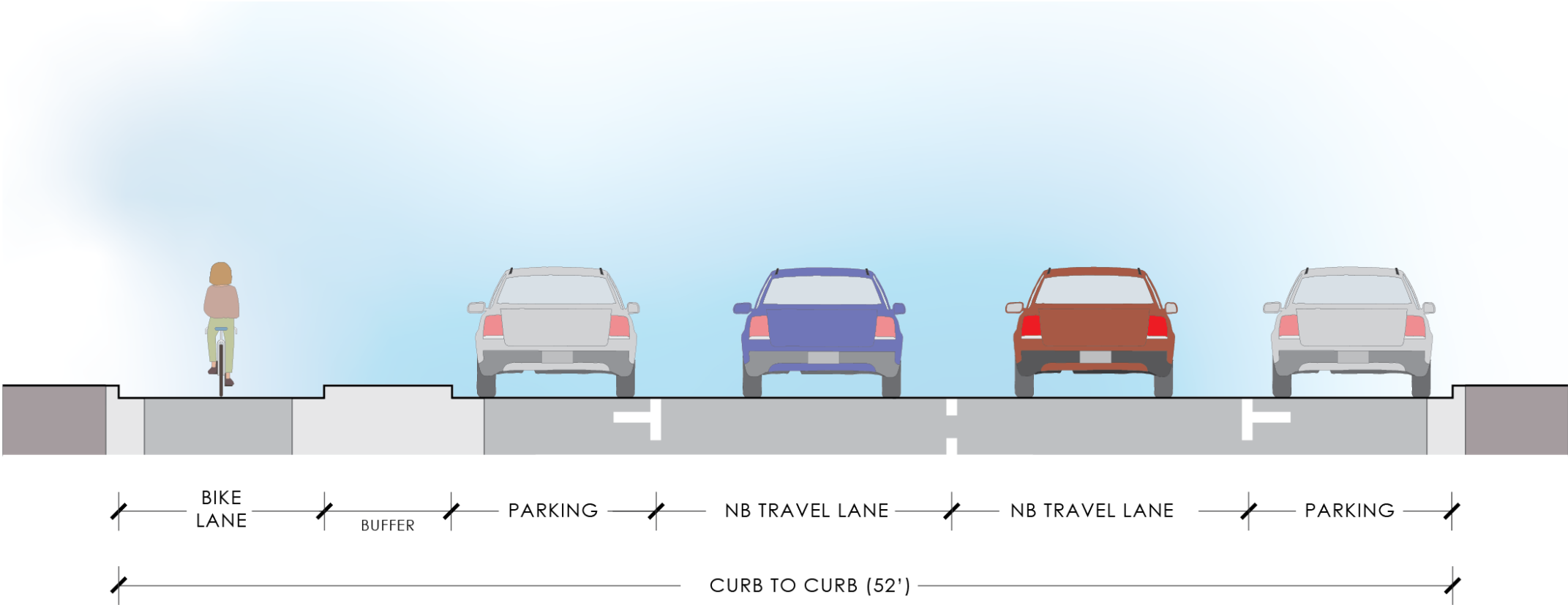


EXISTING CURB-TO-CURB  
VARIES BETWEEN 50' AND 52'

# Cross-Sections - Option 1



## 5th Avenue



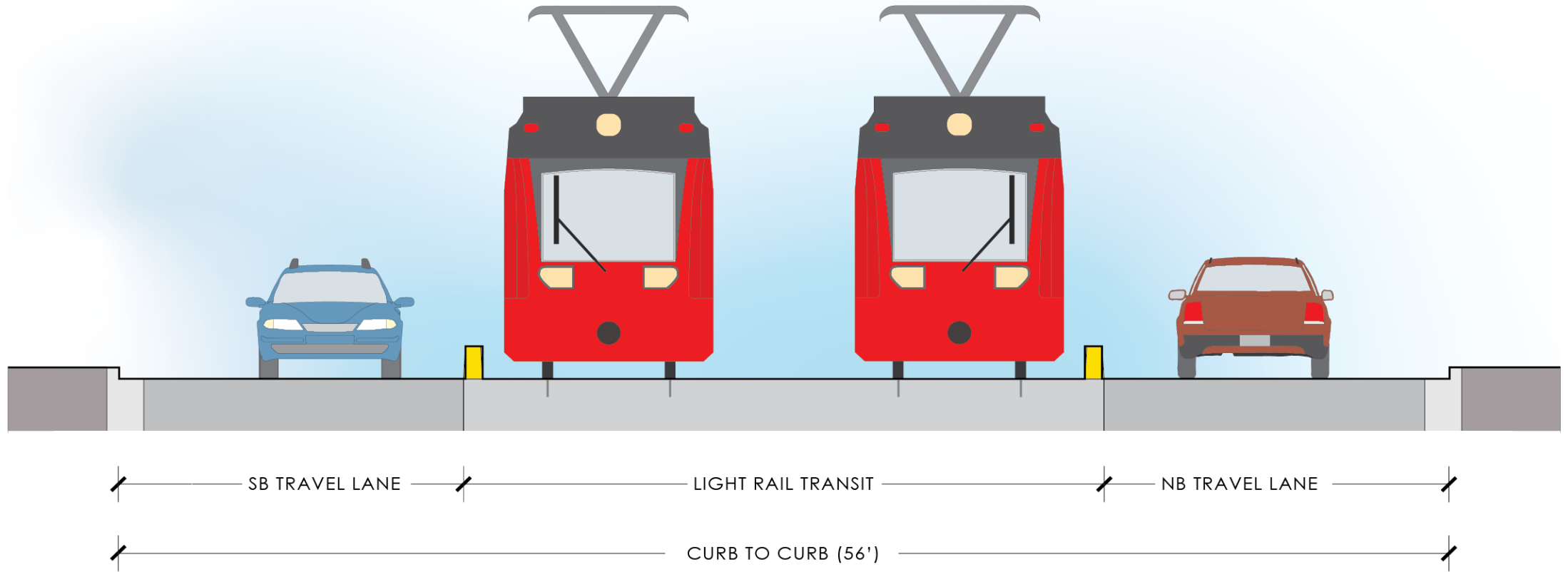
EXISTING CURB-TO-CURB IS 52'



# Cross-Sections - Option 1



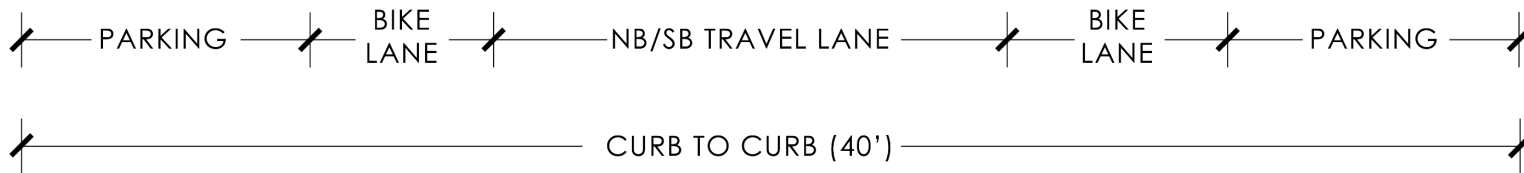
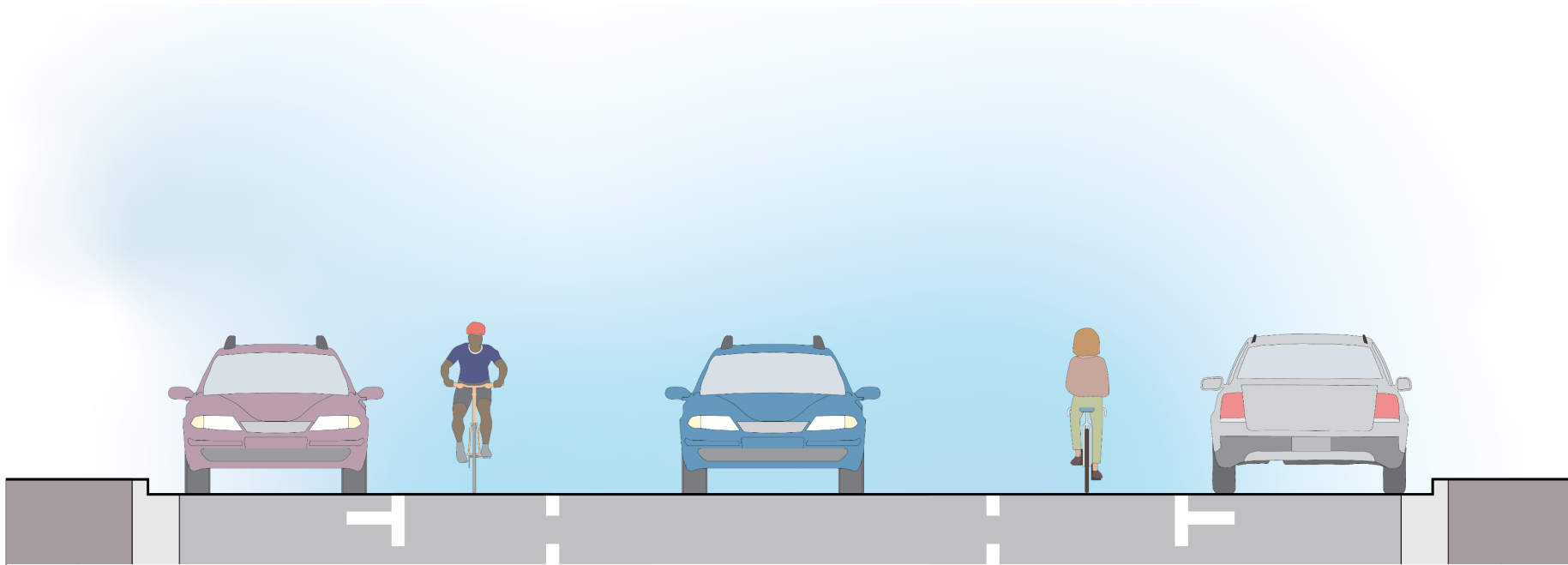
## 6th Avenue



EXISTING CURB-TO-CURB  
VARIES BETWEEN 56' AND 58'

# Cross-Sections - Option 1

## Herbert Street



# Group Discussion - Option 1

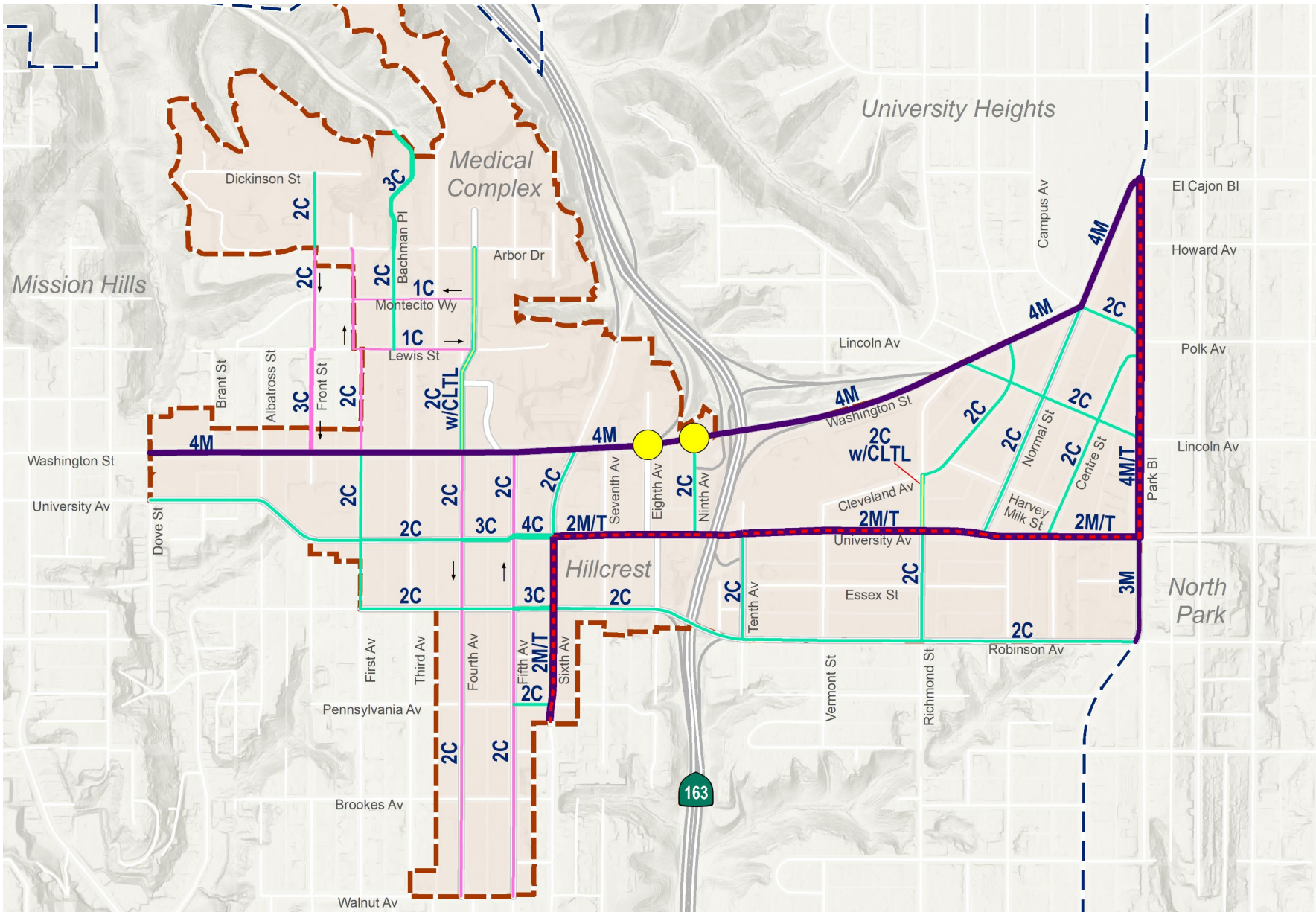
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# Draft Vehicular Network - Option 2






## Recommended Functional Classifications

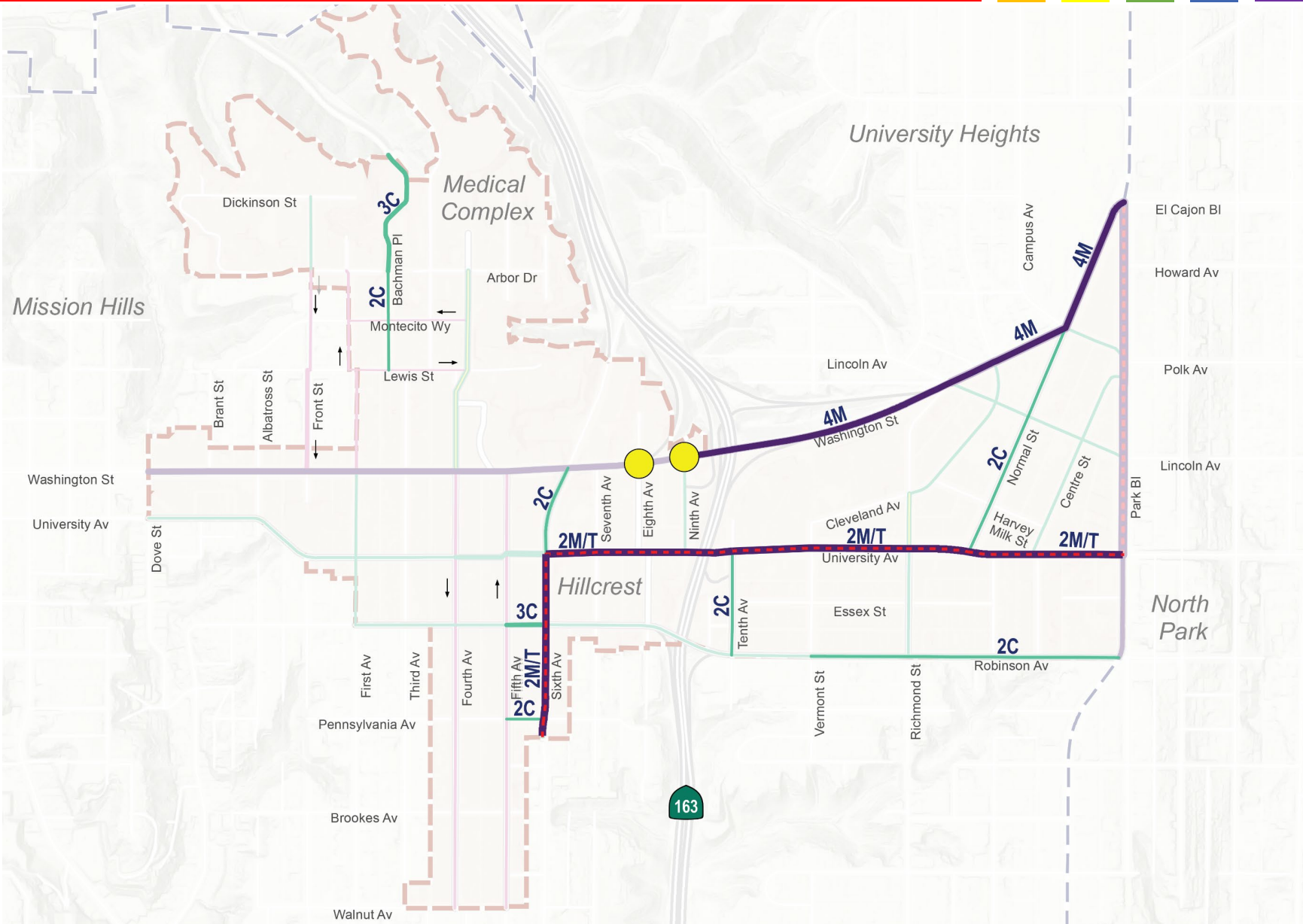
-  4-Lane Major Arterial w/Center Running Transit (4M/T)
-  4-Lane Major Arterial (4M)
-  3-Lane Major Arterial (3M)
-  2-Lane Major Arterial w/Center Running Transit (2M/T)
-  4-Lane Collector (4C)
-  3-Lane Collector (3C)
-  3-Lane Collector Oneway (3C)
-  2-Lane Collector w/Center Left Turn Lane (2C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

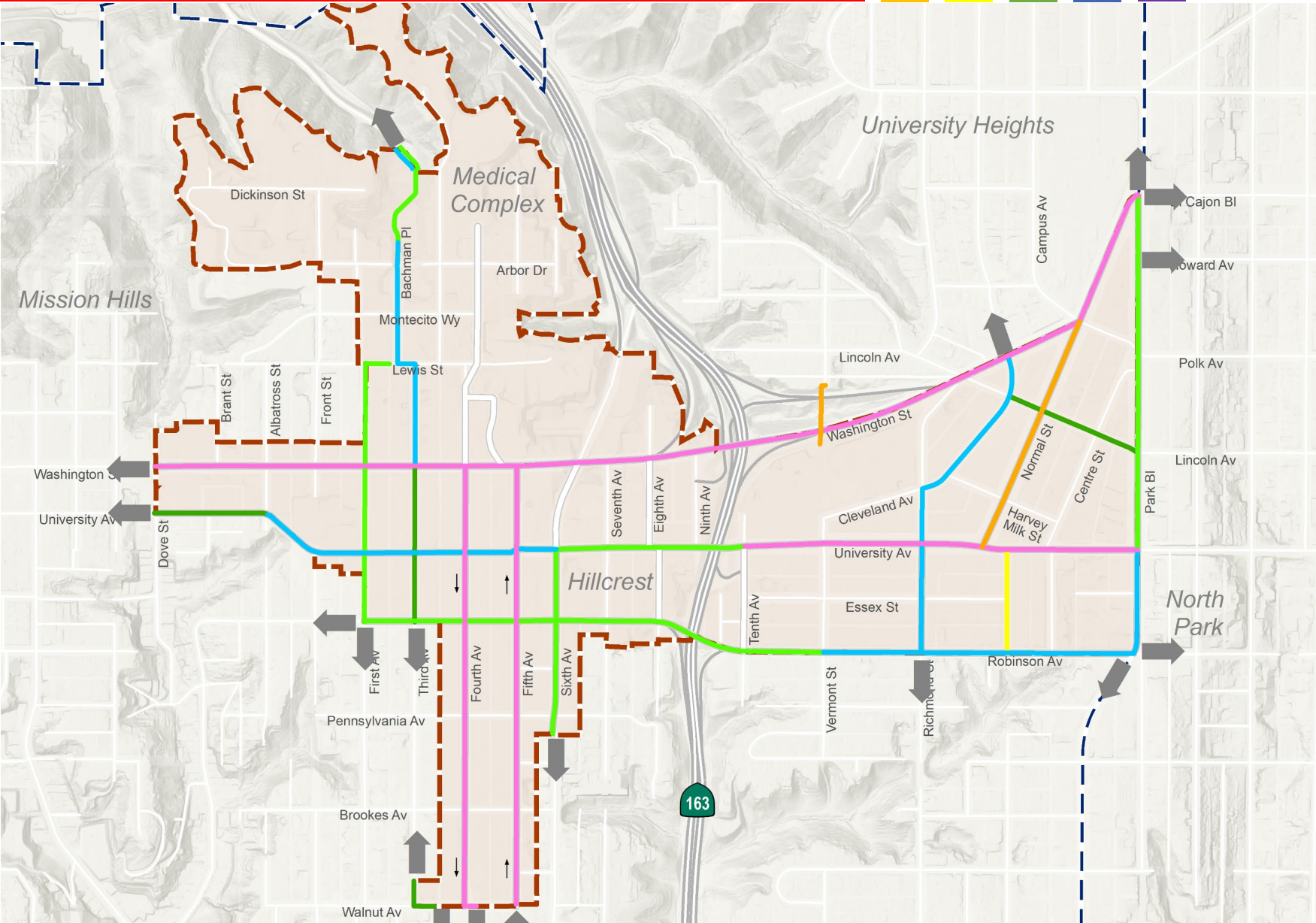




# Draft Bicycle Network - Option 2

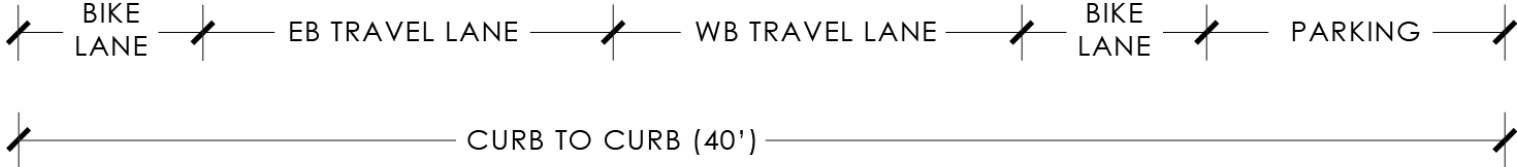
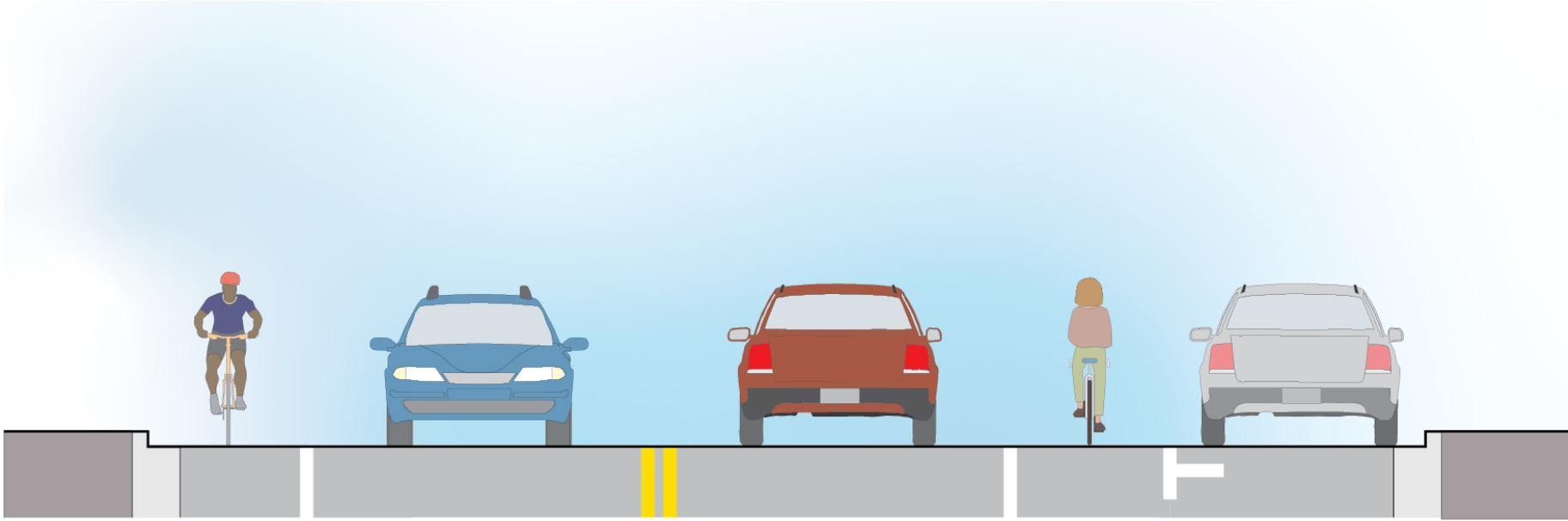
## Recommended Bicycle Facility Classifications

- Class I - Bike Path
- Class II - Bike Lane
- Class III - Bike Route
- Class II/III - Bike Lane (SB) / Bike Route (NB)
- Class IV - Cycle Track
- Enhanced Class III - Bike Boulevard
- Advisory Bike Lane
- Hillcrest Boundary
- Community Planning Area Boundaries
- ➔ Bicycle Connection to Neighboring Community



# Cross-Sections - Options 1 and 2

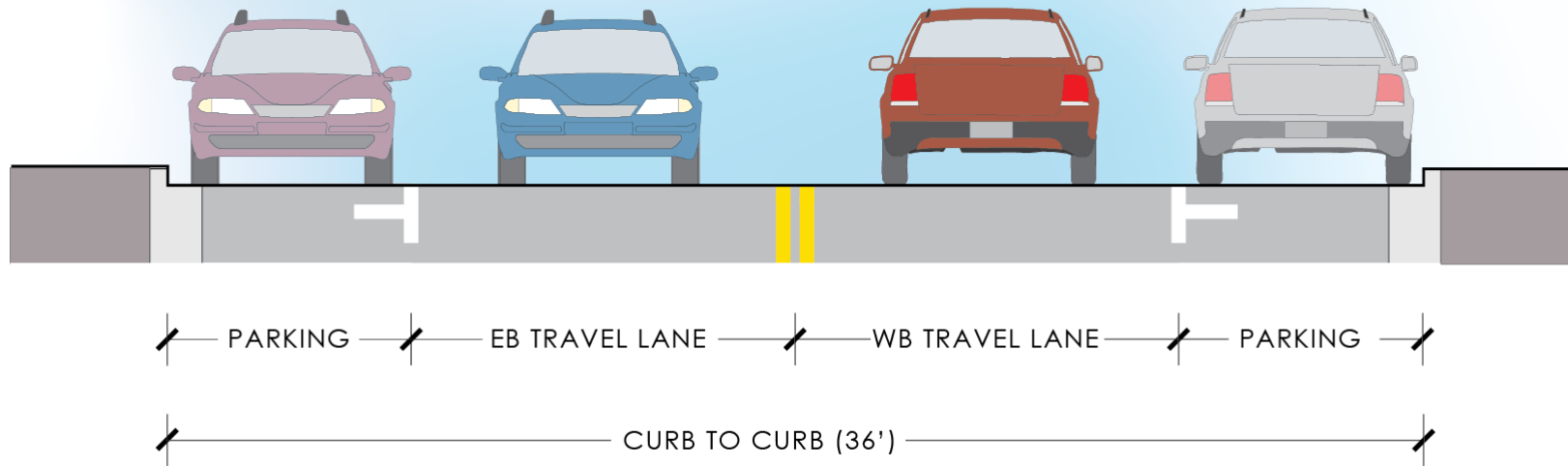
## University Avenue (western section)



EXISTING CURB-TO-CURB  
VARIES BETWEEN 40' AND 48'

# Cross-Sections - Options 1 and 2

## Robinson Avenue (western section)

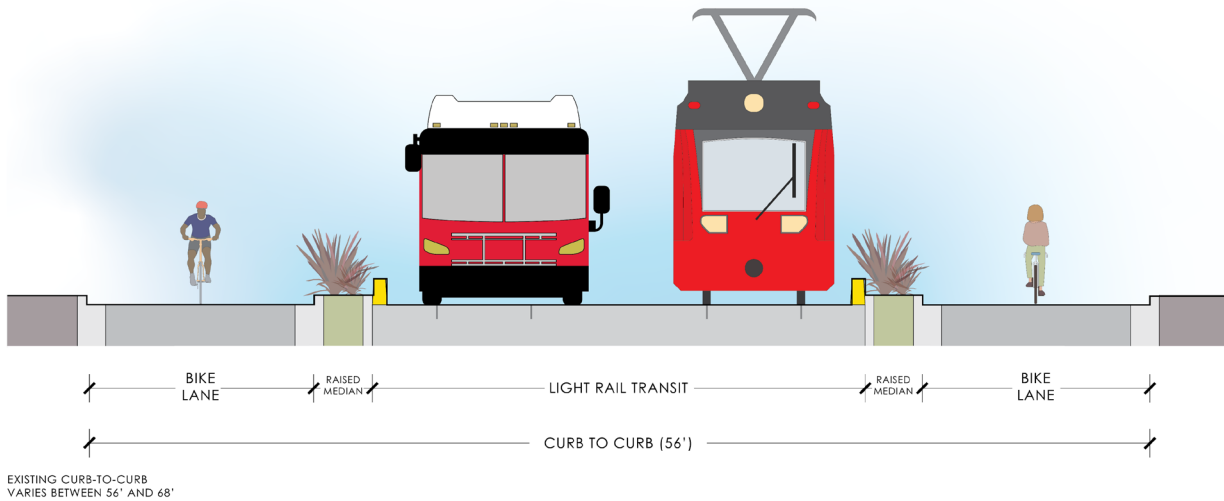


EXISTING CURB-TO-CURB IS 36'

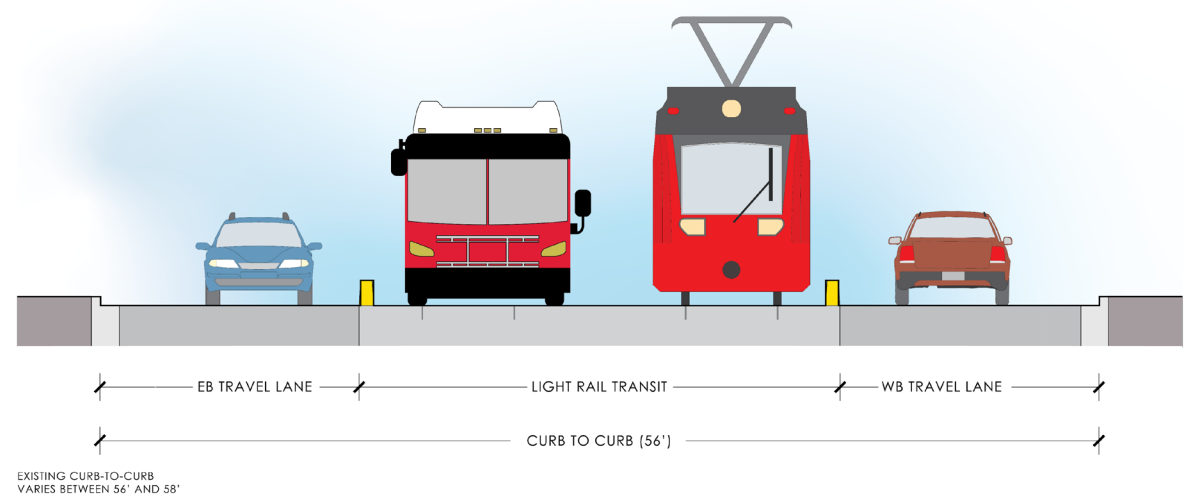


# Cross-Sections - Options 1 and 2

## University Avenue (middle section, between 6<sup>th</sup> Avenue and 9<sup>th</sup> Avenue)



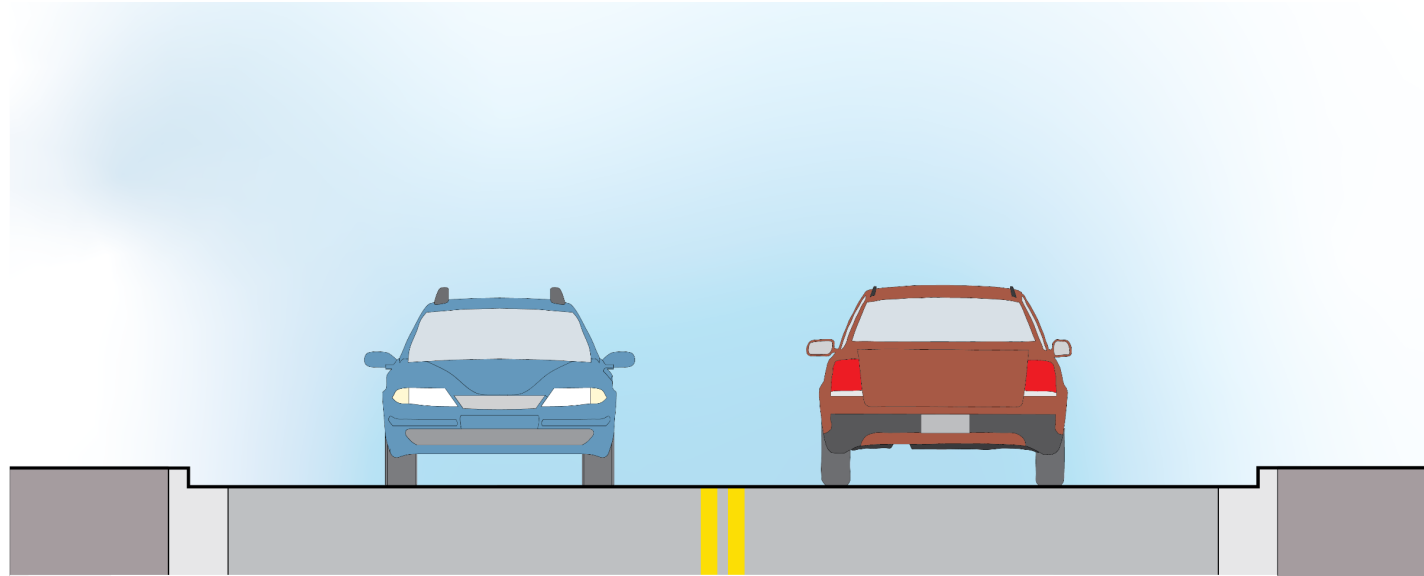
Option 1



Option 2

# Cross-Sections - Options 1 and 2

## Robinson Avenue (middle section)



EB TRAVEL LANE      WB TRAVEL LANE

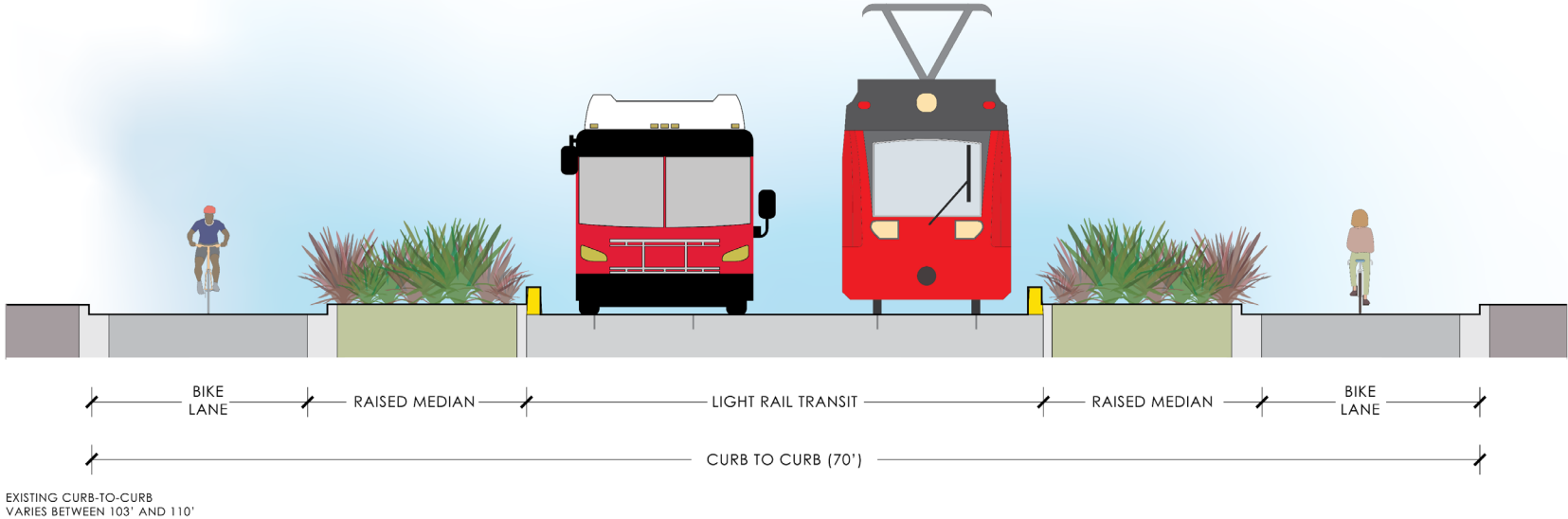
CURB TO CURB (26')

EXISTING CURB-TO-CURB IS 26'

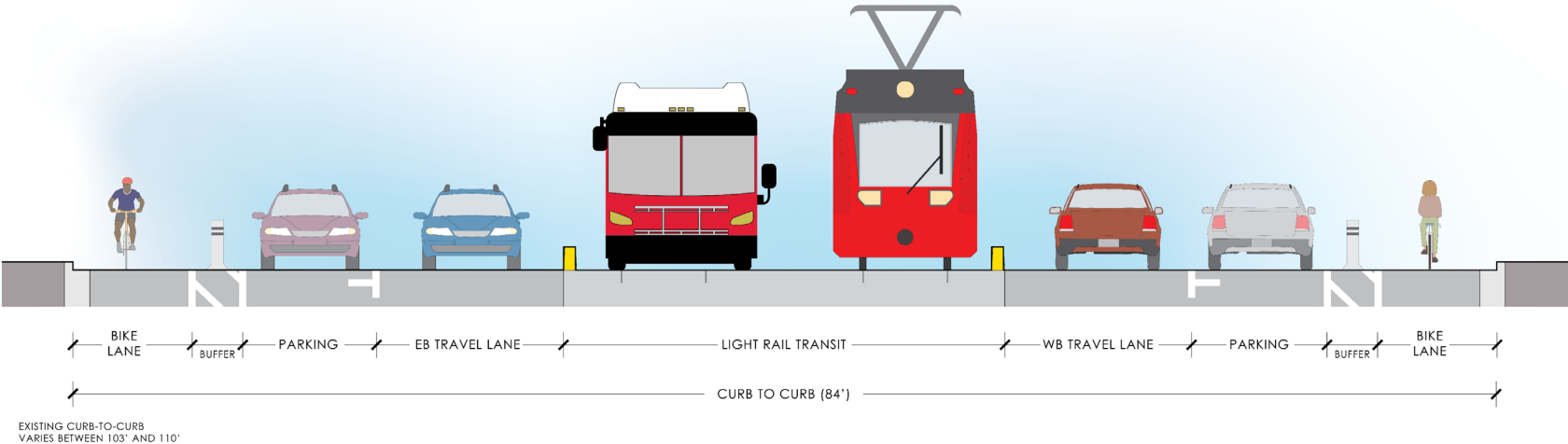
# Cross-Sections - Options 1 and 2

## University Avenue (eastern section)

Option 1

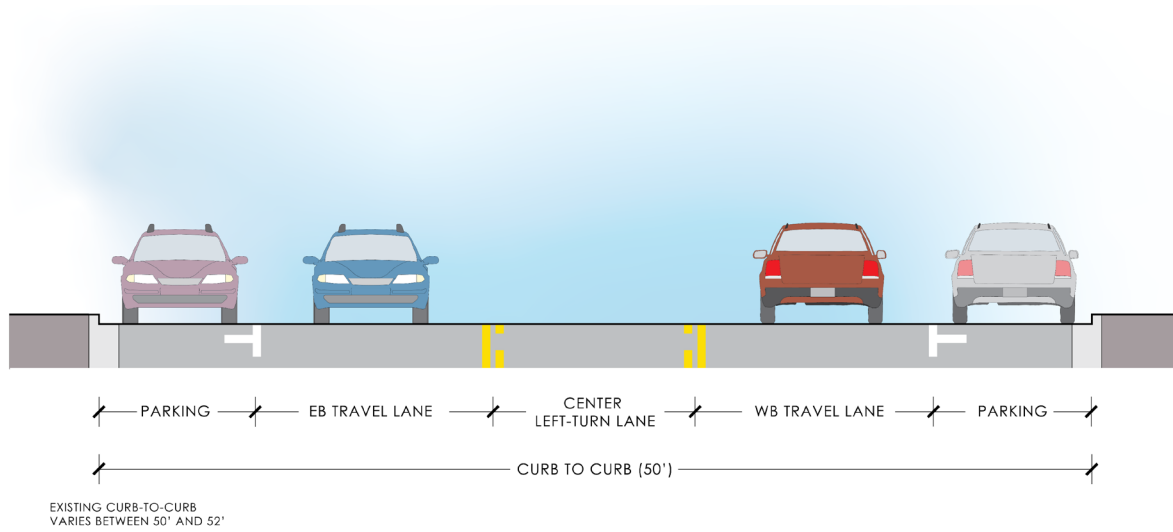


Option 2

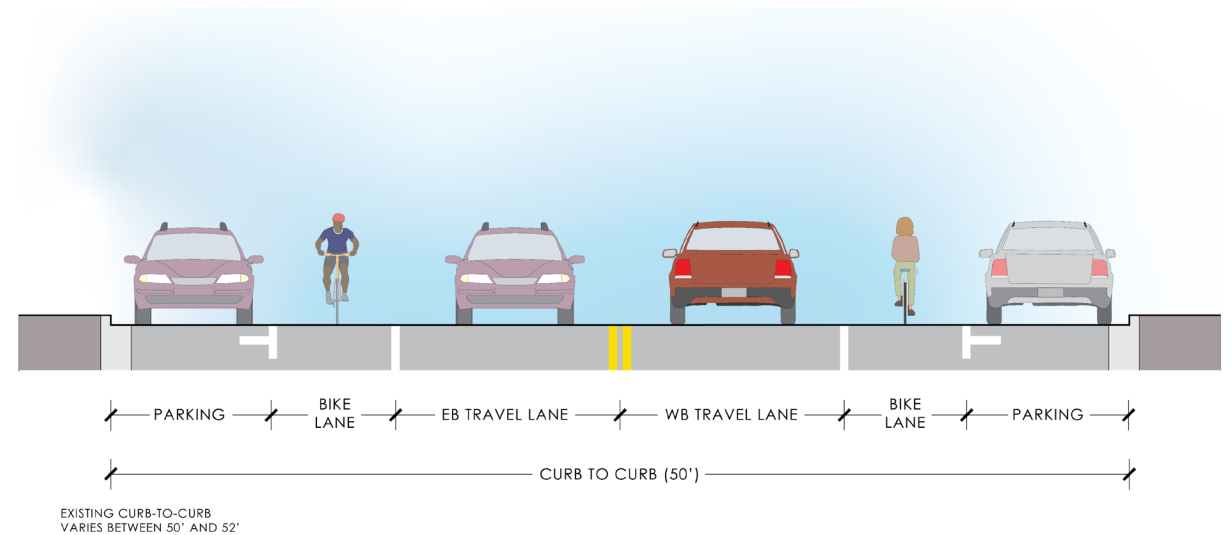


# Cross-Sections - Options 1 and 2

## Robinson Avenue (eastern section)



Option 1



Option 2


















# Group Discussion - Option 2

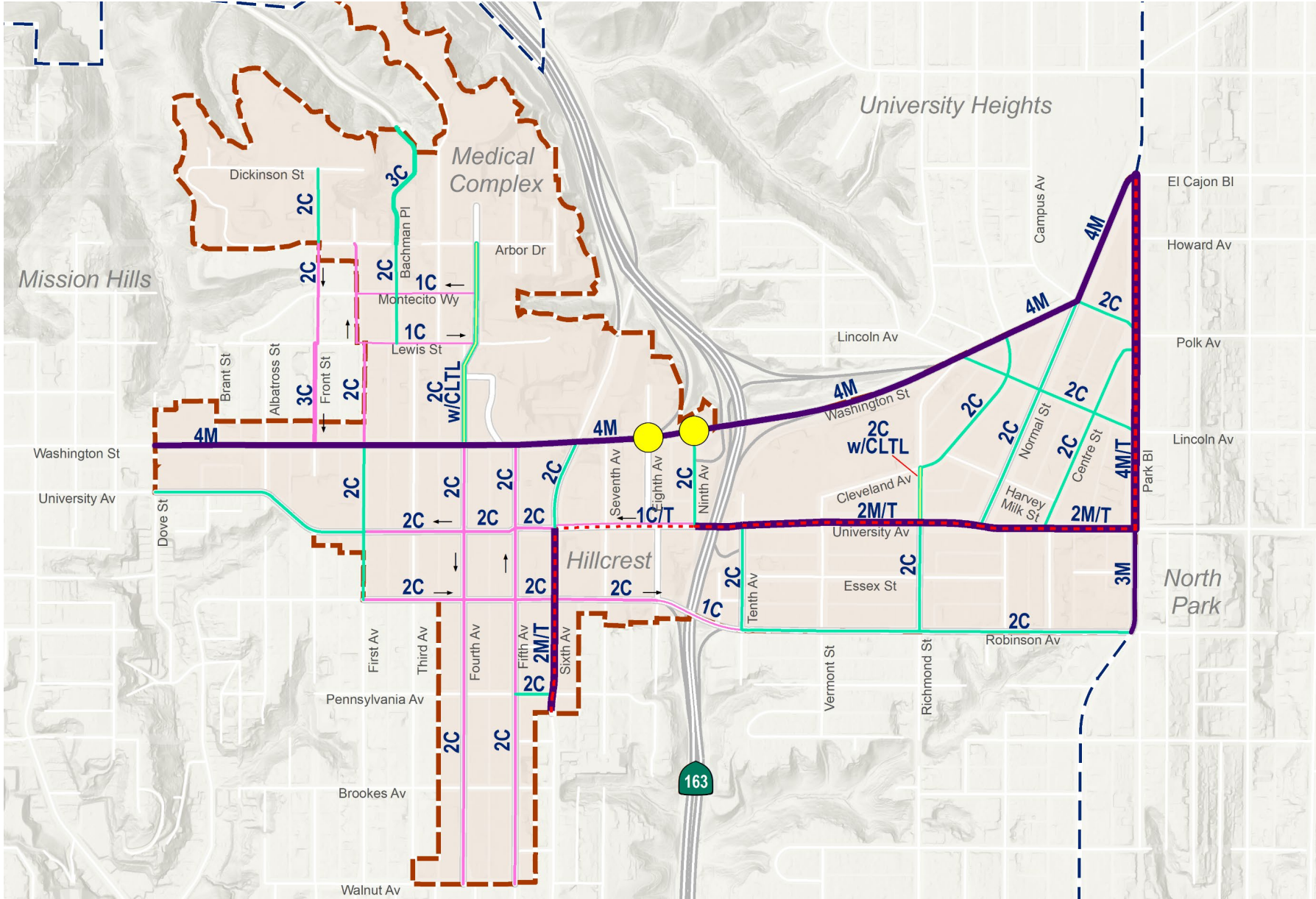
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# Draft Vehicular Network - Option 3

## 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

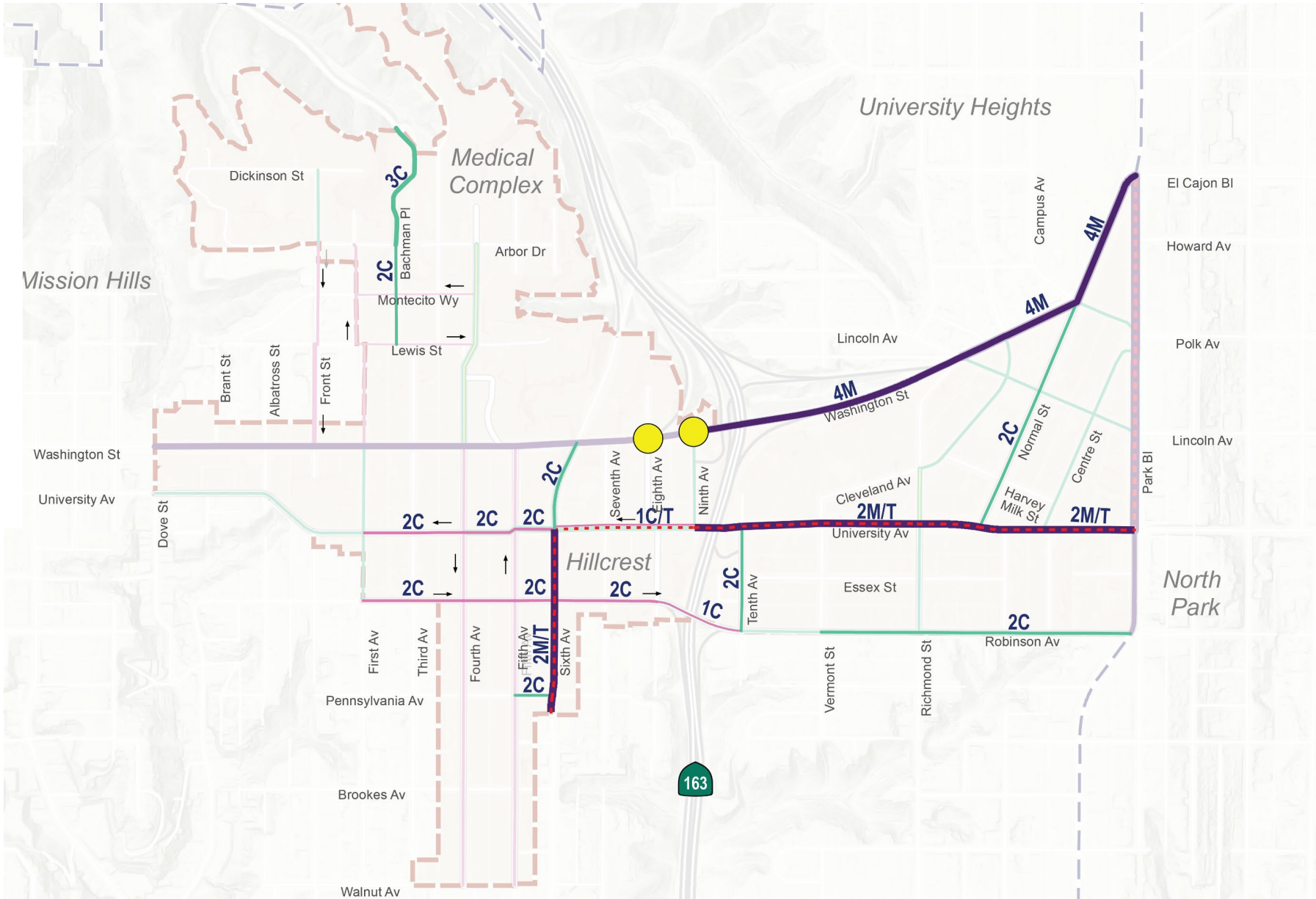




# Draft Vehicular Network - Option 3

## Recommended Functional Classifications

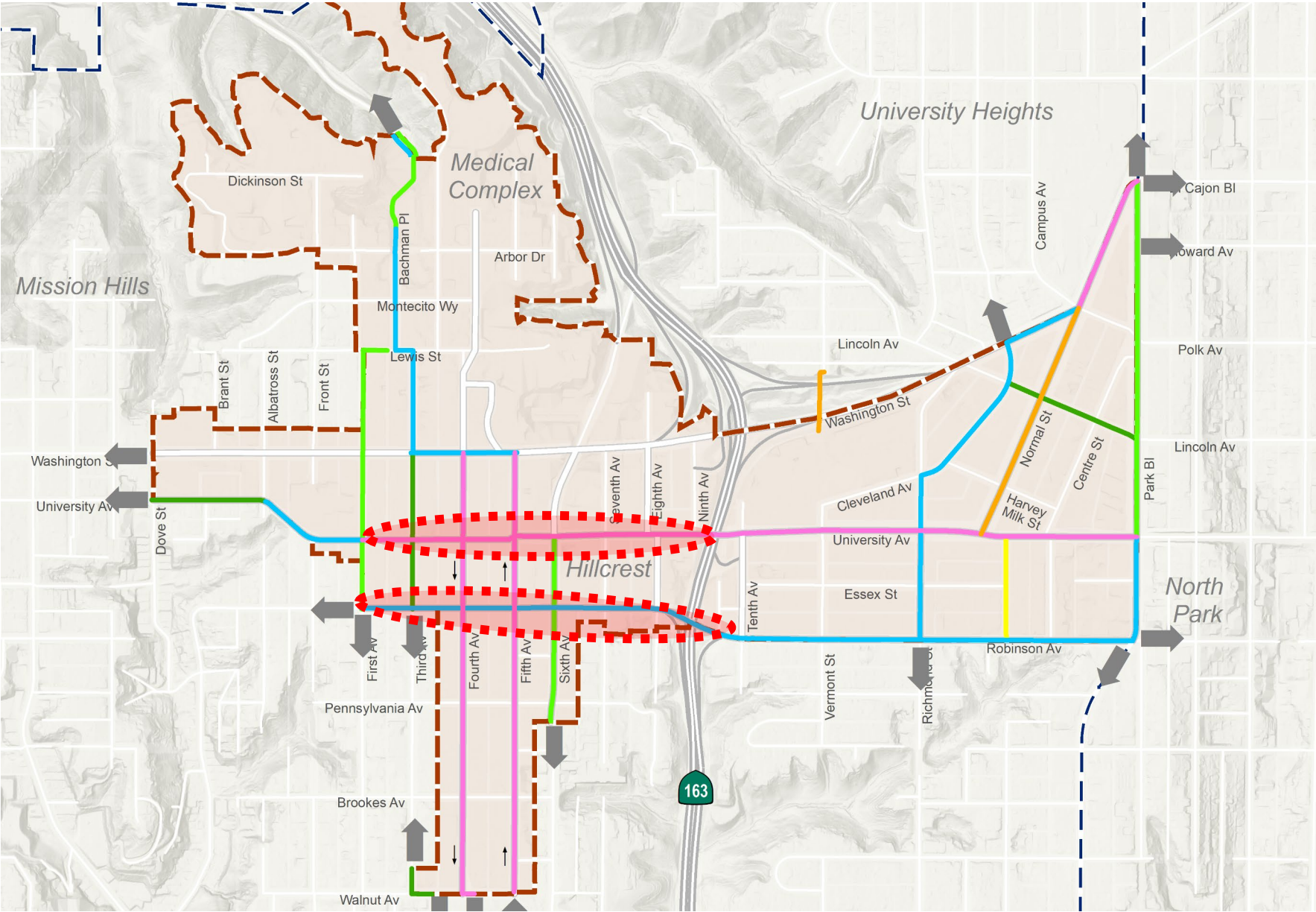
-  4-Lane Major Arterial (4M)
-  2-Lane Major Arterial w/Center Running Transit (2M/T)
-  3-Lane Collector (3C)
-  2-Lane Collector (2C)
-  2-Lane Collector Oneway (2C)
-  1-Lane Collector Oneway w/Center Running Transit (1C/T)
-  1-Lane Collector Oneway (1C)
-  Potential Signal Improvements



# Draft Bicycle Network - Option 3

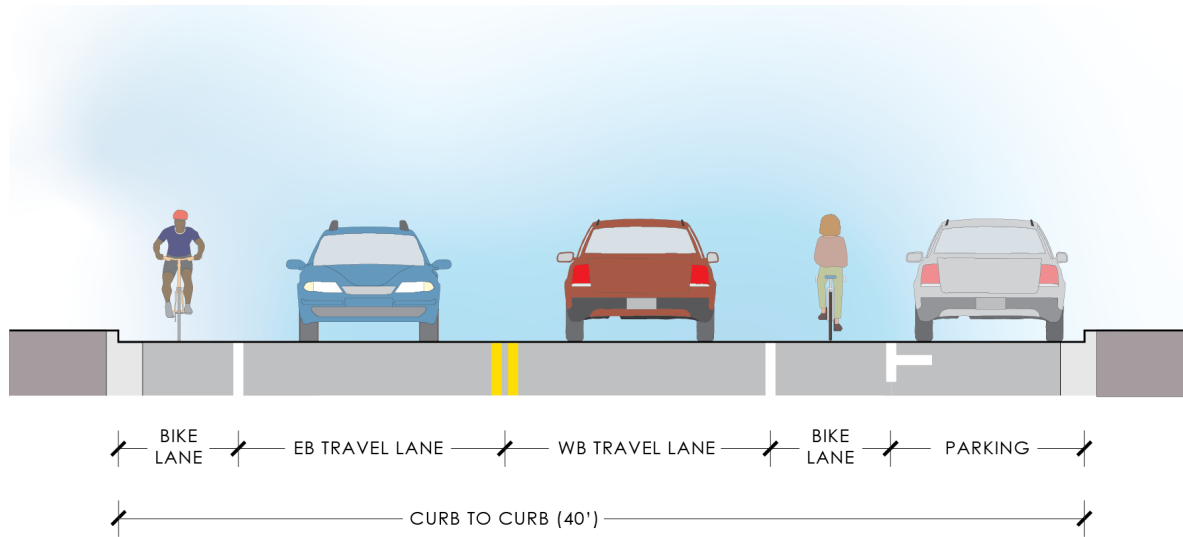
## Recommended Bicycle Facility Classifications

- Class I - Bike Path
- Class II - Bike Lane
- Class III - Bike Route
- — Class II/III - Bike Lane / Bike Route
- Class IV - Cycle Track
- Enhanced Class III - Bike Boulevard
- Advisory Bike Lane
- Hillcrest Boundary
- Community Planning Area Boundaries
- ➔ Bicycle Connection to Neighboring Community



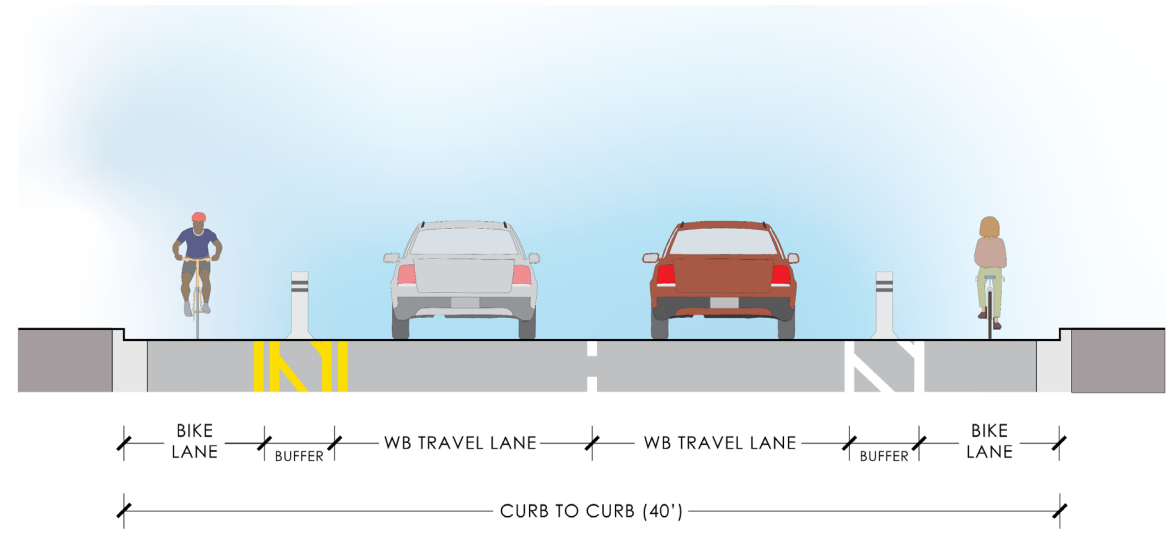
# Cross-Sections - Options 1, 2, and 3

## University Avenue (western section)



EXISTING CURB-TO-CURB  
VARIES BETWEEN 40' AND 48'

Options 1 and 2

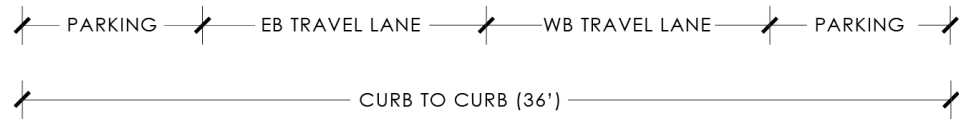
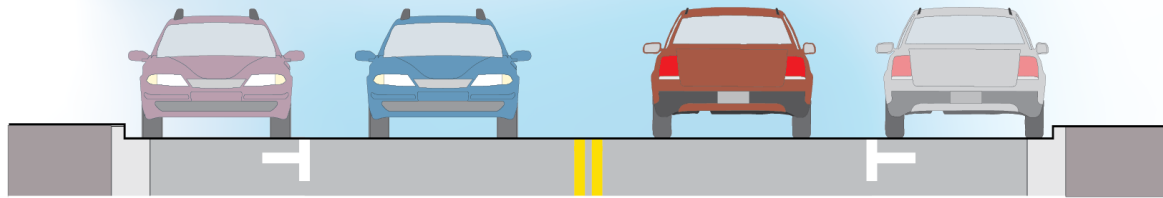


EXISTING CURB-TO-CURB  
VARIES BETWEEN 40' AND 48'

Option 3

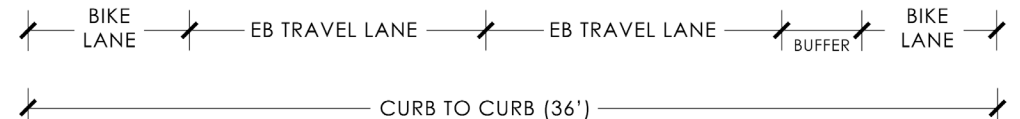
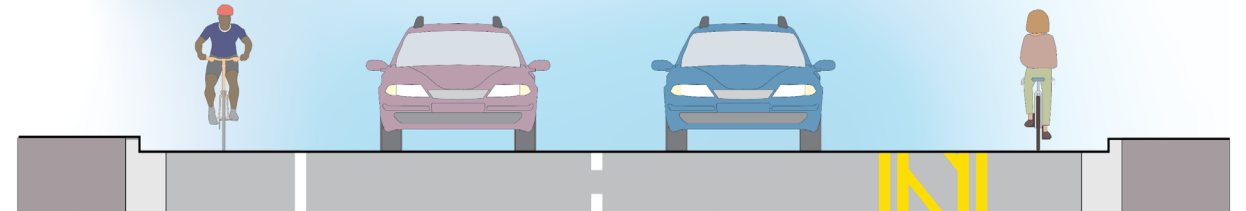
# Cross-Sections - Options 1, 2, and 3

## Robinson Avenue (western section)



EXISTING CURB-TO-CURB IS 36'

Options 1 and 2



EXISTING CURB-TO-CURB IS 36'

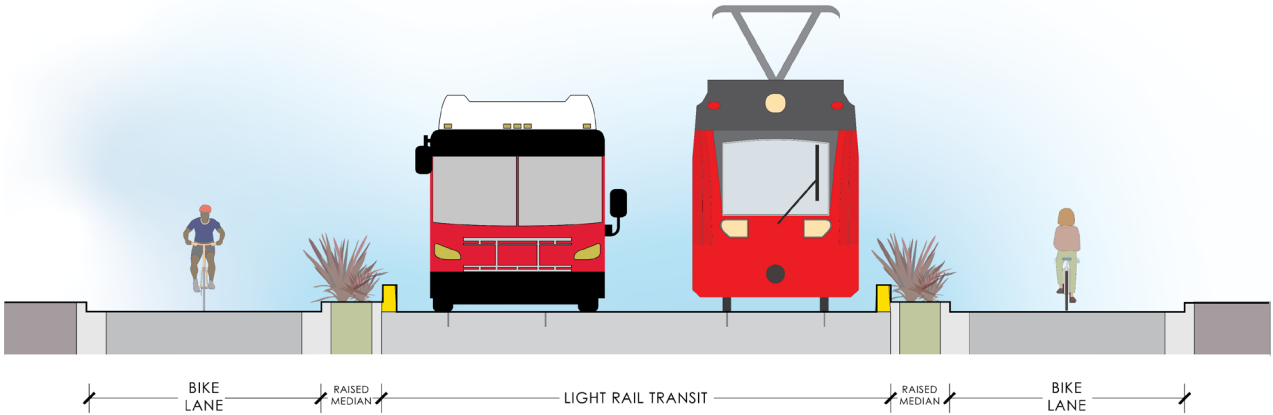
Option 3



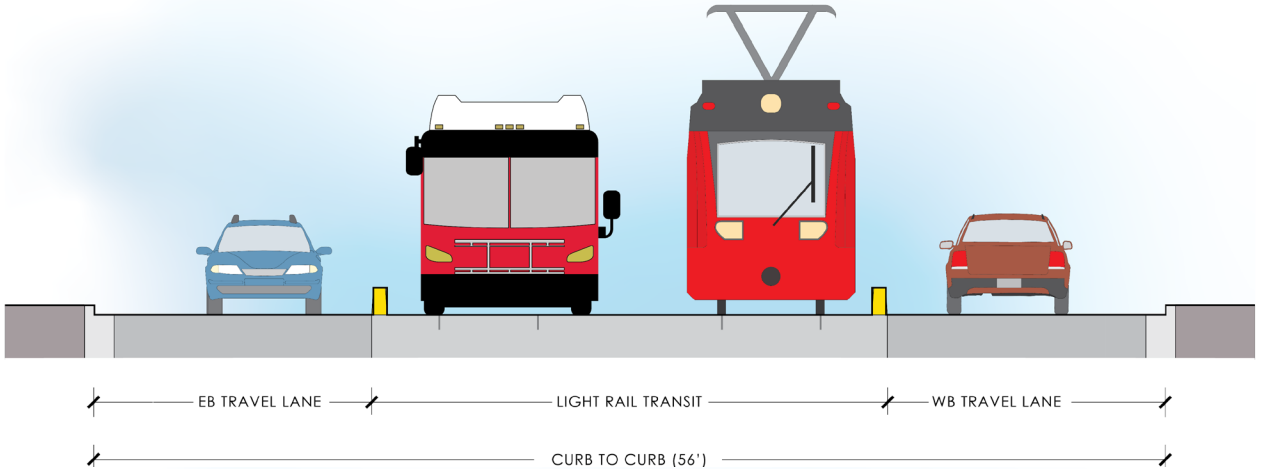
# Cross-Sections - Options 1, 2, and 3

## University Avenue (middle section, between 6<sup>th</sup> Avenue and 9<sup>th</sup> Avenue)

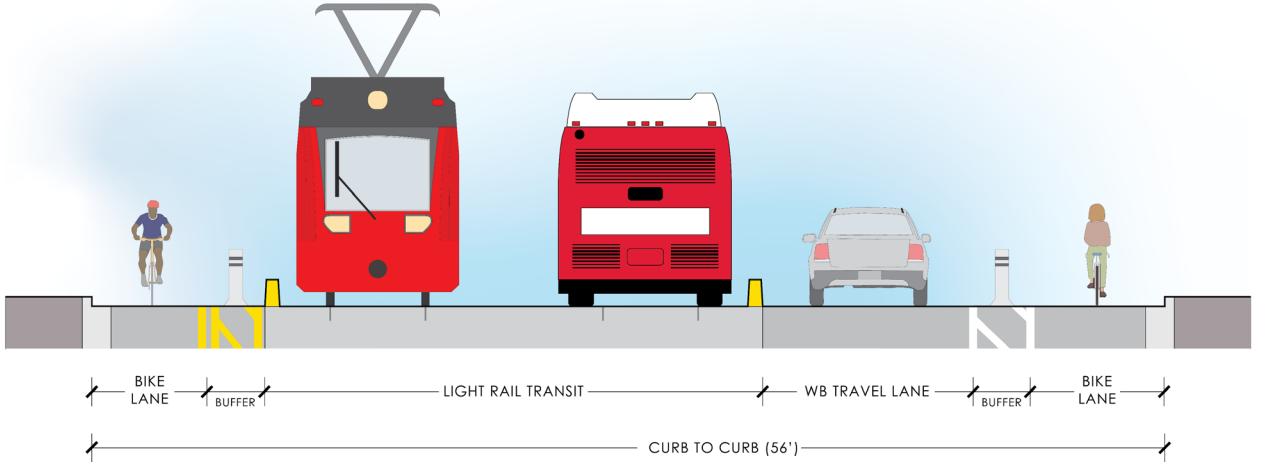
Option 1



Option 2



Option 3

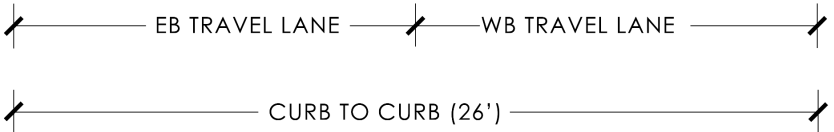
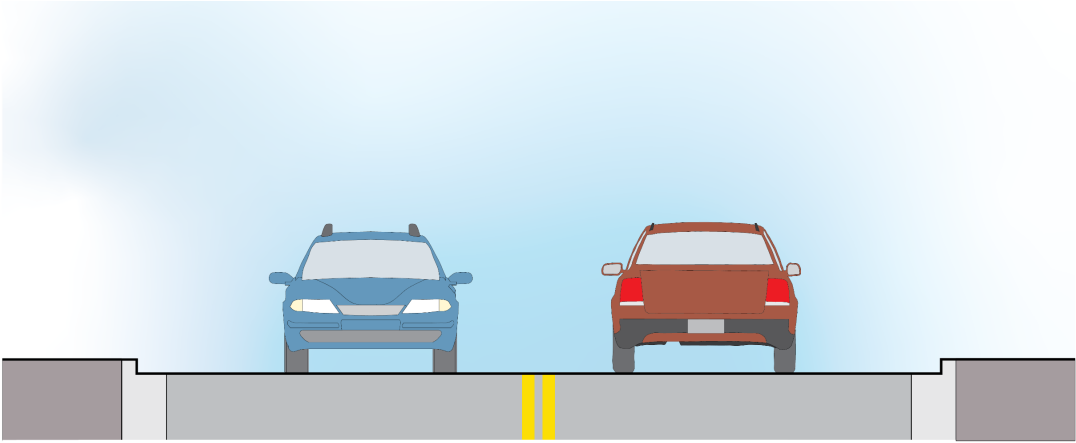


EXISTING CURB-TO-CURB  
VARIES BETWEEN 56' AND 68'



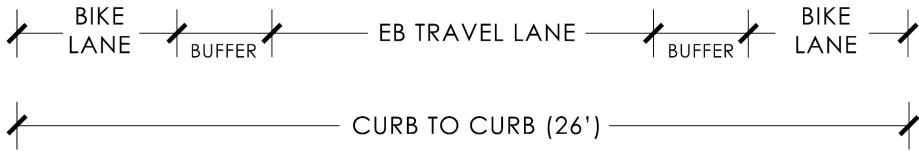
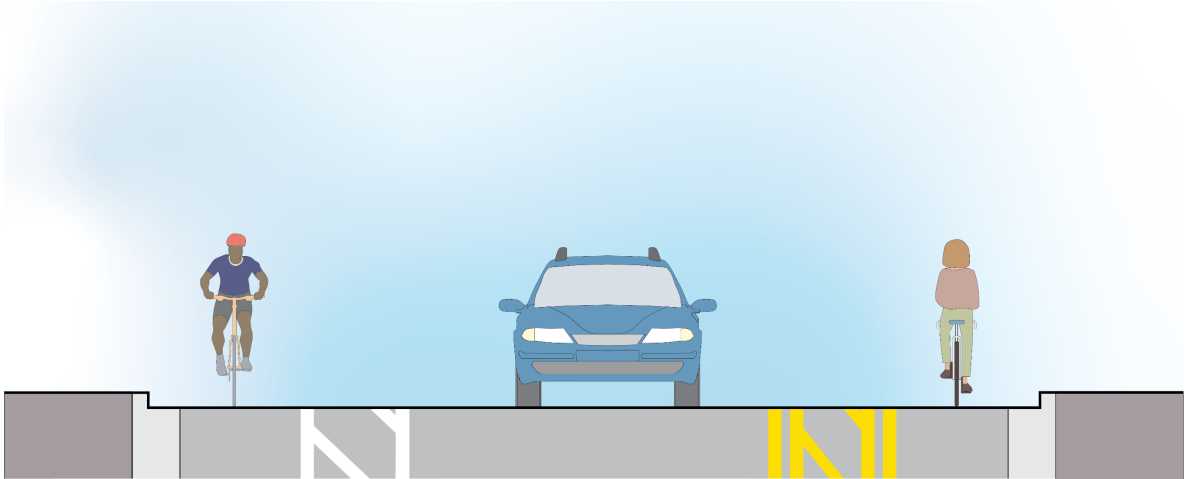
# Cross-Sections - Options 1, 2, and 3

## Robinson Avenue (middle section)



EXISTING CURB-TO-CURB IS 26'

Options 1 and 2



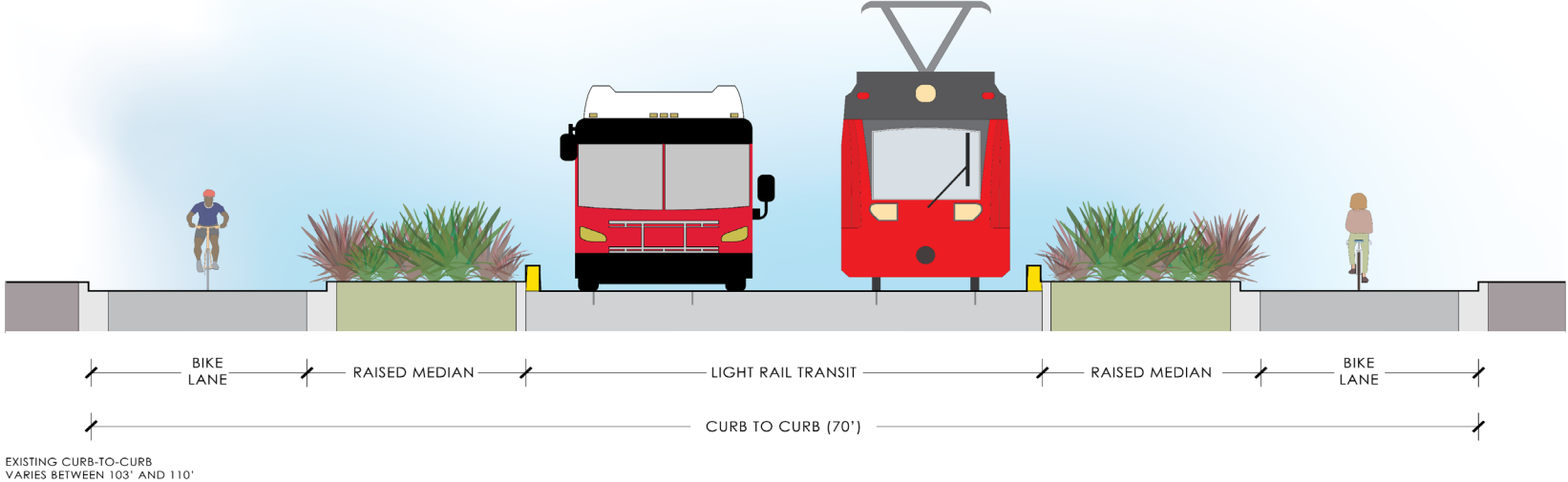
EXISTING CURB-TO-CURB IS 26'

Option 3

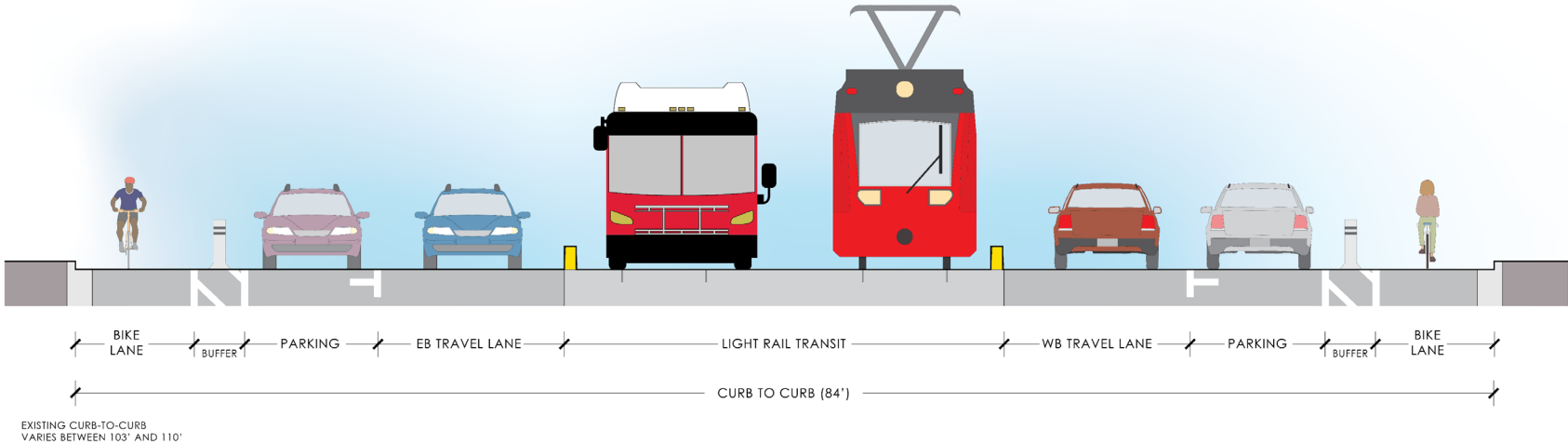
# Cross-Sections - Options 1, 2, and 3

## University Avenue (eastern section)

Option 1

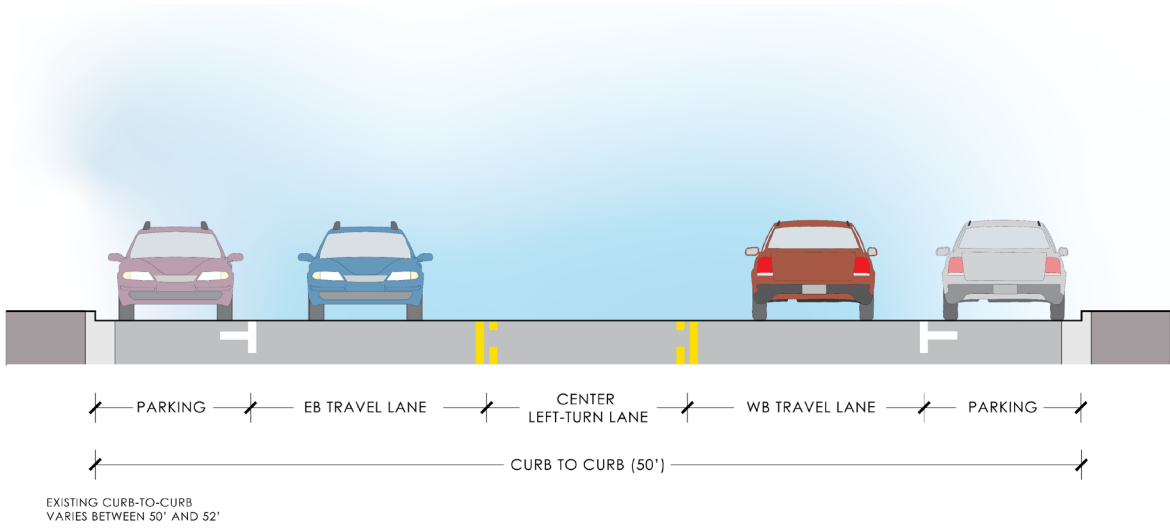


Options 2 and 3

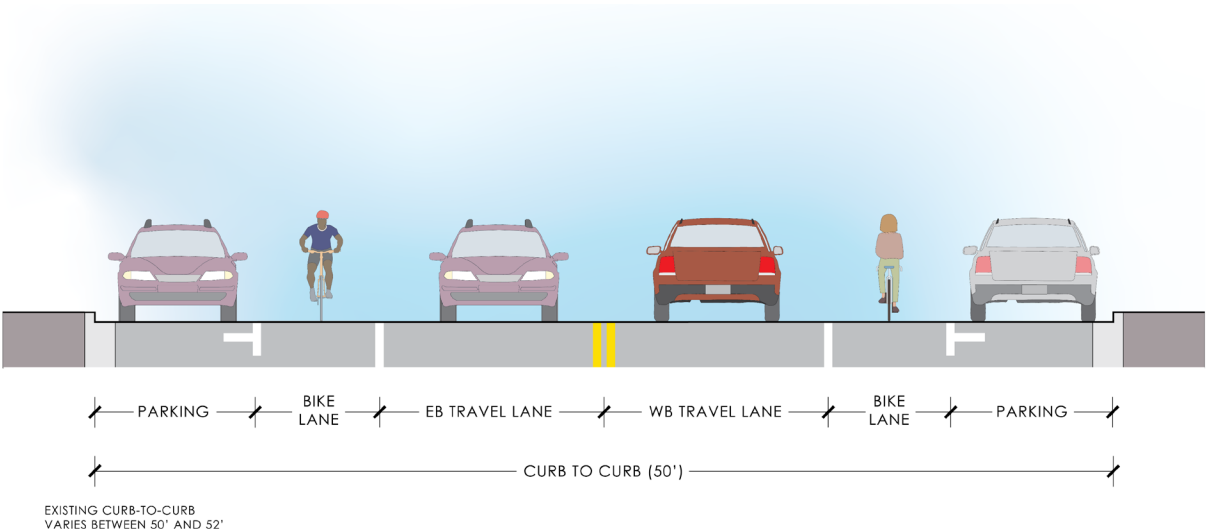


# Cross-Sections - Options 1, 2, and 3

## Robinson Avenue (eastern section)



Option 1



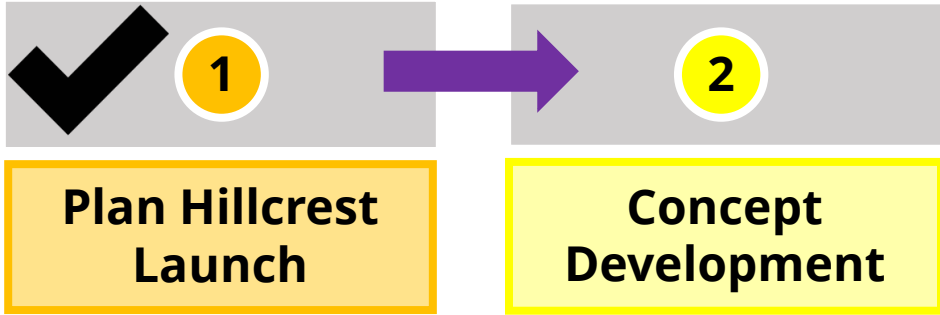
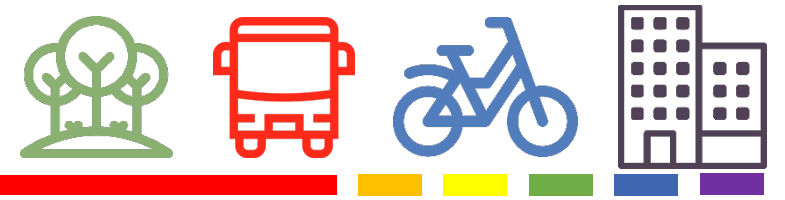
Options 2 and 3

# Group Discussion - Option 3

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# Next Steps – Summer 2021



## OPPORTUNITIES FOR PUBLIC INPUT



- CPG Subcommittee Meetings
- **Online Community Engagement Tool (Fall 2021)**

**Next Meeting: July 15, 2021**



## Uptown Planners Subcommittee Upcoming Meeting Topics

JULY

**LGBTQ & Cultural Districts Concepts**

AUG

**NO MEETING**

SEP

**Land Use & Urban Design Concepts**