

# College Area Community Plan Update

## Mobility Existing Conditions

College Area CPU Committee Meeting – Zoom Meeting – February 24, 2021 | 5:30pm to 7:00pm





Nathen Causman  
Associate Planner  
City of San Diego  
[NCausman@sandiego.gov](mailto:NCausman@sandiego.gov)



Tanner French  
Senior Traffic Engineer  
City of San Diego  
[Tfrench@sandiego.gov](mailto:Tfrench@sandiego.gov)



Claudia Brizuela  
Associate Traffic Engineer  
City of San Diego  
[CBrizuela@sandiego.gov](mailto:CBrizuela@sandiego.gov)



Monique Chen  
Principal  
Chen Ryan Associates  
[mchen@chenryanmobility.com](mailto:mchen@chenryanmobility.com)

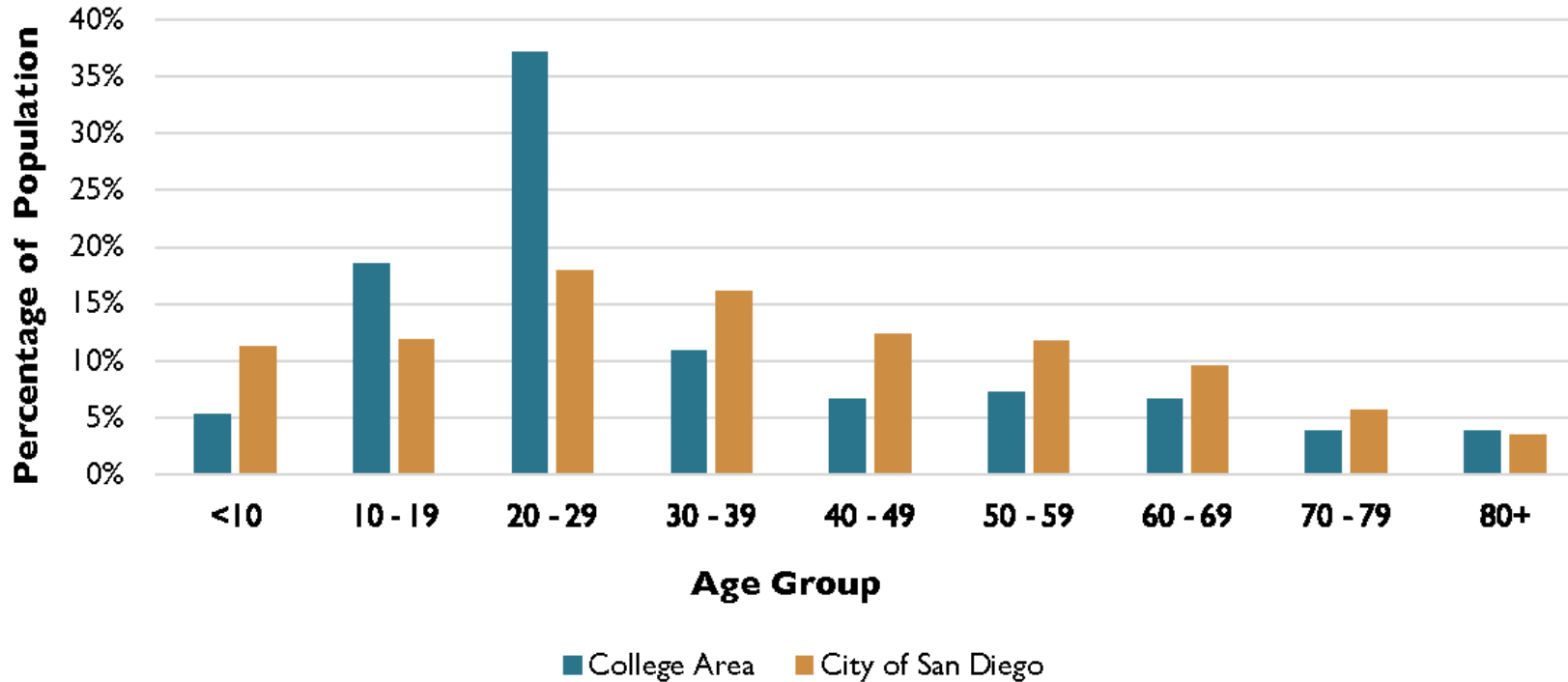


Phuong Nguyen  
Senior Traffic Engineer  
Chen Ryan Associates  
[pnguyen@chenryanmobility.com](mailto:pnguyen@chenryanmobility.com)



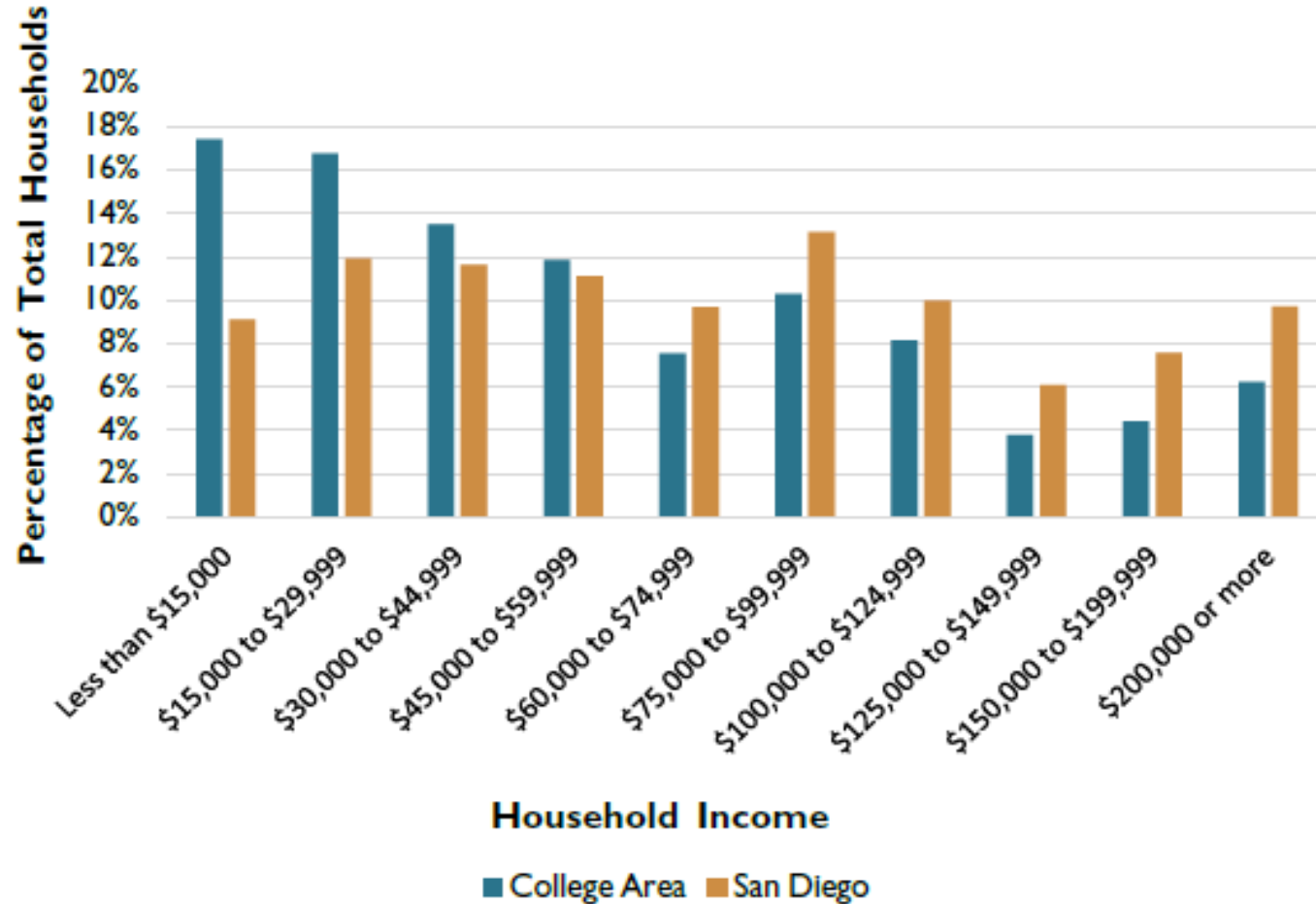
Sasha Jovanovic  
Senior Mobility Planner  
Chen Ryan Associates  
[sashaj@chenryanmobility.com](mailto:sashaj@chenryanmobility.com)

1. College Area Demographics & Travel Patterns
2. Mobility Needs
3. Community Survey – Key Mobility Takeaways
4. Mobility Toolbox
5. Mobility Vision Statement & Planning Process
6. Next Steps



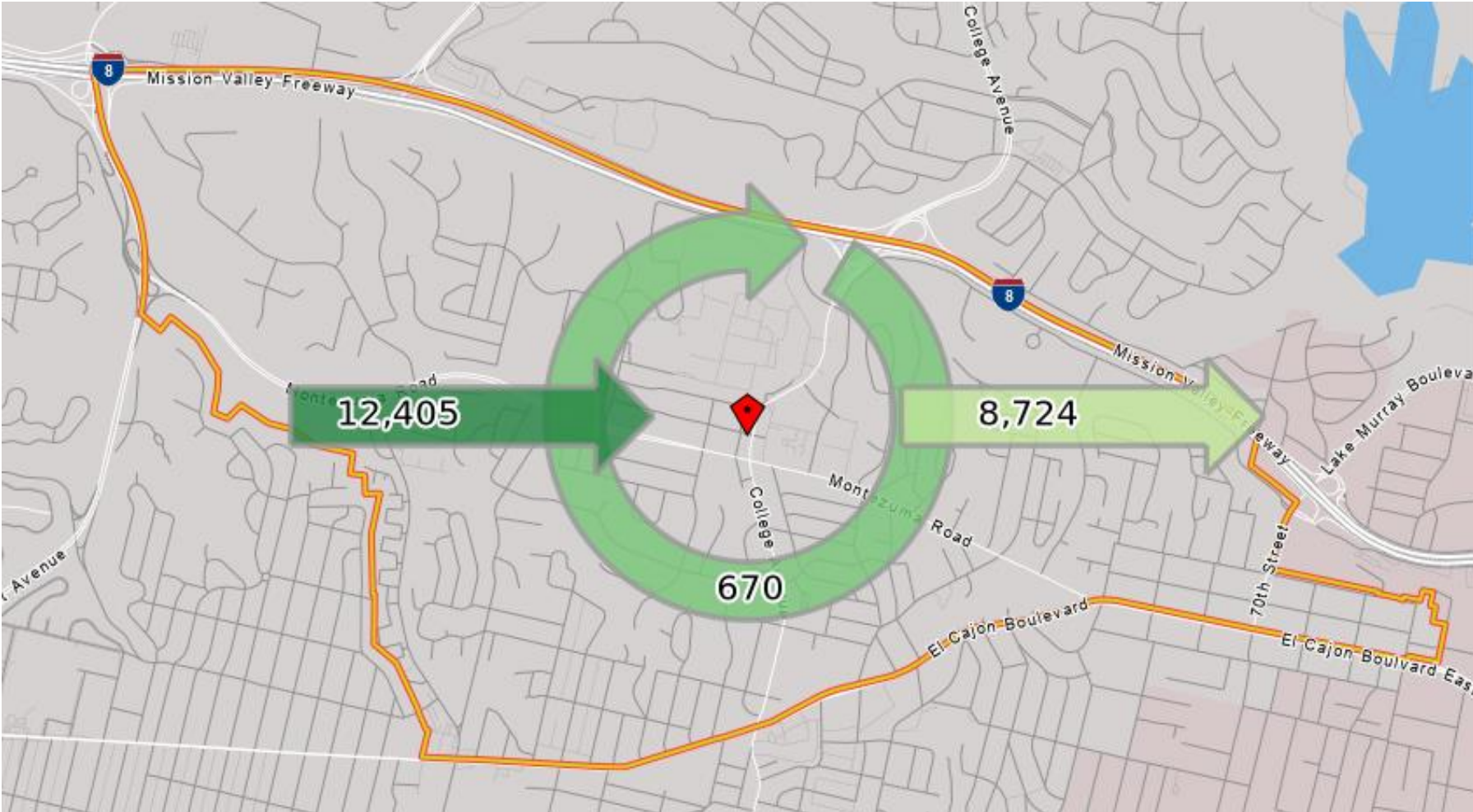
Source: City of San Diego; SANDAG 2018 Estimates; Dyett and Bhatia 2020

- ▶ Nearly 61% of the College Area population is under 30 years of age, largely influenced by the student population attending SDSU.



- ▶ A significant portion of the population makes under \$30,000, likely influenced by the SDSU student population.

Source: SANDAG 2018 Estimates; Dyett and Bhatia 2020



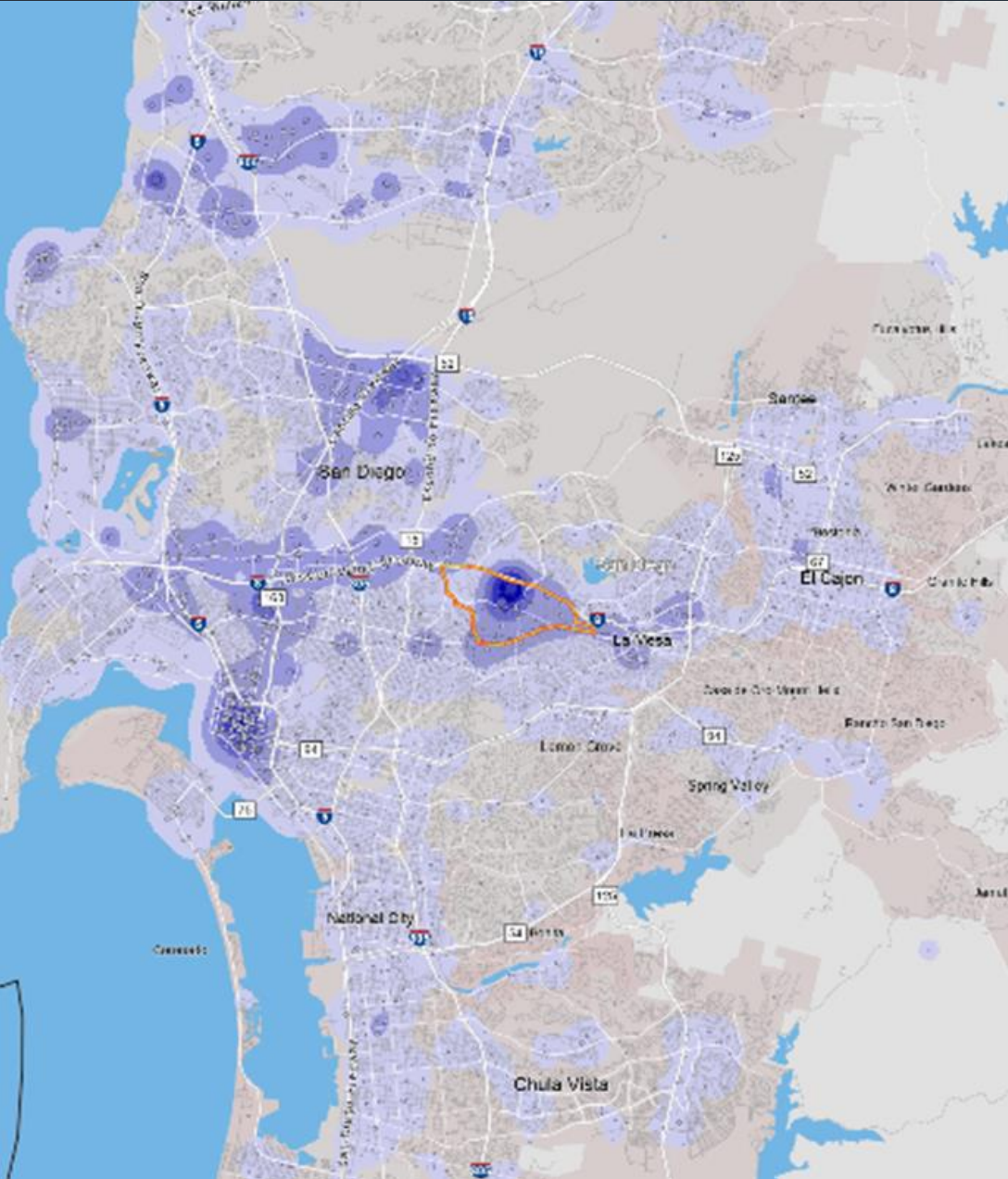
### Inflow/Outflow Job Counts (All Jobs)

2018

	Count	Share
<a href="#">Employed in the Selection Area</a>	13,075	100.0%
<a href="#">Employed in the Selection Area but Living Outside</a>	12,405	94.9%
<a href="#">Employed and Living in the Selection Area</a>	670	5.1%
<a href="#">Living in the Selection Area</a>	9,394	100.0%
<a href="#">Living in the Selection Area but Employed Outside</a>	8,724	92.9%
<a href="#">Living and Employed in the Selection Area</a>	670	7.1%





[Reset Highlighting](#)

Source:

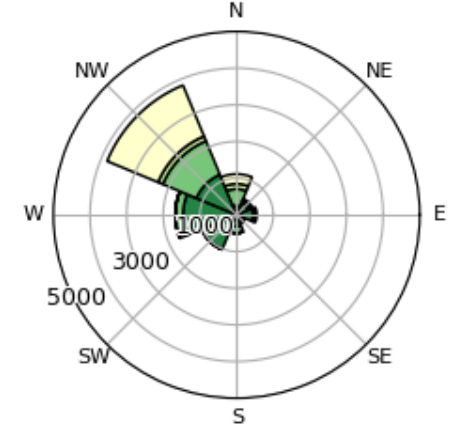


## Where do College Area residents work?

### Jobs by Distance - Home Census Block to Work Census Block

	2018	
	Count	Share
<b>Total All Jobs</b>	9,394	100.0%
 <b>Less than 10 miles</b>	5,189	55.2%
 <b>10 to 24 miles</b>	2,014	21.4%
 <b>25 to 50 miles</b>	290	3.1%
 <b>Greater than 50 miles</b>	1,901	20.2%

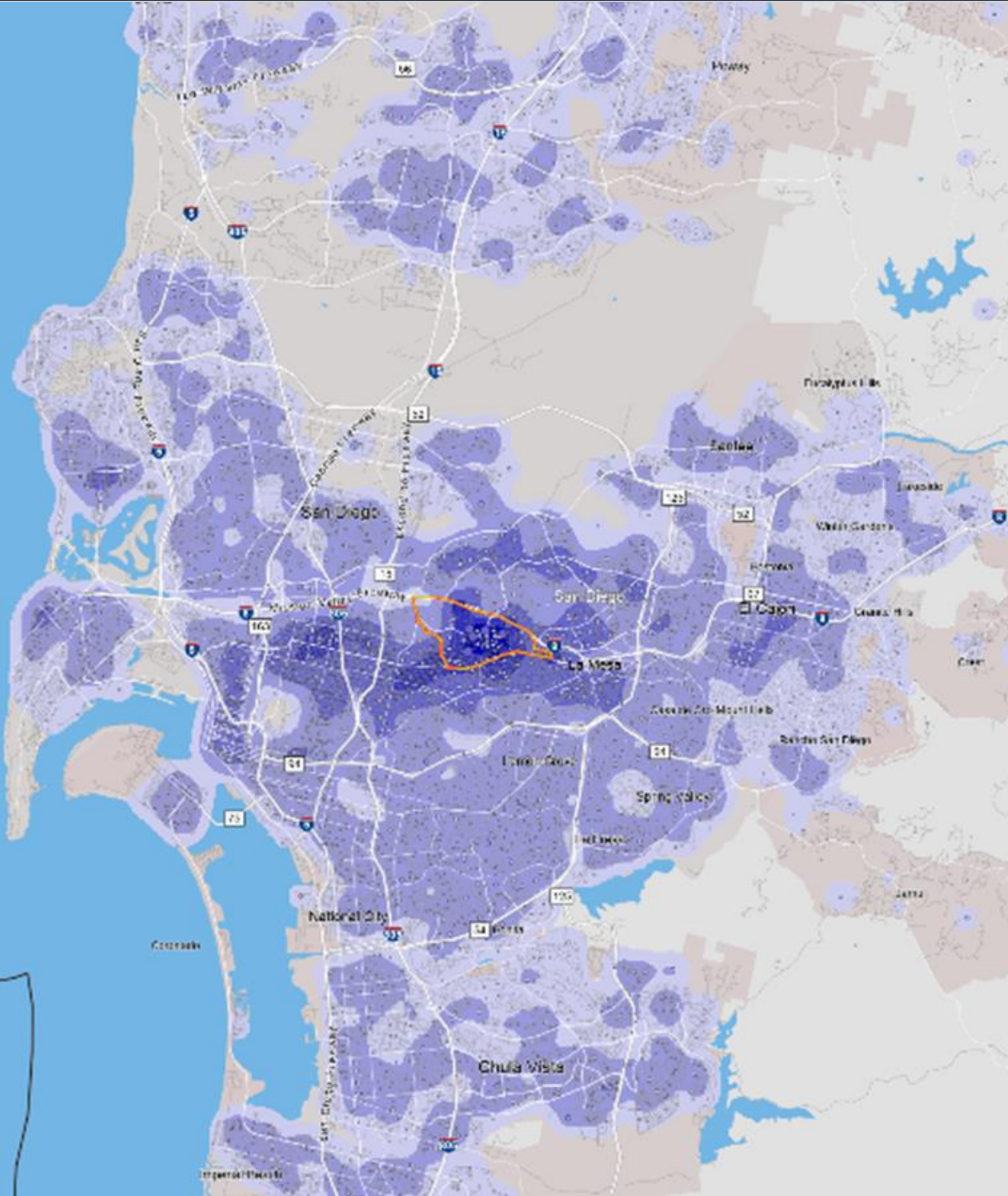
Job Counts by Distance/Direction in 2018  
All Workers



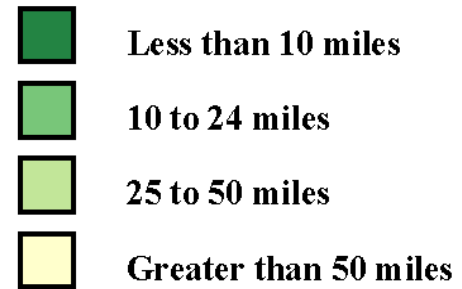
Source: *U.S. Census Bureau*



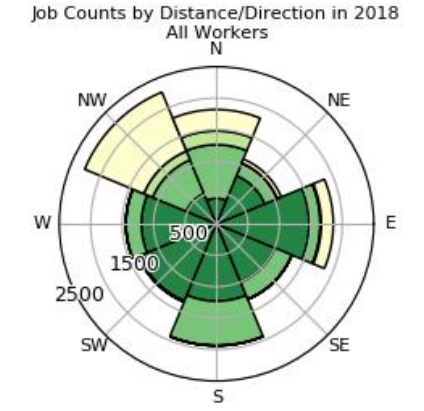
## Where do workers in College Area live?



### Jobs by Distance - Work Census Block to Home Census Block



2018		
	Count	Share
<b>Total All Jobs</b>	13,075	100.0%
Less than 10 miles	7,987	61.1%
10 to 24 miles	3,079	23.5%
25 to 50 miles	399	3.1%
Greater than 50 miles	1,610	12.3%

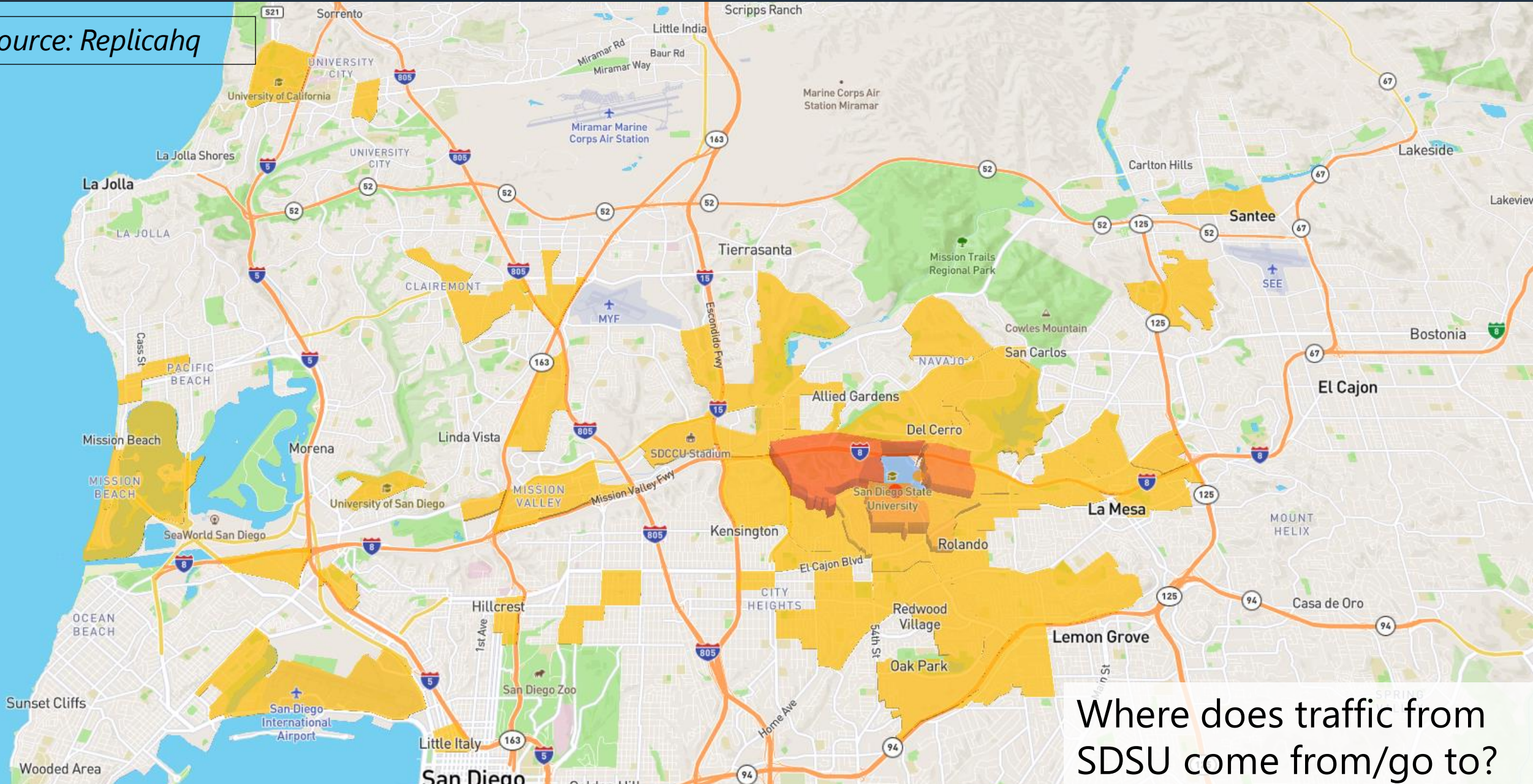


Source: *U.S. Census Bureau*

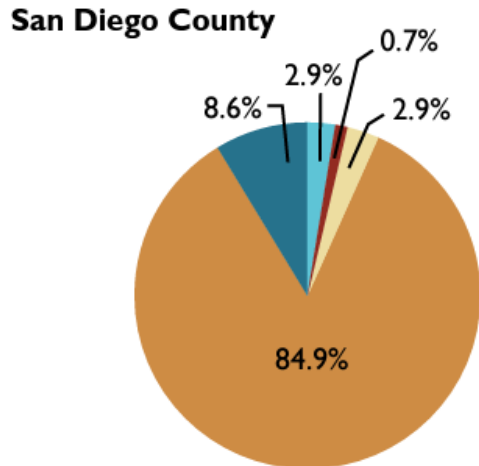
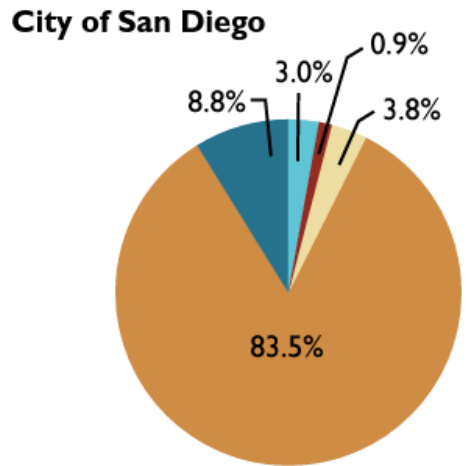
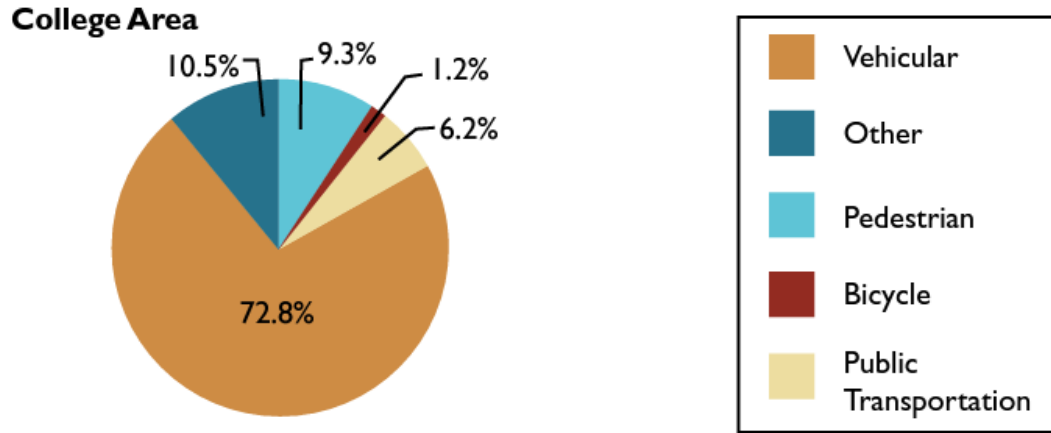


# College Area Travel Patterns

Source: *Replicahq*

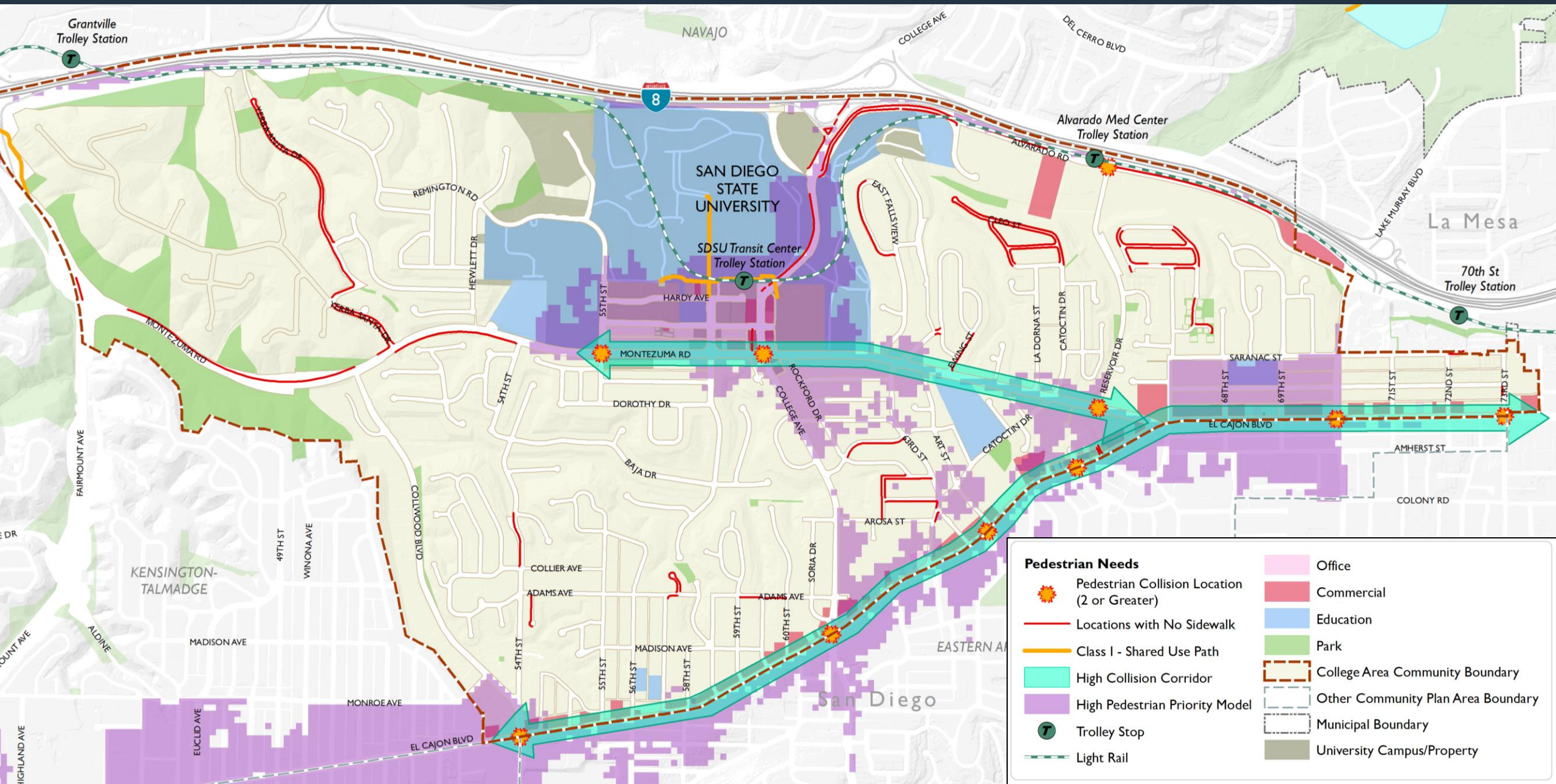


Where does traffic from SDSU come from/go to?



Commute Mode Share	College Area	City of San Diego	San Diego County
Pedestrian	9.3%	3.0%	2.9%
Bicycle	1.2%	0.9%	0.7%
Public Transportation	6.2%	3.8%	2.9%
Vehicular	72.8%	83.5%	84.9%

Source: US Census, 2018 American Community Survey 5-Year Estimates



**Pedestrian Needs**

	Pedestrian Collision Location (2 or Greater)		Office
	Locations with No Sidewalk		Commercial
	Class I - Shared Use Path		Education
	High Collision Corridor		Park
	High Pedestrian Priority Model		College Area Community Boundary
	Trolley Stop		Other Community Plan Area Boundary
	Light Rail		Municipal Boundary
			University Campus/Property



Comfortable for  
all ages and  
abilities



Comfortable for  
most adults

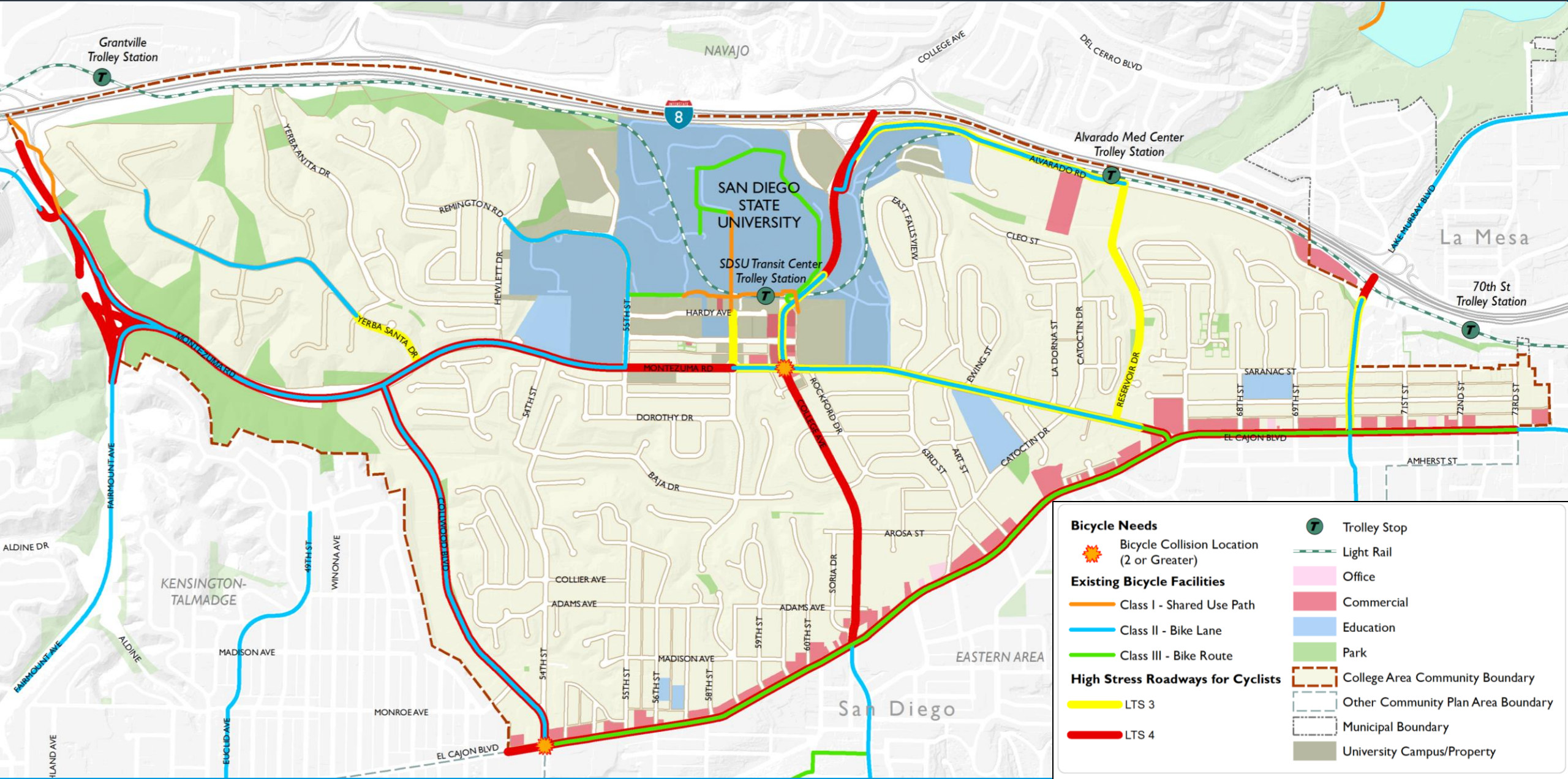


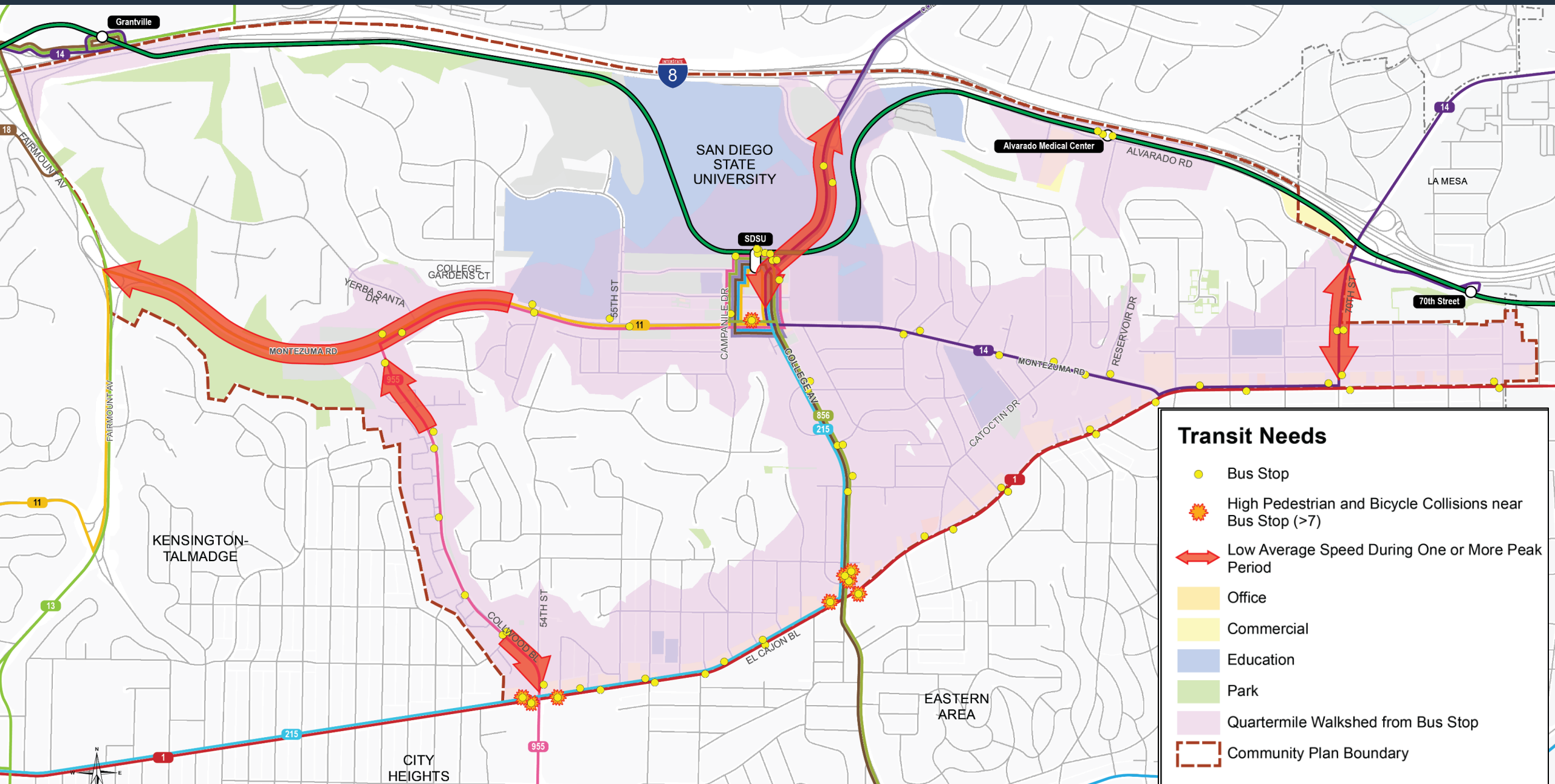
Comfortable for  
confident  
bicyclists



**Un**comfortable for  
most

Level of Traffic Stress (LTS)



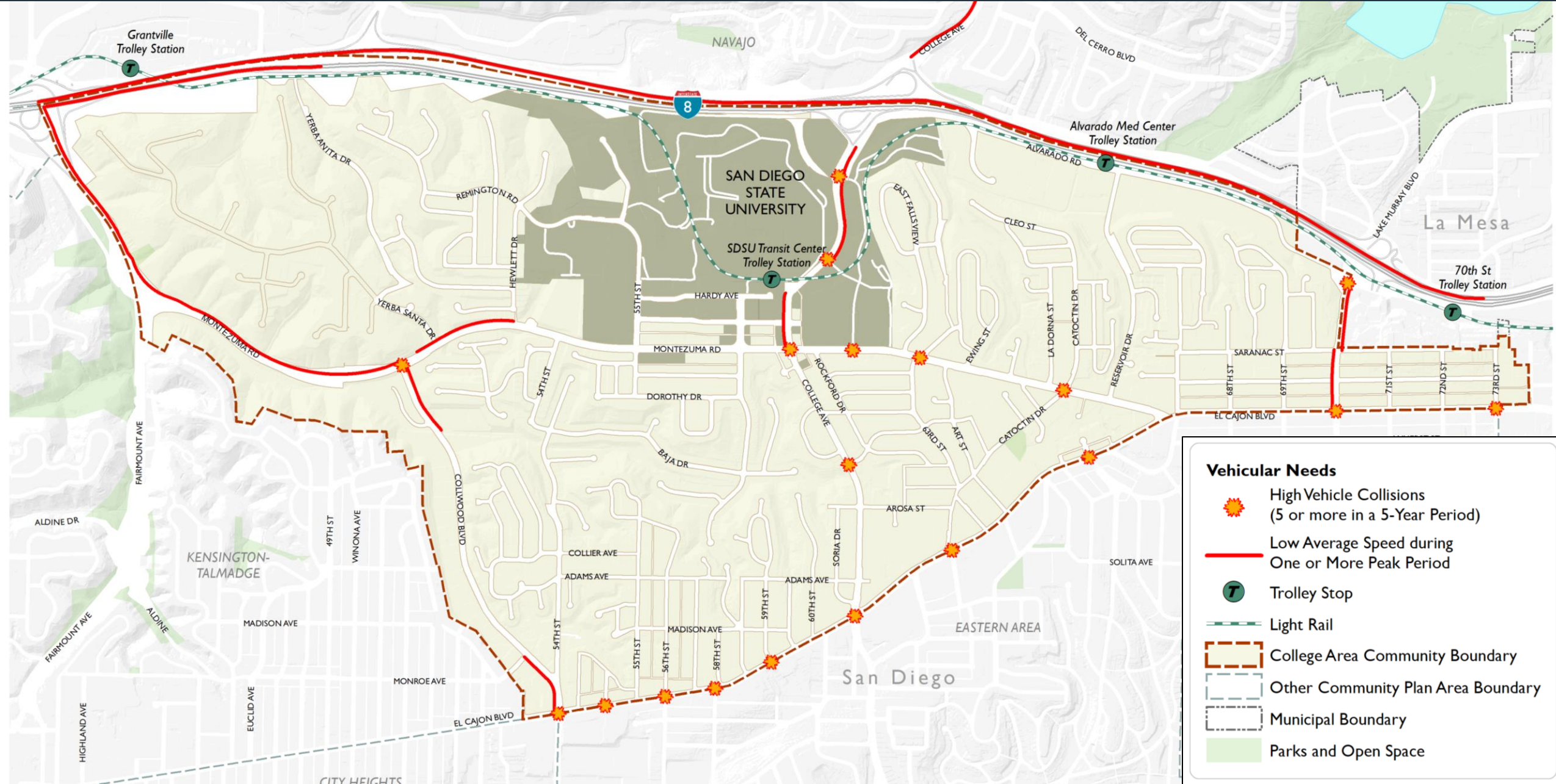


### Transit Needs

- Bus Stop
- ☀ High Pedestrian and Bicycle Collisions near Bus Stop (>7)
- ↔ Low Average Speed During One or More Peak Period
- Office
- Commercial
- Education
- Park
- Quartermile Walkshed from Bus Stop
- Community Plan Boundary



# Mobility Needs - Vehicular



**Vehicular Needs**

- High Vehicle Collisions (5 or more in a 5-Year Period)
- Low Average Speed during One or More Peak Period
- Trolley Stop
- Light Rail
- College Area Community Boundary
- Other Community Plan Area Boundary
- Municipal Boundary
- Parks and Open Space



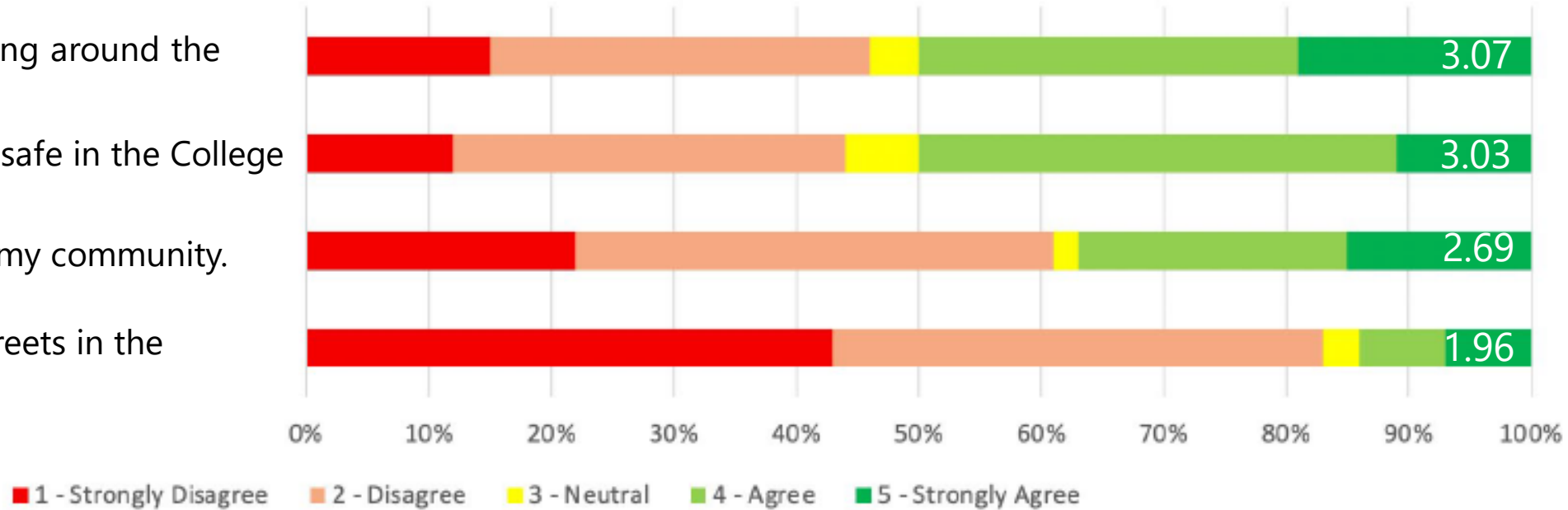
## ► Q21: How do you feel about your ability to get to places within the College Area?

I feel comfortable and safe walking around the College Area.

Transit access is convenient and safe in the College Area.

Sufficient parking is available in my community.

I feel safe riding a bike on the streets in the College Area.



## ► Q22: Do you feel the following mobility strategies should be included in the College Area Community Plan?

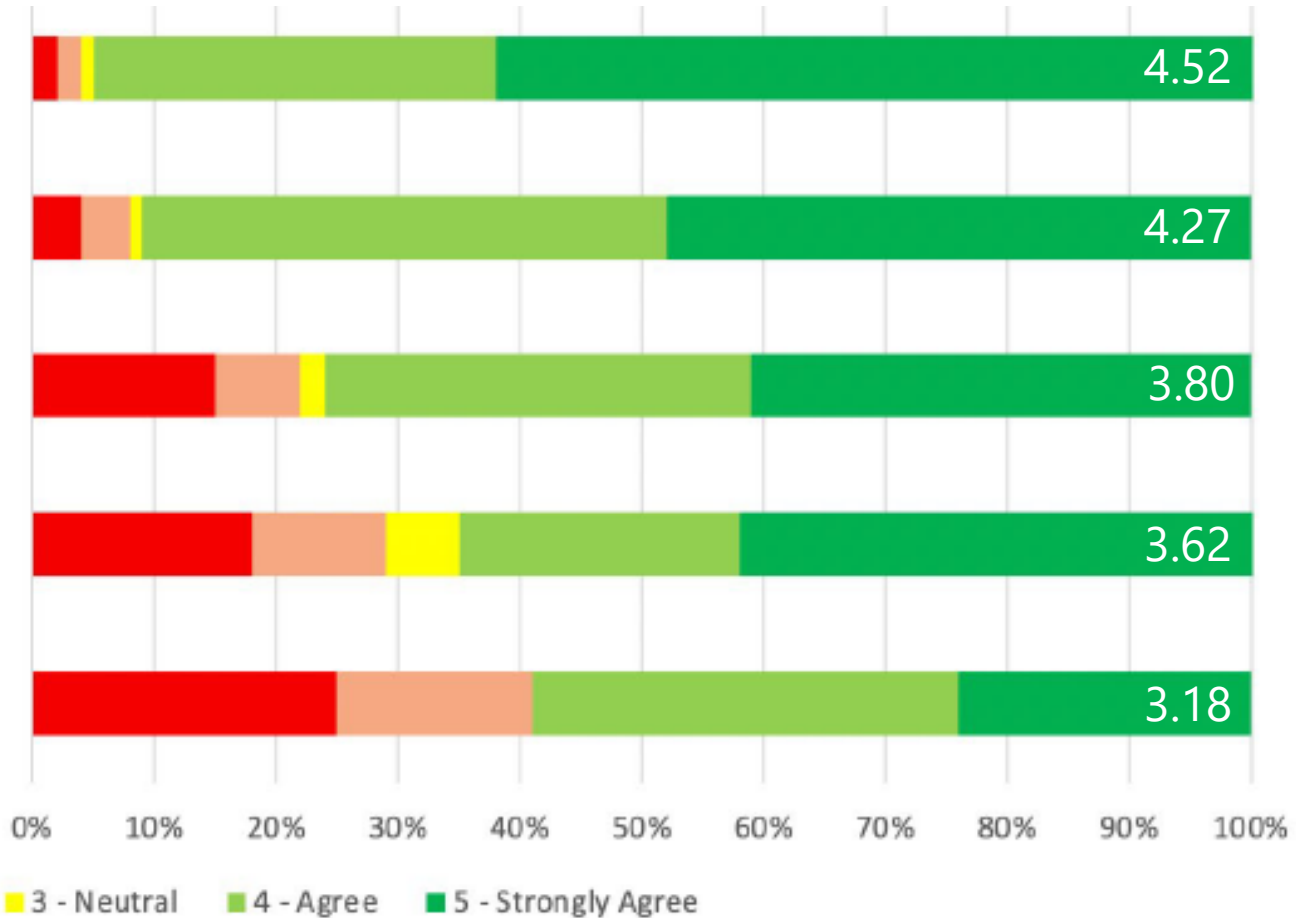
**Intelligent Transportation Systems** - Use existing and emerging technologies to synchronize traffic signals, improve traffic flow, and improve safety.

**Accessibility** - Provide a mobility network that ensures the community is easily accessible by biking, walking, or transit for people of all ages and abilities.

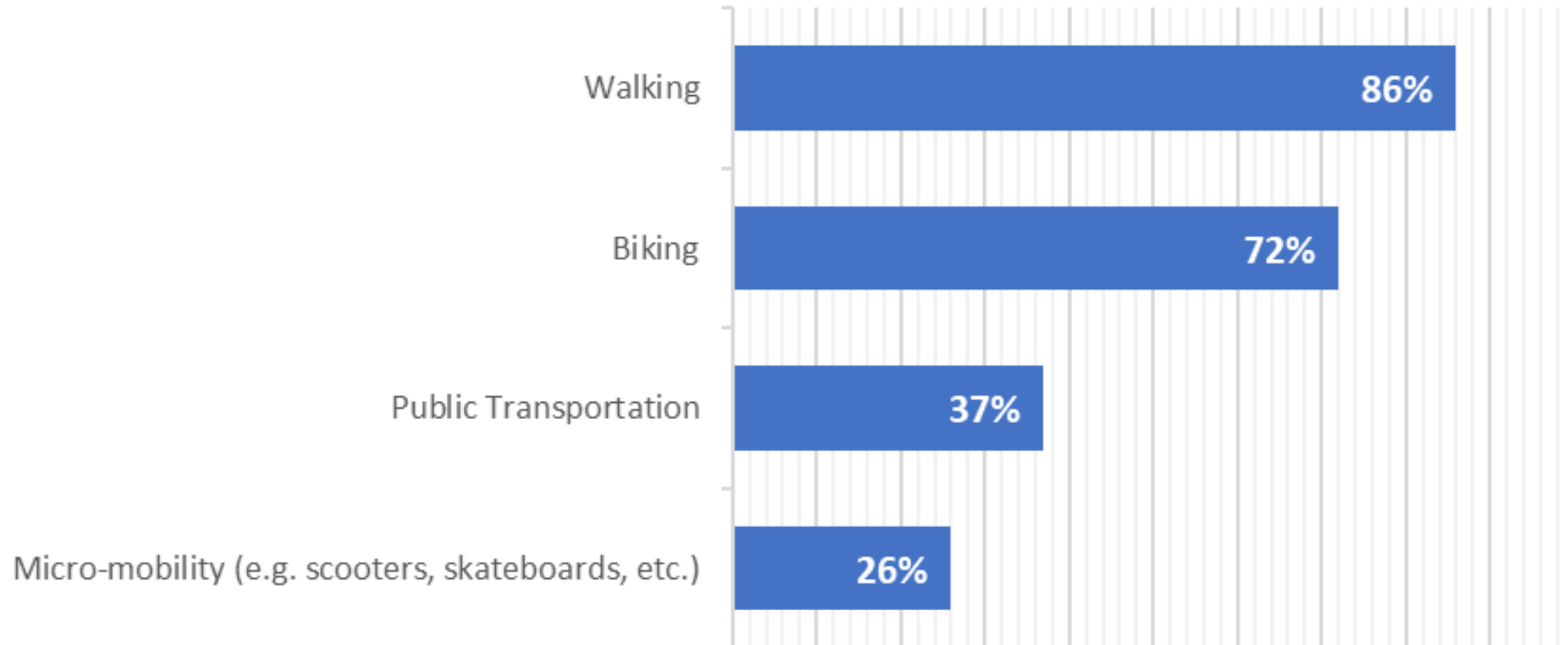
**Shorten Commute** - Allow new housing near SDSU and transit corridors to minimize the necessity of driving to destinations within the community, which reduces travel times and automobile pollution.

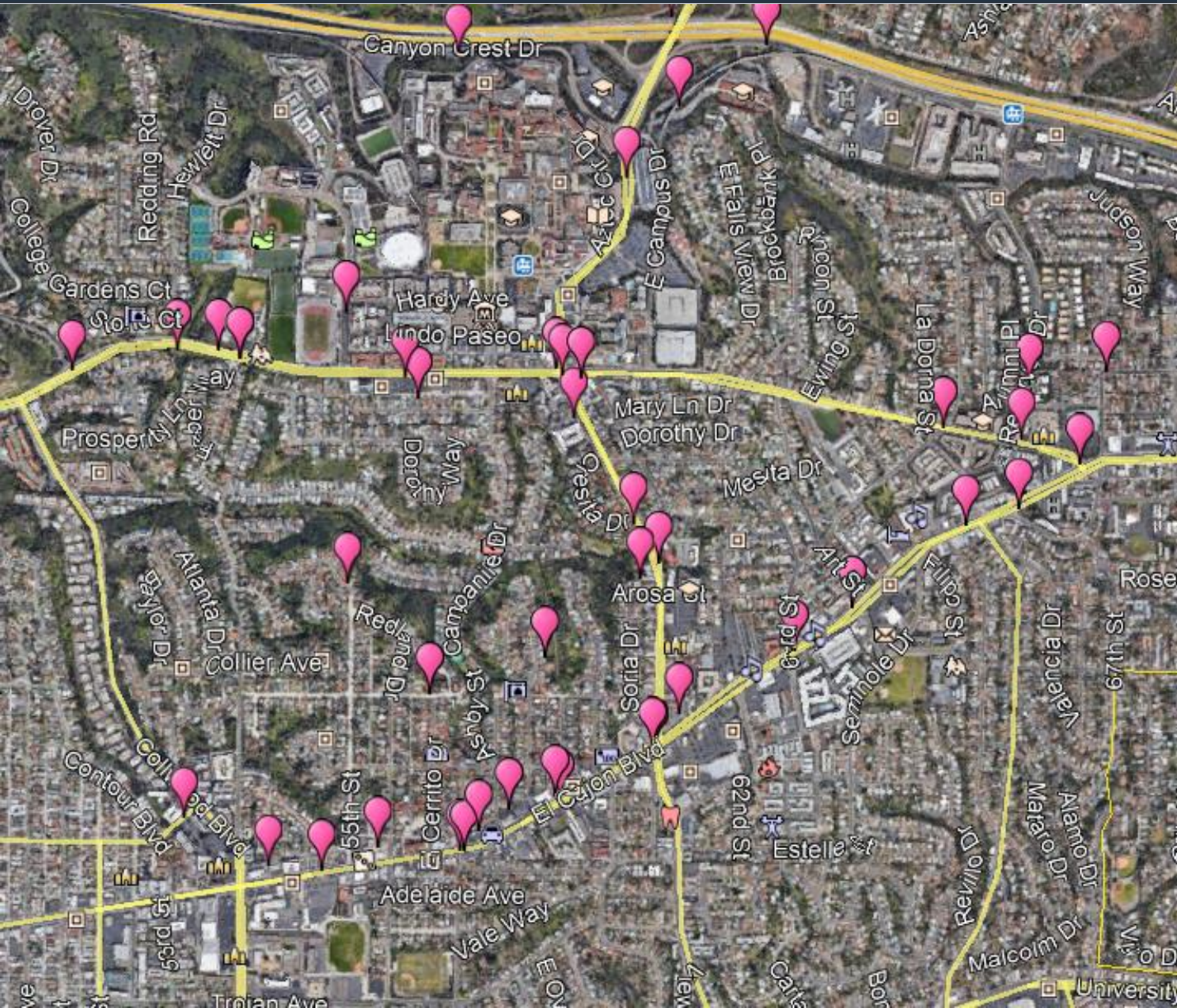
**Active Mobility** - Add separated bike facilities, and expanded sidewalks, and deprioritize parking.

**Flex Lanes** - Find opportunities for transit only or carpool lanes to promote transit or carpooling options by improving travel times.



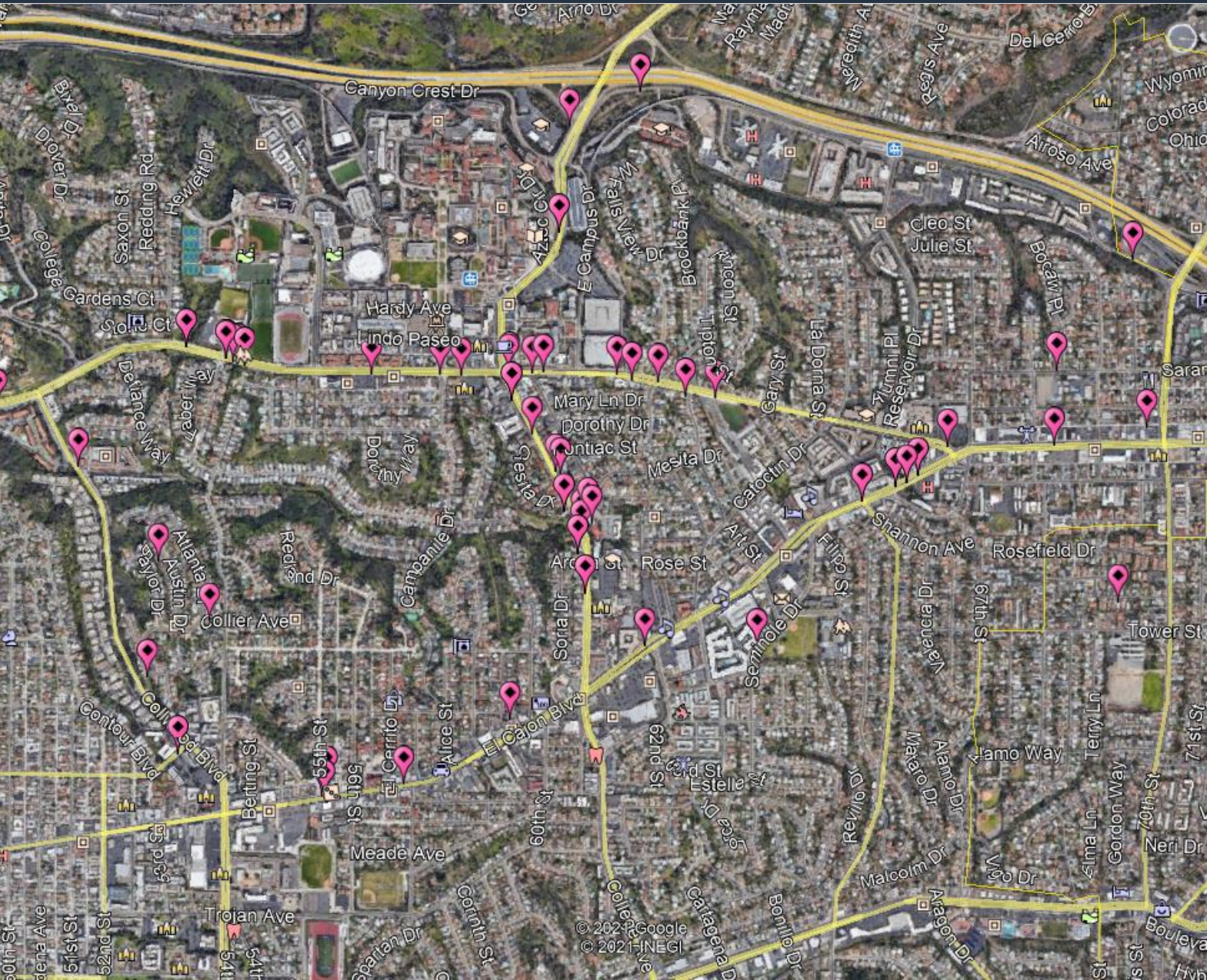
- ▶ Q24: If safety and comfort were not an issue, what other modes of transportation other than automobile would you be interested in using for travel? (Choose all that apply):





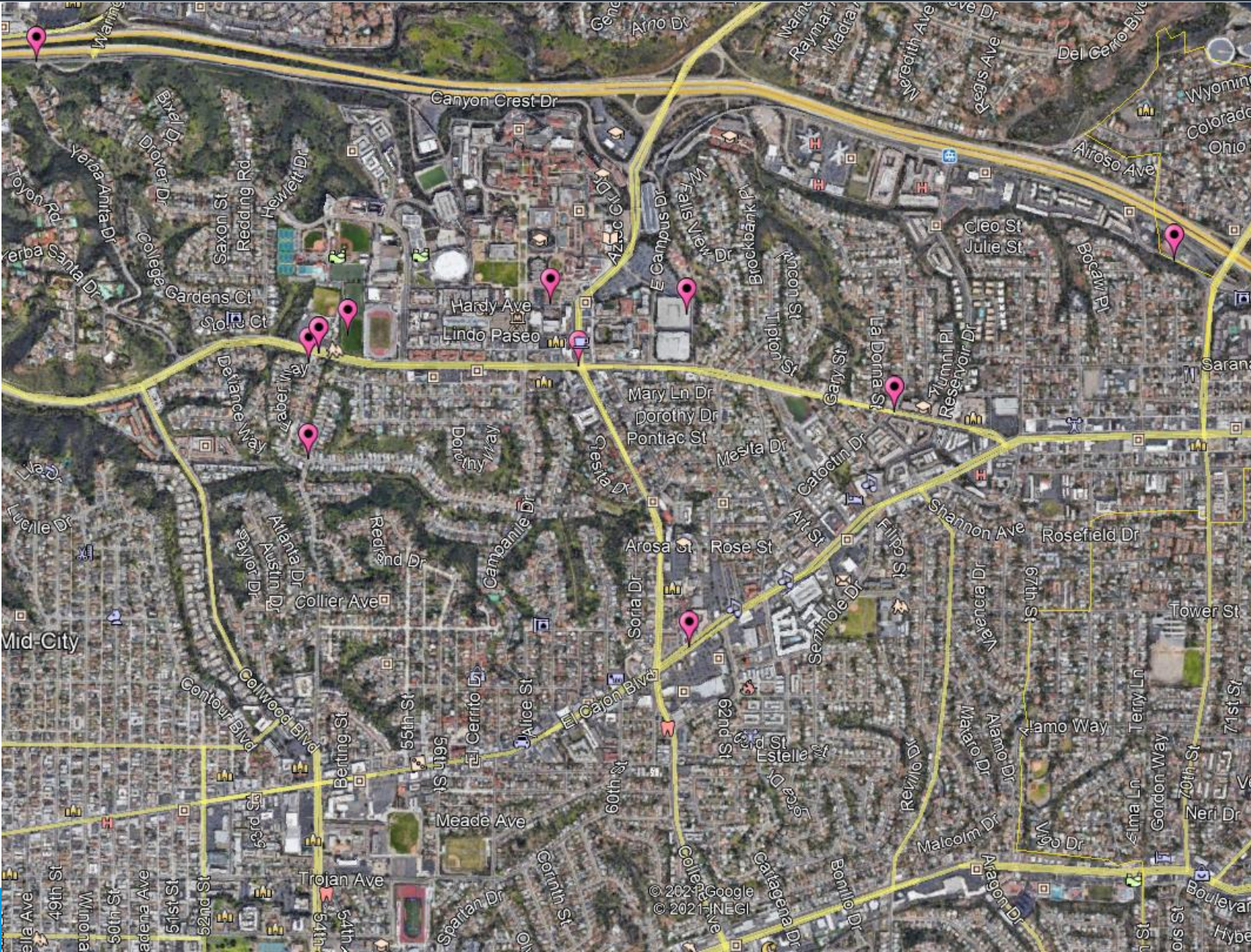
## Pedestrian Improvements:

- High-Visibility Crosswalk
- Protective and Convenient Crossings for Seniors
- Wider Sidewalks
- Safer Crosswalks/Crossing Locations
- Pedestrian Scale Lighting
- Fix Missing Sidewalks



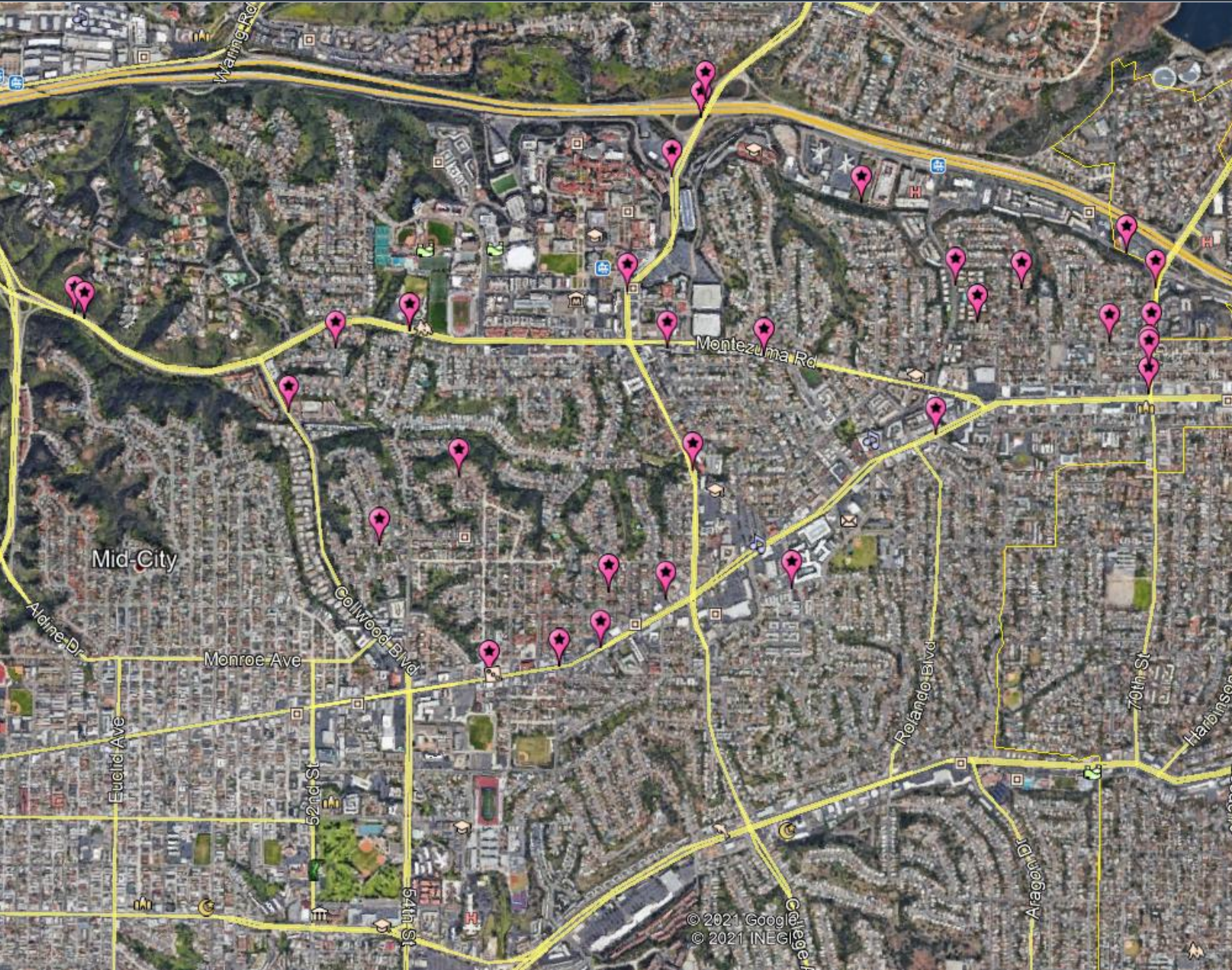
## Bicycle Improvements:

- Desire to have High Quality Bicycle Facilities along
  - College Ave
  - El Cajon Blvd
  - Montezuma Rd
  - Collwood Blvd / 54<sup>th</sup> St



## Transit Improvements:

- Improve Connections to Trolley Station
- Dedicated Bus Bay



## Roadway Improvements:

- Improve Traffic Flow
  - Freeway Access
  - Near SDSU
  - El Cajon Blvd
- Traffic Calming

## Potential Mobility Treatments For:

-  Pedestrian
-  Bicycle
-  Transit
-  Vehicular





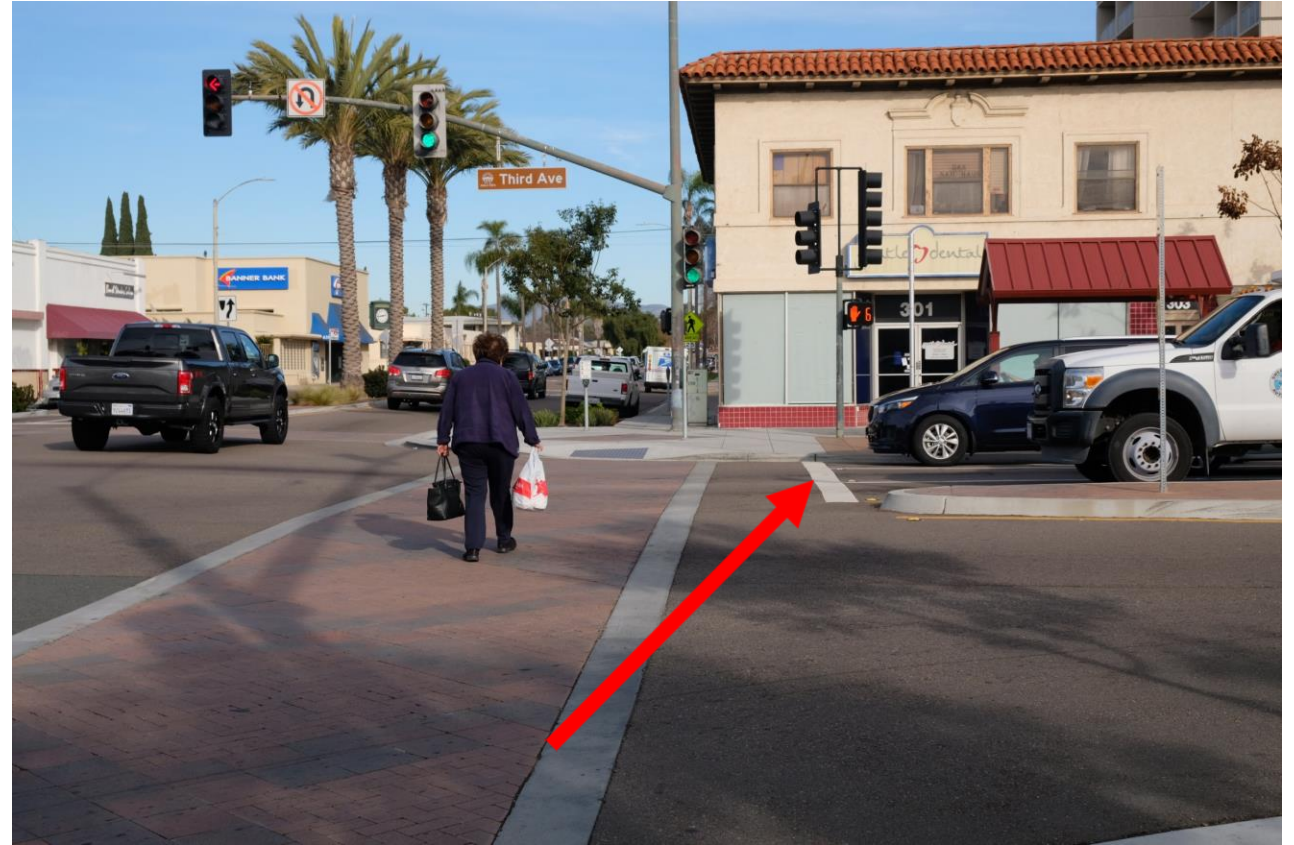
Landscaped Sidewalk / Outdoor Sitting



## Pedestrian Scale Lighting



High-Visibility Crosswalks

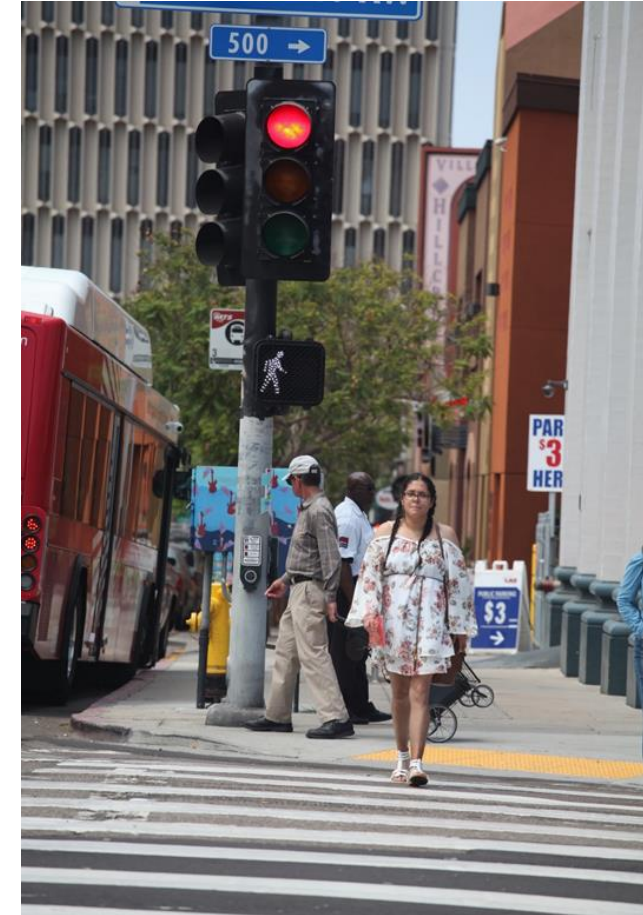


Advanced Stop Bars



Pedestrian  
Countdown  
Signal Heads





Lead Pedestrian Intervals (LPI)



Right-Turn  
Restrictions  
(Blank-Outs)



## Pedestrian Scrambles





Curb Extensions / Bulb-Outs



Raised Crosswalks



Pedestrian  
Refuge



Rectangular  
Rapid Flash  
Beacons (RRFB)



## Pedestrian Hybrid Beacons (HAWK)

City of San Diego  
Pedestrian Crosswalk Guidelines  
2015



Prepared for:  
City of San Diego



Prepared by:



CHEN + RYAN

Safe Transportation  
Research & Education Center  
**SafeTREC**

## Mid-Block Crossings

Council Policy 200-07: Marked  
Crosswalk Criteria At  
Uncontrolled Locations

Effective Date: June 11, 2015

**Table 2-3: Crossing Treatment Thresholds for Uncontrolled Marked Crosswalks if Warrants are Met**

Crossing Distance <sup>2</sup>	Roadway ADT (vehicles per day)				
	< 1,500	1,501 – 5,000	5,001 – 12,000	12,001 – 15,000	> 15,000
< 40'	A	B	B	C	C   D <sup>1</sup>
40' to 52'	A	B	C	C   D <sup>1</sup>	D
> 52'	A	B	C <sup>1</sup>	C   D <sup>1</sup>	D

1. For streets with more than one lane at an approach or posted speed limit 30 mph or greater.  
 2. Crossing distance can be measured to a pedestrian refuge island if one is present.

Source: City of San Diego (February, 2015)

**Table 2-4: Crossing Treatments for Uncontrolled Marked Crosswalks if Warrants are Met**

Category	Crossing Treatments
<b>A</b>	<p>The following is required:</p> <ul style="list-style-type: none"> <li>• (W11-2) Pedestrian Warning Signage with the corresponding (W16-7P) arrow plaque</li> </ul>
<b>B</b>	<p>At least one of the following is required:</p> <ul style="list-style-type: none"> <li>• (R1-6) State Law – Yield to Pedestrian sign if median is present</li> <li>• Rectangular Rapid Flashing Beacons (RRFBs)</li> <li>• Raised crosswalk or other traffic calming treatments if the City of San Diego’s Traffic Calming Guidelines are met</li> </ul>
<b>C</b>	<p>At least two of the following are required:</p> <ul style="list-style-type: none"> <li>• Radar Speed Feedback Signs</li> <li>• Striping changes such as narrower lanes, painted medians, road diets, or other speed reducing treatments.</li> <li>• RRFBs</li> <li>• Staggered crosswalks and pedestrian refuge island</li> <li>• Horizontal deflection traffic calming treatments<sup>1</sup> if the City of San Diego’s Traffic Calming Guidelines are met</li> </ul>
<b>D</b>	<p>A Traffic Signal is required if the CA MUTCD warrants are met and it is recommended by a traffic engineering study. Otherwise at least one of the following is required:</p> <ul style="list-style-type: none"> <li>• Pedestrian Hybrid Beacon if the CA MUTCD warrants are met</li> <li>• Horizontal deflection traffic calming treatment<sup>1</sup> with RRFBs if the City of San Diego’s Traffic Calming Guidelines are met</li> </ul>

1. Horizontal deflection treatments include, but are not limited to: roundabouts, pedestrian refuge islands, and pedestrian bulb-outs.

## Council Policy 200-07



Class I - Multi-Use Path or Bike Path





Class II Bike Lanes or Buffered Bike Lanes



Class III Bike Route or Bike Boulevard



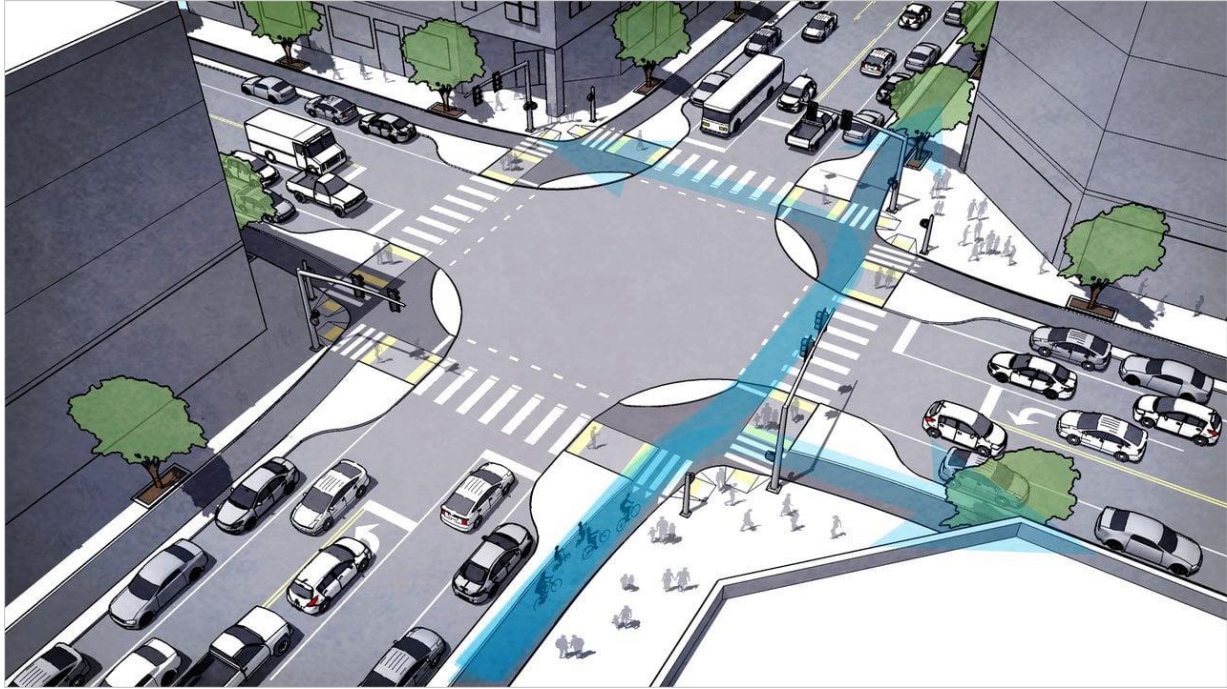
Class IV Cycle Track – One-Way



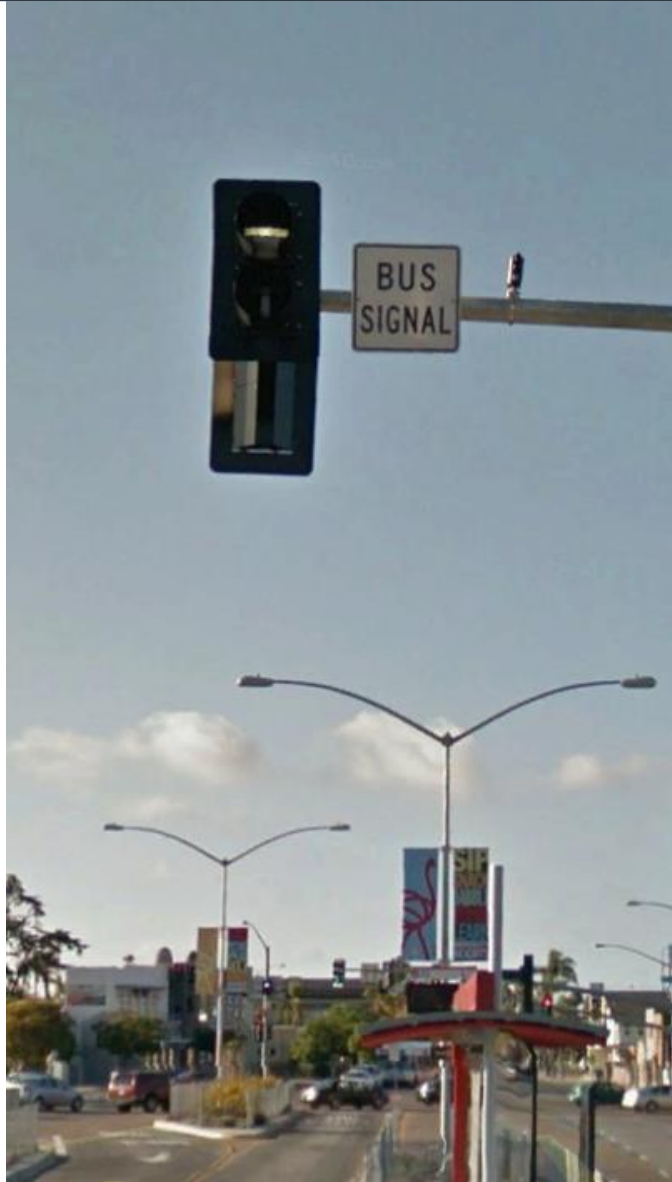
Bicycle Signal Head



Bike Box



## Protected Intersections



## Bus Priority Signal

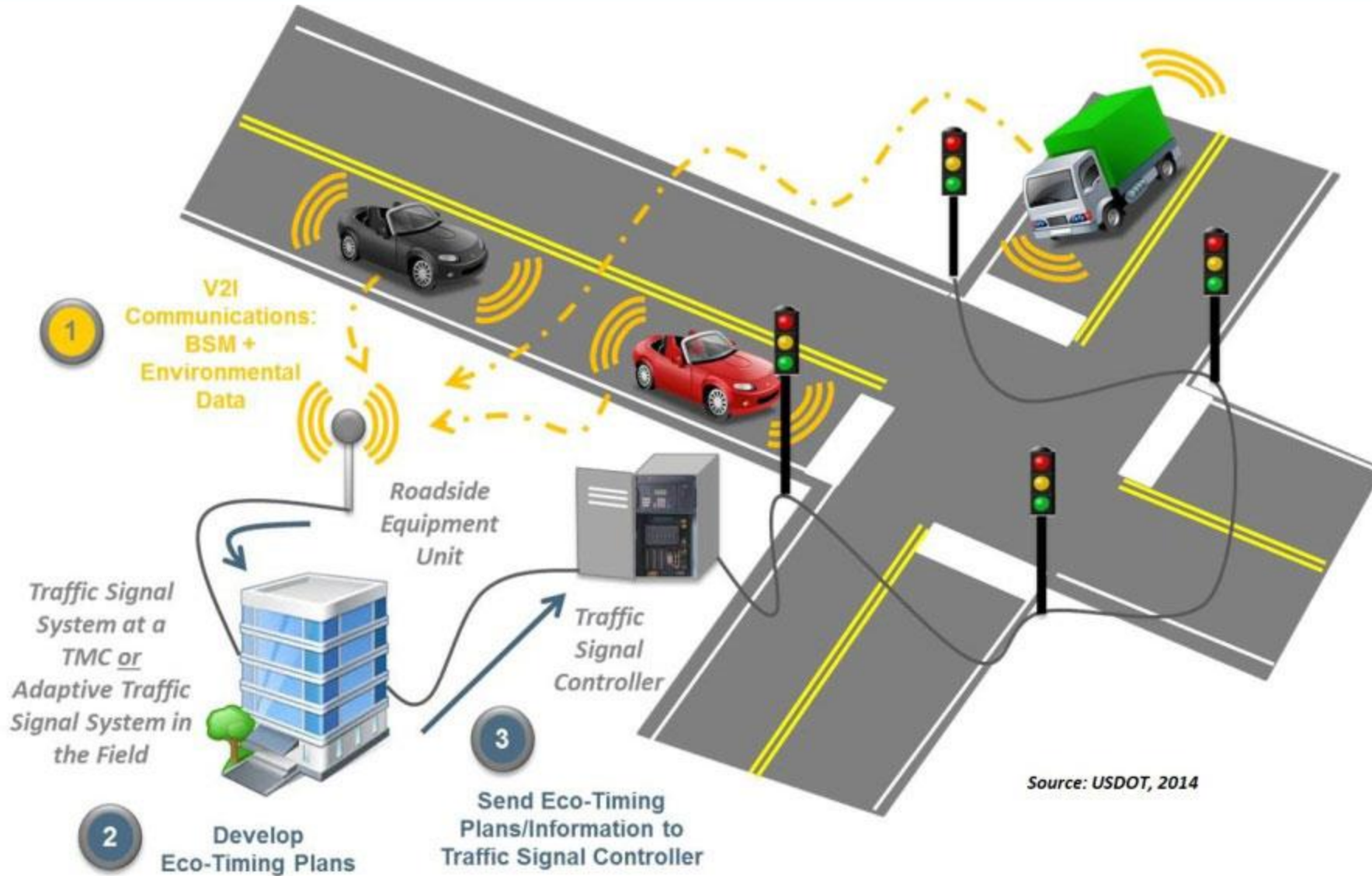


## Dedicated Bus Lane





Floating  
Bus Bay



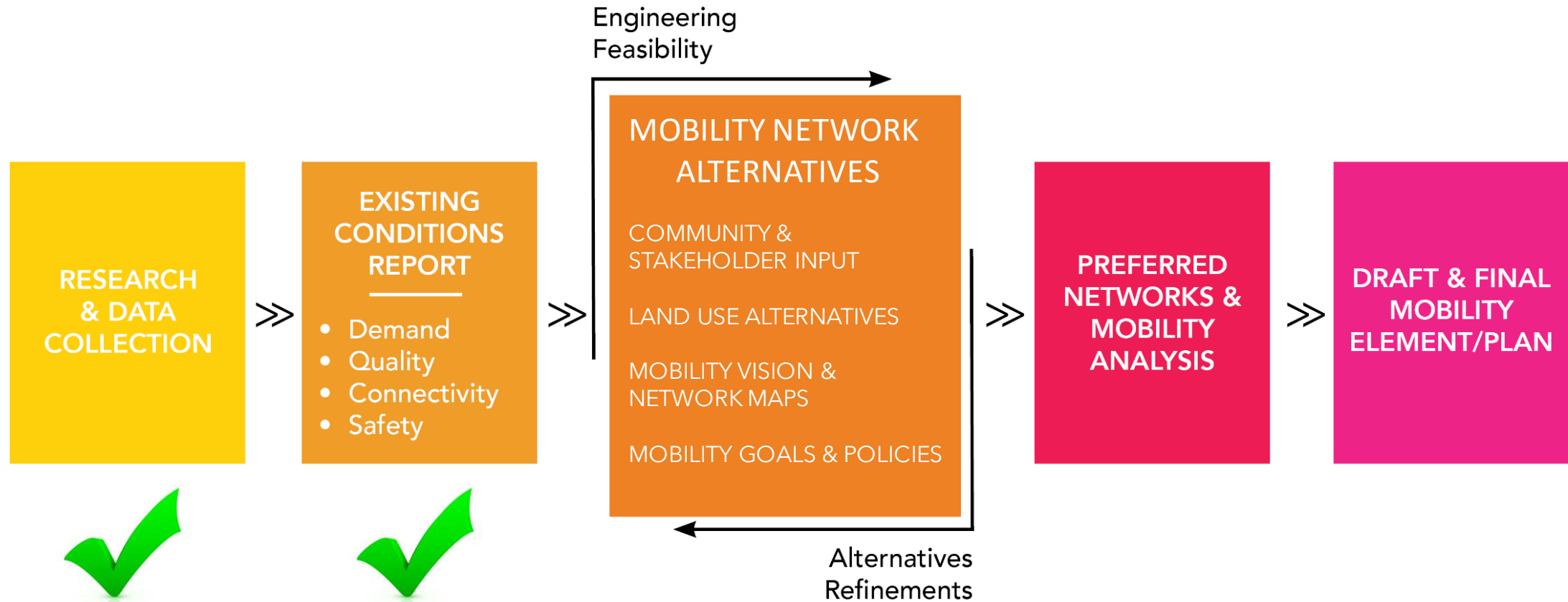
## Improve Signal Coordination

Source: USDOT, 2014



Roundabouts or Traffic Circles

← COMMUNITY OUTREACH, PARTICIPATION & EDUCATION →



← PROJECT MANAGEMENT & TEAM COORDINATION →

## Vision Statement

- The community plan envisions a college village with **vibrant mixed-use corridors and nodes that connect to neighborhoods and the university**, and that enhance the community.

## Guiding Principles

- Provide diverse and accessible **housing opportunities near SDSU, transit corridors,** and activity centers.
- **Ensure safe, accessible, and efficient travel for all modes of transportation, which favors transit, bicycles, and pedestrians.**
- **Enhance pedestrian paths and bicycle infrastructure** with street trees to promote air quality, health, recreation, and connectivity between neighborhoods, parks, schools, businesses, and the university.

# College Area CPU Winter Schedule

2020  
**DEC**

2021  
**JAN**

2021  
**FEB**

## *Meeting Topic*

Community Atlas  
Existing Conditions  
Report

## *Meeting Topic*

Online Survey Results

## *Meeting Topic*

Mobility Existing  
Conditions  
Analysis

## *Committee Role*

Feedback on  
Community Atlas

## *Committee Role*

Feedback on  
Community Survey

## *Committee Role*

Feedback on Mobility  
Existing Conditions

# Draft College Area CPU Spring Schedule

2021  
**MAR**

## *Meeting Topic*

Market Analysis

## *Committee Role*

Feedback on Market  
Assessment

2021  
**APR**

## *Meeting Topic*

Mobility 101 / Mobility  
Vision

## *Committee Role*

Feedback on Mobility  
Vision

2021  
**MAY**

## *Meeting Topic*

Building Typology  
& Urban Form Concepts

## *Committee Role*

Feedback on Urban Form  
Concepts