

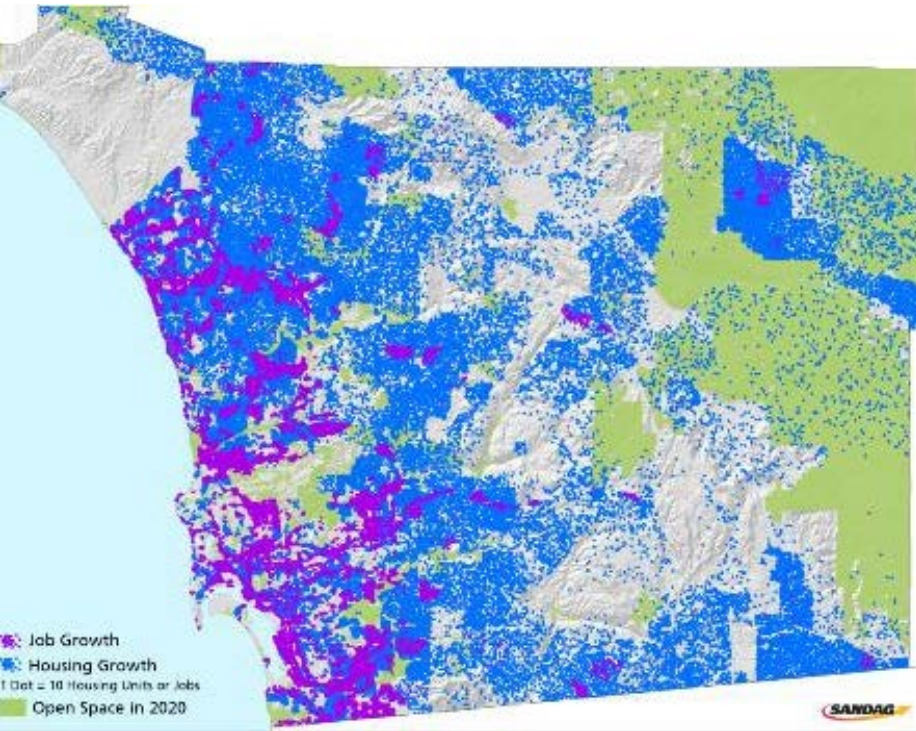


Special Meeting

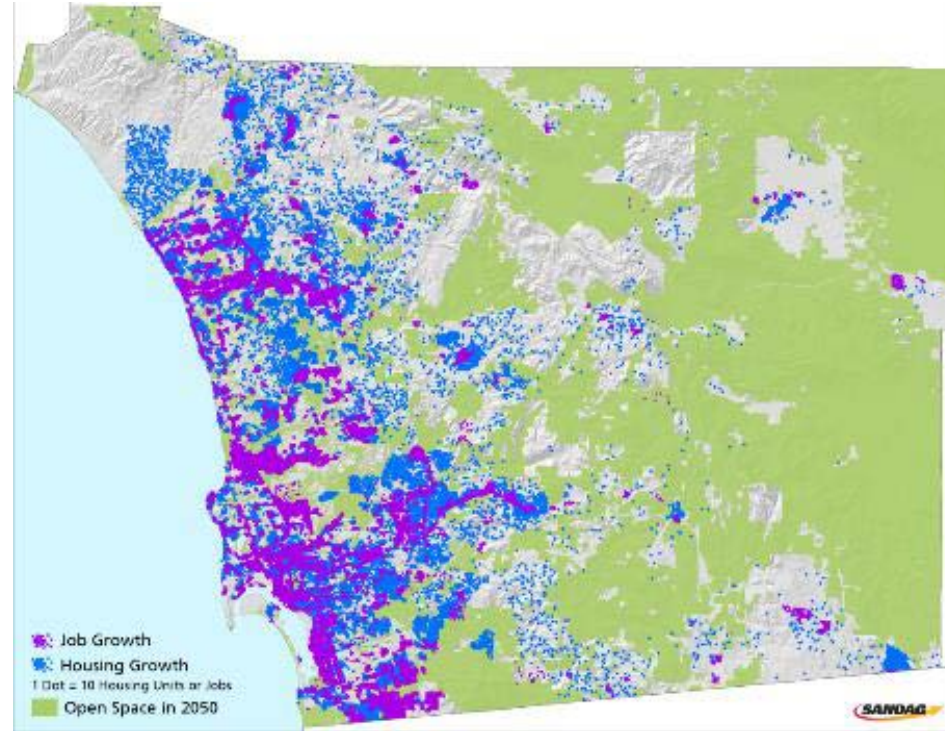
November 9, 2018

- 3:00 – 3:45
 - Draft Community Plan Mobility Element
 - Growth
 - VMT & Mode Share
 - Complete Multimodal Networks
- 3:45 – 4:30
 - Discussion

Projected Regional Growth

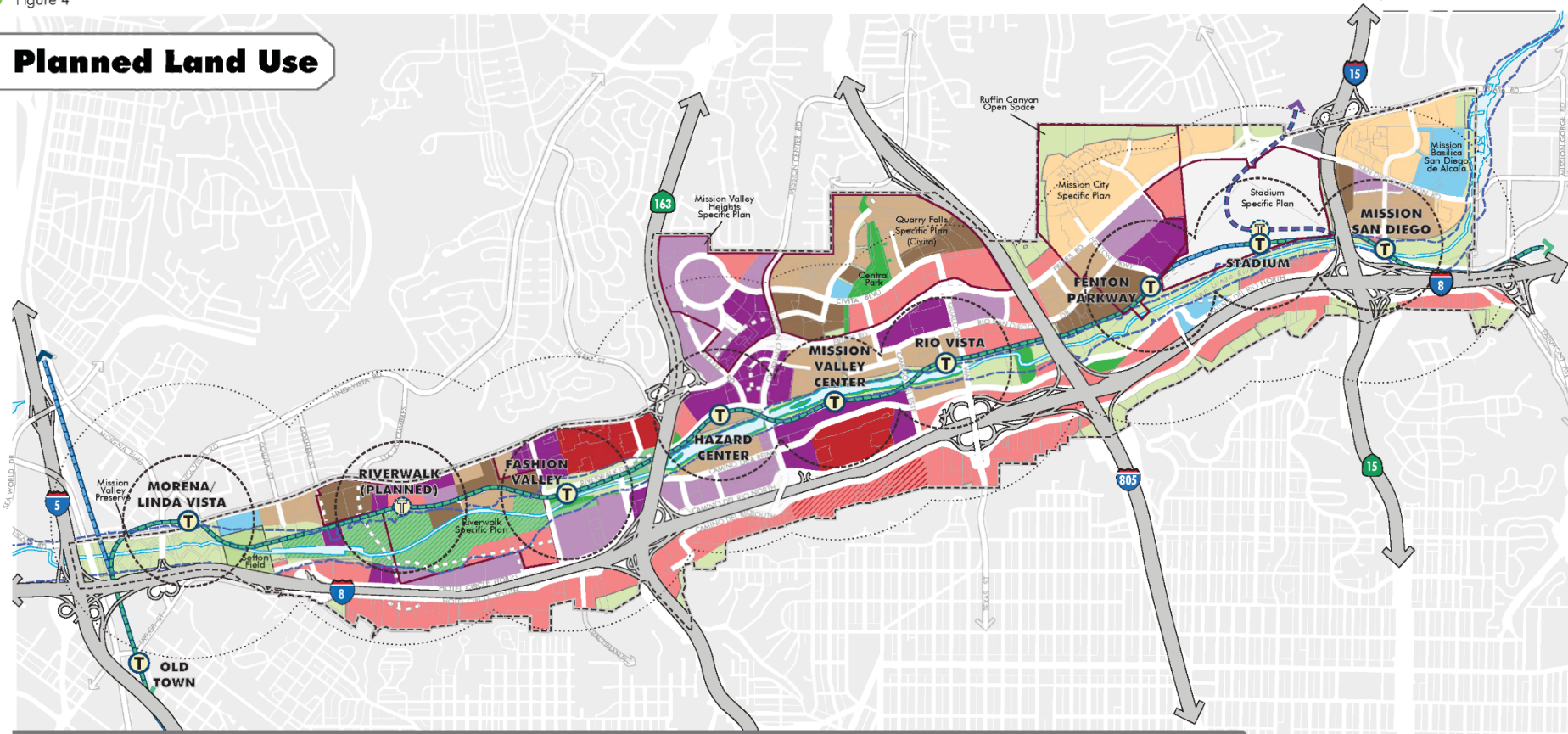


In 1999



In 2013

Planned Land Use



General Information

- Mission Valley Community Plan Area
- 100 Year Floodway
- Specific Plan
- Parcels
- Planned Roadway

Transit

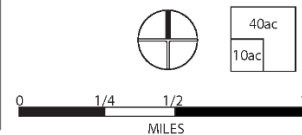
- Existing Trolley (Blue Line)
- Existing Trolley (Green Line)
- Planned Trolley (Purple Line)
- Planned Trolley Stop (Riverwalk)

Land Use

- Mixed Use (HD)
- Mixed Use (MD)
- Residential (HD)
- Residential (MD)
- Residential (LD)
- Commercial/Office/Hotel
- Regional Retail
- Office/Hotel/Regional Retail
- Public/Institutional

Park and Open Space

- Existing Park
- Existing Open Space
- Potential Park
- Potential Open Space
- Potential Park/Open Space



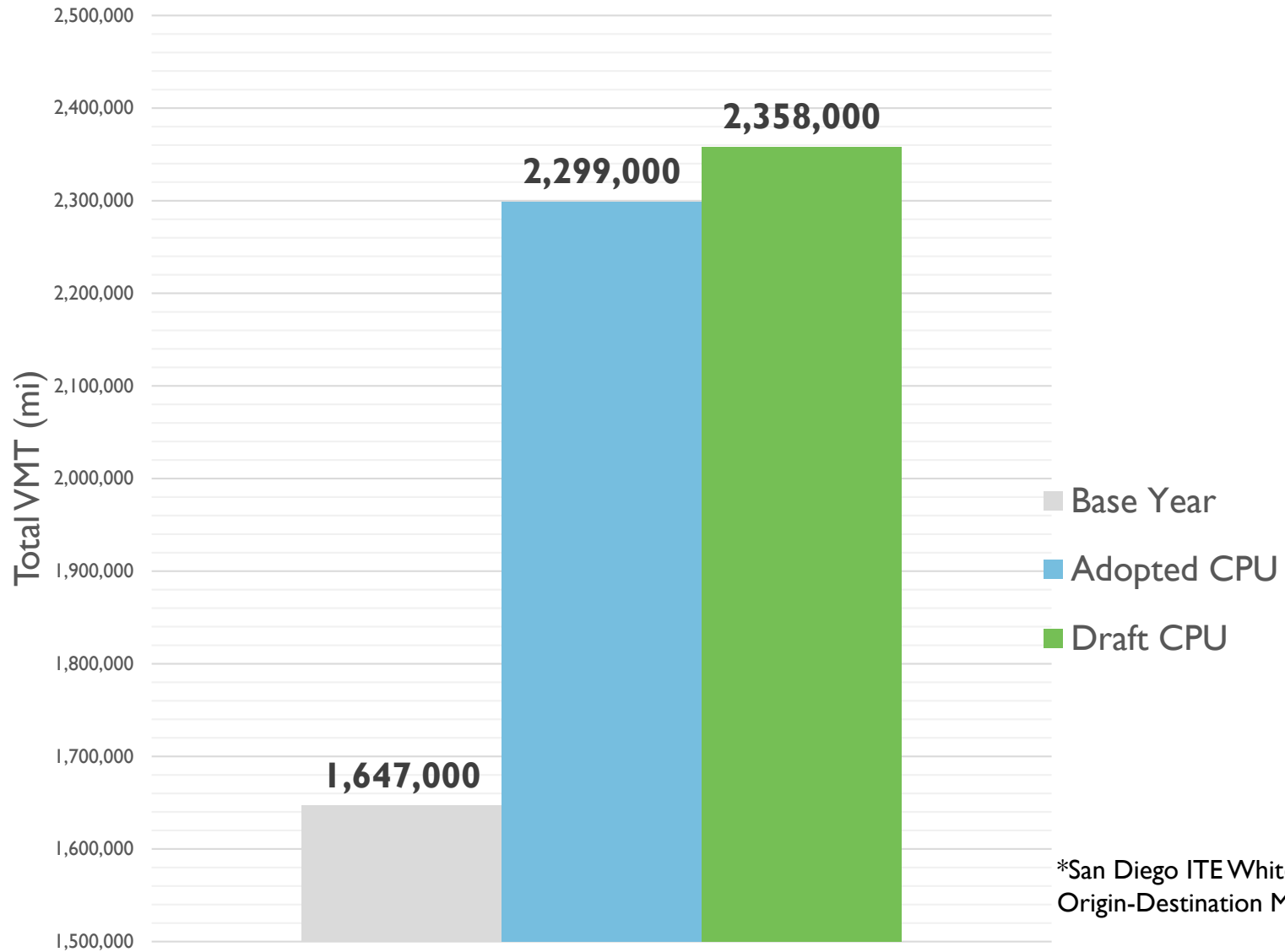
Residential

- Base Year: 11,244 units
- Proposed: 39,157 units
- **Increase: 27,913 units, 248%**

Non-Residential

- Base Year: 17.67M SF
- Proposed: 25.04M SF
- **Increase: 7.37M SF, 42%**

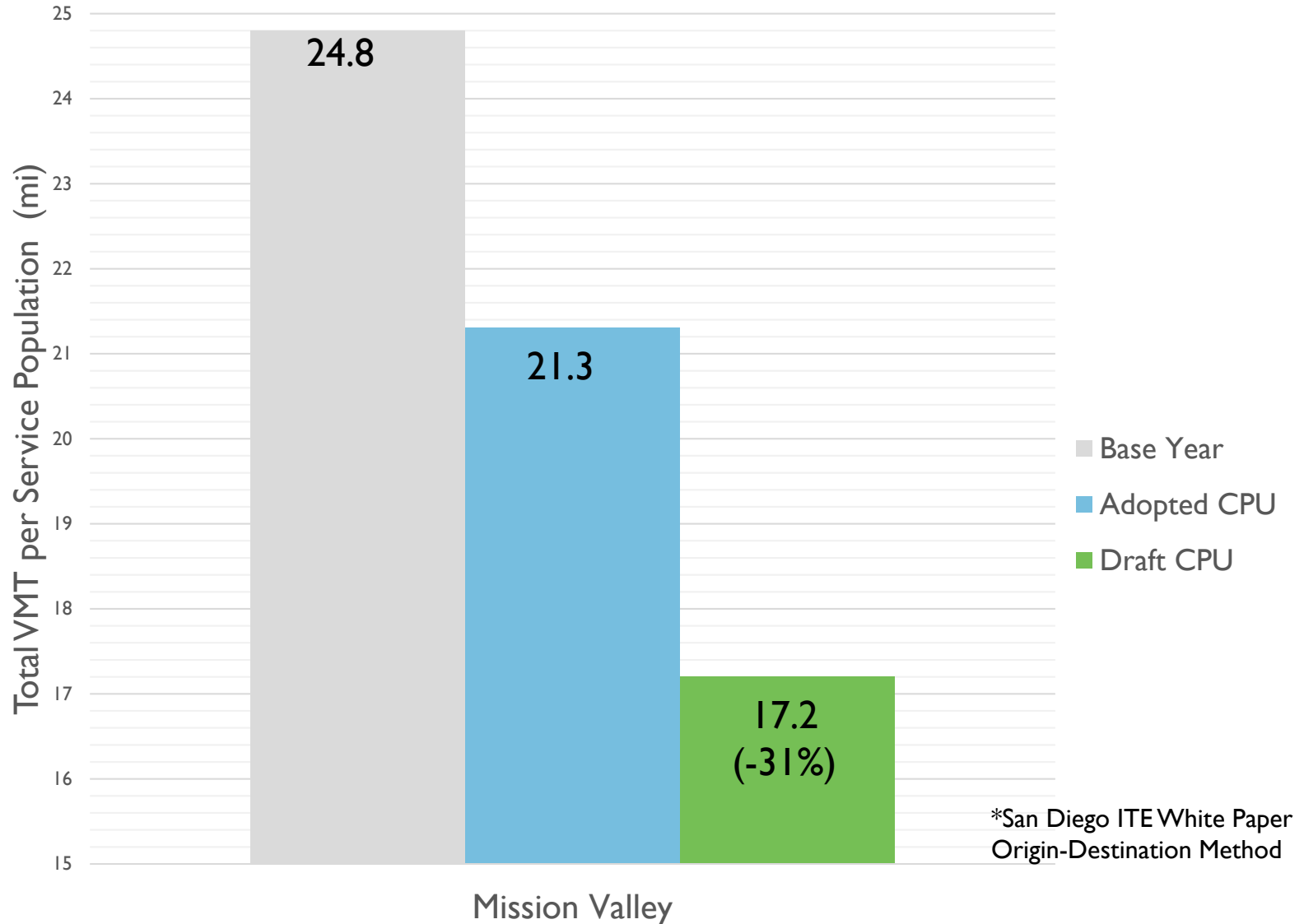
Mission Valley VMT*



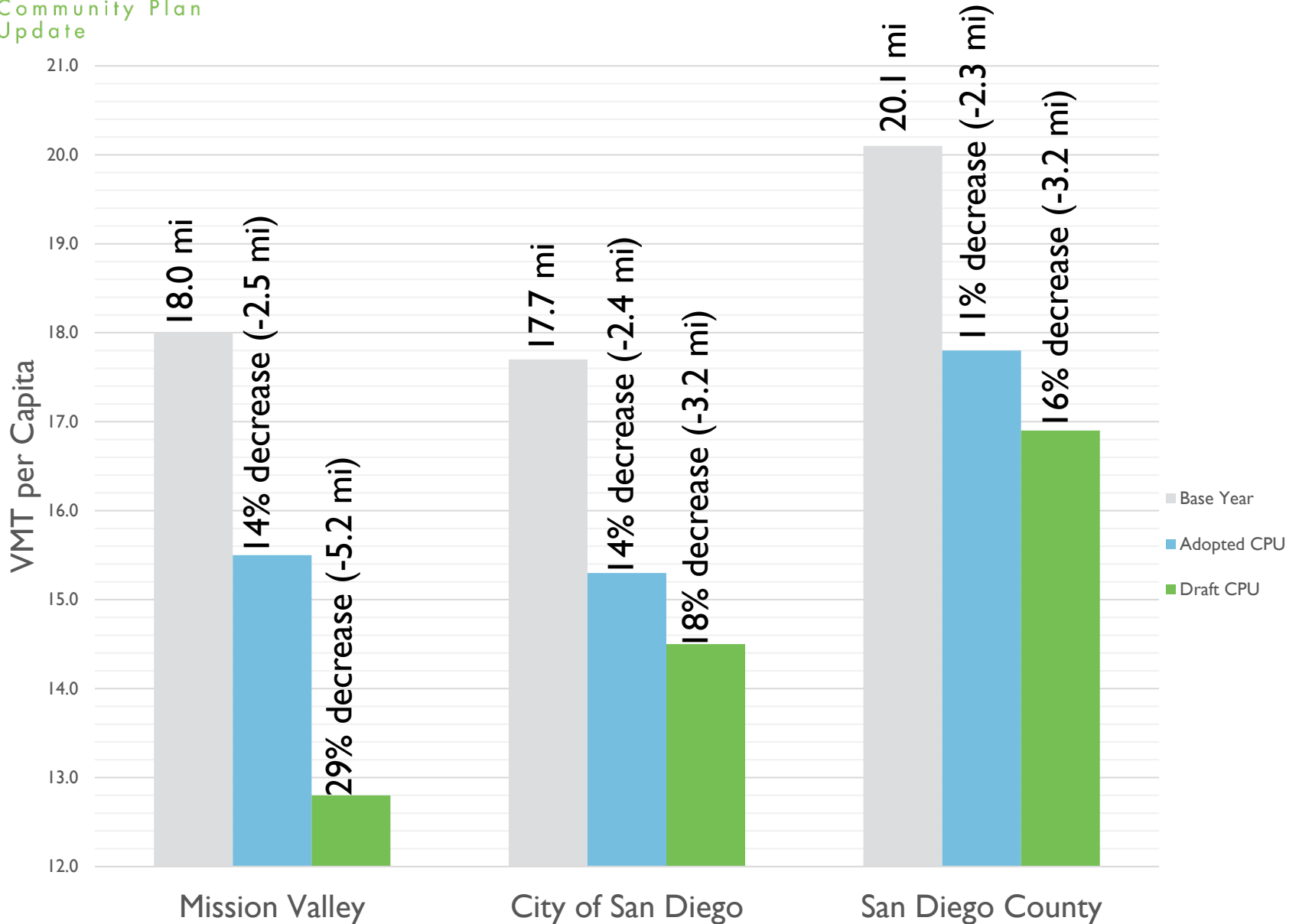
*San Diego ITE White Paper
Origin-Destination Method

Mission Valley VMT*

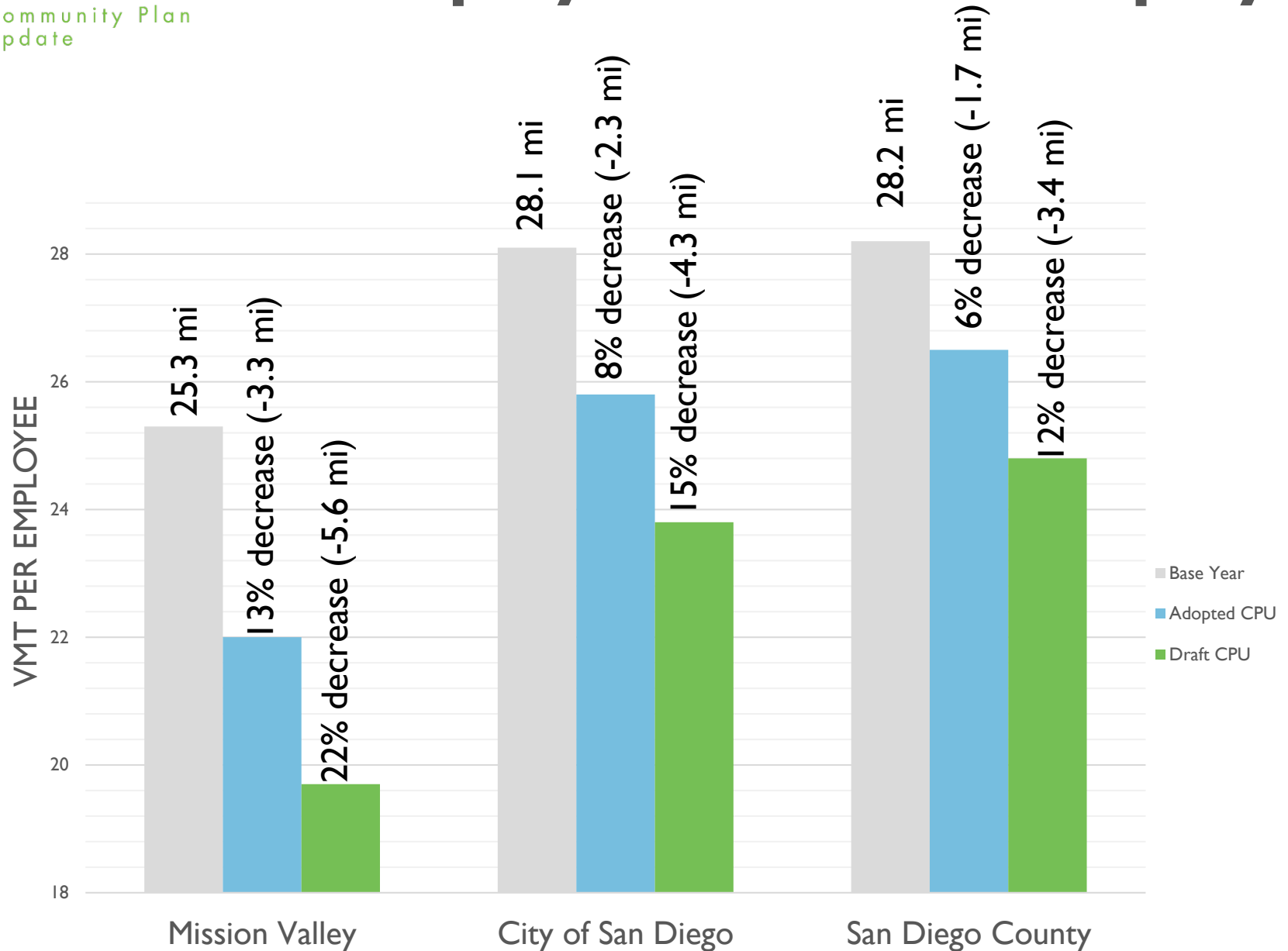
Per Service Population



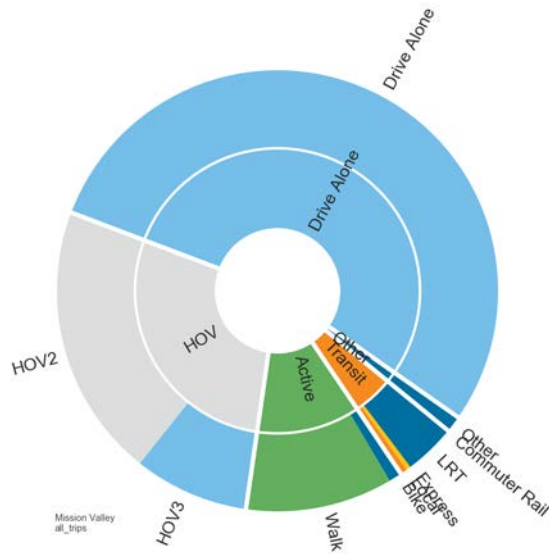
Resident VMT Per Capita



Employee VMT Per Employee

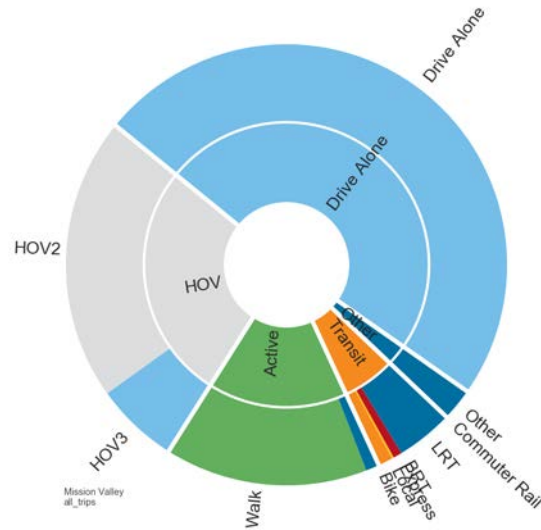


Mode Share – Daily Trips



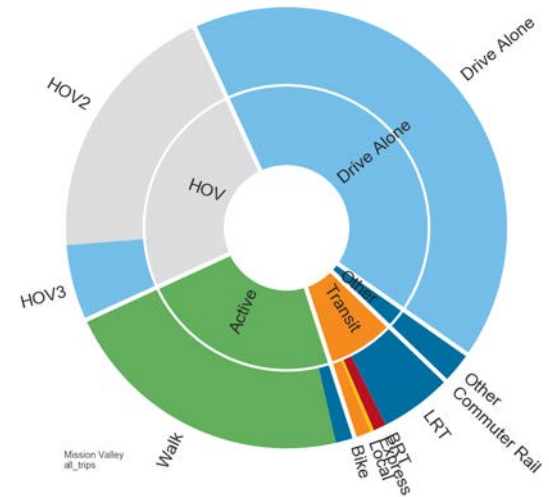
Mode	Share
Drive Alone	54.0%
HOV	28.5%
Transit	4.6%
Active	11.7%
Other	1.2%

Base Year



Mode	Share
Drive Alone	49.1%
HOV	27.0%
Transit	5.9%
Active	15.7%
Other	2.3%

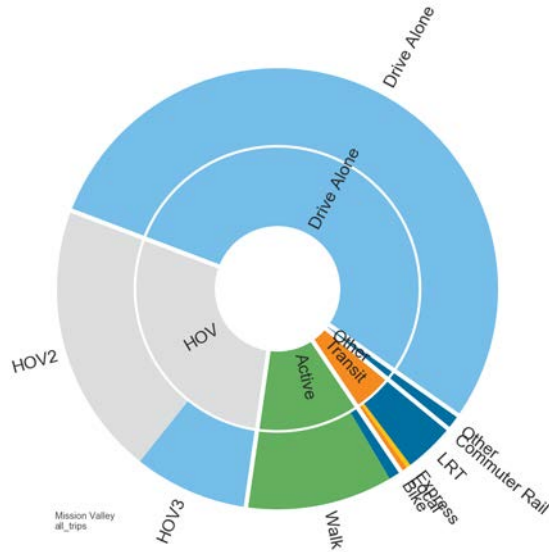
Adopted Plan



Mode	Share
Drive Alone	41.9%
HOV	23.1%
Transit	8.3%
Active	24.3%
Other	2.4%

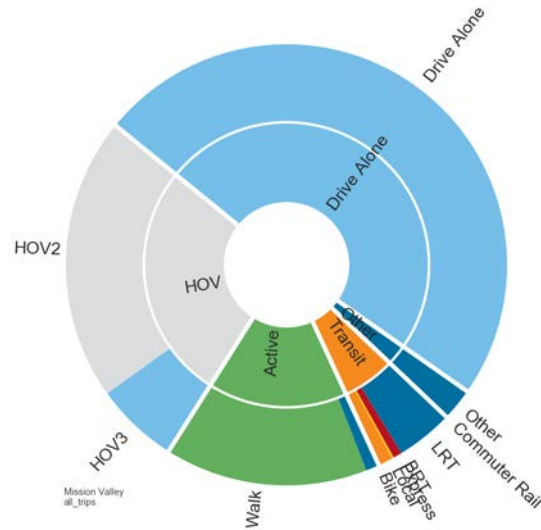
Proposed Plan

Mode Share – Daily Trips



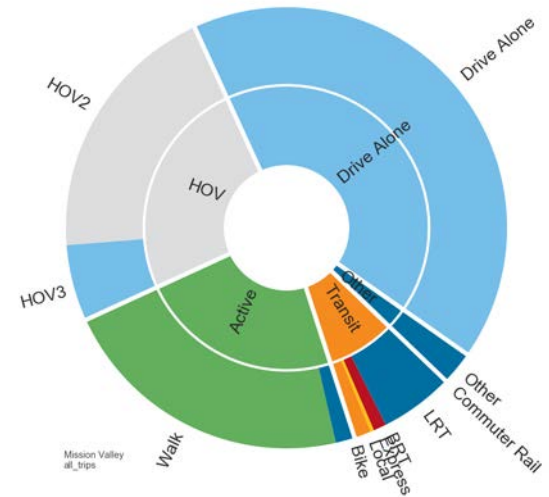
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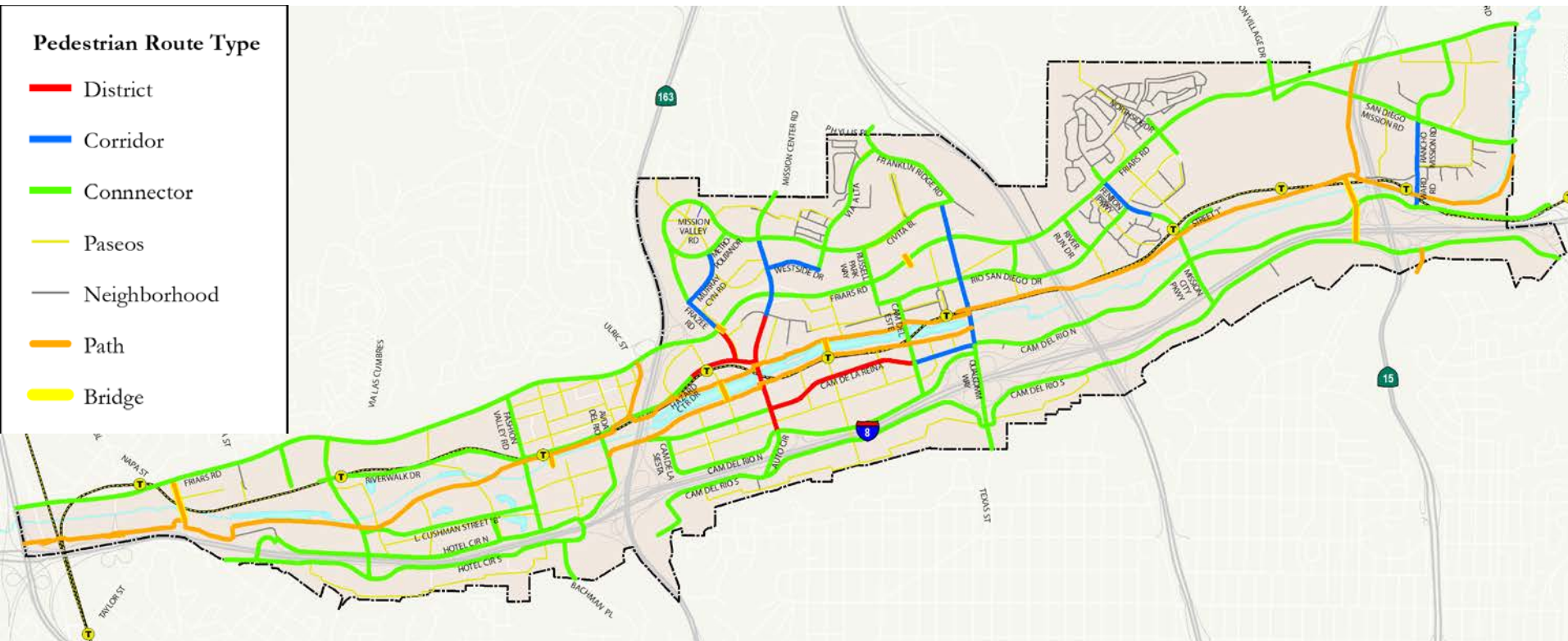
Mode	Share
Drive Alone	41.9%
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Transit	13.7%
Active	24.3%
Other	2.4%

Proposed Plan

Peak Period Commute Trips

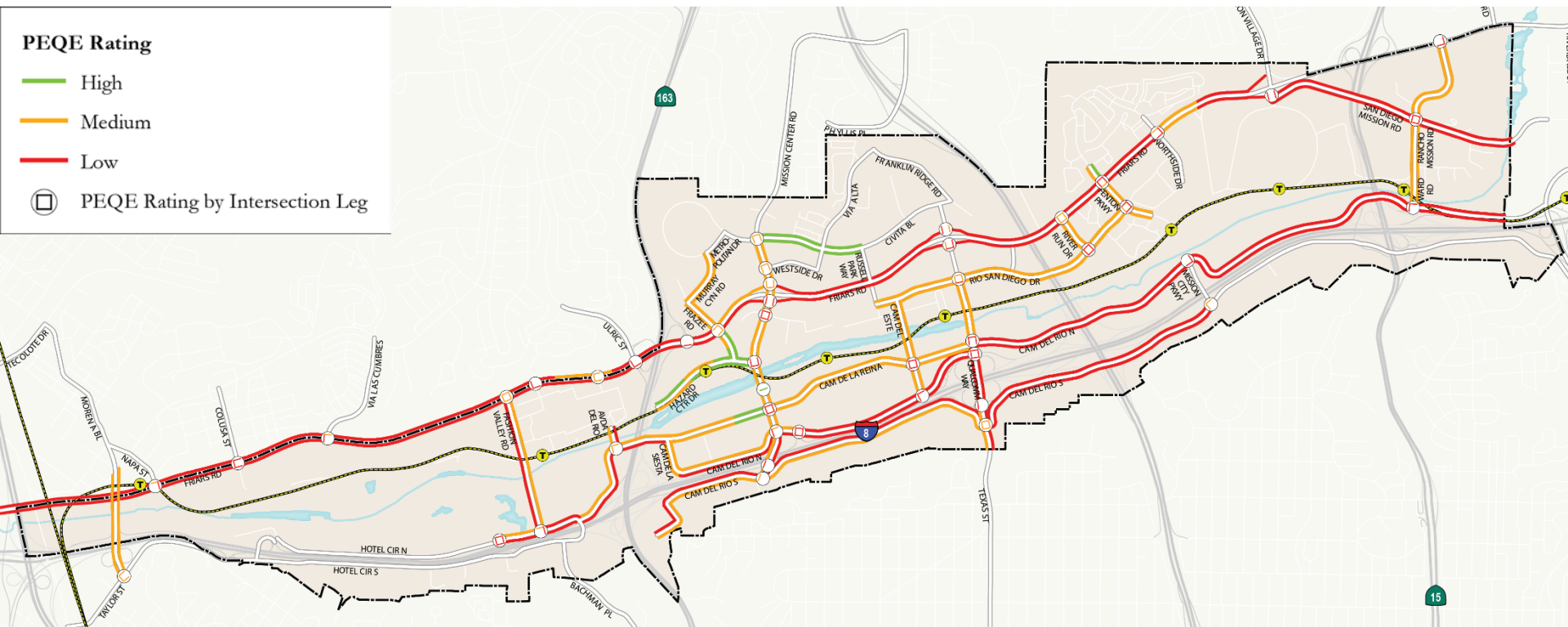
Complete Multimodal Networks

- Improve active transportation facilities
- Improve accessibility to transit
- Improve transit services
- Manage traffic congestion
- Provide for public safety



Draft Community Plan

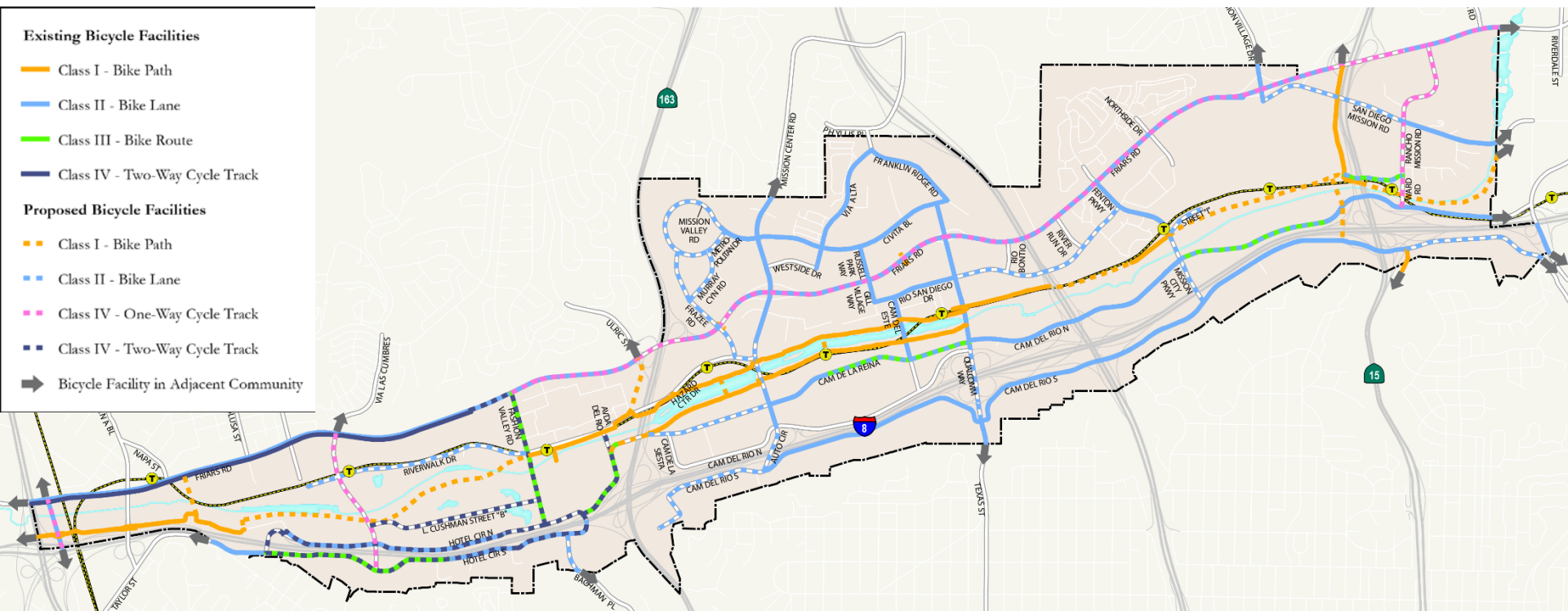
Pedestrian Environmental Quality Evaluation



PEQE under Existing Conditions



Draft Community Plan Bicycle Network



Existing Mileage: Class I-5.5, Class II-17.7, Class III-3.1, Class IV-1.8; Total-28.2 miles

Proposed Mileage: Class I-9.8, Class II-20.4, Class III-0, Class IV-12.3; Total-42.5 miles

78%

15%

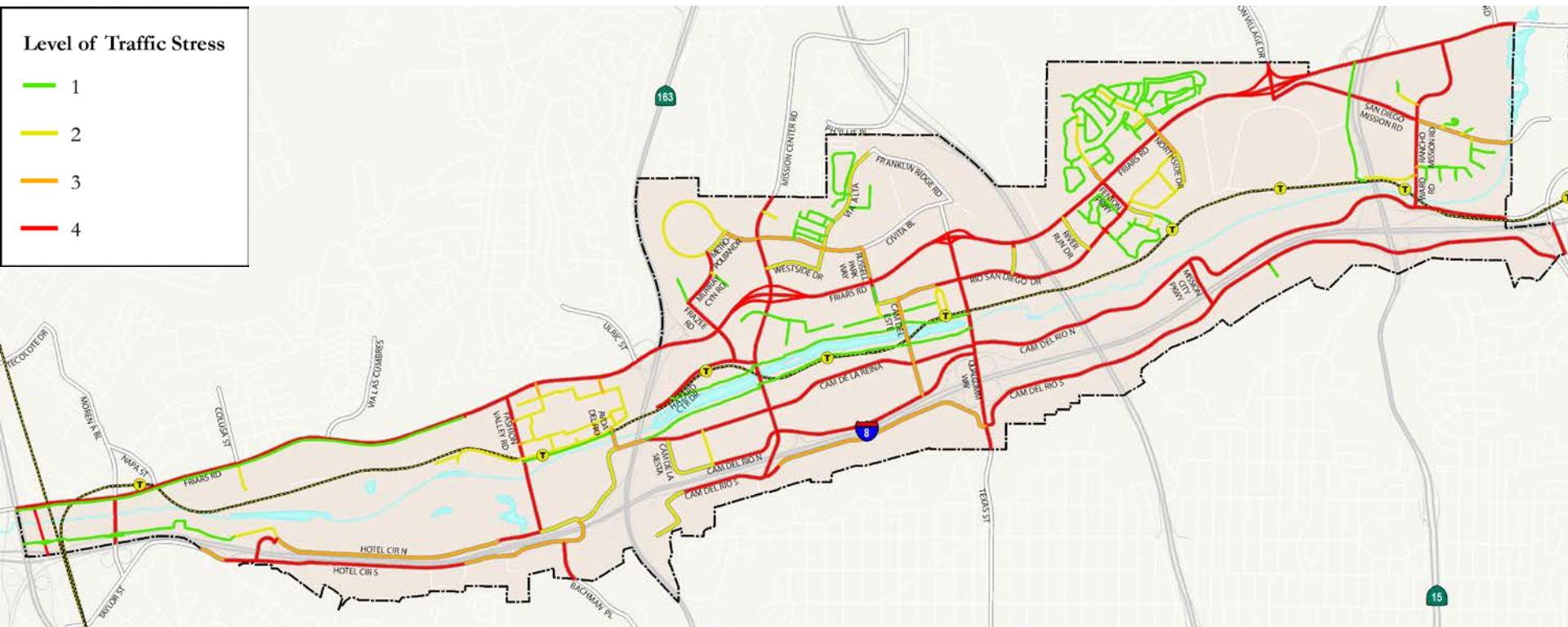
upgraded

583%

51% increase

Draft Community Plan

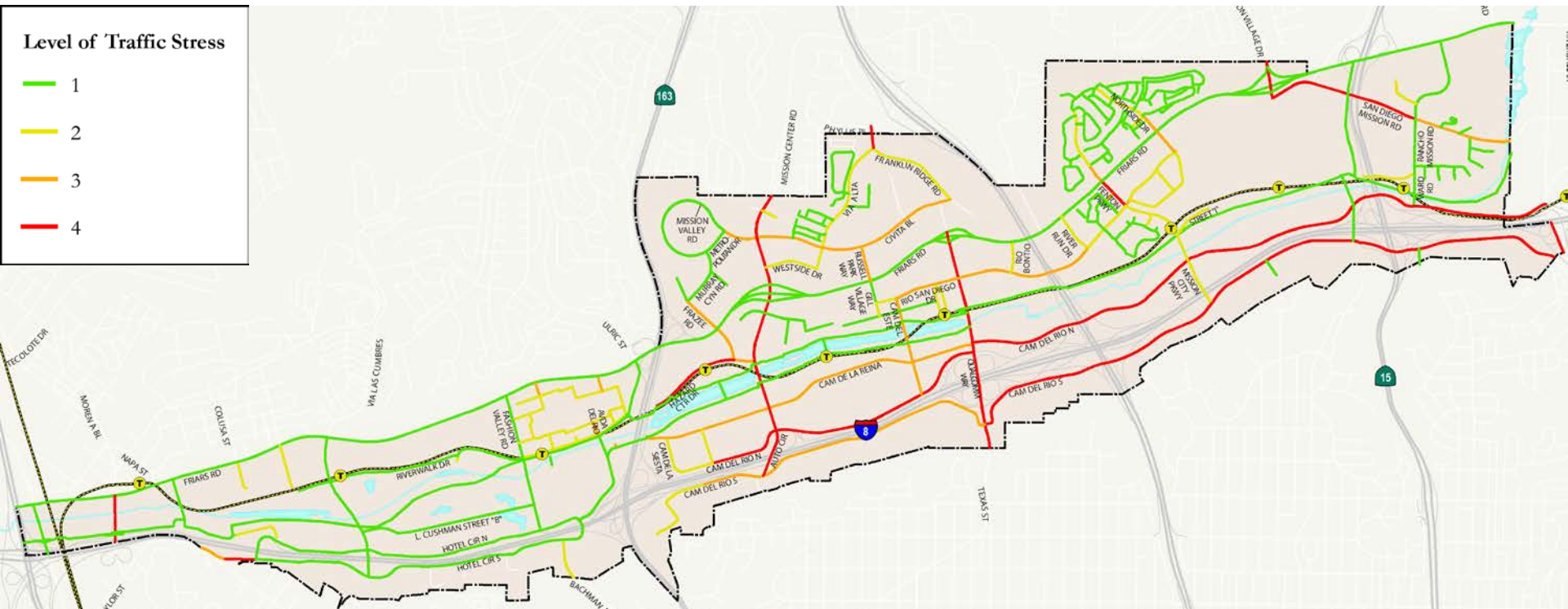
Bicycle Level of Traffic Stress



LTS under Existing Conditions

Draft Community Plan

Bicycle Level of Traffic Stress



LTS with Proposed Plan

Draft Community Plan

Multi-use Bridge @ Frazee/Friars

Figure 6: Example Implementation of a Multi-Use Bridge Across Friars Road at Frazee Road

A multi-use bridge at this location can be designed to integrate with both the street and the surrounding development. This bridge would provide an unobstructed link between the properties north of Friars Road and the Hazard Center Trolley Station, just south of Friars Road and accessed by Frazee Road. This bridge could be designed as a statement piece, adding character to the area, as well as a gateway, welcoming people into the community.



Draft Community Plan

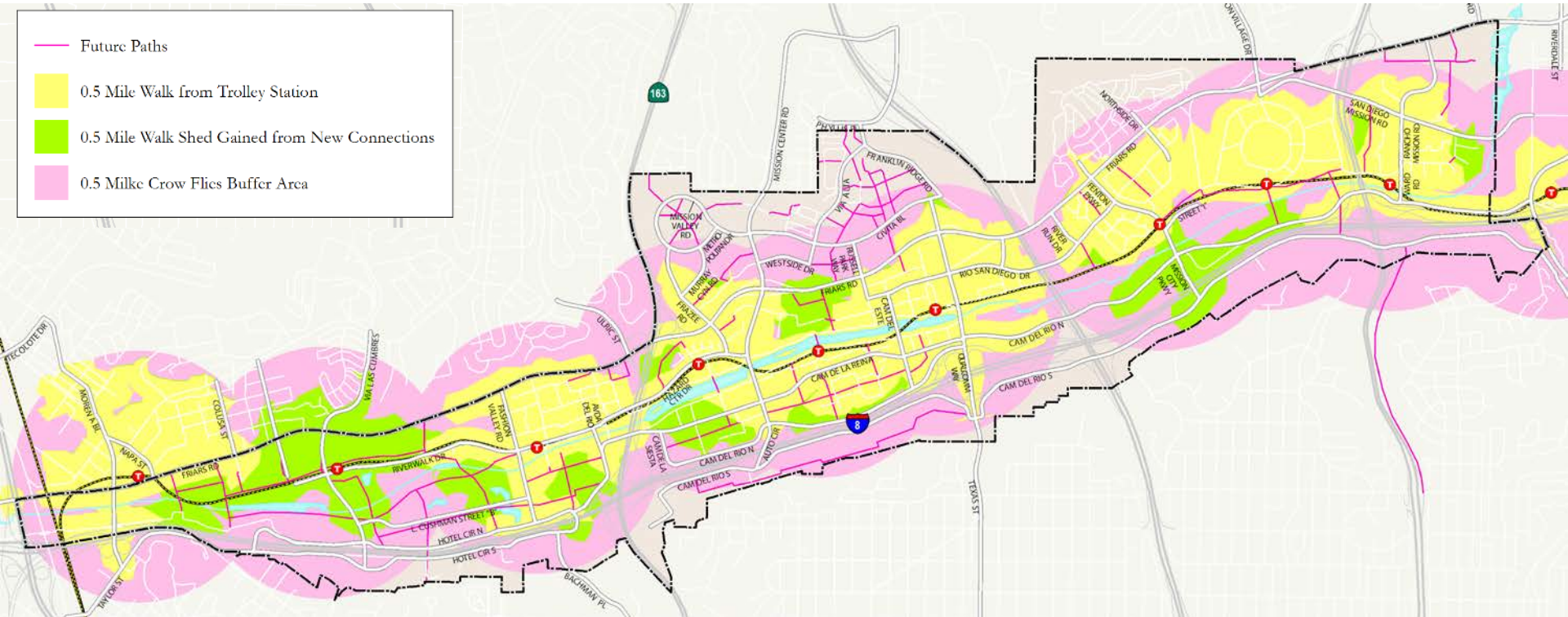
Two-way Cycle Track along Hotel Circle



Figure 10: Example of Implementation of Two-Way Cycle Track on Hotel Circle North

1. Landscaped Parkway
2. Raised Buffer
3. Marked Pedestrian Crossing: aligned with pedestrian paths and paseos of adjacent private development, where possible
4. Bus Stop with Shelter and Dedicated Island
5. Landscaped Buffer: can augment a sound wall at highway edge
6. One-Way, Westbound Travel Lanes
7. Two-Way Cycle Track
8. Marked Bicycle Crossing at Intersection
9. Marked Pedestrian Crosswalk
10. On-street Parking
11. Curb Extension/"Bulb-Outs": at all street intersections
12. Two-Way North and South Bound Traffic
13. Pedestrian-Scaled Street Lighting

Draft Community Plan Active Transportation (Transit Accessibility)

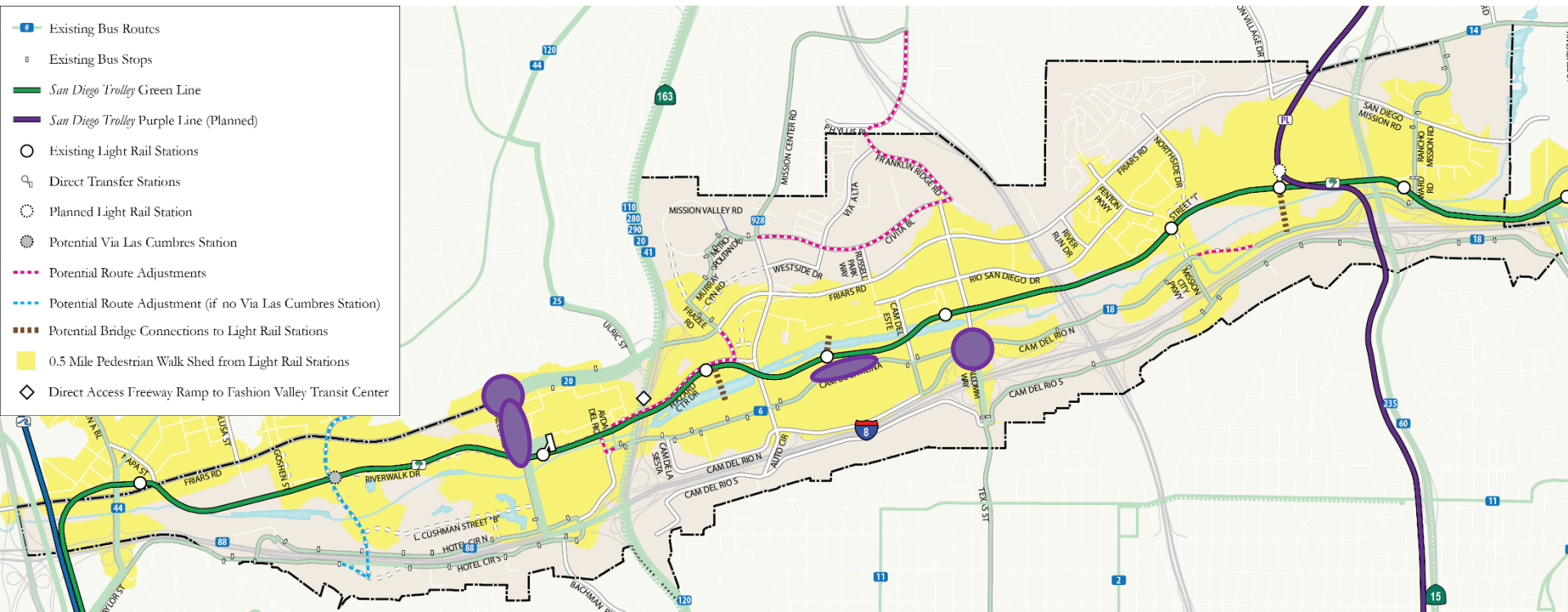


Existing Walkshed: 2.43 sq mi

Proposed Walkshed: 3.15 sq mi

30% increase

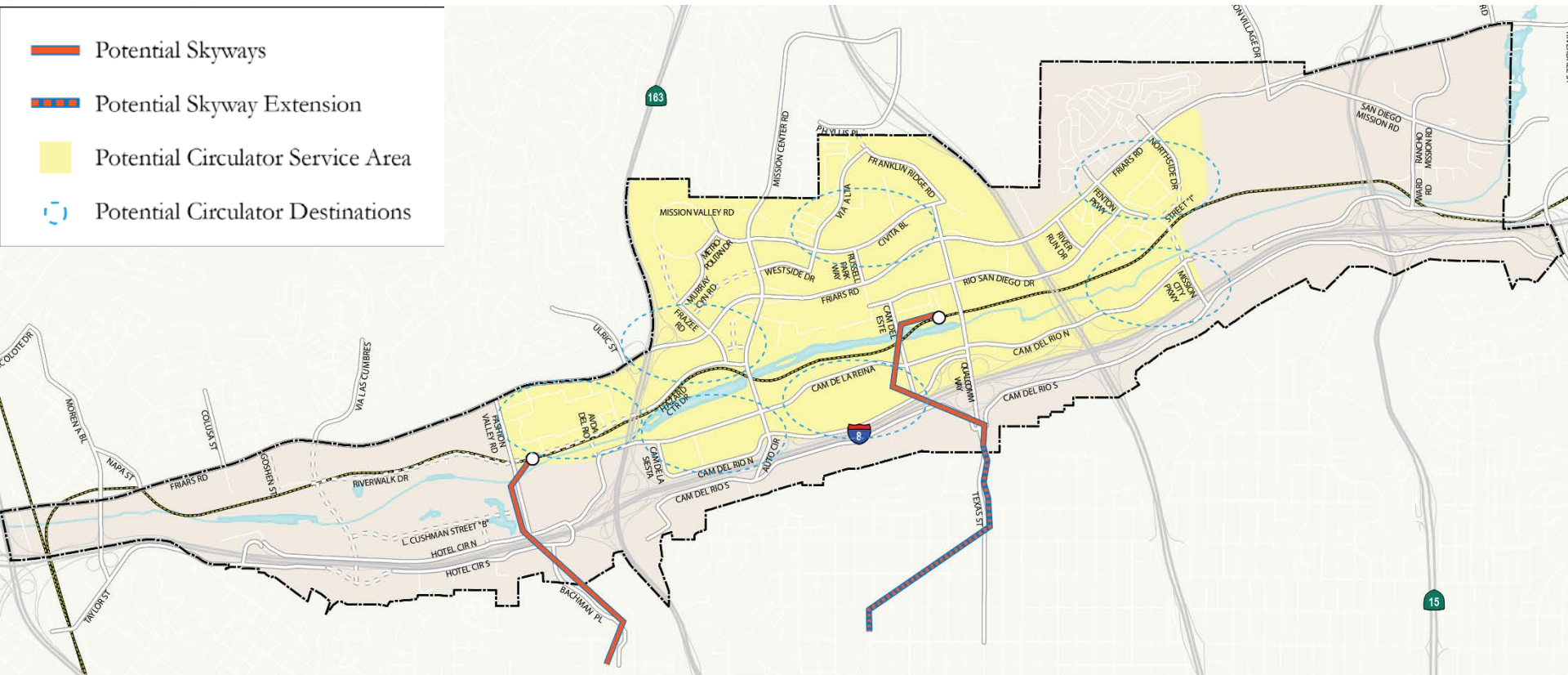
Draft Community Plan Transit Network



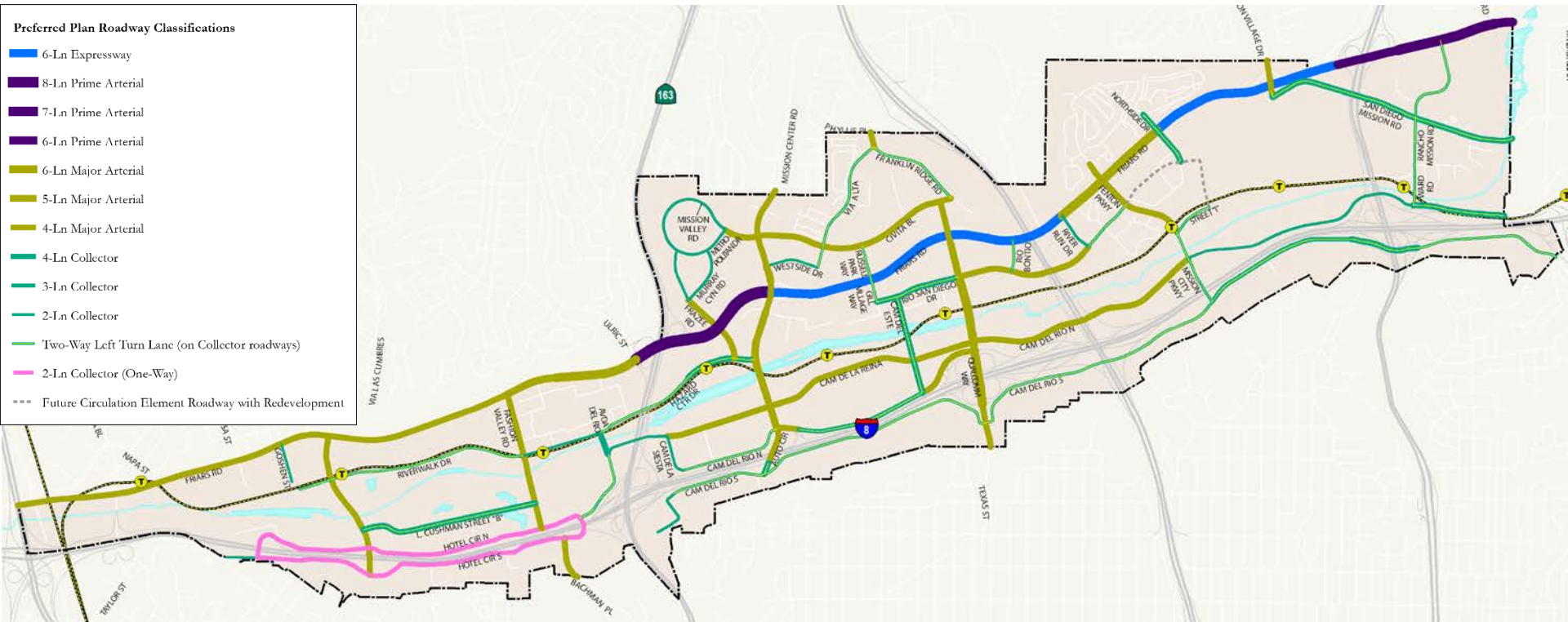
 Potential transit priority treatment

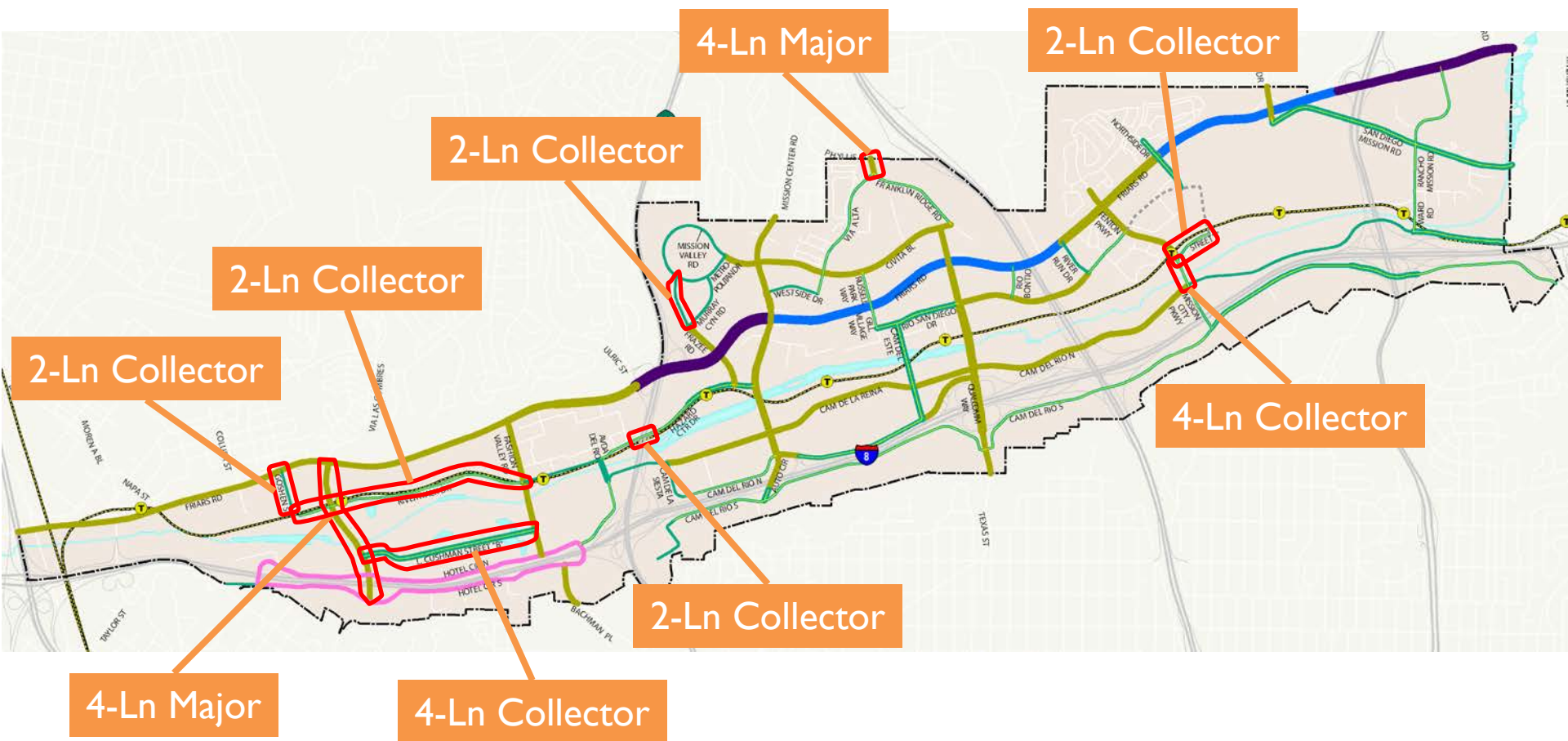
Draft Community Plan

Other Potential Transit Improvements

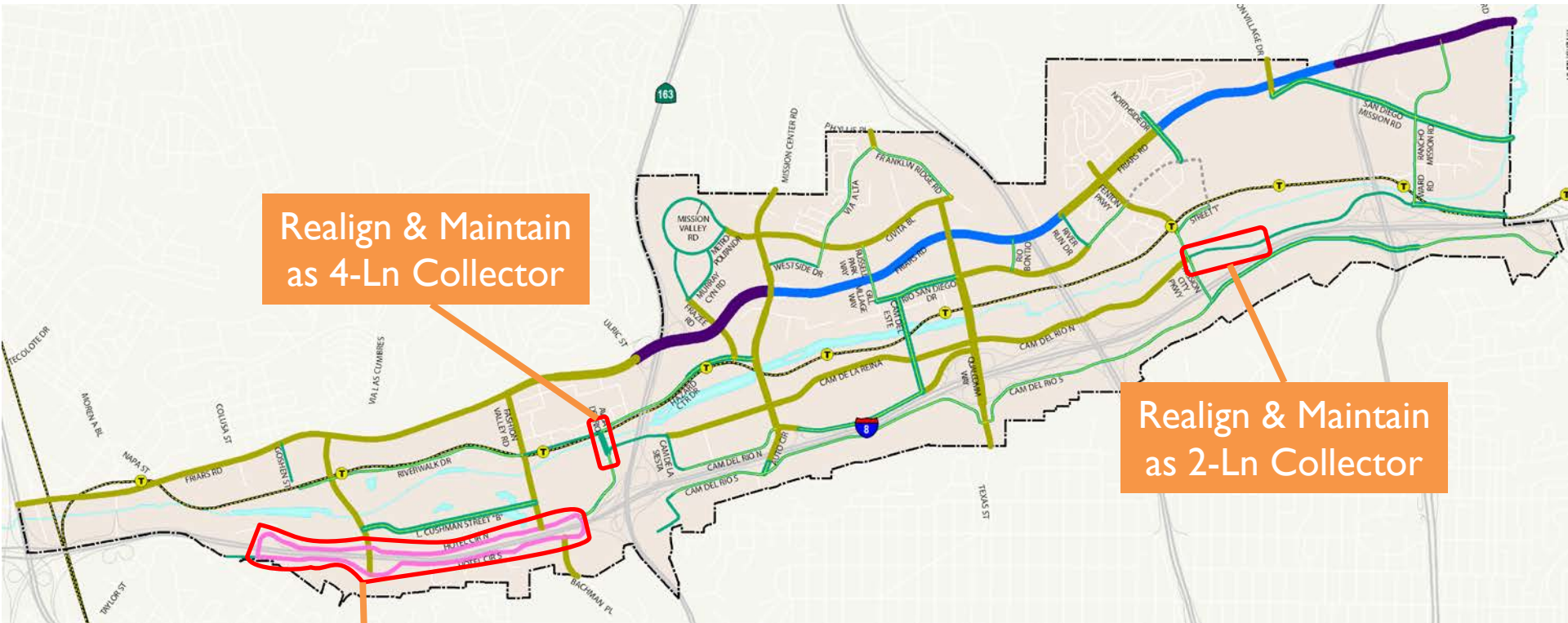


Draft Community Plan Street Network





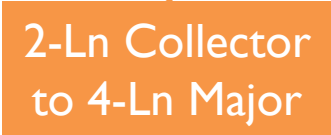
Draft Community Plan Realignments & Reconfiguration



Realign & Maintain
as 4-Ln Collector

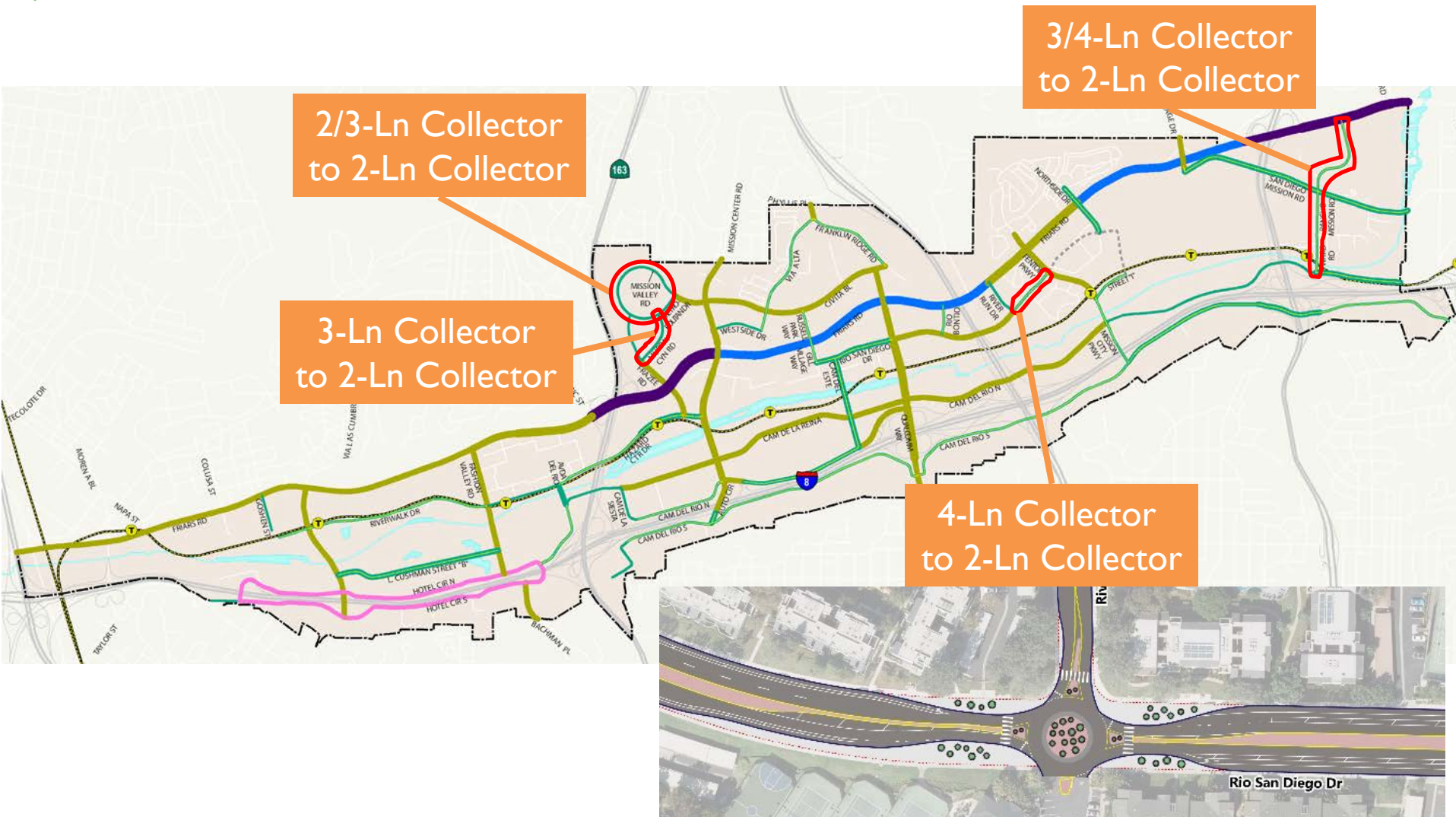
Realign & Maintain
as 2-Ln Collector

Reconfigure from 2-Ln Collector
to One-Way Couplet

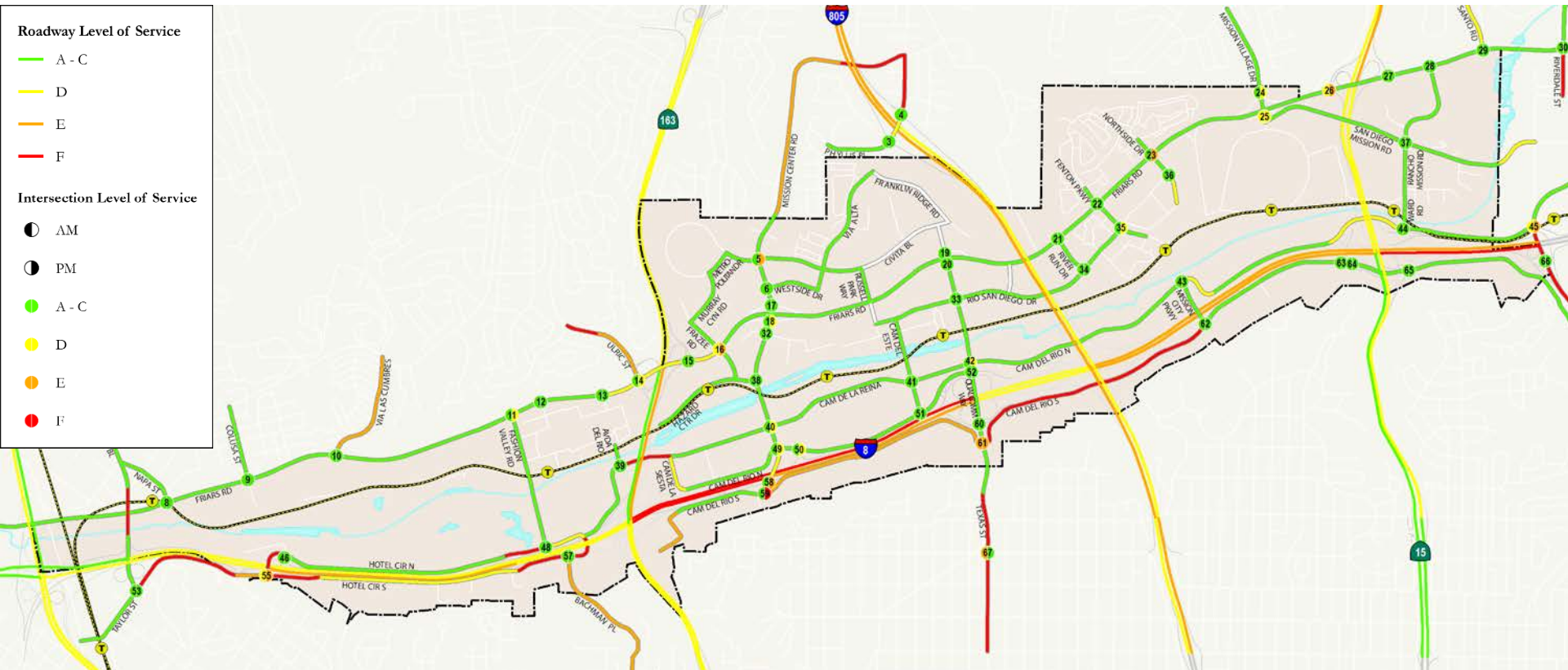


Draft Community Plan

Road Diets

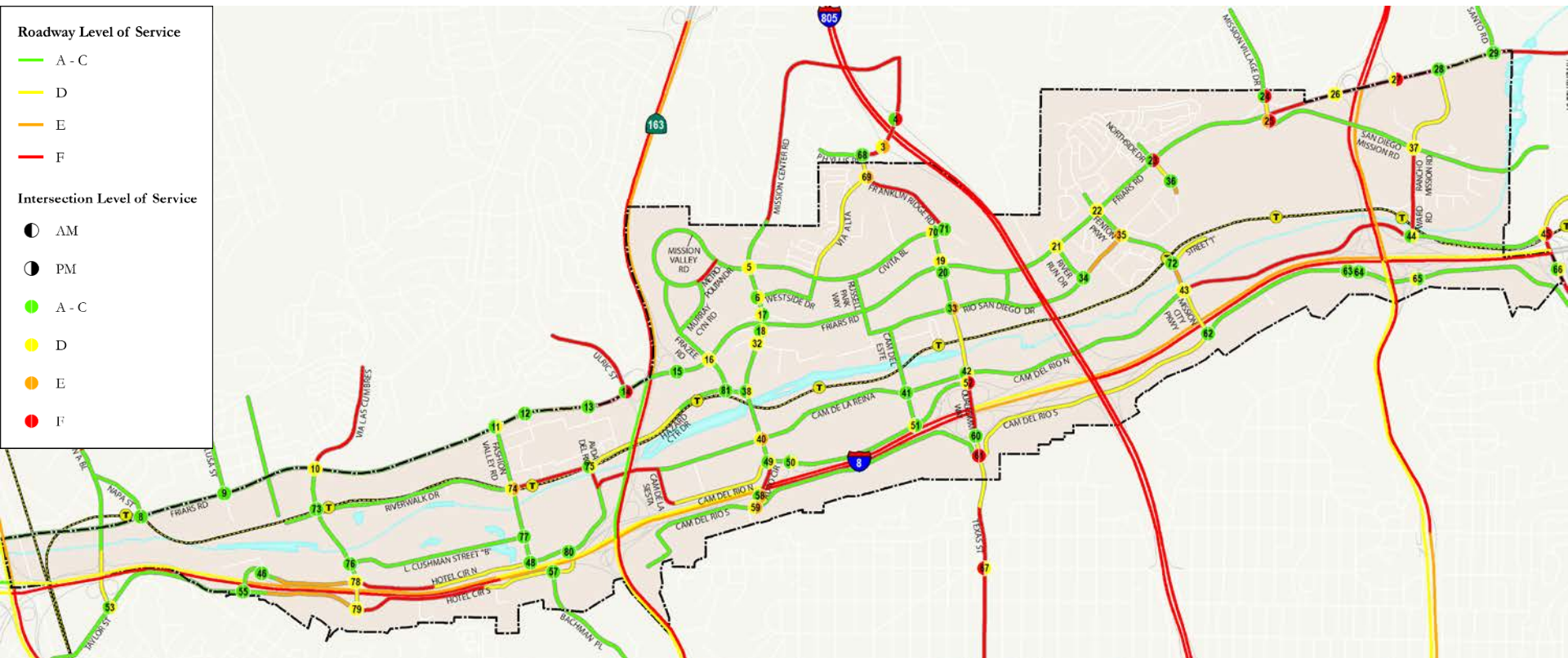


Draft Community Plan Roadway and Intersection LOS

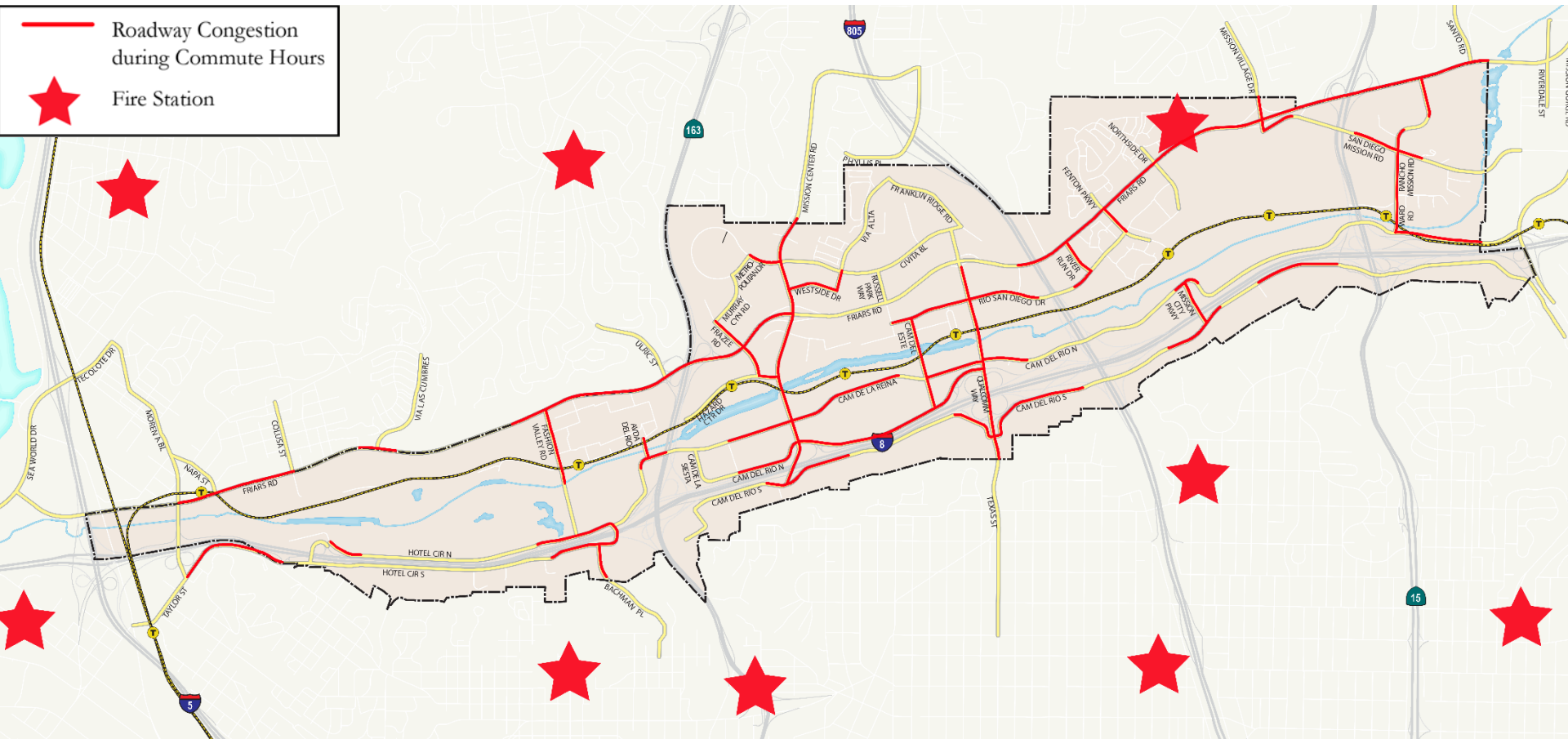


LOS under Existing Conditions

Draft Community Plan Roadway and Intersection LOS



LOS with Proposed Plan



San Diego Fire 7.5 Minutes Response Time (5 Minutes Engine Travel)

Legend

- Congested
- Uncongested

Fire Stations

- Engine
- Engine, Truck
- ▲ Engine, Chief
- ◆ Engine, Truck, Chief
- ◆ 2 Engines, Truck, Chief

San Diego Fire Effective Response Force for Residential Structure Fires

Legend

- ERF Congested
- ERF Uncongested

Fire Stations

- Engine
- Engine, Truck
- Engine, Chief
- Engine, Truck, Chief
- 2 Engines, Truck, Chief

CityGate Associates, LLC
FIRE & EMERGENCY SERVICES

Base Year: 399,900
Growth: 218,200
Total: 618,100
Increase: 54.6%

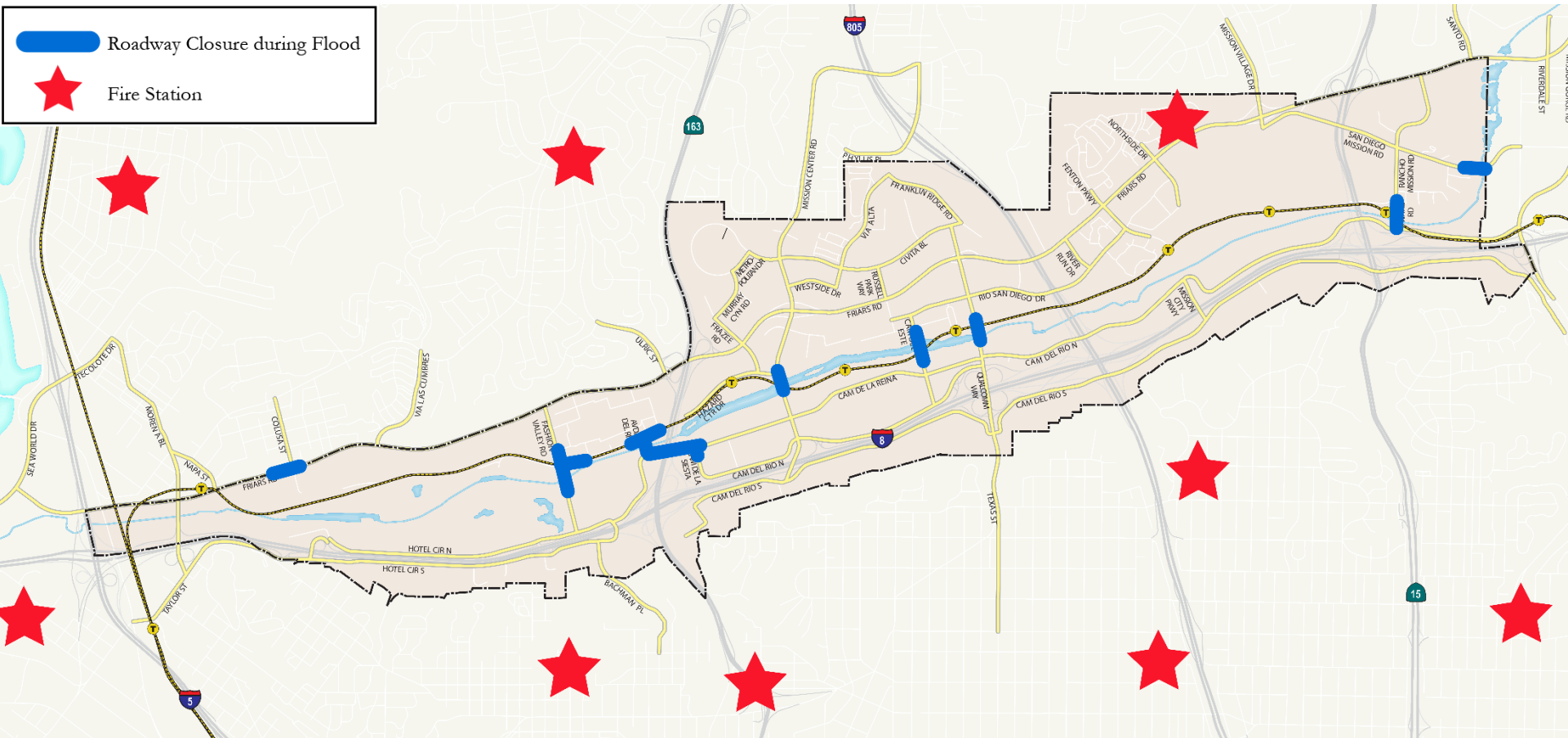
Base Year: 107,400
Growth: 84,400
Total: 191,800
% Increase: 78.6%

Base Year: 202,900
Growth: 93,300
Total: 296,200
% Increase: 46.0%

Base Year: 89,600
Growth: 40,500
Total: 130,100
% Increase: 45.2%

Base Year: 202,900
Growth: 93,300
Total: 296,200
% Increase: 46.0%

Base Year: 89,600
Growth: 40,500
Total: 130,100
% Increase: 45.2%



THANK YOU!