



Clairemont

Engaged

Clairemont
Community Plan Update:
Mobility Framework

Planning Department

November 12, 2019

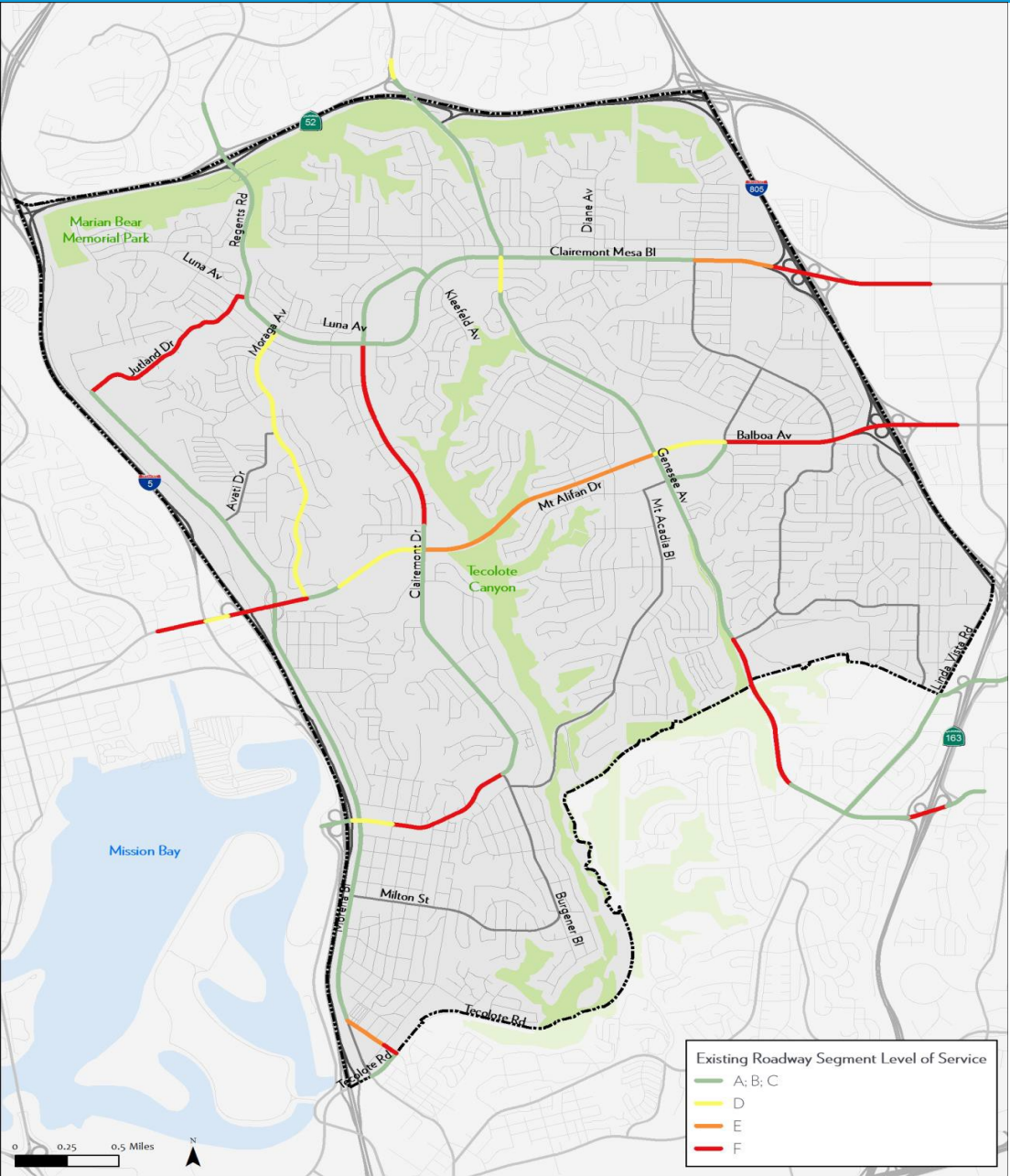
Alcott Elementary School



Outline

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- Existing Issues & Constraints
- Mobility Goals
- Focus Areas & Mobility
- Proposed Network Layers & Treatments
- Next Steps
- Questions



EXISTING ISSUES & CONSTRAINTS

Existing Issues & Constraints

- Auto-dominated street networks
- Congestion near retail centers and freeways
- Roadway congestion affecting transit performance
- Access limitations to transit
- High stress bicycle facilities on major roadways
- High pedestrian collisions on major roadways
- Topographic features that create challenges to accessibility



MOBIILITY GOALS

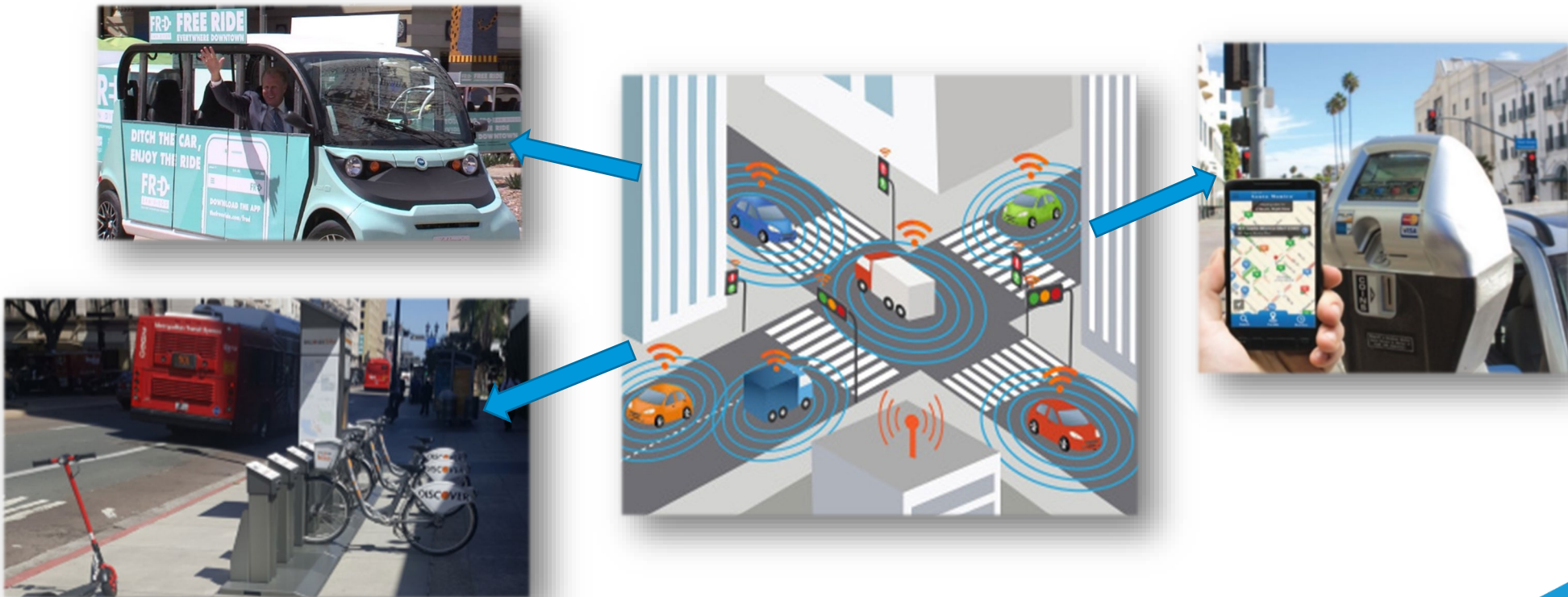
Goal #1: Multi-Modal Mobility

An accessible, balanced multi-modal network that incorporates a “layered network” strategy, which creates viable travel modes for people to use throughout the community



Goal #2: Intelligent Transportation Systems

Implement mobility concepts that embrace emerging technologies through Intelligent Transportation Systems (ITS) to improve mobility efficiency



Goal #3: Transit Accessibility

Provide opportunities for an efficient transit network that connects the regional and local transit systems to high-density and mixed-use villages, nodes, and corridors



Goal #4: Bikeability

A comfortable, convenient bicycle and micro-mobility network that connects to schools, parks, commercial activity areas, high-density nodes, surrounding communities, transit stations, and the regional bicycle network



Goal #5: Walkability

A complete, safe, and attractive pedestrian network that extends and connects from neighborhoods to schools, parks, commercial activity areas, high-density nodes, and transit stations



Goal #6: Enhance Active Transportation

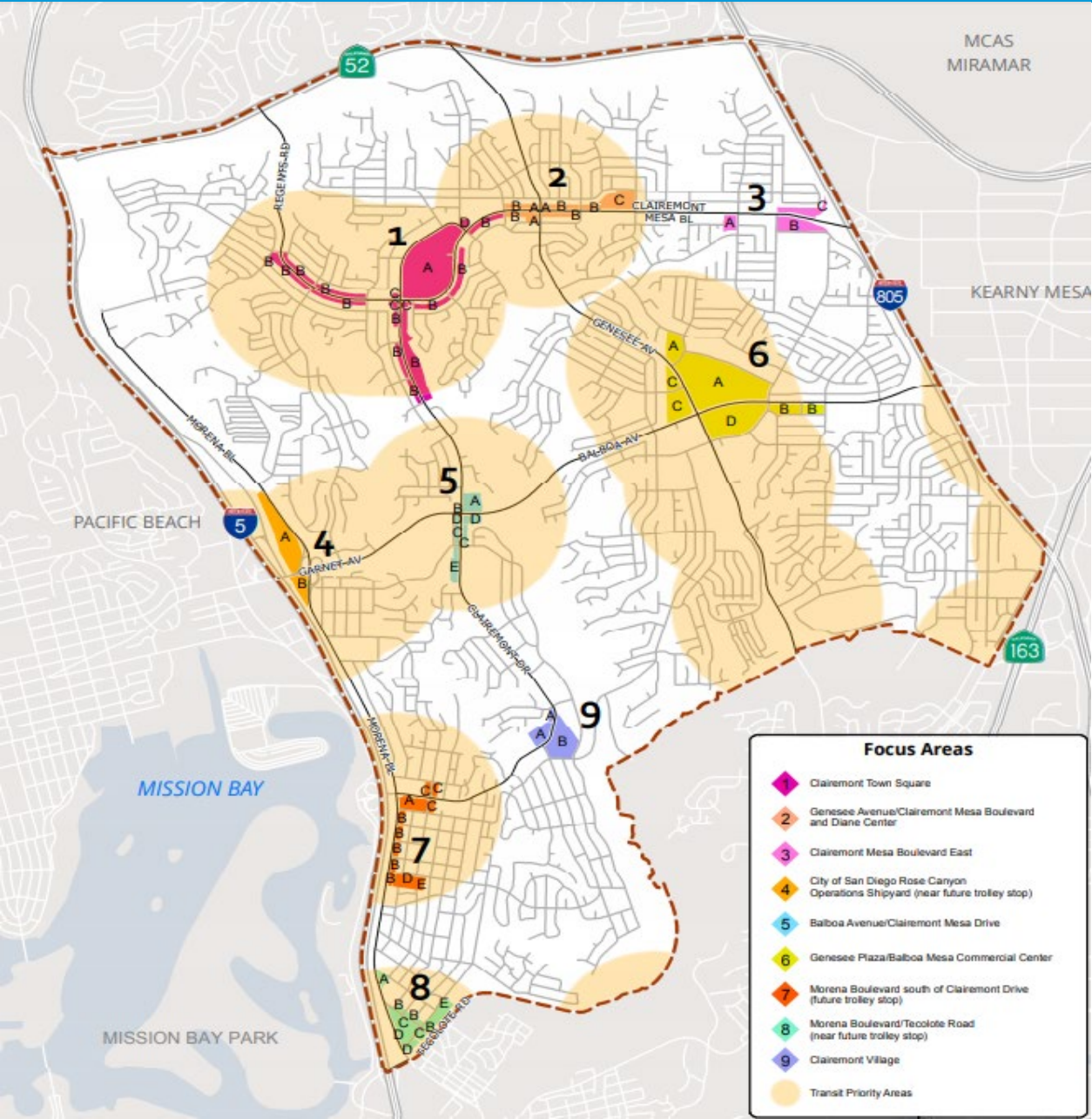
Utilize the natural recreation areas and open space and identify opportunities to repurpose rights-of-way to create diverse bicycle and pedestrian experiences



Goal #7: Community Connections

*Improve connections to surrounding communities
across all transportation modes*



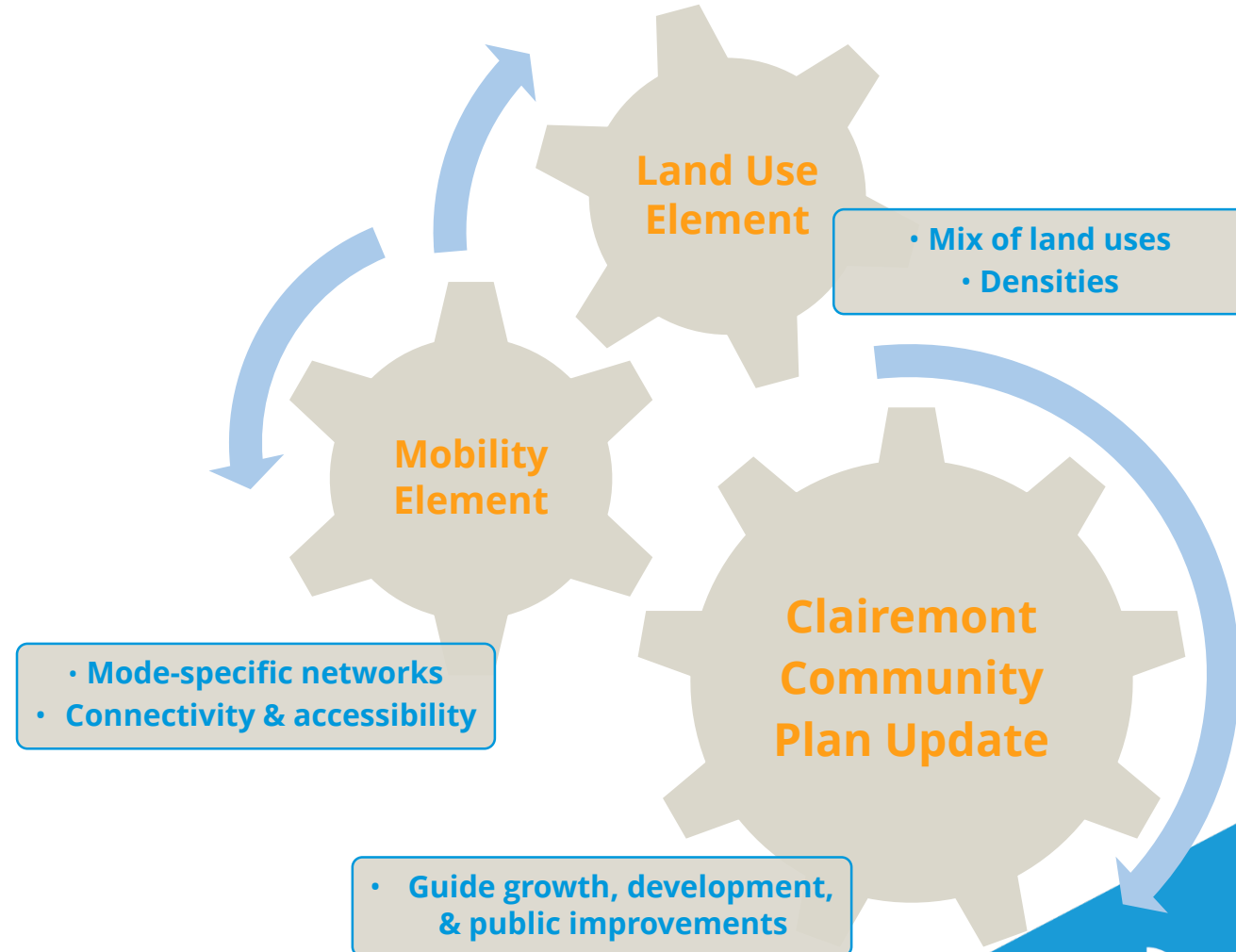


FOCUS AREAS & MOBILITY

Integrated Land Use & Mobility Planning

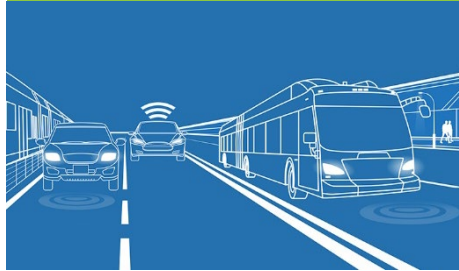
Align mobility approach with the CPU vision

- Focused growth in villages, nodes, and corridors
- Mobility investments that can meet future community travel demands

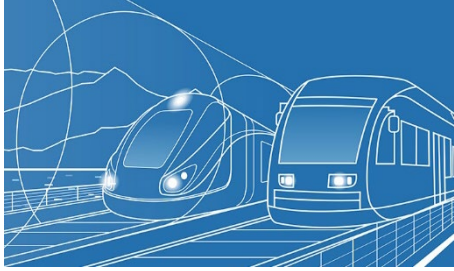


Regional Planning & Coordination

COMPLETE
CORRIDORS



TRANSIT
LEAP



MOBILITY
HUBS



NEXT OS












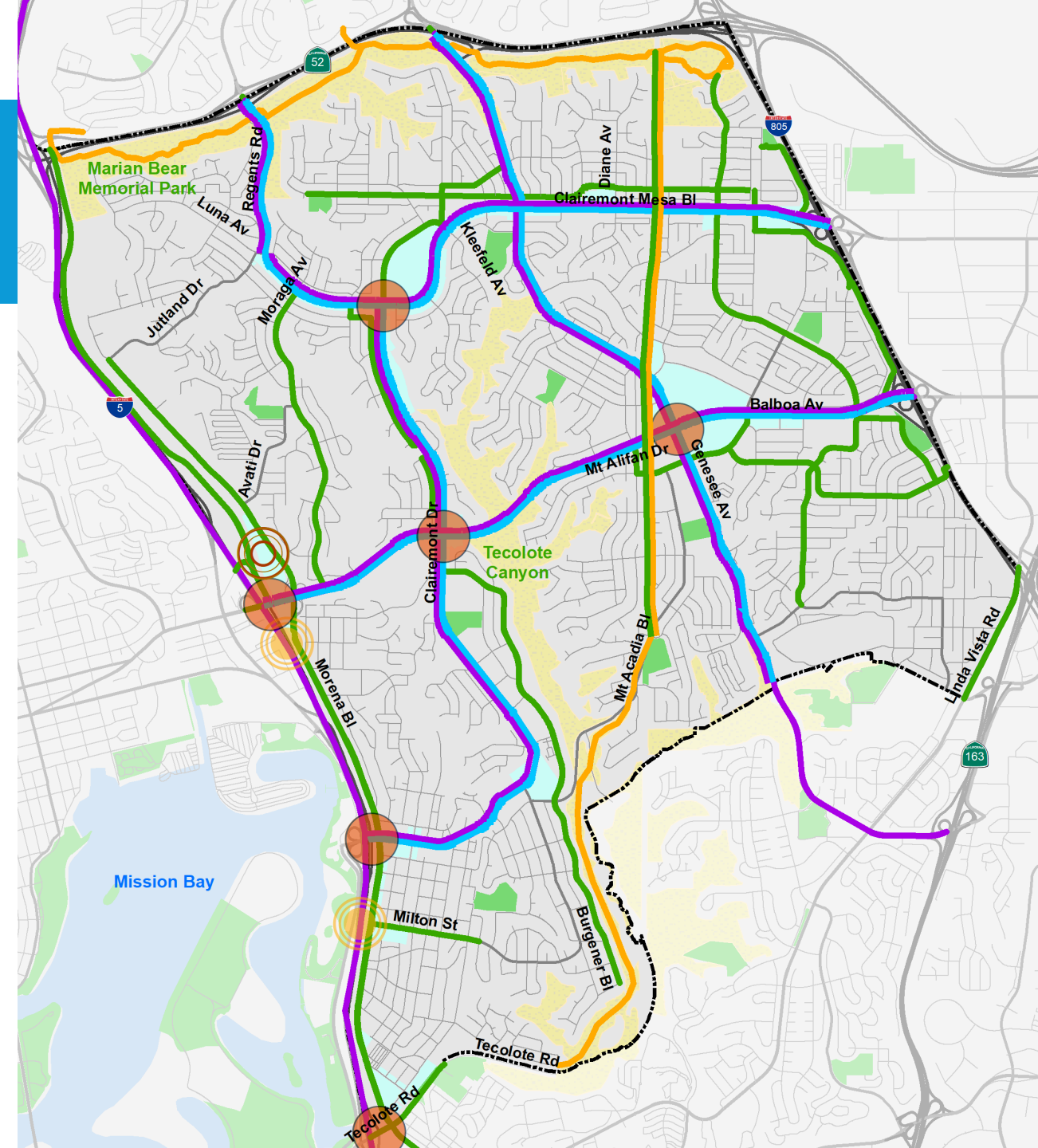
FLEXIBLE
FLEETS



PROPOSED NETWORK LAYERS & TREATMENTS

Proposed Layered Network

-  Mobility Hubs
-  Pedestrian/Bicycle Underpass
-  Pedestrian/Bicycle Bridge
-  Pedestrian Network
-  Bicycle Network
-  Transit Network
-  Auto Network
-  Parks
-  Development Focus Areas



Proposed Layered Network

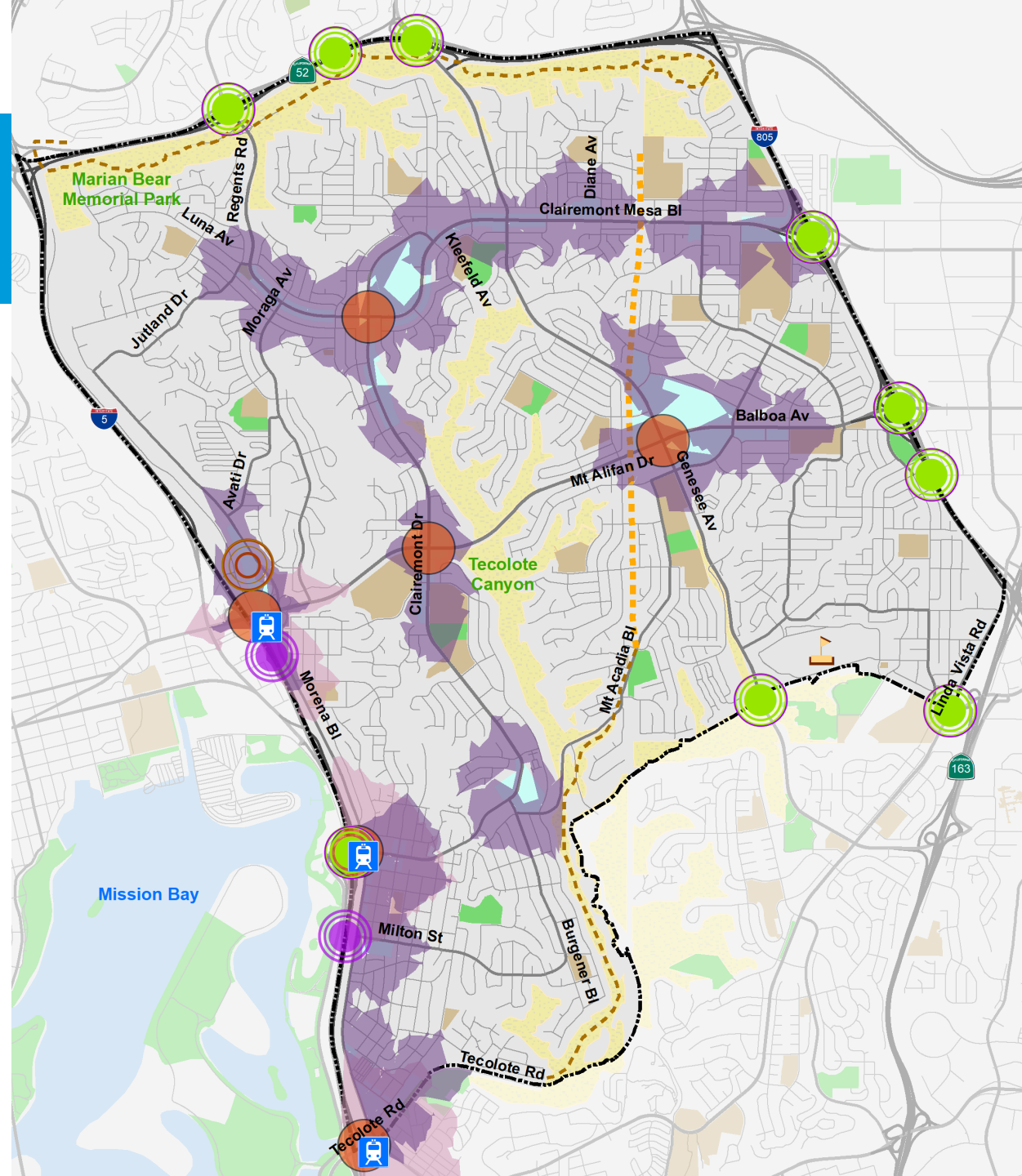
- Prioritizes specific corridors for specific modes
- Maintain vehicular access to freeways
- High quality transit on key thoroughfares
- Parallel low-stress bicycle facilities
- Utilize trails for pedestrian connectivity
- Dedicated active transportation infrastructure

Pedestrian Corridors



Proposed Pedestrian Network

- Pedestrian Underpass
- Existing Pedestrian External Connections
- Pedestrian Bridge
- Mobility Hubs
- Trolley Stations
- Possible Trail Connections
- Multi-Use Path
- 1/4 Mile Walkshed from Development Areas
- 1/2 Mile Walkshed from Trolley Stations / Mobility Hubs
- Schools
- Parks
- Development Focus Areas



Pedestrian Enhancements



Construct Missing Sidewalks



Multi-Use Paths



Pedestrian Promenades



Lead Pedestrian Intervals



Treatments that Increase visibility



Pedestrian Bridges/
Tunnel



Wayfinding








Landscaped Buffers




Bicycle Corridors







Proposed Bicycle Network

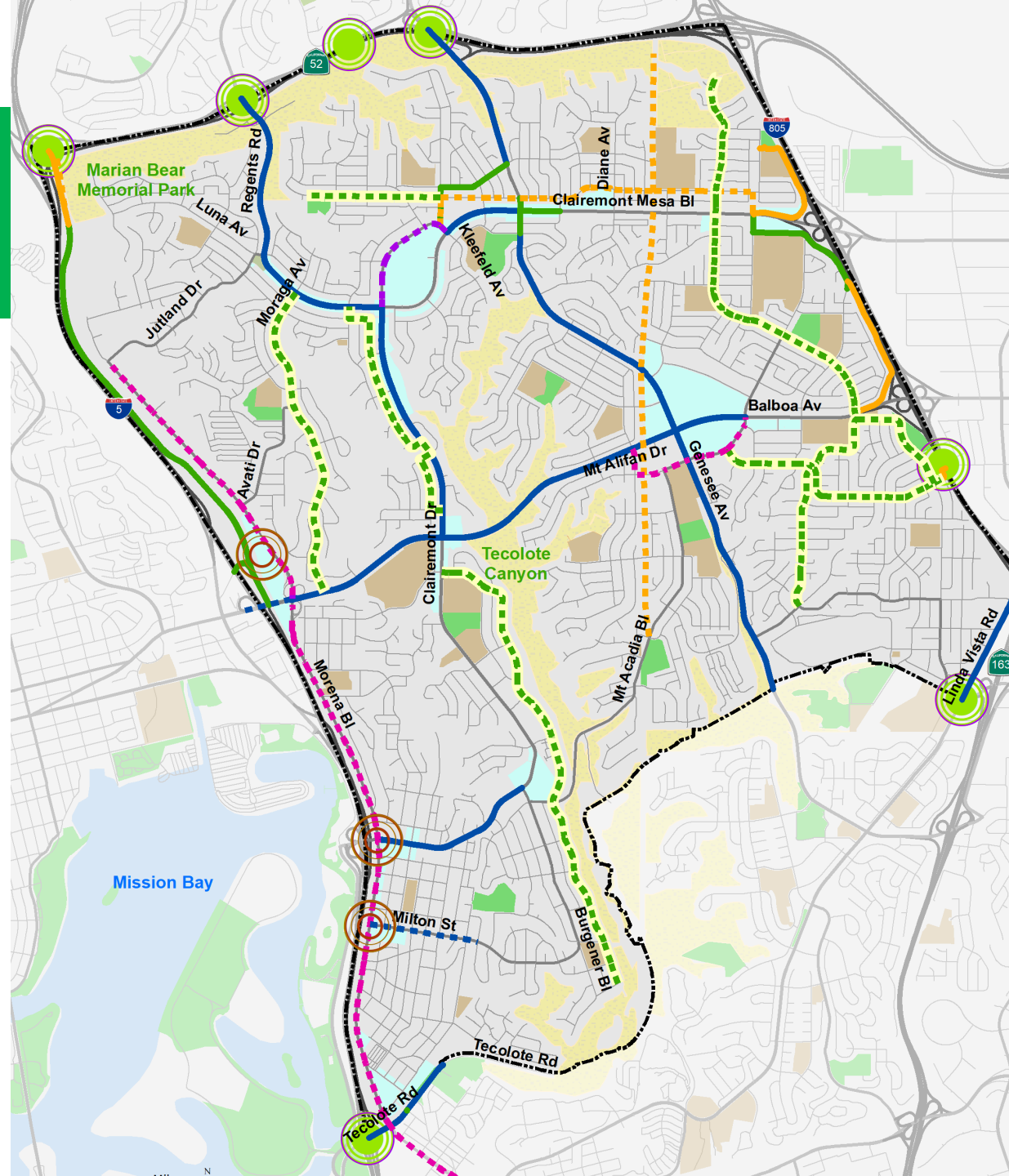
-  Pedestrian Bridge/Underpass
-  Existing Bicycle External Connections
-  Schools
-  Parks
-  Development Focus Areas

Existing Bicycle

-  Class I - Multi-Use Path
-  Class II - Bike Lane
-  Class III - Bike Route / "Sharrows"

Proposed Bicycle

-  Class I - Multi-Use Path
-  Traffic Calmed Bike Boulevard
-  Class IV - Cycle Track (One-Way)
-  Class IV - Cycle Track (Two-Way)



Bicycle Facilities



Class I Multi-Use Path



Class II Bike Lanes



Class III Bike Route



Class IV Cycle Track









- Traffic Calmed Roadways for Bike Boulevards

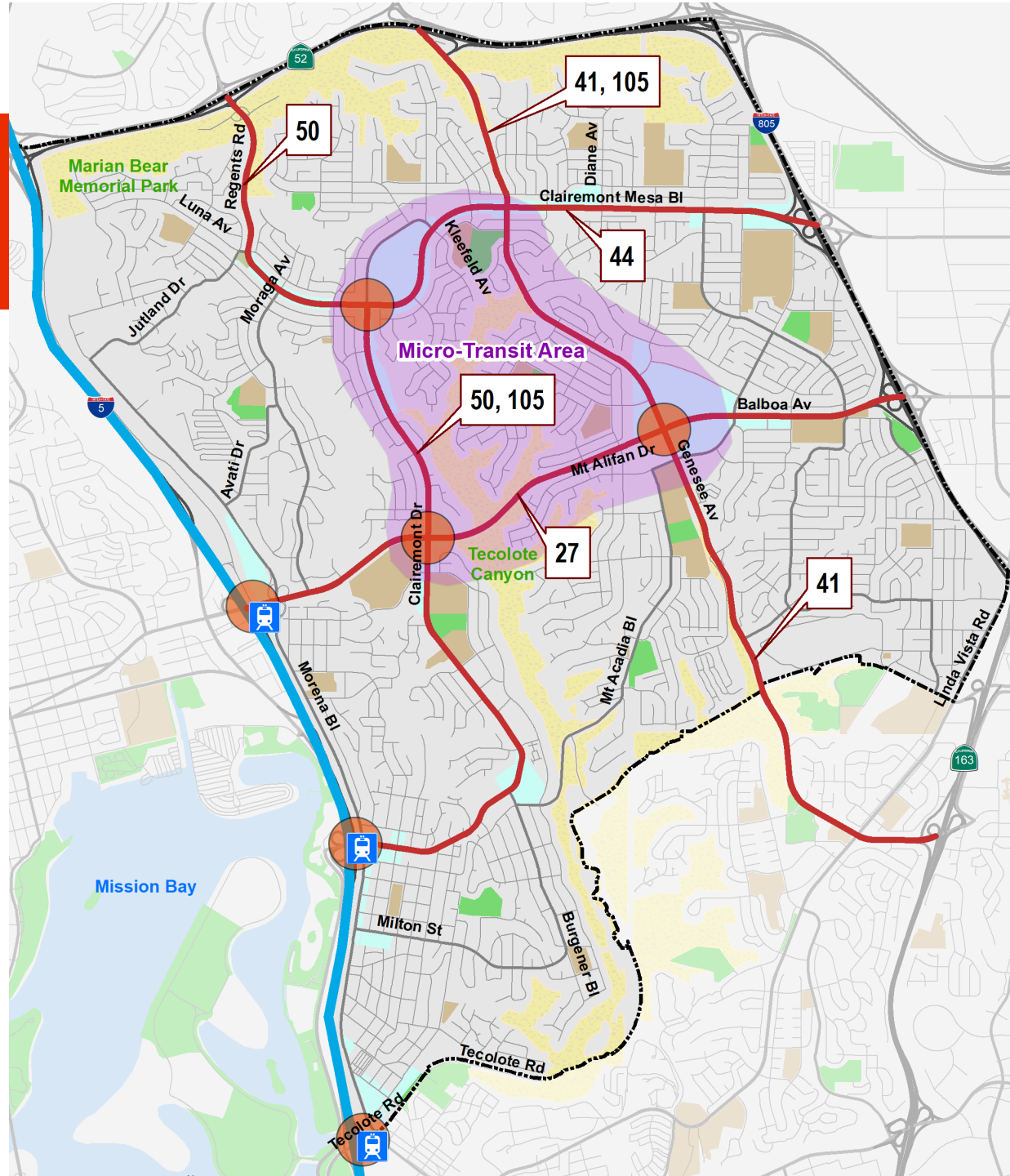


Transit Corridors



Proposed Transit Network

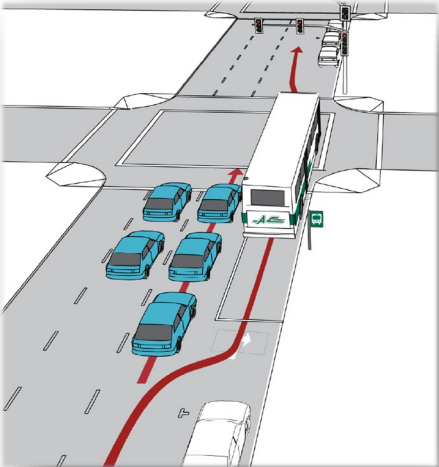
-  Mobility Hubs
-  Trolley Stations
-  Existing Transit Routes
-  Transit Priority Treatments (Transit Only Lanes, TSP, Queue Jumps, etc)
-  Mid-Coast Blue Line Trolley
-  Schools
-  Parks
-  Development Focus Areas



Transit Measures



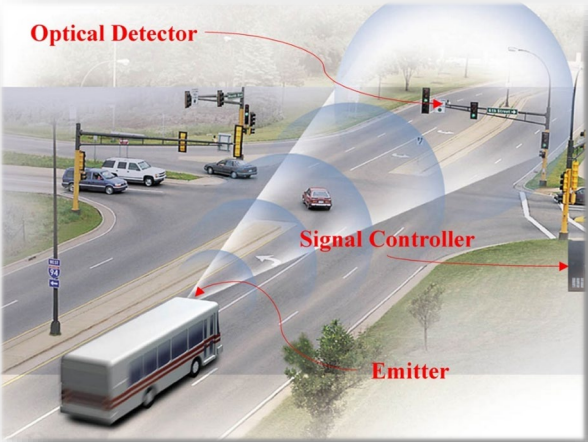
Quality Amenities



Queue Jumps



Transit Only or Flex Lanes



Transit Signal Priorities








Mobility Hubs

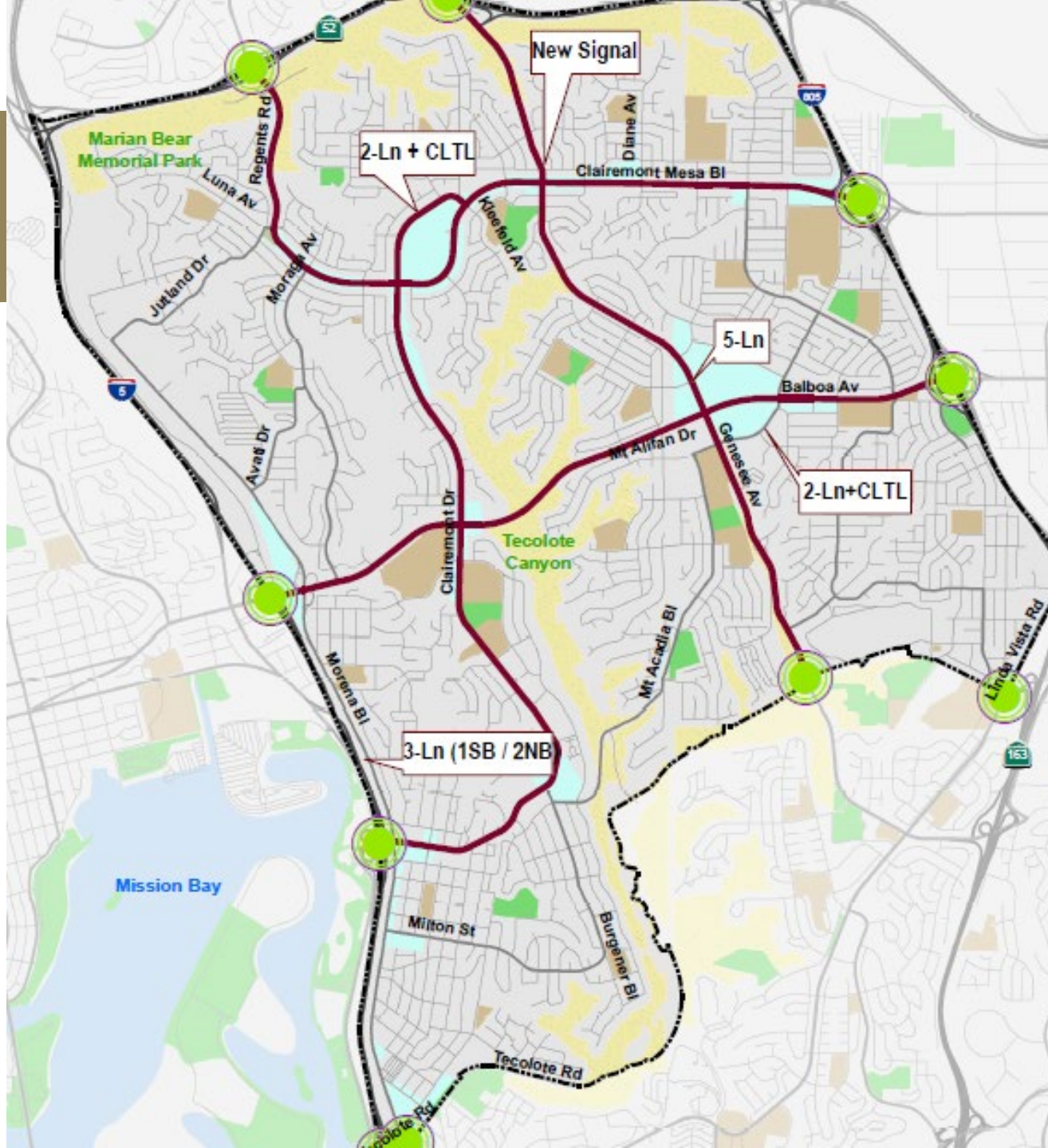
- Offer a range of multi-modal support amenities
- Help connectivity and provide opportunity for transportation-share programs
- Incentivize transit use



Vehicular Corridors

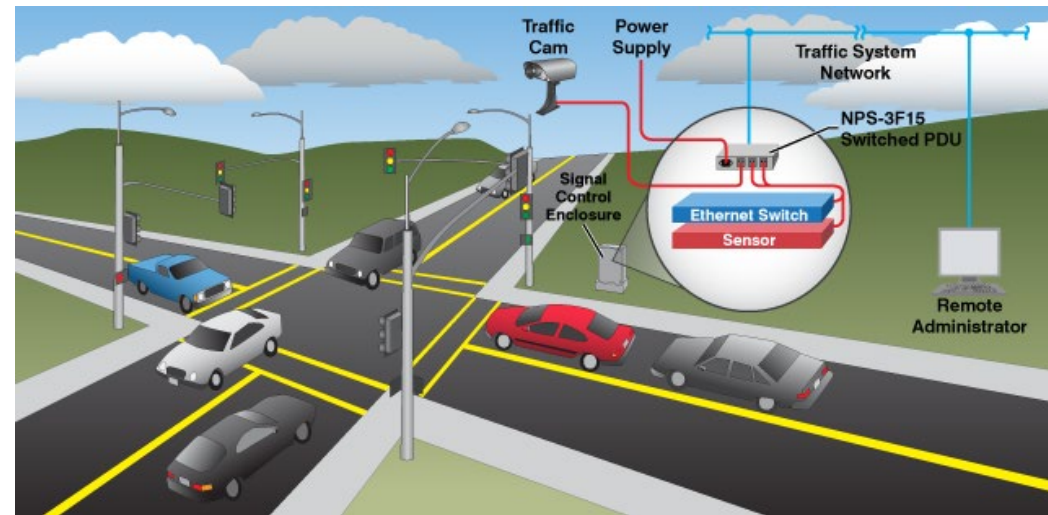
Proposed Vehicle Network

-  Existing Auto Connections
-  ITS Improvements
-  Schools
-  Parks
-  Development Focus Areas



Roadway Improvements

- Maximize roadway efficiency using technology and new intersection designs
- New roadways connections as properties are redeveloped





NEXT STEPS

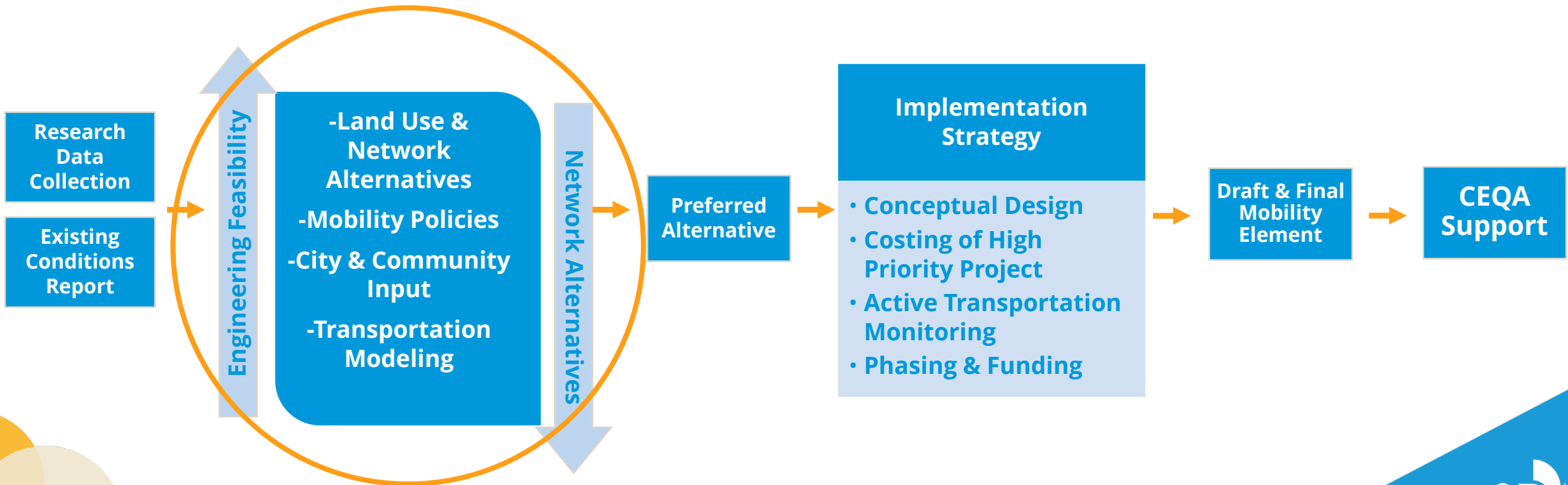
Next Steps

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- Conduct SANDAG model runs
- Develop traffic forecasts
- Refine proposed treatments

Mobility Plan Flowchart

City inter-departmental & inter-agency coordination and community outreach





QUESTIONS ?