



UNIVERSITY AVENUE MOBILITY PLAN

1.0 PROJECT HISTORY

In 2002, the University Avenue Traffic Calming Conceptual Study was conducted by the landscape architecture and planning firm of KTU+A through a Walkable Communities Grant issued by SANDAG. The project was lead by North Park Main Street and directed by City Staff. Stakeholders in the project included the local business community, residents, the Greater North Park Planning Committee, the Greater North Park Redevelopment Project Area Committee and a 22 person Steering Committee established for the project. The goal of the traffic calming study was to establish a plan to return the “Main Street” feeling to the corridor and encourage people to return to North Park as a place to shop and spend their time.

1.1 HOW CONCEPT PLAN DEVELOPED

The Preferred Concept Plan is the product of the community. Starting with a clean slate and no boundaries, the community worked together to develop a series of alternatives for the corridor that focused on each mode of transportation with the following goals:

- ❖ Reduce Speeding
- ❖ Improve Flow & Safety
- ❖ Create a Pedestrian Friendly Environment
- ❖ Reduce Bus Conflicts
- ❖ Beautify the Avenue & Help Businesses
- ❖ Increase Parking

In addition to several public meetings, surveys were distributed to get a sense of the public’s priorities for the corridor and the lifestyles of the residents and business community. Through this process, several alternative proposals evolved and the Preferred Concept Plan was identified.

1.2 KEY FEATURES OF THE PREFERRED CONCEPT PLAN

The Preferred Concept Plan that emerged from the KTU+A study integrates many traffic calming concepts along corridor:

- ❖ **CURB-EXTENSIONS (BULB-OUTS).** Bulb-outs at intersections are identified to help reduce the crossing distance at several intersections. Bulb-outs are located along both University Avenue and side streets.
- ❖ **ON-STREET PARKING.** On-Street parking is maintained through the central business district, from Idaho Street to Iowa Street. With few exceptions, this on-street parking is



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parallel to the travel way. Because of the constrained width of University Avenue, retaining the parking lanes in this area consumes one travel lane in each direction (the transit only lane in the Preferred Concept Plan). This results in only one lane of travel to be shared by passenger vehicles, transit vehicles and bicycles, in each direction along University Avenue through the central business district.

- ❖ **TRANSIT ONLY LANE.** East of Florida Street, the Preferred Concept Plan includes a dedicated transit lane that would run curbside to Idaho Street both eastbound and westbound. On-street parking and the Texas Street roundabout both result in breaks in the transit only lanes. All transit stops would be located in the transit only lanes, thereby reducing the potential delay to passenger vehicles along the corridor that may otherwise be blocked by a stopped transit vehicle. The goals of the transit only lanes are to improve travel time and on-time performance of transit along the corridor.
- ❖ **CONSOLIDATION OF TRANSIT STOPS.** There are ten existing transit stops on the north side of University Avenue and ten stops on the south side. The Preferred Concept Plan reduces the total number of stops to five on each side of the street located at:

Westbound

- Iowa Street
- 30th Street
- Idaho Street
- Texas Street
- Alabama Street

Eastbound

- Alabama Street
- Texas Street
- Pershing Street
- 30th Street
- 32nd Street

Transit stops would be located roughly 1,300 feet (2.5 blocks) apart, with improved pedestrian access to each stop.



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❖ **RAISED MEDIAN.** The proposed raised median in the Preferred Concept Plan extends from Park Boulevard to Bounty Street. This raised median will result in closing left turn access to and from University Avenue at the following streets:

- Alabama Street
- Louisiana Street
- Arizona Street
- Hamilton Street
- Villa Terrace
- Pershing Avenue
- Idaho Street
- 28th Street
- Granada Street
- Kansas Street
- 29th Street
- Ray Street
- 31st Street
- Iowa Street
- Herman Street
- Bancroft Street

The raised median would provide for left turn pockets at all signalized intersections along the corridor, reducing the delays imposed to through traffic that typically occur under existing conditions when a through vehicle is caught behind a vehicle attempting to make a left turn from a shared lane.

❖ **NEW TRAFFIC SIGNAL.** Two new traffic signals are included in the Preferred Concept Plan: Oregon Street and Arnold Avenue. Both future signalized intersections would provide additional pedestrian access and would result in the removal of the overhead flashing lights and pedestrian signs that currently exist along the corridor.

❖ **ENHANCE PEDESTRIAN CROSSWALKS.** At unsignalized crosswalks, the Preferred Concept Plan includes the integration of enhanced pedestrian crossing elements. These elements do not include the installation of a pedestrian traffic signal. They do include the installation of in-pavement flashing beacons, roadside signage and potentially overhead signage.

❖ **TEXAS STREET ROUNDABOUT.** One of the optional traffic calming elements of the Preferred Concept Plan is the implementation of a single lane roundabout in place of the traffic signal at Texas Street.

Exhibit 1-1 illustrates the Preferred Concept Plan as presented in the University Avenue Traffic Calming Conceptual Plan report submitted by KTU+A in 2002.



UNIVERSITY AVENUE MOBILITY PLAN

Exhibit 1

Chapter 1 – Development of Preferred Concept Plan



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1.3 GOAL OF UNIVERSITY AVENUE MOBILITY PLAN – PHASE II

The goal of the University Avenue Mobility Plan project is to review the operational feasibility of the Preferred Concept Plan. Operational feasibility includes the analysis of passenger vehicle delays and travel times associated with the Preferred Concept Plan, transit vehicle operations including delay, ridership and travel time, pedestrian accessibility and safety, and bicycle access.

One of the main objectives through this process is to maintain the balance between pedestrians, bicycles, transit operations and vehicular flow, while providing for reasonable travel speeds and acceptable delays to the motoring public. The operational analysis will focus heavily on delay and travel time on the corridor for several reasons. First, the most significant changes associated with the Preferred Concept Plan affect the passenger and transit vehicles. Reduction in lanes through an already heavily traveled corridor will not only slow traffic, but will result in some diversion to other routes or other destinations. Parallel routes to University Avenue, including North Park Way and Lincoln Avenue are forecast to carry the bulk of the diverted traffic. It is necessary to address these routes, as well as University Avenue, to understand the overall operations of the study area. Second, if operations along the corridor are unacceptable, traffic congestion may preclude the motoring public from visiting North Park. University Avenue may be perceived as uninviting, resulting in a loss, rather than gain in economic activity along University Avenue.

Another objective of this analysis is to maintain the transit friendly nature of the corridor by looking for ways to improve transit operations. Route 7 is one of the highest traveled corridors in the City and County of San Diego. Improved on-time performance, reductions in travel time and removal of transit vehicles from the mixed flow lanes will help foster the transit friendly environment that is envisioned for University Avenue. The Preferred Concept Plan provides improved transit facilities along the corridor.

The evaluation of the feasibility of the historic streetcar along University Avenue is another objective of this study. The analysis of the streetcar focuses on operational issues and physical constraints as they relate to the Preferred Concept Plan and Refined Concept Plan. The historic streetcar analysis focuses on the alignment of the tracks, car types, and cost of implementation. Modifications to the proposed design of University Avenue may be necessary to accommodate the historic streetcar.

These objectives will be met without losing sight of the overall goal of the project: to provide a balanced transportation system and pedestrian/bicycle friendly environment in North Park. The project team strived to reach this goal through the analysis process outlined in this report, without compromising the overall vision for North Park.



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