

WORKSHOP 2 – CIRCULATION

- Format
- Attendance
- Report Out/Key Findings



Station 1 – People who Drive

Roadways and Circulation Network

- Potholes and excessive speeds
- Peak-hour congestion on key roads (Massachusetts, Broadway, and Lemon Grove Avenue)
- At-grade rail crossings
- “Park Once” concept on Broadway
- Better freeway access in the future
- Traffic calming where appropriate



Station 2–People who bike (and more)

Bicycle Facilities and Network

- Different users of “bike” facilities
- Safety is an overriding concern and barrier
- Lack of connections, cohesiveness in network
- Greater enforcement and education is needed



Station 3 – People who walk (and take transit)

Pedestrian Facilities and Network

- Disconnected sidewalks
- Safety can be a concern in and around transit
- Examine new facility types (mid-block crossings, pedestrian scrambles, etc.)
- Better crossings at intersections, more time to cross



GUIDING IDEAS – FRAMEWORK

- Cities must now consider “Complete Streets” (AB 1358)
- New laws allow flexibility in performance measures (SB743; LOS vs. VMT)
- Prioritizing certain modes along certain segments is preferred over traditional LOS calculations



OBJECTIVES AND/OR POLICIES TO CONSIDER – CIRCULATE SAN DIEGO

- Plan for all modes
- Keep the City moving with complete streets that provide safe, multi-modal options for all community members
- Plan regionally, implement locally
- Improve connectivity for residents, visitors, and businesses
- Make use of new guidance in planning and engineering to promote alternative transportation



OBJECTIVES AND/OR POLICIES TO CONSIDER – People who drive

Roadway Considerations

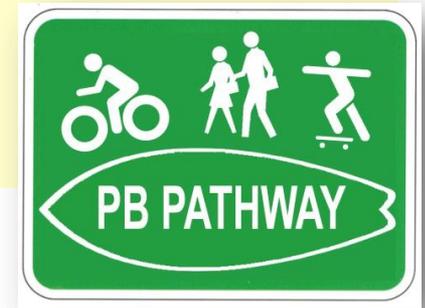
- Prioritize roadway maintenance
- Consider and implement traffic calming measures where conditions allow
- Consider road diets where traffic will retain acceptable levels of service
- Consider new freeway interchanges in the future
- Slow traffic down on residential streets and in commercial centers (e.g., narrow vehicle lanes, bulb outs, etc.)
- Consider one-way streets where traffic analysis shows feasibility
- Plan for slow motorized neighborhood vehicles in vehicle lanes on residential streets (e.g., golf carts)



OBJECTIVES AND/OR POLICIES TO CONSIDER – People who bike

Bicycle Considerations

- Provide clean, safe, pleasant routes to commercial centers, transit, parks, and schools
- Provide for bicycle storage and sharing adjacent to trolley stations
- Utilize wayfinding signs for all modes of transportation
- Allow for skateboards and non-motorized scooters on bikeways and pedestrian paths
- Consider urban greenways or other alternative transportation concepts which alternative routes for individuals not comfortable walking or biking on arterial streets



OBJECTIVES AND/OR POLICIES TO CONSIDER – People who walk

Pedestrian Considerations

- Retain the City's rural feel through wide decomposed granite trails and bridal/equestrian paths within a quarter-mile of all residents
- Encourage active living, exercise, and open space
- Prioritize pedestrian and bike paths above on-street parking in residential areas
- Consider lighting and street furniture along pedestrian paths.
- Consider “Green Streets” concepts consistent with regional, state, and national best practices to activate the pedestrian realm and improve stormwater handling

