

Transportation & Storm Water Department

30th Street
Bikeway Improvement
Evaluation

North Park Planning Committee
April 16, 2019

Presentation Format

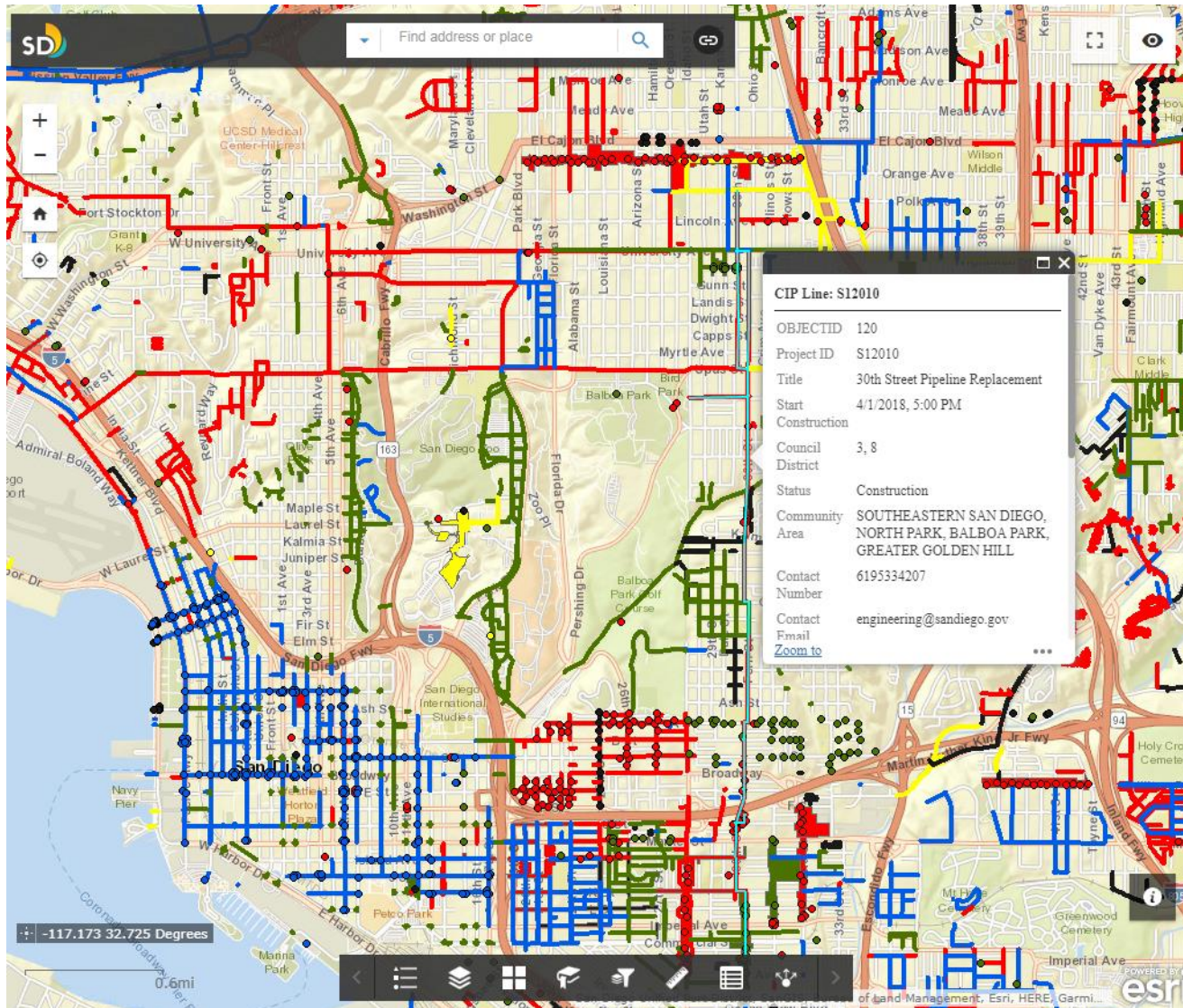
Informational Presentation (55 mins total)

- **Everett Hauser**, Mobility Program Manager
- **Esmerelda White**, Associate Engineer
- **Manilyn Del Rio**, Junior Engineer
- **Tyler Renner**, District 3: ~15 minutes
 - Audience Questions (~15 mins; limited to 2 minutes per person)
 - NPPC Questions (~ 15 mins)
 - Audience Feedback (~ 5 mins; limited to 2 minutes per person)
 - NPPC Feedback (~ 5 mins)
- ****Additional comment forms are available and will be collected at the end of the meeting****
 - **Feedback will be reported to the NPPC in May**



Topics to Cover

1. Pipeline Project and Resurfacing Opportunity
2. North Park Community Plan
3. Bicycle Master Plan
4. Climate Action Plan and Mode Share
5. Vision Zero
6. Existing Conditions for Users
7. Existing Riders Routes/Heat Map
8. Regional Bike Project Connectivity
9. Bikeway Improvement Options
10. On-Street and Off-Street Parking
11. Pros and Cons
12. Outreach to Date and Next Steps



The 30th Street Pipeline Replacement Project (S12010) will replace approximately 5.11 miles of water main within the North Park, Golden Hill, and Southeastern communities.

This project will also increase pedestrian access by installing curb ramps at several intersections throughout the project area.

Project alignment runs along 30th Street from Polk Ave to Commercial Ave.

<https://webmaps.sandiego.gov/cippublic/>

North Park Community Plan

Background

Council adopted in 2016

- The Community's grid pattern of streets is a mobility asset...
 - However...
- ..."30th ST provides the only through-roadway connection across North Park to Golden Hill Community" (pg. 36).

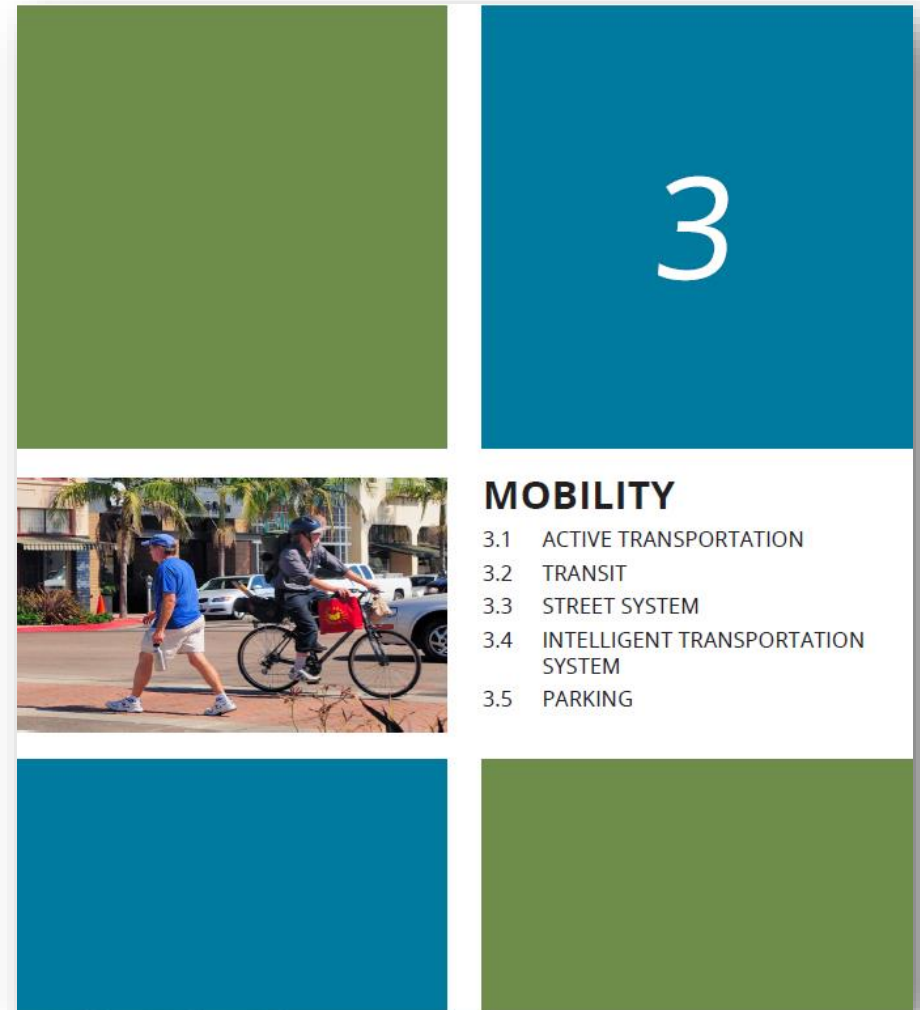
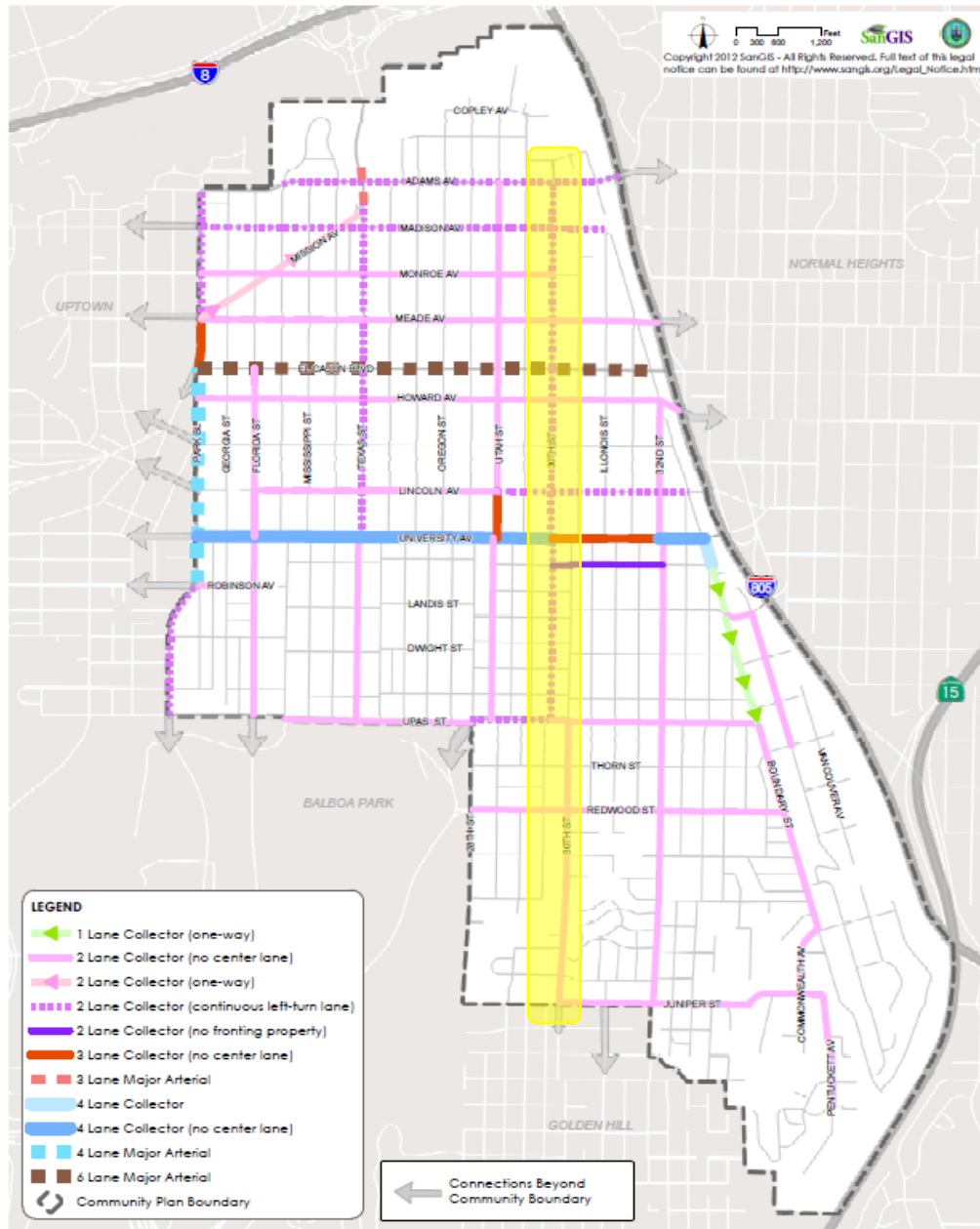


Figure 3-5: Planned Street Classifications



30th Street

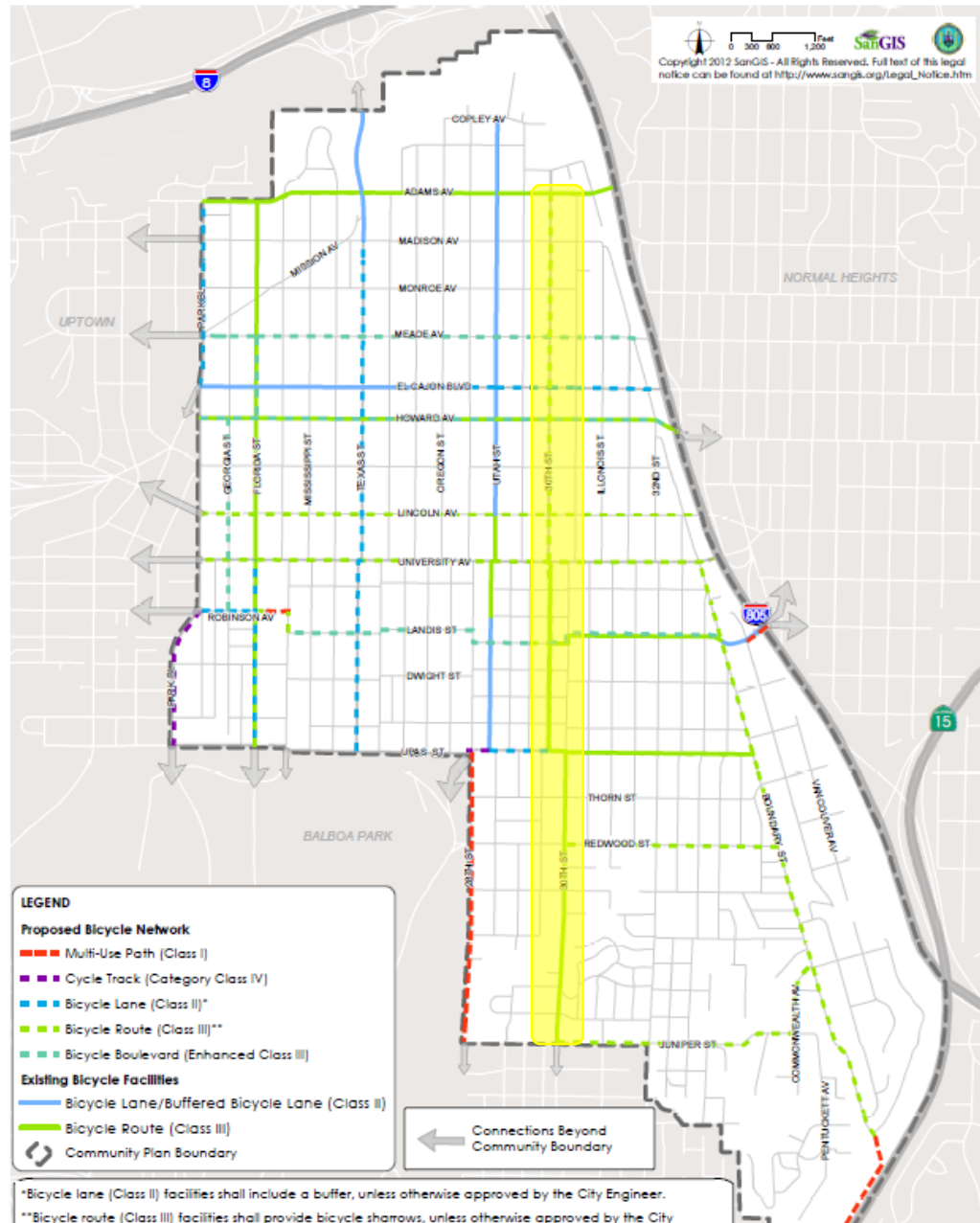
Current Street Designation

2 Lane Collector

- Continuous left-turn lane (Adams to Upas)
- No center lane (south of Upas)

Policy ME-1.17 Repurpose right-of-way to provide and support a continuous network of safe, convenient, and attractive bicycle facilities, where feasible.

Figure 3-2: Existing and Planned Bicycle Facilities



30th Street Current Bikeway Designation

Class III – Bike Route

- Shared Lane Condition with Bike and Autos
- Sharrows
- Bikes May Use Full Lane signs



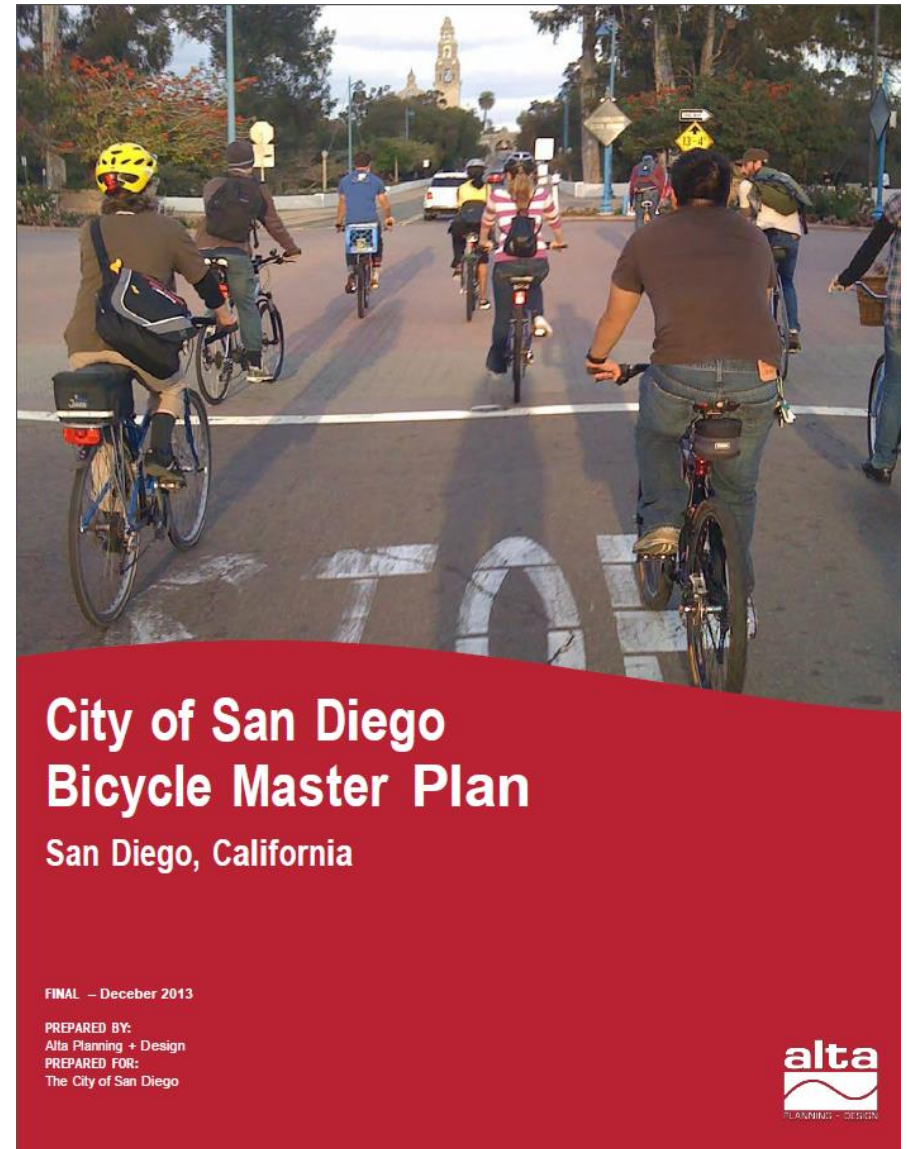
Bicycle Master Plan

Background

Council adopted in 2013

Section 6.1.2

Proposed classifications are expected to be used as a guide and may change at implementation (pg. 94).



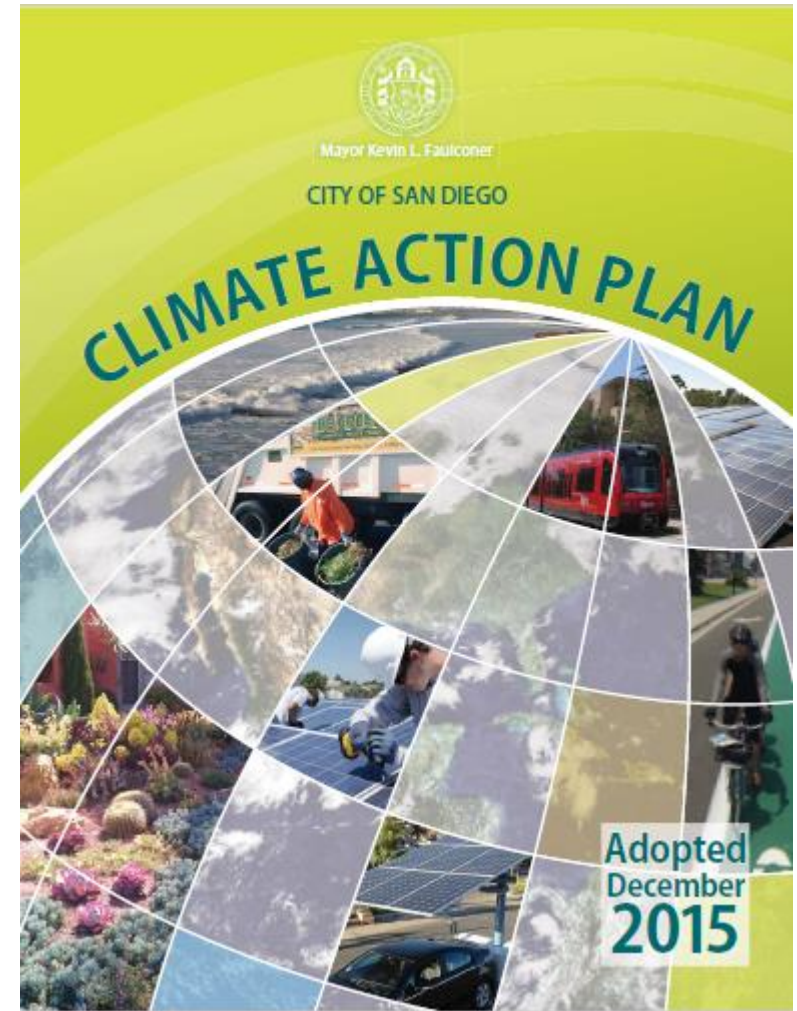
Climate Action Plan

Background

Council adopted in 2015

- Strategy 3: Bicycling, Walking, Transit & Land Use
- Target: 6% bicycle commuter mode share by 2020 and;
- 18% mode share by 2035 in Transit Priority Areas

<https://www.sandiego.gov/sustainability/climate-action-plan>



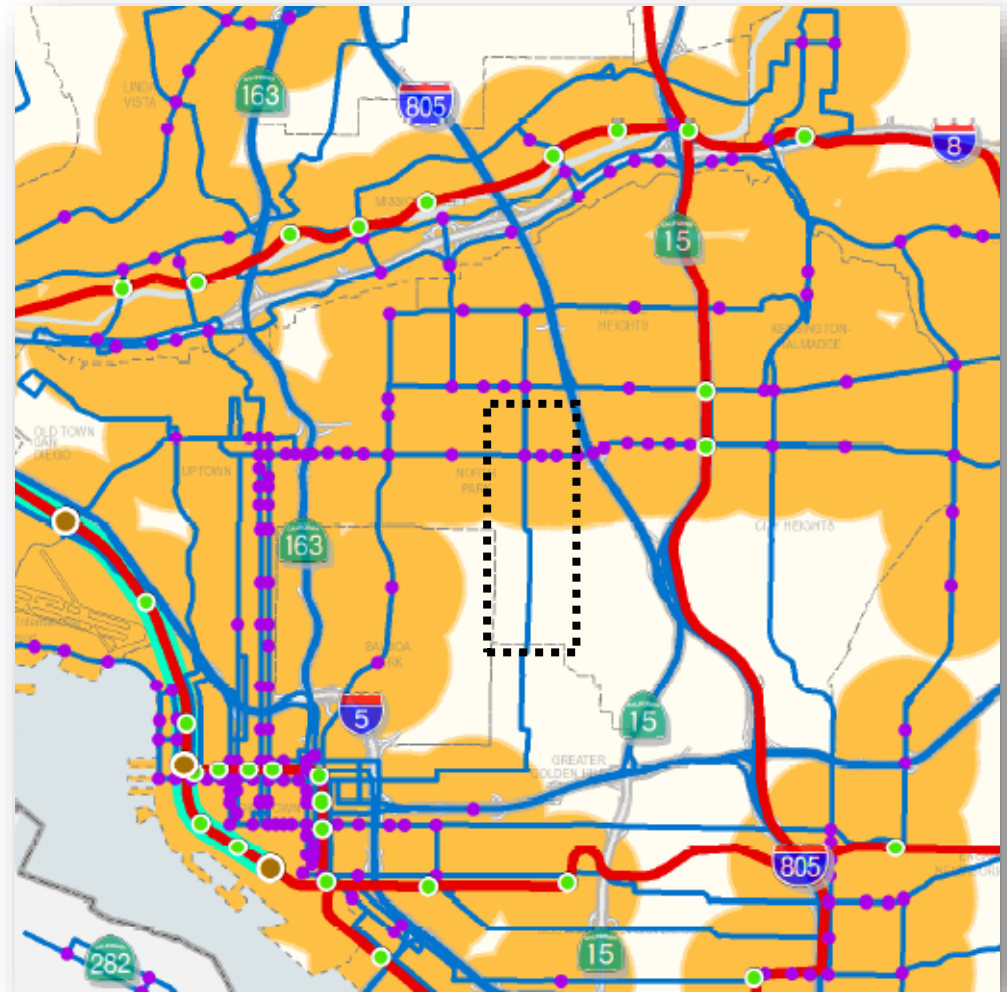
Transit Priority Areas

Areas within ½ mile of major transit stop (rail, or two major bus routes) with frequency (15 mins or less) during peak periods

Long Term through 2035

Legend

- | | | |
|-----------------------|-------------------------|--------------------------|
| • Major Transit Stops | — High Frequency Routes | ■ Transit Priority Areas |
| • Trolley Stations | — Trolley Lines | □ Planning Areas |
| • Coaster Station | — Coaster Line | □ Municipal Boundaries |

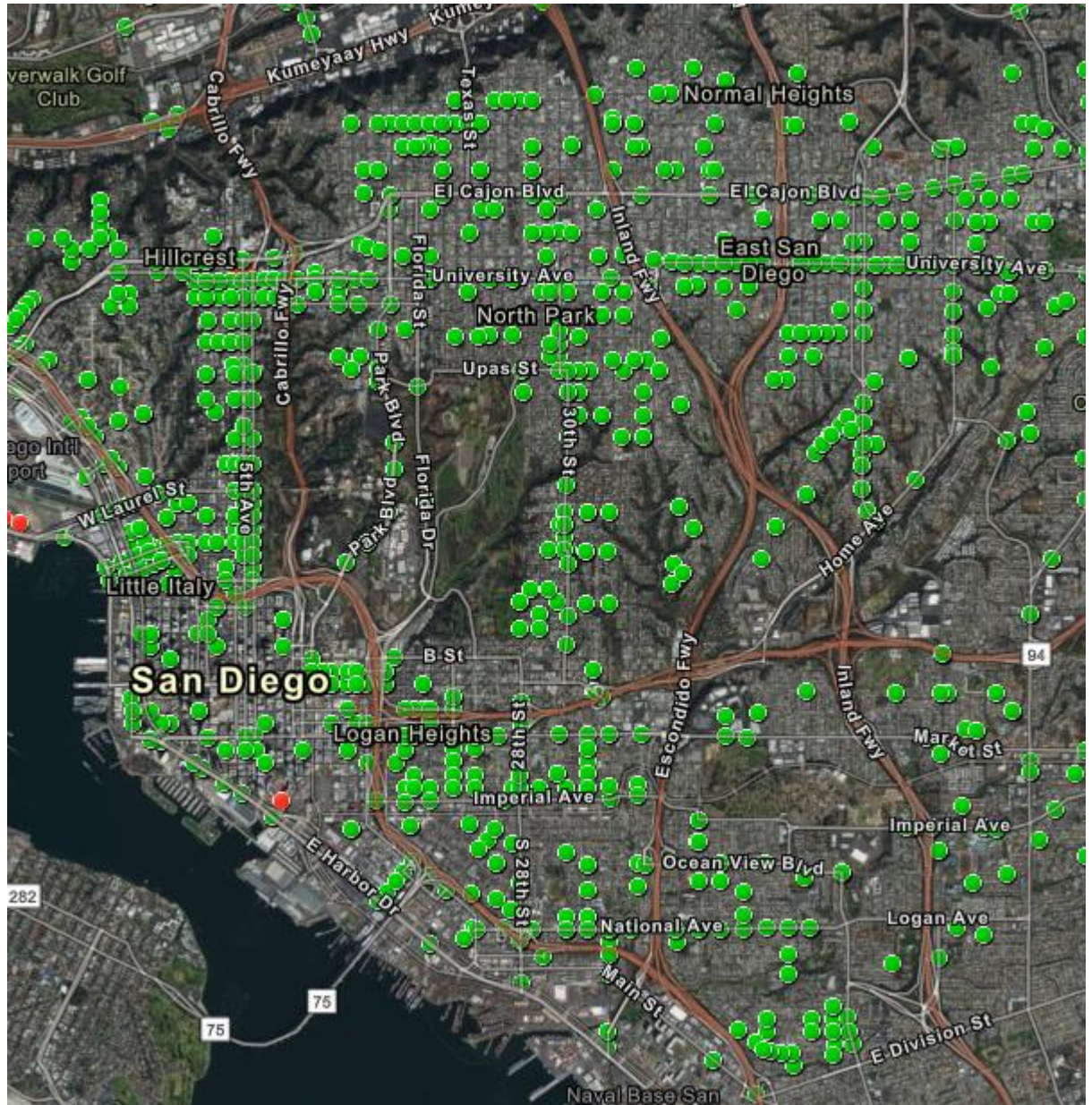


Mode Share

Existing Counts

- 3% bikes and 8% pedestrians at 30th and Thorn St (2014)
- <2% bikes and 9% pedestrians at 30th and Polk (2016)
- 2% bikes and 5% pedestrians at 30th and Laurel (2017)

<https://sandiego.maps.arcgis.com/apps/webappviewer/index.html?id=bfc87dd2eb8d4759b9694dbb5efa173f>

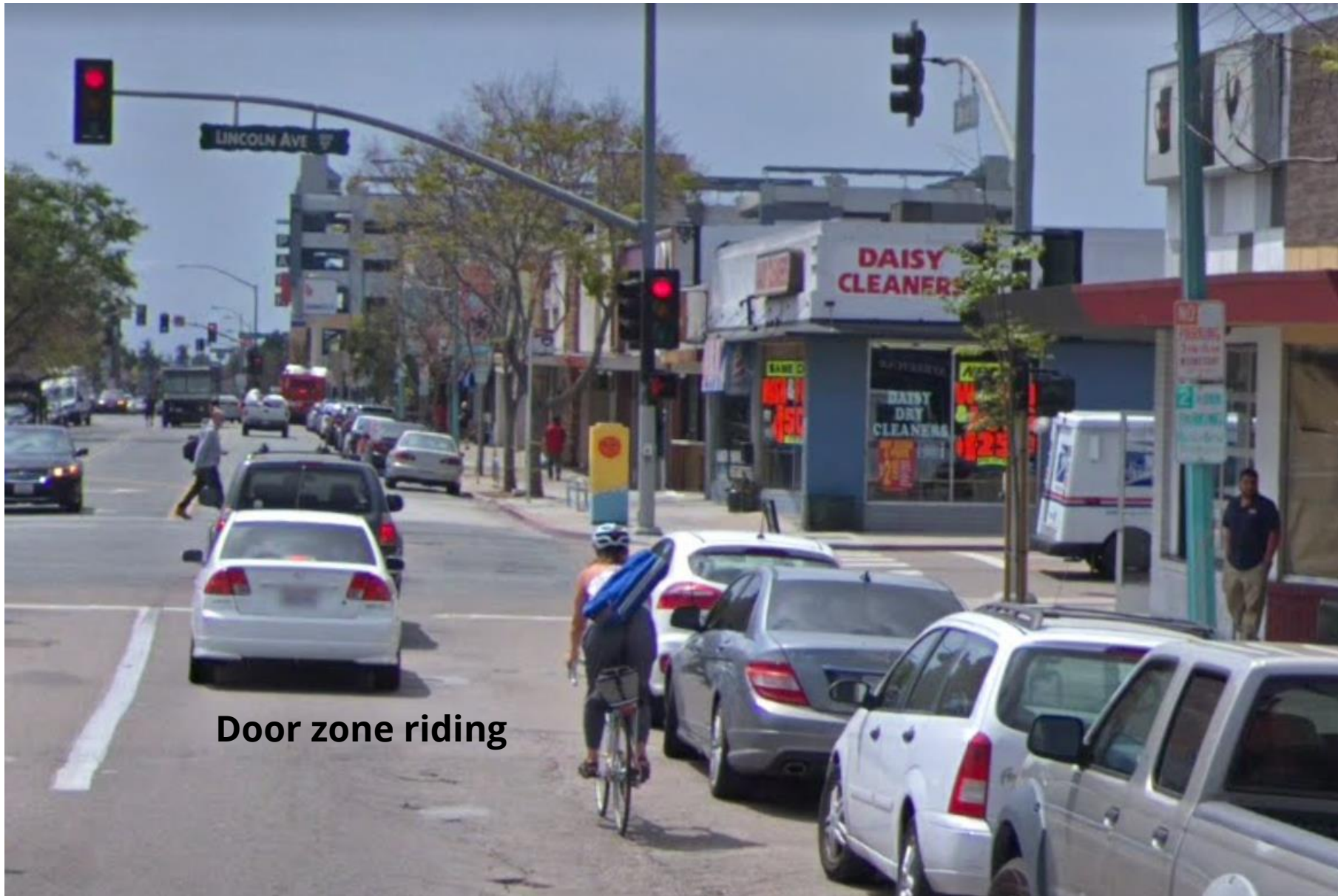




Vision Zero



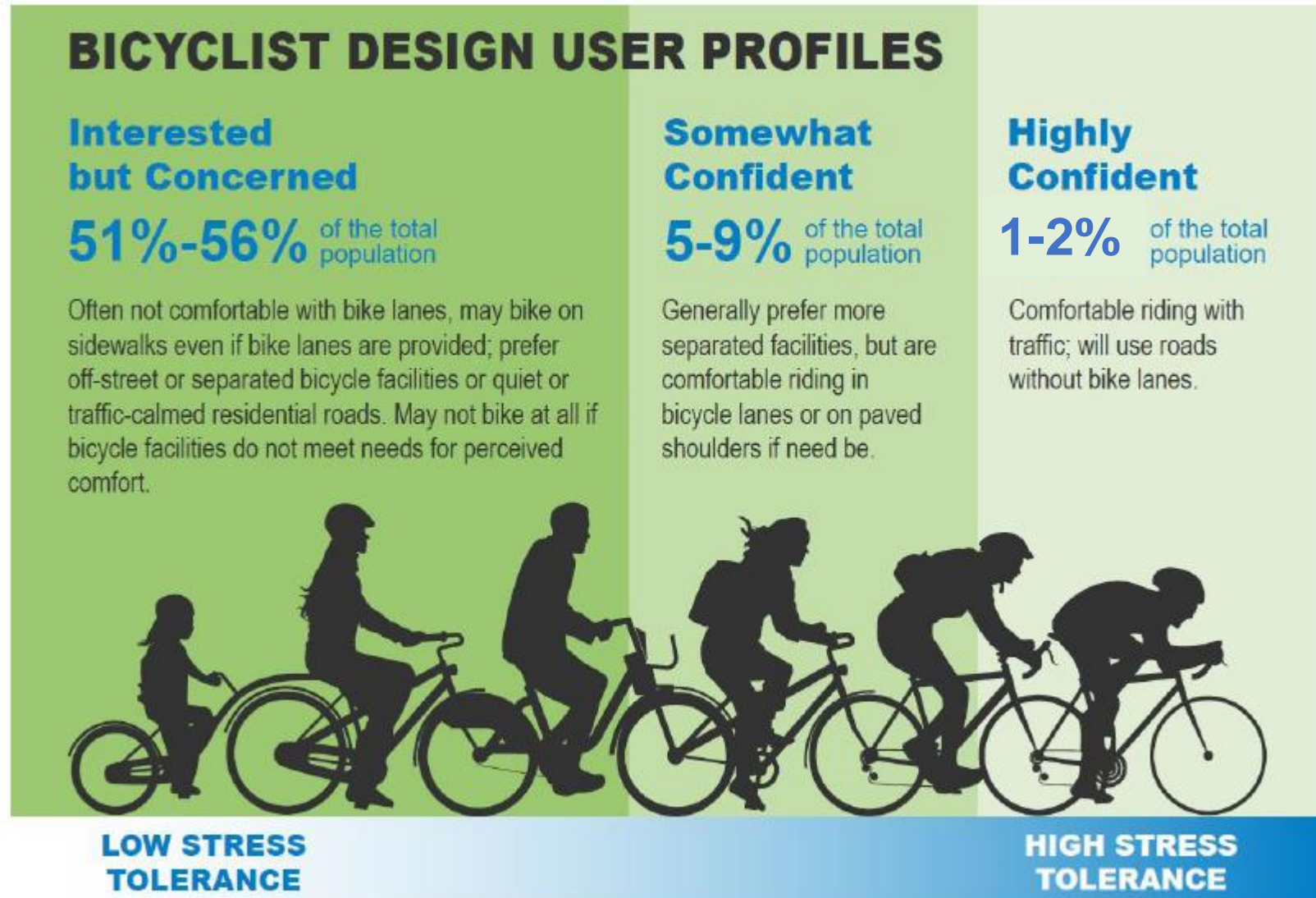
- In 2015 the City of San Diego became a Vision Zero city.
- Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries. The strategy integrates the three E's of engineering, education, and enforcement.
- Fundamental to Vision Zero is the acknowledgement that traffic deaths and injuries are preventable and a multidisciplinary collaboration is essential to developing solutions.
- Cities that are safe for everyone have to be redesigned to be safe, particularly for pedestrians and people on bikes.
- <https://www.sandiego.gov/vision-zero>



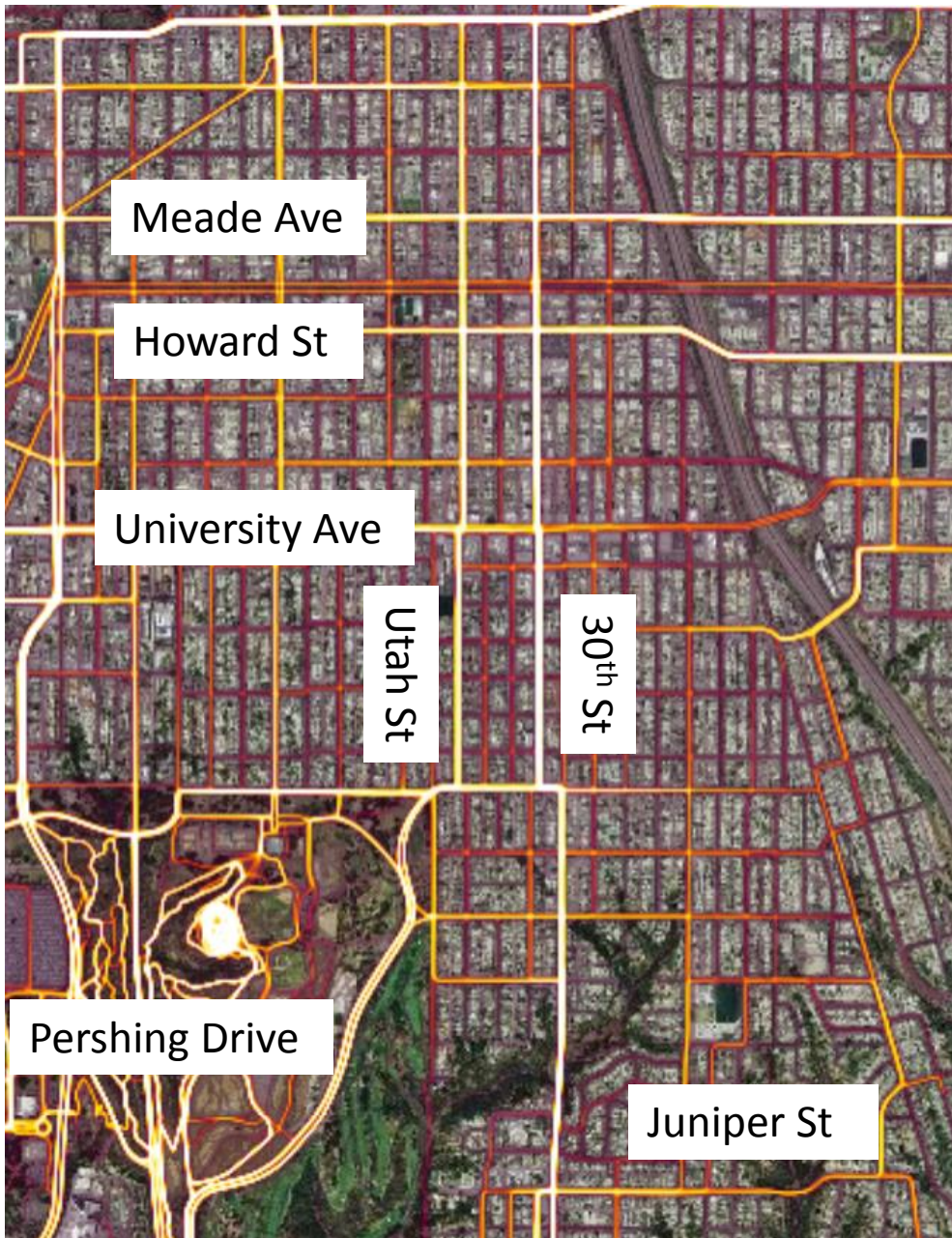
Door zone riding



Figure 6: Bicyclist Design User Profiles



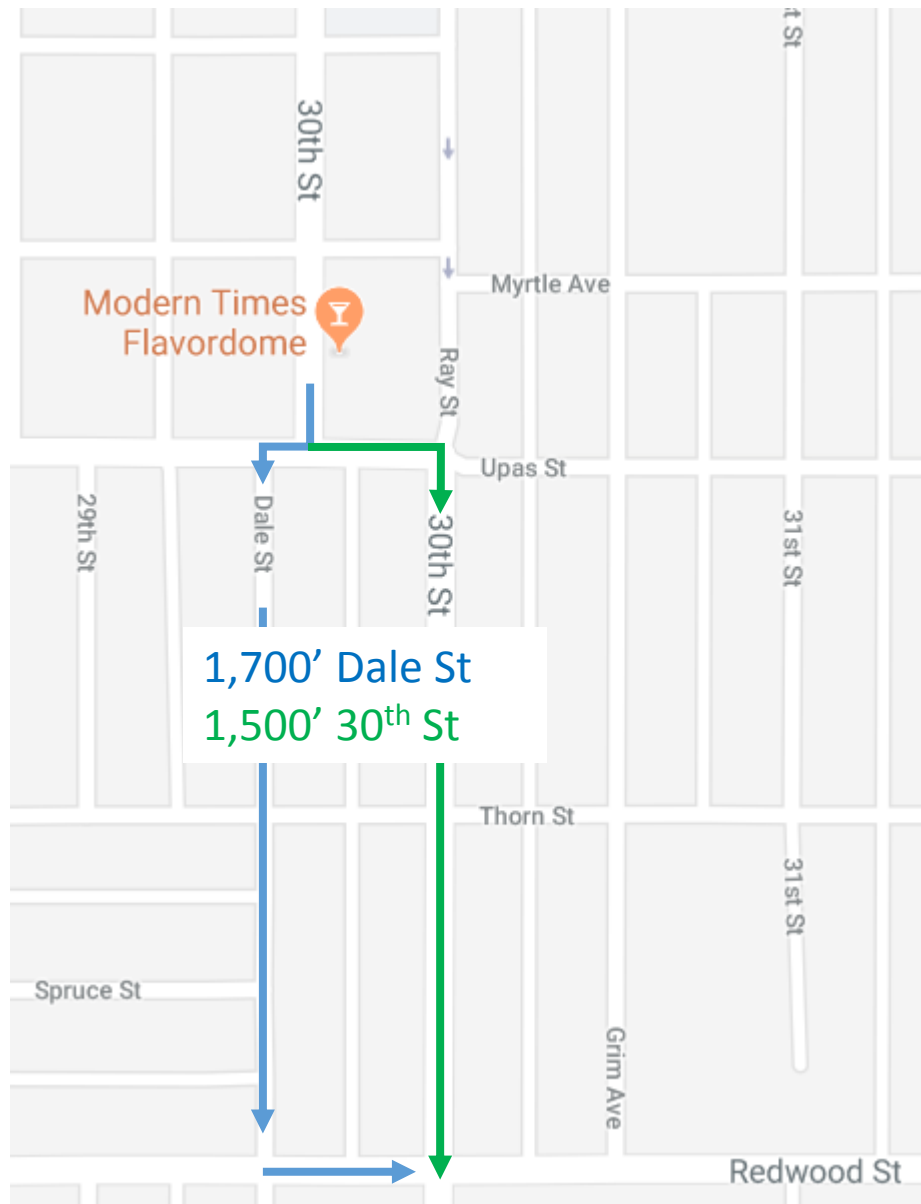
Note: the percentages above reflect only adults who have stated an interest in bicycling.

**STRAVA**

30th St is White Hot Routes for Users

All of the North Park/Mid-City grid is used, but there are definite preferred or most used routes, whether due to connectivity, quality of facility, daily traffic volumes or a combination of all factors.

Source: <https://www.strava.com/heatmap#13.29/-117.11279/32.74496/hot/ride>



Dale Street Detour?

The grid is always available depending on the destination and comfort of riders in certain situations, however, with the demand line to South Park, the connection is to stay on 30th and avoid additional stops or narrow Redwood Street.









STRAVA

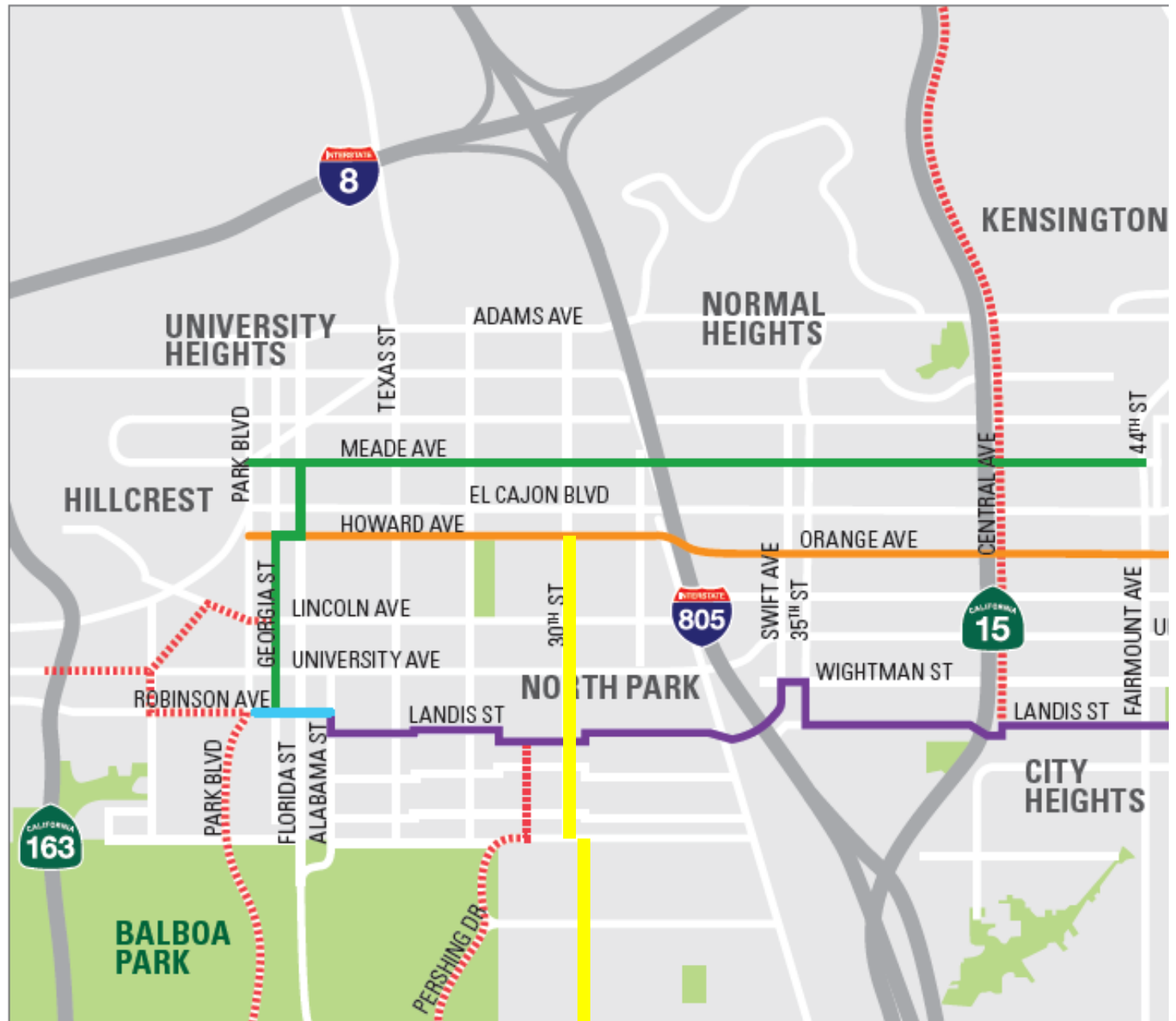


Source: <https://www.strava.com/heatmap#15.78/-117.12692/32.74257/hot/ride>

Bikeway Projects

Legend

-  City of San Diego's Project
-  SANDAG Regional Bikeway Projects
- 
- 
- 
- 





North Park Planning Committee

Previous Improvement Recommendations

- 30th St Cycle Track

North Park CIP Prioritization - List of Potential Projects - July 18, 2017 - No Ranking implied

WBS#	Category or Assessment Management Department	Project Title	Project Description	Nominated By or Location in Community Plan
A S-10054	Parks & Recreation	Switzer Canyon/30th Street Bridge enhancement	30th Street/Switzer Bridge Gateway traffic calming and pedestrian/bicycle improvements between Quince and Maple Ct. This project has partial funding provided through the NP MAD engineering report and has as CIP currently Engineering and Capital Project is currently doing preliminary engineering now.	
B	Transportation & Stormwater	30th Street Cycletrack	A multi modal enhancement to 30th St. corridor that connects the three major commercial corridors of North Park along 30th Street to include protected bike lanes and pedestrian improvements	NPMS, ECBBIA & AABA

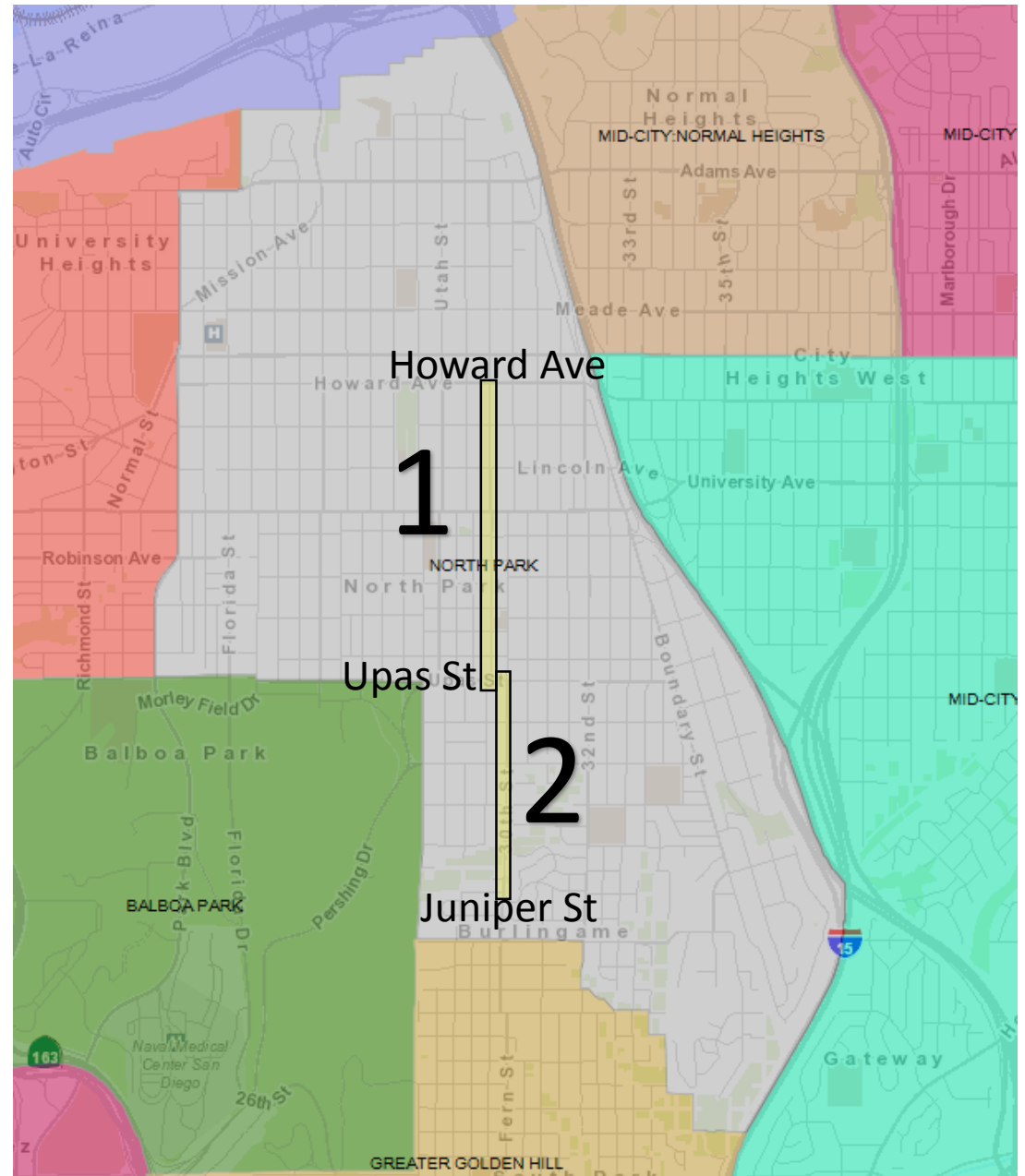
Project Area

Segment 1

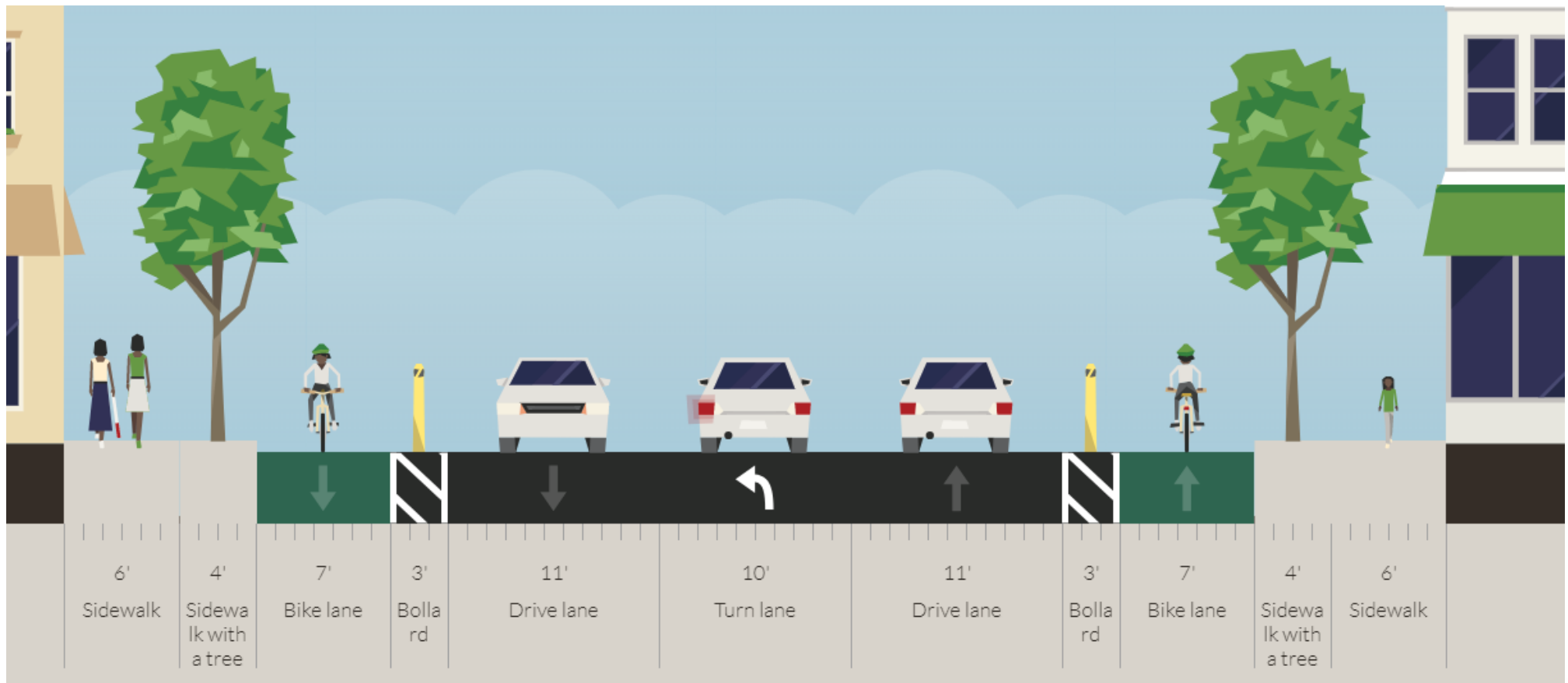
- Howard Ave to Upas St
 - 0.9 miles (about 4,700')
- Two-travel Lanes
- Center Turn Lane
- Street Parking
- 12 bus stops

Segment 2

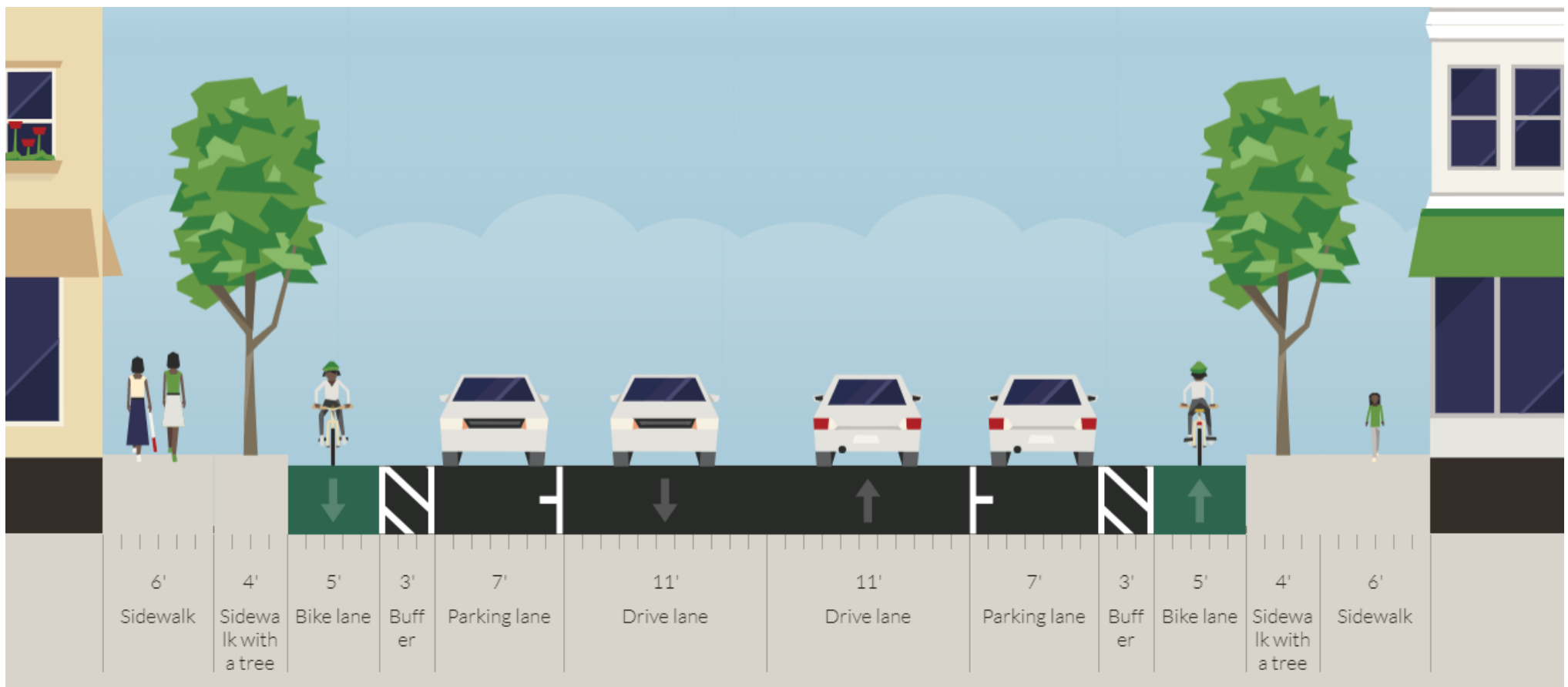
- Upas St to Juniper St
 - 0.77 miles (about 4,100')
- Two-travel Lanes
- Street Parking
- 10 bus stops



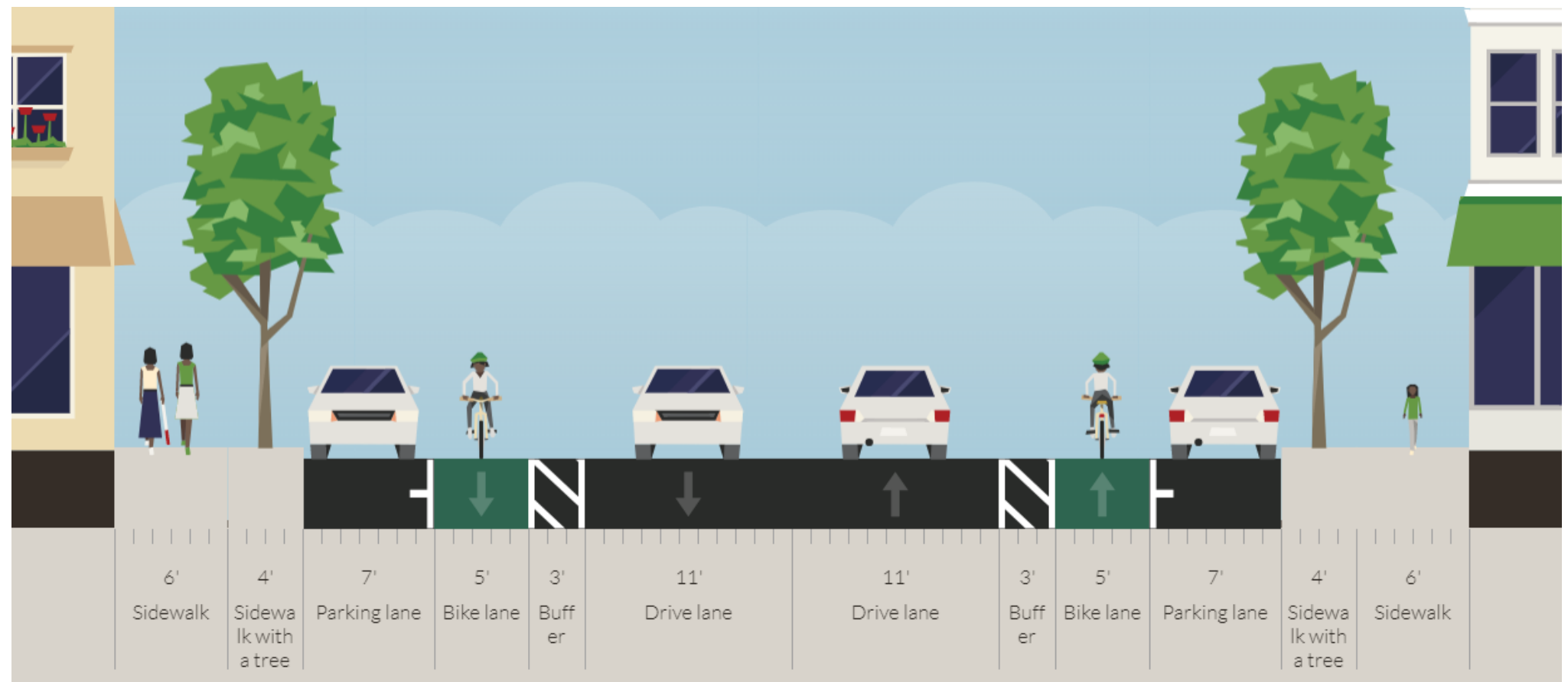
Segment 1: Option A: Cycle Tracks (No Parking)



Segment 1: Option B: Cycle Tracks (Floating Parking)

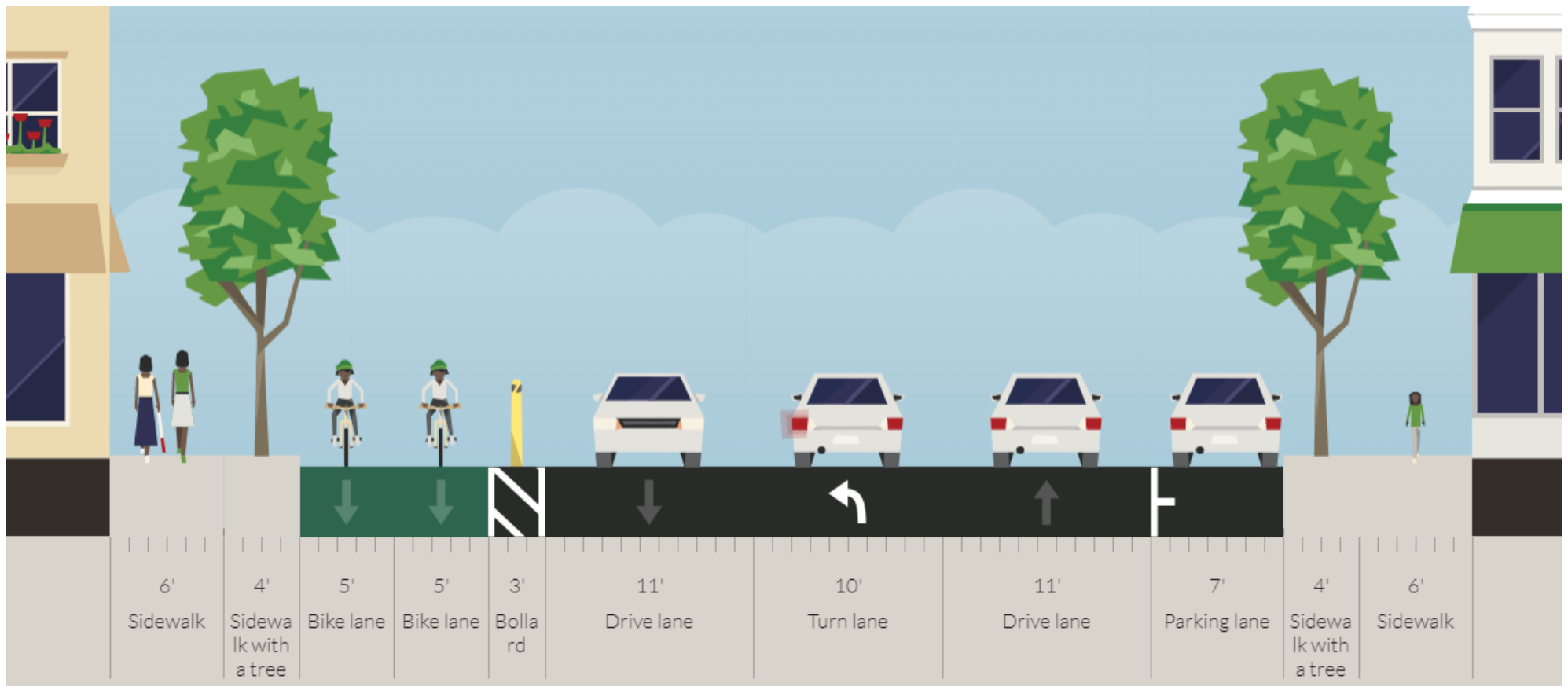


Segment 1: Option C: Buffered Bike Lanes

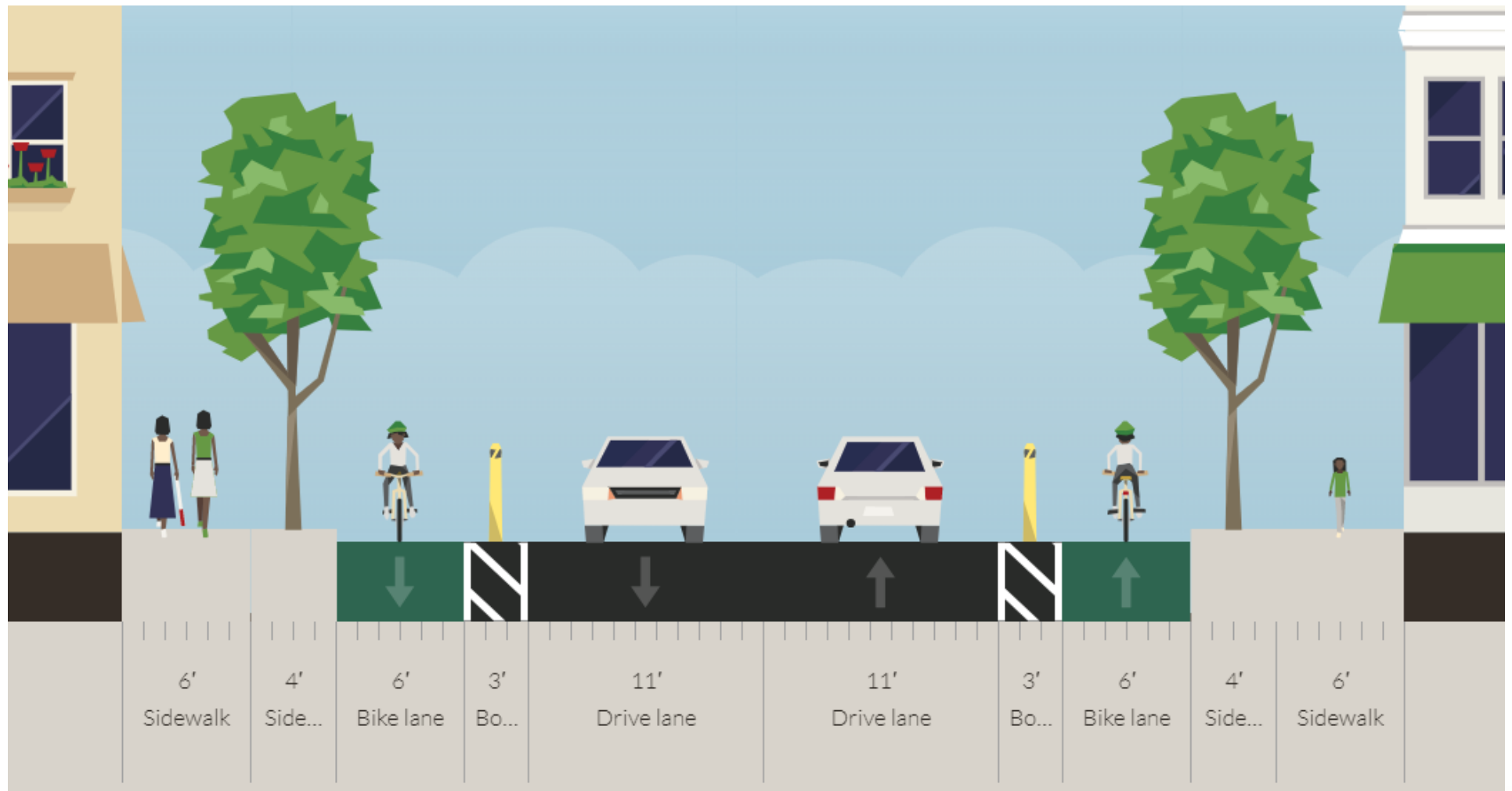


Segment 1: Two-Way Cycle Track

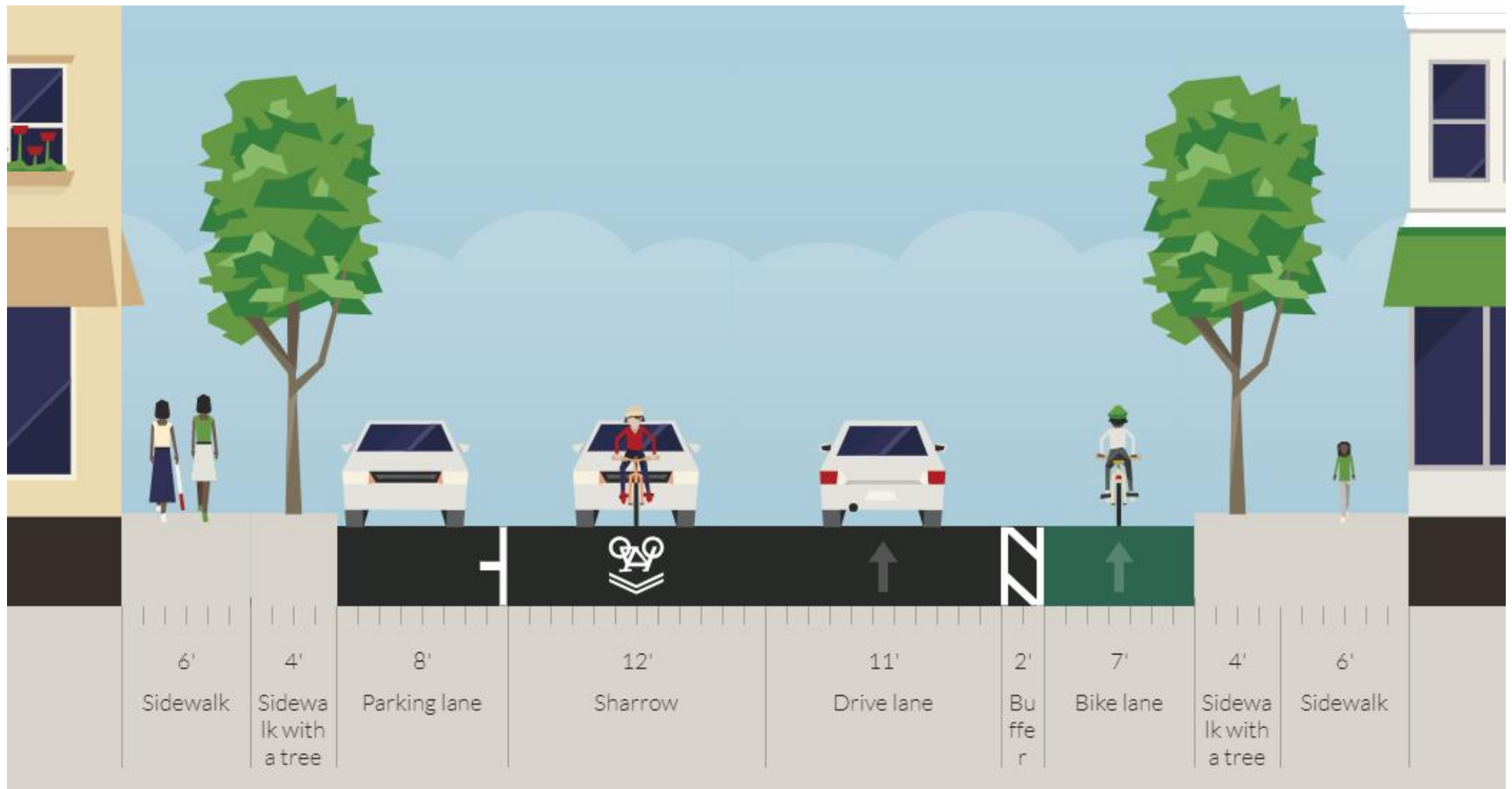
Reviewed but not for consideration due to operational conflicts with bus stops.



Segment 2: Option A: Cycle Tracks (No Parking)

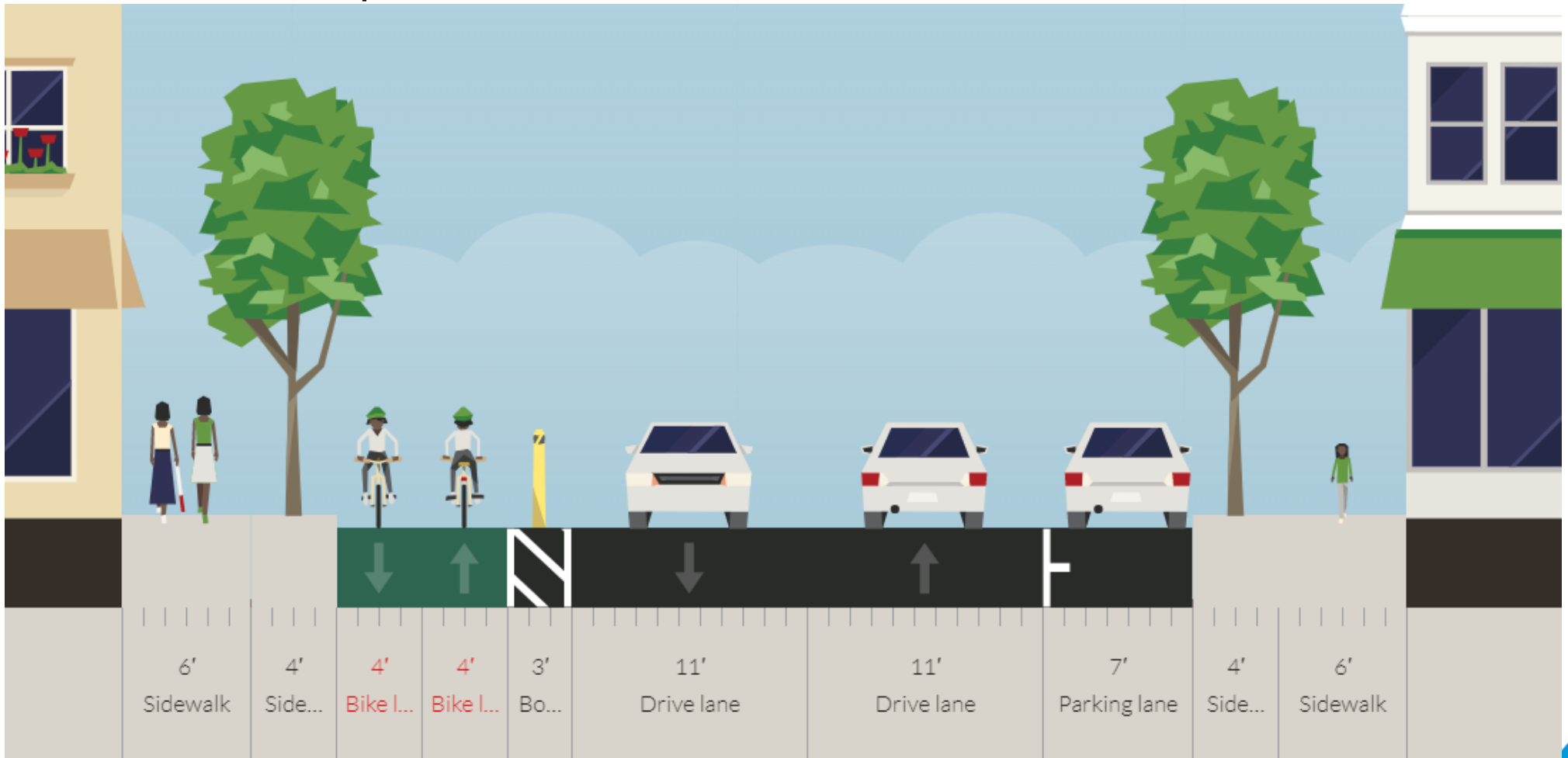


Segment 2: Option B: Bike Lane (uphill) / Shared Lane (downhill)



Segment 2: Two-Way Cycle Track

Reviewed but not for consideration due to operational conflicts with bus stops.





On-Street Car Parking

Bikeway Concept		Existing Parking	Option A: Cycle Track (no parking)	Option B: Cycle Track (floating parking)	Option C: Buffered Bike Lane	Reviewed: Two-Way Cycle Track
Segment 1	Howard St to Upas St	258	-258	-142	-111	-141
Bikeway Concept		Existing Parking	Option A: Cycle Track (no parking)	Option B: Bike Lane / Shared Lane	Reviewed: Two-Way Cycle Track	
Segment 2	Upas St to Juniper St	162	-162	-74	-73	
	Total	420				

* Block-by-Block counts/changes available on draft striping plans.



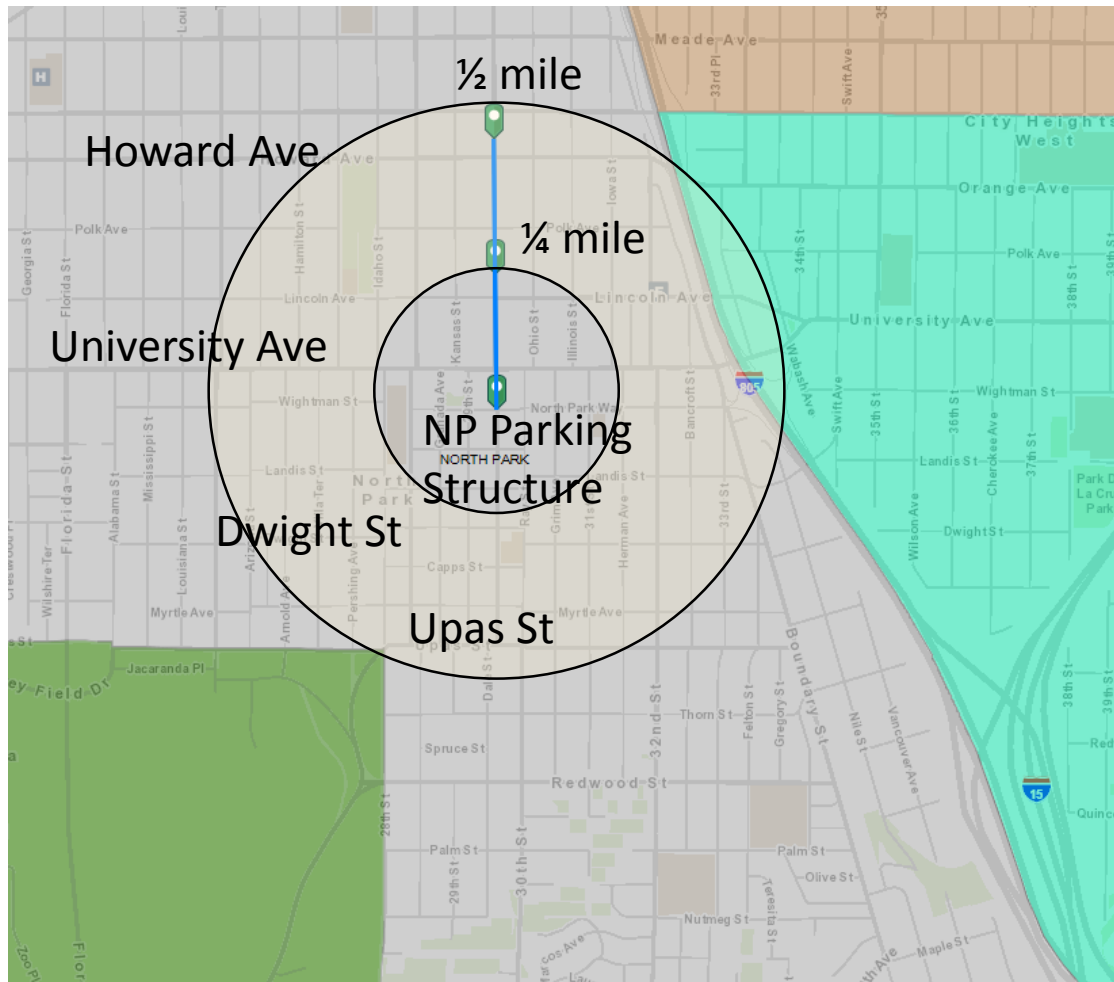
North Park Parking Structure

383 spaces available

NORTH PARK GARAGE						
Utilization Rates						
	October 2018		November 2018		December 2018	
	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
3:00 AM	21%	31%	21%	29%	21%	36%
3:00 PM	24%	25%	21%	24%	22%	27%
5:00 PM	39%	45%	38%	40%	36%	40%
8:00 PM	39%	43%	36%	39%	36%	38%
11:00 PM	42%	54%	44%	52%	37%	52%

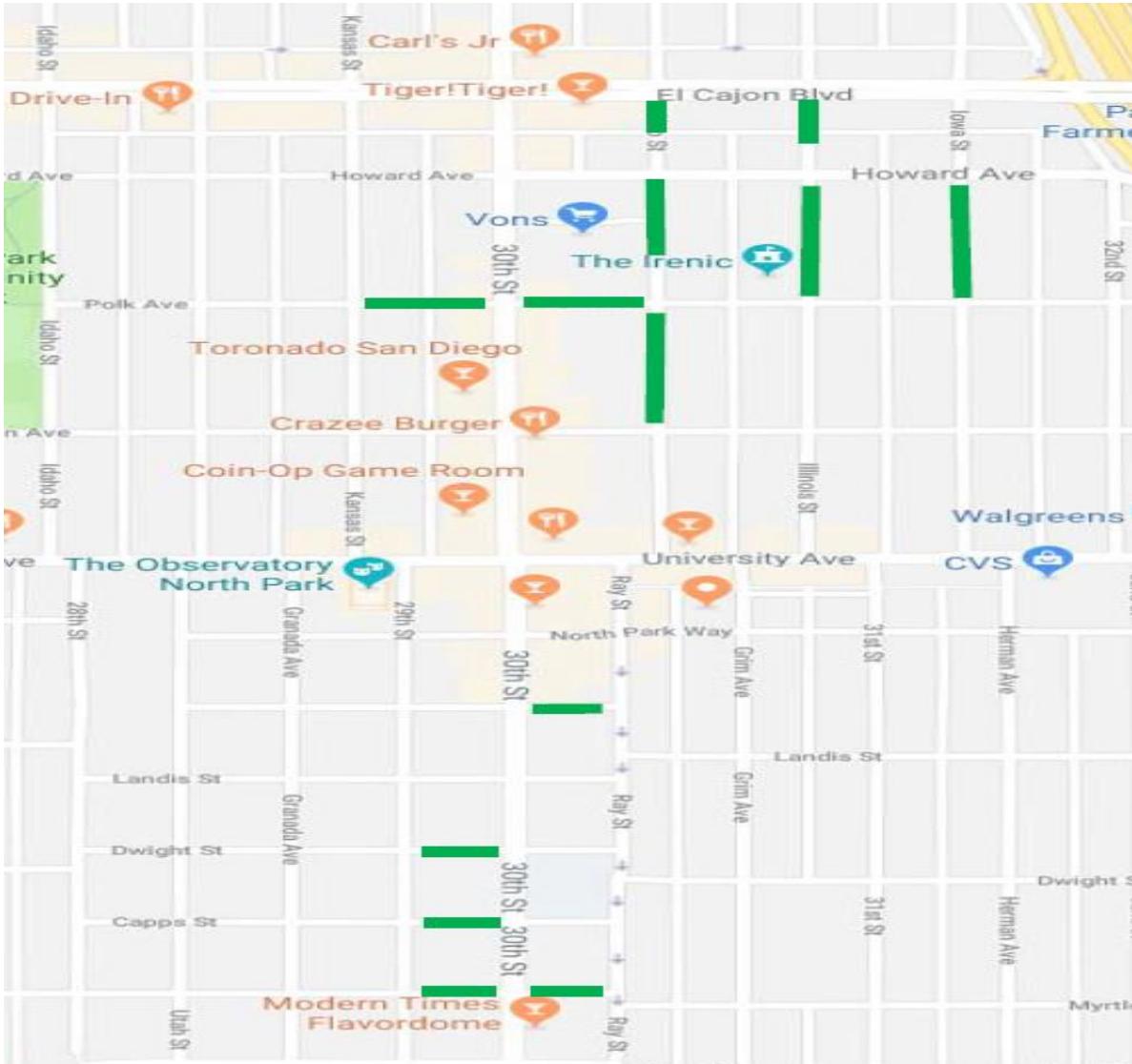
<http://civicsd.com/wp-content/uploads/2019/02/Feb-2019-AC-Item-8-North-Park-Parking-Garage-Monthly-Report.pdf>

Walk Shed Served by Structure



1/4 mile
(5 minutes)
and
1/2 mile
(10 minutes)
walk radius
around NP
parking
structure

Mid-City Parking District Conversions



The group works to increase parking options, creates safe and friendly streets, increases pedestrian activity, advances alternative transportation options and promotes economic revitalization.

One of their focuses is on head-in and angled parking conversions for North Park, University Heights, and Normal Heights

These have included street perpendicular to 30th Street shown in green.

To date 69 net new spots have been added through this conversion process within one block of 30th ST.

Parking Conversion Policy

- (c) The City Manager may install angle parking on any street without City Council approval provided that:

- (1) the proposed angle parking complies with the Angle Parking Standards;
- (2) a majority of affected property owners and tenants do not object to the proposed angle parking; and
- (3) a City-recognized community planning group, community parking district, or Business Improvement District, having some or all of the proposed angle parking within its geographical area of responsibility, does not object to the proposed angle parking.

- (d) The City Manager may remove or modify existing angle parking on any street without City Council approval provided that:

- (1) the existing angle parking conflicts with the Angle Parking Standards;

Residents of 29th Street from North Park Way to Upas St opposed conversion

Would have resulted in a gain of 70 parking spaces

Outreach to date

Meetings Attended

- North Park Planning Committee:
 - Public Facilities Subcommittee: March 13th (information item)
- North Park Main Street (Property-Business Improvement District)
 - **March 14th: Voted to support Class II Option**
 - April 11th: Informational Item with new design options presented
 - May 9th: Second and final vote (considering all options)
- Burlingame Neighborhood Association: March 10th
- El Cajon Business Improvement District: March 21st
- Greater Golden Hill Planning Committee: March 21st
- South Park Business Group (and business canvassing): March 27th
- North Park Maintenance Assessment District: April 8th

Decision Making Process

Councilmember Ward's office will solicit recommendations from North Park Main Street (business group) and North Park Planning Committee

- Both *advisory* groups will make formal recommendation in May 2019
- Community feedback via office communication and social media also taken into consideration

June 2019: Councilmember Ward will make a formal design recommendation to the Mayor's office

Mayor's office makes final call and directs City staff to implement

Transportation & Storm Water Department

30th Street Bikeway Improvement Evaluation

North Park Planning Committee
April 16, 2019

Everett Hauser, Program Manager
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