INTRODUCTION

The Community Plan envisions that the existing mobility system will evolve to allow all transportation modes to play a role in serving the travel needs of the community. Creative and thoughtful transportation improvements and technology will play a role in creating a balanced and well-integrated mobility system that facilitates efficient and safe travel for all transportation modes. The planned mobility system will serve pedestrians, bicyclists, cars, and transit. Multimodal enhancements will be made to the existing mobility system, which include operational improvements, new streets, retrofitting existing streets with new pedestrian and bicycle facilities, intelligent transportation systems, and transportation demand management programs. The mobility vision for Clairemont also includes improved access to regional transit, given the three Mid-Coast Trolley stations that provide access to employment areas outside of the community, including the local universities,

MOBILITY ELEMENT GOALS

- An efficient and accessible multi-modal transportation network that incorporates complete streets features and facilities wherever possible, while minimizing adverse effects to existing residential, industrial, and commercial uses, and the open space system

- Improved transportation efficiency and implementation of mobility concepts that embrace emerging technologies through employing real-time, open or publicly-available data collection and Intelligent Transportation Systems (ITS) to improve mobility efficiency.

- A complete, safe, and efficient bicycle network that connects to schools, parks, commercial activity areas and villages, surrounding communities, and the regional bicycle network

- High-frequency transit service as a mode of choice for residents, and employees with connections to commercial areas and regional destinations

- Complete, safe, and attractive pedestrian linkages to commercial areas, active and passive recreation facilities, community destinations, and adjacent communities

- Enhancements to streetscapes and street functionality that support pedestrian, bicycle, and transit activity

BOX ME-1: GENERAL PLAN TOPICS

The Mobility Element policies in the General Plan and in the Community Plan provide goals and policies to promote a balanced, multi-modal transportation network that gets users where they need to go and minimizes environmental and neighborhood impacts. Related Mobility Element Topics covered in the General Plan include the following and should be referenced as applicable:

- *Walkable Communities*
- *Transit*
- *Street and Freeway System*
- *Intelligent Transportation Systems (ITS)*
- *Transportation Demand Management*
- *Bicycling*
- *Parking Management*
- *Airports*

3.1 WALKABILITY AND BICYCLING

The Community Plan envisions a public realm that provides attractive, safe, and comfortable pedestrian facilities that connect residential neighborhoods to schools, commercial and institutional services, parks and open space, and to transit. This can be further achieved by enhancing the pedestrian environment through the incorporation of pedestrian plazas, trails and paths, street trees, and other pedestrian amenities and pedestrian-oriented building design as part of development projects.

Development of a safe and well-connected bicycle network will make bicycling an attractive means of transportation and help to meet sustainability goals.

POLICIES

ME-x.x Incorporate a community-wide wayfinding sign program that guides pedestrians, bicyclists as well as motorists to major activity centers in the community. The wayfinding program should also provide directions to other destinations outside of the community (e.g. Mesa College, Mission Bay Park, and Downtown San Diego) via the local and regional bike network.

ME-x.x Facilitate bicycle use as a convenient transportation option by incorporating:

a. Bicycle racks should be placed in visible locations near building entrances, but should not impede pedestrian circulation.

b. Bicycle racks should be of a secure and stable design.

c. Bicycle parking signs should be used to identify bicycle parking areas.

d. Bicycle lockers should be provided for employees who commute to work by bicycle.

ME-x.x Provide exclusive pedestrian walkways separate from automobile traffic that provide access from neighborhoods to open space areas, public parks, community centers and school sites.

ME-x.x Upgrade the pedestrian network by seeking additional right-of-way for wider, non-contiguous sidewalks and parkway areas and closing gaps in the sidewalk network.

ME-x.x Provide enhanced pedestrian treatments, as applicable, such as high visibility crosswalks, pedestrian countdown signals, lead pedestrian intervals (LPI), pedestrian hybrid beacons, pedestrian scale lighting, wayfinding, landscaped buffers, etc. along districts and corridors in Figure XX: Planned Pedestrian Route Types.

ME-x.x Include an internal pedestrian system with new commercial and residential development that provides linkages to adjacent properties and public streets.

ME-x.x Continue to work with San Diego Gas & Electric (SDGE&E) and other stakeholders to identify and implement feasible options to utilize the utility easement as integral part of the community's walking and biking network.

ME-x.x Increase awareness of trails and other pathways associated with Clairemont's canyons as integral components of the community's circulation network through the establishment of wayfinding sign programs and trail improvements.

3.2 TRANSIT

Objective: Provide an efficient and high level of public transit within and surrounding the community. Design and plan land uses that will support and make use of the future light rail transit.

Transit Priority Areas

- Clairemont Drive
- Balboa Avenue
- Tecolote Road

POLICIES

ME-x.x Provide passenger shelters and bus schedules to improve visibility and provide convenient information at existing and future transit stops.

ME-x.x Utilize drought tolerant landscaping to enhance transit stops.

ME-x.x Support an additional trolley station at Jutland Drive along Morena Boulevard to support industrial employment uses in the northwestern portion of the community based on ridership, service efficiencies, and discussion with MTS.

ME-x.x Promote and increase opportunities to connect all modes of transportation to the trolley and commercial center through connections that include designated bus corridors equipped

with transit priority treatments, closed loop systems and local shuttles, and multi-use bike paths parallel to major roadways.

ME-x.x Support local access to regional transit and park and ride opportunities to serve commuters, via Balboa Avenue and Clairemont Mesa Boulevard in order to minimize traffic congestion and to provide a direct link to the trolley stations.

3.3 STREETS AND STREETSCAPE

Streets

Objective: Improve the street system as necessary to accommodate the community's growth while minimizing adverse effects on existing residential, industrial and commercial uses and the open space system.

- Complete Streets

Streetscape

Objective: Enhance the community's image through streetscape improvements with community identification signs along major streets.

POLICIES

ME-x.x Include all pedestrian amenities required of public streets, consistent with the City of San Diego Street Design Manual, on any development that includes private drives that provide ingress and egress to a site.

ME-x.x Reserve a dedicated travel lane in each direction along Clairemont Mesa Boulevard for multimodal purposes. These multimodal lanes could accommodate transit, mircro-transit, or other types of transport modes and the lane configuration and type of use is contingent upon needs

ME-x.x Improve the east side of Genesee Ave between Chateau Dr. and Sauk Ave. with standard curb, gutter, and sidewalk.

ME-x.x Design streets to physically incorporate all transportation modes where it can be done safely and efficiently.

ME-x.x Enhance streets along portions of Clairemont Mesa Boulevard, Clairemont Drive, and Genesee Avenue by providing landscaping to serve as a buffer between buffer between the street and adjacent land uses.

ME-x.x Vacate public rights-of-way under the following conditions:

a. The City has determined that the right-of-way is not needed for public access in any form, either physical or visual. Any right-of-way that is not needed for access but has important visual access quality may be closed to vehicular traffic, but should be left open to pedestrian traffic and view access.

b. That the vacated public right-of-way would not be used to intensify development on a site, unless a specific finding is made that the intensification will not result in a negative cumulative impact to the surrounding development or environment.

ME-x.x Maintain the following streets for access into Tecolote Canyon Natural Park:

- South end of Mt. Culebra Avenue (dedicated street)
- South end of Mt. Bagot Avenue (street reservation)
- West end of Mt. Ashmun Drive (dedicated street)
- West end of Mt. Ariane Drive (dedicated street)
- South end of Mt. Carol Drive (dedicated street)
- North end of Goldboro Street (dedicated street)

4.4 SAFETY

Vision Zero – strives for "zero" fatalities and serious injuries in the roadway system. This includes bike safety as well and safe connections to adjacent communities.

Street Design

Traffic Calming

POLICIES

ME-x.x Add pedestrian safety measures where ever possible by:

a. Install pop-outs or other traffic calming measures where feasible at mid-block crossings to facilitate safe pedestrian crossing.

b. Enhance signage and striping at offset and non-traditional intersections throughout Clairemont to increase safety for drivers, cyclists, and pedestrians.

4.5 INTELLIGENT TRANSPORTATION SYSTEMS

Intelligent transportation systems (ITS) are technologies that are applied to transportation systems such as vehicles, roadways, intersections, transit, and payment systems to improve their function. The goal of ITS implementation is to maximize efficiency of these transportation systems, increase vehicle throughput, reduce congestion, and provide useful information to the commuting public. Information may be relayed or reflected through flashing messaging boards, allowing travelers to make informed travel mode and route decisions, and self-adjusting traffic signals during peak traffic hours. The use of ITS tools will be instrumental to addressing the community's mobility needs.

POLICIES

ME-x.x Facilitate implementation of ITS and emerging technologies to help improve public safety, reduce collisions, optimize traffic signal timing, minimize traffic congestion, maximize parking efficiency, manage transportation and parking demand, and improve environmental awareness and neighborhood quality.

ME-x.x Encourage implementation or accommodation of infrastructure for electric vehicles including vehicle charging stations as part of residential, commercial, industrial, and infrastructure development projects based on future demand and changes in technology.

ME-x.x Support infrastructure and encourage development projects based on future demand and changes in technology to accommodate autonomous and/or electric vehicles

4.5 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) combines marketing and incentive programs to encourage use of a range of transportation options, including public transit, bicycling, walking and ride-sharing, and to reduce dependence on automobiles. TDM strategies are another important tool to help reduce congestion and parking demand in Clairemont.

POLICIES (TBD)

4.6 PARKING MANAGEMENT

POLICIES (TBD)

ME-x.x Incorporate parking structures into new developments to increase on-site parking opportunities. If parking is located on the first and second levels of the building, automobiles should be screened from the public right-of-way with landscaping, and the facade of the parking structure should be sensitive to the pedestrian environment.

ME-x.x Allow Joint parking to reduce site area used for parking, provided that a parking study identifies what specific parking reductions are proposed, and how such reductions will not adversely affect required levels of available parking spaces. Examples of subjects to be analyzed in the parking study include: existing and proposed land uses; scheduling of business hours; secure bicycle storage facilities for both customers and employees; and, proximity to public transit.

ME-x.x Break up and screen large surface parking areas from the public right-of-way with landscaped islands. This will be accomplished through the use of trees, shrubs or mounding, where appropriate.

ME-x.x Incorporate colored and articulated paving rather than asphalt within surface parking areas as a means to visually enhance surface areas and driveway entrances.

ME-x.x Employ measures such as restricted parking limits or residential parking districts within neighborhoods adjacent to Mesa College should the lack of available parking for residents continues.

ME-x.x Establish supplemental off-site parking areas along the west side of Chicago Street between Ashton Street and Littlefield Street to address severe parking deficiencies for commercial properties in the area.

This allowance should be granted if the following standards are followed:

a. The primary use of the property must continue to be residential.

b. Access to the supplemental parking should only be provided via the alleyway.

c. Parking areas should be well screened from the adjacent residential uses. Trees and other landscaping should be used for shade, screening and storm water runoff.

d. Parking areas should provide lighting for safety. The light fixtures should shape and deflect light into a layer close to the ground in order to prevent stray light from impacting adjacent residences.

4.6 MOBILITY HUBS

The community plan identifies Clairemont Town Square and the Community Core not only as the community's villages, but as emerging Mobility Hubs that are envisioned as centers where different modes of travel – walking, biking, transit, rideshare converge along with employment, housing, recreation, and entertainment. This convergence makes these areas focal points for significant economic development activity and benefit the community by increasing transportation choices for residents, employees, and visitors; decreasing dependence on automobiles, and reducing traffic congestion.

POLICIES (TBD)

4.6 MICRO-MOBILITY

Micro-Mobility refers to an alternative form of transportation involving use of electric scooters, shared bike, electric pedal assisted bicycles ("e-bikes") and focused on short trips.

POLICIES (TBD)