6.1 OVERVIEW

This chapter establishes a plan for increasing and improving the multi-modal transportation options in the South Centre City area. Multi-modal transportation refers to the many different methods—or modes—of travel available, including walking, biking, transit, and personal motor vehicles. Together, these modes establish the mobility network in South Centre City. The mobility network connects residents to where they live, work, shop, and recreate. The network in the South Centre City area currently contains gaps. This plan provides recommendations to complete those gaps and enhance the mobility options throughout the Specific Plan.

A Complete Streets approach requires a network of streets to be designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. The plan also focuses on increasing opportunities for active transportation by improving the availability and safety of pedestrian and bicycle facilities, and thereby reducing the reliance on the single passenger automobile. Enhancing opportunities for active transportation has the added benefit of improving the health and well-being of residents by encouraging and supporting healthful behaviors and choices, such as walking or biking to local businesses and services or using bike and walking trails for exercise and socializing.

Chapter 3 (District Plans) highlights what mobility improvements are envisioned for each of the Specific Plan districts. This chapter provides a more expanded description of what the plan anticipates.

Completion of the non-motorized circulation network and enhancing the safety of pedestrian paths and bicycle lanes is a major goal of this plan and will be accomplished by:

- adding sidewalks where they are missing;
- enhancing pavement striping or constructing bike lanes consistent with the Bicycle Master Plan;
- enhancing the non-motorized network by adding a multi-use trail as proposed in the Pine Street Pathway (see below), and a multi-use trail connection from Escondido Boulevard to Kit Carson Park through City-owned open space;
- adding or enhancing crosswalks to improve safety;
- installing effective traffic calming measures; and
- ensuring the non-motorized network supports transit.
6.2 ELEMENTS OF THE MOBILITY NETWORK

6.2.1 Walking.

A safe and accessible pedestrian network for all ages and all abilities is a key component to creating a livable community. A well-designed pedestrian network is critical to encouraging active transportation. Ensuring that the streets and intersections within South Centre City provide a safe and attractive pedestrian-friendly environment helps accomplish the Specific Plan Mobility goals outlined in Chapter 2. Pedestrian-friendly design and facilities will be incorporated into all aspects of physical planning, public improvements and private development. The following sections detail the improvements needed for the pedestrian network.

6.2.1.1 Sidewalks.

Within South Centre City, sidewalks are missing in some areas, particularly within the West Mercado District, the Quince Street District, along Centre City Parkway, and in the Southern Entry District. This interrupts the pedestrian network in the area and discourages walking. Installing the missing sidewalks will complete the network as shown in Figure 6-1. Sidewalks will be designed to accommodate various user groups (e.g. disabled, seniors, etc.). Damaged sidewalks will be repaired in a timely manner and all sidewalks will be maintained in a manner that facilitates accessibility and safety. Sidewalks in key locations in commercial areas should be designed to feature artistic design elements or public art to further promote the use of public space. Sidewalk design can also include non-slip construction material to assist residents with mobility challenges.

Instead of installing sidewalks along the auto-oriented Centre City Parkway corridor, the Pine Street Pathway (discussed in the Biking section below) will provide a much safer pedestrian facility south of Felicita Avenue.

6.2.1.2 Crosswalks

Crosswalks can greatly enhance the safety and comfort for pedestrians. Marked crosswalks are missing at many locations throughout the area. Since both Escondido Boulevard and Centre City Parkway carry significant amounts of traffic, ensuring the safety of pedestrians crossing these facilities is critical. The new multi-use pathway along Pine Street will encourage more residents to walk and bike, and increase the need for safe crossing of these roadways.
Area intersections will be evaluated by the City to identify locations where marked crosswalks or high-visibility crosswalks will be installed. High visibility crosswalks include special safety features such as in-ground lighting, signage, and other special safety features to warn motorists of the pedestrian crossing. Locations will be prioritized to include areas with high pedestrian activity, such as schools, parks, and commercial centers, and to access the Pine Street Pathway. Initial locations where marked crosswalks and high-visibility crosswalks are recommended include:

- Escondido Boulevard / Felicita Avenue
- Escondido Boulevard / Vermont Avenue
- Centre City Parkway/Felicita Avenue
- Centre City Parkway / 13th Avenue
- Centre City Parkway/9th Avenue
- Centre City Parkway/5th Avenue
- Centre City Parkway/Citracado Parkway

6.2.1.3 Mid-block Crosswalks.
Mid-block crosswalks will be considered in areas where residential and mixed-use development may generate increased pedestrian activity and where there are long distances between intersections. Specifically, mid-block crosswalks will be considered for the blocks along Escondido Boulevard south of 11th Avenue where the block pattern is longer. Pedestrian hybrid beacons, rectangular rapid flashing beacon, and in-roadway lights are options to enhance mid-block crosswalks.

6.2.1.4 Curb Extensions.
Curb extensions or bulb-outs extend the sidewalk into the roadway to provide additional space for pedestrians. Curb extensions make pedestrians more visible; shorten the distance for pedestrian crossings; provide space for street furniture, benches, landscaping, and bicycle parking; and act as a traffic calming measure. Striped or painted curb extensions are a way to provide curb extensions at a lower cost.

6.2.1.5 Landscaping, Street Trees, and Street Furniture.
Sidewalks will be wide enough to accommodate both pedestrians and streetscape improvements that promote walking. Attractive, well-maintained landscaping, street trees, and street furniture enhance walkability by providing a pleasant walking environment. Street tree canopies will be maintained at a height that allows for clear sight lines, and bushes and shrubs will be kept low to enhance safety.
6.2.2 Biking.

Bicycling increases connectivity within South Centre City by providing an option for longer trips and faster travel times. Developing bicycle infrastructure such as lanes, multi-use pathways, and bicycle parking can encourage biking by creating a continuous bicycle network with safer routes that decrease conflicts between cyclists and vehicles. The following improvements are recommended to help encourage cycling within South Centre City and improve cyclist safety in the area.

6.2.2.1 Bicycle Facilities.

Bicycle facilities, including Class I, II, and III lanes, will be installed as described in the Bicycle Master Plan and detailed in the District Plans. Class II bike lanes should be installed on South Quince Street, 5th Avenue, and 9th Avenue. A Class III bike route will be installed on South Escondido Boulevard.

6.2.2.2 Pine Street Pathway.

The proposed Pine Street Pathway is a multi-use pathway adjacent to Pine Street. It will provide additional bicycle connectivity paralleling South Centre City Parkway for recreational cyclists. The Pine Street Pathway will also connect to other City bike paths, as well as Kit Carson Park, Westside Park, Grape Day Park, the Escondido Transit Center, and two regionally significant off-street bike paths—the Inland Rail Trail and the Escondido Creek Trail. Additional discussion of the design and location of the Pine Street Pathway is included Chapter 7.

6.2.2.3 Buffered Bicycle Lanes.

Buffered bicycle lanes provide a space for bicyclists to pass another bicyclist safely without encroaching into a vehicle travel lane. Buffers provide lateral separation between cyclist and vehicles and when used in the space between bike lanes and parking, the buffer helps protect bicyclists from the “door zone” of parked cars. Buffered bicycle lanes are recommended along Centre City Parkway and South Quince Street.

6.2.2.4 Protected Bicycle Intersections.

At protected bicycle intersections, bicycles are separated from vehicle traffic within the intersection using painted or raised islands. The design shown in Figure xx are appropriate at key locations along Centre City Parkway and other area roads with existing or planned bike lanes. Conflicts at these locations may be further reduced by implementing a dedicated left turn signal phase, or by introducing a separate bicycle phase at signals.
Locations for protected bicycle intersections include:
- Centre City Parkway / 5th Avenue
- Centre City Parkway / 9th Avenue
- Centre City Parkway / 13th Avenue
- Centre City Parkway / Felicita Avenue
- Centre City Parkway / Citracado Parkway

6.2.2.5 Bicycle Parking and Supportive Facilities.

Bicycle racks for locking bikes during short stays, such as visiting a store or restaurant, should be provided for key destinations such as parks, commercial areas, and industrial areas. New multi-family and mixed-use developments will be required to install safe, secure bike parking facilities for residents. Bike lockers for long-term bicycle parking, such as for an entire work shift or overnight, are available at the Escondido Transit Center. As the West Mercado District is planned to transition into an employment center, in addition to bike parking, employers should consider installing personal lockers, showers, and other facilities to encourage bicycling.

6.2.3 Transit

Public transit is a key feature of the South Centre City transportation system. As more residential development occurs, transit will play an even more important role in providing the ability to travel in the area conveniently, without a car—an important component of the livability of this community. Transit corridors are focal points for economic and social activity. Transit can encourage active transportation by providing connections for longer trips, as transit users often walk or bike to and from transit stops. Because of this, it is important to ensure strong pedestrian and bicycle connectivity from the South Centre City districts to the Escondido Transit Center and to transit stops along the Escondido Boulevard transit corridor.

NCTD Breeze Route 350 provides bus rapid transit (BRT) local bus service between Escondido Transit Center and Del Lago Park and Ride via Escondido Boulevard, Sunset Drive, and Bear Valley Parkway. Bus frequency along this route typically ranges between 10 and 15 minutes all day, which is among the highest frequencies within the North County Transit District. This service also connects to the SPRINTER passenger rail line at the Escondido Transit Center, to existing Metropolitan Transit Services, and to the I-15 BRT service connecting Escondido with downtown San Diego.
The SPRINTER passenger rail service provides east-west connections to locations in San Marcos, including Cal State San Marcos, Vista and Oceanside. In Escondido, the SPRINTER’s eastern terminus is the Escondido Transit Center.

Residents living in the mixed-use developments along Escondido Boulevard reported during the community outreach component of this project that school students did not have enough buses to get them to school on time in the morning. As a result, some students would arrive late and miss the first part of the school day.

Currently there is no transit service in the Southern Entry District along South Escondido Boulevard or Centre City Parkway. The following improvements are recommended to help promote transit use within the study area.

6.2.3.1 Proposed Southern Entry District Transit Stop.

An additional transit stop in this area would provide transit accessibility to the new and proposed development in this area and would make transit a more viable travel choice. The specific location proposed for a new stop is recommended at either the intersection of Centre City Parkway and Brotherton Avenue or the intersection of Centre City Parkway and Citracado Parkway, as discussed in the Southern Entry District Plan in Chapter 3.

6.2.3.2 Transit Stops.

Transit stops should be well designed, safe, comfortable, and attractive for all potential user groups. Benches, lighted shelters, and electronic signage with real-time, next arrival information is available at three transit stops along Escondido Boulevard. The City and/or NCTD may consider providing the same amenities at all transit stops along the corridor.

6.2.3.3 Improved Connections to Escondido Transit Center.

The Escondido Transit Center, which is the City’s major transit hub, is located north of the study area. The transit center should be easily accessible by bicycle or on foot, with particular attention paid to the connection between the Transit Center and the Pine Street Pathway. The proposed road diet along Quince Street will offer opportunities for widening sidewalks, installing street furniture and landscaping, including buffered bicycle lanes, and installing angled parking along Quince Street, which can also improve the connections to the Transit Center.

6.2.3.4 Ridership Surveys.

The City should continue to work closely with transit providers to ensure transit service is meeting the needs of the residents. Periodic ridership surveys will help identify locations and time of day when additional service may be required, such as on school mornings when more students need service than can be accommodated on the existing buses.
6.2.4 Motor Vehicles

As the majority of trips continue to be made by personal motor vehicles, the safety and convenience of motor vehicle travel is an important consideration. All needed roadway improvements in the area will be accomplished using a Complete Streets approach for roadway design. Adequate parking is needed for the development anticipated by this plan. Safety improvements to the roadway network for both motorists and more vulnerable road users like pedestrians and cyclists are recommended. Where excess speed is an issue, traffic calming measures can slow vehicles and improve safety. In some instances, the reduction in the number and/or width of travel lanes enables a better roadway configuration and promotes improved safety. The following improvements are recommended to the roadway network in the area.

6.2.4.1 Road Diets

A “road diet” is a roadway design treatment that reduces the number of vehicle travel lanes on a roadway and reclaims that street space for other uses to increase safety, beautify the street and allow for alternate modes of transportation. Road diets reduce vehicle speeds and minimize conflicts, thus making other modes of transportation more attractive. Reducing lanes allows for wider bike lanes and bulb-outs, which reduce the crossing distance between sidewalks, and makes cycling and walking safer. A road diet can also free up space for landscaping, street trees, street furniture and other amenities, and it can ultimately increase the number of parking spaces by allowing angled or reverse angled parking.

A road diet is recommended for Quince Street in the West Mercado and Quince Street Districts. Other South Centre City roadways may also be evaluated to determine if the implementation of a road diet is feasible to enhance non-motorized mobility. Vehicle traffic demand is a critical issue to consider when identifying roadways appropriate for a road diet. Please note that the Specific Plan creates the vision and planning objectives for said improvements that would be more thoroughly designed and analyzed by a separate and future process prior to implementation.

6.2.4.2 Traffic Calming

Traffic calming is the use of certain measures to reduce the speeds of vehicles along a roadway to improve the safety of all users (drivers, cyclist, and pedestrians alike). The incorporation of traffic calming measures is important for ensuring travel safety for everyone on the street. Where speeding or cut-through traffic is an issue in South Centre City, traffic calming measures will be considered. These include vertical deflections, chicanes, optical speed bars, right edge lane striping, roundabouts, speed radar feedback, and other methods as appropriate. Traffic calming measures can be used independently or in combination other roadway safety treatments.

6.2.4.3 Complete Streets Checklist

The City will use a Complete Streets checklist to ensure all roadway projects consider the needs of all travel modes to the extent possible. The checklist would be completed at the start of a project initiation process. SANDAG has developed a local Complete Streets sample checklist that can be adapted to for use by the City.
6.2.4.4 Angled and Reverse-Angle Parking.
Where there is the adequate street width, changing from parallel parking to angled or reverse-angle parking will increase the parking supply. Angled parking can be added to streets for which a road diet has been applied. Specific recommended locations for angled and reverse-angle parking are included in the District Plans. Angled parking can support traffic calming measures, while also providing additional parking spaces as infill development increases and small businesses are established.

6.2.4.5 Safe Park Zones.
A number of cities around the country are using a traffic safety tool called Safe Park Zones where conflicts exist between vehicular traffic and park users. Elements of the Safe Park Zones include reduced speed zones, special signs, pavement markings, and extra fines for traffic violations. This tool is ideal for the Pine Street Pathway because pedestrians, bicycles and motorists will all use the same roadway right-of-way. The City will consider designating the Pine Street Pathway as a Safe Park Zone to ensure that vehicular traffic flows at a slow speed compatible with shared use by pedestrians and bicyclists. Safe Park Zones can be used at other locations in the City as well to promote safety.

6.2.4.6 Parking Management.
As the plan is implemented, the City may consider exploring parking management strategies based on
Figure 2

Proposed Roadway Configuration
South Centre City Parkway Area Plan

Legend
- Angled Parking (Both Side) - Refer to Figure 2A
- Angled Parking (One Side) - Refer to Figure 2A
- Escondido Blvd - Refer to Figure 2B & 2C
- Pine St & Rec Trail - Refer to Figure 2D
- Quince St - Refer to Figure 2E & 2F
Figure 2A
Angled Parking

South Centre City Area Plan

Figure 2B
Escondido Blvd
Figure 2C
Escondido Blvd

Figure 2D
Pine St & Recreational Trail
Existing Conditions (Typical)

Proposed Conditions

Proposed Conditions (Less than 62' C-C available)

Proposed Conditions (More than 62' C-C available)

Figure 2E
Quince St

Figure 2F
Quince St - Alternatives
Figure 3

Recreational Trail - Intersection Treatment

South Centre City Parkway Area Plan