

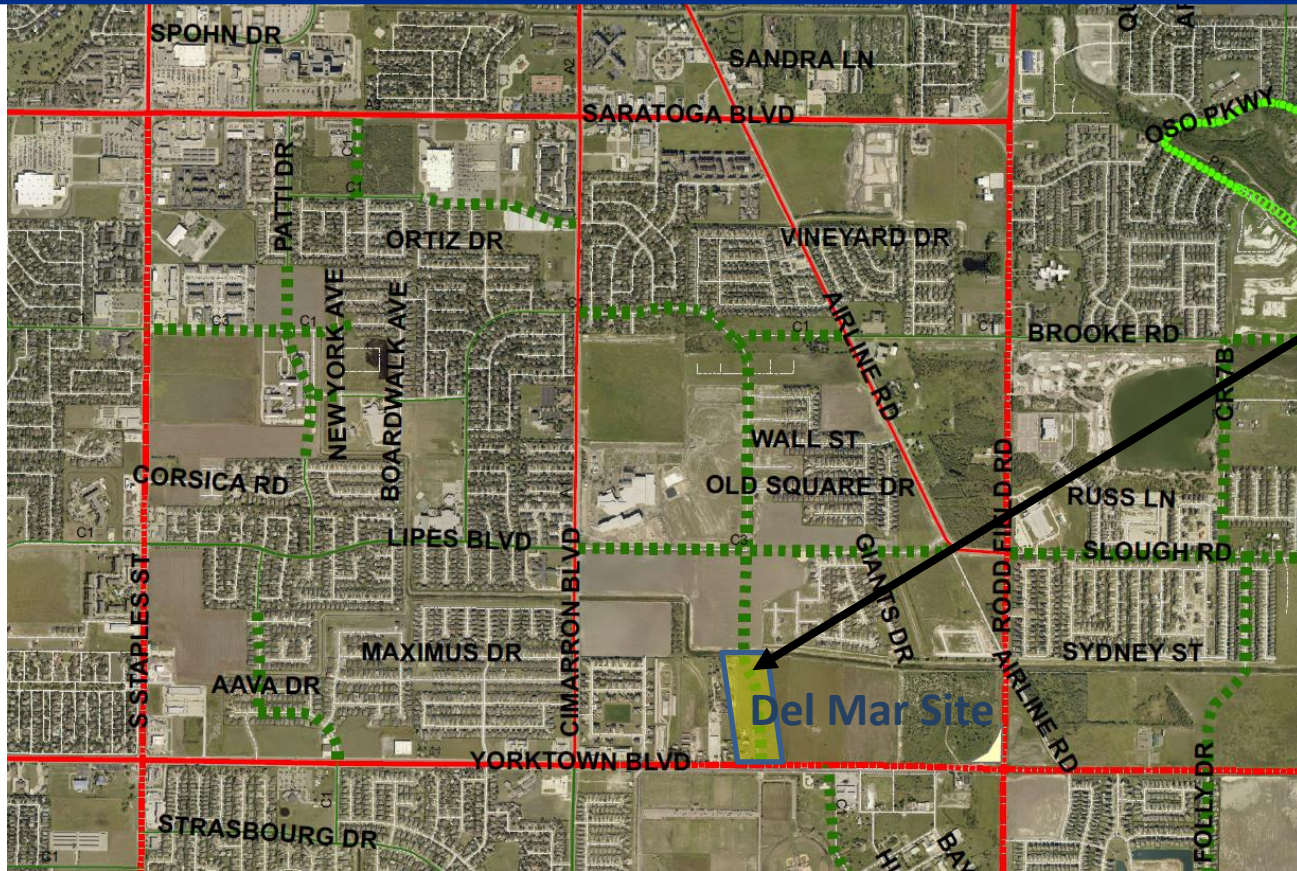
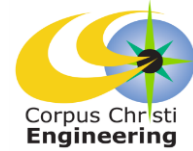
Urban Transportation Plan (UTP) Amendment - Deletion of Bronx Drive between Master Channel 31 Ditch and Yorktown Boulevard



Planning Commission Presentation
June 14, 2017



Urban Transportation Plan – Bronx Drive

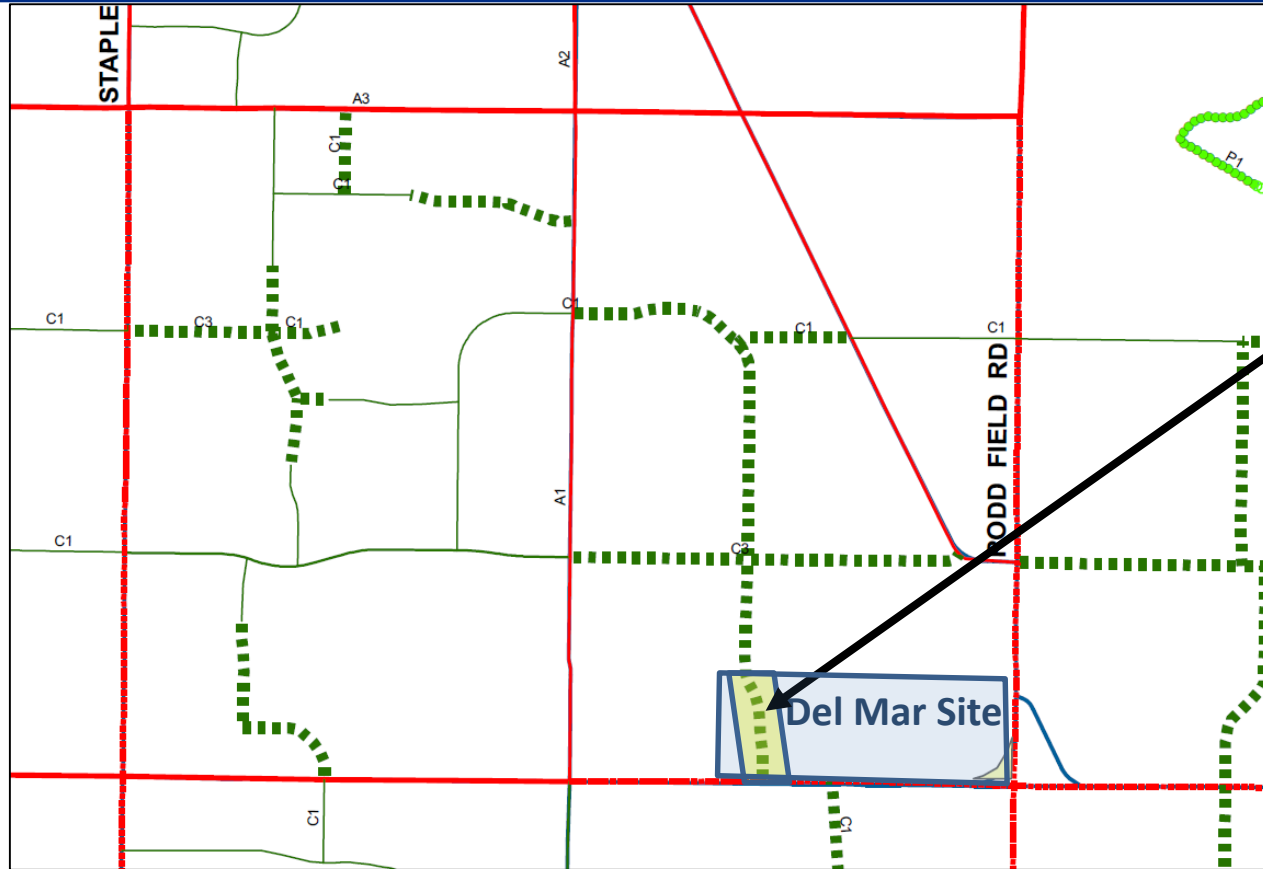
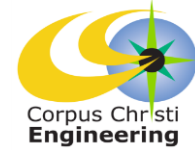


Bronx Drive

Del Mar Site



Urban Transportation Plan – Bronx Drive

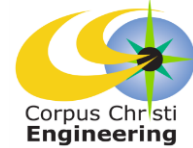


Bronx Drive

Del Mar Site



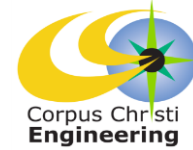
Background: Del Mar College Project



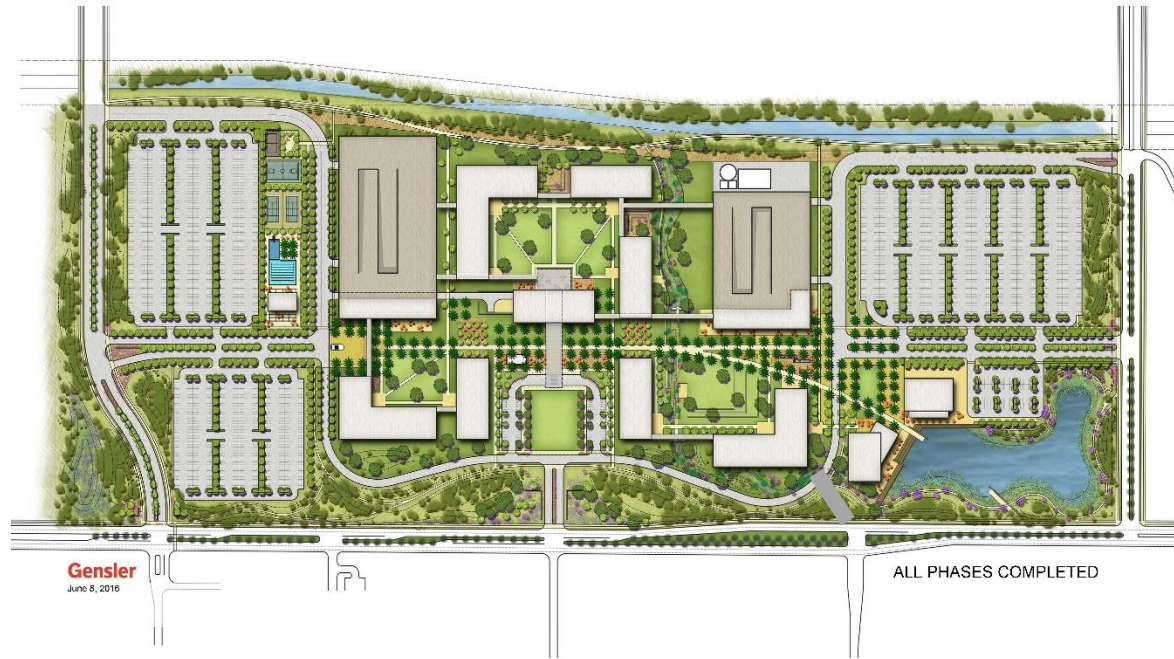
- Del Mar College purchases property 2013
 - Early assistance meetings with Development Services Staff in 2016-17 to determine project requirements.
 - \$139 million dollar bond approved by the voters in November 2016 to build phase 1.
-



Del Mar College – Southside Campus

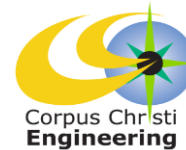


- 95.4 acre site
- Campus of 20,000 students
 - Phase 1 – 6,000 (2020)
 - Phase 2 – 6,000 (2025)
 - Phase 3 – 8,000 (2030)





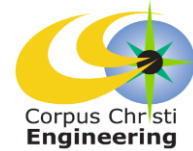
Bronx Drive Background:



- Collector Street: collects traffic from local streets and directs them to the arterial system.
- Bronx Drive – C1 Minor Residential Collector, 60' right of way, 2 lanes
- Strategic Plan for Active Mobility – Bicycle Mobility Plan – 1-way cycle track (both sides) (adopted by City Council –May 2016)
- Connection between Lipes and Yorktown Boulevard
- Service area of collector (836 acres)



Traffic Impact Analysis (TIA):



What is a TIA?

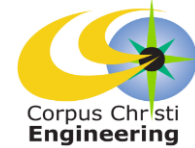
- Reviews proposed development size and land uses to determine the traffic impacts on the area street system.
- Recommends street improvements necessary to mitigate adverse traffic impacts on the street system.

Purpose

- Develop public/private partnership to coordinate land uses and to develop transportation facilities.
- Provide information to developer and property owner in making land use and site planning decisions.
- Give reliable guidance on short and long range planning of street improvements and site improvements.
- Provide standards to ensure consistent and proper traffic engineering practices are applied.



TIA Summary (LOS):



Level of Service

A = Free Flow

B = Reasonably Free Flow

C = Stable Flow

D = Approaching Unstable Flow

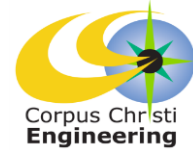
E = Unstable Flow

F = Forced or Breakdown Flow

LOS	Signalized Intersection	Unsignalized Intersection
A	≤ 10 seconds	≤ 10 seconds
B	10-20 seconds	10-15 seconds
C	20-35 seconds	15-25 seconds
D	35-55 seconds	25-35 seconds
E	55-80 seconds	35-50 seconds
F	≥ 80 seconds	≥ 50 seconds



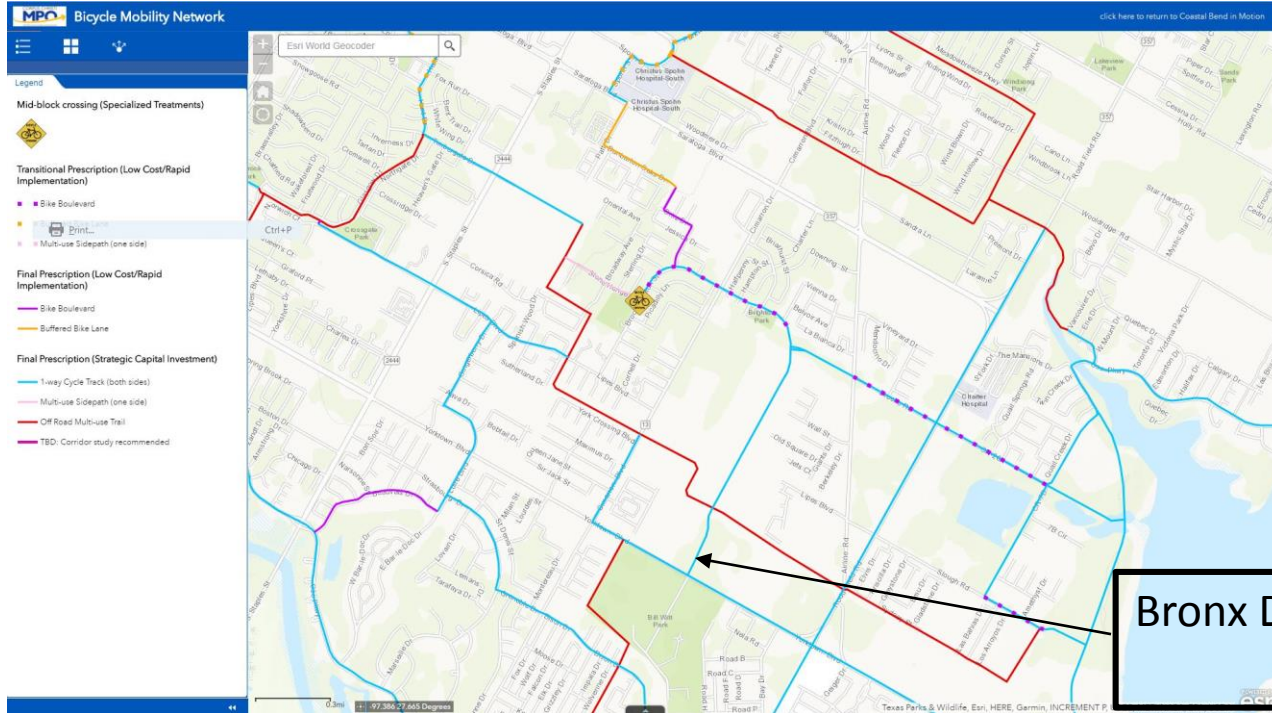
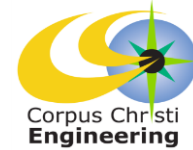
TIA Findings:



- A professional consultant prepared a comprehensive Traffic Impact Analysis (TIA) that addressed the traffic impacts of the proposed Southside Campus on the adjacent street network. The TIA included the proposed elimination of Bronx Drive.
 - Intersections: Cimarron/Lipes, Bronx/Lipes, Yorktown/Rodd Field, Yorktown/Cimarron, and Airline/Lipes.
 - Three phases of construction, Phase 1(2020); Phase 2 (2025), and Phase 3 (2030)
 - The traffic analysis showed no adverse traffic impacts to these key intersections with the removal of Bronx Drive from the system.
 - City Traffic Engineering concurs with the findings of the TIA.
-



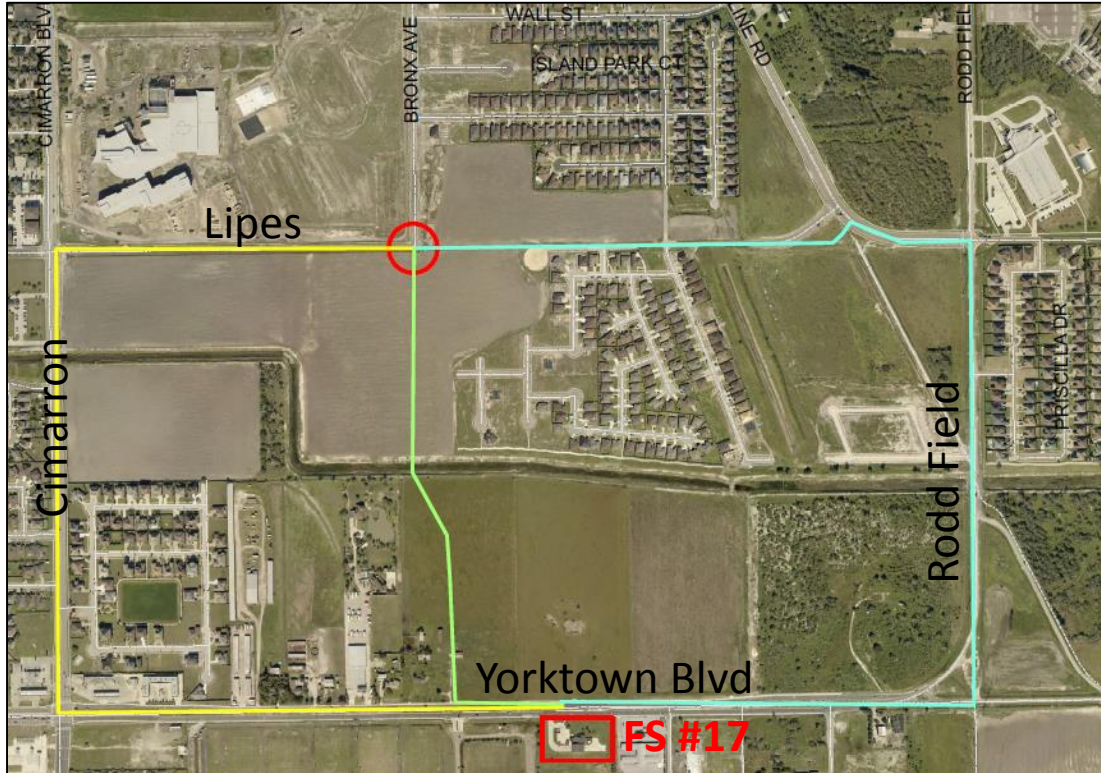
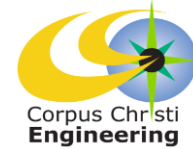
Impact Bicycle Mobility Network



Del Mar College will Dedicate easement and construct a pedestrian and bike path that will have a bridge across the ditch.



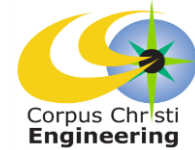
Emergency Routes:



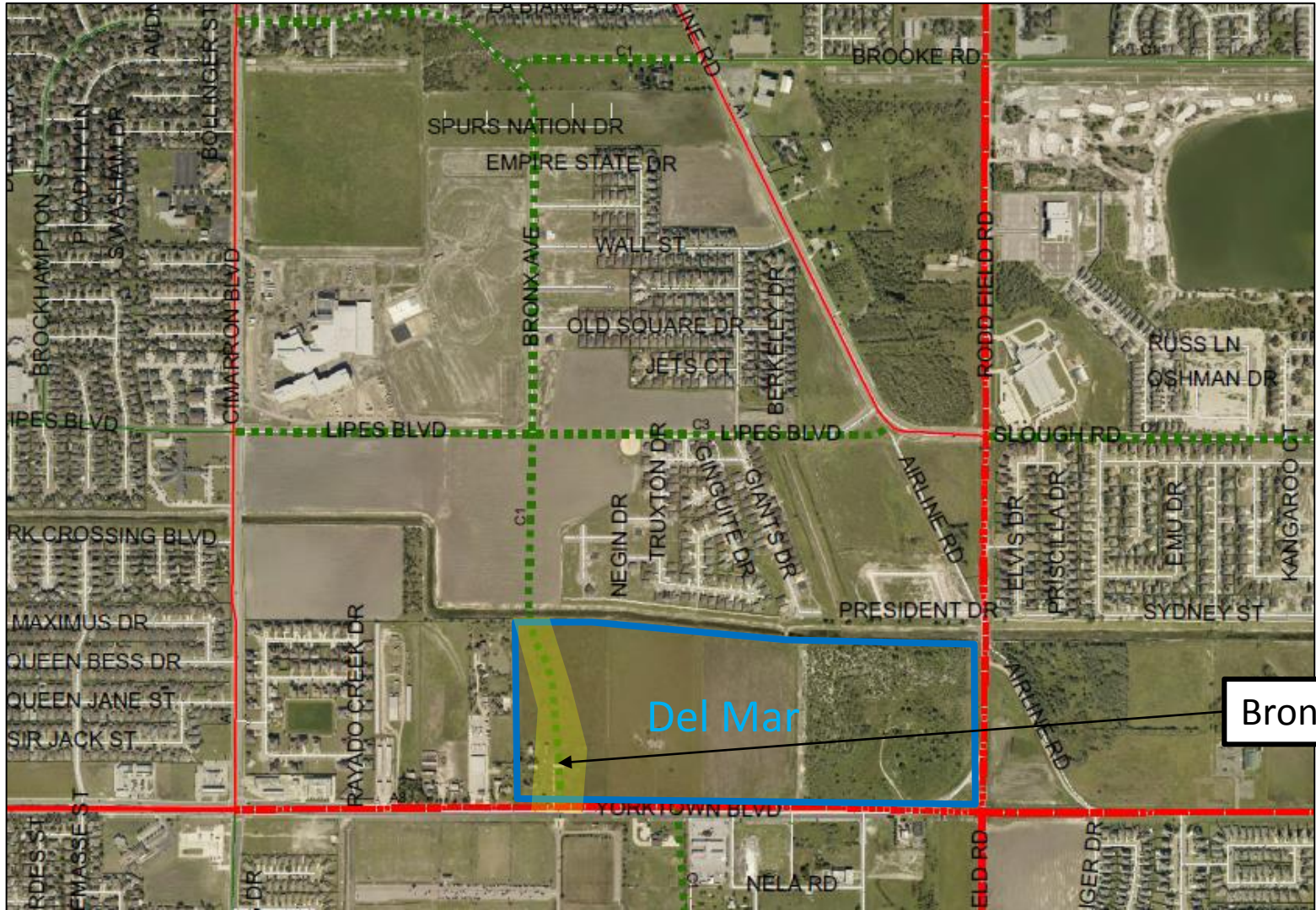
Start	Route	FT	Avg Speed	Arrival time
Fire Station 17	(1) New Bronx Drive (UTP) to Lipes @ Bronx	3,612	30 MPH	1 min 22 sec
Fire Station 17	(2) Yorktown West to Cimarron North to Lipes @ Bronx	7,688	30 MPH	2 min 55 sec
Fire Station 17	(3) Yorktown East to Rodd Field North to Airline Northwest to Lipes @ Bronx	8,518	30 MPH	3 min 14 sec



Recommendation:



- Based on the results of the Traffic Impact Analysis and Del Mar College's commitment to construct the bicycle and pedestrian facilities from Yorktown to the north side of the ditch, staff is recommending approval of the request.
- Transportation Advisory Committee Recommendation: Approval



Del Mar

Bronx Drive

