



# General Plan Advisory Committee Meeting #5

Community Services Main Hall | October 21, 2021



# Meeting Overview

- Mobility Element Overview and Background
- Existing Mobility Conditions and Mobility Discussion

# Mobility Element Overview and Background



# Mobility Element Requirements

State law requires cities to:

- Identify the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, military airports and ports, and other local public utilities and facilities
- Plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the context of the area

“All Users” means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

# Mobility Element and the Region

- General Plans must reflect the regional context. Circulation elements must account for both regional transportation plans and, in some cases, congestion management plans.
- Metropolitan planning organizations and regional transportation agencies prepare regional transportation plans (RTP) in cooperation with federal and state partners, including system users.
- RTPs are intended to establish regional goals, identify present and future transportation needs, deficiencies and constraints, analyze potential solutions, estimate available funding, and propose investments.
- The SANDAG RTP includes a sustainable community strategy (SCS) that aligns transportation investment with land use planning.

# Current San Marcos General Plan

Adopted in 2012

Planning based on nine Guiding Themes:

- Create a vibrant destination city
- A strong local economy and employment base
- Connecting people to places
- An education and academic hub
- A city with choices
- Sustaining environmental quality
- Building a greener community
- A healthy and safe community
- Continuing our agricultural heritage

# Current General Plan Circulation Element

The Circulation Element's vision:

- Enhance mobility and access for residents, businesses, and visitors
- Transition to a multimodal transportation network
- Balance mobility strategies and requirements to achieve the Guiding Themes

The Mobility Plan established goals and policies associated with:

- Local and regional circulation efficiency
- Traffic calming and safety
- Multimodal travel including transit, bicycles, walking, and neighborhood electric vehicles (NEVs)
- Parking
- Goods movement

# Changes Since Last Mobility Element Update

## Local and Regional Mobility Context:

- Changing commute patterns/employment

## New Regulatory Requirements:

- AB 32 – Greenhouse Gas (GHG) Reductions
- SB 375 – Link Between Land Use, Transportation, and GhG
- AB 1358 – California Complete Streets Act
- SB 743 – New Transportation Metrics for CEQA Assessment

## New Transportation Technologies:

- Bike sharing, scooter sharing, and car sharing programs
- Transportation Network Companies (TNCs) such as Uber and Lyft
- Autonomous Vehicles (AVs)



# Complete Streets Act



Requires cities, when updating their general plans, to ensure that local streets and roads meet the needs of all users, of all ages and abilities, including bicyclists, pedestrians, transit riders, and motorists.

Streets can and will look different, depending on their context, community preferences, types and needs of users, land use context, and functionality.

# Existing Mobility Conditions and Mobility Discussion



# Where San Marcos Residents Work

The top places where San Marcos residents work:

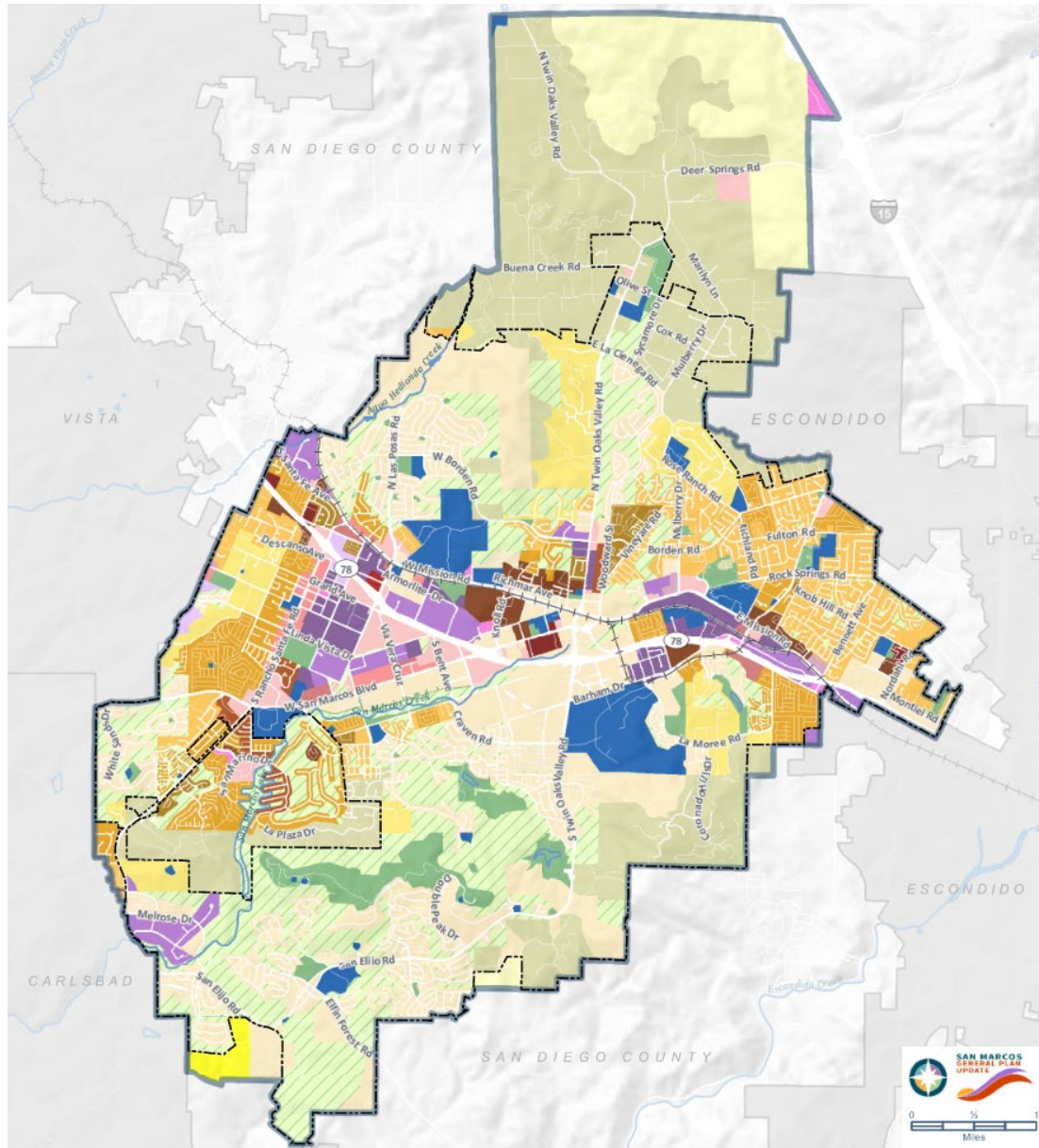
- San Diego (city) (20%)
- San Marcos (14%)
- Carlsbad (11%)
- Escondido (7%)
- Vista (6%)
- Oceanside (5%)

# Where San Marcos Workers Live

The top places where San Marcos workers live are:

- San Marcos (14%)
- Escondido (12%)
- San Diego (city) (10%)
- Oceanside (9%)
- Vista (8%)
- Carlsbad (5%)

# Existing Land Use and Transportation Context



LEGEND			
	City of San Marcos		AG-Agricultural/Residential
	Planning Area/ Sphere of Influence		COUNTY RR-County Rural Residential
	Lake or Pond		HR1-Hillside Residential 1
	Creek		HR2-Hillside Residential 2
	Railroad		RR-Rural Residential
			VLDR-Very Low Density Residential
			LDR-Low Density Residential
			LMDR-Low Medium Density Residential
			MDR1-Medium Density Residential 1
			MDR2-Medium Density Residential 2
			MHDR-Medium High Density Residential
			MU1-Mixed Use 1
			MU3-Mixed Use 3
			MU4-Mixed Use 4
			C-Commercial
			NC-Neighborhood Commercial
			OP-Office Professional
			BP-Business Park
			LI-Light Industrial
			I-Industrial
			PI-Public/Institutional
			P-Parks
			OS-Open Space
			SPA-Specific Plan Area

# Land Use and Transportation Context

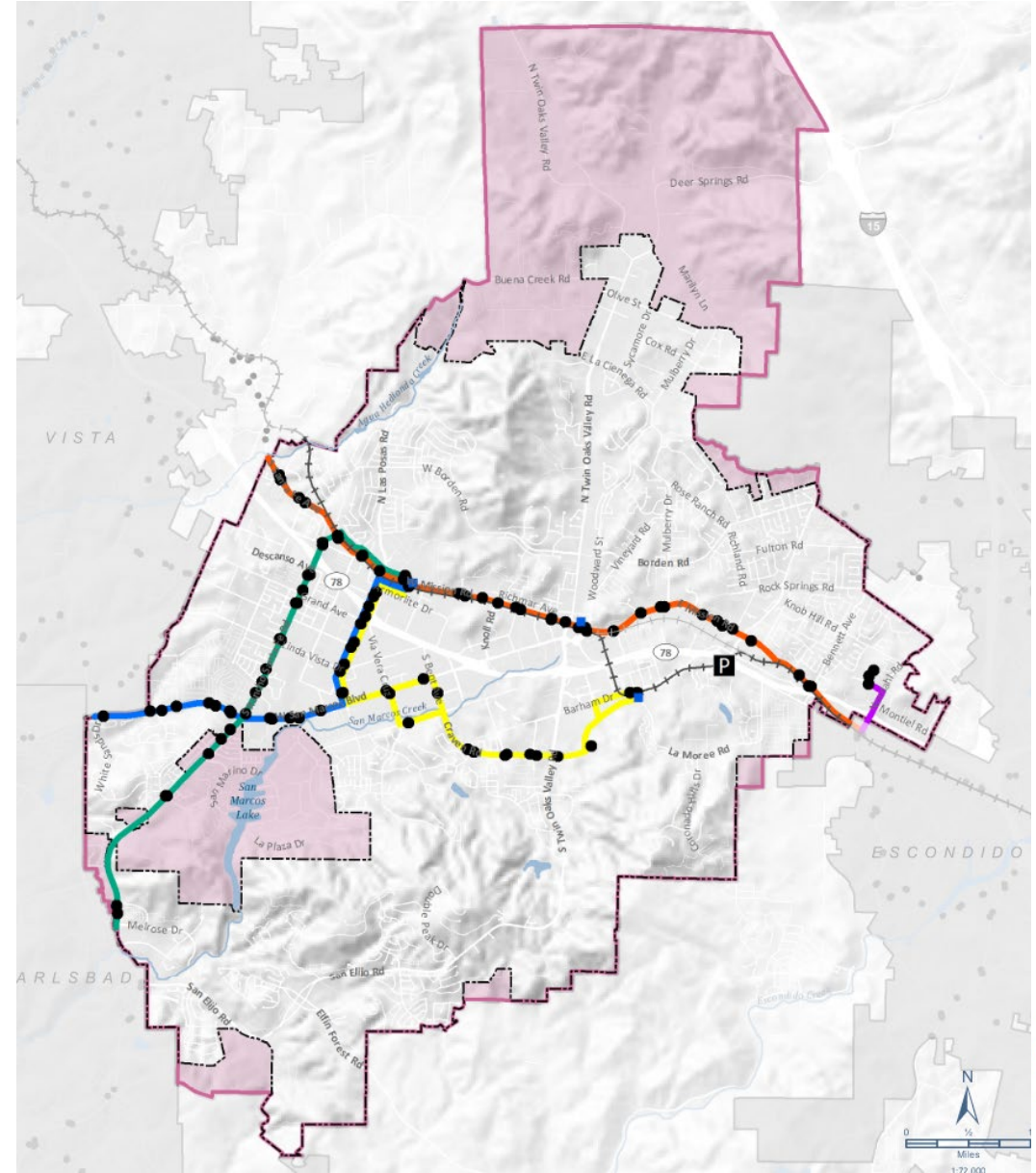
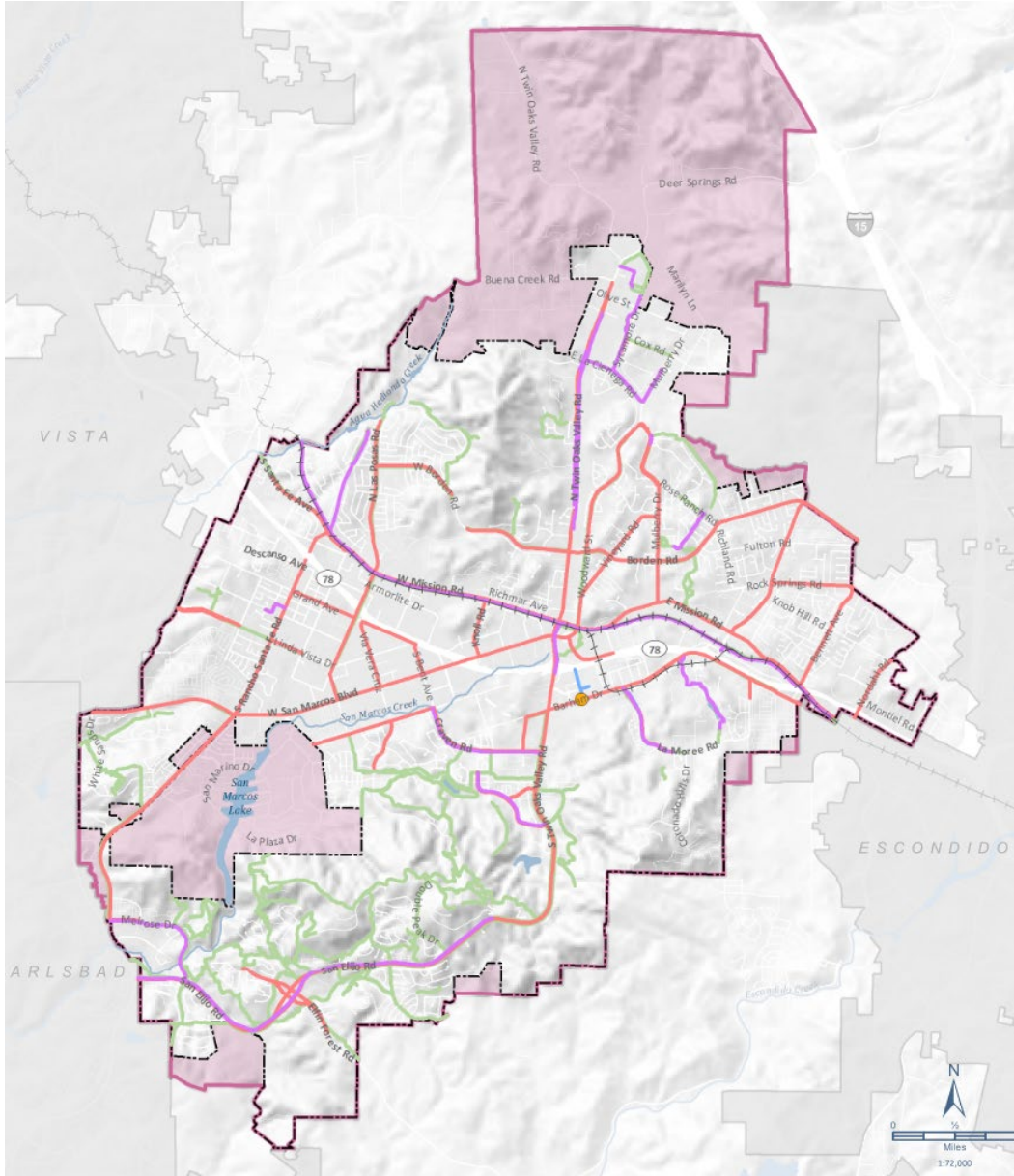
- SR-78 and railroad tracks bifurcate the city, with limited north/south crossing locations.
- Northern and southern portions of the city are primarily residential, with commercial, office and industrial center along the freeway and rail corridors.

**(1)** What are some key destinations within the city that should be served by transit and active transportation?

**(2)** Are there any parts of the city that you have difficulty accessing? Are there any improvements (e.g., roadways, bridges, bicycle facilities, pedestrian facilities) that would improve circulation and access at these locations?

**(3)** Are there any corridors, areas and/or neighborhoods that could benefit from improved multimodal transportation networks?

# Existing Bicycle, Pedestrian, and Transit Facilities



# Bicycle, Pedestrian, and Transit Facilities

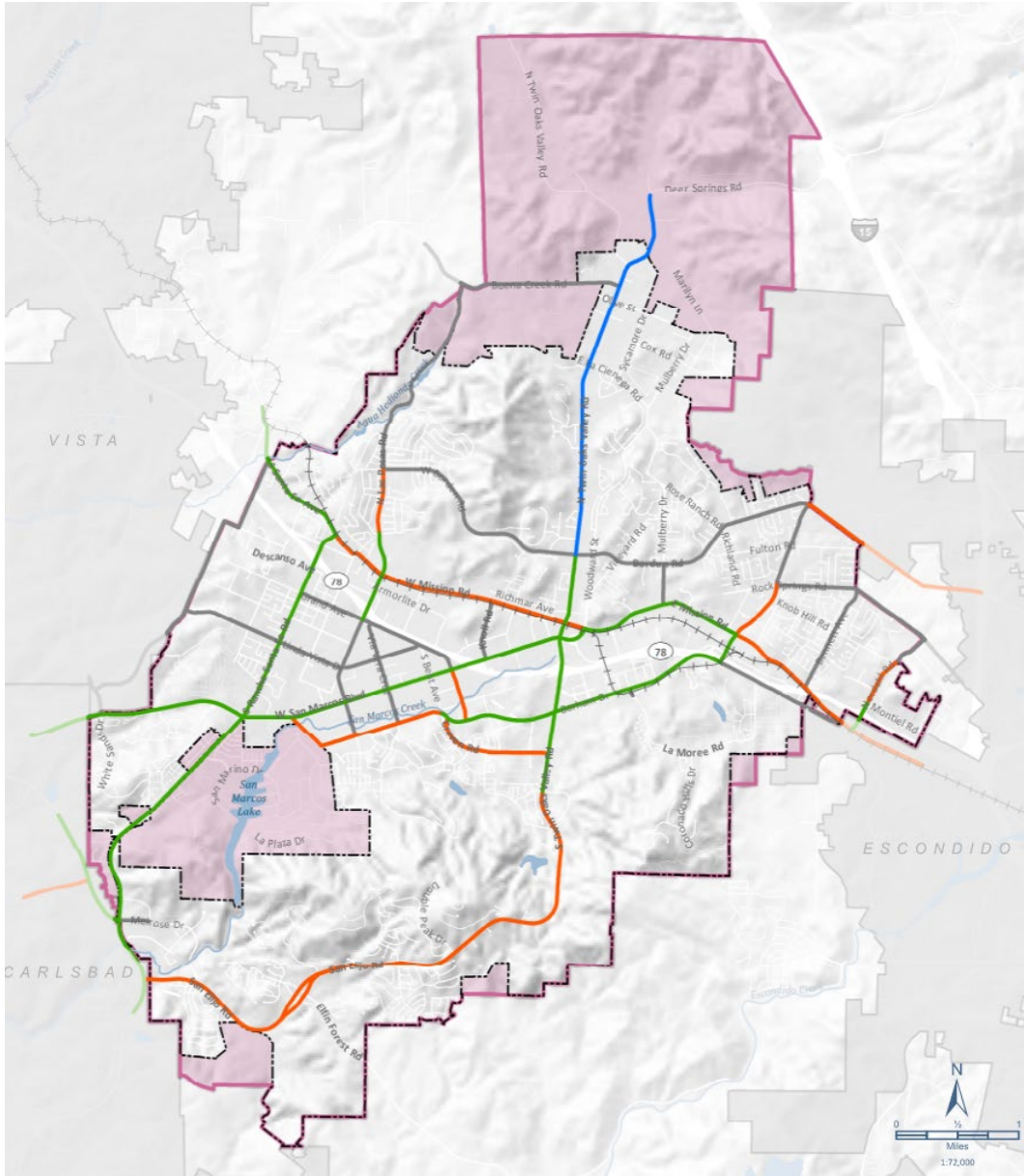
- City provides pedestrian facilities along all streets (with minor gaps), and bike lanes are provided along almost all arterial roads, supplemented by bike paths.
- Transit ridership is focused at the Sprinter stations, the Mission Road and Rancho Santa Fe Road corridors, and CSU San Marcos.

(4) What role does should light rail to play in the City's transportation network? Are there any supportive projects (e.g., local circulator buses or shuttle services) that should be considered to support light rail? How would you like to increase the ease of connections at the stations?

(5) How would you like the City to take advantage of the train stations and school location, such as the establishment of mobility hubs near CSU San Marcos?



# Existing Vehicular Facilities



# Vehicular Facilities

- Several intersections in the city experience congestion and high levels of delay during the evening commute peak hour, and to a lesser extent during the morning commute peak hour.

**(6)** What is your experience in terms of congestion near retail centers and the SR-78 on- and off-ramps? Are there times of day that you avoid traveling in these area, or locations you won't travel to?

# Other Mobility Topics

**(7)** How should the City focus on reducing private vehicle travel and single-occupancy vehicle usage? This could include focus on:

- a local shuttle system
- employer TDM programs
- parking management
- additional active transportation facilities
- other polices and projects

**(8)** Is the City interested in establishing goals and policies to encourage or limit new and upcoming transportation services such as bicycle and scooter sharing programs, transportation network companies (TNCs) such as Uber and Lyft, and autonomous vehicles (AVs)?



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